Council Meeting

AGENDA NO. 2/10

Meeting Date: Tuesday 23 February 2010 Location: Council Chambers, Level 6

Time: 7.30pm

Note: This meeting will be recorded on audio tape for minute-taking

purposes as authorised by the Local Government Act 1993

NOTICE OF BUSINESS

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There are no Notices of Rescission



1 MOTIONS PUT WITHOUT DEBATE

Report prepared by: Senior Administration Co-ordinator

Report dated: 15 February 2010 **File No.:** GRP/10/3/001/6 - BP10/68

In accordance with Council's Code of Meeting Practice, Council can determine those matters on the agenda that can be adopted without the need for any discussion.

RECOMMENDATION:

THAT the recommendations in respect of items 2 to 8 inclusive, as submitted to Council Meeting 02/10, be adopted with the exception of items as determined by the Council.



2 INVESTMENT REPORT - January 2010

Report prepared by: Chief Financial Officer

Report dated: 8/02/2010 **File No.:** GRP/10/3/001/6 - BP10/46

Report Summary

This report provides details of Council's performance against the benchmark for returns of its investment portfolio for the month of January 2010, the financial year to date and the rolling 12 month period.

Council's year to date return to January is 4.36%, which is 0.86% above the benchmark. Income from interest on investments is now projected to be approximately \$2.4 million, an increase of \$365,000 above the original budget.

Whilst there have been no ratings downgrades or credit events in Council's investment portfolio since the last Investment Report, the impacts and continuing volatility in global financial markets continues to place at risk the principal on some of Council's investments. These are covered by Council's Financial Security Reserve.

The report includes the estimated market valuation of Council's investment portfolio with a commentary on significant events in the global financial markets.

The report also details Council's current loan liability, and the current interest rate applying to Council's loans compared to the average return being achieved from term deposits in the monthly Investment Report.

RECOMMENDATION:

That the report of the Chief Financial Officer, dated 8/02/2010 on INVESTMENT REPORT - JANUARY 2010, be endorsed

ATTACHMENTS

There are no attachments for this report.

Report Prepared By:

Richard Nankivell
Chief Financial Officer

Report Approved By:

Roy Newsome Group Manager - Corporate Services



Background

Council's performance against the benchmark for returns of its investment portfolio for the month of January 2010, the financial year to date and the rolling 12 month period are as follows:

	January 2010	12 Months	Fin YTD
Council Return	4.69	3.86	4.36
Benchmark	4.16	3.42	3.50
Variance	0.53	0.44	0.86

Council's year to date return of 4.36% is 0.86% above benchmark, with income from interest on investments now projected to be approximately \$2.4 million. This represents an increase of \$365,000 above the original budget as reported in the December 2009 Quarterly Review.

All Council's investments complied with the Minister for Local Government's Investment Order dated 15 August 2008 and Council's Investment Policy when acquired, however the following investment's credit ratings are now below the Minister's Order:

Investment		Rating	Maturity
Grange IMP - 0	Quartz CDO	CCC-	20/12/2010
- 1	Flinders CDO	N/R	20/03/2012
1 -	Merimbula CDO	N/R	20/06/2013
	Torquay CDO	CCC-	20/06/2013
- ;	Scarborough CDO	CCC-	23/06/2014
- (Global Bank Note CDO	N/R	20/09/2014
- (Glenelg CDO	CCC	22/12/2014
 Alpha CDO 		CCC	20/03/2012
Covent Garden	CDO	С	20/09/2012
 Oasis CDO 		CCC-	04/09/2014

All the above investments have been previously reported to Council through the Investment Report and the weekly Councillor Information Bulletin and Councillor Workshops / Briefings.

Under the Minister's Order, Council is required to divest itself of these investments as soon as practicable. With the exception of the investments in the Grange IMP, these investments were purchased with the intention of holding them to maturity.

Whilst Council officers continue to work closely with Oakvale Capital Limited to manage Council's Investment Portfolio and to seek viable options to exit the above investments, options remain severely limited.



Report

The Chief Financial Officer as Council's Responsible Accounting Officer is required to report to Council on a monthly basis on Council's Investment Portfolio and to certify that the Investments are held in accordance with Council's Investment Policy and Section 625 of the Local Government Act.

Investment Performance Commentary

Council's investment portfolio as at 31 January 2010 was as follows:

	January	2010
Cash/Term Deposits	\$48.2M	60.9%
Floating Rate Notes	\$ 3.0M	3.8%
CDOs	\$ 6.0M	7.6%
Managed Funds	\$ 0.8M	1.0%
Other Financial Products	\$ 6.0M	7.6%
Total Cash Investments	\$64.0M	
Property	\$15.1M	19.1%
Total Investment Portfolio	\$79.1M	

There have been no movements in ratings within Council's investment portfolio since the last Investment Report which was submitted to Council on 9 February 2010.

The following investments remain at risk due to the ongoing volatility in the financial markets, particularly with structured product investments;

Investment		Original Rating	Current Rating
 Grange IMP 	- Quartz CDO	AA	CCC-
	- Flinders CDO	AA	N/R
	- Merimbula CDO	AA	N/R
	- Torquay CDO	AA	CCC-
	- Scarborough CDO	AA	CCC-
	- Global Bank Note CDO	AA	N/R
	- Glenelg CDO	AA	CCC
 Alpha CDO 	-	AA	CCC
 Covent Garde 	en CDO	AA	С
Oasis CDO		AA	CCC-

The net exposure of these "at risk" investments is approximately \$3.7 million.

Council's Financial Security Reserve (FSR) which was created to protect Council from the impact of the Global Financial Crisis has a balance of \$4.1 million and is still regarded as adequate in meeting any potential loss of these investments.



Economic Commentary

The RBA at its meeting in February 2010 held the official cash rate at 3.75% however it is considered likely that rates will rise in order to ensure that inflation remains consistent with the RBA target over the medium term.

In February 2010, the Federal Treasurer announced that the Federal Government was withdrawing the wholesale funding guarantee for financial institutions from 31 March 2010. This effects financial institutions in raising finance but has no impact on the Federal Government's Financial Claims Scheme that guarantees small deposits (deposits less than \$1 million) lodged with ADIs which will remain in place until at least October 2011, being the scheduled review date.

Legal Issues

As previously reported to Council, Piper Alderman have been engaged to provide advice on legal options available to Council in relation to its investments. Council's General Counsel will provide further information as developments occur.

Council's Property Investment Portfolio

The following properties were held as part of Council's Property Investment portfolio:

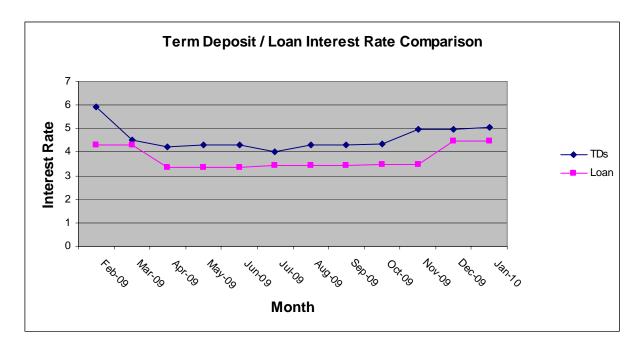
2 Dickson Avenue, West Ryde
1a Station St, West Ryde
8 Chatham Road, West Ryde
202 Rowe St, Eastwood (commercial)
226 Victoria Rd, Gladesville (commercial)
West Ryde Car Park Site
Herring Road Air Space Rights

Loan Liability

Council's loan liability as at 31 January 2010 was \$5 million which represents the balance of one (1) loan taken out in 2004 for the Civic Centre Redevelopment and refinancing the West Ryde Tunnel. This loan was for 15 years and was negotiated at a very attractive rate for Council at BBSW + 20 basis points and is reset every 90 days.

The following graph shows the average interest rate earned on Council term deposits compared to the interest rate applying to this loan.





Comparative Financial Data					
Council Loan Current interest rate Current interest rate	4.48%				
Term Deposit Current average interest rate	5.07%				
Debt Service Ratio Category 3 Councils 2007/08 City of Ryde 2009/10	3.13% 0.90%				

Due to the favourable terms negotiated with this loan, and the current economic climate, Council is earning a higher rate of return in investing these funds than it is paying as loan interest – i.e. it produces a positive cash inflow to Council.

On this basis, there is no advantage to Council in changing these arrangements or repaying this loan earlier than planned.

Types of Investments:

At Call refers to funds held at a financial institution, and can be recalled by Council either same day or on an overnight basis.

A **Floating Rate Note (FRN)** is a longer term investment issued by a financial institution with a variable interest rate. The adjustments to the interest rate are usually made quarterly, and are tied to a certain money market index such as the Bank Bill Swap Rate.



A Floating Rate CDO or Collateralised Debt Obligation (CDO) is an investment backed by a diversified pool of one or more classes of debt. These investments are for longer terms and offer a higher rate of interest. Credit ratings are assigned to these investments as detailed in the portfolio.

A **Constant Proportion Debt Obligation** or **CPDO** is an investment in an index of debt securities, similar in theory to a CDO. The investment index is periodically rolled, whereby the Special Purpose Vehicle buys protection on the old index, and sells protection on the new index.

Credit Rating Information

Credit ratings are generally a statement as to an institution's credit quality. Ratings ranging from AAA to BBB- (long term) are considered investment grade.

A general guide as to the meaning of each credit rating is as follows:

AAA: the best quality companies, reliable and stable AA: quality companies, a bit higher risk than AAA

A: economic situation can affect finance

BBB: medium class companies, which are satisfactory at the moment

BB: more prone to changes in the economy
B: financial situation varies noticeably

CCC: currently vulnerable and dependent on favourable economic conditions to

meet its commitments

CC: highly vulnerable, very speculative bonds

C: highly vulnerable, perhaps in bankruptcy or in arrears but still continuing to

pay out on obligations

D: has defaulted on obligations and it is believed that it will generally default

on most or all obligations



INVESTMENT SUMMARY AS AT 31 JANUARY 2010

				1					ı
				l	12 Month			Indicative	
			Invested at	Annualised	Average Return	Return		Market	
		Investment	31-Jan-10	Period	on Current	since 01	% of Total	Value **	% Market
Issuer	Investment Name	Rating	\$000's	Return (%)	Investments (%)	July 2009	Invested	\$000's	Value
CBA	 Shield Series 21 	AA	500	0.00	2.89	2.19	0.78	580	116.10%
Merrill Lynch	Merrill Lynch & Co	Α	1,000	4.61	4.01	4.01	1.56	999	99.88%
Select Access Investments (no 2)	Titanium AAA								
Ltd		A+	2,000	5.17	4.42	4.45	3.13	1,935	96.74%
Alpha Financial Products	Alpha	CCC	1,000	2.95	3.88	2.95	1.56	190	19.00%
Helix Capital	5. OASIS	CCC-	1,000	5.58	5.06	5.04	1.56	39	3.90%
Westpac	FOCUS Note	AA	500	0.00	0.00	0.00	0.78	452	90.34%
Westpac	Camelotfund	AA	500	0.00	0.00	0.00	0.78	457	91.40%
Grange	Grange IMP	Unrated	835	0.00	-37.45	0.61	1.30	835	100.00%
AB Svensk Exportkredit	Global Protected								
	Property Note VII	AA+	1,000	0.00	0.00	0.00	1.56	895	89.49%
Longreach	Longreach CPWF	AAA	2,000	2.01	2.01	2.01	3.13	1,889	94.43%
CBA	11. ELD Series 4	AA	500	3.00	3.00	3.00	0.78	496	99.13%
Obelisk Trust 2007-3	Covent Garden	С	2,000	5.15	4.75	4.80	3.13	52	2.60%
ANZ	13. ANZ 3 YEAR								
	SENIOR	AA	1,000	4.54	3.87	3.87	1.56	1,000	100.00%
Credit Suisse First	14. Trident	A+	1,000	13.12	16.83	16.83	1.56	1,017	101.71%
Westpac	15. Westpac At Call	AA	4,564	4.67	3.52	3.52	7.13	4,564	100.00%
Westpac	Westpac Term								
	Deposit 2	AA+	10,498	4.92	4.54	4.55	16.41	10,498	100.00%
CBA	17. CBA TCD 5 Yr								
	(Floating)	AAA	1,000	5.38	4.76	4.76	1.56	1,033	103.25%
CBA	18. CBA TCD 5 Yr								
	(Fixed)	AAA	994	5.93	6.00	6.00	1.55	1,005	101.11%
BoQ	19. Bank of								
	Queensland TD	AAA	1,000	4.55	4.55	4.55	1.56	1,000	100.00%
ANZ	20. ANZ (Esanda) 365								
	Day TD	AA	1,000	4.45	4.45	4.45	1.56	1,000	100.00%
Westpac	21. Westpac Term								
	Deposit	AA	5,000	4.64	4.64	4.64	7.81	5,000	100.00%
NAB	22. NAB Term Deposit								
	·	AA	3,000	4.76	4.76	4.76	4.69	3,000	100.00%
Bankwest	Bankwest TD	AA	5,017	5.25	5.07	5.09	7.84	5,017	100.00%
Bankwest	Bankwest TD	AA	10,084	5.09	5.09	5.09	15.76	10,084	100.00%
ACCU	25. Savings & Loan CU								
		AAA	1,000	6.09	6.09	6.09	1.56	1,000	100.00%
MyState CU	26. MyState CU TD	AAA	1,000	5.83	5.83	5.83	1.56	1,000	100.00%
NAB	27. NAB Term Deposit								
		AA	3,000	5.35	5.35	5.35	4.69	3,000	100.00%
Police & Nurses Credit Union	28. Police & Nurses								
	Credit Union	AAA	1,000	6.03	6.03	6.03	1.56	1,000	100.00%
NSW Teachers CU	29. NSW Teachers CU								
	TD	AAA	1,000	5.93	5.93	5.93	1.56	1,000	100.00%
TOTALS/WEIGHTED AVERAGES			63,992	4.69	3.65	4.43	100	60,036	

^{*}Monthly returns when annualised can appear to exaggerate performance

Return including Matured/Traded Investments

 Weighted Average Return
 4.69
 3.86
 4.36

 Benchmark Return: UBSA 1 Year Bank Bill Index (%)
 4.16
 3.42
 3.50

 Variance From Benchmark (%)
 0.53
 0.44
 0.86

Investment Income

	\$000's
This Period	285
Financial Year To Date	1,682
Budget Profile	1,399
Variance from Budget - \$	283

^{**}Market valuations are indicative prices only, and do not necessarily reflect the price at which a transaction could be entered into.



Certificate of the Chief Finance Officer

I certify that as at the date of this report, the investments listed have been made and are held in compliance with Council's Investment Policy and applicable legislation, with the exception of the following investments:

Grange IMP - Quartz CDO	CCC-
- Merimbula CDO	NR
- Flinders CDO	NR
- Glenelg CDO	CCC
- Scarborough CDO	CCC-
- Torquay CDO	CCC-
- Global Bank Note CDO	NR
Oasis CDO	CCC-
ALPHA CDO	CCC
Covent Garden	С
	C

10/2/2010
| Richard Nankivell | Date

Council's Investment Powers

Council's investment powers are regulated by Section 625 of the Local Government Act, which states:

- (1) A council may invest money that is not, for the time being, required by the council for any other purpose.
- (2) Money may be invested only in a form of investment notified by order of the Minister published in the Gazette.
- (3) An order of the Minister notifying a form of investment for the purposes of this section must not be made without the approval of the Treasurer.
- (4) The acquisition, in accordance with section 358, of a controlling interest in a corporation or an entity within the meaning of that section is not an investment for the purposes of this section.

Council's investment policy requires that all investments are to be made in accordance with:

- Local Government Act 1993 Section 625
- Local Government Act 1993 Order (of the Minister) dated 31 July 2008
- The Trustee Amendment (Discretionary Investments) Act 1997 Sections 14A(2), 14C(1) & (2)
- Local Government (Financial Management) Regulation 1993
- The Code of Accounting Practice and Financial Reporting
- Investment Guidelines issued by the Department of Local Government



Following the release of the Cole Report on the Review of NSW Local Government Investments, the NSW Government adopted all the recommendations of the report which include:

- Amendments to the Ministerial Order.
- Grandfathering existing investments that are excluded by the proposed changes to the Ministerial Investment Order.
- Excluding the manufacturers and distributors of investment products from acting as investment advisors to councils.
- Suspending investments with specific credit ratings until December 2009.
- Ensuring councils are more fully aware of their obligations under the Local Government Act 1993 and the NSW Trustee Act 1925 and
- Issuing investment policy guidelines for councils.

The Minister for Local Government has issued a revised Order which was gazetted on 15 August 2008 in line with the recommendations of the Cole Report.

The Department of Local Government is currently preparing guidelines aimed at assisting Council's in developing a comprehensive investment policy.

Council Officers will work with its investment advisor, Oakvale Capital Limited to develop a revised draft Investment Policy which will be submitted to the Finance & Audit Committee for consideration following release of the DLG guidelines.

Overview of Investments

A brief overview of all investments held by the City of Ryde is provided;

- 1. CBA Shield Capital Protected Series 21 (AAp): Council invested in the Shield Capital Protected Hedge Fund Note on 24 March 2004. This is a medium to long term investment (3-7 years) and matures on 28 March 2011. The investment is capital guaranteed by CBA on maturity. The note is linked to the performance of a diversified fund of hedge funds, being Colonial First State Wholesale Global Diversified Strategies Fund. The target return at maturity is anticipated to be over 10% pa annualised. This is a volatile investment that has active market exposure. No fees are payable by Council on this investment.
- Merrill Lynch (A+): Floating Rate Note issued by Merrill Lynch, paying 40bps over 90 day BBSW. This investment was purchased on 9 November 2004. This FRN matures 9 March 2010. No fees are payable by Council on this investment.
- 3. **Titanium (A):** CDO with a portfolio of a minimum of 100 investment grade names, paying 80 bps over 90 days BBSW. This investment was purchased on 14 June 2005. The investment is for is 5.5 years and matures on 14 December 2010. This CDO was downgraded to A with advice being received in late December 2009. No fees are payable by Council on this investment.



- 4. FRN Alpha (Originally AA now CCC): This is a CDO that pays 250 bps above 180 day BBSW. This investment was purchased on 11 April 2006. The investment is for 6 years and matures on 20 March 2012. The CDO containing 2 separate portfolios, a capital portfolio and an income portfolio. The 2 portfolios are managed to maintain ratings stability. The CDO was previously downgraded to A- on 25 September 2008 and has now been downgraded to BBB watch negative on 31 October 2008, and further downgraded to B+ on 5 February 2009, and subsequently downgraded to CCC in August 2009. No fees are payable by Council on this investment.
- 5. OASIS (Originally AA now CCC-): This is a CDO that pays 140 bps above 90 day BBSW This investment was purchased on 4 September 2006. The investment is for 8 years and matures on 4 September 2014. This is a CDO that is actively managed by Société Générale. The CDO was downgraded to BBB- on 29 September 2008 with advice being received in early April 2009 that this investment has been further downgraded to CCC-. No fees are payable by Council on this investment.
- 6. FOCUS Note (AAp): This investment was purchased on 20 December 2006. This is a medium to long term investment (3-7 years) and matures on 20 December 2012. The capital of the investment is guaranteed by Westpac on maturity. This investment consists of a dynamically managed portfolio comprising investments in the BT Focus Australian Share Fund, and aims to outperform the S&P/ASX 300 Accumulation Index by 5% over a 3 to 5 year horizon. This note has had an annualised return of 3.62% since inception, with short term returns anticipated to be volatile. This note also pays a biannual contingent coupon of 180 day Bank Bill swap rate (currently approximately 8.00%). Westpac receive a principal protection fee of 0.90 p.a., an upfront structuring and distribution fee of 2.50%. BT Financial Group receives a management fee of 0.60% p.a., and a performance fee of 15%. The performance fee is only paid if the performance of the fund before fees exceeds the S&P/ASX Accumulation index plus the management fee. Monthly returns, when annualised can appear to exaggerate performance. On 28 October 2008 advice was received that the recent volatility in the global financial markets had triggered the capital protection mechanism in this investment with 100% of the portfolio now invested in a zero coupon bond. Council will not receive any further coupon payments between now and the December 2012 maturity date but will receive the full face value of the investment at maturity.



- 7. Camelotfund (AAp): This investment was purchased on 1 March 2007. The investment is for 5 years and matures 25 January 2012. This investment is in a fund that provides opportunity to diversify into a foreign exchange strategy with low correlation to other products and asset classes. Short term (i.e. monthly) returns on this note will be volatile. The SPV set up by Westpac receives a distribution fee of 2% of the note value, and the manager receives a management fee of 1% p.a., and a performance fee of 15% above 6M BBSW. Westpac receives a capital protection fee of 1% p.a. times NAV. This investment is capital protected by Westpac.
- **8. Grange (Lehman Brothers) IMP:** This is a portfolio of FRNs, CDOs and Bank issued securities managed by Grange Securities on Council's behalf. Lehman Brothers have cancelled the management agreement, and this portfolio is currently static. The IMP comprises the following investments:

Investment	Maturing	Call Date
Quartz CDO	20/10/2010	20/12/2008
Flinders CDO	20/03/2012	20/03/2009
Torquay CDO *	20/06/2013	20/06/2009
Merimbula CDO	20/06/2013	
Scarborough CDO *	23/06/2014	23/06/2009
Glenelg CDO *	22/12/2014	22/06/2009
AAA (Berryl) Global Bank Note CDO	20/09/2014	
HSBC FRN *	22/09/2016	22/09/2011

^{*} If not called an additional margin paid

- 9. Global Protected Property Note VII (AAp+): This investment was purchased on 13 March 2007. The investment is for 4.5 years and matures on 20 September 2011. It is a capital guaranteed investment which provides Council with a return on maturity based on the performance of three international property funds. It is anticipated that performance at the commencement of this investment will be low, with returns geared heavily towards the end life of the investment. This note was invested in as a result of a swap out of the earlier series VI note, in which Council realised a profit of \$237K capital profit after 9 months. Capital protection fee of 1.1% to Svensk Export Kredit.
- 10. Longreach Capital Protected Wholesale Fund (AAAp): This investment is in property, infrastructure and utilities. This investment was purchased on 16 May 2007. The investment is for 5 years and matures on 16 May 2012. The Fund Manager's expectation is a target range of 8% to 10% pa over the life of the investment. Council receives a minimum coupon of 2% pa. There is a fee of 0.95% pa payable of the capital protection amount, plus a performance fee of 25% if the fund performs at or above UBS Bank Bill Index + 4%.



11. Equity Linked Deposit Series 4 (AAp): This note is almost identical to the structure of the ELD 2 (No 12) above, except that returns are based on the performance of a reference basket of resource stocks. This investment was purchased on 5 June 2007.

The investment is for 3 years and matures on 5 June 2010. Minimum return is 3.00% pa, and returns are capped at 11.50% with the actual return for each year to be calculated in June. No fees are payable by Council on this investment.

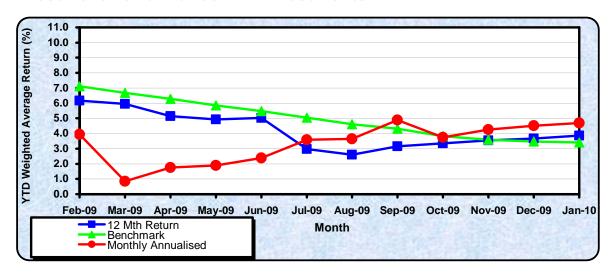
- **12. Covent Garden (Originally AA now C):** This is a managed CDO paying 120 bps over 90 day BBSW. This investment was purchased on 6 July 2007. The investment is for 5 years and matures on 20 September 2012. Advice was received on 11 November 2008 that this investment has been downgraded to CCC and then to C. No fees are payable by Council on this investment.
- **13. ANZ 3 Year Senior Debt (AA):** Floating Rate Note issued by the ANZ bank, paying 32 bps over 90 day BBSW. This investment was purchased on 18 September 2007. The investment is for 3 years and matures on 18 September 2010. No fees are payable by Council on this investment.
- 14. Trident (Originally AA now Ap+): This investment was purchased on 30 May 2007. The investment is for 4 years and matures on 30 May 2011 The investment which is capital protected has exposure to a basket of bond funds, with a coupon paid 6 monthly of 50% of the positive performance of the funds, with the other 50% being reinvested. There is a distribution fee charged upfront of 2%, plus a principal protection fee of 0.95% p.a. of the portfolio value, plus a leverage charge of USD 30 day LIBOR +0.50% p.a. on any leverage amount.
- 15. Westpac At Call Account (AA): This investment is an at call account, paying the short term money market rate. These funds are used for operational purposes.
- **16. Westpac Term Deposit (AA):** This investment is a 90 day term deposit, paying 4.16% (4.23% annualised) and matures on 6 November 2009. No fees are payable by Council on this investment.
- 17.CBA TCD 5 Yr (Floating) (AAA): This is a floating rate note issued at a margin of 120 points above 90 day BBSW, maturing 17 December 2013. Council took up the optional government guarantee on this investment at a fee of 70 basis points.
- **18.CBA TCD 5 Yr (Fixed) (AAA):** This is a fixed rate note issued at 5.75% above 90 day BBSW, maturing 17 December 2013. Council took up the optional government guarantee on this investment at a fee of 70 basis points.



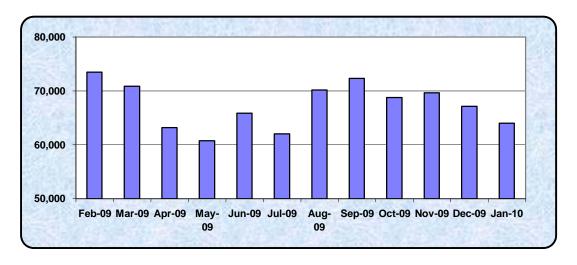
- **19. Bank of Queensland Term Deposit (AAA):** This investment is an 18 month term deposit, paying 4.50% (4.55% annualised) and matures on 29 July 2010, with interest payable semi-annually. No fees are payable by Council on this investment.
- 20. ANZ Term Deposit (AA): This investment is a 365 day term deposit, paying 4.45% and matures on 26 July 2010. No fees are payable by Council on this investment.
- **21. Westpac Term Deposit (AA):** This investment is a 180 day term deposit, paying 4.59% (4.64% annualised) and matures on 22 Feb 2010. No fees are payable by Council on this investment.
- **22. NAB Term Deposit (AA):** This investment is a 181 day term deposit, paying 4.70% (4.76% annualised) and matures on 16 March 2009. No fees are payable by Council on this investment.
- **23. Bankwest Term Deposit (AA):** This investment is a 90 day term deposit, paying 5.15% (5.25% annualised) and matures on 11 February 2010. No fees are payable by Council on this investment.
- **24. Bankwest Term Deposit (AA):** This investment is a 90 day term deposit, paying 5.00% (5.09% annualised) and matures on 2 February 2010. No fees are payable by Council on this investment.
- **25. Savings & Loan Credit Union Term Deposit (AAA):** This investment is a 30 day term deposit paying 5.93% (6.09% annualised) and matures on 18 February 2010. No fees are payable by Council on this investment.
- **26. MyState Credit Union Term Deposit (AAA):** This investment is a 30 day term deposit paying 5.68% (5.83% annualised) and matures on 18 February 2010. No fees are payable by Council on this investment.
- **27. NAB Term Deposit (AA):** This investment is a 60 day term deposit paying 5.23% (5.35% annualised) and matures on 26 March 2010. No fees are payable by Council on this investment.
- **28. Police & Nurses Credit Union Term Deposit (AAA):** This investment is a 60 day term deposit paying 5.88% (6.03% annualised) and matures on 26 March 2010. No fees are payable by Council on this investment.
- **29. NSW Teachers Credit Union Term Deposit (AAA):** This investment is a 60 day term deposit paying 5.79% (5.93% annualised) and matures on 26 March 2010. No fees are payable by Council on this investment.



Investment Performance - All Investments



Total Funds Invested



Consultation

Council business units consulted included:-

Finance Unit

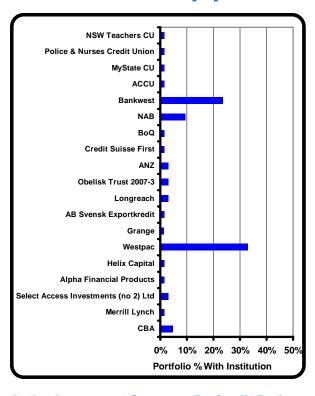
Internal Workshops held:-

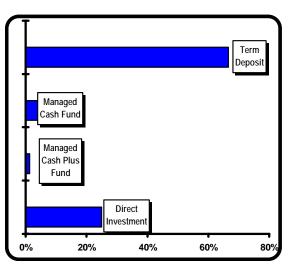
Nil



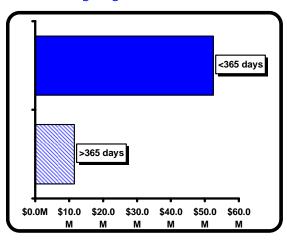
Active Investment Summary By Institution

Summary By Investment Type



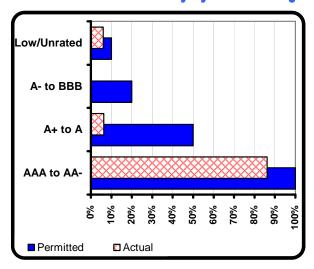


Summary By Duration



	>365 days	<365 days
FRN's	\$1.0M	\$2.0M
CDO's	\$4.0M	\$2.0M
Other	\$5.5M	\$0.5M
Mgd Funds	\$0.0M	\$0.8M
Cash/TDs	\$1.0M	\$47.2M
	\$11.5M	\$52.5M

Active Investment Summary By Credit Rating





External public consultation included:-

Nil

Council officers have regular discussions & meetings with Investment Issuers and Council's Investment Advisor Oakvale Capital Limited to monitor the impact of market conditions on the performance of Council's investments and the economic outlook going forward.

Critical Dates

The Chief Financial Officer as Council's Responsible Accounting Officer is required to report to Council on a monthly basis on Council's Investment Portfolio and to certify that the Investments are held in accordance with Council's Investment Policy and Section 625 of the Local Government Act.

Financial Impact

Council's investment portfolio provides a significant source of Council's income through interest on investments and contributes to the funding of a range of services and initiatives across all Council's key outcome areas.

Council's income from interest on investments is in excess of budget projections and is now expected to generate \$2.4 million for the 2009/2010 year.

The ongoing volatility and turmoil in financial markets is continuing to place at risk the principal of some of Council's investments.

Policy Implications

There are no policy implications through the adoption of the recommendation.

The recommendation is consistent with Section 625 of the Local Government Act, which deals with the investment of surplus funds by Council's.

Other Options

Not Applicable

Conclusion

This report provides details of Council's performance against the benchmark for returns of its Investment portfolio for the month of January 2010 and the 2009/10 financial year.

Council's income from interest on investments is now projected to be approximately \$2.4 million, an increase of \$365,000 above the original budget. The impacts and continuing volatility in global financial markets continues to place at risk the principal on some of Council's investments.

Council's Financial Security Reserve has a balance of \$4.1 million and is considered adequate to meet any future investment losses arising from the Global Financial Crisis.



Council Officers in conjunction with Oakvale Capital Limited are closely monitoring this issue and all developments in the financial markets and keeping Council fully informed of significant developments as they occur through the monthly Investment report, Councillor Information Bulletin and Councillor briefing sessions



3 DECEMBER QUARTERLY REVIEW REPORT 2009-2013 - MANAGEMENT PLAN

Report prepared by: Chief Financial Officer

Report dated: 5/02/2010 **File No.:** GRP/10/3/001/6 - BP10/44

REPORT SUMMARY

Council's Management Plan and Budget for 2009-2013 sets out the strategic and financial objectives for the year. These documents set out the goals and various performance measures for Council's four key outcome areas and details the services and projects that Council said it would deliver in 2009-2010.

The attachments to this report include details for each of the four key outcome areas showing the targets adopted by Council and how we have performed in achieving these targets in the first half of the year. Also shown is a financial performance summary for each key outcome area and a list of all Projects by service unit that are to be undertaken in 2009/10 with information on how each Project is progressing. Council maintains its projected available working capital as at 30 June 2010 at \$4.19M.

Overall Council's progress towards the projects and performance targets are on track for the first half of the year, with some areas exceeding target levels. A focus on the customer service response for some areas within Council and the achievement of the revised capital works program will be a focus for the remainder of the year.

RECOMMENDATION:

- (a) That the report of the Chief Financial Officer, dated 5/02/2010 on DECEMBER QUARTERLY REVIEW REPORT 2009-2013 MANAGEMENT PLAN, be received and the adjustments to Council's 2009/2010 Budget as detailed in the report be adopted.
- (b) That the Certificate of the Responsible Accounting Officer attached to the report of the Chief Financial Officer dated 5 February 2010 be endorsed.

ATTACHMENTS

There are no attachments for this report.

Report Prepared By:

Richard Nankivell
Chief Financial Officer

Report Approved By:

Roy Newsome Group Manager - Corporate Services



Background

As required under section 407 of the Local Government Act, 1993 the quarterly review of the Management Plan as at 31 December 2009 is presented to Council.

This review reports on the performance of Council in undertaking its Principal Activities in terms of its stated objectives and financial position. The following individual reporting documents have been prepared and are **CIRCULATED UNDER SEPARATE COVER**.

ANNEXURE 1 Management Plan 2009-2013 - provides a 'snapshot' of Council's performance in the quarter relative to several high profile activities.

ANNEXURE 2 Financial Management Summary Report – graphical representation of financial performance to 31 December 2009.

ANNEXURE 3 Summary of Proposed Operating Budget Project Budget Changes

ANNEXURE 3 Summary of Proposed Operating Budget Revised Budget Changes – details items that have had a budget adjustment with a brief

explanation of each.

ANNEXURE 4 Summary of Proposed Capital Expenditure Revised Budget
Changes – details items that have had a budget adjustment with a

brief explanation of each.

ANNEXURE 5 Capital Status Report – provides comments regarding the status of

all of Council's Capital Expenditure projects.

Presentation – During the Council meeting, the General Manager will make a

presentation on the quarterly review as at 31 December 2009.

In the remainder of this report an overview is provided on the key aspects of Council's financial performance for the 1st quarter. Included in this report, the Responsible Accounting Officer is required to report and provide a statement on Council's financial position which is dated 5 February 2010 and is **ATTACHED** to this report.

Report

Overview of December Quarterly Review including Working Capital Summary The 2009/2010 December Quarterly Review has been completed and is submitted to Council for endorsement. This includes the Financial Management Summary Report (Annexure 2).

The effects of the global financial crisis continue to impact all levels of government, businesses and the community at large, particularly in the building and development area. This review confirms that there continues to be significant declines in key income sources with further reductions as follows:

Regulation Compliance \$250K reduction
Development Applications
Building related fees \$60K reduction
Aquatic Centre fees \$280K reduction



These reductions are in addition to the \$400K reduction (Regulation and Development Applications) in income reported in the September 2009 review.

In addition to this, due to the slow down of new construction activity within the City, the rate of receipt of Section 94 contributions has significantly declined reducing Council's capacity to provide new infrastructure in its capital works program. Due to the decline in Section 94 income, reductions in the 2009/2010 Capital Works Program have been made in this review.

The above impacts are placing continued pressure on Council's operating budget and its capacity to deliver funds towards the capital works program.

Working Capital Summary

In the September 2009 Quarterly Review Council's forecasted Working Capital position increased from \$3.9 million to \$4.2 million. In that review, it highlighted that the increase in projected Working Capital of \$300K may be required to meet any future shortfall in income.

In the December 2009 Quarterly Review, the proposed budget adjustments will result in Council generally maintaining its forecasted Available Working Capital as at 30 June 2010 to \$4.19 million.

This position has been able to be achieved through the reductions in income being offset mainly by an increase in income from interest on investments and Property and Building income. However, this review reduces the budgeted Section 94 income for 2009/10 down by \$1 million to \$2 million, which has reduced Council's forecasted overall Operating Result for 2009/10 down to \$3.47 million.

Summary of Budget Performance – December Quarter 2009

Variations to Council's budget for the quarter can be summarised as follows;

	Current Budget	December Revised Budget	December Qtr Variance
	\$'000	\$'000	\$'000
Operating Revenue	77,931	78,380	449
Direct Operating Expenditure	(65,042)	(65,503)	(461)
Direct Operating Result	12,889	12,877	(12)
Depreciation .	(18,500)	(18,500)	0
Operating result before Capital .	(5,611)	(5,623)	(12)



Capital Income	9,663	9,102	(561)
Denvesiation	(10 500)	(19 500)	0
Depreciation	(18,500)	(18,500)	U
Total Operating Result	4,052	3,479	(573)
Capital Expanditure	(20.755)	(20.512)	243
Capital Expenditure	(30,755)	(30,512)	243

The remainder of this report details major variations to the 2009/2010 Budget by income and expenditure classifications.

Operating Income

Key Outcome Areas	Current Budget \$'000	December Revised Budget \$'000	December Qtr Variance \$'000
People	7,783	7,615	(168)
Assets	17,289	17,867	578
Environment	6,042	5,588	(454)
Governance	46,818	47,310	493
Total Operating Income	77,931	78,380	449

People ↓\$168K

• The People budget has decreased by \$168K as follows:

RALC **↓**\$290K

 RALC income has been reduced by \$290K as a result of a reduction in expected patronage due in part to the lack of hot weather. This shortfall has been met from the RALC Reserve.

Parks ↑92K

- Additional \$31K grant funds have been received as follows:
 - \$15K from NSW Department of Primary Industries for Noxious Weed Control.
 - \$16K from NSW Department of Primary Industries for Sydney West Tussock Paspalum Control
- Additional \$56K sportsground income from completion of negotiations with Gladesville & Hornsby Football Association and Sydney Cricket Club.

Community & Culture ↑\$20K

 Additional \$20K in Home Modification Fees due to greater demand for this service - this is offset by additional expenditure.



Assets ↑578 \$K

The Assets budget has increased by \$578K as follows

Waste & Fleet↑\$432K

- Department of Environment and Climate Change grant of \$392K for the Waste & Sustainability Improvement Program. This is to be transferred to reserves to fund specific projects in the 2010/11 Management Plan.
- Additional \$40K construction recycling income.

Property & Buildings↑\$138K

 Additional property related income of approximately \$138K including payment of the Construction licence fee in respect of the Top Ryde Shopping Centre.

Environment ↓ \$454K

The Environment budget has been reduced by \$454K as follows:

Assessment ↓ \$200K

 A further reduction of approximately \$200K in Development Application related fees due to the decrease in applications being received. This trend is common across Councils in Sydney.

Regulation ↓ \$215K

 A further reduction of \$215K in Regulation income primarily as a result of a greater level of compliance within the community.

Health & Building ↓ \$60K

 A reduction of \$60K in building related fees due to lower construction activity within the city.

Governance ↑ \$493K

The Governance budget has been increased by \$493K as follows:

Finance ↑ \$424K

- Income from Interest on Investments is anticipated to increase by \$365,000 as a result of the increased returns on investments, due to the increases in the official cash rate to 3.75%.
- Additional income of \$60K has been received in respect of rates (\$40K) and other fees (\$20K).

Human Resources↑ \$43K

 Council has received a \$43K rebate from Statewide Mutual in respect of successfully completing the 2008/09 OH&S Audit.

0



Capital Income

Key Outcome Areas	Current Budget	Revised Budget	December Qtr Variance
	\$'000	\$'000	\$'000
People	102	249	147
Assets	5,311	5,603	292
Environment	4,250	3,250	(1,000)
Governance	0	0	0
Total Capital Income	9,663	9,102	(561)

People ↑ \$147K

The People Budget has been increased by \$147K as follows;

Parks 个 \$147K

 Additional \$147K grant from Federal Government - Department of Infrastructure, Transport, Regional Development & Local Government under the Community & infrastructure Program –Stage 2 which has been allocated to Meadowbank Park

Assets ↑ \$292K

The Assets budget has increased by \$292K as follows;

Access ↑ \$304K

- Additional \$304K grant from_Federal Government Department of Infrastructure, Transport, Regional Development & Local Government under the Jobs Fund program which has been allocated to cycle ways
- Additional \$30K grant from the NSW Government Department of Premier & Cabinet Community Building partnership Program for the Integrated Transport Strategy
- Reduction of \$85K in grant funds as application for RTA Blackspot funding of Badajoz / Callaghan Roundabout not successful.

Waste & Fleet↑ \$44K

 SES State Government rebate of \$44K to be used for the purchase of equipment for the SES.



Environment ↓ \$1 M

Urban Planning ↓ \$1 M

The Global Financial Crisis is continuing to impact on Council's revenue streams, particularly in the area of new major development related activity. Council had originally budgeted to receive \$3M this financial year from Section 94 contributions however, due to the low level of construction activity, this has now been revised down by \$1M to \$2 M for the year. Actual Income to 31 December 2009, is \$1.2M.

Operating Expenditure

Key Outcome Areas	Current Budget	December Revised Budget	December Qtr Variance
	\$'000	\$'000	\$'000
People	19,745	19,814	69
Assets	22,646	22,646	0
Environment	9,048	9,087	39
Governance	13,603	13,955	353
Total Operating Expenditure	65,042	65,503	461

People \uparrow \$69K

The People budget has increased by \$69K as follows:

Parks↑ \$47K

- The following programs have increased as a result of the receipt of additional \$31K grants:
 - \$15K from NSW Department of Primary Industries for Noxious Weed Control.
 - \$16K from NSW Department of Primary Industries for Sydney West Tussock Paspalum Control

Community & Culture↑ \$10K

 Increased expenditure in Home Modification Fees of \$10K due to greater demand for this service - this is offset by additional expenditure.

Environment ↑ \$39K

- Assessment & Health and Building ↑ \$39K
 - An increase of \$39K in respect of legal costs for appeals.



Governance ↑ \$353K

Finance↑ \$150K

- Additional costs \$130K associated with resourcing, due to engaging agency staff due to vacancies, including maternity leave position. This staffing has been critical in completing end of year financial statements, preparation of Budget and completion of Quarterly Reviews.
- Increase in interest paid on security bonds of \$20K, offset by interest from investments

Information Management ↑ \$143K

 Additional costs involved in transition of current internet Service Provider to Optus. (\$90K), increased printing costs (\$33K) and licences (\$20K).

Human Resources↑\$43K

HR budget increased by \$43K in respect of OH&S Rebate

Capital Expenditure

Group	Current Budget \$'000	December Revised Budget	December Qtr Variance \$'000
	-		-
People	5,649	5,719	70
Assets	24,696	24,383	(313)
Environment	0	0	0
Governance	410	410	0
Total Capital Expenditure	30,755	30,512	(243)

A further review of the Capital Works program was carried out due to a decline in Section 94 income. The Capital Works program is proposed to be reduced by \$243K as part of the December 2009 Quarterly Review.

Annexure 3 - Summary of Proposed Capital Expenditure Revised Budget Changes provides details of those projects that have a proposed budget adjustment, supported with a brief explanation of each adjustment.

The status of all Capital Projects is detailed in **Annexure 4** of the Management Plan 2009-2013 document.

Section 94 Reserve

The December 2009 Quarterly review proposes a reduction in Section 94 income for the year of \$1 million, down to a forecasted income for the year of \$2 million.



The following table shows the projected position of Council's Section 94 Reserve as at 30 June 2010 based on the current 2009/10 budget and the proposed December 2009 Quarterly Review:

	Section 94		
2009/10	Current Budget	December Review	
Balance in Reserve 1/7/2009	7,275,000	7,275,000	
Income - (2009/2010)	3,000,000	2,000,000	
Total Expenditure	8,746,000	8,565,000	
Projection 30/6/2010	1,529,000	710,000	

Based on the above, assuming Council achieves \$2 million in Section 94 contributions for the year (current actual \$1.2 Million), Council will have approximately \$700K to support the 2010/11 capital budget.

Consultation

All Internal Council service units were consulted.

Internal Workshops held:-

Not Applicable

City of Ryde Advisory Committees consulted included:-

Not Applicable

External public consultation included:-

Not Applicable

Comments

Service Unit Managers have reviewed their unit budgets at the end of the December 2009 quarter to declare any variations to budget that will impact on the Council's financial position.

Critical Dates

The following deadlines are required to be met:

- In accordance with Section 407 of the Local Government Act 1993, the General Manager must report to the Council within 2 months after the end of each quarter as to the extent to which the performance targets set by the Council's current Management Plan have been achieved during that quarter.
- The Chief Financial Officer as Council's Responsible Accounting Officer, in accordance with the Part 2 Clause 7 of the Local Government (Financial Management) Regulation 1999 is required to certify whether the Council's financial position is satisfactory having regard to the original estimates of income and expenditure.



Financial Impact

The impacts of the Global Financial Crisis particularly on Council's revenue streams in the areas of development and building activities, has continued to decline which has placed further strain on Council's financial operations. This is being closely monitored and has been addressed in this Quarterly Review.

The adoption of the recommended adjustments to Council's 2009/2010 budget as detailed within this report will result in a projected closing Working Capital as at 30 June 2010 of \$4.19 million, a decrease of approximately \$10K over the previous projection in the September Quarterly Review.

Policy Implications

There are no policy implications through the adoption of this recommendation.

Other Options

Council could decide not to approve some or all of the December 2009 Quarter Budget Revisions or to revote the funds to other projects. This would impact the projected Working Capital as at 30 June 2010 and future Capital Works program for future years.

Conclusion

The Global Financial Crisis continues to impact on all levels of government, businesses and the community.

Council has had significant declines in income and if this trend continues, will put further stress on Council's operating budget and its capacity to maintain current services and provide funds to support Council's capital works program.

The adoption of the recommended adjustments to Council's 2009/2010 budget as detailed within this report, will result in a projected closing Working Capital as at 30 June 2010 of \$4.19 million which is \$300k above the amount forecasted in the original Budget.



Attachment 1

Certificate

In accordance with the Local Government (Financial Management) Regulation 1999, Part 2, Clause 7, I report that the financial position of the Council was satisfactory as at 31 December 2009, having regard to the original estimates of income and expenditure. Variations in total income, operating and capital expenditure as at 31 December 2009 are of a quantum and nature that overall end of year financial targets will be achieved.

Richard Nankivell
Chief Financial Officer
Responsible Accounting Officer

5 February 2010



4 MACQUARIE PARK PARKING STUDY - DRAFT FINAL REPORT

Report prepared by: Place Manager Major Centres

Report dated: 16/11/2009 **File No.:** GRP/10/4/001/6 - BP09/913

Report Summary

The Draft Macquarie Park Parking Study has been funded by the State Government's Planning Reform Fund. Its principal objective is to review the impact of the parking rates introduced in Macquarie Park Corridor in LEP137 - Macquarie Park (January 2006) and to evaluate how these parking rates compare with other competing commercial centres in Sydney. The ARUP Study recommends a suite of measures to make best use of parking facilities in Macquarie Park in the short term and to support integrated transport management measures to reduce car dependency and increase public transport use in the longer term. This Report recommends that the draft Macquarie Park Parking Study be endorsed for public exhibition.

RECOMMENDATION:

- (a) That Council agrees to the Draft Macquarie Park Parking Study being publicly exhibited.
- (b) That a Report be prepared for Council summarising the outcomes of the public exhibition process, with a recommended approach for the finalisation of the Macquarie Park Parking Study.

ATTACHMENTS

- 1 Macquarie Park Parking Study Draft Final Report Executive Summary
- 2 Macquarie Park Parking Study Draft Final Report matrix of recommendations

Report Prepared By:

Nick Chapman
Place Manager Major Centres

Report Approved By:

Meryl Bishop Manager - Urban Planning

Dominic Johnson
Group Manager Environment & Planning



Background

The Parking Study was commissioned in 2008 by the City of Ryde (CoR) and the Department of Planning (DoP) to address the complexities of parking in Macquarie Park. It has been funded by a grant from DoP's Planning Reform Fund, with "in kind" contributions by CoR in the form of staff time, use of meeting rooms etc. It has been project managed by Urban Planning under the guidance of a Project Steering Group of officers from both agencies.

Parking rates in Macquarie Park changed quite significantly when LEP137 Macquarie Park was introduced in January 2006, in anticipation of the opening of the new Epping Chatswood Rail Station (ECRL) and the 3 new stations serving Macquarie Park. On site parking rates within 400 ms of each station were reduced from 1 parking space per 46 sqms of industrial floor space to 1 parking space per 80 sqm of floor space. Parking rates along Waterloo Road were set at 1 space per 70 sqm. The 1 space per 46 sqm rate remains the same in the "outer areas" of Macquarie Park on land which is more than 400ms from each of the stations. The LEP parking rates were "tightened up" in anticipation of improved public transport services to Macquarie Park, following the ECRL opening and the consequent reduction in car dependency and associated need for on-site parking.

CoR and DoP commissioned the Parking Study two years after the introduction of new parking rates in LEP 137 Macquarie Park. The purpose of the Study was to evaluate the LEP parking rates and suggest refinements, if required. The Study would also assess ways of improving the effectiveness of current parking measures in the context of the evolving "transport mix" in Macquarie Park.

Expressions of interest to undertake the Parking Study were issued to a cross-section of consultancies with expertise in parking and transport management. ARUP were appointed in September 2008 to undertake the study. ARUP are a large and experienced consulting group with a track record in undertaking work of this nature for a great range of public and private sector groups.

Report

Study objectives and process

In summary, the objectives of the Macquarie Park Parking Study were:-

- To analyse the importance of LEP137 parking rates as a factor in commercial business decisions about office location, compared to the impact of parking rates in other competing commercial centres such as Chatswood and Parramatta.
- To recommend a balanced suite of parking measures which will help reduce car dependence and ameliorate traffic congestion in Macquarie Park, without generating unreasonable impacts on affected stakeholders (particularly commercial stakeholders and local residents).



Major steps in the Study process were:-

- Analysis of LEP137 and the number of on-site and on-road road parking spaces available in Macquarie Park.
- Review of the state and local government policy and planning context for parking in Macquarie Park.
- Extensive stakeholder consultation, including workshops, one on one interviews and the assessment of recent resident surveys re: the resident parking scheme in Macquarie Park.
- Development of a suite of recommendations which make best use of existing parking resources in a manner which supports the strategic planning and integrated transport management objectives in Macquarie Park and strikes an appropriate balance from an economic, social and environmental perspective.

Some key findings

- Parking rates in Macquarie Park are generous compared to most equivalent, commercial centres which compete with Macquarie Park to varying degrees eg Sydney CBD, Chatswood, Parramatta, and North Sydney.
- In Metropolitan Sydney as a whole, the only broadly comparable centres with "more generous" parking are Homebush (1 space per 40 sqm of commercial floor space) and NorWest (1 space per 25 sqm), although these centres are catering for somewhat different tenants with differing needs.
- The most comparable centre which is most directly in competition with Macquarie Park is South Sydney, which has parking rates of 1 space per 125 sqm of commercial floor space.
- Although parking is one of the important considerations for prospective commercial tenants in search of new office space in Macquarie Park, other important considerations are (i) cost of floor space (ii) location (ie) proximity to transport routes, work force, markets etc and (iii) availability of large campus style buildings with sizeable floor plates.
- Macquarie Park has a total of 31,500 off street car parking spaces. This
 "generous" quantity of parking equates to nearly one parking space per worker in
 Macquarie Park. It includes the 4000 spaces in the Macquarie Shopping Centre
 (some 12% of which are used mostly by Centre workers) but excludes the
 University, which has an additional 5,200 parking spaces.
- There are 1,300 on street parking spaces, representing approximately 3% of the total parking available in Macquarie Park.

Study recommendations

ARUP have prepared a list of recommended strategies for refining and/or optimising use of parking facilities in Macquarie Park, as per the attached Executive Summary (ATTACHMENT 1) and Matrix of Strategies (ATTACHMENT 2). The recommendations were informed by a combination of ARUP's own analysis and suggestions from external stakeholders and agency staff.



Key Study recommendations are as follows:-

- Maintain existing commercial parking rates until such time that an integrated public transport system is in place which provides Macquarie Park commuters with a genuine alternative to the car.
- Maintain parking meters, as this form of "parking pricing" is an effective method of encouraging car commuters to assess alternatives eg rail travel.
- Extend the resident parking scheme up to approximately 1km to limit overflow parking demand on local residential streets and allay resident concerns. This also avoids undermining other strategies within Macquarie Park eg parking pricing.
- Investigate ways of achieving more effective use of on-site parking in Macquarie Park. Options include promotion of ride sharing and "unbundling" car parking from the tenant "package" to provide efficiency and flexibility in the way on-site parking is used. The latter could lead to on-site pay parking for workers and/or the public.
- Improve public transport and pedestrian accessibility across Macquarie Park to make it a public transport orientated and pedestrian friendly place. This reduces car dependency and subsequent reliance on parking.
- Investigate ways of improving resident access to the 3 new stations. Options may include a shuttle bus, commuter parking for residents' use etc.

Consultation

Internal Council business units consulted included:-

- Access
- Regulation and Enforcement
- Urban Planning

Internal Workshops held:-

Not applicable

City of Ryde Advisory Committees consulted included:-

Not Applicable

External public consultation included:-

- A workshop with transport agencies and providers involving MoT, RailCorp, STA, RTA, Taxi Council, Hills Bus, TIDC, TransUrban.
- Face to face interviews with industry stakeholders eg Macquarie University, Optus, Property Council, Chambers of Commerce, Macquarie Shopping Centre.
- Telephone interviews with major landowners/tenants in Macquarie Park eg Johnson & Johnson, Foxtel, St Hillers, Goodman, ING.



Some useful perspectives came out of the stakeholder consultation, as summarised on pages 7- 8 of the Executive Summary (ATTACHMENT 1). For example:-

- Parking meters in Macquarie Park do not appear to be a contentious issue amongst Macquarie Park stakeholders (with the odd exception).
- "Top line" findings from a recent residents survey by CoR showed that most residents support the resident parking scheme introduced to Macquarie Park and environs in 2006/7 and are satisfied with CoR's management of it.
- There was a high level of acceptance of current parking rates amongst the majority of commercial stakeholders, particularly when compared to other comparable centres with less "generous" rates eg Chatswood, Parramatta.

Stakeholders were invited to make suggestions about how parking at Macquarie Park could be best managed or improved. Suggestions included the following:-

- Maintain existing commercial parking rates
- Facilitate more adaptive shared use of on-site parking
- Provide more off-street public parking eg paid public parking stations
- Provide rail commuter parking
- Encourage work place travel planning, ride sharing etc

Critical Dates

There are no critical dates or deadlines to be met.

Management Plan

This project forms part of the 2009/2010 Operational Budget for Urban Planning.

The Study will inform actions to be undertaken by Council and other stakeholders to optimise the efficient and equitable use of existing parking facilities. This will include improved access to parking for Macquarie Park workers and visitors.

Parking is an important issue for Macquarie Park stakeholders. In recognition of this, the project team have allocated considerable time and resources to consultation with interested parties including local business groups, transport agencies, major land owners and residents.

Parking availability is an important consideration for Macquarie Park commuters. This study seeks to ensure that parking facilities are adequate in the short-term, to cater for the needs of the 85% of workers who commute to Macquarie Park by car. Traffic congestion is however chronic at times in Macquarie Park, with resulting social, environmental and economic impacts. In order to grow in the future, Macquarie Park needs to become a more sustainable, pedestrian friendly and public transport orientated place.



This Parking Study makes a number of recommendations to manage parking facilities in the longer term to support a reduction in car dependency and increased public transport use. Parking needs to be managed in an integrated fashion with other transport measures to achieve sustainability outcomes in the medium to long term.

Financial Impact

Adoption of the option(s) outlined in this report will have no financial impact.

This project is provided for in the current 2009/10 budget and is funded by a grant from the State Government's Planning Reform Fund.

Policy Implications

There are no policy implications through adoption of the recommendation

Other Options

No other options were considered in regard to the commissioning of the Macquarie Park Parking Study. The Planning Reform Fund grant was allocated to the Study by the Project Steering Group solely for this purpose.

Conclusion

The Draft Macquarie Park Parking Study has generated useful data on the availability of parking in Macquarie Park. It has also provided some valuable comparisons with other commercial centres in Metropolitan Sydney which compete against Macquarie Park. It reveals that although parking availability is an important consideration for businesses in Macquarie Park, other issues are also important eg cost of commercial floor space, proximity to the work force and industry stakeholders, availability of large floor plates.

The Draft Study recommends a range of measures to optimize access to parking in Macquarie Park in the short term. In the longer term, it advocates a range of other measures (including potential refinement to parking rates) which can be implemented when a viable public transport system is in place and Macquarie Park commuters have a genuine alternative to the car. Stakeholder consultation has been an important part of the Study process and will be an important aspect in the finalization of the Report and the implementation of the parking measures proposed.

If the recommendation for exhibition is accepted by Council, it is proposed to bring a further report to Council following consideration of submissions. This second report will summarise the outcome of the exhibition process, including supported recommendations, and will provide a framework for implementation.



ATTACHMENT 1

City of Ryde Council

Macquarie Park Corridor Parking Study

Executive Summary

FINAL



ATTACHMENT 1

ARUP

Document Verification

Page 1 of 1

Job title Macquarie Par		Macquarie Park Corridor Parking Study			Job number			
				205907				
Document title Executive S		Executive Sur	mmary		File reference			
Document re	f							
Revision	Date	Filename	0008exec summ.doc	0008exec summ.doc				
Draft 1	07/09/09	Description	First draft					
			Prepared by	Checked by	Approved by			
		Name	AC	TNB	АМН			
		Signature						
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Macquarie Park Corridor Parking Study Executive Summary

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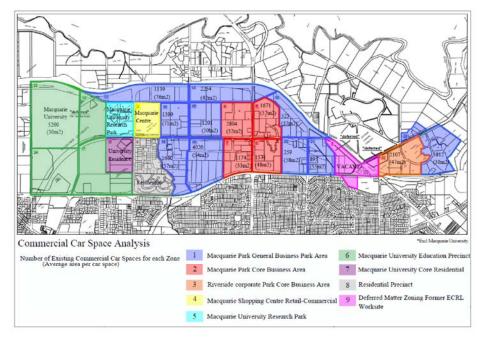
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Macquarie Park Corridor Parking Study Executive Summary

1 Executive Summary

1.1 Introduction

Macquarie Park is a major "specialised" employment centre on the North Shore of Sydney. The centre has in recent years been developed with a technology based research industry focus following on from the original CSIRO and Macquarie University research facilities in the early 1960's. The area is now developing further into a number of characteristic land use precincts. The existing supply and allocation of commercial car parking spaces in each of these precincts is summarised by the Arup precinct map below.



In the past decade since 1996, the total number of jobs in Macquarie Park has been growing strongly, which is in marked contrast to some of the other more established employment centres in Inner Northern Sydney, where the employment growth has been much slower over the same period and there have even been declines in some centres. The employment growth at Macquarie Park has most recently been further stimulated by the construction and opening in February 2009 of the Epping to Chatswood Rail Line (ECRL) which was a project many years in the making.

The longer term development future for Macquarie Park (which now consists of three core railway station based employment centres at North Ryde-Delhi Road, Macquarie Park and Macquarie University) is bright, with the new railway line and other major transport system improvements likely to further stimulate employment growth and the demand for new commercial office floor space in the centre.

In 2005, the NSW Government Department of Planning (DoP) Sydney Metropolitan Planning Strategy predicted the future employment growth for each of the fifteen major employment centres in Sydney to the year 2031. In the strategy, the Macquarie Park centre has an anticipated increase in the workforce to 55,000 jobs by 2031. The year 2031 time horizon has also been adopted for this study. A more detailed future employment growth strategy for the area has been developed by the City of Ryde in consultation with DoP,



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based on detailed master planning for the area in 2007/2008. This strategy which is based on identified feasible building development sites and footprints, predicts an even higher future employment total level of 78,000 jobs in the area by the year 2031, including a substantial contribution (+16,000 future jobs) from the predicted Macquarie University research related employment growth over this period.

1.2 Study Objectives and Aims

This study report responds to the City of Ryde's Project Objectives, which are:

- To evaluate the current impact of amended/ reduced parking controls in LEP 137 (and other existing parking measures) on the economic viability and sustainability of the commercial sector in Macquarie Park Corridor;
- To recommend parking rate (s) for commercial development in the Corridor that ensures
 the area remains competitive and economically viable into the future, having regard to
 comparable, competing commercial centres;
- To recommend actions that promote and support the use of public transport;
- To recommend strategies for the Corridor that provide a balanced suite of parking measures to
 - · Reduce car dependency, particularly amongst commuters
 - Ameliorate traffic congestion;
 - Limit impact on affected stakeholders, being commercial property owners/occupiers, government agencies and existing residents;
 - Encourage the implementation of sustainable mechanisms to alleviate identified social, environmental and economic impacts arising from the implementation of parking measures.
 - Support Work Place Travel Planning
 - Facilitate Commuter Car Parking at Rail Stations
 - Encourage Innovative Shared Parking Arrangements for large car parks
 - Support Investigation of Salary Packaging and FBT Implications

1.3 Macquarie Park Transport and Parking Context

The current distribution of the home residential locations of the Macquarie Park Study Area workforce has been investigated by Arup based on Census journey to work travel data from the MoT database for the Study area as an employment destination in the 2006 Census (a total of 32,000 employees approximately).

The distribution of this workforce is almost equally balanced in terms of its travel patterns to and from Macquarie Park from the east and west, with approximately 14 % travelling locally from within the local government area of Ryde, 38% travelling to and from local government areas to the east of Ryde and 48% travelling to and from local government areas to the west of Ryde.

Approximately 59% of the workforce travel relatively long distances (typically 10 kilometres or more) to and from work at Macquarie Park, from their residential locations throughout the Sydney Region. Initial data from the opening of the ECRL rail link shows a preliminary level of rail passenger usage in August 2009 (after the initial free operating period, but before the full introduction of through train movements) of approximately 8,000 persons per day each way entering and exiting at the three new railway stations. Of these new rail passengers approximately 4,000 persons per day arrive in the area during the 6.00 am to 9.30 am morning peak period and are either workers in the area or university students.



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1.4 Existing Parking Situation

Parking provision for new commercial buildings in the Corridor now varies with LEP 137, according to the distance from the railway stations and the site floor space FSR ratio, with the amount of parking required related to the location of the development.

Car Parking Provision Rates for New Commercial Developments in Macquarie Park

	Macquarie Park Corridor	1 space / 80 sqm – within 400 m of new rail station
		1 space / 70 sqm – Waterloo Road Corridor
		1 space / 46 sqm – net usable floor space in remaining areas of Macquarie Park

The Commercial precincts of the study area currently have a total of over 31,500 off street car parking spaces on commercial land. However 4,100 of these car parking spaces are located within the Macquarie Shopping Centre where they are primarily intended for retail (and shopping centre staff) usage. This car parking supply nevertheless represents a generous rate of existing parking provision equivalent to almost one car parking space per employee in the study area currently.

In addition to this, the Macquarie University Educational Precinct had until recently a total of approximately 5,200 car parking spaces for university staff and students (excluding the Macquarie University Research Park MURP precinct). However, this total will be progressively reduced in the future to approximately 4,800 car parking spaces for the general University Academic Staff and Student users as a result of the approved University Concept Masterplan building works.

There are also approximately 1,300 on street car parking spaces in the study area, approximately 1,000 on streets within the Macquarie Park commercial business park area, 300 on streets adjacent to the Macquarie University Campus and none on streets within or adjoining the North Ryde – Delhi Road business park area.

1.5 Effect of Parking Availability on Traffic Congestion

The effect of the parking availability in an employment area of the traffic congestion on the surrounding road system is complex and is also significantly influenced by two primary factors.

In an area such as Macquarie Park where historically there has been a high level of availability of car parking and a high level of journey to work car travel, traffic congestion reaches an equilibrium point with commercial development. Employment growth with high levels of provision of car parking (there is virtually one car parking space per employee in the area) increases traffic congestion to the point where the limited accessibility as a result of peak hour road traffic congestion effectively discourages further employment growth.

The ECRL rail services at Macquarie Park now provide a reasonable level of public transport access to and from the area, via the CityRail network, for most residential areas in the Sydney Region. However, there are some remaining areas eg The Baulkham Hills Shire, the majority of Western and South Western Sydney, west of Parramatta and the Northern Beaches sub-region where further regional improvements to public transport access are still required.

Only when all areas of Sydney have a good level of public transport accessibility to Macquarie Park (ie when the public transport travel is comparable in terms of travel time, cost and convenience to private car travel), can the ongoing causal linkage between strong employment growth at Macquarie Park, high levels of parking provision for commercial development and excessive peak hour traffic congestion on the major road network surrounding the area be effectively broken for general employee and visitor travel to the area.



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1.6 Parking rates comparison between Business Centres

In this study, the parking availability for new commercial developments in Macquarie Park has been assessed in comparison to the current parking provision rates in a range of competing business centres: eg Parramatta, The Sydney CBD, Rhodes, Chatswood, Norwest, St Leonards / Crows Nest, South Sydney and North Sydney.

Car Parking Provision Rates in Comparable Centres

Business Park Area	Car Parking Provision for New Commercial Developments
Macquarie Park Corridor	space / 80 sqm – within 400 m of new rail station space / 70 sqm – Waterloo Road Corridor space / 46 sqm – net usable floor space in remaining areas of Macquarie Park
Norwest Business Park	1 space / 25 sqm of GFA
Parramatta	1 space / 100 sqm GFA
Sydney CBD	The car parking provision rate is based on one space per 50 sqm Site Area, which is equivalent to approximately 1 space per 500 sqm for new commercial buildings with an FSR of 10:1 typically
Sydney CBD Fringe eg South Sydney	1 space / 125 sqm – (20%) allocated to visitors
Homebush Bay, Rhodes	1 space / 35 sqm
Sydney Airport surrounds	1 space / 40 sqm
North Sydney	1 space / 400 sqm
St Leonards	1 space / 400 sqm
Chatswood	1 space / 60 sqm – non railway precincts
	1 space / 110 sqm – railway precincts
	1 space / 200 sqm – commercial in Chatswood

The current car parking provision rates per square metre for new commercial development in Macquarie Park (1 parking space per 46, 70 or 80 m²) are still generous compared to most competing business centres in Sydney and are effectively higher than for all other comparable business centres in Sydney except for Homebush Bay/Rhodes, the Sydney Airport surrounds and Norwest.

1.7 Market Rental Comparison between Business Centres

An important element of this study has been property market analysis of competing commercial centres, which has been undertaken by JLL. It has considered factors such as the industry sector of the principle tenancies, market rental rates, **Figure 1**, office vacancy rates and the ease of accessibility to key related business centres. The current market rentals per m² of commercial floor area in Macquarie Park are significantly below and effectively in a different market sector to the traditional Sydney CBD and North Shore business centres.

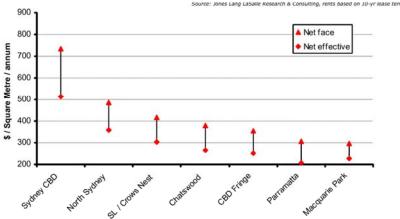
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Figure 1 Average Prime Grade Office Rents in Sydney (2006-2008)

Source: Jones Lang LaSalle Research & Consulting, rents



The four business centres in Sydney which are the key competing centres for Macquarie Park in terms of rental yields for the construction and leasing of new commercial office buildings are the Sydney CBD Fringe Centres (eg South Sydney), Parramatta, Homebush Bay/Rhodes, and Norwest.

These four centres effectively compete with Macquarie Park on a number of different levels and are not all generally equivalent in terms of all the identified factors, eg market rental per sqm, parking availability, accessibility for the workforce by either car or public transport and the general availability of other workforce related attractions in the area, such as childcare, shopping, restaurants and other recreation and entertainment facilities.

Of the four centres considered, Homebush Bay does not yet have the critical mass to be a major competitor to Macquarie Park. Rhodes is much smaller and has only limited capacity for further growth. Parramatta attracts mainly government sector clients and Norwest offers a generally different product which is more targeted towards retail and wholesale industry clients. The primary competing commercial centre for Macquarie Park, across all the identified criteria at the current time is effectively the Sydney CBD Fringe Centres, including South Sydney

1.8 Current Commercial Market Conditions in Macquarie Park

There has been a two year spike in recent development activity in Macquarie Park, pre 2009, which was brought about by recent planning changes (new Draft Master Plan and LEP in 2008), new transport infrastructure projects (Lane Cove Tunnel and ECRL), solid demand conditions in 2007 and limited supply in the more established Sydney office markets

An additional 397,000sqm of space is now either in development, approved or planned for the Macquarie park area. This is an additional 40% of commercial floor space above what has been developed to date and will create an even more competitive office space market when developed. Current market conditions show a growing vacancy rate in Macquarie Park, which recently reached a peak of 14.5% (Q1 2009), which represented a significant increase from previous vacancy rates of less than 4% during Q1 and Q2, 2007.

Demand for Macquarie Park office space has fallen due to the current global economic climate. Rents have also fallen slightly in Q1 2009, since the previous quarter, and incentives have gone up in order to attract tenants. Tenants are also seeking to sublease any surplus office space due to increasing economic uncertainty and cost cutting activities. These current market conditions have effectively placed a halt on many planned



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developments at Macquarie Park until market conditions improve and pre-commitments to leases can be secured.

Macquarie Park rental yields have fallen slightly since the end of 2008, following a significant upswing during 2007 and 2008. However there has been a recent lack of major transactions since the start of 2009 to make a precise assessment of the current situation.

Over the period since 2001 generally, rental yields have been falling steadily at Macquarie Park, due to general increases in property values, above rental income increases. Overall, the commercial market in Macquarie Park is now facing a highly competitive environment, where there is likely to be increased competition for any new tenants active in the marketplace.

Already available parking off street parking or greater ratios of car parking to floor space in existing or planned buildings, can provide a competitive edge for building owners to offer occupiers. At present due to the soft economic conditions, this is likely to be utilised as an incentive to attract occupiers, rather than increasing net effective rents.

The current market situation for commercial office development in Macquarie Park compared to the other major business centres in Sydney currently, is illustrated by the recent vacancy rates for commercial office floor space. As of the final quarter of 2008 (December), the respective commercial office vacancy rates were.

- Sydney CBD, 7.5%
- North Shore, 10.0% (Combined data for North Sydney, St Leonards/Crows Nest and Chatswood)
- Parramatta, 9.8%
- Macquarie Park, 14.5%
- · South Sydney, 5.5%

The recent "spike" in the vacancy rate for Macquarie Park has generated concerns for the short term leasing situation for commercial office development in the area. Until future global trading conditions have returned to predictable levels, the extent and timing of any market upturn for commercial office development at Macquarie Park is difficult to predict.

1.9 Commercial Implications of Changes to Car Parking Controls

1.9.1 Short term:

One of the main findings coming out of the study consultations with commercial stakeholders was that new demand for commercial office space in Macquarie Park is currently very weak. Any relaxation of the provision of parking for future developments will adversely affect the marketability of newly constructed developments, particularly in respect to the current vacant supply and the approved development pipeline of office stock. Based on the overall study consultation findings from the full range of government, commercial, institutional and residential stakeholders, it is considered that parking provision rates should be left unchanged in the short term.

1.9.2 Medium term:

As the current market conditions stabilise, and the commercial office space market in Macquarie Park absorbs available stock and any newly developed stock, there is a real opportunity to change the perception of the accessibility of the Macquarie Park area. In the medium term, the newly opened Macquarie Park rail line will have established itself as a full service rail line, and users will adapt their lifestyles to make greater use of it.

There will also be more opportunities to positively influence tenants' perceptions about transport alternatives by developing a series of public transport and pedestrian friendly initiatives, such as street improvements and more integration of bus and rail ticketing and



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services. Other parking facility management measures, such as more "unbundling" of the leasing of office space and car parking in the area, will also help to ease the transition of the area towards operating with lower overall levels of car parking provision for commercial office developments in the longer term.

The increasing implementation of workplace travel plans (similar to Optus and Macquarie University) will also help to reduce the existing strong demand for business related car travel during office hours. In the longer term Macquarie Park is likely to evolve into a more self sufficient mixed use business centre which will further reduce car dependency for major office building tenants and their workforces during work hours.

1.9.3 Longer term:

As the Macquarie Park area grows, the pressure on available road capacity on the major road network in the region will continue to increase, as identified by the City of Ryde traffic Study (Bitzios Consulting, 2008). Current levels of parking provision will need to be reviewed to limit growth in private vehicle travel (particularly for journeys to work during the peak hours) and to bring the Macquarie Park centre parking rates into line with other comparable major business centres in Sydney. This will mean reducing the provision of parking for new commercial office developments. However, this can only be a viable strategy when coupled with improvements to alternative transport modes for the area (public transport, walking and cycling) and raised awareness of these alternatives among the key stakeholders, landholders, employers and employees in the area.

The current accessibility and location based parking provision rates in the Macquarie Park area support both public transport and car access, and similar principles should be supported as new parking provision rates are developed. However it is important that this process is articulated and managed in a way that does not exacerbate competition with other business centres on the basis of parking availability. In the longer term, the future Macquarie Park parking provision rates should be generally comparable with other centres that are serviced by frequent train services and other public transport modes and incorporate major bus-rail interchanges.

1.10 Outcomes of Study Stakeholder Consultation

Following the completion of the study stakeholder consultation workshops and discussion meetings, a broad range of ten potential future car parking strategy and management themes were identified as having broad stakeholder support from at least two of the four stakeholder groups consulted, as summarised in the table below.

1	Maintain existing car parking provision rates for commercial development
2	Potentially consider less restrictive commercial car parking provision rates (In the short term) but more restrictive commercial car parking provision rates ultimately.
3	Facilitate more adaptive shared use of car parking in the study area
4	Provide more off street public car parking in public parking stations
5	Provide peripheral car parking stations with bus shuttle services for employees and visitors to the Macquarie Park area
6	Provide rail commuter car parking for "Park and Ride" at the Macquarie Park railway stations



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7	Further extend Resident Car Parking Schemes in the residential areas adjoining the Macquarie Park study area
8	Develop Workplace Travel Plans (WTPs) for both existing and new workplaces
9	Provide preferential commuter car parking charges in public off street car parks for cars carrying more than one person
10	Consider potential future extension of the State Government car parking levy to the Macquarie Park study area in the Medium to Longer Term

1.11 Summary of Key Study Findings

The study investigations, analysis and consultations have identified a number of key findings in relation to the existing and proposed car parking supply and management in the study area. These key findings, which are important to the development of both short term and long term future car parking strategies for the study area, are as follows.

- The commercial zones of the study area have approximately one off street car parking space for each employee in the area, ie 31,500 car parking spaces vs 32,000 employees (Year 2006 Census Data). There are also a further 5,000 off street car parking spaces currently, for use by the Macquarie University Staff and Students and 1,300 on street car parking spaces
- The great majority of the commercial off street car parking spaces (31,500) are located
 on private land. Their leasing and occupancy is subject to commercial considerations
 that are not under the direct control of the City of Ryde Council. In the short term it is not
 easy for the Council to influence the day to day management and operation of this car
 parking, except for the Macquarie Shopping Centre car park, where Council has
 historically had some involvement, eg enforcing car parking time limits.
- The current car parking provision rates for new commercial development in Macquarie Park (1 parking space per 46, 70 or 80 m²) are generous compared to most of the other major business centres in Sydney and are higher than for all other comparable business centres in Sydney, except for Homebush Bay/Rhodes, the Sydney Airport surrounds and Norwest.
- Macquarie Park is a relatively immature, but rapidly growing commercial centre. Its rail
 link and patterns of public transport usage are not yet fully developed and established to
 the extent that its car parking supply and management can be considered on a similar
 basis to other more established commercial centres of similar size such as Parramatta,
 North Sydney and Chatswood. The current market rentals per m² of commercial floor
 area in Macquarie Park are significantly below and effectively in a different market
 sector to the traditional Sydney CBD and North Shore business centres.
- Historically, the area has attracted business occupiers with a high level of car
 dependency / travel modal split. These businesses often have a large and mobile sales
 force. The major road access to the area is highly congested with through traffic at peak
 times. M2 access to the Sydney Orbital Motorway is considered very important.
 Potential delays to emergency services access at peak periods is also a concern
 currently.
- The area has a large speculative pipeline of recently approved commercial development (with relatively high parking ratios and large numbers of car parking spaces). The market will need to be absorb these developments first, before new developments (with potentially lower parking ratios and lower numbers of car spaces) will become commercially attractive to investors.



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- From market analysis of competing business centre to Macquarie Park, the Sydney CBD Fringe centres, eg South Sydney are considered the most directly comparable competitive centres currently. Homebush Bay / Rhodes have insufficient critical mass yet and Norwest generally offers a different product. Other established commercial office markets on Sydney's Lower north Shore, eg North Sydney and Chatswood now offer substantially different product types such as high rise office towers.
- The existing planning restrictions for occupiers at Macquarie Park reduce the potential market pool of occupants to selected industries only, with a Research and Product Development focus. The current industries have tended to have workers with a high bias towards car use. As Macquarie Park matures into a more mixed use business centre, zoning changes to support relaxation of these industry limitations will allow broader industry uptake of commercial office floor space and access by a wider worker pool, with greater public transport usage and increased commercial competition for leasings.

1.12 Recommended Future Car Parking Strategies

An important aspect of parking management is the need to progressively implement strategies through time. This study proposes introducing more market based approaches to parking provision and utilisation in the study area in the future which allows parking management options to be relevant and competitive.

This approach also encourages current parking users to identify cost effective alternatives to use of the private car. Measures to reduce the dependence on use of the private car for travel to and from the study area will need to be co-ordinated with walking and cycling access, more public transport system improvements, ongoing liaison with key stakeholders and travel demand / travel behaviour change programs.

Future Macquarie Park parking strategy recommendations will need to include initiatives that require modification to the built environment ('hard' infrastructure) as well as initiatives that are intended to modify of user behaviour ('soft' infrastructure). It is further recognised that a combination of these 'hard' and 'soft' initiatives will also be necessary to achieve the overall future integration of sustainable transport alternatives for future access to and from the study area.

The Macquarie Park future transport and car parking strategies should relate primarily to local issues in terms of need but must also recognise regional transport conditions and constraints. In this context, it is noted that the Macquarie Park "Corridor" centre is still a relatively new and developing centre in terms of its public transport accessibility. More established patterns of public transport usage and more effective integration of the public transport systems serving the area (both bus and rail) will be required before major changes to car parking (either supply or management) can be proposed without adversely affecting the overall future transport accessibility of the area.

1.13 Table of Proposed Parking Management and Supporting Strategies

The following table summarises the proposed Macquarie Park study area car parking management recommendations and supporting strategies in terms of their application, focus and timing. Each strategy is categorised under:

- Implementation Time Frame: Short Term (0 2 yrs), Short-Medium Term (2 5yrs), Medium - Long Term (5 -10 yrs)
- Strategy Focus, either core strategies which reduce parking demand or supporting strategies which facilitate travel by other travel modes
- Area Context, either Local or Regional
- Priority Level, High, Medium or Low

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1.13.1 Action Plan Summary Short Term Priorities

Strategy	Strategy Focus	Context	Priority
1 Maintain Current LEP 137 Car Parking Provision Rates	Decreases Parking Demand	Local	High
2 Improve Wayfinding and Signage for Pedestrians	Support Strategy	Local	High
3 Improve Safe Walking Routes	Support Strategy	Local	High
4 Promote Car Sharing	Decreases Parking Demand	Local	High
5 Develop Education Campaigns (eg Travelsmart) to Reduce Car Travel	Support Strategy	Local	High
6 Maintain Parking Pricing (eg Parking Meters)	Decreases Parking Demand	Local - Regional	High
7 Development of Transitional Car Parking Which can Later be Converted to Other Uses	Support Strategy	Local	High

1.13.2 Action Plan Summary Short -Medium Term

Strategy	Strategy Focus	Context	Priority
8 Promote Cheaper Parking for Multi Occupant Vehicles	Decreases Parking Demand	Local	Medium
9 Integrate Alternative Modes of Transport to Improve Multi modal travel	Support Strategy	Regional	Medium
10 Improve Local Resident Access to ECRL Rail Stations (North Ryde)	Support Strategy	Local	Medium
11 Improve Bicycle Trip Facilities, Bicycle Network and Bicycle Parking	Support Strategy	Local	Medium
12 Increase Implementation of Business and Institutional Workplace Travel Plans	Support Strategy	Local	Medium
13 Promote Unbundling of Parking Supply from Land Use	Decreases Parking Demand	Local	Medium
14 Further Extend Resident Car Parking Schemes	Support Strategy	Local	Medium

1.13.3 Action Plan Summary Medium - Long Term

15 Further Review Commercial Car Parking Provision Rates	Decreases Parking Demand	Local	Low
16 Implement Metro Wide Parking Policy (by NSW State Government)	Decreases Parking Demand	Regional	Low
17 Develop Pedestrian Focussed Employment Centre Precincts	Support Strategy	Local	Low
18 Assess Potential for Developer Funded Section 94 Car Parking Plan	Support Strategy	Local	Low
19 Provide Peripheral Car Parking & Park and Ride Strategy for Employees and Visitors	Support Strategy	Regional	Low



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Macquarie Park Parking Study

Matrix of Strategies

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Current Relevant Exemples	Eculvalent, or in many cases more restrictive, commercial of sea parking sites now apply in most of the comployment predicts in Sydrey.	North Sydney, City of Sydney. Waverley Council	Waverley Council Green Links	Optus has successful employee car sharing schemes n operation.	NSW Governmen: Travel Smart Program	Pey Parking row applies in most major commercial centres in the Sydney Region.
Related issues and Co- ordination with other agonales	Need for orgoing lis sor with State Government Planning and Transport Agencies to determine when parking rates should be reviewed	Working with RTA, Railcorp and STA to manage and update service locations and information.	Negotiations with aite land cwrers and developers to establish access threugh private lots for optimum pedestrian routes	Linked to workplace travel plans and web sites. Can be incertives of with chastor parking for multi occupant motor venicles in both public and private car parks.	Requires co-ordination of initiatives and marketing campaigns of transport alternatives.	Needs a consistent approach across a l/Vacquarib Park "Cordidor" Centres for on street and off street car parking management.
Responsibility (City of Ryde. RTA Employers etc.)	Oky of Ryde, DoP., MoT	City of Ryde, RailCorp, STA	Oity of Ryde, Land Owners and Developers	City o' Ryde, RTA, Employers	City of Ryde, Employees, RTA, STA, Railcorp	Oity o' Ryde and other car parking providers
Bendft.	The recent LEP 137 changes appear to have been broadly accepted by both building owners and kerants in har bear building owners and kerants in the area. The need for further change in the additional lail pleasenger access capacity to the area will produce come relief to peak hour traffic cangestion in the area. Further car parking restraint is not firmediately required.	Improves pedestrian navigation and pedestrian access bility to businesses and services.	Improve pedestran safety, amenity and accessibility	Reduced congest on and reduced parking demand	Informed decision making by commuters will help reduce cer dependency.	Encourages allemative modes of transport, employees make value judgerneins about driving on The use of parkirig pricing can more effectively manage the demand for the existing parking resources.
Explanation	There have been significant researt that gas implemented to car parking provision rates within the area, eg LEP 137 in conjuncation with the spening of the new rail stations. The base commercial area car parking rate was reduced in 2006 from one space per 46 sqm, in a liareas previously, to one space per 70 or 80 sqm in the core commercial areas which are within was fire glistence of the new rail stations. However until the year 2016 additional temporary on site car parking to make up some of this of flerance, is still allowed to be constructed if site developers with to do so. In the skort larvi, maintaining the current parking rates is incommended, buil in the longer term area can as each as every experimentation and the state of the random strength and available.	Install clear way find ng maps, markers and signage to support commuters using a temative transport. Well placed signs and information help commuters to choose alternative trave modes to private cars.	Design and installadd tonal padestrian friendly walking routes inkrig rall stations, rotal strips, cafe areas, bus stops, periphery parking areas, and err ployment nodes	Sharing car trips between colleagues and employees increases car occupancy rates and decreases the quantity of cars or the road. Can be incontivised with cheaper parking or transit lanes.	Educating commuters about transport alternatives and informing real decision making can encourage behavioural change amongst local transport users	Parking pricing (supported by parking meters) is one of the most effolker unchalarisms to give communic to basess transcort alternatives. Free employee parking is a major dishincentive to commuters using alternative modes of the associal rais requires consistency of parking time limits in an area and consideration of the staskegic intent of parking controls (e.g. high turn over vs. long stay parking).
Strategy Strategy Recommendati Officer Support Surface Surfa	Mantain Current LEP 137 Car Park rg Provision Rates or Commercial – Office Type Development	Erhance Wayf nding and signage for bedestrians	Imarove Pedestrian walking routes	Programs to Encourage Car Sharing	Education Campaigns to reduce car travel	Mantain Parking Proing
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Indomentation Time France Short (1-2, years) 2 Syears, Medium 2 Syears, Medium 4 Syears, Medium 5 Syears, Syea	Short	Short	Short	Short	Short	Short



ATTACHMENT 2

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		This is a nequirement under requirement under Car Parking Provisions for Macquarle Park		Puolic Car Panking In Woden (Carbsrra), Also in the Optus WTP at Macquarie Park	Londor, UK, Brebane and South East QLD, Melboume, VIC, Petn, WA.	Numerous rai commuter car parks at major rail stations throughout Sydney e.g. Seven Hils, Kogaraf, Gosford,	AL.3
Responsibility Reinted Issues and Co- (City of Rydes agencies RTA. Employers dus)		Requires a egal trigger to convent from parking to allernative land use - e.g. a sunset clause in the development approval. City of Ryde will need to approve ultimate land uses.		Requires cross subsidy from other parking users (low occupancy venicles). Requires agreeners to be negatired between council and car park operators.	Integration of existing arms per integration of existing and services, co-criticate development planning, integration of timetables and ticketing	Any development proposal would be subject to "Traffic impact Assessment" whereby the peak hour impact of additional vehicular traff c or the local area roads would be	
Responsibility (City of Ryde, RTA, Employees etc)		City o' Ryde, Landcwrers		City o' Ryde. Building Owners and tenants and/or car carking operators	City of Rydo, STA, RTA, MoT, DoP, RailCorp.	City of Ryde, RailCorp, TIDC, RTA, MoT and Transurcan (the M2 Motorway operator)	
	liabi ity of companies that lease or own car parking spaces elsewhere in the study area	This addresses the short term demand and expending to parking, demand and expending for impact by providing a sunset clause to redevision transit onal parking sites for alternative land uses.		Reduced travel costs, traffic congestion and vehicular emissions leading to improved social and environmental outcomes	Improves the appeal of public transport, reducing road congestion and demand for particle. The transfer of travel demand tom cars to public transport services, generates significant socio economic and environmental benefits.	This strategy would improve the loca accessfully to all public ransport sevices, including the new ECRL rail stations and M2 bus services, with consequent flow-or penefits for both local accessibility and regional traffic	Page 2
Expanded on the control of the contr	and privately operated "Off Street" Paid Parking reeds to be identified.	The current high demand for office employee and visitor parking: the study area is likely to require man attaining parking: the study area is likely to require man attaining parking: provision at current parking arises for two common parking to a parking the area react to the new public transport services. This accitional short term parking demand will need to be constructed at the surface or in building studying that are initially used as parking stations, but can be later converted into attentive land use, e.g. additional commands uses.	This will require innovative planning and building construction methods to ensure that later building conversions can occur. Basement can activing is unlikely to be abla to be converted, but ground floor and above spaces should offer scope for conversion, assuming BCA building design and environmental ortlenta can be sensitled.	Persons driving to work with more than one occupant in the vehicle should obtain a preferential daily gar parking rats (eg 60% of the full day parking rate) for a shared vehicle. This 60% of should be neonporated his full thurw workplace travel plans (Optus already has a similar policy)	Ensure public trensport alternatives are, appoaling, dependends, east and afficient/more of brasport and provice a value alternative to private car, journeys, for employees getting to and from work and for journeys, indentaken during the day. Ensure that all public transport modes work seamlessyly and ensure that all public transport modes work seamlessyly and ensuring the bases arrive and depart from the in stations in syrrow it train arrivats, and both buses and trains operate frequently.	This reduces local residents need to use their cars to get to work. Options include 1-More locally based shuttle bus service with fully integrated bus-rail fares for both single trips and weekly commuting to directly link all the residential areas adjoining Macquarie Park	DARFENDATIONS WATER JOD
Stratedy (Cure Sugger Sugger Sugger Sugger Sugger Sugger Sugger		Development of Transitional Car Park 1g than can after be converted to other uses		Cheaper Parking for Multi Occupant Motor Vehicles	Imarova and rtegrate multi modal public transport	Provide Improved coal resident access to ECRL. Rail Stations (In particular North Ryde) and M2 ous	JASTIGIO? WACOLJARIE PARK CORRICOR PREPOSTBAC 28TPATEGY RECOMME
9 2 2		<u> </u>		øc	5	10	CORRIDOR P.
Implementation No Time Fearns Short (1-2 Years) Short - Medium (2-5 years) Medium - Long (39 years)		Si-ort		Short-Medium	Short-Medium	Short-Medium	JAZOBBOŻ NACOJNELE PARK



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ATTACHMENT 2

Macquarie Fark Parking Study Matrix of Strategies

Ar.a Final 18 Yourmen 2009 Salwant Examples Parking a managed zones currently exist around all the major Lower North Shore Employment numerous examples of this practice from Sydney CBD Frnge such as Hong Kong Sydney Milsons Point, St Leonards overseas countries provision rates of car parking for new Traffic Generation (becomes default Business Centres. have recently had commercial of se Rouse Hill Town Centre Similar resident parking scheme centres, ie North reductions to the Crows Nest and Chatswood and Bondi Junction, There are also and Singapore parking sol cy) developments. RTA Guide to Peramatta, separately. sign ficant The timing will depend on the related timing of regional parking for Council controlled Requires agreement of numerous State government Reinted Issues and Co-ordination with other agercates Needs appropriate enforcement of the timed car capacity improvements, e.g. M2 Widening, and/or the system improvements (e.g. the NW heavy rail link extension cra Metro Lin∢ to subsorted by add tional car on street parking and Resident Parking Schemes integrated public transport parking restrictions by Council Parking Rangers nearcy residential areas parking controls, ie pay other sectors of Sydney The colicy needs to be road hetwork corridor Requires evolution of approved land uses. industry approach to RTA. Employers etc) Cive Note. City of Ryde, DoP, MoT, RTA. Oity of Ryde, site Landowners and usually made by loca resident Resident Parking epresertatives Schemes are Government, DoP, MaT extensions of Requests for groups or residents. ăsN introduced, building by building on a case by case basis, managed through lease and property university car parking into adjo ning residential precincts, in particular the that more distant streets, beyond the the next 5 years, further tightening of the Macquarie Park commercial area Corridor widening, is provided within parking controls will procably not Greater optimisation of land use and development in the area will depend This policy actively encourages pedestrian activity and discourages their intended purpose of restricting The current schemes appear to be working reasonably well in terms of on when, within the period to 2031, additional road access capacity is constructed. parking from the commercial areas The necessary timing for the future provision rates for new commercial road transport by managing overall lim ts of the current RPS schemes There is some evidence currently If the extra road capacity, eg N2 are already affected by overflow low density residential precircts. The policy needs charges to be introduction of lower car parking the spread of commercial and required within that time. metropo itan supply and management of parking ransaction negot at ons building tenants Page 4 planting policies and DCP controls do not impede the leasing of one previous separately from approved building 18 E ncrease significantly to approximately 40-50% of all travel (in As determined by the 2008 City of Ryde (Bitzies) traffic study, the future year 2031 oublic transport and other non car This will ultimate y require lower amounts of car parking to be provided in rew commercial developments (as part of the eventually require Resident Parking Scheme restrictions, to limit the potential overflow parking domand with increased street car parking spaces will need to be gudited by Council With increasing lavels of commercial development and employment in the study area, it will be necessary to further Enforcement of broader parking restrictions is necessary to Developing urban environments within employment centres which are human scaled and pedestrian focused, supports based travel model share to and from the area will have to to achieve the future objective of "reeing up" the overal flexibility and shared use of car parking by both employees extend the boundaries of existing resident parking scheme approx mately 1 kilometre from the outer boundary of the del very of a Sydrey wide policy to manage provision and operation of parking areas which discourages commercial The ownership and management of all the study area off ensure other strategies (e.g. unbuncling car parking) are The State Government's Metropol tan Strategy requires carrot and stick approach) which will have to be implemented throughout the study area, in addition to Potential y all residential areas up to a general limit of mproved public transport access (both bus and rail) existing commercial and university zoned areas will centras competing on parking provision/rates. and visitors throughout the study area. parking controls in the study area. somparison to 10-15% currently). areas in the future. developments. effective. Develop pedestrian focused precincts Strategy (Core Recommendati on Support Strategy Implement Sydney Further Extensor o' Res dent Car Review Future Commercial Car Park 1g Provision Rates Wide Metropolitan parking policy Park 1g Schemes 50 6 ₽ Short - Medium Medium - Long Medium - Long Long Medium -

ATTACHMENT 2

Masquarie Fark Parking Stud Matrix of Strategie

e de la company	development.	For many years a similar Section 94 country that or server e operated for the or'f site provision of one third of the car parking for all new commercial commercial commercial commercial so the Parramatta CBD	W dely used in the UK and other road retwork in regional clies cannot provide aufficient peak hour vehicular access for car conmuters
Responsibility. Related issues and Co- (City of Kyde. orbitation with other RTA. Employers etc.)	development of Macquarie Park away from Car based bus ness park to pedestrian focused employment bus ness district	This strategy equires the corresponding decormissioning of equivalent quantities of long stay car aarking in commercia office a general single and be parking capacity would be parking capacity would be contrary to the study area when would be contrary to the owner future long term parking management dejectives for the study area.	This future car parking strategy other depends or the stilling or will registers of any organisation to provide any organisation to provide the recessary shuttle bus services furded from car parking charges.
Responsibility (City of Ryde) RTA, finiteleyers etc.	Developers	City of Ryde, potentially in a partnership with a partnership with a partnership with gark operator	Ofty of Ryde in conjunction with the car part site landowner and an approved public transport corartor for shuttle bus services, ag with MoT Accreditation
ne ne li li	car based travel within employment centres.	Approximately 30% of all the future car parking for new commercial developments in the "Core Business Cantre Precirets" should be designated as visitor parking and be provided "of" site" by means of Section 84 cort butters to the City of Ryde Council (Approximately S30,000 per car parking space.). The City of Ryde would then be responsible either d'rest y, or in conjunction with a commercial developer, to construct and manage the future car parks.	This strategy potential y reduces car based travel on both the regiona and tosal road retweeks surround as Macquarie Park. One or more sate lite "Park and Ride" car parking stat one can be provideed.
Exciament on	more vanking and pedestrian act vity. This can also be used to specifically discourage shorter distance car tros. part cular y during the day. This a so supports the development of relatificer eathoral land uses.	The lkely increasing longer term reed for public visitor can packing in the area should as experimentated, either by private developers or by City of Ryale Council, potentially funded under a section 84 centributions plan for the area. This type of parking will be appropriate in the future for all commercial development in the area. Commercial development in the area. Commercial development in the area with the majority of all future visitor car parking demand for all commercial areas as accommodated in a retaining stream commercial areas as accommodated in a retaining size of 300 carking spaces enables the cost and management of parking and vehicular accoses and egress to management of parking and vehicular accoses and egress to be most economically at efficiently amenged. The FET liability for adjoining businesses of providing paid off streat car parking in the area, across the daily threshold cost for Tany have been independently ingigered by other parking poley developments by this time. Otherwise this may be an issue needing to be addressed with this strategy.	The extent to which this type of solution would be appropriate for an erase such as Mondarder between the and each expension of a suitable errorle site for car parking it, e.g., as the adjacent to the M2 Motorway corr dor) that would not significantly after, regional braffic congestion by its operation as a car sark in the faultra. Another variation to this strategy could alternatively be the provision of additional commuter parking at relevant railway stations, in particular ailway stations, in particular ailway stations, in particular ailway stations of additional commuters could tavel by train to and from Maccuarie Park commuters could tavel by train to and from Maccuarie Park commencial sites.
Strategy Core Recommendati ort. Suggest Strategy	within employment certres	introduce Develoan Contribution Furded Publicly Accessible Car Park of Facilities, eg Section 94 car parking policy	Peripheral Car Park og Penk and Rdel Strategy
		ε	<u>ග</u>
Implementation No Trus Frame Short (1-2 years) Short Medium (7-5 years) Medium - Long (54 years)		Medium - Long	Medium - Long



5 PARKING METERS MACQUARIE PARK CORRIDOR

Report prepared by: Contracts and Permits Officer

Report dated: 1/02/2010 **File No.:** GRP/10/4/001/6 - BP10/28

Report Summary

The contract to supply and install parking meters within the Macquarie Park Corridor included a maintenance and service Agreement. This Agreement is for three (3) years and expires on 8 May 2010; however there is an option to extend it for a further 1 + 1 years on an annual basis. Council needs to determine if it intends to extend the Agreement.

RECOMMENDATION:

- a) That on-street parking in Macquarie Park continues to be regulated.
- b) That reconfiguration of low performing parking meters be pursued as one option in optimising traffic management in Macquarie Park.
- c) That the General Manager be delegated to reconfigure 34 meters in Wicks, Alma, Culloden and Talavera Roads to provide free ticketed parking for the first two (2) hours. **(Option 1)**
- d) That the General Manager be delegated to extend the contracts with the service providers for the Macquarie Park parking meters in accordance with resolution c) above for a one year period.

ATTACHMENTS

- 1 Value of Parking Meters in Addressing Traffic Management in Macquarie Park
- 2 Saltbush Parking Services Ltd- Compliance with Service Level Agreement (SLA) Parking Meters- Macquarie Park
- 3 Parking meters, Macquarie Park Corridor, meter utilisation
- Map of Parking Meter Locations and Other Parking Restrictions (Meter Options)
 -Macquarie Park

Report Prepared By:

Alex Helderman
Contracts and Permits Officer

Report Approved By:

Dominic Johnson
Group Manager Environment & Planning



Background

In 2005 Council was advised of the growth in the Macquarie Park Corridor due to significant redevelopment resulting from the replacement of older warehousing / industrial buildings with commercial office space. As the Corridor became a key employment area and premium hi-tech address in Sydney, issues were raised about managing the increased parking demand and traffic flow within the Corridor.

The report received by the Committee of the Whole, dated 6 June 2005, noted a number of issues:-

- As a result of the growing demand for on-street parking a feasibility study should be undertaken to investigate the option of introducing on-street metered parking to encourage increased parking turnover,
- The demand for on-street spaces already exceeds supply in some locations,
- On-street metered parking can provide equitable access to spaces by encouraging increased parking turnover,
- The introduction of parking meters to the streets surrounding the University may encourage students to utilise paid parking in the campus ground and thus inject more income into the University,
- Businesses would benefit from the higher turnover of on-street parking spaces,
- On-street metered parking is an integral part of a larger management plan and assists for redress the high level of car dependency by encouraging motor vehicle users to utilise alternative methods of transport, including buses and rail.
- Alternative modes of transport are more environmentally sustainable and assist with traffic congestion and therefore less fuel emissions.

The success of metered parking in responding to these issues is shown at **Attachment 1.**

On 21 June 2005 the Committee of the Whole resolved to undertake a study to develop options for the provision, installation, maintenance, collection of revenue for and embellishment of an on-street parking meter scheme and report back to Council.

Following Council's resolution, Maunsell Australia and PBAI Australia were engaged to prepare a Transport Management and Accessibility Plan (TMAP) for the Macquarie Park corridor for Planning NSW and the City of Ryde. The TMAP is to guide development and infrastructure provisions in the area over the next fifteen to twenty years and included parking meters as an effective and efficient tool for managing onstreet parking demand.



It should be noted that on 25 July 2006 the following Notice of Motion put forward by Councillor Yedelian, was adopted.

"That Council reaffirm its decision that parking meters will not be installed within local retail centres in the City of Ryde."

With the concurrence of the Mover, the <u>NOTICE OF MOTION WAS AMENDED</u> to read:

- (a) That Council reaffirm its decision that parking meters will not be installed within local retail centres in the City of Ryde.
- (b) That Council will not install parking meters outside any residential property.
- (c) That the General Manager initiate consultation with Macquarie University in the preparation of a parking plan of management to address student parking in residential streets surrounding the university.
- (d) That investigations be undertaken for residential parking schemes, where residents have parking issues.

As a result of Council's resolution of 21 June 2005, in September 2005 URAP-TTW Consulting Engineers were engaged by the City of Ryde to undertake a Parking Demand Review Study for the Macquarie Park Corridor, which included a series of parking surveys. The Study provided 14 recommendations which included that pay parking should be introduced. The reason for this recommendation was that pay parking would provide some level of parking for long stay parkers within the corridor while reducing the level of congestion and encouraging a higher use of public transport.

At the Ordinary Meeting of the Council on 26 September 2006, Council resolved:

- (a) That the report on Ticket Parking Machines Supply, Installation and Maintenance of Ticket Parking Machines for the Macquarie Park Business Corridor, North Ryde; Tender; COR/RFT (08/06) be received and noted,
- (b) That the tender submitted by Saltbush Parking Services Limited be accepted and the General Manager be delegated the authority to enter into the contract for the supply, installation and maintenance of ticket parking machines for the Macquarie Park Business Corridor, North Ryde.
- (c) That the General Manager be authorised to make non-material changes to the contract as circulated with this report.



- (d) That the unsuccessful tenderers be advised of Council's decision.
- (e) That the General Manager be delegated the authority to finalise arrangements necessary to implement the paid parking system for the Macquarie Park Corridor, North Ryde.
- (f) That Council approve the allocation of \$866,700 from the Special Projects reserve to fund the acquisition costs of the paid parking machines as detailed in the report for implementation in the 2006/2007 year.

It should also be noted, that on 25 August 2009, a Notice of Motion put forward by Councillor Li was resolved as follows:

RESOLUTION: That as an interim measure, a report be prepared to consider the merits of introducing 2 hour free parking in the residential streets surrounding Macquarie University that currently have parking meters, including Talavera Rd and Culloden Rd.

This report also considers the merits of introducing 2 hour free parking in the residential streets surrounding Macquarie University that currently have parking meters, as per the above resolution.

Installation of Parking Meters

Following Council's resolution the parking meters were installed in four stages during December 2006/January 2007 in line with the URAP-TTW Consulting Engineers report:-

Stage 1 Wicks Road,

Waterloo Road (between Wicks Road and Lane Cove Road),

Eden Park Drive, Plassey Road.

Stage 2 Byfield Street,

Lyon Park Road, Giffnock Avenue, Coolinga Street.

Stage 3 Alma Road

Khartoum Road.

Talavera Road (between Lane Cove Road and Khartoum Road),

Waterloo Road (between Coolinga St and Khartoum Rd)

Stage 4 Culloden Road,

Talavera Road (between Culloden Road and Christie Road)



Cost of Supply and Installation of Parking Meters

The cost to supply and install the parking meters was as follows:-

Supply and install 100 pay and display parking meters	\$828,200.00
Supply 100 spare cash boxes	\$38,500.00
Total	\$866,700.00

Council's contractual obligations

In order to manage metered parking Council entered into a number of contracts for required services. These contracts are due to expire on 8 May 2010 and the contractors need to be advised at least thirty (30) days prior to this date of Council's intentions regarding the continuation or otherwise of same.

Contracts associated with the Parking Meters

Below are the contracts directly associated with the parking meters.

1. Saltbush Parking Services Limited (Reino International)

Supply and install 100 MX Parking Meters

Maintenance and service Agreement for three (3) years with an option to extend the Agreement for a further 1 + 1 years on an annual basis Expiration Date - 8 May 2010

Termination Requirements: 30 days notice in writing prior to 8 May 2010.

2. First Data International

Provision of EFT services

Expiration Date - 8 May 2010

Termination Requirements: 30 days notice in writing prior to 8 May 2010 otherwise Agreement will automatically extend for a further one (1) year.

3. TDN Group Pty Ltd

Cash collection service

Expiration Date – 1 December 2008 (Expired) Initial 1 year term was from 1 December 2006. Contract extended to 1 December 2008. Collection arrangement ongoing since that date.

Parking Demand

The demand for on-street parking will increase over time once all vacant land within the Corridor is fully developed, particularly in Alma Road, Wicks Road and with the transformation of Macquarie University.



The anticipated growth of the Macquarie Park Corridor is detailed in the Executive Summary of the Macquarie Park Corridor Parking Study - Draft Final Report by ARUP consultants. The report states that "An additional 397,000 sqm of space is now either in development, approved or planned for the Macquarie Park area. This is an additional 40% of commercial floor space above what has been developed (in Macquarie Park) to date".

The Executive Summary goes on to state that "as the Macquarie Park area grows, the pressure on available road capacity on the major road network in the region will continue to increase, as identified by the City of Ryde Traffic Study (Bitzios Consulting, 2008). Current levels of parking provision will need to be reviewed to limit growth in private vehicle travel (particularly for journeys to work during the peak hours) and to bring Macquarie Park centre parking rates into line with other comparable major business centres in Sydney".

The provision of metered parking provides for the following:-

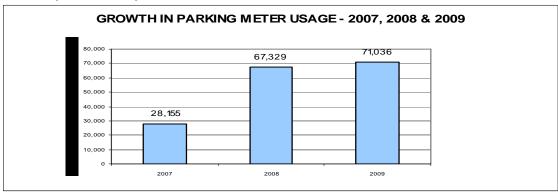
- motorists utilising off-street parking spaces;
- student parking within the grounds of the University;
- improved traffic flow;
- shorter queues at roundabouts and intersections;
- increased patronage of public transport;
- assisting movement of public transport;
- Improved line of sight thus aiding pedestrian and cyclist safety;
- Assist to change motorist behaviour by encouraging rail use as a mode of transport.
- Provides for visitor parking which is not always available on private land

Parking Meter Performance

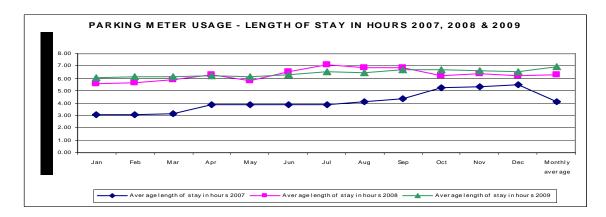
Since installation the parking meters have operated satisfactorily with a 99% up-time. Details of Saltbush Parking Service's performance against the Service Level Agreement (SLA) is provided at **Attachment 2**.

Parking Meter Usage

Usage of the metered parking is increasing as demonstrated in the table below. This may indicate increased acceptance of metered parking as well as increasing demand.



The figures shown in the table below reflect higher levels of parking meter utilisation, with users staying for longer periods of time. This would appear to indicate higher levels of user comfort and greater community acceptance levels of the meters. It also indicates that the associated parking costs are not at a level that prohibits regular usage. Further information on utilisation rates is provided in **Attachment 3**.



Consultation

Internal Council business units consulted included:-

Not applicable

Internal Workshops held:-

Not applicable

City of Ryde Advisory Committees consulted included:-

Not Applicable

External public consultation included:-

Not applicable



Critical Dates

The following deadlines are required to be met:

- On 8 May 2010 the Parking Meter Maintenance and Service Agreement expires and the contractor needs to be provided with thirty (30) days notice in regard to Council's intention to extend the Agreement.
- On 8 May 2010 the Agreement with First Data Resources for the provision of EFT processing services will expire and shall automatically continue for a further one (1) year unless terminated by giving 30 days notice.

Financial Performance of Parking Meters

Financial Year	Gross Income	Annual Cost	Total Income
2006/2007	\$160,425.00	\$51,185.00	\$109,240.00*
2007/2008	\$672,525.00	\$80,669.00	\$591,856.00
2008/2009	\$783,945.00	\$149,778.00	\$634,167.00

^{*}As the installation of Parking Meters was staged, with installation taking place between December 2006 & January 2007, the data for 2006/2007 is for part of the financial year only.

Metered Parking provides Council with a reliable income stream as well as minimising enforcement costs which would be associated with other restricted parking options. The absence of revenue currently provided by metered parking would have implications for operational budgets which would result in programme cuts or the necessity to source alternative funding.

Parking meters are existing Council assets and while there is some potential capital value in re-selling the meters, initial enquiries have indicated that there is little demand for the sale of second hand meters. The buy-back option provided in Duncan Solution's contract lapsed 24 months after the commissioning date being the 8 May 2007. An initial quote has been obtained from Duncan Solutions to reconfigure twenty (20) parking meters to accommodate 2 hour free parking. The quoted cost has been provided at \$4,840.00. Alternatively, if complete removal of meters were to be the preferred option, storage or disposal costs would be a matter for consideration. Enquiries with the contractor have indicated that the cost to remove each meter would be approximately \$300.00, with additional costs for the removal of footings if required.

Options

Given that the contracts associated with metered parking are due for renewal, Council needs to determine whether to proceed with the contracts or consider other options.

In terms of the actual meters, the options are for complete removal, for the meters to be switched off but left in situ, or for the meters to be left in situ, but reconfigured to allow for free two hour parking.



The options for consideration are as follows

Option 1: Meters with low utilisation rates

This would involve the reconfiguration of 34 meters; 12 from Wicks Road, 1 from Alma Road, 10 from Culloden Road and 11 from Talavera Road (between MSGM and Culloden Road) so that meters provide free ticketed parking for the first two (2) hours. Alternatively, motorists can choose paid beyond the initial free two (2) hour period at the current rate. The remaining meters in other locations would be retained. Associated contracts would need to be renegotiated with the service providers.

See Option 1 on Attachment 4 (also circulated under separate cover).

Cost to Council:

- Cost to reconfigure meters Estimated at \$8228 based on initial quote for 20 meters.
- Potential loss of income- 08/09 income from identified meters- \$53,211.43 Some of the anticipated loss of revenue will potentially be offset through the enforcement of overstaying vehicles.

Option 2: Remove/disable/reconfigure all meters

This would involve the removal/disabling/reconfiguration of all 98 meters, replacing the metered parking with free 2P Parking and signposting accordingly. Associated contracts would need to be terminated with the service providers.

Cost to Council:

- Reconfiguration costs and installation of signage -Estimated at \$23,716.00 based on initial quote for 20 meters.
- Approx cost of removal (98 meters X \$300) + additional costs if removal of footings required – Minimum cost - \$29,400.00 plus transportation, storage and/or disposal costs.
- Loss of income- 08/09 income from all meters \$634,167.00

Option 3: Retain all meters

This would involve retaining all 98 meters and renewing contracts with the relevant service providers.

Cost to Council:

No additional cost (Current costs associated with Contracts would continue)



Conclusion

Parking regulation is identified in the Macquarie Park Corridor Parking Study - Draft Final Report prepared by ARUP Consultants, as an appropriate and necessary component of Traffic Management in Macquarie Park.

While removing all meters may have a certain level of community popularity, it is likely to be short lived as previous traffic and congestion issues recur, potentially to an even greater level due to the subsequent growth in the Macquarie Park Corridor area. Metered parking has provided a reliable income stream to Council and has been an important tool in managing parking demand and meeting community expectations in regards to traffic management.

It is acknowledged that some meters have been performing more successfully than others. Replacing the lowest performing meters in Wicks and Alma Roads with 'first two hour free' ticketed parking has merit in that it will provide additional parking options to drivers while still managing traffic congestion which impacts on truck movements to the Waste Transfer Station in Wicks Road. Enforcement Patrols can be conducted to manage overstaying vehicles. While Alma Road currently has low rates of utilisation, it is anticipated that this will increase with the future proposed development of this area.

Replacing the lowest performing meters in Culloden and Talavera Roads with 'first two hour free' ticketed parking has merit in that it provides adjoining residential streets with additional free visitor parking, provides flexibility for those seeking to park longer term and does not substantially detract from the traffic management benefits provided by the installation of metered parking. Due to the Residential Parking Scheme currently in place, residents would not be disadvantaged by this change.

This report recommends that the lower performing meters be reconfigured to provide an initial free two (2) hour parking period, whilst providing drivers the opportunity to extend their parking after this time as required, by means of paid parking at current rates.

Council needs to be mindful of the significant investment made in installing the meters, the necessity of continuing to manage traffic issues in Macquarie Park and the perceptions within the community should the parking meters be removed after only three years.

There would also be a significant cost in removing the meters and a subsequent significant loss of Council's revenue which would necessitate cuts to existing and future programmes.

ATTACHMENT 1

Value of Parking Meters in Addressing Traffic Management in Macquarie Park.

The introduction of parking meters has addressed the issues raised in the report to Committee of the Whole, 6 June 2005 in the following ways:

As a result of the growing demand for on-street parking a feasibility study should be undertaken to investigate the option of introducing on-street metered parking to encourage increased parking turnover

As previously indicated, following Council's resolution, Maunsell Australia and PBAI Australia were engaged to prepare a Transport Management and Accessibility Plan (TMAP) for the Macquarie Park corridor for Planning NSW and the City of Ryde. The plan included utilising parking meters as an effective and efficient tool for managing on-street parking demand.

In September 2005 URAP-TTW Consulting Engineers were engaged by the City of Ryde to undertake a Parking Demand Review Study for the Macquarie Park Corridor which included a series of parking surveys. One of the recommendations of the Study was that pay parking should be introduced and would provide some level of parking for long stay parkers, reduce levels of traffic congestion and encourage a higher use of public transport.

The demand for on-street spaces already exceeds supply in some locations, On-street metered parking can provide equitable access to spaces by encouraging increased parking turnover.

The URAP-TTW Parking Demand Review Study indicated that Alma Rd, Eden Park Drive, Byfield Street, Lyonpark Road and Giffnock Avenue had consistently high parking demand throughout the day with utility rates of over 100% during peak periods. It was identified that on-street parking along streets within this area was clearly linked to the land use activities and was mainly used by the employees of the offices located in the area, presumably to avoid paying for off street parking and/or the lack of sufficient off street parking.

Metered parking has addressed the above issues as statistics show that streets with the greatest demand for on-street parking, namely Byfield Street, Giffnock Avenue and Lyon Park Road which permit a maximum 12 hours parking, parking spaces are turned over every 3.8 hours.

Businesses would benefit from the higher turnover of on-street parking spaces,

Metered parking enables motorist to share limited parking spaces within the Corridor, assists visitors to the Corridor to meet their deadlines through available parking and provides an ongoing return for Council. It also encourages employees to more fully utilise on site employee parking which results in additional on street parking availability for short term parkers and visitors, which has associated benefits for businesses in the area.

ATTACHMENT 1

The introduction of parking meters to the streets surrounding the University may encourage students to utilise paid parking in the campus ground and thus inject more income into the University,

One of the community concerns raised and considered in the URAP-TTW Parking Demand Review Study was the high levels of on-street parking along Talavera and Culloden Roads due to student parking. The Study identified that a large proportion of parkers in this area were University students and workers who avoid paying fees for parking on campus or within their employee's workplace. The Study recorded parking utilisation rates of up to 80% along these streets.

Metered parking has served to address this issue as the utilisation of metered parking in Culloden Road for 2009 is now 4% of available parking spaces and 16% for Talavera Road. While it is difficult to determine how much of the student parking has relocated to the campus parking facilities, the decreased utilisation rate would support the conclusion that students are either utilising paid parking on campus, or increasingly using other transport options such as car pooling and public transport. This is a desirable outcome, consistent with the overarching State and Local Government strategies in terms of environmental sustainability.

On-street metered parking is an integral part of a larger management plan and assists for redress the high level of car dependency by encouraging motor vehicle users to utilise alternative methods of transport, including buses and rail

Alternative modes of transport are more environmentally sustainable and assist with traffic congestion and therefore less fuel emissions.

The ARUP Report recognises that parking meters are an integral part of the suite of parking measures required in Macquarie Park to manage and minimise growth in traffic congestion (and its associated economic, social and environmental impacts) and to encourage Macquarie Park commuters to use buses and trains. Both the State Government and the City of Ryde have recognised that sustainable growth in Macquarie Park is dependent on a reduction in car dependency and increased pedestrianisation and use of public transport, particularly by Macquarie Park workers and staff and students from Macquarie University.

A very significant amount of strategic planning activity and infrastructure investment is now underway at state and local government level to facilitate Macquarie Park's transition, including proposed amendments to LEP 2008 relating to Macquarie Park, investment in local roads and pedestrian ways, planning studies and concept plans. The Draft Macquarie Park Corridor Parking Study is an integral part of this activity.



ATTACHMENT 1

The Matrix of Strategies contained within the Macquarie Park Corridor Parking Study - Draft Final Report, ARUP propose a number of recommended strategies to optimise parking management in Macquarie Park over the short term. Strategy 6 recommends "maintain parking pricing (supported by parking meters)". In the explanation column for Strategy 6, the Report states "parking pricing (supported by parking meters) is one of the most effective mechanisms to get commuters to assess transport alternatives". This section of the Report goes on to state that, "free employee parking is a major disincentive to commuters using alternative modes of transport. This requires consistency of parking time limits in an area and consideration of the strategic intent of parking controls."

The above demonstrates that the maintenance of the current system of parking meters in Macquarie Park is consistent with and supports the successful implementation of parking management strategies recommended in the Macquarie Park Corridor Parking Study - Draft Final Report.



ATTACHMENT 2

Saltbush Parking Services Ltd- Compliance with Service Level Agreement (SLA)

Council's contract with Saltbush Parking Services Limited contains a Service Level Agreement (SLA) and their compliance with the SLA is as follows:-

Service	SLA	Compliance
Preventative	Cyclical, three monthly	Yes
maintenance		
Reactive maintenance	Three hours	90%
Emergency call out	As required	N/A
Parking meter	99%	
availability		Yes
Programming/Tariff	As requested by Council	
changes		Yes
Incident reporting	Within 48 hours	Yes
Complaints handling	Calls logged, entered	
	into database &	Yes
	accessible to Council	
Reporting –	Provide base reports	
revenue/statistical		Yes
Communication &	Operations, monitoring	
Management systems	& maintenance	Yes

Complaints

Complaints regarding the parking meters primarily consist of requests for refund following a duplicate payment by the customer or the customer receiving a penalty notice for not displaying a valid parking ticket.

The number of investigations and outcome are as follows:-

Nature of complaint	Total Investigations	(Outcome						
Complaint	Total		Total	Percentage					
Request for refund	170	Refund provided	165	97%					
		Refund request							
		declined	5	3%					
_	T	T		1					
Penalty notice	248	Fines cancelled	105	42%					
		Cautioned	8	3%					
		Penalty stands	135	55%					

ATTACHMENT 3

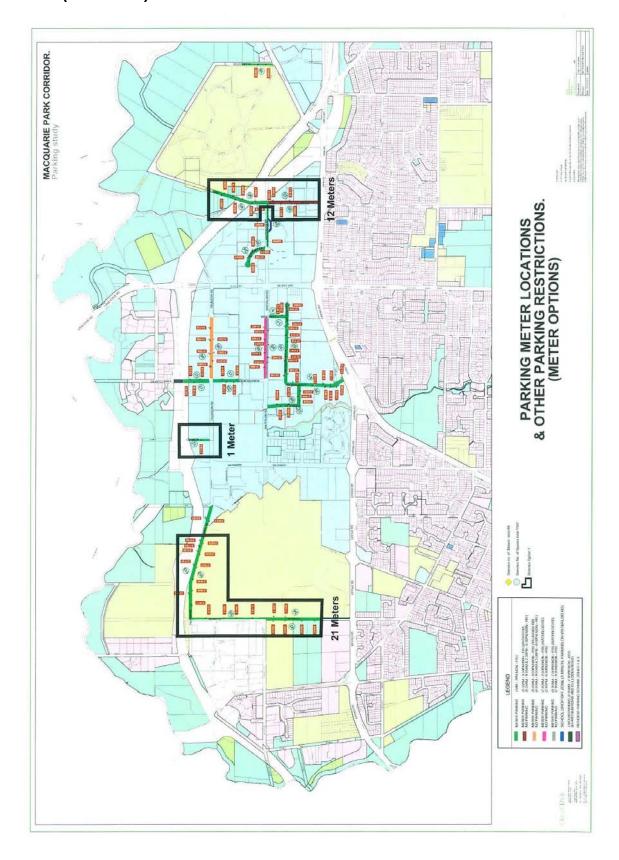
TARIFF		Daily	\$6	\$10	\$10		\$6		\$10	\$10	\$10	\$10	\$6	
		Hourly	\$2	\$2	\$2		\$2		\$2	\$2	\$2	\$2	\$2	
SPACES		2009	4%	%19	36%		4%		22%	%89	12%	81%	25%	
= PARKING	to available time	2008	2%	%19	81%		%9.0		43%	%92	19%	%29	%2	
UTILISATION OF PARKING SPACES Percentage of metered time compared	to ava	2007	1.5%	28%	34%		0.4%			32%	2%	31%	4%	
UTILISATION OF PARKING SPACES	BEFORE METER INSTALLATION (7 AM – 7 PM)		91%	94%	95%	%89	63%	22%	82%	85%	Not available	85%	1%	
NUMBER OF METERS			-	9	2	9	3	-	5	10	8	11	2	
NUMBER OF METERED	PARKING SPACES		12	90	18	81		55	54	108	89	77	18	
BETWEEN			*			*Epping & Waterloo Rds	*Waterloo & Taranto Rds	*Taranto & Culloden Rds					*	
STREET / ROAD			Alma Rd	Byfield St	Coolinga Ave		Culloden Rd		Eden Park Dr	Giffnock Ave	Khartoum Rd	Lyon Park Rd	Plassey Rd	

ATTACHMENT 3

TARIFF		Daily			\$10			\$6		\$6			\$10		\$6				\$6				
		Hourly	\$2			\$2		\$2		\$2			\$25										
SPACES	ompared	2009	16%	16%			73%	4%			25%			2%									
- PARKING	of metered time of to available time	2008	12%		11%			%19		1.2%			25%	5%		0.25%			0				
UTILISATION OF PARKING SPACES	Percentage of metered time compared to available time	2007	4%				12%		0.5%			13%	76 1.00 (1.00	0.1%		0.27%			5. COMMON TO THE PROPERTY OF T				
UTILISATION OF PARKING	SPACES BEFORE METER INSTALLATION	(7 AM – 7 PM)			Not available			%08				Not available			32%			%86					
NUMBER	METERS		20		7			ო		10		က		8			2			7			
NUMBER	METERED PARKING SPACES		257		82			29		146		24		98			52			92			
BETWEEN			Total	# Lane Cove	Rd to	Khartoum Rd	* Christie Rd	to Restaurant	* Lachlan	Restaurant/	Culloden Rd	Wicks Rd to	Eden Park Dr	* Coolinga	Ave to	Khartoum Bd	* Epping Rd	to Waterloo	Rd	* Waterloo Rd	to Waste	Transfer	Station
STREET / ROAD			Talavera Rd								Waterloo Rd					Wicks Rd							

On 13 May 2008 available metered parking (Hours per day) was reduced in this section of Talavera Road. Northern side – from 12 P to 6 P. Southern side from 9.5 P to 6 P As at 2 March 2009, in line with Council's Scheduled Fees 2008/09 the daily tariff was reduced from \$10.00 to \$6.00 per day for specific streets.

ATTACHMENT 4





6 MARSFIELD PARKING METERS Merits of introducing 2-hour free parking

Report prepared by: Contracts and Permits Officer

Report dated: 01 February 2010 **File No.:** GRP/10/4/001/6 - BP09/771

Report Summary

This report is to consider the merits of introducing 2-hour free parking in the residential streets surrounding Macquarie University that currently have parking meters.

RECOMMENDATION:

That Council does not support the introduction of 2-hour free parking in the residential streets surrounding Macquarie University that currently have parking meters.

ATTACHMENTS

1 Parking meter as executed Sep 2009

Report Prepared By:

Alex Helderman
Contracts and Permits Officer

Report Approved By:

Leon Marskell Manager - Regulatory Services

Dominic Johnson
Group Manager Environment & Planning



Background

Council at its meeting of 25 August 2009 resolved:

That as an interim measure, a report be prepared to consider the merits of introducing 2 hour free parking in the residential streets surrounding Macquarie University that currently have parking meters, including Talavera Rd and Culloden Rd.

Report

There are only two streets within the Macquarie Park Corridor that have residential properties and parking meters, namely Talavera and Culloden Roads.

Average Metered Parking Spaces Utilisation September 2008 to August 2009

Location	> 2 hours	< 2 hours
Talavera Road	61%	39%
Culloden Road	67%	33%

The utilisation of metered parking spaces indicates that a large proportion of users stay for longer than two-hours. If two (2) hour free parking is introduced, the main beneficiary would be the business community in Talavera Road, between Lane Cove Road and Khartoum Road.

Residents in Talavera and Culloden Roads currently have the benefit of free all-day on-street parking through the Resident Parking Scheme, exempting them from limits, subject to having a current permit displayed.

Consultation

Internal Council business units consulted included:-

Not Applicable

Internal Workshops held:-

Not Applicable

City of Ryde Advisory Committees consulted included:-

Not Applicable

Critical Dates

The following deadlines are required to be met:

 On 8 May 2010 the Parking Meter Maintenance and Service Agreement expires and the contractor needs to be provided with thirty (30) days notice in regard to Council's intention to extend the Agreement.



 On 8 May 2010 the Agreement with First Data Resources for the provision of EFT processing services will expire and shall automatically continue for a further one (1) year unless terminated by giving 30 days notice.

Financial Impact

A quote has been obtained from Duncan Solutions (formerly Reino International) to reconfigure twenty (20) parking meters to accommodate 2 hour free parking. Quoted cost - \$4,840.00

Loss of income- 08/09 income from identified meters- \$48,019.93

Policy Implications

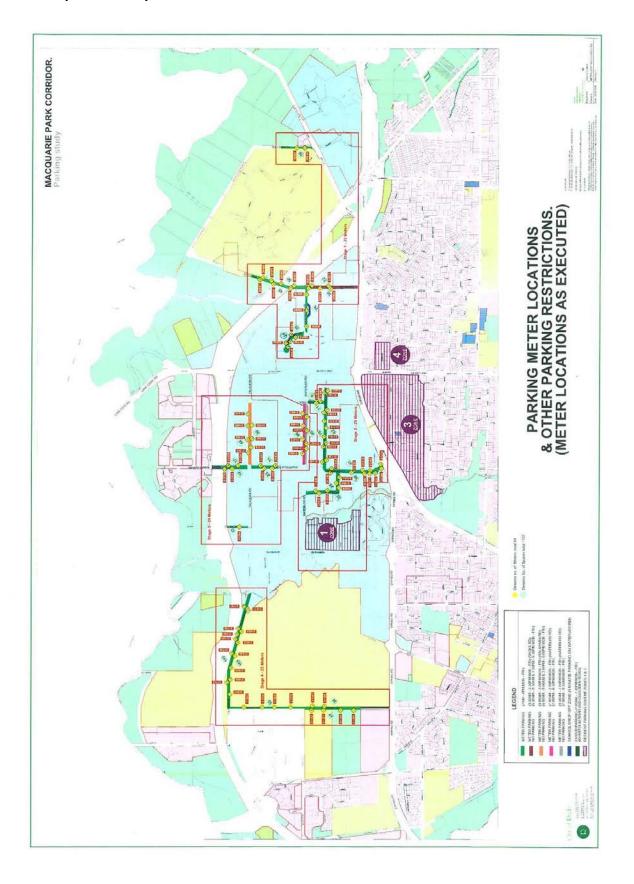
There are no policy implications through adoption of the recommendation.

Conclusion

Residents in Talavera and Culloden Roads currently have the benefit of free all-day on-street parking through the Resident Parking Scheme, exempting them from limits, subject to having a current permit displayed.

Two-hour free parking in Talavera and Culloden Roads would provide little benefit for residents.

ATTACHMENT 1





7 RYDE GRAFFITI-FREE ZONE - Rotary Club Proposal

Report prepared by: Manager - Operations

Report dated: 12/02/2010 **File No.:** GRP/10/1/001/6 - BP10/61

Report Summary

A submission has been received from the Ryde Rotary Club requesting Council support the Club, to manage graffiti on commercial property, on a voluntary basis. Following the success of a similar program in another Council area and discussions with the Club, it is proposed that Council concur for the Club to undertake graffiti removal on commercial property within the Top Ryde precinct, and that Council provide a pressure spray and supplies, costing around \$4,000, for a six (6) month trial.

RECOMMENDATION:

- (a) That Council endorse the introduction of the Ryde Graffiti Free Zone program as detailed in this report for a six (6) month trial period.
- (b) That Council purchase a pressure sprayer to be used by the Ryde Rotary Club for use in its program and that necessary supplies be provided for the initial trial period, up to a value of \$4,000.
- (c) That the Rotary Club of Ryde forward confirmation of all relevant insurance (including Public Liability insurance), to the satisfaction of Council.

ATTACHMENTS

1 Letter from Rotary Club of Ryde requesting allocation of graffiti free zone in City of Ryde

Report Prepared By:

Barry Hodge Manager - Operations

Report Approved By:

Kim Woodbury Group Manager - Public Works



Background

Following a Notice of Motion (4) on the 24 November 2009, Council resolved as follows:-

- (a) That the City of Ryde examine a submission by the Rotary Club of Ryde for the allocation of a Graffiti Free Zone.
- (b) That a report be prepared for the first full meeting in the New Year.

Report

The Rotary Club of Ryde has requested that Council Consider allocating a Graffiti Free Zone to the Club in Lieu of Council using selected contractors (SUBMISSION ATTACHED). The submission proposes that an initial six month trial program be allocated for graffiti removal from business and commercial properties. The submission also proposes that Rotary establish communications and reporting networks to effectively and efficiently maintain a graffiti free community.

In return for this voluntary service, the Rotary Club are requesting in addition to Council's support and coordination, that Council purchase a pressure spray (\$2,000) and a \$2,000 contribution to the initial purchase of supplies.

The Rotary's proposal follows 12 months experience of a similar program in the Turramurra area within the Ku-ring-gai Council area. It is understood that the Rotary Club are now proposing to expand this service to the suburbs of Lindfield and then St Ives.

Kur-ring-gai Council officers have confirmed that the Rotary Club program is focussing on the removal of Graffiti from private and commercial properties in the Turramurra shopping centre. The response time at these locations is generally within a week. They also advised that this is only a small portion of the Graffiti Removal within the Kur-ring-gai Council area and that Contractors and Council Staff are engaged in the larger program of removing Graffiti from Council property and infrastructure for the entire Council area.

The management of Graffiti removal in the City of Ryde is currently being undertaken through an annual contract with Graffiti Clean Pty Ltd who work on a proactive basis and are required to remove graffiti within three days of it appearing or being reported. Offensive graffiti is to be removed within six hours. The contract includes the removal of graffiti from all Council properties and infrastructure and up to 50 private properties for a fixed monthly fee. The following are also provided under the conditions of the contract:-

- A dedicated vehicle (with Council logo) and technician 5 days per week and after hours response.
- The vehicle is purposely built for the graffiti removal work with built in colour matching unit, spill containment and water recycling.
- Additional fleet vehicles available for backup if required
- All removals are coordinated and recorded with the Australian Graffiti Register



The current contract is now in its third month, with the contractor performing well and meeting the designated response times. No complaints have been received about the contractors performance over this period which also included the Christmas holidays.



City of Ryde Graffiti Removal Contractors:

Council Officers have had a meeting with Ryde Rotary Club which has confirmed that this will be a new experience for the Club and will be established on the basis of the Turramurra program. It was considered that a six (6) month trial period of Graffiti removal from private and commercial properties in the Top Ryde precinct would be an ideal way of establishing an initial program. This may lead to the possibility of expanding the program into other areas within the City, if the trial is successful. It was also agreed that, under this arrangement, if the club were unable to provide reasonable response at any time or urgent removal when required, Council's contractor would respond accordingly.

The Rotary Club's approach would be to remove Graffiti within one week of it appearing and proactively working with the Chamber of Commerce and business's in the area to develop direct contract. This direct contact could also extend to schools, public authorities and other organisations within the precinct. Council can also assist in coordinating their response to the Top Ryde precinct.

The Rotary Club are proposing to resource the program by training their own members in graffiti removal and who will be volunteering their services. They have also requested assistance by having access to a pressure cleaner to be purchased by Council (\$2,000) for their exclusive use. The pressure cleaner would remain the property of Council. They have also requested a contribution of \$2,000 dollars for the purchase of supplies. The club is also relying on sponsors to support the program in the longer term.

It is considered more appropriate at this stage and better value for Council to directly supply all necessary products, protective clothing and minor equipment to the club in the initial six month trial.



The initial stage of Rotary's trial program will have minimal impact on Council's current contract with Graffiti Clean Pty Ltd, who service the entire Council area, for graffiti on Council infrastructure and private infrastructure facing public lands. Depending on the success of the Rotary Club's program, minor restructuring of future Graffiti Tenders may need to be made.

The Rotary Club of Ryde has advised that they have current Comprehensive Public Liability Insurance and Voluntary Workers Insurance cover. The Club have also confirmed that their insurers will be advised of any proposed activity and confirmation will be obtained to ensure that their Insurance cover is sufficient.

Consultation

Internal Council business units consulted included:-

- Access
- Community Services

City of Ryde Advisory Committees consulted included:-

Not Applicable

External public consultation included:-

- Ryde Rotary Club
- Ku-ring-gai Council

Critical Dates

There are no critical dates or deadlines to be met.

Financial Impact

Costs associated with Council's support of The Ryde Rotary Club's Graffiti Free Zone trial program is estimated at \$4,000. An amount would need to be provided for in further operational budgets for any ongoing costs.

Policy Implications

There are no policy implications through adoption of the recommendation.

Other Options

Not to support the Ryde Rotary Club in their endeavours. It is considered that this could be a lost opportunity for Council to work in partnership with a volunteer organisation to address an important public issue.

Conclusion

Council support to the Ryde Rotary Club in establishing a Graffiti Free Zone for a trial period in the Top Ryde Precinct should be endorsed, following its apparent success in other areas. It is also considered a good opportunity to work in partnership with a well respected volunteer organisation to raise public awareness about graffiti.

ATTACHMENT 1

Relates to NoM 4 - Graffel Eyee Zone 20 - Da

SERVICE ABOVE SELF

The Rotary Club of Ryde INCORPORATED No. 18039 NEW SOUTH WALES - 9680 DISTRICT - AUSTRALIA

PRESIDENT 2009/10 **Bob Carroll** 0407 374 819



HON. SECRETARY Bob Kaye-Smith 0411 263 294

PLEASE ADDRESS ALL ROTARY MAIL TO: PO BOX 90, RYDE NSW 1680

20 November 2009

SUBMISSION TO RYDE CITY COUNCIL - ALLOCATION OF RYDE GRAFFITI FREE ZONE TO THE ROTARY CLUB of RYDE

PURPOSE OF PAPER:

To request Ryde Council to allocate the Graffiti Free Zone of Ryde to The Rotary Club of Ryde in lieu of a selected contractor/s.

2. BACKGROUND

The Rotary Club of Ryde has been interested in establishing a graffiti removal program for the Ryde area following discussions with Turramurra Rotary. The latter now has over 12 months experience with graffiti removal and has provided detailed assistance and advice. One of the aspects emphasised was the need to communicate and obtain initial and on-going Council support.

3. OBJECTIVES OF THE ROTARY CLUB OF RYDE"S GRAFFITI REMOVAL PROJECT:

The Rotary Club of Ryde aims to eliminate existing graffiti in the local community and keep it graffiti free. This will be achieved by

- · Creating a program aimed at private, business, public facilities and public infrastructure sites.
- Establishing communication and reporting networks to effectively and efficiently maintain a graffiti free community.
- Establishing recognized practices and procedures for cleaning graffiti sites thus promoting a professional approach with emphasis on the safety of the individuals involved or associated with this activity.
- Using strategies involving support, co-operation and liaison with Ryde and other Rotarians, local Council, project sponsors and other interested groups such as schools, progress associations, local newspapers etc



ATTACHMENT 1

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 Encouraging community education and using specific initiatives to deter activities of graffiti vandals – in particular, rapid removal and monitoring recently cleaned sites to ensure immediate repeat clean up action for any reoccurring graffiti.

1. BENEFITS OF ROTARY INVOLVEMENT IN GRAFFITI REMOVAL

- Negligible expenditure to Council and hence ratepayers due to free labour provided by Rotarians. In addition experience has shown that after initial acquisition of equipment and materials the graffiti removal project tends to be self funding due to the occasional donations from grateful property owners.
- Rotary involvement promotes positive attitudes in the community while at the same time acknowledgement of Council support further advertises its involvement and commitment to address the graffiti issue.
- Promotes greater community awareness and hence education in regard to the ever-present graffiti problem.
- Rotarians as local residents can more easily increase community pride and spirit.

2. PRACTICAL EXPERTISE

Close liaison and support from Turramurra Rotary has enabled full details of graffiti removal to be acquired very quickly. This will immediately enable The Rotary Club of Ryde to professionally remove graffiti on both porous surfaces (i.e. brickwork) and non-porous surfaces (i.e. painted surfaces) without the need for further training.

SAFETY/POLLUTION AWARENESS

Due to the close association established with Turramurra Rotary there is substantial emphasis placed on safety when undertaking graffiti removal for both porous and non-porous surfaces. Heavy-duty overalls, eye goggles, gloves, hats are examples of the level of precautions that are taken. Chemicals used for the removal of graffiti from brickwork can be toxic. Accordingly after washing off with a pressurized water spray, door-stopper type sponges need to be used to prevent the residual liquid flowing into drains etc. In addition drop-sheets are essential when repainting painted surfaces to eliminate any accidental spillage onto paths, walkways etc.



ATTACHMENT 1

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4. COMPLIANCE

- A Sydney Water Permit will be obtained for 'The Use of Water for Commercial Cleaning'.
- Property owner's permission will be sought for every site before graffiti removal work commences
- The Rotary Club of Ryde will comply with requirements associated with the need to record data on the Australian Graffiti Register with the local Police Command.
- The Rotary Club of Ryde has comprehensive public liability insurance and voluntary worker cover. The insurer will be advised of the proposed activity and confirmation obtained to ensure the cover is sufficient.

5. ADMINISTRATION ASPECTS

As mentioned in our objectives, The Rotary Club of Ryde is very conscious of the need to ensure business-like procedures and records are established. In this regard, there is considerable expertise within the Rotarians involved with this project. Council will be familiar with the expertise demonstrated by The Rotary Club of Ryde on such projects as "Cash for Cans" in Ryde Park, the kitchen replacement at Ryde Primary School and numerous Bar-B-Q's at Ryde community days.

Further liaison however is intended with Council to clarify the exact nature of administrative detail required. It is assumed that this type of information and feedback would be in-line with that required from the contractor involved with the other zones. This could be provided weekly, monthly or quarterly as needed by Council.



ATTACHMENT 1

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6. EQUIPMENT and MATERIALS

Unlike the involvement of contractors, The Rotary Club of Ryde would not expect payment for removal of graffiti and once established the project would become largely self-funding.

However, Council support would be needed initially to provide equipment and materials. In this regard the following assistance is sought and recommended:-

- Council to purchase the water pressure spray unit and allow future use by The Rotary Club of Ryde. This equipment would remain the property of the Council but for ease of access be stored at the house of a local Rotarian.
- Council to provide \$1000 to partly assist purchase of items such as graffitiremoval chemical, initial supply of paint, brushes, rollers, paint-trays, drop-sheets etc

The Rotary Club of Ryde would approach suppliers for overalls and other required items.

7. SCOPE OF PROPERTIES CLEANED FROM GRAFFITI VANDALISM It is understood that contractors in other areas would essentially concentrate on removal of graffiti within a 300 meter radius of say the major transport link in each zone.

While the Rotary Club of Ryde would concentrate its initial efforts within such an area, and follow-up with instant removal of any repetitive graffiti, it is intended that its graffiti removal program would extent to all areas of the suburb. While The Rotary Club of Ryde would initially concentrate on removing graffiti from business and commercial properties there would be no restriction to undertaking such work on private, council, and even government and public owned properties.

The times when graffiti removal would be undertaken would vary depending on:-

- Location of each site e.g. narrow lane would limit suitable time to say 7am when pedestrian traffic is at a minimum. A similar time would also be essential for busy shopping areas.
- · Limitations requested by property owners

Rotarians undertaking such work could be very flexible in the times when this work could be done as they would not be limited to normal recognized working hours.



ATTACHMENT 1

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8. ADVERTISING COUNCIL'S SUPPORT AND INVOLVEMENT The Rotary Club of Ryde will acknowledge support given by suppliers and of course Council's assistance for equipment and any initial supply of materials. At this stage this could be best achieved by:

- Using an A-frame type advertising board to be placed at sites undertaking graffiti removal
- Verbally acknowledging support in any talks given by Rotarians on the subject
- Undertaking written acknowledgement in any newspaper articles/advertisements, literature of any nature etc initiated by either Council or The Rotary Club of Ryde
- Utilising any other method that Council would like to recommend.

ATTACHMENT 1

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9. FINAL SUMMARY AND COMMENT

The Rotary Club of Ryde therefore is seeking Ryde City Council approval to allocate the Graffiti Free Zone of Ryde to The Rotary Club of Ryde on the following basis:

- The Rotary Club of Ryde undertaking this project with the direct support of and communication with Council as a separate entity but not on the basis of a paid contractor.
- Council purchasing a suitable pressure spray (for under \$2000) for use by The Rotary club of Ryde.
- Council providing a non-refundable once only contribution of \$2000 to partly cover the purchase of an initial supply of materials plus a wheelie bin to be used for water storage.
- Instigating an initial trial period of 6 months to ensure Council is satisfied with performance level of graffiti removal undertaken by The Rotary Club of Ryde
- Assuming a 12 month involvement undertaking, a further review comparing the level of performance attained against that of another similar zone allocated to a contractor.
- Further participation by The Rotary Club of Ryde after 12 months to be assessed and agreed by Council.

The Rotary Club of Ryde thanks The City of Ryde Council for their consideration in this community matter. For further information please contact our Graffiti Removal Program Chair, Charles Kilby on 0412-401664

Yours in Rotary,

Bob Carroll, President,

Rotary Club of Ryde Inc.



CONFIDENTIAL ITEMS

8 ADVICE ON COURT ACTIONS

Confidential

This item is classified CONFIDENTIAL under Section 10A(2) of the Local Government Act, 1993, which permits the meeting to be closed to the public for business relating to the following: (g) advice concerning litigation, or advice as comprises a discussion of this matter, that would otherwise be privileged from production in legal proceedings on the ground of legal professional privilege.

This matter is classified confidential because it contains advice concerning legal matters that are:-

- (a) substantial issues relating to a matter to which the Council is involved.
- (b) clearly identified in the advice, and
- (c) fully discussed in that advice.

It is not in the public interest to reveal all details of this matter as it would prejudice Council's position in any court proceedings.

Report prepared by: General Counsel

Report dated: 15/02/2010 **File No.:** GRP/10/5/001/6 - BP10/69



PRECIS OF CORRESPONDENCE FOR CONSIDERATION

1 AUSTRALIAN LOCAL GOVERNMENT WOMEN'S ASSOCIATION - Letter of Thanks and Congratulations

Report prepared by: Senior Administration Co-ordinator

Report dated: 15/02/2010 **File No.:** GRP/10/3/001/6 - BP10/64

Correspondence:

Submitting correspondence from ALGWA, dated 09 February 2010, thanking Council and staff for hosting Executive Meeting, and congratulating City of Ryde for their successful bid to host the 2010 ALGWA National Conference.

RECOMMENDATION

That the correspondence be received.

ATTACHMENTS

1 Letter of thanks and congratulations from ALGWA

Report Prepared By:

Jennifer Anderson
Senior Administration Co-ordinator

Report Approved By:

Roy Newsome

Group Manager - Corporate Services

ATTACHMENT 1



AUSTRALIAN LOCAL GOVERNMENT WOMEN'S ASSOCIATION NEW SOUTH WALES BRANCH INC.

FOUNDED AT CANBERRA, 1951

9 February 2010

Cir Michael Butterworth Mayor City of Ryde Council Locked Bag 2069 North Ryde NSW 1670

Dear Michael

I am writing on behalf of the ALGWA NSW Executive Committee and we would like to take this opportunity to thank the Council, General Manager, staff and particularly Cir Campbell for hosting our Executive Meeting last weekend. We had a most productive day.

We would also like to formally congratulate Ryde Council on their outstanding submission to host the 2010 ALGWA National Conference. We received three submissions that were all of a very high standard. The Conference Committee assessed the applications and they determined that Ryde City Council was the winning bid. As you are aware the ALGWA Executive meeting last weekend decided to award the 2010 National Conference to the City of Ryde Council.

We wish to sincerely thank you for Ryde Council's continued support of ALGWA and for your submission. We look forward to working closely with you in the Year of Women in Local Government 2010 to ensure a successful conference.

Yours sincerely

Councillor Karen McKeown

President

ALGWA (NSW)

PRESIDENT: Karen McKeown PO Box 386 EMU PLAINS NSW 2750



NOTICES OF MOTION

1 SOCIAL HOUSING PROJECTS - Councillor Pickering

File Number: GRP/10/3/001/6 - BP10/76

- 1. That City of Ryde Council write to the NSW Premier, Kristina Kenneally and the Minister for Housing, David Borger, expressing council's concern about the density, lack of car parking and general lack of amenity of social housing projects planned for the Ryde LGA. Specially, this communication should outline concerns including:
 - (a). Lack of compliance with density restrictions (that would be required under council's DCP) and inappropriate character of these developments in Ryde's low-density suburbs.
 - (b). Grossly inadequate provision of onsite parking (that would be required under the council's DCP) and the impact on local streets.
 - (c). Inadequate consultation with affected local residents and consideration of their concerns. This should highlight the notification was provided by letter only to next-door neighbours of the intended developments and not other residents in the affected streets in front, behind and in the development locations. It should also indicate concerns with the timing of the notification (just before Christmas), limited time for residents to respond (21 days), lack of public display of the intended developments, and general dismissal of all public concerns anyway.
 - (d). Lack of notification and formal input from Council and Councillors on these intended developments to ensure these developments were appropriate in terms of local development standards and their actual location.
 - (e). The publicly implied suggestion by Housing NSW that Ryde Council had been engaged in these development approvals. This should specifically respond to assertions made in a letter published in the Northern District Times on Tuesday, February 27, from Housing NSW CEO, Mike Allen.
- 2. That the City of Ryde Council write to the Member for Bennelong, Maxine McKew, to express concerns about the Federal Government's funding of many of these social housing projects for the reasons already stated. Further, that Ms McKew be requested to seek from the Federal Government an immediate halt to funding of these developments until community and council concerns can be appropriately addressed.

- 3. That City of Ryde Council write to the NSW Premier, Kristina Kenneally and the Minister for Housing, David Borger, expressing council's concern about recent changes to the State Environmental Planning Policy that allows boarding house developments in Ryde's suburban streets. Specifically, this communication should outline concerns including:
 - (a). The significant number of applications from what were once illegal dwellings for approval as allowed under the State Government legislation.
 - (b). The complete disregard these developments have for the Ryde Development Control Plan in regard to occupation density, onsite car parking, impact on other local residents, and numerous other controls.
 - (c). A request to immediately review this legislation, with consultation to actually to take place with local government and local communities.
- 4. That the City of Ryde's position in relation to social housing developments approved by the NSW Government and not council, and also the new SEPP legislation on boarding houses imposed on Ryde be publicly notified in the:
 - (a). City View (including advice that letters have/would be sent to the Premier, Housing Minister, and Member for Bennelong).
 - (b). Mayoral Column (including advice that letters have/would be sent to the Premier, Housing Minister, and Member for Bennelong).
 - (c). On the City of Ryde website with this website also to contain actual copies of the letters sent to the NSW Premier, Housing Minister and Member for Bennelong.
 - (d). That a City of Ryde media release be prepared stating council's position on social housing developments and boarding houses, and issued to local and metropolitan media as well as placed on the website under media releases.



NOTICES OF RESCISSION

There are no Notices of Rescission