

**Council Meeting****AGENDA NO. 20/11**

**Meeting Date:** Tuesday 22 November 2011  
**Location:** Council Chambers, Level 6  
**Time:** 7.30pm

**ATTACHMENTS**

<b>Item</b>		<b>Page</b>
<b>4</b>	<b>SEPTEMBER 2011 QUARTERLY REVIEW REPORT - 2011/2015 DELIVERY PLAN AND 2011/2012 OPERATIONAL PLAN</b>	
	Attachment 2 Quarterly Report - Quarter One .....	2
<b>13</b>	<b>PERSONAL MOBILITY DEVICES - Transportation Solution</b>	
	Attachment 2 Personal Mobility Devices (PMDs) - major key to improvement - November 2011 .....	85
<b>19</b>	<b>CREATION OF A CITY OF RYDE PROPERTY TRUST</b>	
	Attachment 2 Letter from The Mayor, Councillor Etmekdjian to The Honourable Don Page, MP following meeting on 24 August 2011 .....	184
	Attachment 3 Property Trust - Waitakere City Holdings Statement of Intent.....	185
	Attachment 4 List of Properties Undertaking a Highest and Best Use Study .....	204
<b>20</b>	<b>REPORT ON OUTSTANDING RESOLUTIONS</b>	
	Attachment 1 Outstanding Resolutions Report as at 15 November 2011.....	213

**ITEM 4 (continued)**

**ATTACHMENT 2**

**Quarterly Review Report  
Four Year Delivery Plan 2011-2015  
Including One Year Operational Plan 2011/1012  
Quarter One  
July-September 2011**





**ITEM 4 (continued)**

**ATTACHMENT 2**

# Contents

General Manager's Overview	4		
Financial Management	6		
City of Liveable Neighbourhoods	8	A	Reserve Listing report 63
City of Wellbeing	10	B	2011/12 Quarterly Changes report 67
City of Prosperity	12	C	Consolidated Income and Expenditure Estimates 2011/12 83
City of Environmental Sensitivity	14		
City of Connections	16		
City of Harmony and Culture	18		
City of Progressive Leadership	20		
Projects by Program 2011/12	23		

## ITEM 4 (continued)

## ATTACHMENT 2

# General Manager's Overview

### Quarterly Overview

This quarterly report examines Council's budget review and performance for Quarter 1 (July to September 2011) of the 2011/12 financial year. It measures progress against the One Year Operational Plan for 2011/12. This new format for the quarterly report is now in alignment with the Strategic Plan, 4 year Delivery Plan and one year Operating Plan with all supporting detail attached in the appendices. It is the basis against which future quarterly reports will be presented.

### Financial Position

#### Working Capital Position

As a result of the September quarterly review, council is projecting an increase in its working capital surplus from \$3.89 million to \$4.02 million.

- Reduction of \$0.59 million which represents the first instalment of the revenue sharing grant that was pre paid and held in reserve as at 30 June 2011. These funds are to be released this financial year. It is uncertain as to whether Council will again receive an advanced payment of revenue sharing grants for next year in the fourth quarter of this year. As a result the adjustment to the operating result has been made in anticipation that they will not be advanced to Council this year.
- The increase in operating expenses of \$0.25 million as detailed in this report.
- Adjustment for approved carry over works completed under budget. This resulted in funds totalling \$0.3 million being transferred to the general fund.
- Correction to the River to River Project which was inadvertently duplicated in the expenditure account and requires a reversal totalling \$0.07 million.

#### Base Budget

With the adjustments to the operating result, the flow on effects to the base budget is as follows:-

- Reduction of \$0.59 million for the first instalment of the revenue sharing grant (see comment above) that was pre paid in June 2011.
- Base budget revenue increased by \$0.5million funded from additional grants and reserves
- Base Budget expenses increased \$0.63 million, as follows:-
  - \$0.29 million for increased waste disposal service costs (funded from the domestic waste reserve).
  - \$0.15 million for additional works for the home modification service (funded by additional grants)
  - \$0.07 million additional cost of insurance claims within excess (funded from reserves available to address this)
  - \$0.16 million approximately, for additional adjustments to budget (see details in the attached report)



#### Non Capital Budget

The non capital budget is seeking additional funds of approximately \$0.1 million to adjust project budgets listed in this review

Continued on page 5

## ITEM 4 (continued)

## ATTACHMENT 2

### General Manager Overview (Continued)

#### Capital Budget

This quarterly review projects to increase capital expenses over budget by \$1.65 million funded from additional grants of \$0.63 million and a transfer of \$1.02 million from reserves. The major transfer relates to the Macquarie Park reserve which was earmarked for this purpose as part of this year's budget.

#### Progress against Indicators

This quarter we have met or exceeded our corporate performance indicators (which provide a snap shot of the organisations health) as well as our performance indicators across our 21 programs. The exceptions are detailed below. It should be noted that this is the result in the first quarter only and throughout the year a clearer performance picture will emerge. This is particularly so this year as we are building a range of new indicators around customer satisfaction.

#### Corporate Indicators

As identified in page 22, the majority of corporate indicators are on track or have exceeded target. In particular the improvement in lost time injuries (compared to last quarter) has improved by 10% above target. Project milestones are now being closely monitored by our newly created project management office and shows that 96% of project milestones are being completed on time against the target of 90%. Those corporate indicators which have not met target are:-

- 83% of internal audit recommendations were implemented on time against our target of 100%.
- 84% of inward correspondence were completed within 10 working days against our target of 90%

#### Program Indicators

Of all indicators across our 21 program areas, only six performance indicators in our programs were not achieved in quarter one.

Of particular note are the assessment times for development applications across all categories (see page 57) against the group 3 Council average. This downturn was forecast as part of the Best Value review process and reflects the time and effort that the review took. Assessment staff were closely involved with analysing their service, researching best practice and framing recommendations for improvement. This took front line staff away from their assessment tasks which reduced assessment times during this quarter. I anticipate as the recommendations of the best value review roll out, these assessment times will greatly improve over the next 2 years.

Of particular note the following areas of performance improved against previous trends or targets:-

- Visitations to all libraries increased by 16,300 visits to 238,164, compared to the same quarter last year. This has mainly been due to the popularity of the Top Ryde Library.
- The RALC recorded 141,824 visitors which is up by 650 visitors from last year.
- 260 Councillor requests were processed in the first quarter to an average time of 2.31 days against a target of 5 working days.



John Neish  
General Manager

## ITEM 4 (continued)

## ATTACHMENT 2

# Financial Management

## Overview

Following the first quarter budget review, Council's Operating Result, is projected to decrease by \$0.43 Million (2.73%) to \$15.38 Million.

This result is mainly due to the reduction of \$0.59 Million for the first installment of the Revenue Sharing Grant required this financial year due to the prepayment of the first installment in June 2011.

Operating Income (Base Budget and Non-Capital & Capital Income) is projected to increase by \$0.31 million (0.28%) and Operating Expenses are projected to increase by \$0.74 million (0.78%), a net decrease in Operating Surplus of \$0.43 million to \$15.38 million.

This result has been achieved due to the required adjustment for the Revenue Sharing Grant, an increase in operating expenses and the reimbursement of the General Fund from the committed works reserve, due to the reserve funds no longer being required.

This revenue is also projecting Council's Available Working Capital position to increase by \$0.125 million to approximately \$4.02 million.

Council had budgeted to undertake \$50.05 million of capital works, including contributed assets of \$23.14 million. This is projected to increase by another \$1.42 million, the bulk of which will be funded by either new grants or transfers from reserves. This will give a total capital works budget of \$51.46 million.

As at 30 September 2011, Council has expended \$3.43 million from the projected year to date budget of \$11.83 million for capital projects.

## Base Budget

Base Budget income is projected to decrease by \$0.55 million to \$84.25 million, while Base Budget Expenses are projected to increase by \$0.63 million to \$92.00 million, giving a net increase in the Base Budget Deficit of \$1.18 million (17.88%). This result is due to the reduction in the revenue sharing grant \$0.59 million, with over \$0.5 million funded from additional grants or reserves.

## Non-Capital Budget

Non-Capital income is projected to decrease by \$0.03 million to \$0.13 million, while Non-Capital Expenses are projected to increase by \$0.10 million to \$3.14 million, giving a net increase in non-capital deficit of \$0.13 million (4.68%).

## Capital Budget

Capital Income is projected to increase by \$0.88 million to \$26.14 million, while Capital Expenses are projected to increase by \$1.42 million to \$51.46 million, giving a net increase capital deficit of \$0.54 million (2.16%). This increase is funded from either additional grants or reserves.

## Reserve Movements

The net movement of Reserves was budgeted to be a net transfer from reserves of \$10.96 million for works carried over plus funding other works. This review is projecting to have a net increase of \$1.97 million from reserves to a total of \$12.93 million from reserves. These transfers include funds held for additional grants.

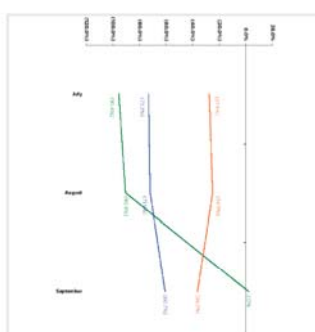


Figure 1: Income % variance to budget trend YTD

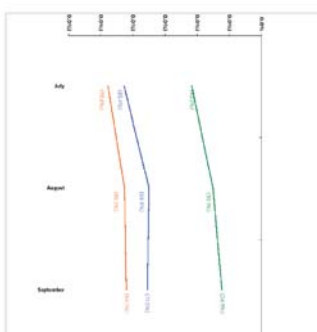


Figure 2: Expenditure % variance to budget trend YTD

**ITEM 4 (continued)**

**ATTACHMENT 2**

**Financial Management**

(\$'000)	Original Budget 2011/2012	Previously Approved Changes	Revised Budget 2011/2012	Proposed Changes 2011/2012	Projected Budget 2011/2012	Actual YTD 2011/2012	Budget YTD 2011/2012	%Variance
<b>Base</b>								
Income	-84,799		-84,799	545	-84,254	-66,086	-64,810	1.97%
Expenditure	91,366	10	91,376	631	92,007	17,191	22,762	-24.48%
<b>Net</b>	<b>6,567</b>	<b>10</b>	<b>6,577</b>	<b>1,176</b>	<b>7,754</b>	<b>-48,896</b>	<b>-42,048</b>	<b>16.29%</b>
<b>Non-Capital</b>								
Income	-94	-65	-159	28	-131	-71	-112	-36.35%
Expenditure	2,057	974	3,031	107	3,138	258	1,626	-84.12%
<b>Net</b>	<b>1,964</b>	<b>909</b>	<b>2,872</b>	<b>134</b>	<b>3,007</b>	<b>187</b>	<b>1,514</b>	<b>-87.64%</b>
<b>Capital</b>								
Income	-23,360	-1,896	-25,257	-880	-26,136	-745	-1,896	-60.73%
Expenditure	43,157	6,888	50,045	1,415	51,460	3,427	11,833	-71.03%
<b>Net</b>	<b>19,797</b>	<b>4,992</b>	<b>24,788</b>	<b>535</b>	<b>25,324</b>	<b>2,683</b>	<b>9,937</b>	<b>-73.00%</b>
Reserve Movement	-5,052	-5,910	-10,962	-1,971	-12,933		-9,100	-100.00%
<b>Total Net</b>	<b>23,276</b>		<b>23,276</b>	<b>-125</b>	<b>23,151</b>	<b>-46,026</b>	<b>-39,697</b>	<b>15.94%</b>



## ITEM 4 (continued)

## ATTACHMENT 2

# City of Liveable Neighbourhoods

### Outcome Overview

"Liveable Neighbourhoods" are well planned, clean, and safe neighbourhoods and public spaces, designed with a strong sense of identity and place.

The aims of creating and maintaining Liveable Neighbourhoods are:

- For all residents to enjoy living in clean, safe, friendly, and vibrant neighbourhoods.
- That our community has a strong sense of identity in their neighbourhoods and are actively engaged in shaping them.
- For our neighbourhoods to thrive and grow through sustainable design and planning that reflects community needs.

To achieve this we must address significant legislative changes and environmental challenges; maintain public safety and amenity; and develop a policy framework that will manage growth while enhancing the cultural and social character of the City.

### Financial Management

There are no variations to the budget for this outcome, and expenditure is currently on-track.

### Progress against Indicators

The Assessment Unit is working on a range of recommendations to streamline the DA process and to make service improvements as part of the Best Value Review.

Increased capacity has allowed more frequent inspections of medium and high risk food premises.

Passenger figures for the Top Ryder Community Bus Service are trending well on target.

### Progress against Projects

All projects are currently on-track.

Neighbourhood Centre Renewal – Analysis of Boronia Park Centre was undertaken this quarter. This included community consultation in the form of street interviews and workshops. The drafting of the concept design has also commenced.

Planning and Consultation for the Agincourt Road Centre is on-track to commence in Quarter 2.

Local Market Feasibility Study – Council has supported the Chamber of Commerce through the development of the project scope and the commencement of consultation. Progression of the project in Quarter 2 will be determined by the willingness of the Chamber of Commerce to proceed with the study.

Public Art Guideline for Developers – Policy development is nearing completion and the publication design has been completed. We are on-track to undertake consultation in Quarter 2.

Urban and Street Tree Master Plan – Draft DCP Part 9.6 Tree Preservation and the Urban Forest Policy are being developed. Once these documents are adopted by Council, the development of the master plan will commence.

Boarding House Project – Inspections of properties for unauthorised uses have commenced. The Boarding House Policy has been drafted and is scheduled to be presented to Council in Q2.

## ITEM 4 (continued)

## ATTACHMENT 2

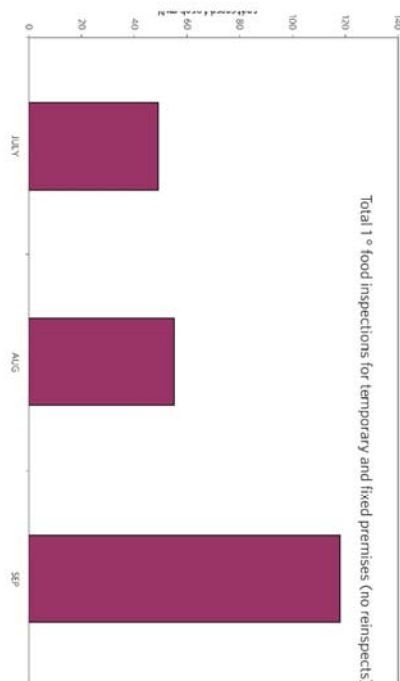
### Operational plan projects for 2011/12

Below highlights how each project is tracking that was highlighted in the one year operational plan 2011/12.

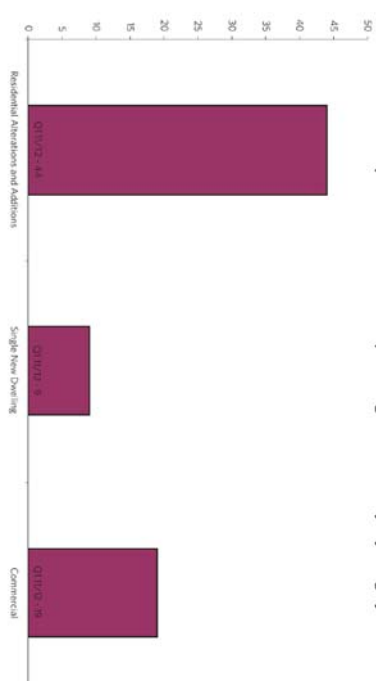
Legend: ○ On Track ✗ Off Track ● Complete ○ Not Started

Program / projects	Status	Comment
<b>Centres and Neighbourhood Program</b>		
Neighbourhood Centre Renewal	<span style="color: green;">○</span>	Analysis of the area and issues undertaken, community consultation via street interviews and a workshop was held and drafting the concept design commenced.
<b>Community and Cultural Program</b>		
Local Market Feasibility Study	<span style="color: green;">○</span>	Partnership project with Ryde Chamber of Commerce- the Chamber has been supported to develop project scope and undertake consultation.
Public Art Guideline for Developers	<span style="color: green;">○</span>	Publications designed and ready for consultation.
<b>Open Space, Sport and Recreation Program</b>		
Urban and Street Tree Master Plan	<span style="color: green;">○</span>	Draft DCP Part 9.6 Tree Preservation is being developed, along with the development of Urban Forest Policy the master plan will be developed once these documents are adopted by Council.
<b>Regulatory Program</b>		
Boarding House Project	<span style="color: green;">○</span>	Inspections of unauthorised uses commenced. Further consultants Briefs to be drafted. Boarding House Policy to be presented to Council in November

Total primary food inspections in first quarter of 2011/2012 financial year (not reinspections)



No. of DAs processed within the Group 3 average number of days by category



## ITEM 4 (continued)

## ATTACHMENT 2

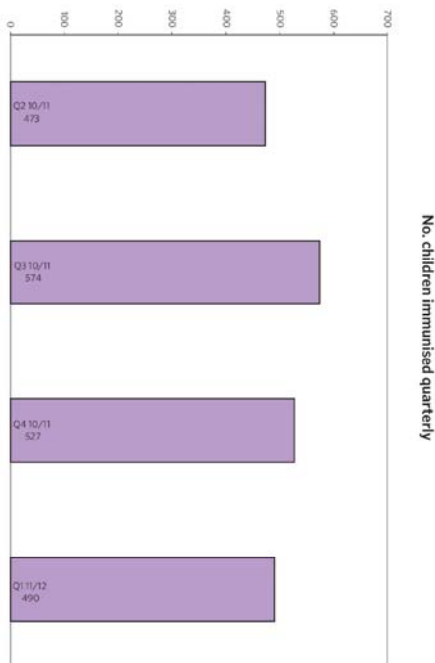
# City of Wellbeing

### Outcome Overview

A healthy and safe community, with all supported throughout their life by services, facilities and people.

The Wellbeing of the City's residents is a key element of our vision: Lifestyle and Opportunity @ your doorstep. We recognise that wellbeing stems from interaction, participation and support for individuals, and we want to make sure that the City of Ryde provides opportunity for a sense of wellbeing for all our community at their doorstep.

The programs and projects under the City of Wellbeing outcome aim to achieve the above and in this quarter we have made good progress.



### Financial Management

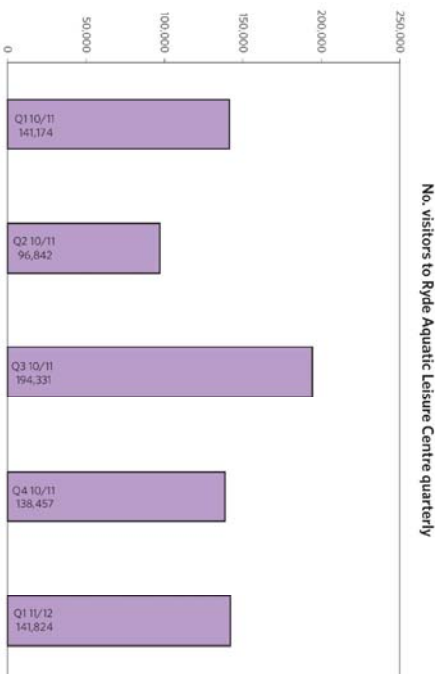
There are no variations to the budget for this outcome, and expenditure is currently on-track.

### Progress against Indicators

The City of Wellbeing is progressing according to deliverable outcomes and in line with key performance indicators.

### Project Performance

City of Wellbeing is supported by four Programs: Centres Centre and Neighbourhood, Library, Community and Open Space, Sport and Recreation Program. A total of 19 projects have been planned this financial year, 17 of which, in this quarter are on track and two are scheduled to start later in the year.








## ITEM 4 (continued)

## ATTACHMENT 2


### Operational plan projects for 2011/12

Below highlights how each project is tracking that was highlighted in the one year operational plan 2011/12.

Legend:  On Track  Off Track  Complete  Not Started

Program / projects	Status	Comment
<b>Centres and Neighbourhood Program</b>		
Toilet Blocks Renewal - excluding sportfields		Calls for quotations to undertake the upgrade work for the toilets in Cox's Road occurred this quarter.
<b>Community and Cultural Program</b>		
Crime Prevention Plan - implementation		All actions on track. Situational prevention and public works improvements completed. Educational and enforcement projects on track (student comic, hoarding, mailouts and business forum).
Volunteer Training for the CALD Community		Training model developed and tested with stakeholders.
Community Buildings Renewal		Currently all the individual projects within the cluster are tracking well, quotes are being received for remaining works for the 2nd and 3rd quarters. 3 projects have already been completed with 4 more projects expected to be completed before Christmas.
Community Hubs Identification study		Initial analysis being undertaken as precursor to detailed study early 2012.
Community Garden & Nursery		Project delayed due to necessary land reclassification and update of Plan of Management for Santa Rosa Park.
Non-Profit Community Sector Development		Sector development toolbox and training packages developed.










### Program / projects Status Comment

Youth Engagement Partnership Project		Scheduled Start in March 2012.
White Ribbon Community Accreditation		White Ribbon Breakfast 25 November 2011 will be the first key milestone for the project.

#### Library Program

Library Electronic Books		Project due to commence November 2011.
--------------------------	---	--

#### Open Space, Sport and Recreation Program

Michael Landell Park in Putney on Royal Rehabilitation Site		Design for new Park being finalised by Design Team in association with Developer. Feedback provided from Council Service Units regarding maintenance and design matters.
Charley Creek Cascades		Design for playground and path being finalised with works proposed to commence in November.
RALC Asset Renewal		
Integrated Open Space Forward Plan		Stage 5 completed with the issue of the Open Space Objectives Report.
Active in Ryde Program Implementation		Not yet commenced. Feasibility Study to be completed identifying recreation program opportunities for development.
Sportfield Floodlighting		Feasibility Study is in progress looking at selected sites.
Sportfield Renewal & Upgrade		Works commenced at Meadowbank No. 4 and LH Waud. Preparations completed for works at Ryde Park No.3 and Brush Farm Park. Awaiting finalising of successful contractor for installation of fence at Moanah Park.
Sportground Amenities Upgrades		
Playground Renewal and Construction		

## ITEM 4 (continued)

## ATTACHMENT 2

# City of Prosperity

### Outcome Overview

The City of Prosperity outcome seeks to foster economic growth in Ryde by stimulating business opportunities, employment, innovation and investment.

To achieve this we must ensure our city is designed and developed in a manner that creates appropriate business opportunities in vibrant urban centres. City of Prosperity Projects are aimed at supporting sustainable growth, upgrading the public domain, and facilitating business moving to and thriving in the City of Ryde. This includes, but is not limited to, supporting the development of Macquarie Park into a globally recognised education and information hub.

### Financial Management

There are no variations to the budget for this outcome, and expenditure is currently on-track.

### Progress against Indicators

The City of Prosperity is progressing according to deliverable outcomes and in line with key performance indicators.

### Progress against Projects

Macquarie Park Public Domain and Capital Works Plan – On-track – The project Brief was completed and development of the Project Management Plan began.

Town Centre Upgrades Implementation – Off-track – The completion of the Project Management Plans for the proposed works on Church Street and Rowe Street have taken longer than expected to complete.

Feasibility for Macquarie Park Shopfront – Project scheduled to commence in Quarter 2.

Macquarie Park DCP – On-track – The tender for the preparation of the planning framework was completed this quarter.

Macquarie University Development – Consideration of the proposed agreement with Macquarie University is scheduled to commence in Quarter 2, following receipt of Macquarie University's agreement.

## ITEM 4 (continued)

## ATTACHMENT 2

### Operational plan projects 2011/12

Below highlights how each project is tracking that was highlighted in the one year operational plan 2011/12.

Legend: ○ On Track ✗ Off Track ▼ Complete ⊖ Not Started

Program / projects	Status	Comment
<b>Centres and Neighbourhood Program</b>		
Macquarie Park Public Domain and Capital Works Plan	<span style="color: green;">○</span>	This item reports on the special rate levy in Macquarie Park. It comprises of a number of capital and non-capital projects. The status of each of these projects is reported separately.
Town Centre Upgrades Plans	<span style="color: red;">✗</span>	Detailed design to commence in Q2 with report to Council in Q4 for Church St and Rowe St.
<b>Economic Development Program</b>		
Feasibility for Macquarie Park Shopfront	<span style="color: grey;">⊖</span>	Project commences in November.
<b>Land Use Planning Program</b>		
Macquarie Park DCP	<span style="color: green;">○</span>	While the project is on track - delays have occurred in meeting the tasks identified to be undertaken this quarter.
Macquarie University Development	<span style="color: grey;">⊖</span>	Awaiting the submission of the agreement from the University.



## ITEM 4 (continued)

## ATTACHMENT 2

# City of Environmental Sensitivity

### Outcome Overview

The City of Environmental Sensitivity's outcome is to work together as a community to protect and enhance our natural and built environments for the future.

### Financial Position

Overall income for the City of Environmental Sensitivity is on target YTD and relates to the Waste and Recycling program with Annual Budget of \$15.3M

### Progress against Indicators

The City of Environmental Sensitivity is progressing according to deliverable outcomes and in line with key performance indicators. The Majority of projects are currently within the preliminary design and consultation phase with construction programmed for delivery in the following quarters.

### Progress against Projects

94% of the Catchment Program project milestones were met on time.

Key project developments include:

- Council has secured funding of \$230,000 from the NSW Minister of Environment for projects including the Parramatta River Floodplain Strategy, the Buffalo Creek and Kitty's Creek Flood Study and the Detention Basin feasibility study at Jim Walsh Park.
- Six (6) projects completed under the Stormwater Asset Replacement program













**ITEM 4 (continued)**

**ATTACHMENT 2**

**Operational Plan Projects for 2011/12**

Below highlights how each project is tracking that was highlighted in the one year operational plan 2011/12.

Legend:  On Track  Off Track  Complete  Not Started

Program / projects	Status	Comment
<b>Catchment Program</b>		
Stormwater Asset Replacement		Survey/design scheduled Q3.
Stormwater Improvement Works		
River to River Corridors Project		
Water Quality Improvement Plan		
<b>Environment Program</b>		
Business Audit Program		
<b>Forshore Program</b>		
Seawalls/Retaining Walls Relurbishment		Scheduled for Q4.
<b>Open Space, Sport and Recreation Program</b>		
Delineation of Natural Area		Bollards ordered for selected sites. Once received they will be installed to continue this program.
Park and Open Space Tree Planting Program		
<b>Waste and Recycling Program</b>		
Porters Creek Depot Reconfiguration		Preliminaries completed, survey & concept design underway
Porters Creek Depot Protection Earthwork		Preliminaries Completed, survey scheduled Q2, design scheduled Q3.



## ITEM 4 (continued)

## ATTACHMENT 2

# City of Connections

### Outcome Overview

Access and connection to, from and within the City of Ryde and to provide safe reliable and affordable, public and private travel, transport, communication and infrastructure.

### Financial Management

Grant funding of \$155,000 has been secured through the RTA's Black Spot initiative for projects at Quarry Road, Constitution Road and Vimeira Road.

Additional funding of \$180,000 was also received for the North Ryde to Macquarie University Shared User Path.

### Performance Indicators

The City of Connection is progressing according to deliverable outcomes and in line with key performance indicators. Initial testing and designing for the majority of projects are now being completed with construction programmed for the following quarters.

### Project Performance

Programs within the City of Connections are mostly in the preliminary stage with 96% of scheduled project milestones met for the Roads program.

Key project developments include:

- A majority of testing completed for Road Resurfacing Renewal programs (which also incorporates kerb renewal)
- Design for Traffic Facilities, underway with construction programmed for the 3rd Quarter
- Carry over Road Resurfacing projects substantially completed.



**ITEM 4 (continued)**

**ATTACHMENT 2**

**Operational plan projects for 2011/12**

Below highlights how each project is tracking that was highlighted in the one year operational plan 2011/12.

Legend: 👍 On Track ✖ Off Track ✔ Complete ⊖ Not Started

Program / projects	Status	Comment
<b>Library Program</b>		
WiFi for Libraries	⊖	Project due to commence January 2012.
<b>Open Space, Sport and Recreation Program</b>		
Access Audit - Parks and Open Space Area	⊖	Not yet commenced. To be undertaken after completion of IOSP.
<b>Paths and Cycleways Program</b>		
Cycleways Construction	👍	Cluster title to date has two (2) specific milestones completed that relate to Bike Locker & Bike Logo's.
Footpath Construction	👍	
<b>Regulatory Program</b>		
Transport/Parking Technology Services	👍	Draft Project Status Report supplied to Business manager 13/10/11. Awaiting PMP, due 11/11/11.
<b>Roads Program</b>		
Heavy Patching	⊖	Works programmed for Q3/Q4.
Road Resurfacing Renewal Schedule	👍	
Road Kerb Renewal	👍	

**Program / projects**

**Status**

**Comment**

Bridge Upgrade / Renewal	👍	Testing completed, project being scoped.
Traffic Calming Devices	👍	Site evaluation complete, design in progress.
Traffic Facilities Renewal	👍	Preparing designs for construction in Q3.

**Traffic and Transport Program**

Bus Shelters - new	👍	Awaiting RTA confirmation of locations.
Bus Stop DDA compliance	👍	Estimate partially done.
Bus Stop Seats - new	👍	Seats ordered.



## ITEM 4 (continued)

## ATTACHMENT 2

# City of Harmony and Culture

### Performance Indicators

A welcoming and diverse community, celebrating our similarities and differences, in a vibrant city of culture and learning.

Under the umbrella of this outcome we aim to work with our partners and residents to celebrate our similarities and difference and to ensure inclusion - so that the benefits of living, working and studying in our city are shared by all. To achieve the City's vision it is important that the heritage and unique characteristics of our city are celebrated and that we tap into the cultural talents of those that live here and support their creative endeavours with provision of art and cultural facilities.

The programs and projects under the City of Harmony and Culture outcome aim to achieve the above and in this quarter we have made good progress.

### Financial Management

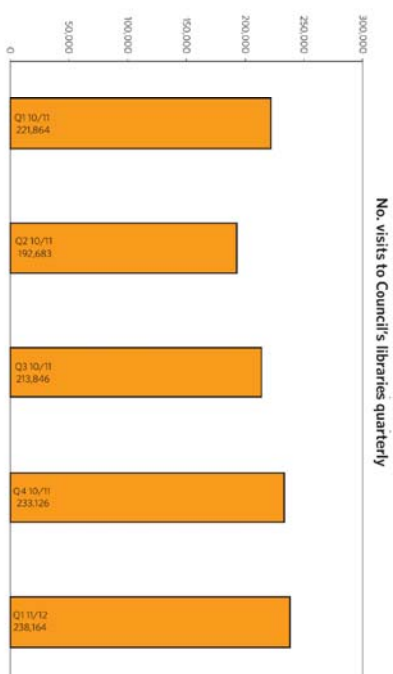
There are no variations to the budget for this outcome, and expenditure is currently on-track.

### Progress against Indicators

The City of Harmony and Culture is progressing according to deliverable outcomes and in line with key performance indicators.

### Project Performance

City of Harmony and Culture is supported by four Programs: Land Use Planning, Library, Community and Cultural and Open Space, Sport and Recreation. A total of 11 projects have been planned this financial year, seven of which, in this quarter are on track and four are scheduled to start later in the year.





**ITEM 4 (continued)**

**ATTACHMENT 2**

**Operational plan projects for 2011/12**

Below highlights how each project is tracking that was highlighted in the one year operational plan 2011/12.



Legend:  On Track  Off Track  Complete  Not Started

Program / projects	Status	Comment
--------------------	--------	---------

**Community and Cultural Program**

Marquarie Park Arts and Culture Plan		Scheduled Start in March 2012.
Artist Register		Consultations with artists complete. Website infrastructure built, advertisements developed and ordered. Communication strategy finalised and implementation begun.
Live Neighbourhood Project		Project delayed due to changes to original scope of project.
Ryde Youth Music Project		Recruitment for music director underway.
Ryde Youth Theatre (RYT) Group		Recruitment for theatre director underway.

**Land Use Planning Program**

Heritage Identification		
Bennelong Bicentenary Exhibition		Project commences in October.

**Library Program**

Library Laptops for Community Training		Laptops have been selected and ordered. Follow up re supply underway.
Library Books		Regular purchasing underway, with deliveries and ordering on track. Carry over from 10/11 due to supplier delays. Expenditure combined with current years book budget.

Program / projects	Status	Comment
--------------------	--------	---------

**Open Space, Sport and Recreation Program**

Brush Farm Park Archaeological Plan		
Aboriginal Heritage - signage		Designs being sourced for suitable interpretative signage.



## ITEM 4 (continued)

## ATTACHMENT 2

# City of Progressive Leadership

### Performance Indicators

This outcome is seeking to foster collaborative approaches across our City with all levels of Government, the not for profit sector and the private sector. Council is seeking to improve and enhance its engagement with its community and key stakeholders together with measuring our performance through appropriate customer feedback mechanisms.

The City of Ryde is driven to be seen as a progressive organisation, which values and respects the community's expectations and opinions. As an organisation, we are also committed to deliver excellent customer service and there are a number of initiatives that are being taken which are focused in measuring and improving our customer service delivery.

- In this quarter progress has been made in the following areas:-
- Rolling out the City's new brand
- Initiating the upgrades of key information systems
- Council approved the next stage of the Civic Precinct Redevelopment
- West Ryde Community Facility handed over to Council for completion of the fit out in 2012
- Achieved sound financial result with the completion of Council's 2010/2011 Financial Statements that included an improvement in Council's Working Capital position to \$4.2 million

### Financial Management

As a result of this Budget Review, Council's overall Budget position has improved by an increase in Working Capital of \$125,000. As Council had endorsed \$0.308 million of Working Capital being utilised in the 2011/2012 Budget, Working Capital is projected to be \$4.02 million as at 30 June 2012.

Major items to note in Operating Expenses are \$70,000 for an Insurance Claim that was within Council's excess and will be net from Reserve. \$40,000 has also been sought to account for the estimated reduction in income at the RALC due to Council's pensioner subsidy on entry fees.

There are movements in both Capital and Non Capital Projects but in the main movements are supported by internal reserves.

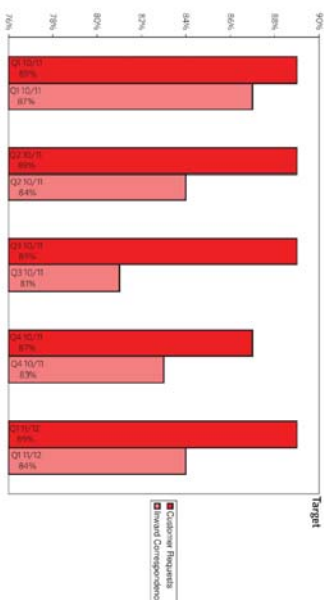
### Progress against Indicators

Generally progress against indicators are on track.

### Project Performance

Overall, projects are generally on track although expenditure to Budget YTD is below. A number of projects have progressed and it is anticipated there is a lag in expenditure being reflected in some of the projects. Where appropriate, comments have been provided in the listing below of the Operational Plan projects for 2011/2012.

Quarterly trend of Customer Requests performance results



**ITEM 4 (continued)**

**ATTACHMENT 2**

**Operational plan projects for 2011/12**

Below highlights how each project is tracking that was highlighted in the one year operational plan 2011/12.

Legend: On Track Off Track Complete Not Started

Program / projects	Status	Comment
<b>Customer and Community Relations Program</b>		
Branding & Marketing Plan City of Ryde		The City's new brand is rolling out across the organisation- the broader Best Value Review of the branding and marketing will be initiated in the next quarter.
<b>Governance and Civic Program</b>		
Compliance Management System		Software has been implemented and is awaiting testing.
<b>Internal Corporate Services Program</b>		
System Administration TechOne		Project progressing and on track.
Information Technology Renewals		While key projects are progressing a review of projects will be undertaken by the new Information Systems Manager on her commencement 21/11/2011.
IRM Scanning Project		
Fleet Purchases-Motor Vehicle		
Fleet Purchases-Plant		
Fleet Purchases-Light Commercial		
<b>Organisational Development Program</b>		
Performance Review Process		
Best Value Review Methodology		

**Program / projects Status Comment**

**Property Portfolio Program**

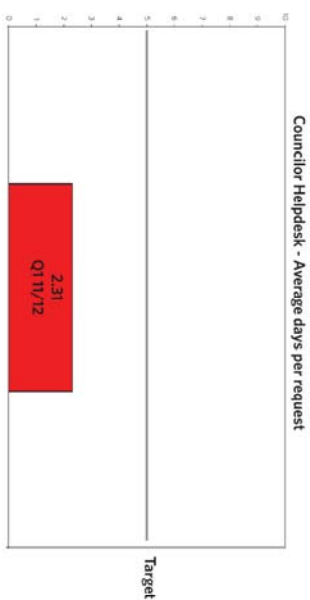
Building Security Arrangements		Project commences Q2.
Civic Precinct Redevelopment		Works scheduled for Q3/Q4.
Corporate Buildings Renewals		Additional funding requested in this review.
West Ryde Community Facility		Building was handed over to Council end August 2011 which allows for the NGOs to commence fitout and occupy by January 2012 after signing of a lease.
Commercial Buildings Renewal		Works not started scheduled for Q3.

**Risk Management Program**

Enterprise Risk Management Plan		Backfill resource is in place with implementation proceeding.
Complaint Investigation External		Additional funding is requested to cover any external investigation costs incurred in quarters 2,3, and 4.

**Strategic City Program**

Council's Corporate Plan	
--------------------------	--



\* Total Councilor Helpdesk Requests 260 for Q1

ITEM 4 (continued)

ATTACHMENT 2

## Corporate Performance Indicators

Legend: ✔ On Track (within a 5% tolerance) ✘ Off Track

Measure	Performance Indicator	2011/12 Target	YTD Progress	Status	Comments
<b>Customers and Partners</b>					
Responsiveness to customer requests	% of customer requests acknowledged within agreed standards (5 working days)	90%	N/A		Time needed to develop work flows so that this measure can be reported. It is estimated that this will be available by Q3.
	% of customer requests actioned within agreed standards (10 working days)	90%	89%	<span style="color: green;">✔</span>	Follow up with Group Managers/Service Unit Managers to ensure standard target is achieved.
	% of inward correspondence acknowledged within agreed standards (5 working days)	90%	N/A		Time needed to develop work flows so that this measure can be reported. It is estimated that this will be available by Q3.
	% inward correspondence actioned within agreed standards (10 working days)	90%	84%	<span style="color: red;">✘</span>	Follow up with Group Managers/Service Unit Managers to ensure standard target is achieved.
Effective complaints handling to service standard	% of complaints resolved within agreed standards (as per work flows TBD)	Baseline year	75%	<span style="color: green;">✔</span>	
<b>Budgets and Financial Management</b>					
Base Budget management	% variance of YTD approved base budget income as at last quarter. (That you are not more than 2% under your approved Base Budget Income)	> = -2%	2%	<span style="color: green;">✔</span>	
	% variance of YTD approved base budget Expenditure as at last quarter. (That you are not more than 2% over your approved Base Budget Expenditure)	= < +2%	-24%	<span style="color: green;">✔</span>	
<b>Project Management</b>					
Projects are well managed	% project milestones completed on time	90%	96%	<span style="color: green;">✔</span>	
	% of YTD actual projects expenditure against total projects budget	N/A	27%	<span style="color: green;">✔</span>	
<b>Culture, Learning &amp; Development</b>					
Occupational Health and Safety	% reduction in days lost to lost Time Injuries on prior quarter period	5%	15%	<span style="color: green;">✔</span>	
Regulatory Risk Management	% of internal audit recommendations implemented within agreed timeframes	100%	83%	<span style="color: red;">✘</span>	Implementation of audit recommendation has been delayed due to workloads. Time frames have been given to Risk and Audit and all outstanding recommendations should be implemented by the end of this financial year.



ITEM 4 (continued)

ATTACHMENT 2

## 1. Open Space, Sport and Recreation Program

Developing, delivering, maintaining and managing all our sports, recreation, outdoor, open spaces and natural areas infrastructure, services and facilities.

### 1.1 PERFORMANCE INDICATORS

Legend: 🟢 On Track (within a 5% tolerance)  
✖ Off Track

	2011/12 Target	YTD Actual	Status	Comment
% of project milestones met on time	90%	85%	🟢	
No. of visitors to RALC	780,000	141,824	🟢	1st Quarter numbers 0.5% higher than 1st Qtr last year, although School Holiday numbers were 14% lower, despite extensive "Winter Madness Campaign".
No. of users of sports grounds and playing fields	N/A	N/A		Data not yet available.
No of visitors to Ryde Community and Sports Centre (ELS Hall)	N/A	N/A		RCSC usage data not yet available but user response to the facility has been very positive.

### 1.2 BASE BUDGET

	2011/12 Budget \$	YTD Actual \$	Comment
Income	-5,405,000	-1,668,000	
Expense	15,360,000	2,667,000	
<b>Total Base Budget</b>	<b>9,945,000</b>	<b>1,009,000</b>	

### 1.3 PROJECTS EXPENDITURE BUDGET

Legend: 🟢 On Track  
✖ Off Track  
🟡 Complete  
⊖ Not Started

	2011/12 Budget \$	YTD Actual \$	Status	Comment
Aboriginal Heritage - signage	100,000		🟢	Designs being sourced for suitable interpretative signage.
Access Audit - Parks and Open Space Area	50,000		⊖	Not yet commenced. To be undertaken after completion of IOSP.

**ITEM 4 (continued)**

**ATTACHMENT 2**

**1. Open Space, Sport and Recreation Program (Continued)**  
**1.3 PROJECTS EXPENDITURE BUDGET**

Legend: 👍 On Track  
✖ Off Track  
👉 Complete  
⊖ Not Started

	2011/12 Budget \$	YTD Actual \$	Status	Comment
<b>Active in Ryde Program Implementation</b>	<b>10,000</b>		⊖	Not yet commenced. Feasibility Study to be completed identifying recreation program opportunities for development.
Brush Farm Park Archaeological Plan	50,000		⊖	
Charity Creek Cascades	450,000		👍	Design for playground and path being finalised with works proposed to commence in November.
Delineation of Natural Area	12,500		👍	Bollards ordered for selected sites. Once received they will be installed to continue this program.
Integrated Open Space Forward Plan	50,000		👍	Stage 5 completed with the issue of the Open Space Objectives Report.
New Park in Putney on Royal Rehabilitation Site	4,429,000		👍	Design for new Park being finalised by Design Team in association with Developer. Feedback provided from Council Service Units regarding maintenance and design matters.
<b>Park &amp; Open Space Tree Planting Program</b>	<b>25,000</b>		⊖	
<b>Playground Renewal &amp; Construction</b>	<b>550,000</b>		👍	
• Schedule of priority works as per the Integrated Open Space Plan	350,000		👍	
• Yamble Reserve- All Abilities Playground	125,000		👍	Design being finalised and fund raising initiatives in place.
• Bleinheim Park	50,000		👍	Planning for replacement of existing playground items and associated infrastructure in progress.
• Playground Equipment and soft fall surfacing based on assessment of priority	25,000		👍	Sites identified in accordance with Risk Management Assessments conducted by Consultant. RFQ being prepared.
• Playground Landscaping, furniture and signage based on assessment of priority	50,000		👍	Works to be completed at Marfield Park. Design completed and RFQ being finalised for issue.
<b>RALC Asset Renewal</b>	<b>637,000</b>	<b>16,209</b>	👍	
• Lane Ropes	15,000		👍	
• Wireless PC for Class	10,000		👉	The project was found not to be feasible after further analysis. The funding will be returned to the RALC Reserve.

**ITEM 4 (continued)**

**ATTACHMENT 2**

**1. Open Space, Sport and Recreation Program (Continued)**  
**1.3 PROJECTS EXPENDITURE BUDGET**



Legend: ✔ On Track  
✘ Off Track  
▲ Complete  
⊖ Not Started

	2011/12 Budget \$	YTD Actual \$	Status	Comment
• Lazy River Ceiling	57,000		✔	
• Pool Guttering & Tiling	120,000		⊖	
• Water Features, including inflatable	80,000		✔	
• Roof Vents in foyer + rectify leaks	20,000		⊖	
• Probes on dulcometers	15,000		⊖	
• Fire Alarm maintenance (including Kiosk smoke detectors, Cleaners Store smoke detector, Family Change Rooms, Stadium Smoke detector, Fire Hose system	30,000	3,105	✔	
• Strainer baskets in filtration system	10,000		✔	
• Scoreboards for Water Polo	15,000		✘	Due to unexpected staff Parental leave requirement project has been delayed - expected to be on track next quarter.
• Rectifications to wave plant room duct work, the nuts & bolts on the water slide, and the wave pump	35,000		⊖	
• Bollards	20,000		⊖	
• PLC Toddlers Plant Room - features	30,000		⊖	
• Carpet - Reception & Kiosk	30,000		⊖	
• Pool Blankets for the program pool & spa	10,000	2,594	▲	
• Change Rooms renovations to the competition pool change rooms and the mens & family leisure pool change rooms.	140,000	10,510	✔	
<b>Sportsfield Floodlighting</b>	<b>492,000</b>	<b>9,671</b>	✔	
• Meadowbank Park Eastwood Ryde Netball Association (ERNA) - DA obtained	220,000		✔	Feasibility Study is in progress looking at selected sites. Tender awarded and project has commenced.

**ITEM 4 (continued)**

**ATTACHMENT 2**

**1. Open Space, Sport and Recreation Program (Continued)**  
**1.3 PROJECTS EXPENDITURE BUDGET**

Legend:  On Track  
 Off Track  
 Complete  
 Not Started

	2011/12 Budget \$	YTD Actual \$	Status	Comment
• Pidding Park Ryde Saints United FC - DA obtained	120,000			Tender awarded and project has commenced.
• Magdala Park North Ryde Soccer / Ryde Gladesville Magic	152,000	9,671		Awaiting design.
<b>Sportfield Renewal &amp; Upgrade</b>	<b>650,000</b>	<b>16,306</b>		Works commenced at Meadowbank No. 4 and LH Waud. Preparations completed for works at Ryde Park No.3 and Brush Farm Park. Awaiting finalising of successful contractor for installation of fence at Monash Park.
<b>Sportsground Amenities Upgrades</b>	<b>450,000</b>			
• Magdala Park - upgrade of existing amenities	250,000			Inspection undertaken and meeting held with stakeholders to discuss requirements.
• Brush farm amenities upgrade	150,000			Proposed building improvements still to be finalised.
• Condition Assessment - to be completed to identify future works program	10,000			Assessment not yet commenced.
• Transfer to Reserve	40,000			Additional sites being identified in conjunction with Public Works.
<b>Urban &amp; Street Tree Master Plan</b>	<b>65,000</b>			Draft DCP Part 9.6 Tree Preservation is being developed, along with the development of Urban Forest Policy the master plan will be developed once these documents are adopted by Council.
<b>Natural Areas, Links &amp; Trails*</b>	<b>1,454,100</b>	<b>8,174</b>		Ryde River Park project in design phase, project to delineate bush care sites on track.
<b>Passive/Unstructured Open Space*</b>	<b>531,600</b>	<b>54,566</b>		Kissing Point public art project on track, Pidding park upgrade start in Quarter 3.
<b>Playground and Small Parks*</b>	<b>246,000</b>	<b>117,959</b>		
<b>Ryde Aquatic Leisure Centre*</b>	<b>591,100</b>	<b>8,492</b>		
<b>Sporting Facilities*</b>	<b>161,300</b>	<b>118,908</b>		
<b>Trees &amp; Planning*</b>	<b>35,000</b>	<b>14,316</b>		Feasibility Study not yet finalised with Consultant.
<b>Sportfields - Best Value Review*</b>	<b>60,000</b>	<b>34,953</b>		Draft report documentation being finalised and will be presented to Challenge Committee Meeting in November.



**ITEM 4 (continued)**

**ATTACHMENT 2**

**1. Open Space, Sport and Recreation Program (Continued)**  
**1.3 PROJECTS EXPENDITURE BUDGET**

Legend:  On Track  
 Off Track  
 Complete  
 Not Started

	2011/12 Budget \$	YTD Actual \$	Status	Comment
<b>Brush Farm Park - Initiation of Action Plan*</b>	89,500			Meeting conducted with key stakeholders and priorities finalised. RFQ to be sent out for selected works.
<b>Field of Mars Initiation of Action Plan*</b>	81,600	56,123		Path extension completed. Meeting conducted with key stakeholders and priorities finalised. RFQ to be sent out for selected works.
<b>Open Space Masterplans*</b>	12,100			This project is a carryover from last year. The funds were used for the Meadowbank/Memorial parks Masterplan 5/6 stages completed and now on hold until PGM is drafted.
<b>Integrated Open Space MasterPlan*</b>	44,700			This carry over funds related to the Integrated Open Space Plan reported above.
<b>Total Projects Budget</b>	<b>8,020,500</b>	<b>455,676</b>		

\* Carryover Project

**ITEM 4 (continued)**

**ATTACHMENT 2**

## 2. Roads Program

Managing and maintaining our roads, bridges and retaining walls.

### 2.1 PERFORMANCE INDICATORS

Legend:  On Track (within a 5% tolerance)  
 Off Track




	2011/12 Target	YTD Actual	Status	Comment
% of project milestones met on time	90%	96%		

### 2.2 BASE BUDGET

	2011/12 Budget \$	YTD Actual \$	Comment
Income	-2,409,000	-1,284,000	
Expense	9,641,000	965,000	
<b>Total Base Budget</b>	<b>7,232,000</b>	<b>-319,000</b>	

### 2.3 PROJECTS EXPENDITURE BUDGET





Legend:  On Track  
 Off Track  
 Complete  
 Not Started

	2011/12 Budget \$	YTD Actual \$	Status	Comment
<b>Bridge Upgrade / Renewal</b>	<b>100,000</b>			Testing completed, project being scoped.
• Bridge / Footbridge				
• Hillview Road Culvert, Eastwood				Investigations showed the extent of repairs has increased, these repair works are considered urgent. Total funds from the cluster will be required for this project.
• Glen Reserve Footbridge - near Glen Street, Eastwood				Project re-programmed to subsequent years to allow cluster funding to be used to carry out higher risk repair works for the Hillview Road Culvert.

**ITEM 4 (continued)**

**ATTACHMENT 2**

**2. Roads Program (Continued)**  
**2.3 PROJECTS EXPENDITURE BUDGET**

Legend:  On Track  
 Off Track  
 Complete  
 Not Started

	2011/12 Budget \$	YTD Actual \$	Status	Comment
• Burnett Walk Footbridge, Darvall Park - Denistone				Project re-programmed to subsequent years to allow cluster funding to be used to carry out higher risk repair works for the Hillview Road Culvert.
• Woolway Park Footbridge - Union Street, West Ryde				Project re-programmed to subsequent years to allow cluster funding to be used to carry out higher risk repair works for the Hillview Road Culvert.
• Culvert over Charity Creek - Meadowbank Park, Meadowbank				Project re-programmed to subsequent years to allow cluster funding to be used to carry out higher risk repair works for the Hillview Road Culvert.
<b>Heavy Patching</b>	<b>200,000</b>			Works programmed for Q3/Q4.
<b>Road Kerb Renewal</b>	<b>1,250,000</b>			
• Amiens Street (Claire St - Delmar Pde)	102,000			Completed deflectograph Testing, Survey & design programmed.
• Bleinheim Road - realign kerb & widen footpath at shops	120,000			Completed deflectograph Testing, Survey & design programmed.
• Hermitage Road (Orchard Street - Parkes Street)	39,000			Completed deflectograph Testing.
• Lovell Road (Grove Street - Orange Street)	164,000			Completed deflectograph Testing.
• Lovell Road (North Road - Colvin Crescent)	160,000			Completed deflectograph Testing, Survey completed, Design in progress.
• Pembroke Street (NS Agincourt Road - Crimea Road)	114,000			Completed deflectograph Testing, Survey & design programmed.
• Pitwater Road (High Street - No. 214 Stage 2)	386,000			On hold due to increased and extended community consultation.
• Quarry Road (Woodbine Crescent - Lane Cove Road)	105,000	690		Completed deflectograph Testing, Kerb & gutter repair in progress, Heavy patching and resheeting programmed 24/10/2011.
• Pavement testing & design for 2012/13 program	60,000			Programmed Q4.
<b>Road Resurfacing Renewal Schedule</b>	<b>2,500,000</b>			
• Alexandria Avenue (Balaclava Road - Welby Street)	200,000			Completed deflectograph Testing, Survey & design programmed.
• Anthony Road (West Parade - Park Avenue)	190,000			Completed deflectograph testing, Works programmed for Q4 to allow Ausgrid cabling works to be completed beforehand.

**ITEM 4 (continued)**

**ATTACHMENT 2**

**2. Roads Program (Continued)**  
**2.3 PROJECTS EXPENDITURE BUDGET**

Legend: 👍 On Track  
✖ Off Track  
👉 Complete  
⊖ Not Started










	2017/12 Budget \$	YTD Actual \$	Status	Comment
• Bidgee Street (Gardeners Avenue - Althandler Road)	97,000	1,026	👍	Completed deflectograph & borehole Testing, Completed K&G repair, Completed H P and Resheeting.
• Buffalo Road (Althandler Road - Gardener Avenue)	137,000		👍	Completed deflectograph testing. Works programmed for Q4 to allow Ausgrid cabling works to be completed beforehand.
• Buffalo Road (Cressy Road - Providence Road)	156,000		👍	Completed deflectograph testing. Works programmed for Q4 to allow Ausgrid cabling works to be completed beforehand.
• Buffalo Road (Smith Street - Lane Cove Road)	94,000	5,965	👍	Completed deflectograph & borehole Testing, Completed K&G repair, Completed H P and Resheeting, Completed linemarking.
• College Street (Monash Road - Orient Street)	75,000		👍	Completed deflectograph Testing, Survey & design programmed.
• Constitution Road (Federal Rd - Grand Ave)	58,000		👍	Completed deflectograph testing.
• Cox's Road (Badajoz Road - Blamey Street)	151,000		👍	Completed deflectograph testing, survey completed, design in progress.
• Dwyer Street (Cul De Sac - Pooley Street)	72,000		👍	Completed deflectograph Testing, Heavy patching & FricsSeal programmed on 17/10/2017.
• Herring Road (Epping Rd - Dora St)	120,000		👍	Completed deflectograph testing.
• Henry Street (Charles Street - Cul De Sac)	69,000		👍	Completed deflectograph testing.
• Higginbotham Rd (Cressy Road - Nelson Street)	215,000		👍	Completed deflectograph testing.
• Kemp Street (Beach Street - Morrison Road)	86,000		👍	Completed deflectograph testing.
• Mawarra Crescent (Frembroke Street - Towns Street)	56,000		👍	Completed deflectograph testing.
• Monash Road (Ryde Road - Buffalo Road)	184,000		👍	Completed deflectograph Testing, Survey & design programmed.
• North Road (Beattie Avenue - MacQuarie Place)	99,000		👍	Completed deflectograph testing.
• Phillip Road (Charles Street - Douglas Street)	70,000		👍	Completed deflectograph testing.

**ITEM 4 (continued)**

**ATTACHMENT 2**

**2. Roads Program (Continued)**  
**2.3 PROJECTS EXPENDITURE BUDGET**

Legend:  On Track  
 Off Track  
 Complete  
 Not Started

	2011/12 Budget \$	YTD Actual \$	Status	Comment
• Price Street (Kulgoa Avenue - Lane Cove Road)	102,000	9,331		Completed deflectionograph Testing, Survey, Service location and Design completed.
• Waterloo Road (Khartoum Road - Coolinga Street)	269,000			Drainage reconstruction in progress.
<b>Traffic Calming Devices</b>	<b>360,000</b>			Completed deflectionograph Testing, Kerb and gutter repairs programmed.
<b>Traffic Facilities Renewal</b>	<b>60,000</b>			Site evaluation complete, design in progress.
• Upgrade Existing Pedestrian Refuges				Preparing designs for construction in Q3.
• Quarry Road at Santa Rosa Park				
• Quarry Road at Arthur St				
• Lovell Road at Colvin Crescent				
• Vinniera Road at Abuklea Road				
• Morrison Road west of Meriton Street				
<b>Bridge Upgrades/ Refurbishment*</b>	<b>45,000</b>			Works associated with the carry over funding have been completed.
<b>Road Rehabilitation/Reconstruction*</b>	<b>728,500</b>	<b>40,687</b>		Awaiting public consultation results for Pittwater Rd project.
<b>Road Resurfacing*</b>	<b>367,000</b>	<b>367,000</b>		Majority complete, Cox's Road (Blarney Street - Chauvel Street) to be done in conjunction with other resurfacing.
<b>Town Centres*</b>	<b>30,000</b>	<b>30,000</b>		Meeting with RTA scheduled for November 2011 for resolution of design issues.
<b>Traffic Facilities Construction*</b>	<b>112,000</b>	<b>112,000</b>		Council has written to the RTA seeking support on an alternative solution that focuses on improved pedestrian access.
<b>Total Projects Budget</b>	<b>5,332,500</b>	<b>379,717</b>		

\* Carryover Project

**ITEM 4 (continued)**

**ATTACHMENT 2**

### 3. Property Portfolio Program

Developing, managing and maintaining our portfolio of corporate, commercial and civic properties.

#### 3.1 PERFORMANCE INDICATORS

Legend:  On Track (within a 5% tolerance)  
 Off Track





	2011/12 Target	YTD Actual	Status	Comment
% of project milestones met on time	90%	97%		

#### 3.2 BASE BUDGET

	2011/12 Budget \$	YTD Actual \$	Comment
Income	-1,356,000	-405,000	
Expense	4,732,000	422,000	
<b>Total Base Budget</b>	<b>3,375,000</b>	<b>17,000</b>	

#### 3.3 PROJECTS EXPENDITURE BUDGET

Legend:  On Track  
 Off Track  
 Complete  
 Not Started

	2011/12 Budget \$	YTD Actual \$	Status	Comment
Building Security Arrangements	40,000			Project commences Q2.
Civic Precinct Redevelopment	940,300			Works scheduled for Q3/Q4.
Commercial Buildings Renewal	250,000			Works not started scheduled for Q3.
Corporate Buildings Renewals	250,000			
• Civic Centre				



**ITEM 4 (continued)**

**ATTACHMENT 2**

**3. Property Portfolio Program (continued)**  
**3.3 PROJECTS EXPENDITURE BUDGET**

Legend: ↕ On Track  
✗ Off Track  
↕ Complete  
⊖ Not Started

	2011/12 Budget \$	YTD Actual \$	Status	Comment
• Once library relocates, upgrade the old Ryde Library premises to accommodate breast feeding, first aid facilities and improve staff amenities.	20,000		↕	Quotation called and work commenced. Additional allowance of \$50,000 requested as part of the review.
• Install air conditioning to the lift motor room to help prevent breakdowns	15,000		↕	Finished.
• Complete the upgrade of Civic Centre foyer	45,000		↕	Quotation called and work commenced. Additional \$55,000 required as part of the revised budget to meet access and OHS requirements.
• <b>Operations Centre</b>				
• Replace rusted roof along the front of the building	40,000		↕	Obtaining quotes, programmed Q3 2011/12
• Replace existing retaining wall which is at risk of collapse	60,000		⊖	Programmed Q3 2011/12.
• Continue new fencing along Gale Street and the school side for security purposes	35,000		⊖	Programmed Q3 2011/12.
• <b>Argyle Centre</b>				
• Create space for new workstations and upgrade the network capability in the meeting room	35,000		⊖	Scope to be determined.
<b>West Ryde Community Facility (Building Only)</b>	<b>18,714,368</b>		↕	Building was handed over to Council end August 2011 which allows for the NGOs to commence fitout and occupy by January 2012 after signing of a lease.
<b>West Ryde Community Facility (Fitout &amp; Project Management)*</b>	<b>5,49,900</b>	<b>237,995</b>	↕	Fitout requirements agreed by stakeholders. Defects and additions to the building being carried out. Additional \$550,000 approved to project, refer Council Minute dated 23/8/2011.
<b>New Facilities*</b>	<b>352,000</b>	<b>391,823</b>	↕	At the end of September the Civic Precinct project was awaiting Planning Proposal (due for Council review 18 October 2011) and upon approval the project will receive an injection of \$2.6M for the execution of stage 3.
<b>Total Projects Budget</b>	<b>20,194,668</b>	<b>629,953</b>		

\* Carryover Project

**ITEM 4 (continued)**

**ATTACHMENT 2**

## 4. Catchment Program

Managing, monitoring and maintaining water quality and reuse, our stormwater and natural waterways.

### 4.1 PERFORMANCE INDICATORS

Legend:  On Track (within a 5% tolerance)  
 Off Track







	2011/12 Target	YTD Actual	Status	Comment
% of project milestones met on time	90%	94%		

### 4.2 BASE BUDGET

	2011/12 Budget \$	YTD Actual \$	Comment
Income	-19,000	-9,000	
Expense	4,528,000	350,000	
<b>Total Base Budget</b>	<b>4,609,000</b>	<b>341,000</b>	

### 4.3 PROJECTS EXPENDITURE BUDGET

Legend:  On Track  
 Off Track  
 Complete  
 Not Started

	2011/12 Budget \$	YTD Actual \$	Status	Comment
<b>River to River Corridors Project*</b>	<b>103,390</b>	<b>8,247</b>		
<b>Stormwater Asset Replacement</b>	<b>7000,000</b>	<b>48,360</b>		Survey/design scheduled Q3
• Waratah Street, Eastwood	183,000	81		Report to Works Committee in Q2 to adjust scope of this project within the cluster.
• Byron Avenue, Ryde	139,000			Report to Works Committee in Q2 to adjust scope of this project within the cluster.
• Champion Road, Tennyson Point	65,000			Survey/design scheduled Q3
• Rowe Street, Eastwood	179,000			Construction commenced, completion expected Q3.



**ITEM 4 (continued)**

**ATTACHMENT 2**

**4. Catchment Program (continued)**  
**4.3 PROJECTS EXPENDITURE BUDGET**

Legend: ✔ On Track  
✘ Off Track  
✔ Complete  
✘ Not Started

	2011/12 Budget \$	YTD Actual \$	Status	Comment
• Western Crescent, Gladesville	44,000		⊖	Survey/design scheduled Q3.
• 47 Forsyth Street, West Ryde	10,000	8,442	✔	Complete.
• 43 Kurpa Road, Ryde	5,000		⊖	Report to Works Committee in Q2 to adjust scope of this project within the cluster.
• Opposite 14 Aeolus Avenue, Ryde	5,000		⊖	Programmed for Q2.
• 155 Balaclava Road, Marfield	10,000		⊖	Programmed for Q2.
• 92 Parklands Road, North Ryde	5,000	3,769	✔	Complete.
• Opposite 23 Rocca Street, Denistone East	5,000	9,658	✔	Complete.
• 8 Jackson Place, Denistone East	5,000	5,248	✔	Complete.
• 108 Vinniera Road, Marfield	10,000		⊖	Programmed for Q2.
• 2 Star Street, Eastwood	5,000	9,533	✔	Complete.
• 109 Princes Street, Putney	10,000		⊖	Programmed for Q2.
• 92 Bridge Road, North Ryde	10,000	11,194	✔	Complete.
• 4 Menzies Road, Marfield	5,000		⊖	Programmed for Q2.
• Opposite 33 Gardener Avenue, Ryde	5,000		✔	Completion expected Nov/Dec.
<b>Stormwater Improvement Works</b>	<b>1,000,000</b>	<b>173</b>	✔	
• <b>Program for Missing Drainage Links</b>			✔	
• Goodwin Street intersection with Anzac Avenue	110,000		✔	Design consultant engaged.
• Anzac Road	210,000		✔	Design consultant engaged.
• Bill Mitchell Park - Brett Street	65,000		✔	Design consultant engaged.
• Kurpa Road	45,000	86	✔	Design consultant engaged.
• Construct Additional Stormwater Inlet Pits at Brabyn Street	25,000		✔	Design consultant engaged.

**ITEM 4 (continued)**

**ATTACHMENT 2**

**4. Catchment Program (continued)**  
**4.3 PROJECTS EXPENDITURE BUDGET**

Legend: 🔄 On Track  
✖ Off Track  
⚠ Complete  
⊖ Not Started

	2011/12 Budget \$	YTD Actual \$	Status	Comment
• Construct a Detention Area at Brandon Street, North Ryde	50,000	87	⊖	Survey/design scheduled Q3.
• Flood Study and Floodplain Risk Management Study & Plan for Buffalo and Killy's Creek	150,000		🔄	Project scheduled to be delivered over 3 years (2011/12 to 13/14). Stage 1 (data collection) is scheduled for completion by Q4. Tender documents currently being prepared and advertising expected in Q2.
• Flood Study and Floodplain Risk Management Study & Plan for Parramatta River - Ryde Catchments	150,000		🔄	Project scheduled to be delivered over 2011/12 and 12/13. The stage 1 and 2 (data collection and DRAINS model) is scheduled for completion in Q4.
• Feasibility Study for a Detention Basin in Jim Walsh Park	120,000		🔄	Tender closed. Applications being assessed.
• Construct a Headwall in Jim Walsh Park	35,000		⊖	To commence following feasibility study.
• Complete a Local Flood Study at Macquarie Park	40,000		🔄	Tender closed. Applications being assessed.
<b>Water Quality Improvement Plan</b>	<b>15,000</b>		🔄	
<b>Asset Replacement*</b>	<b>357,400</b>	510,683	🔄	Construction commenced, completion expected Q3.
<b>Catchment Management*</b>	<b>110,000</b>	1,849	🔄	Construction commenced, completion expected Q2.
<b>Water Quality Improvement*</b>	<b>145,100</b>	4,148	🔄	Council report scheduled in Q2 to determine scheduling of GPT construction with proposed road works in Pittwater Road.
<b>Total Projects Budget</b>	<b>1,782,000</b>	<b>573,460</b>		

\* Carryover Project

**ITEM 4 (continued)**

**ATTACHMENT 2**

## 5. Centres and Neighbourhood Program (road reserve links and non road reserve links)

Developing, delivering, maintaining and managing all our sports, recreation, outdoor, open spaces and natural areas infrastructure, services and facilities.

### 5.1 PERFORMANCE INDICATORS

Legend: ✔ On Track (within a 5% tolerance)  
✘ Off Track

	2011/12 Target	YTD Actual	Status	Comment
% of project milestones met on time	90%	80%	<span style="color: red;">✘</span>	

### 5.2 BASE BUDGET

	2011/12 Budget \$	YTD Actual \$	Comment
Income	-359,000		
Expense	3,421,000	661,000	
<b>Total Base Budget</b>	<b>3,062,000</b>	<b>661,000</b>	

### 5.3 PROJECTS EXPENDITURE BUDGET

Legend: ✔ On Track  
✘ Off Track  
⚠ Complete  
⊖ Not Started





	2011/12 Budget \$	YTD Actual \$	Status	Comment
Macquarie Park Public Domain and Capital Works Plan	1,000,000		<span style="color: green;">✔</span>	This item reports on the special rate levy in Macquarie Park. It comprises of a number of capital and non-capital projects. The status of each of these projects is reported separately.
Neighbourhood Centre Renewal	600,000		<span style="color: green;">✔</span>	Analysis of the area and issues undertaken, community consultation via street inter-views and a workshop was held and drafting the concept design commenced.
Toilet Blocks Renewal - excluding sportfields	200,000		<span style="color: green;">✔</span>	Calls for quotations to undertake the upgrade work for the toilets in Cox's Road occurred this quarter.

**ITEM 4 (continued)**

**ATTACHMENT 2**

**5. Centres and Neighbourhood Program (continued)**  
**5.3 PROJECTS EXPENDITURE BUDGET**

Legend:  On Track  
 Off Track  
 Complete  
 Not Started

	2011/12 Budget \$	YTD Actual \$	Status	Comment
<b>Town Centre Upgrades Plans</b>	<b>300,000</b>			Detailed design to commence in Q2 with report to Council in Q4 for Church St and Rowe St.
<b>Cycleways*</b>				
• The John Whitton Bridge (lighting)*	14,000			Continuing to obtain Department of Lands approval on heritage matters for the lighting system details.
<b>Town Centre Upgrades*</b>	<b>23,000</b>	<b>877</b>		
<b>Eastwood Master Plan*</b>	<b>95,000</b>			The commencement of this project was delayed until Feb 2011 to due securing additional funding. In this quarter the community consultation was undertaken and a draft analysis report completed. A variation to the scope occurred as a result of the Council resolution 23/09/11 Eastwood after the Fire.
<b>West Ryde Master Plan*</b>	<b>12,300</b>			This project has been delayed as a result of the delayed receipt of approval from the Department of Planning and Infrastructure to exhibit the Draft LEP 2011, and Council's decision on 27/09/11 to defer the matter to a workshop.
<b>Total Projects Budget</b>	<b>2,100,000</b>	<b>877</b>		

\*Carryover Project

**ITEM 4 (continued)**

**ATTACHMENT 2**

## 6. Library Program

Delivering all our library services.

### 6.1 PERFORMANCE INDICATORS





Legend:  On Track (within a 5% tolerance)  
 Off Track

	2011/12 Target	YTD Actual	Status	Comment
% of project milestones met on time	90%	100%		
No. of library loans per capita (combined Ryde/Hunters Hill population is utilised)	8.3	2.2		On track for annual target.
No. of visits to the library annually	840,000	238,164		On track for annual target.

### 6.2 BASE BUDGET

	2011/12 Budget \$	YTD Actual \$	Comment
Income	-888,000	-289,000	
Expense	5,247,000	1,081,000	
<b>Total Base Budget</b>	<b>4,359,000</b>	<b>792,000</b>	

### 6.3 PROJECTS EXPENDITURE BUDGET

Legend:  On Track  
 Off Track  
 Complete  
 Not Started

	2011/12 Budget \$	YTD Actual \$	Status	Comment
<b>Library Books*</b>	<b>520,000</b>	<b>129,104</b>		Regular purchasing underway, with deliveries and ordering on track. Carry over from 10/11 due to supplier delays. Expenditure combined with current years book budget.
Library Electronic Books	60,000			Project due to commence November 2011.
Library Laptops for Community Training	12,000	809		Laptops have been selected and ordered. Follow up re supply underway.
Wifi for Libraries	25,000			Project due to commence January 2012.
Library Local Priority Grant*	16,000	8,423		Carry over from 10/11. Underway and will be completed by end 2nd quarter.
<b>Total Projects Budget</b>	<b>497,000</b>	<b>138,336</b>		

\* Carryover Project



**ITEM 4 (continued)**

**ATTACHMENT 2**

## 7. Governance and Civic Program

Developing, managing and maintaining our portfolio of corporate, commercial and civic properties.

### 7.1 PERFORMANCE INDICATORS




Legend:  On Track (within a 5% tolerance)  
 Off Track

	2011/12 Target	YTD Actual	Status	Comment
% of project milestones met on time	90%	100%		
Number of known breaches of statutory/council policy requirements	0	0		
% of Councillor requests responded to within agreed service standard	95%	95%		

### 7.2 BASE BUDGET

	2011/12 Budget \$	YTD Actual \$	Comment
Income			
Expense	3,085,000	1,269,000	
<b>Total Base Budget</b>	<b>3,085,000</b>	<b>1,269,000</b>	

### 7.3 PROJECTS EXPENDITURE BUDGET

Legend:  On Track  
 Off Track  
 Complete  
 Not Started

	2011/12 Budget \$	YTD Actual \$	Status	Comment
Compliance Management System	20,000			
<b>Total Projects Budget</b>	<b>20,000</b>			Software has been implemented and awaiting testing.

**ITEM 4 (continued)**

**ATTACHMENT 2**

## 8. Customer and Community Relations Program

Engaging with our community, all media and community relations, branding and marketing our city and developing and managing all our customer services.

### 8.1 PERFORMANCE INDICATORS




Legend:  On Track (within a 5% tolerance)  
 Off Track

	2011/12 Target	YTD Actual	Status	Comment
% of project milestones met on time	90%	N/A		No milestones in Q1.
% of calls to the Customer Call Centre resolved at the first point of contact	85%	85%		

### 8.2 BASE BUDGET

	2011/12 Budget \$	YTD Actual \$	Comment
Income	-59,000	-49,000	
Expense	2,868,000	629,000	
<b>Total Base Budget</b>	<b>2,809,000</b>	<b>579,000</b>	

### 8.3 PROJECTS EXPENDITURE BUDGET

Legend:  On Track  
 Off Track  
 Complete  
 Not Started

	2011/12 Budget \$	YTD Actual \$	Status	Comment
<b>Branding and Marketing Plan City of Ryde</b>	<b>150,000</b>			
<b>Website Upgrade*</b>		9,055		The City's new brand is rolling out across the organisation - the broader Best Value Review of the branding and marketing will be initiated in the next quarter.
<b>Total Projects Budget</b>	<b>150,000</b>	<b>9,055</b>		

\* Carryover Project

**ITEM 4 (continued)**








**ATTACHMENT 2**

## 9. Community and Cultural Program

Engaging with our community, all media and community relations, branding and marketing our city and developing and managing all our customer services.

### 9.1 PERFORMANCE INDICATORS

Legend:  On Track (within a 5% tolerance)  
 Off Track

	2011/12 Target	YTD Actual	Status	Comment
% of project milestones met on time	90%	100%		
No. of clients using the home modification service	N/A	67		Number of new clients receiving home modification in the 1st quarter.
No. of children immunised	N/A	477		
No. of attendees at CoR's vacation care programs	N/A	596		
No. of people attending key events and programs conducted by CoR	100,000	240		Quarterly performance is on track to meet annual target with most events scheduled over the spring and summer months.
% customer satisfaction index for halls and meeting room hire service	80%	N/A		Survey to be completed in third quarter.
% capacity of leased halls and meeting rooms booked (capacity based on 8 hour booking per day)	60%	70%		

### 9.2 BASE BUDGET

	2011/12 Budget \$	YTD Actual \$	Comment
Income	-1,553,000	-551,000	
Expense	3,809,000	669,000	
<b>Total Base Budget</b>	<b>2,256,000</b>	<b>117,000</b>	

**ITEM 4 (continued)**

**ATTACHMENT 2**

**9. Community and Cultural Program (Continued)**  
**9.3 PROJECTS EXPENDITURE BUDGET**

Legend: ○ On Track  
✗ Off Track  
● Complete  
○ Not Started

	2011/12 Budget \$	YTD Actual \$	Status	Comment
<b>Artist Register</b>	20,000		○	Consultations with artists complete. Website infrastructure built, advertisements developed and ordered. Communication strategy finalised and implementation begun.
<b>Community Buildings Renewal</b>	250,000		○	Currently all the individual projects within the cluster are tracking well, quotes are being received for remaining works for the 2nd and 3rd quarters. Three projects have already been completed with four more projects expected to be completed before Christmas.
<b>Community Garden &amp; Nursery</b>	25,000		○	Project delayed due to necessary land reclassification and update of Plan of Management for Santa Rosa Park.
<b>Community Hubs Identification study</b>	80,000		○	Initial analysis being undertaken as precursor to detailed study early 2012.
<b>Crime Prevention Plan - implementation</b>	50,000	767	○	All actions on track. Situational prevention and public works improvements completed. Educational and enforcement projects on track (student comic, hoarding, mailouts and business forum).
<b>Live Neighbourhood Project</b>	20,000		○	Project delayed due to changes to original scope of project.
<b>Local Market Feasibility Study</b>	12,000		○	Partnership project with Ryde Chamber of Commerce- the Chamber has been supported to develop project scope and undertake consultation.
<b>Marquarie Park Arts &amp; Culture Plan</b>	30,000		○	Scheduled Start in March 2012.
<b>Non-Profit Community Sector Development</b>	20,000		○	Sector development toolbox and training packages developed.
<b>Public Art Guideline for Developers</b>	25,000		○	Publications designed and ready for consultation.
<b>Ryde Youth Music Project</b>	25,000		○	Recruitment for music director underway.
<b>Ryde Youth Theatre Group</b>	102,000	843	○	Recruitment underway for theatre director.
<b>Volunteer Training for the CALD Community</b>	15,000	500	○	Training model developed and tested with stakeholders.
<b>White Ribbon Community Accreditation</b>	70,000		○	White Ribbon Breakfast 25 November 2011 will be the first key milestone for the project.
<b>Youth Engagement Partnership Project</b>	20,000		○	Scheduled Start in March 2012.

**ITEM 4 (continued)**

**ATTACHMENT 2**

**9. Community and Cultural Program (Continued)**  
**9.3 PROJECTS EXPENDITURE BUDGET**

Legend: ○ On Track  
✗ Off Track  
△ Complete  
○ Not Started

	2011/12 Budget \$	YTD Actual \$	Status	Comment
<b>Brush Farm House Business Plan*</b>	50,000		<span style="color: green;">○</span>	Business model currently being drafted for consultation with key Brush Farm House stakeholders.
<b>Cultural Planning - Cultural Spaces Plan*</b>	24,000		<span style="color: green;">○</span>	Contractors engaged. Research completed. Consultation with 30 community, cultural and creative groups undertaken.
<b>Social Policy &amp; Planning - Unit Review*</b>	15,000		<span style="color: green;">○</span>	First draft unit review complete. Planning underway for feedback sessions from the community sector.
<b>Social Policy &amp; Planning - Social Indicators Project*</b>	20,000		<span style="color: green;">○</span>	First draft indicators report received. Planning underway to provide briefing sessions to the community sector.
<b>Total Projects Budget</b>	<b>873,000</b>	<b>2,110</b>		

\* Carryover Project



**ITEM 4 (continued)**

**ATTACHMENT 2**

## 10. Risk Management Program

Managing all legal services, procurement and internal auditing, assessing and managing business continuity, risk and disaster management.

### 10.1 PERFORMANCE INDICATORS

Legend: 🟢 On Track (within a 5% tolerance)  
✖ Off Track

	2011/12 Target	YTD Actual	Status	Comment
% of project milestones met on time	90%	100%	<span style="color: green;">🟢</span>	

### 10.2 BASE BUDGET

	2011/12 Budget \$	YTD Actual \$	Comment
Income	-77,000	-4,000	
Expense	1,515,000	1,175,000	
<b>Total Base Budget</b>	<b>1,438,000</b>	<b>1,171,000</b>	

### 10.3 PROJECTS EXPENDITURE BUDGET

Legend: 🟢 On Track  
✖ Off Track  
⚠ Complete  
⊖ Not Started

	2011/12 Budget \$	YTD Actual \$	Status	Comment
Complaint Investigation External	15,000	13,507	<span style="color: green;">🟢</span>	
Enterprise Risk Management Plan	65,000		<span style="color: green;">🟢</span>	Additional funding is requested to cover any external investigation costs incurred in quarters 2, 3, and 4.
<b>Total Projects Budget</b>	<b>80,000</b>	<b>13,507</b>	<span style="color: green;">🟢</span>	Backfill resource is in place with implementation proceeding.

**ITEM 4 (continued)**

**ATTACHMENT 2**

## 11. Paths and Cycleways Program

Developing, managing and maintaining our footpaths and cycleways.

### 11.1 PERFORMANCE INDICATORS


Legend:  On Track (within a 5% tolerance)  
 Off Track

	2011/12 Target	YTD Actual	Status	Comment
% of project milestones met on time	90%	100%		

### 11.2 BASE BUDGET

	2011/12 Budget \$	YTD Actual \$	Comment
Income	-4,000		
Expense	315,000	163,000	
<b>Total Base Budget</b>	<b>312,000</b>	<b>163,000</b>	

### 11.3 PROJECTS EXPENDITURE BUDGET





Legend:  On Track  
 Off Track  
 Complete  
 Not Started

	2011/12 Budget \$	YTD Actual \$	Status	Comment
<b>Cycleways Construction</b>	<b>290,000</b>			
• Bike Locker Structure - Eastwood Station	27,500			Cluster title to date has two (2) specific milestones completed that relate to Bike Locker & Bike Logo's.
• Bike Route - Vinniera Road SUP eastern side	92,500			Approval from Railcorp is being sought to install lockers on their land. Report to Works Committee in Q2 to confirm acceptance of RTA 50/50 grants for cycleway projects.
• Bike Route - RR05 Pittwater Road (western side)	164,000			Report to Works Committee in Q2 to confirm acceptance of RTA 50/50 grants for cycleway projects.

**ITEM 4 (continued)**

**ATTACHMENT 2**

**11. Paths and Cycleways Program (Continued)**  
**11.3 PROJECTS EXPENDITURE BUDGET**

Legend:  On Track  
 Off Track  
 Complete  
 Not Started

	2011/12 Budget \$	YTD Actual \$	Status	Comment
• Bike Logo's - Multiple Locations	6,000			Completed site overview of likely preferred locations of Bike Logo's. To be checked against Bike North comments to be tabled at 17 Oct Bicycle Advisory Committee meeting.
<b>Footpath Construction</b>	<b>1,000,000</b>			
• Betty Hendry Parade	44,000			Construction in progress.
• Bridge Road	84,000			Design work yet to commence.
• Clayton Street	56,000			Construction in progress.
• Coruna Road	36,000			Construction in progress.
• Cutler Parade	41,000			Complete.
• Delhi Road	24,000			Design work yet to commence.
• Delhi Road	17,000			Design work yet to commence.
• Dobson Crescent	65,000			Design work yet to commence.
• Epping Road	23,500			Construction in progress.
• Farrell Street	35,000			Design and evaluation completed.
• Fonti Street	56,000			Construction yet to commence.
• Fourth Avenue	18,000			Design complete and awaiting approval.
• Gaza Road	33,000			Design work yet to commence.
• Goulding Road	66,000			Design work yet to commence.
• Hughes Street	36,000			Design complete and awaiting approval.
• Longview Street	62,000			Design complete and awaiting approval.
• Napier Crescent	23,500			Design and evaluation completed.
• North Road	40,000			Design work yet to commence.

**ITEM 4 (continued)**

**ATTACHMENT 2**

**11. Paths and Cycleways Program (Continued)**  
**11.3 PROJECTS EXPENDITURE BUDGET**

Legend:  On Track  
 Off Track  
 Complete  
 Not Started

	2011/12 Budget \$	YTD Actual \$	Status	Comment
• North Road	61,000		⊖	Design work yet to commence.
• Pearl Avenue	20,000		⊖	Design work yet to commence.
• Rowell Street	47,000		⬆	Construction yet to commence.
• Walker Street	8,500		⬆	Design work yet to commence.
• Winbourne Street	10,000		⬆	Complete.
• Footpath replacements	93,500		⬆	Complete.
Cycleways*	435,000	76,336	⬆	Complete.
Footpath Construction*	115,000	64,221	⬆	Awaiting survey/design.
<b>Total Projects Budget</b>	<b>1,290,000</b>	<b>188,616</b>		

\* Carryover Project

**ITEM 4 (continued)**

**ATTACHMENT 2**

## 12. Environmental Program

Monitoring and managing our environmental performance, developing environmental policy and making our community aware of environmental impact.

### 12.1 PERFORMANCE INDICATORS





Legend:  On Track (within a 5% tolerance)  
 Off Track

	2011/12 Target	YTD Actual	Status	Comment
% of project milestones met on time	90%	100%		

### 12.2 BASE BUDGET

	2011/12 Budget \$	YTD Actual \$	Comment
Income	-15,540	-2,000	
Expense	1,168,190	241,000	
<b>Total Base Budget</b>	<b>1,153,000</b>	<b>238,000</b>	

### 12.3 PROJECTS EXPENDITURE BUDGET

Legend:  On Track  
 Off Track  
 Complete  
 Not Started

	2011/12 Budget \$	YTD Actual \$	Status	Comment
Business Audit Program	38,017	13,857		
<b>Total Projects Budget</b>	<b>38,017</b>	<b>13,857</b>		



ITEM 4 (continued)

ATTACHMENT 2

## 13. Strategic City Program

Monitoring and managing our environmental performance, developing environmental policy and making our community aware of environmental impact.

### 13.1 PERFORMANCE INDICATORS

Legend: 🟢 On Track (within a 5% tolerance)  
✖ Off Track

	2011/12 Target	YTD Actual	Status	Comment
% of project milestones met on time	90%	100%	<span style="color: green;">🟢</span>	

### 13.2 BASE BUDGET

	2011/12 Budget \$	YTD Actual \$	Comment
Income	-5,000		
Expense	1,103,000	260,000	
<b>Total Base Budget</b>	<b>1,098,000</b>	<b>260,000</b>	

### 13.3 PROJECTS EXPENDITURE BUDGET

Legend: 🟢 On Track  
✖ Off Track  
🟡 Complete  
⊖ Not Started

	2011/12 Budget \$	YTD Actual \$	Status	Comment
Council's Corporate Plan	20,000		<span style="color: green;">🟢</span>	
Corporate Documentation of Corporate Processes*	50,000		<span style="color: green;">🟢</span>	
<b>Total Projects Budget</b>	<b>70,000</b>			

\* Carriover Project

**ITEM 4 (continued)**

**ATTACHMENT 2**

## 14. Land Use Planning Program

Monitoring and managing our environmental performance, developing environmental policy and making our community aware of environmental impact.

### 14.1 PERFORMANCE INDICATORS





Legend:  On Track (within a 5% tolerance)  
 Off Track





	2011/12 Target	YTD Actual	Status	Comment
% of project milestones met on time	90%	80%		

### 14.2 BASE BUDGET

	2011/12 Budget \$	YTD Actual \$	Comment
Income	-262,000	-67,000	
Expense	777,000	193,000	
<b>Total Base Budget</b>	<b>514,000</b>	<b>126,000</b>	

### 14.3 PROJECTS EXPENDITURE BUDGET


Legend:  On Track  
 Off Track  
 Complete  
 Not Started

	2011/12 Budget \$	YTD Actual \$	Status	Comment
Bennelong Bicentenary Exhibition	15,000			
Heritage Identification	20,000			Project commences in October.
Macquarie Park DCP	200,000			While the project is on track - delays have occurred in meeting the tasks identified to be undertaken this quarter.
Macquarie University Development	75,000			Awaiting the submission of the agreement from the University.

**ITEM 4 (continued)**

**ATTACHMENT 2**

**14. Land Use Planning Program (Continued)**  
**9.3 PROJECTS EXPENDITURE BUDGET**

Legend:  On Track  
 Off Track  
 Complete  
 Not Started

	2011/12 Budget \$	YTD Actual \$	Status	Comment
<b>Centres Strategy*</b>	9,800	1,500		This project has been delayed as a result of a Council resolution. The project relates to the Centres at Cows Rd, Blenheim Rd, and Lakeside. The Master Plan and the DCP/LEP exhibition have fallen behind due to delays on the completion of the traffic study, delays in the issuing of the s65 Certificate from DPI, and a Council resolution to hold a workshop on DLEP 11.
<b>Consolidated LEP for Ryde*</b>	25,000			This project has been delayed as a result of a Council resolution. The dates to meet KPIs are fluid due to the delays experienced with the issuing of the s65 Certificate from DPI. DLEP 11 and DDCCP 11 were reported to Council on 27/9/11 and Council deferred the items for a workshop. The KPI to get the draft plan on exhibition has not been met as a result of the need to hold an LEP workshop.
<b>Aboriginal Heritage Office Partnership*</b>	8,800	8,539		The Site management report was completed and will be reported to Council in 3rd Quarter.
<b>Total Projects Budget</b>	<b>353,600</b>	<b>10,039</b>		

\* Carryover Project

**ITEM 4 (continued)**

**ATTACHMENT 2**

## 15. Traffic & Transport Program

Managing our transport, traffic and car parking; developing sustainable transport options.

### 15.1 PERFORMANCE INDICATORS

Legend:  On Track (within a 5% tolerance)  
 Off Track

	2011/12 Target	YTD Actual	Status	Comment
% of project milestones met on time	90%	100%		
No. of passengers transported by Top Ryder Community Bus Service	50,000	15,300		Q1 stats show passenger numbers are trending well on target.

### 15.2 BASE BUDGET

	2011/12 Budget \$	YTD Actual \$	Comment
Income			
Expense	138,000	64,000	
<b>Total Base Budget</b>	<b>138,000</b>		

### 15.3 PROJECTS EXPENDITURE BUDGET

Legend:  On Track  
 Off Track  
 Complete  
 Not Started

	2011/12 Budget \$	YTD Actual \$	Status	Comment
Bus Shelters - new	40,000			Awaiting RTA confirmation of locations.
Bus Stop DDA compliance	80,000			Estimate partially done.
Bus Stop Seats - new	30,000			Seats ordered.
<b>Total Projects Budget</b>	<b>150,000</b>			

ITEM 4 (continued)

ATTACHMENT 2

## 16. Economic Development Program

Business sector and economic development.

### 16.1 PERFORMANCE INDICATORS

Legend: 👍 On Track (within a 5% tolerance)  
✖ Off Track

	2011/12 Target	YTD Actual	Status	Comment
% of project milestones met on time	90%	100%	👍	

### 16.2 BASE BUDGET

	2011/12 Budget \$	YTD Actual \$	Comment
Income		-1,000	
Expense	137,000	35,000	
<b>Total Base Budget</b>	<b>137,000</b>	<b>34,000</b>	

### 16.3 PROJECTS EXPENDITURE BUDGET

Legend: 👍 On Track  
✖ Off Track  
👉 Complete  
⊖ Not Started

	2011/12 Budget \$	YTD Actual \$	Status	Comment
Feasibility for Macquarie Park Shopfront	50,000		⊖	Project commences in November.
Macquarie Park Marketing Strategy*	95,000		👍	Stage 1 project process completed and research commenced in this Quarter. Stage 2 Situation Analysis Report and Stage 3 Stakeholder Partnership report completed in Q2.
<b>Total Projects Budget</b>	<b>145,000</b>			



ITEM 4 (continued)

ATTACHMENT 2

## 17. Organisational Development Program

Addressing workforce planning, driving culture and performance, assessing process efficiency and overseeing all corporate communications.

### 17.1 PERFORMANCE INDICATORS

Legend: ➡ On Track (within a 5% tolerance)  
✖ Off Track

	2011/12 Target	YTD Actual	Status	Comment
% of project milestones met on time	90%	100%	➡	

### 17.2 BASE BUDGET

	2011/12 Budget \$	YTD Actual \$	Comment
Income	-5,000	-1,000	
Expense	108,000	28,000	
<b>Total Base Budget</b>	<b>103,000</b>	<b>27,000</b>	

### 17.3 PROJECTS EXPENDITURE BUDGET

Legend: ➡ On Track  
✖ Off Track  
➡ Complete  
⊖ Not Started

	2011/12 Budget \$	YTD Actual \$	Status	Comment
Best Value Review Methodology	40,000		➡	
Performance Review Process	150,000		➡	
Internal Communication (Intrac Intranet)*	70,000	8,130	➡	Moving into phase 2.
<b>Total Projects Budget</b>	<b>260,000</b>	<b>8,130</b>	➡	

\* Carryover Project

ITEM 4 (continued)

ATTACHMENT 2

## 18. Foreshore Program

Managing all aspects of our foreshore.

### 18.1 PERFORMANCE INDICATORS



Legend:  On Track (within a 5% tolerance)  
 Off Track


	2011/12 Target	YTD Actual	Status	Comment
% of project milestones met on time	90%	N/A		No milestones in Q1.

### 18.2 BASE BUDGET

	2011/12 Budget \$	YTD Actual \$	Comment
Income			
Expense	74,000	6,000	
<b>Total Base Budget</b>	<b>74,000</b>	<b>6,000</b>	

### 18.3 PROJECTS EXPENDITURE BUDGET

Legend:  On Track  
 Off Track  
 Complete  
 Not Started

	2011/12 Budget \$	YTD Actual \$	Status	Comment
Seawalls/Retaining Walls Refurbishment	50,000			Scheduled for Q4.
<b>Total Projects Budget</b>	<b>50,000</b>			

**ITEM 4 (continued)**

**ATTACHMENT 2**

## 19. Regulatory Program

Delivering all our regulatory assessments and activities, including building regulations, environmental regulations, road, parking and footpath enforcement and animal management.

### 19.1 PERFORMANCE INDICATORS

Legend: 🟢 On Track (within a 5% tolerance)  
✖ Off Track

	2011/12 Target	YTD Actual	Status	Comment
% of project milestones met on time	90%	100%	🟢	
Total development value of approved development applications (in \$million - cumulative)	N/A	\$192m	N/A	
Mean number of DAs processed per person	Greater than 60 annually	24	🟢	
DA assessment time (days) - against the Group 3 benchmark (Mean Gross Assessment Time)	69 days (2009-10 Group 3 average)	84	✖	
No. of DAs processed within the Group 3 average number of days by category - residential	N/A	44	N/A	
No. of DAs processed within the Group 3 average number of days by category - single new dwelling	N/A	9	N/A	
No. of DAs processed within the Group 3 average number of days by category - commercial	N/A	19	N/A	
Mean gross DA determination times: Residential alterations and additions	61 days (2009-10 Group 3 average)	64	✖	
Mean gross DA determination times: Single new dwelling	70 days (2009-10 Group 3 average)	115	✖	
Mean gross DA determination times: Commercial, retail, office	73 days (2009-10 Group 3 average)	84	✖	
No. of food premises inspections	800	222	🟢	On track for annual target.

**ITEM 4 (continued)**


**ATTACHMENT 2**

**19. Regulatory Program (Continued)**  
**19.2 BASE BUDGET**

	2011/12 Budget \$	YTD Actual \$	Comment
Income	-6,024,000	-1,652,000	
Expense	5,861,000	1,429,000	
<b>Total Base Budget</b>	<b>-162,000</b>	<b>-223,000</b>	

**19.3 PROJECTS EXPENDITURE BUDGET**

Legend:  On Track  
 Off Track  
 Complete  
 Not Started

	2011/12 Budget \$	YTD Actual \$	Status	Comment
<b>Boarding House Project</b>	<b>50,000</b>	<b>2,272</b>		Inspections of unauthorised uses commenced. Further consultants Briefs to be drafted. Boarding House Policy to be presented to Council in November.
Transport/Parking Technology Services	350,000			Draft Project Status Report supplied to Business manager 13/10/11. Awaiting PMP, due 11/11/11.
Purchase of Plant & Equipment*	7,500			Good supplied and requisitions completed for all outstanding items.
Assessment - Best Value Review*	21,900			
Weeds Management*		1,800		
<b>Total Projects Budget</b>	<b>400,000</b>	<b>4,072</b>		

\* Carryover Project

**ITEM 4 (continued)**

**ATTACHMENT 2**

## 20. Waste and Recycling Program

Managing our domestic and commercial waste services, educating on and facilitating recycling and disposal services.

### 20.1 PERFORMANCE INDICATORS

Legend: 🟢 On Track (within a 5% tolerance)  
✖ Off Track

	2011/12 Target	YTD Actual	Status	Comment
% of project milestones met on time	90%	100%	<span style="color: green;">🟢</span>	

### 20.2 BASE BUDGET

	2011/12 Budget \$	YTD Actual \$	Comment
Income	-15,302,000	-13,642,00	
Expense	13,383,000	1,523,000	
<b>Total Base Budget</b>	<b>-1,919,000</b>	<b>-12,119,000</b>	

### 20.3 PROJECTS EXPENDITURE BUDGET

Legend: 🟢 On Track  
✖ Off Track  
🟡 Complete  
⊖ Not Started

	2011/12 Budget \$	YTD Actual \$	Status	Comment
Porters Creek Depot Protection Earthwork	800,000	62,774	<span style="color: green;">🟢</span>	Preliminaries Completed, survey scheduled Q2, design scheduled Q3.
Porters Creek Depot Reconfiguration	200,000		<span style="color: green;">🟢</span>	Preliminaries completed, survey & concept design underway.
<b>Total Projects Budget</b>	<b>1,000,000</b>	<b>62,774</b>		



**ITEM 4 (continued)**

**ATTACHMENT 2**

## 21. Internal Corporate Services Program

Developing and managing our information, records and corporate knowledge; implementing information technology, communications, business, financial and HR infrastructure and services. Managing our fleet and plant; planning and developing assets; all project management and administrative support.

### 21.1 PERFORMANCE INDICATORS

Legend: 🟢 On Track (within a 5% tolerance)  
✖ Off Track

	2011/12 Target	YTD Actual	Status	Comment
% of project milestones met on time	90%	85%	<span style="color: green;">🟢</span>	
% return on investment over the standard investment benchmark (ie. Bank Bill Swap Reference Rate (Australian financial market) - BBSW)	0.85%	0.97	<span style="color: green;">🟢</span>	

### 21.2 BASE BUDGET

	2011/12 Budget \$	YTD Actual \$	Comment
Income	-51,057,000	-46,460,000	
Expense	13,994,000	3,352,000	
<b>Total Base Budget</b>	<b>-37,062,000</b>	<b>-43,108,000</b>	

### 21.3 PROJECTS EXPENDITURE BUDGET

Legend: 🟢 On Track  
🟡 Off Track  
✖ Complete  
⊖ Not Started

	2011/12 Budget \$	YTD Actual \$	Status	Comment
Fleet Purchases-Light Commercial	500,000	197,274	<span style="color: green;">🟢</span>	
Fleet Purchases-Motor Vehicle	1,500,000	332,721	<span style="color: green;">🟢</span>	
Fleet Purchases-Plant	750,000	216,252	<span style="color: green;">🟢</span>	
Information Technology Renewals	600,000	94,804	<span style="color: green;">🟢</span>	While key projects are progressing a review of projects will be undertaken by the new Information Systems Manager on her commencement 21/11/2011.

**ITEM 4 (continued)**

**ATTACHMENT 2**

**21. Internal Corporate Services (Continued)**  
**21.3 PROJECTS EXPENDITURE BUDGET**

Legend: 👍 On Track  
✖ Off Track  
🔄 Complete  
⊖ Not Started

	2011/12 Budget \$	YTD Actual \$	Status	Comment
<b>• Software</b>				
• Online Web Services and Internal Reporting eBusiness Development	225,000	67,816	👍	
• Online Web Services - Community Events Calendar	10,000		⊖	
• Online Web Services - Venue Booking System (Parks, Halls, RALC)	30,000		👍	
• New City of Ryde Web Site	40,000		👍	
• Upgrade TechnologyOne System	100,000		👍	
• Corporate Image Library System	20,000			
• Upgrade Tree Management System (Phase 1)	40,000		✖	Currently reviewing the planned solution - current budget estimate should be adequate.
<b>• Hardware</b>				
• PC Replacement Program	70,000	24,806		
• Mobile Phone Bulk Stock	10,000	2,182		
<b>• Other</b>				
• Call Centre Voice Recording	30,000		⊖	This project has not been started due to resourcing issues. Estimated start date is February 2011.
• Information Technology Disaster Recovery Site	25,000		👍	
<b>IRM Scanning Project</b>	<b>31,000</b>	<b>2,699</b>	👍	
<b>System Administration TechOne</b>	<b>230,000</b>	<b>4,500</b>	👍	Project progressing and on track.
<b>Information Management*</b>	<b>340,500</b>	<b>1,164</b>	👍	Software developer approved by Council 11/10/11, project to restart immediately and new milestones to be determined.
<b>Contract Administration Training*</b>	<b>49,500</b>		👍	Training currently being developed for delivery in 2012.
<b>EziJob - Online Recruitment Module*</b>	<b>5,000</b>		👍	Project will be complete by end of Q2.
<b>Total Projects Budget</b>	<b>4,321,500</b>	<b>875,119</b>		

\* Carryover Project

**ITEM 4 (continued)**

**ATTACHMENT 2**

# Appendix

## Appendix

A	Reserve Listing report	63
B	2011/12 Quarterly Changes report	67
C	Consolidated Income and Expenditure Estimates 2011/12	83

**ITEM 4 (continued)**

**ATTACHMENT 2**

**Reserves Listing Report**

APPENDIX A

Natural Account	Description	11/12 Opening Balance	Budget To Reserve	Budget From Reserve	11/12 Budget Result	Review To Reserve	Review From Reserve	11/12 Review Result
<b>93001 - Internally Restricted Revenues</b>								
8301	Stockland Creche Contribution	813,570.90			813,570.90		-813,570.00	0.90
8302	Voluntary Planning Agreement Reserve	388,777.27			388,777.27		-239,500.00	388,777.27
8304	Asset Replacement Reserve	7,889,927.26	1,050,000.00	-3,194,502.00	5,745,425.26		-500,140.00	5,505,925.26
8305	Plant Replacement Reserve	2,243,684.00	921,899.00	-1,885,000.00	1,280,583.00	302,201.00	-500,140.00	1,082,644.00
8306	Ryde Aquatic Leisure Centre Reserve	3,262,883.33	3,681,469.00	-4,795,610.00	2,148,742.33		63,371.00	2,212,113.33
8307	Financial Security Reserve	1,004,480.47			1,004,480.47			1,004,480.47
8309	Council Election Reserve	555,284.70	120,000.00		675,284.70			675,284.70
8311	Investment Property Reserve	17,288,846.48			17,288,846.48			17,288,846.48
8312	Civic Precinct Redevelopment Reserve	4,103,996.44	500,000.00	-1,675,200.00	2,928,796.44		295,666.00	3,224,462.44
8314	Carryover Works Reserve	2,980,387.17		-3,179,866.00	-199,478.83		304,579.00	105,100.17
8318	Porters Creek Reserve	199,348.89			199,348.89			199,348.89
8319	Insurance Fluctuation Reserve	235,760.35			235,760.35		-70,000.00	165,760.35
8320	OHS & Injury Management Reserve	45,000.00			45,000.00		-15,000.00	30,000.00
	<b>Total Internally Restricted Revenues</b>	<b>41,011,947.26</b>	<b>6,273,368.00</b>	<b>-14,730,178.00</b>	<b>32,555,137.26</b>	<b>302,201.00</b>	<b>-974,594.00</b>	<b>31,882,744.26</b>
<b>93002 - Internally Restricted Liabilities</b>								
8327	Employee Leave Entitlements Reserve	1,971,284.34	60,000.00		2,031,284.34			2,031,284.34
8328	Refundable Deposits Reserves	7,641,325.95	20,000.00		7,661,325.95			7,661,325.95
8329	Interest on Refundable Deposits Reserve	318,966.05			318,966.05			318,966.05
	<b>Total Internally Restricted Liabilities</b>	<b>9,931,576.34</b>	<b>80,000.00</b>		<b>10,011,576.34</b>			<b>10,011,576.34</b>

**ITEM 4 (continued)**

**ATTACHMENT 2**

# **Reserves Listing Report**

APPENDIX A

Natural Account	Description	11/12 Opening Balance	Budget To Reserve	Budget From Reserve	11/12 Budget Result	Review To Reserve	Review From Reserve	11/12 Review Result
<b>93003 - Section 94 Contribution Reserves</b>								
8351	Community & Cultural Facilities Reserve	278,315.95			278,315.95	55,700.00		334,015.95
8352	Open Space & Recreation Facilities Reserve	-1,882,257.06		-934,600.00	-2,816,857.06	226,100.00		-2,590,757.06
8353	Roads & Traffic Management Facilities Reserve	-677,772.68		-415,000.00	-1,092,772.68	44,900.00		-1,047,872.68
8354	Stormwater Management Facilities Reserve	6,353,250.13		-1,000,000.00	5,353,250.13	24,500.00	-65,000.00	5,312,750.13
8355	Section 94 Plan Administration Reserve	481,128.00			481,128.00	1,780.00		482,908.00
	<b>Total Section 94 Contribution Reserves</b>	<b>4,552,664.34</b>		<b>-2,349,600.00</b>	<b>2,203,064.34</b>	<b>352,980.00</b>	<b>-65,000.00</b>	<b>2,491,044.34</b>
<b>93004 - Other External Restrictions</b>								
8376	Domestic Waste Management Reserve	3,782,565.21	14,352,340.00	-14,257,815.00	3,877,090.21		-147,138.00	3,729,952.21
8377	External Drainage Works Contribution Reserve	115,912.98			115,912.98			115,912.98
8378	Macquarie Park Corridor Special Rate Reserve	1,437,444.89	1,209,760.00	-1,208,000.00	1,439,204.89		-464,375.00	974,829.89
8379	Stormwater Management Service Charge Reserve	386,353.80	992,640.00	-1,012,494.00	366,499.80		-53,650.00	312,849.80
	<b>Total Other External Restrictions</b>	<b>5,722,276.88</b>	<b>16,554,740.00</b>	<b>-16,478,309.00</b>	<b>5,798,707.88</b>		<b>-665,163.00</b>	<b>5,133,544.88</b>
<b>93005 - Unexpended Grants Reserves</b>								
8401	U/Exp Grant - Home Modification & Maintenance	216,485.60	5,854.00		222,339.60			222,339.60
8402	U/Exp Grant - Youth Council							
8403	U/Exp Grant - Volunteer Referral Agency	19,265.38			19,265.38			19,265.38
8404	U/Exp Grant - Library Local Priority	19,979.93		-16,000.00	3,979.93			3,979.93
8406	U/Exp Grant - Catchments Connections Administration	193,404.00			193,404.00			193,404.00



**ITEM 4 (continued)**

**ATTACHMENT 2**

**Reserves Listing Report**

APPENDIX A

Natural Account	Description	11/12 Opening Balance	Budget To Reserve	Budget From Reserve	11/12 Budget Result	Review To Reserve	Review From Reserve	11/12 Review Result
8407	U/Exp Grant - Dunbar Park Wetland - Plan of Management	770.00			770.00			770.00
8408	U/Exp Grant - Urban Sustain Program - Looking Glass Bay	49,563.00			49,563.00			49,563.00
8409	U/Exp Grant - Consolidated LEP for Ryde	86,893.64		-25,000.00	61,893.64			61,893.64
8410	U/Exp Grant - Santa Rosa Park - Creek Rehabilitation							
8413	U/Exp Grant - Sydney North/Sydney-West Tussock Paspalum 06/11	8,633.95			8,633.95			8,633.95
8414	U/Exp Grant - Ryde Community & Sport Centre - ELS Hall Park							
8415	U/Exp Grant - Buffalo Creek - (SQID) Grants	18,778.31			18,778.31			18,778.31
8416	U/Exp Grant - Financial Assistance	530,897.00			530,897.00		-530,897.00	
8417	U/Exp Grant - Road Services Unit Management	205,681.00			205,681.00		-205,681.00	
8418	U/Exp Grant - Macquarie Park Master Plan	38,000.00			38,000.00		-8,000.00	30,000.00
8419	U/Exp Grant - Sydney Water Business Audit Program	72,689.72			72,689.72		-72,690.00	-0.28
8420	U/Exp Grant - Booth Reserve - 2009	463.77			463.77			463.77
8421	U/Exp Grant - Garden Competition	3,395.39			3,395.39			3,395.39
8422	U/Exp Grant - Bus Shelter Contribution							
8423	U/Exp Grant - Netball Courts							
8424	U/Exp Grant - Library Books							
8425	U/Exp Grant - RTA - Pittwater Road			-37,500.00	-37,500.00			-37,500.00
8426	U/Exp Grant - Noxious Weeds Management	13,580.76		-4,000.00	9,580.76		-9,580.00	0.76
8427	U/Exp Grant - Rivers to Rivers Corridor	43,933.30		-85,933.00	-41,999.70		48,000.00	6,000.30
8428	U/Exp Grant - Cutler Parade							

**ITEM 4 (continued)**

**ATTACHMENT 2**

**Reserves Listing Report**

APPENDIX A

Natural Account	Description	11/12 Opening Balance	Budget To Reserve	Budget From Reserve	11/12 Budget Result	Review To Reserve	Review From Reserve	11/12 Review Result
8429	U/Exp Grant - NSW Sport Regrading & Levelling	58,500.00		-19,600.00	38,900.00		-38,900.00	
8431	U/Exp Grant - RTA Andrew St Slow points							
8432	U/Exp Grant - Eastwood Floodplain Risk	720.88			720.88			720.88
8433	U/Exp Grant - Liberty Swing Dunbar Park	7,763.13			7,763.13			7,763.13
8434	U/Exp Grant - Sport Development Program	542.76			542.76			542.76
8435	U/Exp Grant - WASIP	725,210.31		-130,000.00	595,210.31		-104,000.00	491,210.31
8436	U/Exp Grant - Yamble Reserve- All Abilities Playground	347,000.00			347,000.00			347,000.00
8437	U/Exp Grant - Playing Field Lighting Upgrade	35,000.00			35,000.00		-35,000.00	
8438	U/Exp Grant - Parramatta River Catchments Floodplain	25,000.00			25,000.00			25,000.00
8439	U/Exp Grant - Vacation Care Program Grant					35,000.00		
	<b>Total Unexpended Grants Reserves</b>	<b>2,722,151.83</b>	<b>5,854.00</b>	<b>-318,033.00</b>	<b>2,409,972.83</b>	<b>35,000.00</b>	<b>-956,748.00</b>	<b>1,453,224.83</b>
<b>TOTAL RESERVES</b>		<b>63,940,616.65</b>	<b>22,913,952.00</b>	<b>-33,876,120.00</b>	<b>52,978,458.65</b>	<b>690,181.00</b>	<b>-2,661,505.00</b>	<b>50,972,134.65</b>
	Net Transfer			-10,962,158.00	-10,962,158.00		-1,971,324.00	-12,933,482.00

**ITEM 4 (continued)**

**ATTACHMENT 2**

**Quarterly Changes Report - Detailed**

APPENDIX B

Open Space, Sport & Recreation program					Approved Budget 2011/2012	Actual 2011/2012	Proposed Changes 2011/2012	Comments
5422048	Integrated Open Space Master Plan	NCP Exp	44,700	52	(5,965)	Adjust carryover to amount available for Integrated Open Space Master Plan		
5630120	Linemarking - Ryde Community Sports Centre	NCP Exp			9,480	Additional cost for fixing line marking of netball and soccer courts		
7611020	Brush Farm Park - Initiation of Action Plan	NCP Exp	89,500		(268)	Adjust carryover to amount available for Planning Brush Farm Park project		
7611107	Field of Mars Initiation of Action Plan	NCP Exp	81,600	912	(808)	Adjust carryover to amount available for Planning Field of Mars Starting Plan project		
7711373	Sportfields - Best Value Review	NCP Exp	60,000	34,953	(3,738)	Adjust carryover to amount available Best Value Review Consultants fees		
5422005	Kissing Point & Bennelong Parks (POT p.63)	Cap Exp	147,000		1,408	Adjust carryover to amount available for Kissing Point & Bennelong Parks project		
5422008	Playing Fields Remediation (POT p.60)	Cap Exp	19,600		(1,150)	Adjust carryover to amount available for Regrading & Levelling Pidding Park project		
5422010	Playing Field Lighting Upgrade (ESD, POT p.58)	Cap Exp	141,700	1,055	(18,449)	Adjust carryover to amount available for Regrading & Levelling Pidding Park project		
5422014	Ryde Parramatta River Walk (POT p.43/57)	Cap Exp	1,431,700		(6,218)	Adjust carryover to amount available for Park Asset Mgt Ryde Parramatta River Walk project		
5422018	Small Park Upgrades & Linkages (POT p.64)	Cap Exp	137,000		(40,171)	Adjust carryover to amount available for Small Park Upgrades & Linkages project		
5422020	Teenage/Young Adult Playgrounds (POT p.64)	Cap Exp	109,000		35,620	Adjust carryover to amount available for Teenage / Young Adult Playgrounds project		
5523004	RALC Air Handling Units (Leisure Pool)	Cap Exp	492,200		(42,200)	Adjust carryover to amount available for Building Service RALC Air Handling Units		
5523028	Pool Gutting & Tiling	Cap Exp	60,000		(21,171)	Adjust carryover to amount available for Building Service Pool Gutting & Tiling		
50012	Sportfield Renewal & Upgrade	Cap Exp	650,000	42,290	93,500	Unspent Grant Funding Carryover/Sports Lighting Pidding Park.		
50012	Sportfield Renewal & Upgrade	From Res			(93,500)	Sports Lighting Pidding Park Project to be funded by unspent grant reserve		
5422005	Kissing Point & Bennelong Parks (POT p.63)	From Res	(147,000)		(1,408)	Adjust carryover to amount available for Kissing Point & Bennelong Parks project		
5422008	Playing Fields Remediation (POT p.60)	From Res			(18,450)	Adjust carryover to amount available for Regrading & Levelling Pidding Park project		

**ITEM 4 (continued)**

**ATTACHMENT 2**

**Quarterly Changes Report - Detailed**

APPENDIX B

			Approved Budget 2011/2012	Actual 2011/2012	Proposed Changes 2011/2012	Comments
5422008	Playing Fields Remediation (POT p.60)	From Res	(19,600)		19,600	Adjust: carryover to amount available for Regrading & Levelling Pidding Park project
5422010	Playing Field Lighting Upgrade (ESD, POT p.58)	From Res	(141,700)		18,449	Adjust: carryover to amount available for Regrading & Levelling Pidding Park project
5422014	Ryde Parramatta River Walk (POT p.43/57)	From Res	(82,400)		6,218	Adjust: carryover to amount available for Park Asset Mgt Ryde Parramatta River Walk project
5422018	Small Park Upgrades & Linkages (POT p.64)	From Res	(137,000)		40,171	Adjust: carryover to amount available for Small Park Upgrades & Linkages project
5422020	Teenage/Young Adult Playgrounds (POT p.64)	From Res	(109,000)		(35,620)	Adjust: carryover to amount available for Teenage / Young Adult Playgrounds project
5422048	Integrated Open Space Master Plan	From Res	(44,700)		5,965	Adjust: carryover to amount available for Integrated Open Space Master Plan project
5523004	RALC Air Handling Units (Leisure Pool)	From Res	(492,200)		42,200	Adjust: Carryover to Amount Available Building Service RALC Air Handling Units.
5523028	Pool Gutting & Tiling	From Res	(60,000)		21,171	Adjust: carryover to amount available for Building Service Pool Gutting & Tiling
7611020	Brush Farm Park - Initiation of Action Plan	From Res	(89,500)		268	Adjust: carryover to amount available for Planning Brush Farm Park project
761107	Field of Mares Initiation of Action Plan	From Res	(81,600)		808	Adjust: carryover to amount available for Planning Field of Mares Starting Plan
7711373	Sportfields - Best Value Review	From Res	(60,000)		8,738	Adjust: carryover to amount available for Best Value Review Consultants fees
7740256	Sportfield Renewal & Upgrade - Brush Farm Park	From Res			(58,500)	Unspent grant funding carryover - Playing Fields Remediation
7740258	Sportfield Renewal & Upgrade - Pidding Park	From Res			(35,000)	Unspent grant funding carryover - Sports Lighting Pidding Park
<b>Total Open Space, Sport &amp; Recreation program</b>					<b>9,480</b>	
<b>Roads program</b>						
4710001	Road Services Unit Management	Op Inc	(789,250)	(151,285)	172,924	Adjust: Financial Assistance Grant due to 2012's grant received in 2011
4710203	Regional Roads OPEX	Op Inc			(1,350)	New grant funding from RTA
4710218	Traffic Facilities OPEX	Op Inc			(2,900)	New grant funding from RTA



**ITEM 4 (continued)**

**ATTACHMENT 2**

**Quarterly Changes Report - Detailed**

APPENDIX B

		Approved Budget 2011/2012	Actual 2011/2012	Proposed Changes 2011/2012	Comments
4710203	Regional Roads OPEX	Op Exp		1,350	Increase grant expenditure due to additional grant funding
4710218	Traffic Facilities OPEX	Op Exp		2,900	Increase grant expenditure due to additional grant funding
4111221	Section 94 Capital Income-Roads	Cap Inc	(49,544)	(44,900)	Income received to date
4111221	Section 94 Capital Income-Roads	Cap Inc	(80,753)	(55,700)	Income received to date
4111221	Section 94 Capital Income-Roads	Cap Inc	(30,168)	(24,500)	Income received to date
4111221	Section 94 Capital Income-Roads	Cap Inc	(308,859)	(226,100)	Income received to date
4111221	Section 94 Capital Income-Roads	Cap Inc	(2,261)	(1,780)	Income received to date
4724229	Herring Road (Talavera - Waterloo)	Cap Inc	1	36,000	Project was completed in 2011 and grant was received in 2011
4724263	Curzon Street / Smith Street Pedestrian Raised Threshold	Cap Inc	(16,277)	18,723	Adjust: carryover to amount available for Curzon Smith Street Pedestrian Threshold project
4740272	Quarry Road Resurfacing Program	Cap Inc		(65,000)	New Black Spot grant from RTA
4740273	North Ryde to MQ University Bicycle & Pedestrian Shared Path	Cap Inc	(47,545)	(180,000)	New Black Spot grant from RTA
4724163	Pittwater Road (Coxs - Carramar )	Cap Exp	230,500	19,178	Adjust: carryover to amount available for Pittwater Road (Coxs - Carramar) project
4724202	Bridge Upgrades/ Refurbishment	Cap Exp	45,000	(41,133)	Adjust: carryover to amount available for Bridge Upgrades/ Refurbishment
4724229	Herring Road (Talavera - Waterloo)	Cap Exp	36,000	(36,000)	Project was completed and carryover is not required
4724233	Pittwater Road (Coxs to Carramar Stage 2 and High St - No.	Cap Exp	462,000	1,208	Adjust: carryover to amount available for Pittwater Rd - Coxs to Carramar Stage 2
4724242	Cox's Road (Blamey Street - Chauvel Street)	Cap Exp	9,000	6,061	Adjust: carryover to amount available for Cox's Road (Blamey St- Chauvel St)
4724256	Paul Street (Lane Cove Road - Cul De Sac)	Cap Exp	9,000	4,915	Adjust: carryover to amount available for Paul Street (Lane Cove Rd - Cul De Sac)
4724260	Waterloo Road - Both Sides (Herring R - Byfield St)	Cap Exp	349,000	(3,689)	Adjust: carryover to amount available for Waterloo Road (HerringRd-Byfield St)
4724263	Curzon Street / Smith Street Pedestrian Raised Threshold	Cap Exp	32,000	(18,723)	Adjust: carryover to amount available for Curzon Smith Street Pedestrian Threshold
4724267	- Waterloo/ Khartoum traffic signal design	Cap Exp	30,000	(3,665)	Adjust: carryover to amount available for Waterloo/Khartoum Traffic Signal Design



**ITEM 4 (continued)**

**ATTACHMENT 2**

**Quarterly Changes Report - Detailed**

APPENDIX B

		Approved Budget 2011/2012	Actual 2011/2012	Proposed Changes 2011/2012	Comments
4740267	Waterloo Rd (SS Coolinga - Khartoum) Granite Paving	Cap Exp		500,000	Waterloo Road (SS Coolinga - Khartoum) granite paving
4740272	Quarry Road Resurfacing Program	Cap Exp		65,000	Increase grant expenditure due to additional grant.
4740273	North Ryde to MQ University Bicycle & Pedestrian Shared Path	Cap Exp		180,000	Increase grant expenditure due to additional grant.
4710001	Road Services Unit Management	From Res		(205,681)	Transfer from Reserves 2010/2011 Financial Assistance Grant
4724163	Pittwater Road (Coxs - Carramar)	From Res		(19,178)	Adjust: carryover to amount available for Pittwater Road (Coxs - Carramar) project
4724202	Bridge Upgrades/ Refurbishment	From Res		4,133	Adjust: carryover to amount available for Bridge Upgrades/ Refurbishment
4724233	Pittwater Road (Coxs to Carramar Stage 2 and High St - No.	From Res		(1,208)	Adjust: carryover to amount available for Pittwater Rd - Coxs to Carramar Stage 2
4724242	Cox's Road (Blamey Street - Chauvel Street)	From Res		(6,067)	Adjust: carryover to amount available for Cox's Road (Blamey St - Chauvel St)
4724256	Paul Street (Lane Cove Road - Cul De Sac)	From Res		(4,915)	Adjust: carryover to amount available for Paul Street (Lane Cove Rd - Cul De Sac)
4724260	Waterloo Road - Both Sides (Herring R - Byfield St)	From Res		3,689	Adjust: carryover to amount available for Waterloo Road (Herring Rd - Byfield St)
4724267	- Waterloo/ Khartoum traffic signal design	From Res		3,665	Adjust: carryover to amount available for Waterloo/Khartoum Traffic Signal Design
4740267	Waterloo Rd (SS Coolinga - Khartoum) Granite Paving	From Res		(500,000)	Transfer from reserve to fund Waterloo Rd (SS Coolinga - Khartoum) project
4111221	Section 94 Capital Income-Roads	To Res		55,700	Transfer of income received to date to Sec 94 - Community & Culture reserve
4111221	Section 94 Capital Income-Roads	To Res		226,100	Transfer of income received to date to Sec 94 - Open Space & Recreation Facilities reserve
4111221	Section 94 Capital Income-Roads	To Res		44,900	Transfer of income received to date to Sec 94 - Roads & Traffic Management reserve
4111221	Section 94 Capital Income-Roads	To Res		24,500	Transfer of income received to date to Sec 94 - Stormwater Management reserve
4111221	Section 94 Capital Income-Roads	To Res		1,780	Transfer of income received to date to Sec 94 - Plan Administration reserve
<b>Total Roads program</b>				<b>(32,757)</b>	

**ITEM 4 (continued)**

**ATTACHMENT 2**

**Quarterly Changes Report - Detailed**

APPENDIX B

		Approved Budget 2011/2012	Actual 2011/2012	Proposed Changes 2011/2012	Comments
<b>Property Portfolio program</b>					
50018	Corporate Buildings Renewals	Cap Exp	250,000	91	105,000
50018	Corporate Buildings Renewals	From Res			(85,000)
5540280	Addington House - Upgrade	Cap Exp			204,500
5620008	Ryde Civic Precinct - Design	Cap Exp	352,900		(295,666)
5620014	West Ryde Community Facility - (Fi- tout & Project Man)	Cap Exp	549,900		447,340
5540280	Addington House - Upgrade	From Res			(204,500)
5620008	Ryde Civic Precinct - Design	From Res	(352,900)		295,666
5620014	West Ryde Community Facility - (Fi- tout & Project Man)	From Res			(813,570)
5620014	West Ryde Community Facility - (Fi- tout & Project Man)	From Res	(270,000)		35,000
5620014	West Ryde Community Facility - (Fi- tout & Project Man)	From Res	(279,900)		331,230
5620014	West Ryde Community Facility - (Fi- tout & Project Man)	From Res	(270,000)		35,000
5620014	West Ryde Community Facility - (Fi- tout & Project Man)	From Res	(279,900)		331,230
<b>Total Property Portfolio program</b>					<b>20,000</b>
<b>Catchment program</b>					
5110302	Conduits OPEX	Op Exp	70,300	20,593	70,100
8430032	River to River Corridors Project	NCP Exp	67,000		(67,000)
50022	Stormwater Improvement Works	Cap Inc			(230,000)
Maintenance & repairs to ageing infrastructure to minimise risk to Council & its stakeholders					
Correct budget allocation for Rivers to Rivers Corridor - Duplicated.					
New grant funding from Ministerfor Environment NSW.					

**ITEM 4 (continued)**

**ATTACHMENT 2**

**Quarterly Changes Report - Detailed**

APPENDIX B

			Approved Budget 2011/2012	Actual 2011/2012	Proposed Changes 2011/2012	Comments
50022	Stormwater Improvement Works	Cap Exp	1,000,000	4,525	230,000	Increase grant expenditure project in 2011/12
5221012	Water Reuse in Meadowbank Park (Meadowbank Park Upgrade)	Cap Inc			(45,265)	New grant funding from Sydney Water..
5121003	Replacement of Pits in Poor Condition	Cap Exp	44,900		(23,992)	Savings transferred to complete Stormwater Services Replacement of Pits
5221012	Water Reuse in Meadowbank Park (Meadowbank Park Upgrade)	Cap Exp	15,100		56,576	Increase budget due to additional grant funding
5240266	Lions Park Gross Pollutant Trap	Cap Exp			104,000	Lions Park Gross Pollutant Trap as per Council's Resolution.
5321006	Ann Thorn Catchment - Design	Cap Exp	10,000		9,138	Adjust: Carryover to Amount Available Flood Mgt Ann Thorn Catchment.
5121003	Replacement of Pits in Poor Condition	From Res	(44,900)		23,992	Adjust: Carryover to Amount Available Stormwater Services Replacement of Pits.
5221012	Water Reuse in Meadowbank Park (Meadowbank Park Upgrade)	From Res	(15,100)		(11,311)	Adjust: carryover to amount available for Upgrade Water Reuse in Meadowbank Park
5240266	Lions Park Gross Pollutant Trap	From Res			(104,000)	Transfer from reserve to fund Lions Park Gross Pollutant Trap project
5321006	Ann Thorn Catchment - Design	From Res	(10,000)		(9,138)	Adjust: carryover to amount available for Flood Mgt Ann Thorn Catchment
8430032	River to River Corridors Project	From Res	(67,000)		67,000	Budget allocation for Rivers to Rivers Corridor - carryover grant funding project
5140147	Bill Mitchell Park - Brett Street	From Res			65,000	Transfer to Asset Replacement Reserve..
5140147	Bill Mitchell Park - Brett Street	From Res	(65,000)		(65,000)	Transfer to Asset Replacement Reserve allow for the completion of Rowe Street.
5221012	Water Reuse in Meadowbank Park (Meadowbank Park Upgrade)	From Res	(15,100)		(11,311)	Adjust: carryover to amount available for Upgrade Water Reuse in Meadowbank Park
5240266	Lions Park Gross Pollutant Trap	From Res			(104,000)	Transfer from reserve to fund Lions Park Gross Pollutant Trap project
5321006	Ann Thorn Catchment - Design	From Res	(10,000)		(9,138)	Adjust: carryover to amount available for Flood Mgt Ann Thorn Catchment
8430032	River to River Corridors Project	From Res	(67,000)		67,000	Budget allocation for Rivers to Rivers Corridor - carryover grant funding project
<b>Total Catchment program</b>					<b>70,100</b>	
<b>Centres and Neighbourhood program</b>						
4111087	Eastwood Master Plan	NCP Exp	95,000		20,000	Additional cost of a variation to the scope for the West Ryde/ Eastwood as per Council Res- 23.8.2011
4111267	West Ryde Master Plan	NCP Exp	12,300		(4,324)	Adjust: carryover to amount available for West Ryde Master Plan project
4111430	Marquarie Park Parking Study	NCP Exp		8,000	8,000	Refund unspent the grand funding to Department of Planning as requested



**ITEM 4 (continued)**

**ATTACHMENT 2**

**Quarterly Changes Report - Detailed**

APPENDIX B

		Approved Budget 2011/2012	Actual 2011/2012	Proposed Changes 2011/2012	Comments
50007	Neighbourhood Centre Renewal	Cap Exp	600,000	600,000	Neighbourhood Centre Renewal (funding allocation)
50007	Neighbourhood Centre Renewal	Cap Exp	(600,000)	(600,000)	Neighbourhood Centre Renewal (funding allocation)
50023	Town Centre Upgrade implementation	Cap Exp	300,000	(300,000)	Town Centre Upgrade (funding allocation)
50023	Town Centre Upgrade implementation	Cap Exp		300,000	Rowe St & Church St - Detailed Design Documentation
50024	Macquarie Park Public Domain and Capital Works Plan	Cap Exp	1,000,000	(1,000,000)	Project has been deferred
50024	Macquarie Park Public Domain and Capital Works Plan	From Res	(1,000,000)	1,000,000	Isir to Macquarie Park Corridor Reserve
4140260	Waterloo Road/Byfield Road - Public Domain Upgrade	Cap Exp		180,000	Waterloo/Byfield Road Public Domain Upgrade
4140260	Waterloo Road/Byfield Road - Public Domain Upgrade	From Res		(180,000)	Transfer from Macquarie Park Special Rate Reserve to fund the Waterloo/Byfield Rd project
4740261	Waterloo/Khartoum Road - Traffic Signals - Construction	Cap Exp		450,000	Waterloo/Khartoum Road Traffic Signals - Construction
4740261	Waterloo/Khartoum Road - Traffic Signals - Construction	From Res		(450,000)	Transfer from Macquarie Park Special Rate Reserve to fund the Waterloo/Khartoum Rd project
4724074	Eastwood Town Centre	Cap Exp	23,000	2,120	Adjust: carryover to amount available at Eastwood Town Centre
4724270	The John Whittton Bridge (lighting)	Cap Exp	14,000	654	Adjust: carryover to amount available at The John Whittton Bridge (lighting)
7540262	Tree Planting in Macquarie Park - Design and Construction	Cap Exp		20,000	Tree Planting in Macquarie Park - Design and Construction
411188	Place Management - Macquarie Park	From Res		(118,040)	Source funding adjustment for Place Management - Macquarie Park project
411267	West Ryde Master Plan	From Res	(12,300)	4,324	Adjust: carryover to amount available for West Ryde Master Plan project
411430	Macquarie Park Parking Study	From Res		(8,000)	Refund unspent the grand funding to Department of Planning as requested
4724074	Eastwood Town Centre	From Res	(23,000)	(2,120)	Adjust: carryover to amount available at Eastwood Town Centre
4724270	The John Whittton Bridge (lighting)	From Res	(14,000)	(654)	Adjust: carryover to amount available at The John Whittton Bridge (lighting)
7540262	Tree Planting in Macquarie Park - Design and Construction	From Res		(20,000)	Tree Planting in Macquarie Park Design and Construction

**ITEM 4 (continued)**

**ATTACHMENT 2**

**Quarterly Changes Report - Detailed**

APPENDIX B

		Approved Budget 2011/2012	Actual 2011/2012	Proposed Changes 2011/2012	Comments
4724074	Eastwood Town Centre	From Res	(23,000)	(2,120)	Adjust: carryover to amount available at Eastwood Town Centre
4724270	The John Whittion Bridge (lighting)	From Res	(14,000)	(654)	Adjust: carryover to amount available at The John Whittion Bridge (lighting)
4740261	Waterloo/Khartoum Road - Traffic Signals - Construction	From Res		(450,000)	Waterloo/Khartoum Road Traffic Signals - Construction
7540262	Tree Planting in Macquarie Park - Design and Construction	From Res		(20,000)	Tree Planting in Macquarie Park Design and Construction
<b>Total Centres and Neighbourhood program</b>				<b>(98,040)</b>	
<b>Library program</b>					
7211031	Capital Expenditure	Cap Exp	120,000	109,374	Adjust: carryover to amount available for purchasing of library books
7211031	Capital Expenditure	From Res	(120,000)	(109,374)	Adjust: carryover to amount available for purchasing of library books
<b>Total Library program</b>					
<b>Governance and Civic program</b>					
1811001	Council / Councillor Services Administration	Op Exp	305,420	65,671	Correct budget allocation within Service Unit.
1811063	Contributions	Op Exp		40,000	Council's contribution to RALC for implementation of Pension Rebate scheme as per Council's Resolution
1811425	Mayor's Office	Op Exp	22,055	58,620	Correct budget allocation within Service Unit.
<b>Total Governance and Civic program</b>				<b>40,000</b>	
<b>Customer and Community Relations program</b>					
2011001	Customer Service Administration	Op Exp	1,678	13,000	Increase in after hours charges and implementation of new meeting structure
4211250	Urban Design Review Panel	Op Exp	11,445	20,000	Budget required for the payment of Panel members
2030121	Customer Survey	NCP Exp		70,000	Consultant fees for Customer Surveying Services project
<b>Total Customer and Community Relations program</b>				<b>103,000</b>	

**ITEM 4 (continued)**

**ATTACHMENT 2**

**Quarterly Changes Report - Detailed**

APPENDIX B

Community and Cultural program					Approved Budget 2011/2012	Actual 2011/2012	Proposed Changes 2011/2012	Comments
6811004	Aged	Op Inc	(25,320)	(25,412)	(25,080)		Additional grant funding will be transferred to fund HHMMS program	
6811127	Home Modification & Maintenance	Op Inc	(92,870)	(38,437)	17,741		Reduction of budget to reflect the actual income received	
6811127	Home Modification & Maintenance	Op Inc	(307,540)	(187,014)	(146,305)		Additional grant funding	
6811400	Vacation Care- Truscott Street Kids Club	Op Inc	(10,160)		10,160		Reduction of Vacation Care Excursions income due to ceasing operation at Truscott Street Kids Club	
6811400	Vacation Care- Truscott Street Kids Club	Op Inc	(43,050)		43,050		Reduction of Vacation Care Fees due to ceasing operation at Truscott Street Kids Club	
6811400	Vacation Care- Truscott Street Kids Club	Op Inc	(179,940)		179,940		Reduction of Child Care Assistance income due to ceasing operation at Truscott Street Kids Club	
6811400	Vacation Care- Truscott Street Kids Club	Op Inc	(15,390)		(2,110)		Additional Vacation Care Program grant for Truscott Street Kids Club	
6811402	Vacation Care- Gladesville Kids Club	Op Inc	(15,390)	(13,521)	(2,110)		Additional Vacation Care grant	
6811403	Vacation Care- Ryde 5-2-7 s Kids Club	Op Inc	(5,810)	2,255	5,810		Reduction of Vacation Care Excursions income due to ceasing operation at Ryde 5-2-7 s Kids Club	
6811403	Vacation Care- Ryde 5-2-7 s Kids Club	Op Inc	(24,600)		24,600		Reduction of Vacation Care Fees due to ceasing operation at Ryde 5-2-7 s Kids Club	
6811403	Vacation Care- Ryde 5-2-7 s Kids Club	Op Inc	(10,250)		10,250		Reduction of Child Care Assistance income due to ceasing operation at Ryde 5-2-7 s Kids Club	
6811403	Vacation Care- Ryde 5-2-7 s Kids Club	Op Inc	(15,390)		(2,110)		Additional Vacation Care Program grant for Ryde 5-2-7 s Kids Club	
6811004	Aged	Op Exp	81,170	28,227	15,000		Additional costs funded by saving from Home Modification Program	
6811127	Home Modification & Maintenance	Op Exp	232,406	64,146	126,478		Additional costs funded by extra grant funding	
6811127	Home Modification & Maintenance	Op Exp	12,060	6,532	7940		Additional costs funded by extra grant funding	
6811400	Vacation Care- Truscott Street Kids Club	Op Exp	132,580	64,633	10,080		Reduction of budget to reflect the actual costs	
6811400	Vacation Care- Truscott Street Kids Club	Op Exp	2,110		(2,110)		Reduction of materials costs due to ceasing operation at Truscott Street Kids Club	
6811400	Vacation Care- Truscott Street Kids Club	Op Exp	720		(720)		Reduction of plant hire external charge due to ceasing operation at Truscott Street Kids Club	



**ITEM 4 (continued)**

**ATTACHMENT 2**

**Quarterly Changes Report - Detailed**

APPENDIX B

			Approved Budget 2011/2012	Actual 2011/2012	Proposed Changes 2011/2012	Comments
6811400	Vacation Care-Truscott Street Kids Club	Op Exp	5,680		(5,680)	Reduction of excursions costs due to ceasing operation at Truscott Street Kids Club
6811400	Vacation Care-Truscott Street Kids Club	Op Exp	370		(370)	Reduction of plant hire internal charges due to ceasing operation at Truscott Street Kids Club
6811400	Vacation Care-Truscott Street Kids Club	Op Exp	57,390		(57,390)	Reduction of casual staff wages costs due to ceasing operation at Truscott Street Kids Club
6811402	Vacation Care-Cladesville Kids Club	Op Exp	2,720	1,182	2,110	Additional Vacation Care Program costs funded by extra grant funding
6811403	Vacation Care-Ryde 5-2-7 s Kids Club	Op Exp	1,210		(1,210)	Reduction of materials costs due to ceasing operation at Ryde 5-2-7's Kids Club
6811403	Vacation Care-Ryde 5-2-7 s Kids Club	Op Exp	420		(420)	Reduction of plant hire external charge due to ceasing operation at Ryde 5-2-7's Kids Club
6811403	Vacation Care-Ryde 5-2-7 s Kids Club	Op Exp	3,250		(3,250)	Reduction of excursions costs due to ceasing operation at Ryde 5-2-7's Kids Club
6811403	Vacation Care-Ryde 5-2-7 s Kids Club	Op Exp	210		(210)	Reduction of plant hire internal charges due to ceasing operation at Ryde 5-2-7's Kids Club
6811403	Vacation Care-Ryde 5-2-7 s Kids Club	Op Exp	32,800		(32,800)	Reduction of casual staff wages costs due to ceasing operation at Ryde 5-2-7's Kids Club
6911281	Brush Farm House Business Plan	NCP Exp	50,000		(15,029)	Adjust: carryover to amount available for Brush Farm House Business Plan
6911281	Brush Farm House Business Plan	From Res	(50,000)		15,029	Adjust: carryover to amount available for Brush Farm House Business Plan
6811400	Vacation Care-Truscott Street Kids Club	To Res			17,500	Transfer Vacation Care Program grant to reserve due to ceasing operation at Truscott Street Kids Club
6811403	Vacation Care-Ryde 5-2-7 s Kids Club	To Res			17,500	Transfer Vacation Care Program grant to reserve due to ceasing operation at Ryde 5-2-7's Kids Club
<b>Total Community and Cultural program</b>					<b>44,284</b>	
<b>Risk Management program</b>						
1611135	Insurance Premiums	Op Exp	42,000		70,000	Increase budget to fund insurance claim settlement
1630109	Complaint Investigation External	NCP Exp	15,000	13,507	20,000	Additional funding is required to cover further external investigation costs
1611135	Insurance Premiums	From Res			(70,000)	Insurance claim settlement to be funded from insurance fluctuations reserve
<b>Total Risk Management program</b>					<b>20,000</b>	

**ITEM 4 (continued)**

**ATTACHMENT 2**

**Quarterly Changes Report - Detailed**

APPENDIX B

		Approved Budget 2011/2012	Actual 2011/2012	Proposed Changes 2011/2012	Comments
<b>Paths and Cycleways program</b>					
4724198	Bike Route- LL12 Epping Rd - Shrimps Creek to Lyon Park R	Cap Inc		(47,458)	Carryover income for Bike Route- LL12 Epping Road project
4724271	SUP Lane Cove Road (between Epping Road and Paul Street)	Cap Inc	(19,082)	13,891	Adjust: carryover to amount available for SUP Lane Cove Rd (Epping Rd & Paul St)
4724275	Epping Rd-Stage 1 (Wicks Rd to No. 84 Epping Rd)	Cap Inc	(5,538)	23,462	Adjust: carryover to amount available for Epping Rd SUP (Wicks Rd - 84 Epping Rd).
4724276	Epping Rd-Stage 2 (No. 84 - No. 110 Epping Rd)	Cap Inc	(23,000)	17,001	Adjust: carryover to amount available for Epping Rd - Stage 2 ( 84-110 Epping Rd)
4724277	Epping Rd-Stage 3 (No. 110 Epping Rd To Lane Cove Rd)	Cap Inc	(21,451)	75,49	Adjust: carryover to amount available for Epping Rd -110 Epping Rd to Lane Cove Rd
4724278	North Ryde to MQ University Bicycle & Pedestrian shared Path	Cap Inc	(300,000)	31,925	Adjust: carryover to amount available for North Ryde - MACQ Uni Bike& Pedes- trian
4724198	Bike Route- LL12 Epping Rd - Shrimps Creek to Lyon Park R	Cap Exp		47,458	Adjust: carryover to amount available for Bike Route- LL12 Epping Road project
4724209	Adelaide Street (ES Bennett Street - Constitution Road)	Cap Exp	27,000	(6,636)	Adjust: carryover to amount available for Adelaide Street project
4724214	College St (SS no 18 - Frank)	Cap Exp	20,000	(6,235)	Adjust: carryover to amount available for College Street project
4724220	Merton St (WVS Shackel - Amiens)	Cap Exp	51,000	(13,008)	Adjust: carryover to amount available for Merton Street
4724271	SUP Lane Cove Road (between Epping Road and Paul Street)	Cap Exp	37,000	(13,891)	Adjust: carryover to amount available for SUP Lane Cove Rd (Epping Rd & Paul St)
4724275	Epping Rd-Stage 1 (Wicks Rd to No. 84 Epping Rd)	Cap Exp	29,000	(23,462)	Adjust: carryover to amount available for Epping Rd SUP (Wicks Rd - 84 Epping Rd)
4724276	Epping Rd-Stage 2 (No. 84 - No. 110 Epping Rd)	Cap Exp	40,000	(17,001)	Adjust: carryover to amount available for Epping Rd - Stage 2 ( 84-110 Epping Rd)
4724277	Epping Rd-Stage 3 (No. 110 Epping Rd To Lane Cove Rd)	Cap Exp	29,000	(75,49)	Adjust: carryover to amount available for Epping Rd -110 Epping Rd to Lane Cove Rd
4724278	North Ryde to MQ University Bicycle & Pedestrian shared Path	Cap Exp	300,000	(31,925)	Adjust: carryover to amount available for North Ryde - MACQ Uni Bike& Pedes- trian

**ITEM 4 (continued)**

**ATTACHMENT 2**

**Quarterly Changes Report - Detailed**

APPENDIX B

			Approved Budget 2011/2012	Actual 2011/2012	Proposed Changes 2011/2012	Comments
4724209	Adelaide Street (ES Bennett Street - Constitution Road)	From Res	(27,000)		6,636	Adjust: carryover to amount available for Adelaide Street project
4724214	College St (SS no 18 - Frank)	From Res	(20,000)		6,235	Adjust: carryover to amount available for College Street project
4724220	Meriton St (WVS Shackel - Amiens)	From Res	(51,000)		13,008	Adjust: carryover to amount available for Meriton Street
<b>Total Paths and Cycleways program</b>						
<b>Environmental program</b>						
2711001	Environment & Planning Administration	Op Exp	1,500	5,861	4,500	Annual subscription to NSW Planning & Development legislation updates
3111405	Climate Change Management	NCP Inc		(3,920)	(4,900)	Home Power Savings grant
8430033	Sustainable Business Program	NCP Inc	(32,500)		32,500	Correct budget allocation for Business Audit program - grant funding project
3111405	Climate Change Management	NCP Exp		5,200	4,900	Home Power Savings project..
8411036	Catchment Connections Project	NCP Exp		11,037	12,000	Contractors cost for Environmental Catchment Connect program funded by unspent grant reserve
8411036	Catchment Connections Project	NCP Exp		3,639	3,700	Advertising costs for Environmental Catchment Connect program funded by unspent grant reserve
8411036	Catchment Connections Project	NCP Exp		1,544	1,600	Food costs for Environmental Catchment Connect program funded by unspent grant reserve
8411036	Catchment Connections Project	NCP Exp			(17,300)	Transfer from unspent grant fund reserve to fund Environment Catchment Connect program
8411338	Business Audit Program	NCP Exp	21,766		70,656	Sydney Water Business Audit Program Transfer from Unspent the Grant
8411358	River to River Corridors Project	NCP Exp	109,390		(6,000)	Rivers to Rivers Corridor Transfer from Unspent the Grant
8430033	Sustainable Business Program	NCP Exp	65,000		(65,000)	Correct budget allocation for Business Audit program - grant funding project
8411338	Business Audit Program	From Res	(21,766)		2,034	Adjust: carryover to amount available Business Audit Program
8411338	Business Audit Program	From Res			(72,690)	Transfer from Unspent the Grant to fund the project
8411358	River to River Corridors Project	From Res	(25,000)		25,000	Adjust: carryover to amount available Rivers to Rivers Corridor - grant funding project
8411358	River to River Corridors Project	From Res	(18,933)		(19,000)	Rivers to Rivers Corridor Transfer from Unspent the Grant
<b>Total Environmental program</b>					<b>(28,000)</b>	

**ITEM 4 (continued)**

**ATTACHMENT 2**

**Quarterly Changes Report - Detailed**

APPENDIX B

		Approved Budget 2011/2012	Actual 2011/2012	Proposed Changes 2011/2012	Comments
<b>Strategic City program</b>					
1011234	Strategic Unit	Op Exp	12,000	14,000	"WEMGS Silver award and associated events program \$8000 Consultant Fees for General Manager's Performance Review as per Council Resolution \$6000"
<b>Total Strategic City program</b>				<b>14,000</b>	
<b>Land Use Planning program</b>					
4111001	Strategic Planning Administration	Op Exp	13,000	13,000	External recruitment fee for the Place Manager
4111002	S94 Development Contributions Plan	Op Exp	18,364	10,000	Increase budget on ID forecast (\$8,000/annum and quarterly payment for Residex 1,500/annum) to reflect the actual spending
4111374	Aboriginal -Heritage Office Partner-ship	NCP Exp	8,539	25,911	Funding required to cover the partnership with the Aboriginal Heritage Office Partnership
4130021	Heritage Identification	NCP Exp	20,000	6,500	Increase budget due to revise the scope in the project brief
4111374	Aboriginal -Heritage Office Partner-ship	From Res	(8,800)	8,089	Adjust carryover to amount available Aboriginal Heritage Office Partnership
4130062	Macquarie Park DCP	From Res		(200,000)	Source funding adjustment
<b>Total Land Use Planning program</b>				<b>(136,500)</b>	
<b>Traffic &amp; Transport program</b>					
4940004	Traffic Calming Devices	Cap Inc		(45,000)	New Black Spot grant from RTA
4940270	Traffic Signal Design & Construction	Cap Inc		(17,500)	New RTA grant
50005	Traffic Facilities Renewal	Cap Inc		(45,000)	New Black Spot grant from RTA
50005	Traffic Facilities Renewal	Cap Exp	60,000	45,000	Increase grant expenditure due to additional grant
4940004	Traffic Calming Devices	Cap Exp	360,000	45,000	Increase grant expenditure due to additional grant
4940270	Traffic Signal Design & Construction	Cap Exp		17,500	Increase grant expenditure due to additional grant
<b>Total Traffic &amp; Transport program</b>					



**ITEM 4 (continued)**

**ATTACHMENT 2**

**Quarterly Changes Report - Detailed**

APPENDIX B

Organisational Development program		Approved Budget 2011/2012	Actual 2011/2012	Proposed Changes 2011/2012	Comments
1030098	Workforce Plan	NCP Exp		20,000	Brought forward Workforce plan to 2011/12 (budgeted in 2012/13).
<b>Total Organisational Development program</b>				<b>20,000</b>	
<b>Regulatory program</b>					
3511001	Building & Land Use Enforcement Administration	Op Inc	(20,500)	(49,664)	(54,500) Additional hoarding fees due to major developments in Gladesville
3711213	Routine Inspections	Op Inc	(220,000)	(79,800)	Income forecasts for new SEHO position have been duplicated
3211175	Weeds Management	NCP Exp	2,000	1,188	Additional costs for Noxious Weeds Management program to be funded by unspent grant
3211175	Weeds Management	From Res	(4,000)	(9,580)	Transfer from unspent grant fund reserve to fund Noxious Weeds Management program
<b>Total Regulatory program</b>				<b>500</b>	
<b>Waste and Recycling program</b>					
5810403	DWM Disposal OPEX	Op Exp		53,920	Index applied to these 2 accounts was incorrect and needed refinement by Waste for accuracy
5810403	DWM Disposal OPEX	Op Exp	1,460,860	371,844	Index applied to these 2 accounts was incorrect and needed refinement by Waste for accuracy
5840031	Porters Creek Depot Reconfiguration	Cap Exp		200,000	Correct budget allocation
5840032	Porters Creek Depot Protection Earthwork	Cap Exp		800,000	Correct budget allocation
5940031	Porters Creek Depot Reconfiguration	Cap Exp	200,000	(200,000)	Correct budget allocation
5940032	Porters Creek Depot Protection Earthwork	Cap Exp	800,000	(800,000)	Correct budget allocation
5810001	DWM Unit Management	From Res	(1,906,445)	23,745	Balance transfers to/from reserves for Plant & Fleet for 2011/2012 to bring budget to account
5810401	DWM Education OPEX	From Res	(235,850)	(7,650)	Balance transfers to/from reserves for Plant & Fleet for 2011/2012 to bring budget to account

**ITEM 4 (continued)**

**ATTACHMENT 2**

**Quarterly Changes Report - Detailed**

APPENDIX B

		Approved Budget 2011/2012	Actual 2011/2012	Proposed Changes 2011/2012	Comments
5810403	DWM Disposal OPEX	From Res	(3,593,820)	(293,500)	Transfer from DWM reserve to fund adjustments to expenditure budget.
5810404	DWM Waste Billing OPEX	From Res	(398,520)	83,287	Balance transfers to/from reserves for Plant & Fleet for 2011/2012 to bring budget to account
5810405	DWM Roadside Collection OPEX	From Res	(180,490)	(151,560)	Balance transfers to/from reserves for Plant & Fleet for 2011/2012 to bring budget to account
5810408	DWM Landfill OPEX	From Res	(196,460)	240	Balance transfers to/from reserves for Plant & Fleet for 2011/2012 to bring budget to account
5810410	DWM Litter Prevention OPEX	From Res	(259,810)	146,450	Balance transfers to/from reserves for Plant & Fleet for 2011/2012 to bring budget to account
5810411	DWM Community Waste Programs OPEX	From Res	(138,660)	51,850	Balance transfers to/from reserves for Plant & Fleet for 2011/2012 to bring budget to account
5840031	Porters Creek Depot Reconfiguration	From Res		(200,000)	Correct budget allocation
5840032	Porters Creek Depot Protection Earthwork	From Res		(800,000)	Correct budget allocation
5940031	Porters Creek Depot Reconfiguration	From Res	(200,000)	200,000	Correct budget allocation
5940032	Porters Creek Depot Protection Earthwork	From Res	(800,000)	800,000	Correct budget allocation
<b>Total Waste and Recycling program</b>				<b>146,362</b>	
<b>Internal Corporate Services program</b>					
1311110	Financial Assistance Grant	Op Inc	(2,026,430)	(394,127)	Adjust: Financial Assistance Grant due to 2012 year's grant received in 2011
2211097	Employee Assistance Program	Op Exp		5,108	Renewal of contract with PPC Worldwide for provision of EAP services to staff
2411442	Chameleon - Powerbudget Maint	Op Exp		14,400	Chameleon - Powerbudget Maintenance costs
5710418	Internal Plant Recovery	Op Exp	(290,070)	(72,516)	Balance transfers to/from reserves for Plant & Fleet for 2011/2012 to bring budget to account
5790001	Plant Suspense Control	Op Exp	290,070	285,070	Balance transfers to/from reserves for Plant & Fleet for 2011/2012 to bring budget to account
2230119	Skin Cancer Check and Awareness Program	NCP Exp		15,000	Skin Cancer Check and Awareness program, funded by reserve
2424284	Budgeting Tool Software - Purchase	Cap Exp	100,000	35,600	Purchase of Chameleon - Powerbudget Business Module
50020	Information Technology Renewals	Cap Exp	600,000	(20,000)	Reduce budget to reflect the actual spending



**ITEM 4 (continued)**

**ATTACHMENT 2**

**Quarterly Changes Report - Detailed**

APPENDIX B

		Approved Budget 2011/2012	Actual 2011/2012	Proposed Changes 2011/2012	Comments
1311110	Financial Assistance Grant:	From Res		(530,897)	Transfer from Reserves 2010/2011 Financial Assistance Grant
2230119	Skin Cancer Check and Awareness Program	From Res		(15,000)	Transfer from reserve to fund Skin Cancer Check and Awareness program
2424284	Budgeting Tool Software - Purchase	From Res		(50,000)	To fund purchase Chameleon Business Case Bid Module
5710001	Fleet Services Unit Management OPEX	From Res		(94,060)	Balance transfers to/from reserves for Plant & Fleet for 2011/2012 to bring budget to account
5710004	Group Management Charge/Recovery	From Res		(36,040)	Balance transfers to/from reserves for Plant & Fleet for 2011/2012 to bring budget to account
5710412	Mechanics Workshop OPEX	From Res		(180,040)	Balance transfers to/from reserves for Plant & Fleet for 2011/2012 to bring budget to account
5720415	Fleet Purchases-Light Commercial	From Res		(190,000)	Balance transfers to/from reserves for Plant & Fleet for 2011/2012 to bring budget to account
5710418	Internal Plant Recovery	To Res		575,140	Balance transfers to/from reserves for Plant & Fleet for 2011/2012 to bring budget to account
5790001	Plant Suspense Control	To Res		(272,939)	Balance transfers to/from reserves for Plant & Fleet for 2011/2012 to bring budget to account
<b>Total Internal Corporate Services program</b>				<b>(317,717)</b>	
<b>GRAND TOTAL</b>				<b>(125,288)</b>	

**ITEM 4 (continued)**

**ATTACHMENT 2**

APPENDIX C

**Consolidated Income & Expenditure Estimates**

**Includes all Special Rates & Levies**

PROJECTED OPERATING RESULT	Original Budget 2011/2012 \$'000	C/Over Budget 2011/2012 \$'000	TOTAL Original Budget 2011/2012 \$'000	Sep Changes 2011/2012 \$'000	Dec Changes 2011/2012 \$'000	Mar Changes 2011/2012 \$'000	Jun Carryovers 2011/2012 \$'000	Jun Changes 2011/2012 \$'000	PROPOSED Budget 2011/2012 \$'000	ACTUAL YTD 2011/2012 \$'000
<b>OPERATING REVENUE</b>										
Rates & Annual Charges	58,135		58,135						58,135	58,461
User Charges & Fees	11,433		11,433	(156)					11,276	5,235
Interest	3,081		3,081						3,081	1,510
Other Operating Revenue	5,793		5,793	55					5,848	2,273
Operating Grants & Contributions	6,450	65	6,515	(475)					6,040	1,966
<b>TOTAL OPERATING REVENUE</b>	<b>84,892</b>	<b>65</b>	<b>84,958</b>	<b>(577)</b>					<b>84,381</b>	<b>69,445</b>
<b>OPERATING EXPENSES</b>										
Employee Costs	36,262	50	36,311	(52)					36,259	13,168
Materials & Contracts	24,842	926	25,768	658					26,426	6,941
Borrowing Costs	596		596						596	108
Other Operating Expenses	9,264	9	9,273	132					9,405	3,622
<b>TOTAL OPERATING EXPENSES</b>	<b>70,964</b>	<b>984</b>	<b>71,949</b>	<b>738</b>					<b>72,687</b>	<b>23,839</b>
<b>Operating Result Before Capital Amounts</b>	<b>13,928</b>	<b>(919)</b>	<b>13,009</b>	<b>(1,315)</b>					<b>11,694</b>	<b>45,605</b>
Capital Grants & Contributions	217	1,896	2,113	884					2,997	963
In-kind Contributions	23,143		23,143						23,143	
Net Gain / (Loss) on Disposal of Asset:										(146)
<b>Total Capital Income</b>	<b>23,360</b>	<b>1,896</b>	<b>25,257</b>	<b>884</b>					<b>26,141</b>	<b>816</b>
<b>Operating Result Before Depreciation</b>	<b>37,288</b>	<b>977</b>	<b>38,266</b>	<b>(431)</b>					<b>37,835</b>	<b>46,422</b>
Depreciation & Impairment	19,137		19,137						19,137	305
<b>Operating Result</b>	<b>18,151</b>	<b>977</b>	<b>19,129</b>	<b>(431)</b>					<b>18,698</b>	<b>46,116</b>

**ITEM 4 (continued)**

**ATTACHMENT 2**

APPENDIX C

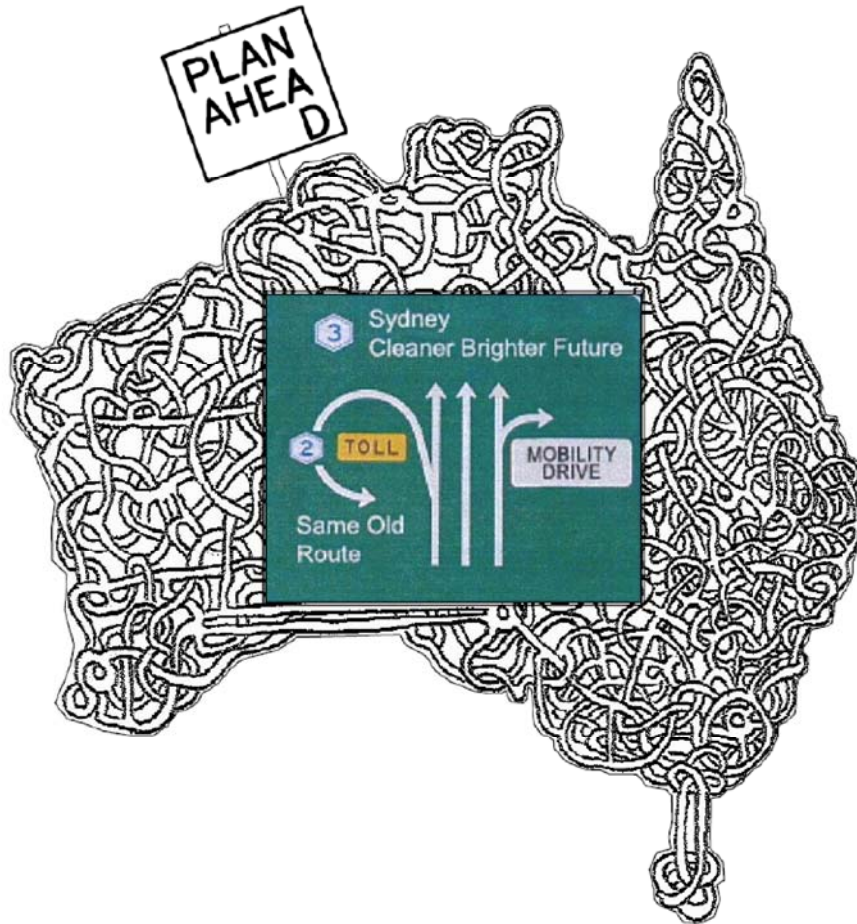
**Consolidated Income & Expenditure Estimates**

**Includes all Special Rates & Levies**

	Original Budget 2011/2012 \$'000	C/O'over Budget 2011/2012 \$'000	TOTAL Original Budget 2011/2012 \$'000	Sep Changes 2011/2012 \$'000	Dec Changes 2011/2012 \$'000	Mar Changes 2011/2012 \$'000	Jun Carryovers 2011/2012 \$'000	Jun Changes 2011/2012 \$'000	PROPOSED Budget 2011/2012 \$'000	ACTUAL YTD 2011/2012 \$'000
<b>OPERATING RESULT</b>	18,151	977	19,129	(431)					18,698	46,116
Funding										
ADD (Non-Cash) - Depreciation	19,137		19,137						19,137	305
ADD (Non-Cash) - ELE Accruals										
ADD (Non-Cash) - Interest on Security Deposits - Accruals										
ADD Book Value of Assets Disposed	890		890						890	543
<b>Cash Available to Fund Capital Expenditure</b>	<b>38,178</b>	<b>977</b>	<b>39,156</b>	<b>(431)</b>					<b>38,725</b>	<b>46,965</b>
<b>CAPITAL EXPENDITURE</b>										
Community Life	4,114	727	4,841	140					4,980	341
Environment & Planning	2,450	8	2,458	(350)					2,108	48
Public Works	34,803	5,813	40,616	1,505					42,121	4,070
Corporate Services	1,790	341	2,131	121					2,251	174
<b>TOTAL CAPITAL EXPENDITURE</b>	<b>43,157</b>	<b>6,888</b>	<b>50,045</b>	<b>1,415</b>					<b>51,460</b>	<b>4,634</b>
<b>Cash Flow to Fund</b>	<b>(4,979)</b>	<b>(5,910)</b>	<b>(10,889)</b>	<b>(1,846)</b>					<b>(12,735)</b>	<b>42,331</b>
<b>Financed by:</b>										
Opening Working Capital	3,401	804	4,205						4,205	4,205
<b>Borrowings</b>										
New Borrowings										
Less: Loan Repayments	(381)		(381)						(381)	(214)
Net Loan Funds (Payments/Receipts)	(381)		(381)						(381)	(214)
<b>Reserves</b>										
Closing Working Capital	5,052	5,910	10,962	1,971					12,933	
	<b>3,093</b>	<b>804</b>	<b>3,897</b>	<b>125</b>					<b>4,022</b>	<b>46,321</b>

**ITEM 13 (continued)**

**ATTACHMENT 2**



**The conundrum we face in fixing our transport networks in urban centres and how Personal Mobility Devices (PMDs) are one major key to improvement.**



## ITEM 13 (continued)

## ATTACHMENT 2

### Forward

After so long in the industry it was a surprise to discover a solution to improve urban transportation had been staring me in the face. As usual, hindsight is a wonderful thing. It is not too late to catch up any lost opportunities though.

As an accomplished change agent it would be naïve and unwise to think that gaining acceptance is easy. The reality is that the 'convincing' will be actually more difficult than the 'implementation'. No amount of studies completed, professional memberships or board positions held have assisted any of the other proponents for change in this area to gain consent to date.

Why?

The above realisation coincided with my reaching 45 and having the standard mid-life crisis; including buying the sports car. It was precisely at this time, after 29 years of plotting for ways to obtain bigger budgets to 'fix' the problem and looking for new problems to fix, that I realised I was part of the problem!

Maybe other proponents were part of the problem too?

Why?

Almost every single paper I've read whilst researching alternative transportation solutions showed a bias towards one genre! Even the best barely touched on areas of expertise outside the authors' discipline. Some even quite deliberately left socioeconomic considerations aside.

➤ **To change something significantly all sciences have to be considered.**

After researching other solutions offered I discovered one common and very significant problem. Many of the solutions are so expensive, so complex and so difficult to develop that they may actually become redundant before they're ever built.

➤ **Any improvements offered to society need to be affordable, timely and welcomed by the greater majority to be successful.**

Lastly, the disproportionate amount of communication that sees the vocal minority being heard easily drowns out the quieter majority. Samuel Johnson quoted in 1759, "Nothing will ever be attempted if all possible objections must first be overcome." Failure to read the signs and understand what the majority are thinking has led to many major projects failing - or not even starting. This has been a risk for the government and will continue to grow in magnitude as our transportation systems incrementally fail; or we go broke attempting to stop it happening! Either way, the risks are increasing! And those silent majorities get to speak very clearly every three or four years.

➤ **The silent majority are often only silent until the last minute or polling day.**

The one group that is held accountable in the end isn't the scientists, engineers, doctors and academics: it's the politicians. Politicians can be good or bad, but I haven't witnessed many good ones who last more than one term that can't read what the silent majority really want...

➤ **The silent majority want a better transport system; not necessarily a more expensive one!**

## ITEM 13 (continued)

## ATTACHMENT 2

### Executive Summary

The world is facing a major challenge:

- 🚦 Urban transportation systems are becoming increasingly chaotic by the day.
- 🚦 Congestion on our road networks is getting worse.
- 🚦 Squeezing disproportionately large infrastructure into densely populated areas has become prohibitively expensive.

What more can we expect from a retro-fit solution? Anything designed afterwards is always going to be more difficult to build and maintain.

If the enormous cost doesn't break us - the social impact more than likely will.

"Car-maggon" is killing our environment and our infrastructure budgets.

Growing infrastructure costs will continue to threaten our standard of living unless we find a way of supporting and implementing change that can deliver more than what we've already got – with what we already have.

The facts can no longer be ignored:

- 🚦 43% of car trips completed on weekdays are less than 10 kms, and well over 50% of those cars contain just one person.
- 🚦 Countries such as ours, which are car dependent, see 15.5% of our wealth go towards transportation costs.

We MUST reduce our dependence on private vehicles, but any solution to this dilemma will require thinking differently, not something bureaucracies have been renowned for doing.

Forward thinking countries are embracing this challenge head-on – so far, Australia has not.

Why?

Because we think that by using tired, outdated and prohibitively expensive solutions we'll be OK. This option is considered 'safe' because it has less political risk to those having to make decisions.

Never before has an opportunity presented itself that is so simple that can improve our urban transport problems ... AND our way of life - an opportunity that many other countries have wholeheartedly adopted which embraces social, lifestyle and environmental benefits. It's an idea that is as simple as the wheel itself....

#### ***It's the Personal Mobility Device.***

A transportation revolution that is already helping to solve one of the world's most challenging urban development problems in many countries could be used here?

Mr Albanese, PMDs can help you fulfil your initiative to reduce greenhouse gas emissions because PMDs cut CO<sub>2</sub> pollution dramatically.

PMDs can expand the reach of bus interchanges, train stations and airport travel nodes without the need for extra car parking spaces to be built.



## ITEM 13 (continued)

## ATTACHMENT 2

Those people only travelling a short distance who decide to use their PMD to travel the whole way, will relieve congestion on bus and train networks to those who are not using PMDs for inter-modal connectivity.

Today's PMDs are safer, smaller, lighter and much smarter in their design. Most will fold-up into a bag and can be carried on public transport.

Because PMDs have an electric motor, more people will use PMDs over the physical challenge of a bike – no sweat! White collar workers don't want to arrive at work sweaty, nor do all have the capacity to find somewhere to store a bicycle.

With the introduction of some guidelines PMDs can very safely integrate into our societies, as they have in other places.

The two biggest obstacles currently inhibiting progress is our archaic laws related to footpath use and the law that says a PMD is a **motor vehicle**.

In the USA, almost every State permits the use of PMDs. The same is true in Germany, France, Spain, Italy, Belgium, The Netherlands, Switzerland, Portugal and Greece.

In Canada, a study found PMDs to be far superior and safer than other legal transportation devices, but Australia is still being left behind. The existing law currently makes riding PMDs on a footpath in Australia illegal, yet "Gophers" (which weigh up to 10 times more than PMDs) which are inherently unstable by design are considered acceptable. This outmoded legislation and the cascading regulations in Australia must be changed.

Please Mr Albanese, allow incremental and evolutionary change to occur by amending the Australian Design Rules<sup>92</sup>. It's a small and very affordable change which will produce a lot of good for all Australians, especially those in urban centres.

**ITEM 13 (continued)**

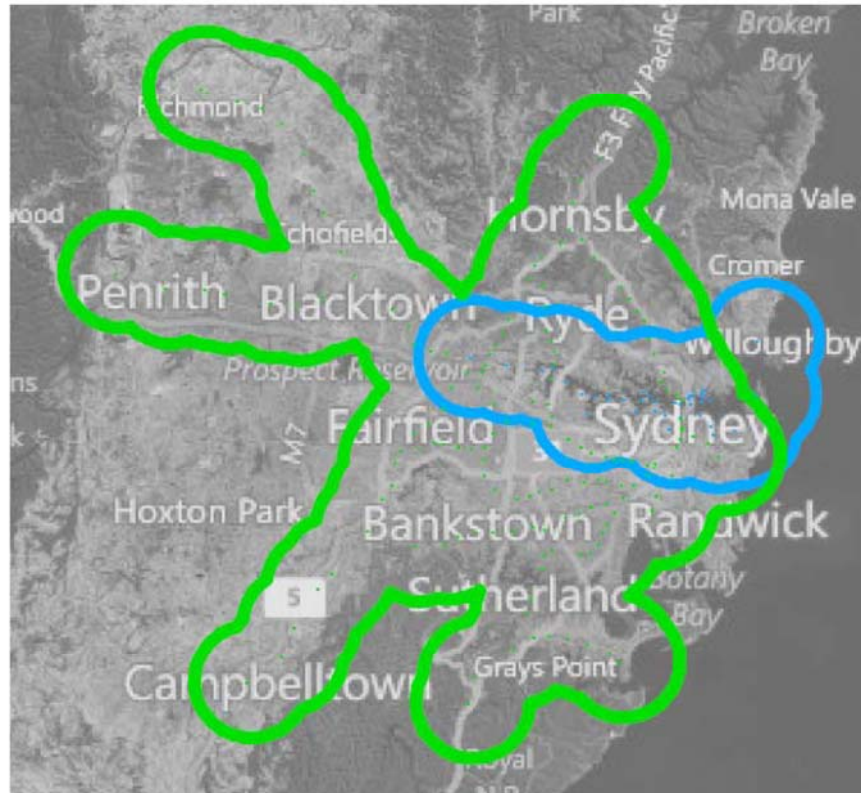
**ATTACHMENT 2**


**The Holy Grail of transport; low cost, low impact, low risk and low maintenance interconnectivity between all modes, all demographics and all geographic locations is finally within the Government's grasp.....**


**ITEM 13 (continued)**

**ATTACHMENT 2**

**Sydney**



 The green line represents a radius of only 5 km from a railway station.

 The blue line represents a 5 km radius from a ferry terminal.

(Bus routes left off for clarity only)

(As you read this paper there are many references to 5 and 10 km trips. The “Missing distance” is often referred to. This map gives some context to one of the many things I’m trying to achieve.)

**ITEM 13 (continued)**

**ATTACHMENT 2**

**INDEX**

<b>Forward .....</b>	<b>2</b>
<b>Executive Summary .....</b>	<b>3</b>
<b>1. Personal Mobility Is One Major Key To Improvement. ....</b>	<b>10</b>
<b>2. We've got a Huge Risk and Opportunity .....</b>	<b>10</b>
<b>3. If We Act Now The Social And Economic Risk Will Dramatically Decrease? .....</b>	<b>11</b>
<b>4. We Already Have A Solution We Just Can't See It! .....</b>	<b>13</b>
i. Volkswagen .....	13
ii. Toyota .....	14
iii. Fratoni .....	14
iv. GoPet .....	14
v. Amantide .....	14
vi. YikeBike .....	15
vii. MoVete .....	15
viii. Solowheel .....	15
ix. Urban Mobility Europe: 'Qugo' .....	16
x. Honda .....	16
xi. Lexus .....	17
<b>5. Predictions and Opportunities .....</b>	<b>18</b>
<b>6. The Market Supports the Solution .....</b>	<b>19</b>
<b>7. We Can Save What the GFC and Carbon Tax Took Away .....</b>	<b>19</b>
<b>8. The Solution Outweighs the Perceived Problems 100 Fold .....</b>	<b>20</b>
<b>9. The Introduction of Personal Mobility Devices Will Dramatically Improve Not Only Transport, But Our Whole Life .....</b>	<b>21</b>
<b>10. There Is a Piece of the Jig-Saw Missing .....</b>	<b>23</b>
<b>The Missing Distance .....</b>	<b>24</b>
<b>11. Where Can We Use Personal Mobility Devices? .....</b>	<b>25</b>
<b>12. Extra Space to Transport People Not Being Utilised .....</b>	<b>25</b>
<b>13. How Do We Address the Introduction of PMDs Locally<sup>99</sup>? .....</b>	<b>27</b>
<b>14. The Argument for Continuing the Way we are heading is flawed .....</b>	<b>27</b>
<b>15. I'm Almost Convinced We Need to Do Something A Bit Different, But I Need to Know I Have Support for Change in Australia? .....</b>	<b>31</b>
i) Austroads Operational Impacts of Alternative Private Passenger Vehicles .....	33
ii) Alternative personal transportation: Bridging the gap between cars and sustainable transport .....	33

**ITEM 13 (continued)**

**ATTACHMENT 2**

iii) The Infrastructure Providers.....	33
iv) The Road Transport Industry.....	33
v) The NRMA.....	34
vi) The Police.....	35
vii) Infrastructure Australia.....	36
<b>16. A Mountain of Additional Evidence and Research .....</b>	<b>37</b>
<b>17. Countries that have legalised Personal Mobility Devices .....</b>	<b>38</b>
<b>18. Can Society Afford More Infrastructure?.....</b>	<b>38</b>
i) Has our expenditure been keeping up? .....	40
ii) For every action there is an equal and opposite reaction.....	40
<b>19. Are we objectively assessing our needs? .....</b>	<b>42</b>
<b>20. Needing Industry's Help: we haven't a choice really!.....</b>	<b>44</b>
<b>21. The other side of the argument is just as risky .....</b>	<b>44</b>
<b>22. Solutions Of Yesterday Worked Then, But Won't Now. ....</b>	<b>44</b>
<b>23. We're not good at Recognising There Is a Social Element .....</b>	<b>45</b>
<b>25. The Real Cost Of Travel: Travel Time Budgets and Convenience.....</b>	<b>47</b>
<b>26. Personal Mobility Devices Are Great For Half the Trips.....</b>	<b>49</b>
<b>27. Personal Mobility Devices Will Cut Carbon Use Dramatically .....</b>	<b>50</b>
<b>28. Bicycle versus PMD: the facts about CO<sub>2</sub>.....</b>	<b>52</b>
<b>29. Management of Personal Mobility Devices.....</b>	<b>53</b>
<b>30. 'Hidden' Safety Misconceptions: Lies, Dammed Lies and Statistics .....</b>	<b>54</b>
<b>31. How Do We Create A Method That Introduces Change When All Change Harbours Risk? .....</b>	<b>57</b>
<b>32. Why Don't Our Experts Embrace Change then, if it's so essential?.....</b>	<b>58</b>
<b>33. 'Pork Barrelling' was supposed to stop with the Introduction of Infrastructure Australia .....</b>	<b>60</b>
<b>34. Some Examples of Studies into the Safety of PMDs .....</b>	<b>61</b>
<b>35. Accident Risk.....</b>	<b>63</b>
<b>36. Misconceptions: A Tale of Two Cities, Dublin and Melbourne. ....</b>	<b>63</b>
Why the difference? .....	64
<b>37. There's Safety in Numbers: by adding PMDs to Bicycle Users the Numbers of 'Like' Modes will Increase.....</b>	<b>65</b>

**ITEM 13 (continued)**

**ATTACHMENT 2**

i) Safety in Numbers in Australia <sup>97</sup> .....	65
ii) Comparison of European and US cycling and walking casualty data .....	66
iii) Cycling in Sweden and walking in Canada .....	67
iv) Smeed's Law .....	67
<b>38. There is only One other Justification that isn't Mentioned Anywhere.....</b>	<b>67</b>
<b>39. I'm convinced Terry, what do we need to do? <sup>92</sup> .....</b>	<b>67</b>
<b>40. Conclusion .....</b>	<b>68</b>
<b>APPENDIX .....</b>	<b>70</b>
A) Commuters all at Sea as Government's lose the Plot.....	70
<b>B) Misconceptions Control the Law .....</b>	<b>71</b>
i) Bicycle helmets - a road safety hazard? .....	71
ii) The problems with helmets .....	72
iii) Have helmet laws increased casualties for non-cyclists? .....	74
iv) Helmet wearers may compensate by cycling less safely .....	75
v) Public health hampered by false perception of cycling risk .....	75
vi) Effects on head injuries or deaths among cyclists.....	76
<b>References:.....</b>	<b>77</b>
<b>The Law Changes.....</b>	<b>83</b>
<b>Stage 1 (Federal Level): .....</b>	<b>83</b>
<b>Stage 2 (State Level): .....</b>	<b>83</b>

Artwork by Fred De Belin

Cover page sign insert by TAKEONE Productions

**Disclaimer by author:**

I do not own shares in any business or agency or am in any way linked to any other company or person/s or business.

Unless referenced, the views expressed in this document are solely the views of myself and do not represent any other individual, group or organisation. I welcome extracts to be made in full context only with my expressed approval in writing.

I am not aligned to any political party or parties.



**ITEM 13 (continued)**

**ATTACHMENT 2**

**1. Personal Mobility Is One Major Key To Improvement.**



**2. We've got a Huge Risk and Opportunity**

How we should improve our urban transportation systems is one of the most perplexing problems faced by people planning our cities today. I've been involved in the transportation industry for nearly 29 years and the more I have learned, the more I realise I didn't know. So I decided I needed to go *back to basics*. After doing this I found that in trying so hard to look for a solution sophisticated enough to assist us all, as usual, I'd overlooked a simple solution.

There is something we can quite easily achieve to move people. It is inexpensive to both government and the country's population: it is unobtrusive; it has been proven to work in many countries and will actually add efficiencies to our existing networks, extend asset usefulness and improve urban amenity. More importantly, it won't cost us our children's inheritance, it reduces carbon emissions and it isn't onerous to implement. What is it? I'll get to that shortly.

If we continue to think yesterdays' solutions will solve tomorrows' problems, we'll continue to do what we're doing now and just add to our woes.

Now is the time to promote the truth and facilitate incremental change, not because of any purist or ideological dribble, not because of populist reactions, lobbying, protests, sponsorship or mandates - perceived or otherwise...but because the longer it takes the harder it will be.

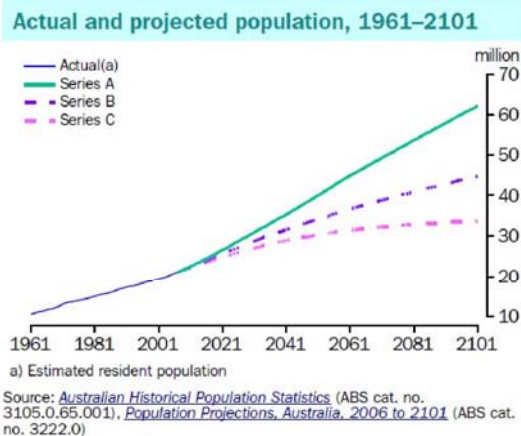
**ITEM 13 (continued)**

**ATTACHMENT 2**



**3. If We Act Now The Social And Economic Risk Will Dramatically Decrease?**

If we don't allow a change that is seamless and can grow organically (without intervention); we risk having to push quite draconian laws on to people already disillusioned with the situation. Except there will be many more disenchanted people to cope with. Just look at the population graphs below.



On top of all that, we need to get ready for an even more rapidly aging population in the near future.

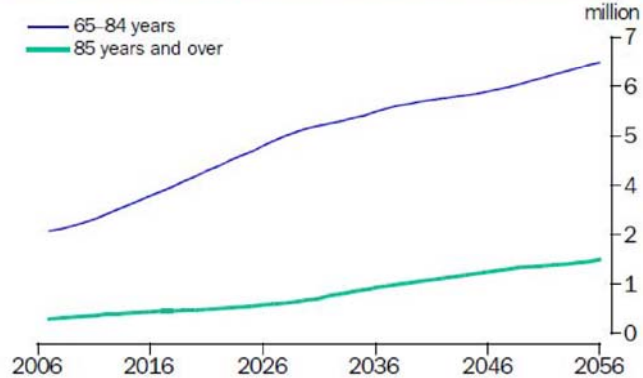
ITEM 13 (continued)

ATTACHMENT 2

*"If life expectancy were close to reaching a maximum, then the increase in the record expectation of life should be slowing; it is not."*

James Vaupel<sup>48</sup>

Projected aged populations: 2007<sup>(a)</sup>–2056, Series B



(a) Data for 2007 is estimated, all other years are projections

Source: [Population Projections, Australia, 2006 to 2101](#) (ABS cat. no. 3222.0)

- We will triple the number of people in the 64 and over age group in half a life-time.



## ITEM 13 (continued)

## ATTACHMENT 2

### 4. We Already Have A Solution We Just Can't See It!



Thomas Frey pictured; Senior Futurist at the **DaVinci Institute** and Google's top rated futurist speaker.

*"Pay close attention, there is a revolution brewing on the personal mobility end of the transportation spectrum. Nothing symbolizes personal freedom more than our ability to travel from one place to another quickly, and efficiently. But for the most part, we've been putting all our eggs into one basket – the basket of automobile transportation."*

*I will try to spell out the reasons why transportation is on the verge of dramatic change, and show you photos of a few of the unusual personal mobility devices that will play a key role in this revolution.*

*As of lately, people and their love of cars has been shifting to a craving for something better. However, the "perfect car" doesn't seem to exist. The perfect car is one that doesn't pollute, is highly efficient, is only as big as necessary for the demands of the moment, makes virtually no noise, is extremely safe, and collapses into the size of a suitcase when not in use."*



The **Department of Infrastructure and Transport's** document, 'Our Cities, Our Future - A National Urban Policy for a productive, sustainable and liveable future,' states as one of its' aims the objective to improve accessibility and reduce dependence on motor vehicles. Any improvement of any transport system is dependent on the ease of any interconnectivity. As our urban centres all suffer from the disease

of sprawl, the public will continue to use the only tool they have to gain access to any transportation...if they bother at all and don't just drive their cars the whole distance!

It is this world wide quest for something better that is priming the market for unconventional vehicles. Following are a few of the alternative transportation vehicle designs coming out of the wood-work?

#### i. Volkswagen

Dr Hackenberg shows **Volkswagen's** production-ready folding two-wheel 'EV Bik.e'.

Volkswagen states, "Several global trends are driving the need for **personal mobility solutions** - the world's population is aging rapidly, the world is drowning in excrement and



*the world's roads will become hopelessly congested within a few decades". The Bik.e has a top speed of 20 km/h, uses batteries; cable-operated disc brakes on each wheel, injection moulded and integrated LED lighting. The folding mechanism enables the bike to sit above the spare tyre in the wheel well without taking up any of the luggage space of most vehicles according to Volkswagen. Volkswagen's sustainable design expertise is beginning to look mighty*

impressive and could have yielded an iconic design for the ages – perhaps even as representative of Volkswagen's brand values as that previous icon, the Beetle: at least it



## ITEM 13 (continued)

## ATTACHMENT 2

would if it weren't **illegal in Australia**. Why? Because it hasn't got pedals!

### ii. Toyota



that you hold between your knees.

**Toyota** "Winglet" available in 3 different sizes. It was designed as a "compact everyday transport tool" that will extend the range of the average person. A small base will be set between 2 wheels powered by a small electric motor. Sensors will keep track of your vertical angle and provide movement from that measurement, at the same time ensuring a stable ride. The Winglet can be ordered in either a small, medium or large size, depending on the size of the person who will be using it. The medium and large sizes will feature a set of handlebars reaching to right below your chest, while the small version will have a set of padded grips

### iii. Fratoni



Designed by Alan Fratoni; the new brand design electric vehicle is crafted in a smooth manner, and comes with three wheels that supply a great balance. It can be charged any place without restriction of pumping it with life merely in a garage. **Personal EV brand design is an eco solution to all short distance travel; that is unless it wasn't illegal in Australia.**

(<http://www.designer-world.info/2011/05/30/personal-electric-vehicle-designed-by-alan-fratoni/>)

### iv. GoPet



The GoPet is a personal mobility device designed with a variety of markets in mind. Designed for both work and play, the GoPet is a practical and **inexpensive alternative (\$699)** for a variety of transportation needs. (<http://www.petsroll.net/index.cfm/GoPet> )

### v. Amantide



Amantide Electric Trike: This three wheeler mode of transportation was designed by Florentin Hortopan. It has seating space for a single person, with one wheel to support on the backside, and two wheels on the front side, with leg rests attached to the extensions supporting these wheels. What makes this trike more desirable is the fact that the user **can fold it up and carry it** with them to their next destination or store it



## ITEM 13 (continued)

## ATTACHMENT 2

inside their office. **It is a safe and convenient alternative for commuting short distances and contributing a bit towards the environment: at least it would be if it weren't illegal.**

### vi. YikeBike



The **YikeBike** is a smart urban personal transportation bike, designed to sustain in the increasing **congested and busy city roads** by employing state-of-the-art technology combined with superior industrial design and engineering. This electric bike costs only a **few cents to charge per day** supported by the latest nano-lithium phosphate battery technology that is not only highly functional, but also aids the environment by featuring zero carbon emission. The carbon fibre made super-strong bike weights only a bit over 10 kg with its 20 inch front wheel provides smooth and stable ride.

**To make it space efficient, the bike can be folded to a compact size in less than 15 seconds to fit almost anywhere.**

### vii. MoVete



The "MoVete" by Argentine designers Natalia Portugal and Sara Aletta de Sylvas is a personal mobility device designed for people of all ages.

**The MoVete has been especially designed for pedestrian zones in downtown Buenos Aires, where motorized vehicles are prohibited, to make streets safer for pedestrians. The new personal transport provides a safe alternative for the hundreds of office workers that move from one building to another every day in the crowded area.**

Running on batteries powered by solar panels located in charging stations installed at key points of the city, the MoVete allows easy controls, as the rider can steer the vehicle by simply moving the handle side to side.

**Moreover, you can drop by and pick up the vehicle from any station.**

### viii. Solowheel



Now, there is a new personal mobility device that wants to pick up where the Segway left off. Karen Day at CoolHunting reports that the 'Solowheel' will be available in the US in March, 2011. A "self-balancing electric unicycle," the Solowheel uses gyroscopic technology. Its 1000w rechargeable lithium-ion battery lasts two hours and can recapture energy when going downhill.

## ITEM 13 (continued)

## ATTACHMENT 2



**At 9 kilos, it can be easily carried into class or work, making it a potentially viable option on campuses or through heavy-traffic cities. Will it succeed? At \$1500, it just might. But not in Australia, as with all PMDs, they're illegal.**

And the best thing about the Solowheel is that it is the same size as a large lap-top computer to carry on public transport and only takes 45 minutes to charge.

([http://www.youtube.com/watch?v=WOOfEKi8A&feature=player\\_embedded](http://www.youtube.com/watch?v=WOOfEKi8A&feature=player_embedded))

### ix. Urban Mobility Europe: 'Qugo'



Urban Mobility Europe is a new company, responsible for running the operations and production of electrical operated vehicles such as the **Qugo**. The idea for a vehicle like Qugo found its roots in the desire to contribute to the growing demand for electric urban transportation.



A fundamental choice was made to aim at personal transport. **It's the company's vision to produce environmentally friendly short-distance transportation alternatives. Today, more and more people are using electrical operated vehicles as an eco-friendly alternative for many of the short journeys that are typically made by car or in urban environment.**

All the products of Urban Mobility Europe have one thing in common: **They benefit you by reducing gas to buy, make it easier to park, and make you fast and flexible in dense traffic. But on top of that, all products make a small but important contribution to the environment by being all 'zero-emission' vehicles.** (<http://qugo.nl/gallery/>)

### x. Honda

The **Honda** U3-X is a self-balancing one-wheeled electric vehicle. **Honda developed the U3-X** with technology originally developed for ASIMO the bipedal human robot project. Honda states that the "U" stands for unicycle and for universal.

It weighs 10 kg (22 lb) and travels at 6 km/h (3.7 mph), a similar speed to the **Toyota** Winglet. It was unveiled by Honda's CEO on September 24, 2009 and it was announced that it would be shown at the 2009 Tokyo Motor Show.



## ITEM 13 (continued)

## ATTACHMENT 2

➤ Time Magazine called it one of the 50 best inventions of 2009.

In April 2010, Honda engineers did a short demonstration of two of the devices in Times Square, New York City.



[http://www.youtube.com/watch?v=cuJRsAuCHQ&feature=player\\_embedded](http://www.youtube.com/watch?v=cuJRsAuCHQ&feature=player_embedded)  
<http://asimo.honda.com/innovations/U3-X-Personal-Mobility.aspx>

### xi. Lexus

**Lexus** has announced details of the innovative Hybrid Bicycle Concept we first spied tucked away at last year's Tokyo Motor Show. The full-carbon fibre frame hybrid (electric + human) concept includes a 240W electric motor at the front hub, eight-speed transmission, a 25.9V Lithium-ion battery and regenerative braking. The bike weighs 17kg, uses a belt drive instead of a chain and its electric motor charges in around two hours. **Illegal in Australia as it is 40watts too powerful!**



**In Australia**, motor assisted pedal cycles with electric or petrol engines are exempt from registration, provided the maximum engine output power **does not exceed 200 watts**<sup>104</sup>. This makes this **eco bike illegal here**. These vehicles must have been designed as a bicycle - that is, to be propelled by human power, with the motor attached as a supplementary aid only. Riders must follow the same road rules as for pedal cycles without motors, including wearing a helmet (See appendix: 'Misconceptions Control the Law').



Thomas Frey, Senior Futurist at the DaVinci Institute and Google's top rated futurist speaker:

"These represent just a small sample of the hundreds of vehicles now available. Since they fall outside of the current requirements for automobiles, many cities have chosen to ban them altogether until they can figure out what to do with them.

Our current infrastructure, the road system, is all about cars. Whenever a smaller alternative transportation vehicle drives onto a highway, it's at a significant disadvantage in terms of safety and risk. Currently there is no infrastructure - roads, trails, or pathways - designed for non-traditional forms of transportation". (Author; I'm not advocating PMDs to compete with cars. I view them as PEDESTRIAN or PERSONAL 'mobility

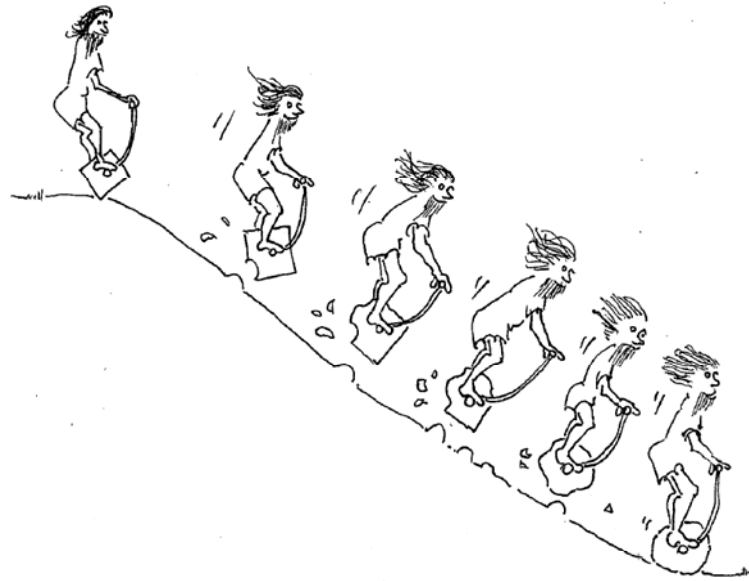
## ITEM 13 (continued)

## ATTACHMENT 2

devices', not a motor vehicle.)

- **"Most importantly any city that does not actively promote alternative transportation will by default, encourage more car usage. The one-size-fits-all thinking about cars has left some gaping holes in the transportation market, holes that some very ingenious entrepreneurs are attempting to fill."**

"Manufacturers and distributors of these vehicles are searching desperately for alternative transportation friendly communities to work with. Therein, lies the opportunity."



EUREKA!  
IT WORKS

### 5. Predictions and Opportunities

"Within the next 5 years we will see over 1,000 new alternative transportation vehicles hit the marketplace. (Non-gas powered, light weight, smaller than car vehicles)  
Much like the 'green movement', cities will begin to compete to become the most alternative transportation friendly city."

Presently alternative transportation vehicles come in a wide variety of shapes and sizes. There will be a significant opportunity for someone to develop a classification scheme around size weight and speed of vehicles. Currently there are no associations that provide market data or industry statistics. There is also a significant need for someone to lobby on behalf of the industry and create industry standards."

- **"The first city to firmly establish itself as an alternative transportation friendly city will be able to leverage it as an economic development opportunity. The entire industry is presently looking for a place to call home."**

## ITEM 13 (continued)

## ATTACHMENT 2

### 6. The Market Supports the Solution

These products are often described as Personal Mobility Devices (PMDs). They mostly cost between \$600 and \$4000, are environmentally friendly and benign in nature. The more people that recognise the many, and not immediately obvious, benefits of PMDs; the greater the dividend to pedestrians, cyclists, motorists, transport operators and business...and the environment.

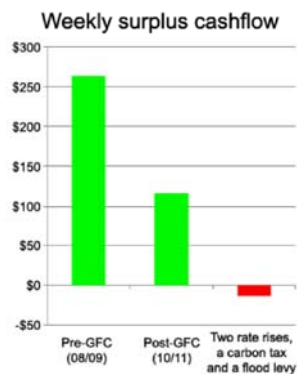
*Relatively small changes in travel can have a big effect on keeping Sydney moving. Imagine what could happen if we could reduce or flatten travel demand, particularly during peak periods<sup>49</sup>.*

These electric Personal Mobility Devices, manufactured by some very reputable companies, will substantially reduce the number of car journeys and make all other methods of transportation much more desirable.

*In terms of roads, as a rule of thumb, when traffic on congested roads reduces by 5%, traffic speeds increase 50% (even if this only means going from 20 to 30km/h)<sup>49</sup>.*

Markets with vast economies-of-scale have often squashed any attempted change in the past. The Personal Mobility Device solution adds a missing piece to the jig-saw <sup>(see p37, 38)</sup> without the need to take on an imbedded industry. In fact, the 'imbedded industry', being the motor vehicle manufacturers and many others, are spending 100's of millions of dollars developing this transport solution. The future of existing car manufactures will depend more and more on their products remaining relevant as urban areas increase in density. Cars will always have a place in society, but they won't always 'fit' into where people traditionally want to travel to.

### 7. We Can Save What the GFC and Carbon Tax Took Away



But most important of all, it isn't just a solution to connect people more effectively, it will also help reduce the cost of residential living in urban areas by assisting to make city living more attractive...thus reducing urban sprawl.

Many families are trapped into the two car concept. With a cheap alternative that will often be 'parked' in the broom cupboard or near the coat rack in the hall, they will be released from the need for the second vehicle. The costs of providing a car space where I work in Sydney, adds about \$18,000 to \$48,000 to a building (above ground and below ground cost estimate). This represents over a 30 year loan at only 7% interest between \$119.66 and \$319.09 per week. The NRMA recently stated the average costs of running a Toyota Corolla Ascent was \$150.78 per week.



➤ **These figures clearly indicate that second vehicle is costing us between \$270 and \$470 per week or \$14,062 to \$24,433 per year.**

Robert Gottlieb addressed the Australian Local Government Association members at The National General Assembly in Canberra in June, 2011. Mr Gottlieb spoke very passionately about the fact that since the September 2008 Global Financial Crisis,



## ITEM 13 (continued)

## ATTACHMENT 2

Australians have seen their disposable income drop by more than half, with worse news on the way. Mr Gottliebse supplied the participants with the above graph, clearly showing a pre-September 2008 to now difference of \$270 per week.

**Quite by chance, the introduction of PMDs will at a minimum replenish disposable income at exactly \$270 per week. (Less the very minimal cost of running a PMD)**

**Australian Government Initiatives**

**LIVEABILITY**

8. FACILITATE THE SUPPLY OF APPROPRIATE MIXED INCOME HOUSING BY:

- Encouraging a range of housing types to suit diverse household needs across metropolitan areas and regional cities
- Facilitating suitable accommodation for people of all ages and abilities



The **Federal Government's policy** is to encourage ways to facilitate '**Liveability**', as mentioned in the urban policy document<sup>106</sup>.

To facilitate suitable accommodation for people of all ages and abilities is a difficult task. Some people without the financial or physical capacity to either support or drive a motor vehicle are even more difficult to assist.

Additionally, locating housing close to facilities and services, including jobs and public transport, adds to the degree of difficulty.

9. SUPPORT AFFORDABLE LIVING CHOICES BY:

- Locating housing close to facilities and services, including jobs and public transport, in more compact mixed use development
- Supporting new outer metropolitan housing with access to facilities, services and diverse education and employment opportunities

➤ **"If Mohammed won't come to the mountain, the mountain must come to Mohammed"?**

It doesn't take a Rhodes Scholar to calculate that the degree of difficulty can very substantially overcome by simply looking at the problem differently. Unfortunately in life, it is always the simple solutions that are overlooked, often because they're just too simple.

➤ **The demographic groups likely to receive the greater amount of benefit through this policy are part of the market that PMD manufacturers target already.**

**THE HOLY GRAIL OF TRANSPORT; low cost, low impact, low risk and low maintenance interconnectivity between all modes, all demographics and all geographic locations is finally within the Government's grasp...**

### 8. The Solution Outweighs the Perceived Problems 100 Fold

➤ The solution to change laws relating to PMD use will **reduce traffic congestion**; not encourage it.

## ITEM 13 (continued)

## ATTACHMENT 2

- The solution is **physically and environmentally unthreatening**.
- The solution **solves problems across all political boundaries**, and doesn't vilify any single group.
- The solution will grow incrementally during its' evolution and therefore **not require a paradigm change**.
- Approving the use of Personal Mobility Devices does not detract from one demographic at the expense of another. In fact, as the slow incremental change occurs, pedestrian and bicycle links to inter-modal hubs will improve as a by-product, as will the **safety<sup>33</sup> of all road users**. **Parking problems** will reduce and many other aspects of life in urban areas will improve.
- As other governments in many countries have already implemented this solution, there is a **clear path that can be followed as products are already available that will facilitate the outcome**. These products are expanding in number and reducing in both size and cost faster than they can be tracked. Does this partly explain why our legislation fails us?

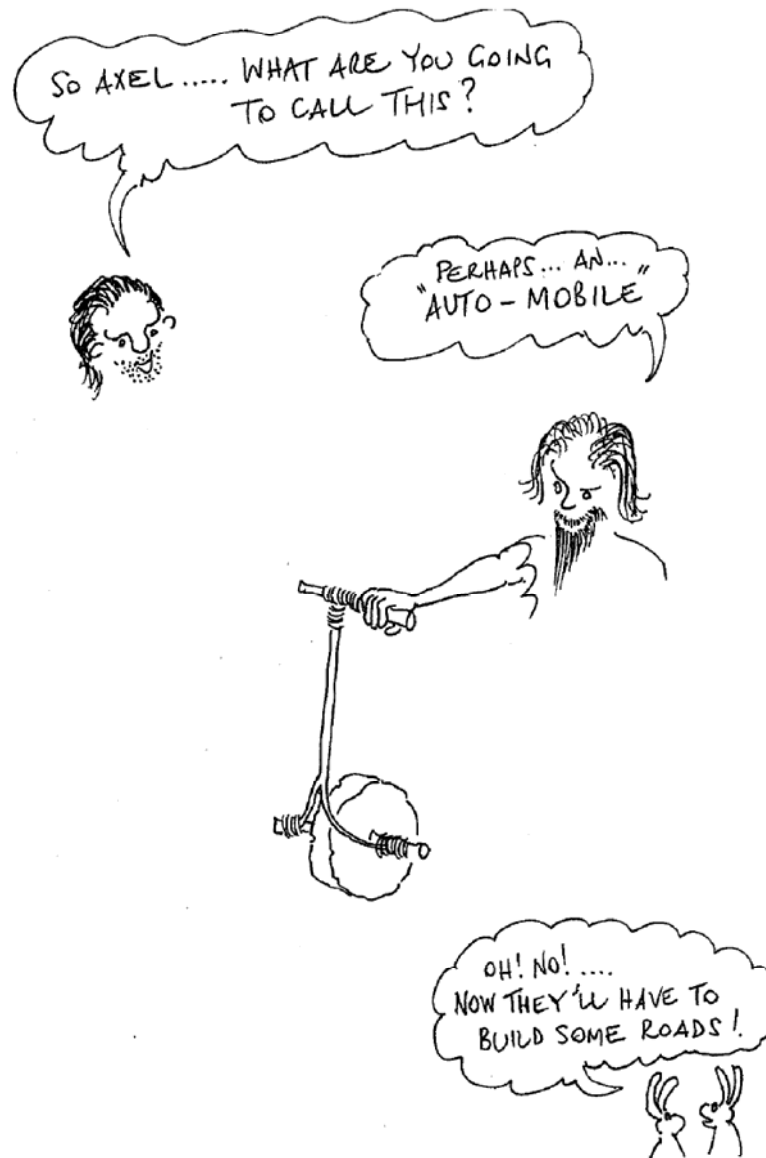
### 9. The Introduction of Personal Mobility Devices Will Dramatically Improve Not Only Transport, But Our Whole Life

- facilitate an evolutionary and incremental response to our urban transport problems
- provide a simple solution to many dilemmas faced by people travelling short distances in our cities and urban centres (43% of travel Mon-Fri is less than 5km)
- reduce the difficulty in connecting between 'legs' in a 'chain' (inter-modal hubs)
- introduce a solution that enhances, not detracts, from other users
- be more sustainable and adaptable to change
- not require a change in physical infrastructure (improve net-rate-of-return of assets)
- provide more manageable and palatable solutions to other problems
- overcome many hurdles coercing people into car-use because of our fragmented transport networks (affected by features difficult to cross)
- decrease congestion within cities and the urban environment and, at the same time, increase capacity for commercial and business transport, especially in peak hours (thus reducing the cost to business)
- allow greater and more seamless use of inter-modal hubs; without the parking conundrums currently faced at every railway station and major interchange
- encourage 'single car' or 'occasional car' use households; not through stealth, but because there is no requirement for a second vehicle as options will be available
- reduce the cost of development for medium to high density residential apartments in Sydney by between \$18,000 to \$48,000 each (reducing mortgage up to \$319/week)
- improve 'human integration'; the aged, lonely, depressed or less able bodied people would benefit as they would be better catered for with the (extra) transport solution
- substantially reduce pollution whilst drastically improving the amenity of the urban landscape by reducing noise and CO<sub>2</sub> emissions
- substantially reduce need for most 'end destination' parking
- substantially decrease transportation costs to both the community and individuals
- decrease asset renewal or replacement expenditure per kilometre travelled
- remove many of those short trips that would be taken using a car and replace with a form of transportation that doesn't segregate the community

**ITEM 13 (continued)**

**ATTACHMENT 2**

- supply a form of transport that maintains the independence of an aging population without forcing them to remain 'on-the-road' for longer than they'd like due to a lack of choice
- reduce risk to the cyclists through increase of numbers
- provide an avenue to improve pedestrian, cycling and access for the disabled, that actually reduces the frequency of a more difficult and expensive to maintain service of road building





## ITEM 13 (continued)

## ATTACHMENT 2

### 10. There Is a Piece of the Jig-Saw Missing



#### Australian Government Initiatives

##### 2. INTEGRATE LAND USE AND INFRASTRUCTURE BY

- Integrating planning of land use, social and economic infrastructure
- Investing in urban passenger transport
- Protecting corridors, sites and buffers

The If Australian city dwellers need to go a distance of say 500 to 800m, they'll more than likely walk. 11.2% may walk to a train station, ferry or bus stop and catch public transport to where they're going. Except of course, if the location of the train, bus, ferry, tram, water taxi or cab rank is considered by the person to be too far to walk.

One of the **Department of Infrastructure and Transport** document, '*Our Cities, Our Future - A National Urban Policy for a productive, sustainable and liveable future*<sup>106</sup>' aims is to integrate land use and infrastructure.

It is admirable that the Federal Government is wishing to integrate infrastructure, but as our cities all suffer from

urban sprawl, there is a physical limit to how much we can spend on placing any new transport services close enough that a car won't prove more attractive to use.

PMD use **solves this dilemma** by making any existing services more attractive for those using public transport and will help integrate much better than we're accustomed to using our current (stale) transport solutions.

If someone needs to go say, 800m to say 10km, as indicated previously, 0.6% of people may ride a bicycle. Most bicycles are difficult to take on crowded public transport, and need to be park somewhere when the user is at their place of work. But it's not as likely if they're on their way to work, as most workplaces would frown on someone turning up smelling like a pair of gym shoes<sup>101</sup> not indifferently to employees wanting to start the day in that condition. Those employers providing showers and change rooms are currently in the minority.

Secondly, riding a bike dressed formally (either sex) is not everyone's ideal choice, no matter how cheap and easy. A straw poll around my workplace confirmed my suspicions that women don't like using pushbikes when they're dressed for work. I could not find a single woman who would ride a bike dressed in a skirt or dress out of the one hundred I spoke to. Equally, I couldn't find a male who would ride a bike in a suit or other formal dress.

Those children under twelve years of age may ride on a footpath, without breaking the law. I find it **totally ridiculous** that it is OK for an eleven year old to ride on the footpath because its' safer, yet the law considers its' more dangerous for a 45 year old male (me, dressed in a suit) to use the footpath.

- **If you're over twelve, by law, you must ride on the road because it is more sensible to be run over by a B-Double than risk running into the rear of a car slowly backing out of a drive and dint a quarter-panel.**
- **Perhaps we should make it even easier for those under 12 and give them a motor vehicle licence?**

## ITEM 13 (continued)

## ATTACHMENT 2

- **So, with the exception of those smelly, law-breaking cyclists not wishing to be 'road kill', the majority would almost inevitably choose to drive a car. Is it any wonder why only 0.6% of commuters use a bicycle?**

If the train station is a distance too far for a stroll, it would more than likely mean they need to drive to the station and leave their car in a public car park or on a suburban street. Of these people, how many would just not bother due to the inconvenience (and risk) and continue their journey in their car? I would, for one. This would help explain why over 88% of commuters don't use public transport.

If they were travelling greater than 10km and there was no other opportunities they would more than likely just resort to a motor vehicle or motor cycle.

If it was a reasonable distance, say 100 to 500 km they would probably still drive or ride unless there was severe time constraints, very handy train transport or they were well off and flew.

Most people these days in Australia would fly over very long distances; say greater than 500km.

There is one piece missing in this transport model, just as Google's Number One Futurist stated, it is not integrated. We need to approve the use of a PMD because it is a tool that can be;

- **Ridden on areas that are underutilised; footpaths, shared paths and cycle lanes/ways**
- **Bring more visibility to the existing users, such as bicyclists and pedestrians**

### i) The Missing Distance

#### Australian Government Initiatives

3. IMPROVE THE EFFICIENCY OF URBAN INFRASTRUCTURE BY:
- Maximising returns on new and existing infrastructure
  - Taking into account operational and maintenance costs of infrastructure and assets
  - Connecting private investment capital to infrastructure and assets of high public benefit
  - Utilising smart infrastructure
  - Enhancing connectivity through the National Broadband Network

Distances of between 800m and 10 kilometres in high density urban environments can be traversed very efficiently and extremely effectively, without congestion, **sweat, high stress**, seeking a car parking space when you get there, paying any tolls, leaving your car in a railway car park, paying taxes to maintain high density (read: high cost) infrastructure by using this (cheap and sustainable) alternative method of transport.

This strategy neatly fits into the **Federal Government's**, *'Our Cities, Our Future - A National Urban Policy for a productive, sustainable and liveable future'*.

Personal Mobility Devices (PMDs) are likely to cover the same distance in the same time as frustrated (motor vehicle) commuters in areas of medium congestion. Even accounting for slower speeds on footpaths, prior to gaining access to cycle paths, PMDs do not have much competition in arrival times, as Sydney traffic is at choking point already. In areas of high congestion, a PMD is likely to arrive ahead of the motor vehicle.



## ITEM 13 (continued)

## ATTACHMENT 2

Using and maintaining shared paths, bike paths, footpaths and the like delivers far more value for money to a far greater number of people that isn't harmful to the environment, is socially responsible and very sustainable.

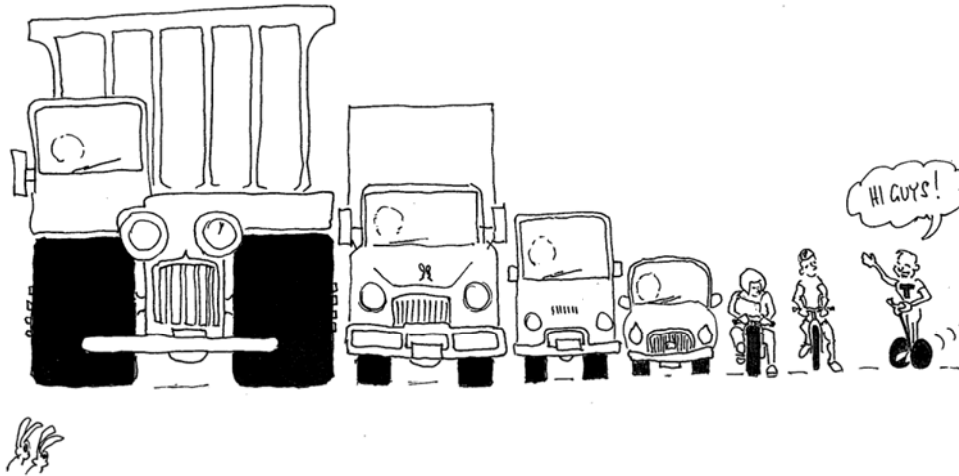
- **Legalising the use of PMDs allow us to achieve the Federal Government's aim of "Utilising smart infrastructure"**

### 11. Where Can We Use Personal Mobility Devices?

Initially, we should allow the evolutionary process to take place by changing the law in regarding footpath access, shared path, bike paths and cycleway access. Meaning that PMDs be classified as a pedestrian aid: NOT motor vehicle or push bike as they are currently. As the volume increased through an evolutionary process, other options within road corridors would slowly be created as the need arises.

As most modern PMDs reduce and fold up to the same size as a lap-top bag, when footpaths become too full of pedestrians; which is the case near end destinations such as train stations, they'd be carried just like a lap-top in any case. Why? Because it would be easier to carry than compete with pedestrians. PMDs are designed for a specific purpose, not to displace pedestrians. Just like electric push bikes which are legal, would be a bit cumbersome in the same situation, the rider would probably 'walk' the bike through more densely populated places. Except unlike a PMD, most electric push bikes have difficulty in fitting into trains, ferries, motor vehicles or trams.

### 12. Extra Space to Transport People Not Being Utilised



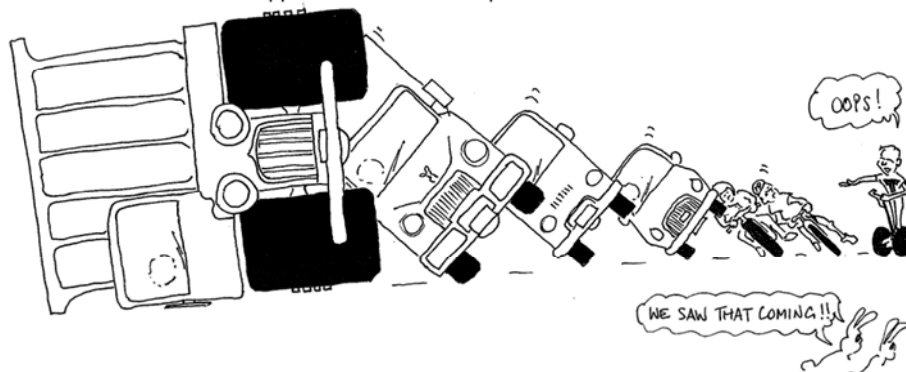
The most under-utilised assets, in the vast majority of our urban environment are; footpaths, cycleways, shared paths and shared zones. The exception is footpaths right in the centre of a city, near a train station or school; where often they operate at capacity already.

As has been proven in other countries where PMDs are legal, utilisation of these *conduits* hasn't been a problem. Where there are many pedestrians competing with PMDs the PMDs, not unlike cars in a traffic jam, have their speed forcibly reduced to the same as their surrounding environment. Personal Mobility Devices are called "personal" for a reason, they are not designed to compete with a car, motorcycle, wheelchair, pedestrian or bicycle. They are designed for a 'missing' link; which is discussed in detail on page 17.

## ITEM 13 (continued)

## ATTACHMENT 2

- In not exhausting every interdependent opportunity, not only will there continue to be wasted capacity, there will be less money left to spend on the real bottlenecks, usually measured in billions of dollars; which will mean our international competitiveness will slip.
- But the risk will be, by increasing capacity and reducing bottlenecks for *volume*, that the *people* traffic will see the new piece of infrastructure as more attractive than their own 'new' solution. If this happens we're back to square one!



Studies (detailed later) show that legalising Personal Mobility Devices will dramatically reduce the number of car journeys. The studies show that *multi-chain* trips using public transport will become more attractive and competitive. Commuters travelling longer distances won't need to leave their cars at railway car parks, as a large proportion of PMDs fit into a bag no bigger than that a lap-top computer fits into. Short trips, that may be only a couple of train stations, can be traversed using a PMD. These people would normally take up valuable seats in public transport. The capacity of our public transport network for others not wishing nor able to use a PMD will be increased. In Sydney the train system operates at 170% capacity in peak hour now! So it is even more important to assist in solving the problem.

It would be naïve not to acknowledge that there are many transportation problems that can and should be solved by improving road networks; especially when these improvements assist on a National scale. PMDs won't solve all our transportation problems. The problems they do solve won't displace another problem to compete later with other infrastructure. This has been a challenge faced by many frustrated engineers, demographers and politicians in developing any new piece of infrastructure in the past.

Similarly, it would be just as naïve to think all transportation problems for other users will be solved using the 'more roads are better' mantra; without considering scale. PMDs do solve many small scale transportation problems. Transporting even only 25% of the people that use a car to commute only 10km, would remove 11% of cars off roads during business hours.

- **Next time you're sitting stuck in traffic, look out the side window of your car and admire that barren strip of concrete or asphalt sitting behind the kerb devoid of users. Then look around and count how many cars have only the driver as an occupant and add up how much space the cars take up and how much they cost?**

Think of how easy it would be to be travelling on a \$1700 PMD; that cost the same to run as a modern television, on the footpath? Or even better, what it would be like to travel to work beside the river on a shared path instead?

- **An electrician wouldn't use a jackhammer to change a light switch, nor would a**

## ITEM 13 (continued)

## ATTACHMENT 2

**labourer use a screw driver to break up concrete; yet many of us drive a \$25,000 car to work costing the equivalent of a good quality annual overseas holiday.**

### 13. How Do We Address the Introduction of PMDs Locally<sup>99</sup>?

There are 128 urban areas and 7 rural areas in Australia classified as a 'city'<sup>94</sup>. Each Council in Australia operates under their own version of what has commonly (and incorrectly) referred to as the IP&R Act (derived from the Integrated Planning and Reporting framework: COAG). NSW operates under the 'Local Government Amendment (Planning and Reporting) Act 2009'. These IP&R's are perfect vehicles for the 135 urban areas around Australia to facilitate the introduction and development, allowing natural evolution, of PMDs to our transportation framework.

For Councils to comply with their *IP&R Act* they must consult with their constituents as to what their constituents want delivered and how each Council is working towards sustainability<sup>98</sup>. (Author: over-simplification, but the basic premise.)

By legalising the use of PMDs people will start to ask Councils, possibly through access, public works or bicycle technical committees for additional links to in their existing networks. This would be very similar to how the Pedestrian Access Mobility Plan (PAMP) currently works in NSW<sup>95</sup>. Pedestrian Access Mobility Plans are very common and ingrained in the psyche of local government already, as are bicycle plans<sup>96</sup>.

- **People using PMDs will start becoming more involved during the public participation related to access, public works or bicycle use when the Community Strategic Plans<sup>98</sup> (CSP) are being reviewed by local governments.**
- **This will strengthen the benefits to pedestrian and bicycle groups as they're all the same concept.**
- **By introducing PMDs to the 'system' very little additional intellectual property or change needs to take place, so the 'strengthening' won't come as a cost burden. In actual fact, it will lower the need to introduce more expensive solutions at the same time adding to the value of improvements to pedestrian and bicycle users.**

### 14. The Argument for Continuing the Way we are heading is flawed

We all know that the greater the urban density the more difficulty there is in retrofitting the extra capacity as a city grows.

- Squeezing disproportionately large infrastructure into densely populated places usually means going under, over or around existing structures, in lieu of at ground level; which is extraordinarily expensive. Even when we do build at ground level, planning and purchasing transport corridors in advance has rarely occurred post-War and is less practical than when our cities were being planned originally. This makes obtaining land in areas that are partially, potentially or fully developed, very expensive and not popular to those about to experience a change in amenity.
- Transportation projects in urban areas are easy compared to any through a National Park with endangered fauna and flora, indigenous artefacts and the many preservation groups to negotiate with/around being added to the huge geographical challenges. (A short search on Google indicates that there are 378 Wildlife or Wilderness preservation groups in Sydney alone.)
- Those who will benefit are often removed geographically from an affected area



## ITEM 13 (continued)

## ATTACHMENT 2

(electorate) and therefore often less interested in the welfare of the people that are affected and the legacy that will be left behind, or likely to remember (or care) who made their life easier on polling day.

- People who have businesses or live in an affected area usually understand the need to do something. They see the current difficulties on a daily basis; but don't wish 'the something' to be in their backyard and are unlikely to support such proposals.
- Those, who neither live near nor will ever use the new infrastructure, don't want their taxes spent on improving transport for others when there are so many other pressing concerns<sup>102</sup>. They often use the argument that real estate pricing is driven by proximity and ease of transportation and view it as subsidising someone else to gain wealth using their taxes.
- People who do support change are upset when they are forced to pay new tolls. They feel they're entitled to free road travel as they pay the same taxes as everyone else. They're often those who can least afford increasing transportation costs and have no alternative as public transport has not even gone close to keeping up with urban sprawl in many cities. The bigger the sprawl, the greater the distance between opportunities to link to inter-modal hubs; forcing an increase in the use of motor vehicles, as bicycles are difficult to take on public transport during much of the time.
- People are often very sceptical about any toll price now because of knowledge that previous governments received up front gratuities which are then required to be amortised into future toll prices; as a de facto way of gaining an up-front tax payment and shifting debt off-balance sheets.
- The more sophisticated the solution: the longer and more extensive the *design* and *development* time, which gives the supporters plenty of time to reconsider at best, or at worst, be coerced by other interest groups supporting alternative solutions or redeployment of funds elsewhere.
- As the '*development*' phase of the '*project*' gets closer to finalisation, enabling the details of who will win and lose to be more assured. Losers or those wishing taxes to be spent elsewhere often resort to the next level and introduce *Machiavellian politics* to the argument and attack '*the man*.'
- The media make a living coercing people to observe or listen to them. Articles about the technical nature of infrastructure development are far less likely to sell newspapers than reports on the commentary between people attacking each other ('*the man*'). The politician supporting the process is normally subjected to the standard cheap shots. I say 'cheap' because the standard word limit (Reuters Handbook of Journalism<sup>2</sup>) is strictly 400 words for secondaries to a maximum of 800 for wrap-ups, major interviews, analyses and features.

To explain both sides of an argument for extremely complex proposals in 400-800 words covering environmental, economic, physical, political and social issues isn't plausible; nor would it make as interesting reading to the majority of the population as social or political brawls.

This is hardly the help our politicians need when they're already facing so many other issues!

- History is littered with failed large scale infrastructure projects<sup>3</sup>. The Clem7 tunnel in Brisbane joins a growing list of infrastructure projects funded on the (perceived<sup>60</sup>) basis of overly optimistic forecasts of initial usage<sup>61</sup>. These include Sydney's Lane Cove and Cross City tunnels, the Brisbane and Sydney airport trains, Melbourne's Eastlink, and the 2,250 km Freightlink rail line connecting Adelaide and Darwin.

We've had difficulty calculating the benefit-cost-ratios of these projects. Albeit, the Cross City Tunnel and Lane Cove Tunnel's in Sydney weren't helped by the contractor having

## ITEM 13 (continued)

## ATTACHMENT 2

to pay Treasury up-front for the right to build.

- **Unfortunately for the poor motorist, a private toll road would only be a limited solution to traffic congestion; as substantial levels of congestion must continue to affect alternative routes to force some drivers to pay significant tolls<sup>59</sup>!**
- The massive longer-term growth in revenues needed to make the project financially viable, may or may not happen. The problem is that under current practices for private infrastructure, risk is taken by investors in securities who may not be aware of, or able to evaluate, those risks. Moreover project promoters tend to be rewarded by large initial and ongoing fees related to the capital invested rather than to the project's viability<sup>59</sup>.
- Licence to print money. The Sydney Morning Herald reported that the New York-based corporate governance service RiskMetrics Group<sup>60</sup> delivered a stinging rebuke to Australia's infrastructure sector, and in particular the **"Macquarie Model"** which was mimicked by Babcock & Brown, spawning a generation of toll-roads, airports, telecommunications and power generation stocks.

In the most detailed independent research of Macquarie Group and Babcock satellites to be published, **RiskMetrics critiques the financially-engineered infrastructure model for its high debt levels, high fees, paying distributions out of capital rather than cash-flow, overpaying for assets, related-party transactions, booking profits from revaluations, poor disclosure, myriad conflicts of interest, auditor conflicts and other poor corporate governance.**

*"The infrastructure model raises investment-related concerns that can be grouped as follows: a series of issues related to the **sustainability of the model**; a danger of overpaying for assets; fee structures that deliver high fees and provide an incentive to increase a fund's size; and accounting practices that have the capacity to provide an overly robust picture of a fund's profitability," says the report<sup>62</sup>.*

- When we're wrong in forecasting, it is costly; but at least we have a built asset to use. When we're wrong in forecasting and don't have an asset to relieve the pressure, it is just as frightening<sup>102</sup>.

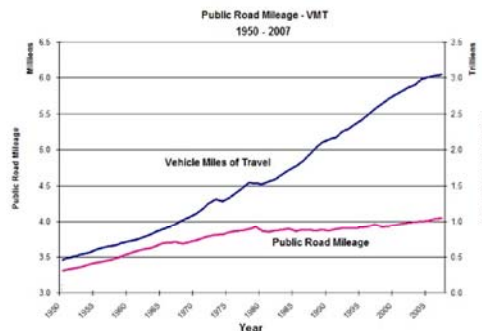
The MWT report<sup>5</sup> into the M7 and F3 link in Sydney states that the F3 (Orbital connection around Sydney to the Sydney-Newcastle Freeway) will reach capacity in 15 years: the report was written in 2006! Increasing capacity of the F3, with the number of wide-span bridges and massive sandstone 'cuttings' required, will be some task indeed. It will cost at least twice as much as the current Freeway in real terms; as any new alignment will need moving to the 'next best' position because the 'low hanging fruit,' being the current alignment, took the best benefit-cost position when it was being designed. Secondly, as the only access across all the water and through the large cuttings is the existing road, when it does (perceive) need duplicating, it will disrupt the existing traffic flow, in what will already be a road at 'maximum'.

Building more roads has had virtually no impact on the growth of traffic congestion in major urban areas in the U.S. in the last 15 years<sup>12</sup>. Data from the Texas Transportation Institute (TTI) revealed that urban areas which added more lanes spent roughly \$30.8 billion more than those that didn't. **Yet the average of TTI's Roadway Congestion Index<sup>12</sup> for the two groups is almost identical, at .93 and .92.**



ITEM 13 (continued)

ATTACHMENT 2



According to the U.S. Department of Transportation<sup>65</sup>, commuters in 2007 drove their vehicles over 3 trillion miles on a road system consisting of over 4 million miles of roadway. This is a dramatic increase from the 458 billion vehicle miles on 3.3 million miles of roadway in 1950.

The average car in the U.S. is driven 12,345 miles per year, or about 34 miles a day. Assuming an average speed of 30 mph, the average car is only in use 68 minutes a day. That means the remaining 22 hours and

52 minutes of the car is idle. From the standpoint of how well we are utilizing our natural resources, cars represent a hugely under-utilized resource.

The graph clearly indicates that the amount of road mileage is being outstripped by usage. In the United States congestion has been getting worse since 1966.

- The Organisation for Economic Cooperation and Development (OECD) lists Australia as second out of 28 countries only to Canada for length of public roads per capita<sup>15</sup>, 39.16m versus 44.56m (12% less). However, Australia has much less density than Canada. The road density measured in metres squared of road per square kilometre in Australia is 105m<sup>2</sup> per sq km versus Canada at 141m<sup>2</sup> per sq km. This should be viewed in context, as it would be an obvious mistake to over-simplify. Nevertheless, it is an (anecdotal) indicator that we harbour an enormous exposure per head of population to maintain our existing networks.

(Australia has the lowest number of fatalities per 100,000 vehicles<sup>14</sup> and the fourth highest vehicle ownership, at 619 vehicles per 1000 persons, behind Iceland at 658, Luxembourg at 697 and lastly the United States; which topped the list at 779 vehicles per 1000 persons.)

- Not many people think about the future maintenance and renewal costs. If a tunnel or elevated road costs 10 times more to build, how much extra do you think it will cost to maintain or renew? And how much more reliant will the extra traffic be on those lanes at that time in the future? What happens when something unplanned occurs<sup>103</sup>? **We already maintain the most length of road, metres per person, measured compared to GDP in the world<sup>83</sup>!**
- When we close a single lane during daylight now, on any major roads operating at maximum capacity, there is a kaleidoscopic effect and traffic chaos<sup>103</sup>. In April, 2010, the F3 (Sydney-Newcastle Freeway) was blocked costing a conservative 3.6 million dollars for one day. The RTA calculated an off-peak cost<sup>4</sup> of \$2000 per minute per lane and said it would be much more during the peaks.
- The lack of consideration of maintenance stems from a few endemic problems. Firstly, our universities spend years training students how to design and build new things and not much time on how to maintain old things. There is only one university in Australia that I know of that specialises in how to maintain versus build road transport infrastructure.
- Because maintenance is incremental in nature and latent risk difficult to see, except with catastrophic failures, it has a habit of being 'shaved' and or even worse, deferred during budget processes. According to a 2009 estimate by the U.S. Society of Civil Engineers, more than one in four U.S. bridges are either structurally deficient or functionally obsolete<sup>109</sup>. It makes no difference where the problem exists in the world; the result is the same. The repair cost increases almost exponentially, as 'fix-before-failure' is about 7

## ITEM 13 (continued)

## ATTACHMENT 2

times cheaper than waiting for the inevitable catastrophic failure.

**Lastly, my experience has shown me that the only more difficult thing to gain approval for, other than a new piece of infrastructure, is adequate funds to maintain the existing infrastructure<sup>23</sup>. The day I started work I was told that there were no votes in maintenance: nothing has changed except each year it gets tougher and tougher.**

### **15. I'm Almost Convinced We Need to Do Something A Bit Different, But I Need to Know I Have Support for Change in Australia?**

It is very comforting to know there are many other quite respected and esteemed leaders in the field of transport management that are all advocating the need for a revision. On the 9<sup>th</sup> and 10<sup>th</sup> of March, 2011, I attended the 7th Annual Australian Roads Conference and heard five speakers talk about the need to change, even though only one\* specifically mentioned Personal Mobility Devices (PMDs):

- The Sunshine Coast Regional Council's; Principal, Strategic Transport Planning, Mr. Jason Deller delivered a presentation on their '*Sustainable Transport Strategy*<sup>26</sup>'. Mr. Deller basically said that more roads were not the answer. He showed a picture of parking problems circa 1938; although it took 72 years for people in that area to come to a conclusion that more of the same was not going to deliver a solution, they did eventually.
- Brisbane City Council's A/Principal Engineer, Strategic Transport Planning-Transport Planning and Strategy, Ms. Linda Fullerton, delivered a presentation on '*New Concepts in Transport Planning*'. Ms. Fullerton is a strong advocate for placing social ahead of engineering solutions.
- Chairman of the National Committee on Transport Engineering; Director; Project Inception Branch Property and Construction Division-Department of Finance and Deregulation's, Mr. Shukry Sahhar \* spoke on '*Solving Problems or Designing Solutions*'. He specifically mentioned the Victorian Government's own Police Highway Patrol Forces were actually stopped buying PMDs (Segway brand) to assist with law enforcement when they found out that (even the Police) couldn't register them and comply with traffic laws.
- VicRoads Chief Executive, Mr. Greg Little spoke about planning for future demands, the right mix of transport across the Network and using appropriate technology to use road space more efficiently.

Lastly though, which was the most refreshing, was Professor Greg Martin's acceptance speech he delivered when receiving the Medal for services to Transport (Prof Greg Martin PSM, Planning & Transport Research Centre; PATREC Curtin University).

Here is a précis of his response:

- *Acknowledge and thank Engineers Australia and the National Committee on Transport for awarding me this honour*
- *I recognise the previous recipients who have and are still making contributions to the national debate and **searching for solutions** and greater performance from our transport systems*
- *We all share a responsibility to make the world a better place*

ITEM 13 (continued)

ATTACHMENT 2

- *I am pleased to have been listening to the proceedings today and thinking how the demands on the road network have changed in the last decade*
- *We more than ever before, recognise increasing city populations and the traffic demand on our dispersed urban road networks*
- *Road authorities are making determined strides with operational strategies to smooth flow, contain travel time, anticipate and manage congestion using real time travel intelligence methods, active traffic control and direct communication with vehicle operators*
- *I have come to think we need a more strategic view of the issues we face and the measures needed to address them*
- ***The dispersed urban settlement pattern of our cities and the much maligned “car culture” label, tell us that we need to address strategic new imperatives and point us to actions needed across our society***
- *New investment in public transport infrastructure and services is not keeping pace with population growth relative to private car use at peak travel times*
- *In many places, city bound public transport is operating at capacity*
- *Urban congestion is affecting freight productivity and adding to the reluctance of citizens to accept the role of freight transport and goods distribution*
- *I believe we need to look to the high order policy goals of productivity, prosperity and liveability and lift our minds to the strategic imperatives road agencies and other stakeholders need to address*
- *We need to look at impacts on the costs of living in the city; of congestion; the anticipated scarcity and increasing cost of fossil fuels; of emissions on health; of travel time to work; of commuting distance; of restricted access for freight; of lack of reasonable proximity of residential and employment generating land use zoning; **and of accessibility, by other than private car, to major activity centres***
- *This requires objectives such as progressive retro-fitting of solutions to existing circumstances; **resetting policies relating to accessibility** and land use; applying integrated strategic and structure planning to new investment and development; and using pricing mechanisms to better ration the use of road space and services*
- *Clearly, the challenge is to make the decisions and **change the way we think and do things**, and it will take time. However without any deliberate move to look to the future we will suffer the fate of “more endeavour to generate more frustration,” to the detriment of productivity, prosperity and liveability*
- *We need to demonstrate passion and courage to make a better future in this country – I hope you will join in the challenge*
- *Thank you for the opportunity to join with you today*
- *And may I repeat, I am a very proud recipient of the 2010 Transport Medal*



## ITEM 13 (continued)

## ATTACHMENT 2

### ***i) Austroads Operational Impacts of Alternative Private Passenger Vehicles***

***“The motor car currently dominates personal travel. However its position is being challenged by concerns over congestion, fuel availability and price, local air quality and global atmospheric impacts. While public transport will be called on to play a greater role, particularly in urban areas, there is no evidence that it will be able to cater for the mobility needs of all urban residents.***

***A business-as-usual scenario where independent motorised mobility continues to be achieved in vehicles like a current motor car is far from certain.***

A proactive approach is needed for road authorities to capitalise on the opportunities that a number of alternative vehicles present to enhance system efficiency and lower environmental impacts while at the same time ensuring that safety outcomes are not compromised.<sup>91</sup>

### ***ii) Alternative personal transportation: Bridging the gap between cars and sustainable transport.***

Mark Richardson, Art and Design, Monash University  
Geoff Rose, Dept. of Civil Engineering, Monash University

***“It is clear that we are reaching a tipping point in terms of the ability of the automobile to sustainably fulfil its function as a primary provider of personal powered mobility. There is a large gap however, between other forms of more sustainable transport, such as walking, cycling and public transport, and the affordances provided by the car.”***

### ***iii) The Infrastructure Providers***

The peak body supporting infrastructure provision is Infrastructure Partnerships Australia<sup>18</sup>, who are supported by banks and infrastructure providers in promoting ‘partnerships’ between government, builders and financial institutions.

This lobby group has some of the most experienced and professionally respected engineers, planners, economists, contractors, ex-politicians and senior managers from both public and private enterprise on their Board<sup>18</sup>. The web site nominates one of their ‘Partners’ as the Australian Constructors Association<sup>19</sup> whose membership comprises of many companies supplying services to the infrastructure industry.

By approving the use of PMDs allowing commuters to leave their cars at home more often and use our footpaths, shared paths, cycleways and shared zones instead, the infrastructure being championed by Infrastructure Partnerships Australia will be seen to provide a greater value to business, and therefore likely to gain more support.

➤ ***In simple economic terms; the benefit cost ratios will improve.***

### ***iv) The Road Transport Industry***

The National Road Transport Operators Association (NatRoad) aims to support our very large road freight industry. Despite the challenges a dispersed population throws up and the tyranny of distance, just like our road builders, they’re equal to the best in the world.

Although more goods are likely to be transported by rail once fuel passes \$100 per barrel<sup>43</sup> even the most optimistic understand that regardless of that fact, most urban freight will still

## ITEM 13 (continued)

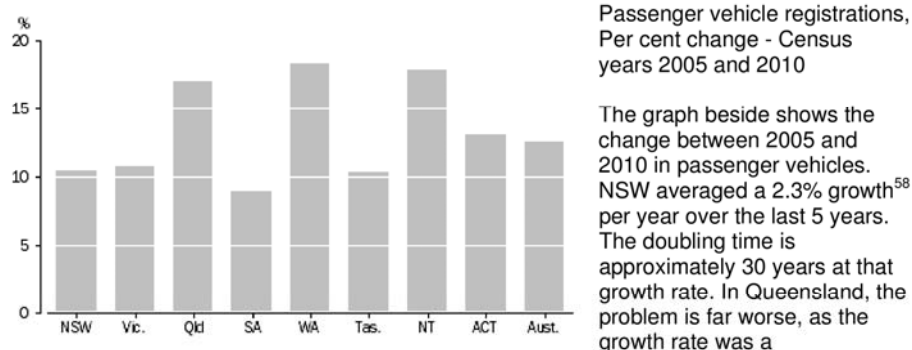
## ATTACHMENT 2

be by transported by a heavy vehicle. Secondly, our country is too sparse to have complete rail coverage; even when carbon pricing and the oil price place extra constraints on industry.

- **Any transport option that reduces competition for road space, particularly near sea and air ports, is likely to receive support from the road transport operators who have no other alternative mode in which to complete their business.**

### v) The NRMA

In May of 2011 the NRMA produced a document<sup>49</sup> titled, "Decongestion: 10 ways to relieve Sydney's traffic headache."



phenomenally high 3.9% average over 5 years. The doubling time is only 18 years! (As the number of vehicles rise, the amount of use per vehicle decreases, but still not enough to offset.)

***This decongestion Strategy highlights how over two thirds of weekday journeys across Sydney are by private vehicle. In comparison, bus and train journeys combined account for 11%, walking 18.3% and cycling 0.6% (NRMA).***

If the amount of cars on our roads is going to double in less than 20 years, yet the footpaths and cycleways aren't being used anywhere near capacity, how can we make better use of the latter to relieve the former?

***Rather than forcing people to pay more to travel on roads during peak times (as those in favour of congestion charging advocate), similar results can be achieved by encouraging people to travel at different times<sup>49</sup>.***

As PMDs don't use road-space, they won't compete with normal traffic and can be used at any time. By combining legalisation of PMDs with flexible working hours the 'small percentage' of improvement would grow even more.

Additionally, PMD users are unlikely to use public transport for short distances, as the PMD is very efficient and competitive in travel time up to 10km, freeing up seats for others wishing to use public transport. Growing "more" would be further enhanced.

There were a number of statements, suggestions and questions raised in the Report<sup>49</sup> by the NRMA that could be addressed by the introduction of PMDs.

The Report supports creating;



## ITEM 13 (continued)

## ATTACHMENT 2

*“...workplace travel plans aimed at making it easier for employees to get to and from the workplace, and to **reduce dependence on private vehicles and parking spaces**, and increasing the number of walking and cycling trips.*

*“...on its' own this Decongestion Strategy **cannot solve Sydney's traffic and transport problems** - but importantly this Strategy is something that can have an immediate and positive effect. If properly managed, these positive effects can be locked in for the future.*

***43% of the car trips<sup>8</sup> completed weekdays are less than 10km yet bicycles only represent 0.6% of Monday to Friday trips. Not everyone wishes to ride a bike. PMDs when legalised will have the same effect on displacing cars on our roads as an increase in bicycle numbers has had in other countries.***

*NRMA fully appreciates that building more roads to expand capacity to cater for population and economic growth is both costly and difficult given the current funding constraints facing the NSW Government. **On their own, these roads will not 'solve' congestion anyway in the longer term.***

*We also recognise that there is a clear case for providing a well-connected and well-managed road network - fixing the missing and deficient links in the motorway network, along with **integration with other transport modes is part of the solution**. Whilst some of the proposals in this Decongestion Strategy are purposefully aimed at reducing bottlenecks, they are specifically aimed at **making the most out of the existing road network, rather than by building new roads.***

*There is no single solution and the list is by no means exhaustive, but these ten initiatives can contribute to making a real difference and **form the basis for generating other ideas.***

*Given the current NSW and Australian Government funding constraints, it is imperative that we look at how to get more out of the existing transport network by **considering practical and effective low cost initiatives.***

*We need the new Integrated Transport Authority to promote **bold strategies**, developed by **people with the** vision to make Sydney a better place to live, work and play. These strategies need to be backed up with clear performance measures to ensure that the NSW Roads & Traffic Authority (RTA) and the Transport Management Centre (TMC) **deliver on the strategy** outcomes.*

### vi) The Police

It would have been rather embarrassing for the Victorian Government of the day to have the Highway Patrol taking on VicRoads, but it happened, as reported below:

It's **Police v VicRoads** in battle over two wheels  
By Dan Silkstone, January 11, 2006; The Age: Melbourne

*A VICTORIA Police plan to issue patrol officers with a hi-tech chariot known as the **Segway** Human Transporter has been put on hold after striking an unexpected hitch: it is illegal.*

*After announcing last year that they hoped to buy several of the two-wheeled electric devices for city patrols, senior police were told by VicRoads that it is illegal to ride Segways, which are designed for footpaths, in public spaces in Victoria.*

## ITEM 13 (continued)

## ATTACHMENT 2

*VicRoads considers the devices, which can be ridden on private property, to be the legal equivalent of miniature "monkey bikes", outlawed by the State Government last year.*

*The roads body is standing firm despite police attempts to have the law changed. **But police vowed last night that they would continue to lobby.***

*At present, anyone riding a Segway in a public place could be fined \$115 for driving an unregistered vehicle.*

*Michael Mote, the Australian importer of the US-made machines, accused VicRoads of "bureaucratic intransigence" and said the Segway was used by more than **100 police and emergency services bodies worldwide**, including police in Chicago and Boston.*

*"In the United States, legislators have realised that the Segway is a completely new product and in 43 of the 50 states they have enacted positive legislation that allows for them to be ... legally used," he said. (Author: now legal in 48 States)*

*"In Victoria it's more frustrating. They just say the rules prevent it ... when it comes to a genuinely new product they need to make appropriate rules, not just sit on their hands."*

*A VicRoads spokesman said the top travelling speed of motorised vehicles on footpaths in Victoria was 10 km/h and the maximum power output 200 watts.*

*"Segways do not meet the necessary requirements to be registered in Australia and cannot be used on the footpath," he said. The vehicles — which cost between \$7000 and \$10,000 are also banned from registration because they do not have brakes, lights and a horn or bell.*

*The Segway is a quiet, battery-powered craft that uses an internal gyroscope to adjust its position according to the movement of the rider. It has a top speed of 20 km/h but can be set for a lower maximum speed. Positioning of weight determines whether the vehicle goes backwards or forwards. Manufacturers claim the self-balancing mechanism makes it virtually impossible to fall off. Police are believed to be keen to introduce the vehicles, thinking that their elevation makes them ideal for patrolling crowded areas and their mobility suits inner-city policing.*

*When Mr Mote took his test vehicles into VicRoads for a demonstration last year, staff were so worried about the illegality of the vehicles that they cancelled a demonstration in the car park and transferred it to "private property" — a theatre inside the building.*

### **vii) Infrastructure Australia**

In May 2009 Infrastructure Australia produced a document called 'National Infrastructure Priorities'. This document was to be used as the blueprint for the nation to follow, not only in relation to transport, but other infrastructure as well. It represented an accumulation of our national needs and ideas that would, once implemented, greatly assist in the integration and delivery of infrastructure and help our nation prosper.

The document specifically mentions many, if not all, of some very admirable goals that we should aim for to improve the urban environment that are mentioned in this presentation.



## ITEM 13 (continued)

## ATTACHMENT 2

Improve the **efficiency and sustainability of our cities** by increasing the desirability and use of public transport, cycling and walking and making better use of existing transport infrastructure Australia relies heavily on the productivity of its cities for national prosperity. The majority of our population and businesses are located in urban areas, and our cities are hubs of economic activity that link Australia to the global economy. The rapid growth and development in these hubs has imposed **challenges relating to patterns of growth**, water supply, **urban congestion, patterns of advantage and disadvantage**, climate change and adaptation, and pressures on public finance. **Australia's transport systems are especially struggling in the face of these challenges with public transport growing rapidly in recent years and reaching capacity limits in most major cities.** Looking to the future we face escalating energy costs, the need to reduce carbon emissions, and the need to adapt to unavoidable climate change.

Australia needs the development and coordination of urban action plans, significant investment in public transport networks, improved governance, and **integrated long-term strategies to manage land use planning, density, population and urban congestion.** Urban regeneration, transit oriented developments, and **planning that facilitates the use of public transport, walking and cycling as viable transport options will help ensure the sustainability, liveability, and productivity of Australia's cities into the future.**

**We can no longer plan cities around historic trends in traffic patterns. We must be proactive now. We must plan and act for the future.** Infrastructure Australia believes that, to maintain the economic success and environmental sustainability of Australia's cities, **the time has come for an unprecedented commitment to the creation of world-class public transport in our cities.** Infrastructure Australia is therefore recommending, for the first time in Australian history, significant Australian Government investment in public transport in our cities. A number of immediate priorities are identified, alongside a list of future public transport projects which, although still under development, show real potential to **transform our cities.**

The document went as far as to specifically detail how the process of evaluation should (rationally) occur, which included '**solution finding**.'

However, as intelligent as the document reads it will need those agencies in charge of the '**solution finding**' component to not just revert to what they thought previously worked, as the traditional solutions time and time again haven't kept up.

### 16. A Mountain of Additional Evidence and Research

And it isn't that difficult, anyone with even moderate skill, but not biased in views, could discover that we're not alone in our pursuits. Whilst investigating how I would frame my 'solution' I researched what others had concluded. I felt a lot less smug when I discovered that 'my' solution had operated very successfully in many countries and that big corporations had started developing past my even most ambitious dreams.

I was absolutely astonished to discover that there was a mountain of research and intellectual capital already invested in coming up with solutions to this global problem. In almost all instances, there were so many 'hits' that Google had even categorised them into 'like headings'.

Google references:

"changing infrastructure priorities"	> 66,600,000 hits
"urban transport solutions"	> 3,160,000 hits
"urban transport problems and solutions"	> 7,100,000 hits

## ITEM 13 (continued)

## ATTACHMENT 2

"city transport solutions"	> 8,750,000 hits
"fixing urban OR city OR public AND transport"	> 13,600,000 hits

As shown above, there have been millions of hours invested to compile documents published by; institutions, universities, privately funded 'think-tanks', corporations, associations, academics, interest groups and individuals, from all walks of life all over the world.

All the good ones have common themes though; all of these documents in some way involve integrating existing services without adversely affecting the amenity of the environment or breaking the bank. The documents that really stood out though are the ones that show that; in society's attempt to connect people in the past, quite paradoxically we actually disconnected our societies in the process: creating a model that perpetually needed growth to sustain itself.

- **We need to follow the guidelines we have already invested time into, but specifically concentrate on merging new solutions that are being used in other countries into our solutions.**

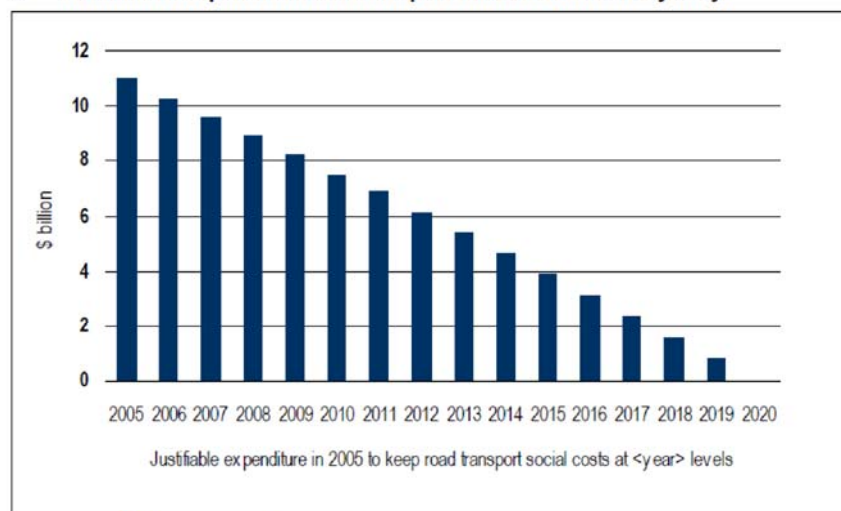
### 17. Countries that have legalised Personal Mobility Devices

In the USA the Federal government exempts PMDs from motor vehicle legislation, and 45 States plus the District of Columbia permit use on sidewalks, roads, tracks and trails, and public spaces. The European Commission exempts it from motor vehicle legislation, and it can be used in Germany<sup>13</sup>, France, Spain, Italy, Belgium, The Netherlands, Austria, Switzerland, Portugal, Greece, Hungary, Czech Republic on footpaths and/or roads, tracks and trails, and public spaces. In Canada, Mexico and in most Asian, Middle Eastern and South American nations they are legal.

### 18. Can Society Afford More Infrastructure?

The graph following shows how much we can justify if we're to maintain levels of other services; health, education, security et cetera, within society.

#### 2 Justifiable expenditure on transport infrastructure in Sydney



Data sources: TERM simulations and CIE calculations.

**ITEM 13 (continued)**

**ATTACHMENT 2**

Centre for International Economics - Sydney's transport infrastructure: The real economics, 2005

**The results of the economic modelling indicate that the Sydney economy, and the welfare of the community, stands to lose if new approaches to deal with Sydney's transport problems are not adopted. Increasing road transport social costs over the period 2005 to 2020 is estimated to result in:**

- **real gross regional product (GRP) in Sydney being 0.9 per cent lower;**
- **real investment inflow being 0.7% lower, with the capital stock being 1% smaller;**
- **employment being 0.3 per cent lower;**
- **real wages being 0.5 per cent lower; and**
- **Household welfare being 0.9 per cent lower.**

Not only is the Sydney economy adversely affected, but so too are the wider NSW (GRP 0.7 per cent lower) and Australian (GRP 0.1 per cent lower) economies. Some regions, however, are estimated to benefit from Sydney's transport problems. For example, investment and employment relocate from Sydney to Melbourne and Brisbane, with real GRP in those regions being around 0.3% higher.





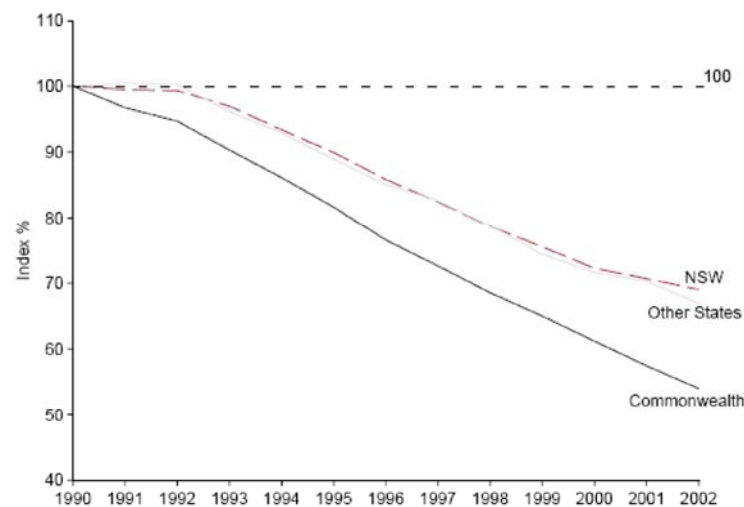
## ITEM 13 (continued)

## ATTACHMENT 2

### i) Has our expenditure been keeping up?

Even if we decide to sacrifice our other services such as health, education and security as mentioned, our track record shows regardless of a *will*, there hasn't been a way for at least the last 21 years.

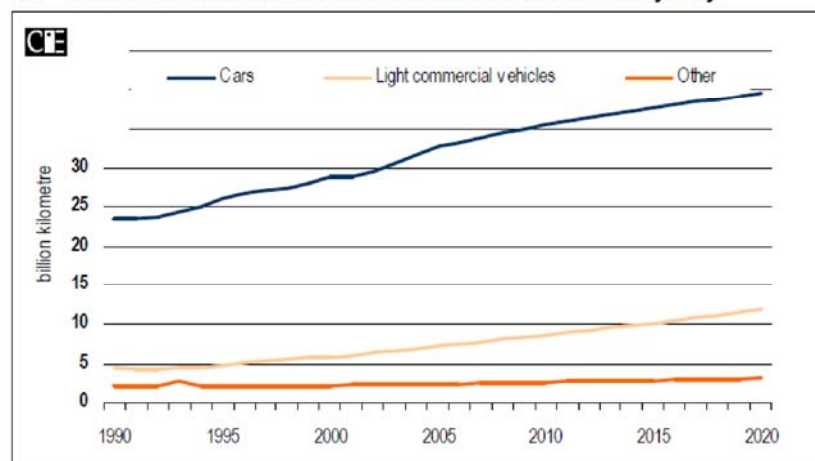
**COMMONWEALTH AND STATE GOVERNMENT CAPITAL FORMATION, 1990 TO 2002**  
(INDEX 1990 = 100)



Source: The Allen Consulting Group, derived from ABS Cat no. 5220.0.

### ii) For every action there is an equal and opposite reaction.

#### 2.3 Historical and forecast vehicle kilometres travelled for Sydney

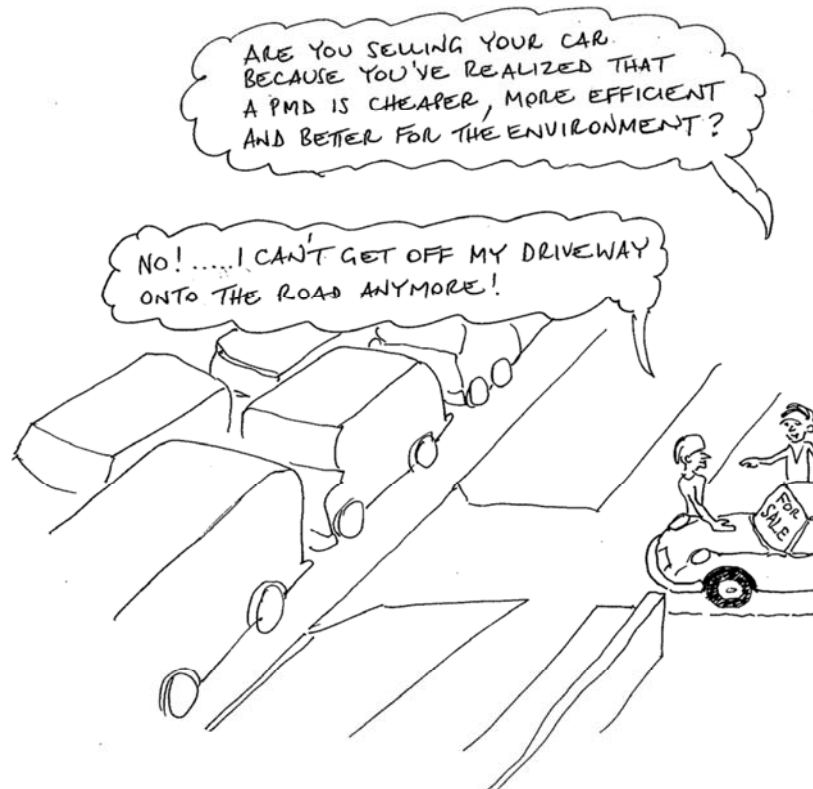


Data sources: Gargett and Gafney (2004).

**ITEM 13 (continued)**

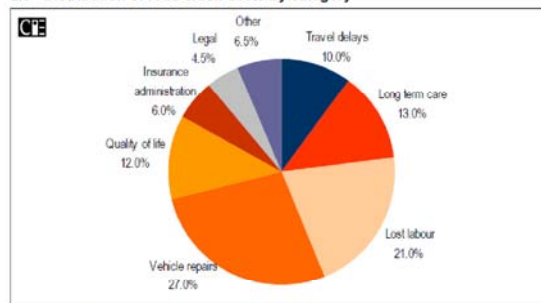
**ATTACHMENT 2**

We can't afford to just keep going the way we have been going and we haven't a good track record in attempting to try either. If the previous graphs weren't enough, to add insult to injury we've encouraged the problem so well that the use, measured in billions of kilometres, has gone up during the same period.



- The money to maintain the infrastructure has gone down
- The money required to keep up with the growth has gone up
- The amount we should be aiming to spend is detrimental to every other essential social spend

2.5 Distribution of road crash costs by category



Data source: BTE 2000b.

When these three paradigms are considered together it really hits home to me that we are in trouble. But when I look at current policy and philosophies, knowing what I know now, I feel we're only going to **increase our level of un-sustainability**. Then I looked at a fourth paradigm; the cost of accidents, see left.

As the number of kilometres of road travel increases, so does the

## ITEM 13 (continued)

## ATTACHMENT 2

cost of accidents. While there are several estimates of the cost of vehicle accidents, the most comprehensive is that by the Bureau of Transport Economics in 2000, which estimated national costs of \$14.98 billion, which equates to \$0.091 per vehicle kilometre travelled. Applying this rate to forecast vehicle kilometres travelled in Sydney yields accident costs for Sydney in 2005 of \$3.86 billion<sup>64</sup>. Accident costs for Sydney are expected to reach at least \$4.98 billion in 2020, and even more if the forecast increase in congestion increases the propensity for accidents to occur.

### 19. Are we objectively assessing our needs?

Mr Fischer, who is on leave from his job as Australian ambassador to the Vatican to promote his book on rail transport, *Trains Unlimited*, also criticised Max Moore-Wilton, the head of the Department of Prime Minister and Cabinet under John Howard, for opposing the expansion of rail projects.

Mr Fischer suggested on ABC Radio that Mr Moore-Wilton, who is now a board member of the O'Farrell government's agency, Infrastructure NSW, had "sabotaged [by] greatly inflated cost estimates" the case for rail.

Sydney Morning Herald (2/8/2011), "High-speed eastern rail link to cost \$100 billion"<sup>110</sup>.

There have been documented concerns about the ease with which infrastructure priorities are decided in Australia, and who makes the decision<sup>112</sup>. In March of 2008, Prof E W Russell from the *Australasian Centre for the Governance and Management of Urban Transport*, University of Melbourne wrote a paper titled;

"Who decides infrastructure priorities"?

Extract:

*The Australian Council for Infrastructure Development, which has merged with Infrastructure Partnerships*

Australia (IPA), is a lobby group representing a variety of companies providing roads, water supply etc.<sup>8</sup> Its Chairman (Author: at that time) is former Kennett Minister Mark Birrell and its publications include *Australia's Infrastructure Priorities*<sup>9</sup> and a number of papers promoting **Public Private Partnerships**. These papers are **one-sided and rather breathless accounts** of the positives of the projects described – they provide **no balanced analysis of positive and negative features**.

8. IPA does not disclose on its website the names of the companies it represents, although the website carries an endorsement by Victorian Premier John Brumby (Author: now shows the Chairman of Infrastructure NSW, Nick Greiner, as a Patron).

9. *Infrastructure Partnerships Australia, Australia's Infrastructure Priorities: Saving Our Prosperity*.

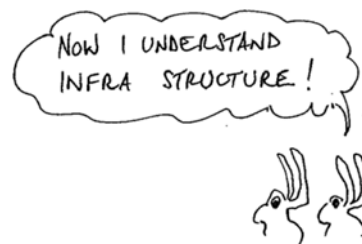
ITEM 13 (continued)

ATTACHMENT 2

Extract from **Infrastructure Partnerships Australia:**

*"Infrastructure Partnerships Australia is a leading voice in the national infrastructure debate. IPA contributes to the national interest, the interests of its members and most importantly, the interests of the community, with a strong focus on advocating the best policy outcomes."*

The Hon Nick Greiner AC





## ITEM 13 (continued)

## ATTACHMENT 2

### 20. Needing Industry's Help: we haven't a choice really!

I am confident previous mistakes won't be repeated and definitely don't advocate throwing the *baby-out-with-the-bath-water*. The blurred lines<sup>18, 18B, 19, 20, 21 & 105</sup> that sit between private, semi-private and public enterprise can be overcome somewhat by separation of the *Purchasers* and *Providers* and using *Probity Advisors*.

- **I think it will prove a huge challenge to the new Government of NSW to improve transport. This view is partly because so many people have or still occupy so many positions on private, semi-government and public boards, that almost the entire 'brains trust' supporting the 'industry' may have to exclude themselves from the decision making or tender process!**<sup>18, 18B, 19, 20, 21 & 105</sup>
- **However that isn't the issue. It doesn't and cannot help society prove that the 'solution' recommended was the best overall to start with if the original 'brief' was insufficient.**

### 21. The other side of the argument is just as risky

Profit and desperation are fantastic economic drivers, and there are certainly two sides to any story. Many of the people talking about the so called "evils of profit" may have forgotten about the wastage on the opposite side of the spectrum. I started work in 1982. The older people in the engineering office where I worked often spoke about what occurred in government run entities during the 60s and 70s.

- **The rorts were considered so normal that people didn't make appointments after noon on Fridays, as there was little chance staff would be back from the Friday lunch at the pub.**

There were many urban myths being spoken about, such as people using government stores at their place of work to refurbish whatever hobby they were working on.

- **These evils weren't as spectacular or of the same magnitude as the discoveries RiskMetrics<sup>82</sup> uncovered, but the magnitude of everything else in the 70s wasn't either. So in retrospect, the rorts of old were no different.**

When true transparency underpinned by probity is able to become the mantra of governance in Australia we may be in a situation where we can use the skill of private enterprise and the legislative ability of government to ensure our future prosperity is protected. Until that happens, we will continue in the same direction, the only difference being - we will be on a different path.

### 22. Solutions Of Yesterday Worked Then, But Won't Now.



After the end of the 'Golden Age of Rail' (circa 1950) the standard transport solution has been to build more roads in almost all instances. It was an easy choice; as politically it

## ITEM 13 (continued)

## ATTACHMENT 2

could be perceived as the best solution, and therefore sold to the greatest number of users. In the past we lived in physically smaller cities, without multiple 'centres', had less of an understanding of the effects of pollution, more residual capacity and no need to do anything extra or remarkable to solve our transportation problems. Our demographics have changed too, the Australian Bureau of Statistics state that the number of two income families with children with both parents working full-time increased from 17 to 36% since 1983. This is a 212% increase in the number of parents needing to use some form of transport.

1950 was before; peak oil<sup>27</sup>, climate change and carbon tax<sup>28</sup>, growing asset renewal gaps<sup>23</sup> and better strategies to provide alternate transport<sup>29</sup>. Public perceptions linking internal combustion vehicles with climate change, health issues and the inefficient consumption of energy<sup>30</sup>, increased congestion and parking limitations<sup>31</sup> have become influencers. A ten-fold increase in exports in 30 years <sup>(1980-June 2011)</sup> has changed the magnitude too.

There is definitely a need and no argument that the bottlenecks in Australia that reduce our ability to transport 'volume' needs addressing. But moving large *volumes* shouldn't be confused, conveniently or otherwise, with moving *people*. It is overly simplistic to think that by building extra capacity into a road network that the *people* won't stay off the asset so that the transportation of *volume* can occur. Engineers have known since the first model failed to predict what happened next; that building more capacity, adding another lane, extending a turning bay, providing dual lanes et cetera just unlocked 'latent demand'.

- **By people being afforded an alternative to car travel that is so tempting, when our existing transport corridors are improved, the investment cost won't be squandered by cars with one occupant taking up space.**
- **"When a road is built, it is a strange thing how it collects traffic." (Robert Louis Stevenson)**

What does removing a 'person' from a transport system (and then not moving back to old habits) have to do with improving commerce?

- The closer any product transported from anywhere gets to an urban centre, the greater the *volume* of other products and number of *people* competing for the rapidly reducing space.
- If we relieved the need for people to use transport systems that have dual uses, by reducing the disturbance to *higher value users* from an economic view point, we improve throughput.

How can we reduce disturbance to commerce and industry without adversely affecting another demographic?

- We need to exhaust latent capacity in every other smaller or alternative transport *conduit*.
- By using the right tool for the right job we will increase capacity (but not indefinitely).

<p>11. SUPPORT COMMUNITY WELLBEING BY:</p> <ul style="list-style-type: none"> <li>- Providing access to social and economic opportunity</li> <li>- Improving the quality of the public domain</li> <li>- Improving public health outcomes</li> <li>- Redressing spatially concentrated disadvantage</li> </ul>
--

## 23. We're not good at Recognising There Is a Social Element

I was fortunate to have heard the **Council of Australian Government's** (COAG's) Project Director, Mr Neil Aplin, speak at the recent 7th Annual Roads Conference in Brisbane about the Road Reform Plan Project which addresses some of the obvious inconsistencies in our transport network.

The Council of Australian Government (COAG) on 13 April 2007 set a course for investigating and formulating ways to streamline the road freight industry to facilitate more efficient pricing and investment through a market-based approach.



## ITEM 13 (continued)

## ATTACHMENT 2

This included full cost recovery for road infrastructure expenses without cross-subsidies, reconciliation of taxes and registration charges to actual usage and linking the revenue to the expenditure on the roads.

### Ship out, congestion in

MORE than 200 extra trucks are now on inner-city roads after a ship which used to carry more than 9000 tonnes of gravel into Sydney Harbour each week was withdrawn from service.

Hanson Concrete, at Blackwattle Bay in Glebe, has decommissioned the bulk carrier Claudia I, which made three round trips each week to the south coast, because it was no longer economically viable.

The ship had been a fixture on the harbour for 15 years, and was the last coastal trader to ply solely between ports in NSW. The 3100 tonnes of blue metal carried each trip from the company's quarry at Bass Point, near Shellharbour, is now loaded onto trucks for the trip north – about 200 truckloads a week.

Maritime unions and community groups are concerned about the impact of the trucks around Glebe and Ultimo. Hanson supplies concrete and aggregate across Sydney from its Blackwattle Bay plant on Pyrmont Bridge Road. It said it had appointed shipping brokers to search for a replacement vessel, but it could take some time.

Bruce Davis, the vice-president of the Glebe Society, said hundreds of extra truck movements were not welcomed by residents. **Jim O'Rourke**

A discussion paper, 4 August 2010, was prepared by the National Transport Commission as a contributor to the COAG Road Reform Project<sup>32</sup>.

*"The economic assessment will be primarily based on understanding the impact that different pricing options have on road use behaviour".*

➤ **When studies are completed regarding the choices we need to make as a society; 'society' meaning 'social', why are the real and humanistic issues rarely taken into consideration? If they are taken into consideration, why are they discounted?**

The number of social problems related to our transportation systems, or lack of in some instances, is very

significant. This can be highlighted by the fact that the recent NSW State Government Election was predominantly fought on the premise of "rebuilding NSW". However, decisions such as the one by Hanson Concrete (insert) certainly highlight how quick a market driven economy discounts social aspects.

This is one of thousands of examples why people are now, more than ever, educated about the problems associated with changes in transportation, congestion, pollution, accidents, lack of urban amenity and carbon.

➤ **These issues can be described many ways, but I argue they are also social; no less than environmental, economic or political.**

The National Transport Commission, assisting with the investigation, **agrees, but then marginalises the social issues;**

### 2.1.3 The social costs of heavy vehicle road use

Heavy vehicles contribute to social costs such as congestion, air pollution, greenhouse gas and accidents<sup>23</sup>. Economic theory suggests that optimal road prices would be set at **marginal social cost**, which would include the cost of road wear related to heavy vehicle travel plus any social costs imposed by the vehicle.

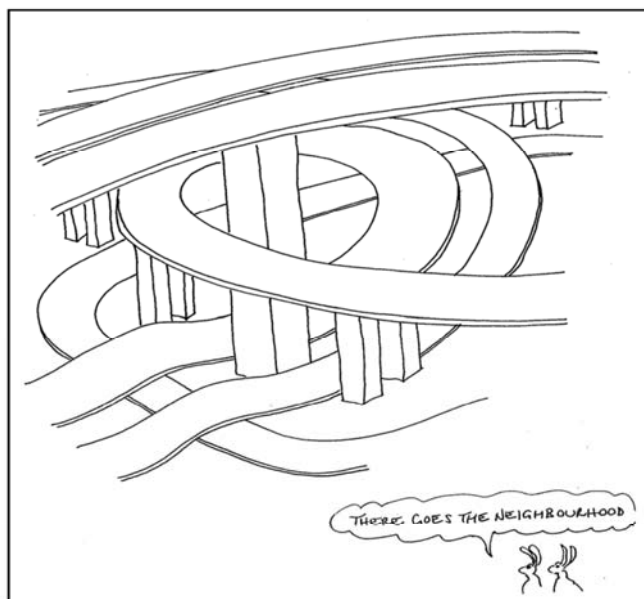
The European Commission (EC) for transport adopted a principle of charging at social marginal cost<sup>24</sup>. In practice however, the EC directives on charging put forward an average cost approach; with **differentiation allowed based on cost drivers**. The most recent directive also **strengthened the ability to differentiate charges based on the social costs of transport such as congestion**<sup>25</sup>. In Australia, some of these social costs

## ITEM 13 (continued)

## ATTACHMENT 2

may already be internalised, either wholly or partially, through other means such as insurance fees and safety and environmental regulations placed on vehicles and drivers.

The focus of the CRRP feasibility study will be on developing indicative prices that reflect the marginal costs related to road wear and **not social costs**. The COAG Road Reform Phase 1 Report concluded that **these 'externality' costs are best addressed locally** at this time and would not be considered at this stage of the pricing reform process<sup>26</sup>. The degree to which the preferred feasibility pricing options may provide the opportunity for pricing of some of these externalities at a later stage in the CRRP will be considered in the feasibility study.



➤ Until Australians can assess all transportation options we will continue to make decisions based on at best, subjective economic prejudices or at worst, less than pure motives. For this reason the study should be commended.

➤ **But, unless the real social costs that "are best addressed locally", are realistically addressed, we risk moving the problem from one theory to another - economic to social.**

I'm hoping that the social impact; "consideration in the feasibility study", will have the same vigour applied as "understanding the impact that different pricing options have on road use behaviour". However, because the 'drivers' have been adjusted to suit one concept, this may be problematic?

## 25. The Real Cost Of Travel: Travel Time Budgets and Convenience

In Australia, Sydney has the highest public transport usage<sup>7</sup>, but at 11.2% patronage, this isn't enough (Monday to Friday) to relieve traffic congestion. But the problem is far bigger in scale than just public transport usage.

➤ How do we coerce people to use public transport more regularly?

Given a substantial proportion of car trips are less than five kilometres in length – for latest evidence from Sydney shows that 43 % of trips made by car are less than five kilometres in length, with 17 % less than two kilometres in length<sup>8</sup>.

➤ Why aren't more people using push bikes and other forms of transport?



## ITEM 13 (continued)

## ATTACHMENT 2

- Public transport is crowded during peaks in many cities, how do we improve this?

In many cities, geographical features such as harbours, rivers, mountains, protected or prohibited areas literally spread public transport options apart. In many car-centric cities, urban sprawl has made this problem even worse, as the economy-of-scales found with increases in density just doesn't exist.

- How do we get the people to transport hubs that are quite spread out, without using a motor vehicle?

Many cities which started life with one CBD and developed adequate public transport but over time, these same cities have since sprouted many centres. Therefore train or tram networks often radiate to only one location. It is expensive to retrofit extra rail lines that join between radial arms, is there a way to solve this?

- Some improvements have been made by installing bus lanes, but if a person lives more than a short walk to a bus route, how would they get there without driving a car?

'Travel time budgets' (TTBs) is the amount of time people are able or willing to travel per day and is often referred to as the Marchetti Constant.

*"You can relate Marchetti's Constant to your life<sup>100</sup>. The average travel time budget, around the world, in every city, is about one hour, per person, per day. If you take half an hour for the journey to work and home again then that's it. If you take less, you'll probably go walking with the dog or something but you'll take about an hour on average."*

Travel time for public transport appears to have increased by a larger proportion than travel times by car<sup>9</sup>. Regardless of the mode, any increase in travel time should still be within someone's travel time budget. They will likely weigh up time *versus* cost in making their decision too.

TTBs are the principle that has driven town planning design for the last 600 years in Europe. However, with the advent of the motor car the definition of travel expanded. Cars meant cities could sprawl as you could travel much further in your one hour travel budget (LA or Sydney for example). Up until the point everyone else had the same idea...

This has led to traffic congestion and now people are unhappy because, due to housing affordability, they have to travel more than 1 hour per day.

- The 'Metropolitan Strategy' for Sydney, and other key planning documents for other cities, are seeking to reposition TTBs at the centre of urban design by placing densification at travel nodes. PMDs will easily facilitate this without the need for the second car, or in many instances in very densely urbanised areas, any car at all.
- This is fine for people who can walk to and from the travel node but limits each node to approximately a 3 km radius (half an hours walking time). But, for those not wanting to walk three kilometres what do they do? Simple, they drive, ride or chose to live somewhere else. Again, this is an example of the 'missing transport' jigsaw piece. PMDs would facilitate the Metropolitan Plans of not only Sydney, but every urban centre.
- **PMDs can both expand the reach of each travel node (bus interchange, train station, airport, tram-stop et cetera) and serve as a link between them taking pressure off the existing infrastructure. Thus you get the most out of you existing infrastructure as well as provide a middle path alternative to cars (which create greater catchments for our town centres but are constrained by traffic,**

## ITEM 13 (continued)

## ATTACHMENT 2

environmental impacts and the need for expensive infrastructure) and pedestrian travel (which is clean but spatially limited and only available to the able bodied).

- In short, PMDs will fix what a sprawling city cannot afford to do. That is, have public transport within a short distance. Sprawling cities haven't the population density that exists overseas.

If we can help fix the wrongs of the past we may be a lot better off than one would imagine. Cities which are car dependent have seen 12 and 13 per cent of their wealth going on transport (Austroads states Australia at 15.5%). The cities which have good public transport systems have about 8 per cent and wealthy Asian cities about 5 per cent. PMDs will go a long way to fixing the conundrum we've created, without breaking the bank.

- We're in trouble if we don't adopt their use (PMDs); we have little or no affordable alternative as its too late for Australian cities because we've expanded outwards at a never ending rate for decades already.

43% of trips less than 5 kilometres in length can be traversed within 10 minutes of equivalent car travel times. 17% of trips are less than 2 kilometres in length, which can be traversed by a bicycle (or PMD) in the same or less time than a car. Cycling (PMD use) is substantially faster than public transport over 'bikeable' trips, with 90% of trips under five kilometres being quicker by bicycle than public transport.

### 26. Personal Mobility Devices Are Great For Half the Trips

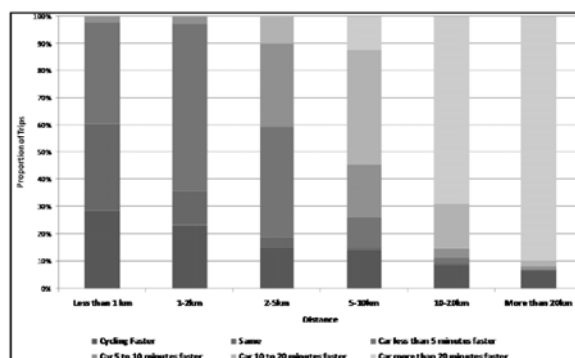


Figure 4: Comparison of cycling and car travel times by trip distance

(Working Paper ITLS-WP-11-06 Travel time competitiveness of cycling in Sydney, Richard B Ellison and Stephen Greaves, March 2011, Institute of Transport and Logistics Studies: The Australian Key Centre in Transport Logistics, University of Sydney).

But once the 'trip chain' is taken into consideration, the competitiveness decreases compared to a car, unless the distance is trip chains

shorter than 10 kilometres, where a cycle (or PMD) is still competitive.

- How do we make it easier for trip chains to be more competitive?

The study by Sydney University's Institute of Transport and Logistics table shows quite clearly that cycling is very competitive up to a point between 5 and 10 kilometres (single chain journeys). Their analysis about the 'travel time budget' suggests for longer distances bicycle travel is uncompetitive. But, with 'trip chains' the bicycle (PMD) remains competitive over longer distances.

- What changes would need to be made to improve the competitiveness of middle distances?

## ITEM 13 (continued)

## ATTACHMENT 2

- **There is one common denominator that answers all of these questions: allowing the use of Personal Mobility Devices.**

It doesn't involve detracting from the admirable aim of making bicycle travel more appealing, it doesn't suggest changing plans for new train lines, light rail, buses and inter-modal hubs.

- **It will mean that there will need to be far less of them to cover greater demographics, certainly a fact I'm sure would bring a smile to every Treasurer in the world!**

I am suggesting, and I am not alone<sup>16</sup>, that we're missing a huge opportunity to displace short car journeys, bring safety in numbers to cyclists and give a better net rate of return to cycle paths, shared paths and footpaths.

### 27. Personal Mobility Devices Will Cut Carbon Use Dramatically



#### Australian Government Initiatives

##### 5. REDUCE GREENHOUSE GAS EMISSIONS AND IMPROVE AIR QUALITY BY:

- Supporting and investing in low emissions technologies
- Putting a price on carbon
- Sustainable urban planning and regulatory reform

*The current academic, and to some extent, political focus in Australia appears to be moving away from how to accommodate more people on roads, to instead focussing on congestion pricing - in essence, how to get fewer vehicles on roads in peak periods by pricing them off the road. (NRMA)*

Forcing someone to do something by implementing a congestion tax is hardly going to be a vote winner. By allowing people who wish to use a different method to transport themselves, consequently relieving pressure on public transport AND roads, and at the same time use an underutilised asset, will be popular to all but the biased, ill-informed and belligerent.

The transition period with any new technology has been a huge problem in the past; bus lanes for example. As the solution will be incremental and evolutionary in growth, the problems associated with 'step-change' won't occur. Additionally, once bicycle lanes start becoming used by the PMD owners, the people supporting bicycle lanes will be able to justify the cost and benefits to other road users. This has been a particular problem in Sydney when the City of Sydney introduced the new bicycle lanes<sup>63</sup>.



**ITEM 13 (continued)**

**ATTACHMENT 2**

**Carbon: 'The New Black'**

(Centre for International Economics Canberra & Sydney September 2005)

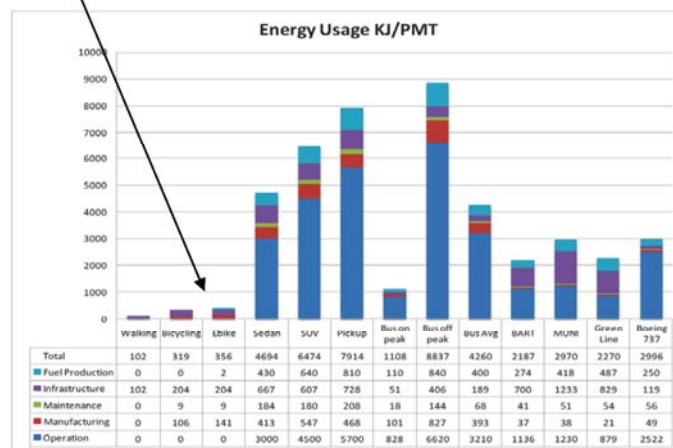


Figure 1: Energy input per PMT for commuter transport options

There are many misconceptions surrounding carbon emissions, some due to complexity, others caused by clever marketing.

The PMD user could be forgiven for feeling smug knowing they're;

- 18 times more energy efficient than a SUV
- 13 times more energy efficient than a sedan
- 6 times more energy efficient than rail transit
- Equal impact to the environment as a conventional bicycle and walking!!!!

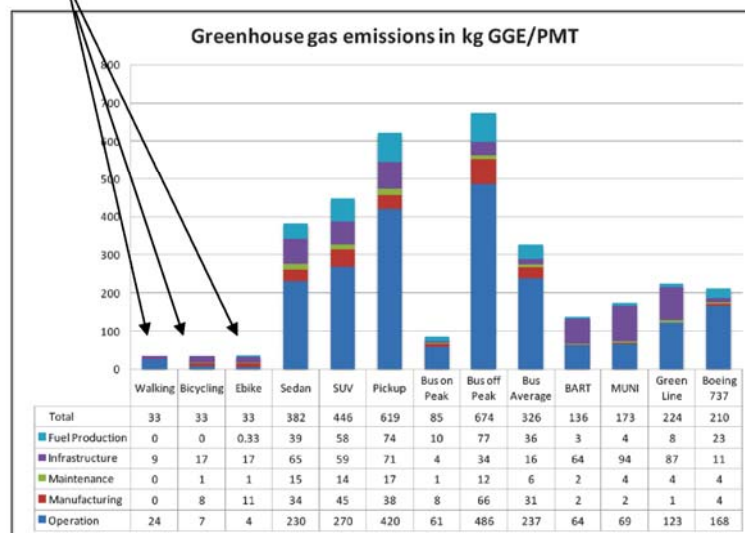


Figure 2: Greenhouse gas emissions per PMT for commuter transport options.



## ITEM 13 (continued)

## ATTACHMENT 2

The average amount of carbon dioxide<sup>50</sup> emitted from Australian cars is 247g/km. If a commuter using their car to travel only 10km each way switches to a PMD they will save 1284 kilograms in CO<sub>2</sub> emissions; which is approximately the weight of a small car.

### ➤ How is something with an electric motor as efficient as a bicycle using human power?

Similar to how we have been led to believe that the introduction of bike helmets in 1992, made cycling safer<sup>52, 53, 54, 55</sup>, it is easy to fall for the seemingly obvious and add to an urban myth.

## 28. Bicycle versus PMD: the facts about CO<sub>2</sub>

Most PMDs have the same rolling resistance, weight, electric motor, batteries and drive systems as electric bikes. For comparison purposes; because there is little to compare at this time, data from electric bikes was substituted. Credit should go to Shreya Dave from the Massachusetts Institute of Technology (MIT), February 2010, for this research. Only details that did not influence the technical result were changed for the purpose of maintaining clarity.

The carbon dioxide emissions for operation of a bicycle were calculated based on average breathing rate of a person cycling at the reasonable speed of 25km/h (Gordon 2004). As with walking, food intake is assumed constant, and CO<sub>2</sub> emissions are the additional CO<sub>2</sub> release from the rider being at rest.

The lifetime of a bicycle was assumed to be 15 years equivalent to that of a sedan because bicycles are more likely to be stolen or sold than scrapped by the user who bought it new. Bike shops routinely reuse parts or refurbish bikes for resale. The lifetime of a bicycle may be even longer, but for conservative calculations, this number was chosen in order to be consistent with the average automobile. According to estimates made by the US Census, there are between 411,000 and 750,000 bicycle commuters in the United States. An average, approximately 600,000 commuters, is assumed (Kifer 2002).

Roadway maintenance is included in the LCA discussion of automobiles. To be consistent it should also be addressed for both bicycles and electric bicycles. A motorcycle contributes so little roadway damage it is difficult to measure effectively (Chester 2008). This is a function of the weight of the vehicle, and as a result can be effectively neglected for both bicycles and electric bicycles, which are a factor of ten lighter than motorcycles.

Parking for bicycles has also been neglected based on order of magnitude. For example, there are 2733 spaces for cars in the parking lot at Alewife Station, parking for 300 bicycles, with the estimated cost of one parking spot being one hundred times that of the total cost one bicycle spot (WalkBikeJersey 2009). Thus, roadway maintenance and parking space requirements have been neglected as the magnitude is considerably less than 1%, making the mathematics academic.

For roadway construction, bicycles were allocated a portion of the same type of road that is constructed for cars. Using area (road width) as the conversion factor, the construction of bike lanes follows the procedure detailed in the literature (Chester 2008). This is assumed necessary because without bike lanes, riders tend to be hesitant to use bicycling as a form of commuter transport. Furthermore, the impact of herbicides and salting is also included for the area of bike lanes assumed, again using extrapolated data from Chester. In summing the life cycle inventories of a bicycle, we find that bicycles require 319 kJ of energy input and releases 33 grams of greenhouse gases per passenger mile travelled.

In addition to the considerations of a conventional bicycle, electric bicycles require a battery,

## ITEM 13 (continued)

## ATTACHMENT 2

electricity, and less human effort. The impact of roadway construction, herbicides and pesticides, are the same as for a conventional bicycle. The producer prices for lithium-ion batteries was obtained as an average of various manufacturers and calculated from consumer costs using a typical 30% margin. More specific data was not available. Using emissions factors for electricity, (United States averages) emissions can be obtained per kilowatt-hour (kWh) of electricity produced (Deru and Torcellini 2007).

- **The energy input required for an electric bicycle is 12% higher than that of a conventional bicycle, but actually results in exactly the same amount of emissions.**

### 29. Management of Personal Mobility Devices

Much of the debate about PMDs attempts to determine whether they should be considered good or bad, acceptable or unacceptable, legal or illegal on non-motorised facilities<sup>68</sup>. (Although the number of countries that have legalised PMDs is now so high that the debate seems to be proven, except in Australia, which is the intent of this paper.)

- **On crowded facilities, PMDs have been perceived to impose congestion and risk<sup>75</sup> on other users. This may have been partly because of the physical size of the first PMD (Segway brand) being seen as very large and cumbersome. That was then, this is now!**
- **However, since the invention of the Segway<sup>R</sup> the size of newer PMD designs have progressively decreased, become lighter and evolved into some very clever products** (See pages 8-12).



Mobility scooters are considered an essential tool for those people who either choose not to travel by a car or cannot, for many reasons. I cannot imagine any government banning them because some very unfortunate accidents continue to occur. Unfortunate as it is, the risk of death is far less in the pedestrian environment than having the same demographic out on the roads in a motor vehicle. Just as reducing the requirement for people to use step-through mopeds in lieu of using a PMD is less risk (as discussed).

- **It isn't as case of nil risk; it is a case of what is the lesser risk and greater benefit. Greater benefit is definitely not more congestion and higher risk caused by the alternatives.**

The ACCC (Australian Government) brochure states;

"Driving a mobility scooter requires good hearing, sight, strength, coordination, balance and concentration."

- **In many instances choosing to ride a PMD, will prove safer than using a Mobility Scooter.**

## ITEM 13 (continued)

## ATTACHMENT 2

About a third of PMDs on the market have internal gyroscopes that assist 'balance', not detract.

- **The centre of gravity in most scooters is quite high in comparison and they do not have any compensating gyroscopic devices to assist.**

Some PMDs weigh only 9 kilograms, for example the Solowheel at 9kg or Honda weighing only 10kg. Even one of the heaviest only weighs 47.7kilograms<sup>78</sup>. These will have less of an impact if they collide with a pedestrian than a Scooter averaging 72 kilograms<sup>77</sup>.

- **The heavier Mobility Scooters weigh more than twice (233%) the heaviest Personal Mobility Device and takes up twice the footpath space.**
- **Even the lightest Mobility Scooter is over 2 ½ times heavier than the lightest PMD and cannot be easily transported on public transport. Yet they're 'safe' and socially 'accepted'.**
- **I find it quite odd that the use of Mobility Scooters be supported, yet at the same time safer PMDs are prohibited.**
- If PMD prohibitions are not really justified, these rules will often **be ignored by users and law enforcement officials. This is common with electric bicycles.** The result is ambiguity<sup>80</sup>, inconsistent enforcement, and reduced value from, **or respect for such laws.**

*The law is not heavily policed<sup>79</sup> due to difficulty determining if the electric power is in operation at the time and ambiguity about the methods of testing motor output. It is currently still legal to pedal a 1000W electric bicycle if not employing power<sup>81</sup>.*

*Many people often purchase higher powered electric conversion kits and convert their own regular bicycle into an electric bicycle as this is the only option available for people with low pedalling abilities or very hilly residences if they wish to use an electric bike.*

### 30. 'Hidden' Safety Misconceptions: Lies, Dammed Lies and Statistics

**Table 3 Fatalities per 100 Million Passengers in Britain<sup>4</sup>**

	Per Km	Per Trip	Per Hour
Motorbike	9.7	100	300
Foot	5.3	5.1	20
Pedalcycle	4.3	12	60
Car	0.4	4.5	15
Bus	0.04	0.3	0.1

*Relative crash risk depends on the unit of measure. Faster modes rank low in crash rates per unit of distance, but not so low when measured by trips or hour of travel.*

Non-motorised Transport<sup>66</sup> modes tend to have relatively high per-mile crash rates, indicated in Table 3 (above), and PMDs probably have similar (Overseas) or lower (Australian proposal<sup>72</sup>) crash rates to bicycles. However, such figures exaggerate risk because:

- Non-motorised trips tend to be shorter than motorised trips, and so can reduce total person-miles. PMDs by their very design are only capable of slow speed and short-

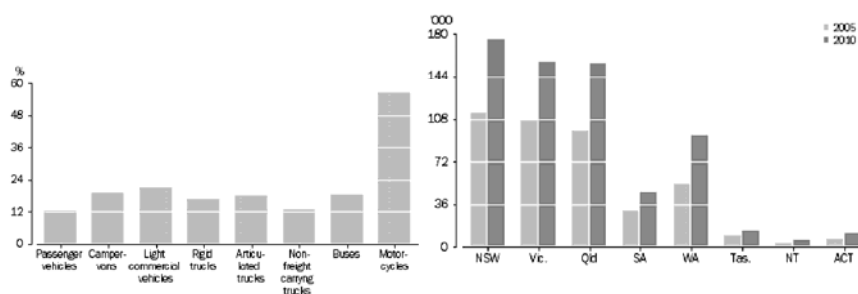


## ITEM 13 (continued)

## ATTACHMENT 2

distances before they run out of battery power.

Most PMDs are designed specifically for the intermediate distances that are less than 13km: meaning the number of trips completed will be high and skew the figures making them 'appear' more of a 'villain' than they really are.



(Between 31 March 2005 and 31 March 2010, motor cycle registrations increased by 56.5% and had the largest increase of any vehicle type. ABS 9309.0 - Motor Vehicle Census, Australia, 31 Mar 2010)

- A large proportion of PMDs are designed to fold-up and fit into a bag, making them suitable for use on other modes of public transport; particularly trains and buses. Train and bus travel are two of the safest way to travel, so displacing car miles by default through the use of PMDs will encourage the use of a safer longer-distance modes of transport. This fact won't be represented in any statistics, again incorrectly contributing to the demonising of PMDs.
- National Road Safety Council (NRSC 11 Fact Sheet, extract)

### **Motorcycle Safety**

#### *Issue*

*Rapid growth in motorcycle and scooter sales in Australia has been accompanied by a rising number of rider casualties.*

#### *Key points*

*Motorcycles make up 1 per cent of traffic but riders account for about 15 per cent of deaths in road crashes and an even higher proportion of serious injury cases.*

*Motorcycle and scooter sales have increased substantially in recent years. Motorcycle sales figures show that 134,112 motorcycles were sold in 2008 – an increase of 3.2 per cent compared with 2007. Scooter sales also indicate strong growth.*

*Motorcyclists are over 20 times more likely to be killed per kilometre travelled than car occupants and are over 40 times more likely to be seriously injured. Riders aged over 45 years account for most of the upward trend in the numbers of rider deaths.*

**As well as discouraging the use of cars, PMDs will offer a real alternative to the use of motorcycles, particularly scooters. The chances of being seriously hurt on a motorcycle are significantly higher than riding a bicycle, PMD or walking.**



## ITEM 13 (continued)

## ATTACHMENT 2

The Federal Chamber of Automotive Industries (FCAI) reported<sup>70</sup> Road Bikes were the key driver of growth in the marketplace during 2008.

*"This is an outstanding result and the highest sales figure on record,"* FCAI Chief Executive Andrew McKellar said.

Scooters remained extremely popular, with 15,364 units sold during 2008; a 7.6 per cent increase compared to 2007. (Scooters represented 23.7% of motorcycle sales in 2009.)

*"Many people, particularly those who live and work in busy cities, are being drawn to scooters in record numbers because of their obvious convenience and practicality,"* Mr McKellar said.

About 60% of motorcycle casualties in Great Britain involve collision with a car<sup>71</sup>, and about 20% are 'single vehicle' accidents. Equivalent figures for fatalities are 40% and 25%.

- **It is obvious that PMDs will be safer than a motorcycle, apart from any other facts, the top speed of a PMD is always less than 25km/h. PMDs are likely to be even safer than a bicycle, as I do not advocate them being used on the road competing with cars, trucks and motorcycles<sup>71</sup>. Whereas cyclists do compete with other higher speed and mass vehicles. The only locations PMDs should be used, at least until the density changes even more, is in bicycle lanes, shared paths, bike paths, footpaths and shared ways\* (\*where the speed is less than 10km/h).**
- Most car accidents happen close to home. Most people drive close to their home, which is why car insurance rates depend heavily on your home address<sup>90</sup>. 52% of accidents occur within eight kilometres from 'home' and 69% within 16km. Only 17% of those polled experienced accidents beyond 32km from home (Strillacci, 2002).

**PMDs will be used in areas that the speed differential between potential conflicts is minimal, with the seriousness of injuries much less. By displacing cars in the 'high accident' travel distance which is perfect for PMD use the number of motor vehicle accidents will substantially drop.**

- Evidence suggests that increasing congestion, parking difficulties and travel costs are encouraging the purchase of scooters for transport<sup>73</sup>. Data from the Australian Scooter Federation states that sales of scooters increased by 44% during 2004/05. In 2005-06, **Queensland held 32.5% of the National scooter market and scooter riding had grown 44.8%.**

There is relatively little information available regarding registration, riding or crash involvement that separates motorbikes from scooters, however many altered elements call for targeted research:

The Centre for Accident Research and Road Safety Queensland stated that moped riders involved in crashes are more likely to be female (37.9% versus 7.2%), younger, and hold an interstate (10.8% versus 1.3%) or overseas licence (7.8% versus 0.7%).

- **Moped crashes more often involve loss of control on a straight road and are more likely to occur in tourist areas, on weekdays and in low speed zones<sup>74</sup>.**
- **PMDs would be an alternative to the tourist to get about in low speed zones that didn't involve them competing with traffic.**

## ITEM 13 (continued)

## ATTACHMENT 2

High casualty rates for pedestrians and cyclists result, in part, because people with higher risk factors tend to use these modes, including children and elderly people. These people would not be able to drive a motor vehicle anyway. A skilled and responsible adult who shifts from driving to these modes is likely to face less additional risk than average values suggest. The proportion of higher risk factor people will drop as adults without higher risk factors 'water down' the mix of users.

- **As the number of PMDs increase, as has been seen in statistics for bicycle use worldwide, the accident rate per unit drops exponentially. (See section on Smeed's Law and Appendix.)**
- Communities with higher rates of non-motorised travel tend to have lower total traffic fatalities, due to safer facilities and greater care by operators and awareness by other users. Pedestrian fatalities per billion km walked are less than a tenth as high, and bicyclist fatalities are only a quarter as high in the Netherlands and Germany compared to in the United States<sup>67</sup>.
- **PMDs will enable an increasingly aging population to maintain their independence and mobility further into retirement.**

### 31. How Do We Create A Method That Introduces Change When All Change Harbours Risk?

Whilst I was completing a course once a lecturer asked five of us to write down every single use we could think of for a paperclip. The person with the most uses would then be made leader of the group; as quite obviously they would be the 'expert'. The highest number was about 15 and the lowest just-under ten. Having done the test on many students, the lecturer was able to show the group many things about human nature and how we attempt to organise ourselves.

Firstly, within the group, there were 30 quite distinct, but not all practical, uses for a paper clip. This surprised everyone in the group, as what it meant was the person who was considered by everyone else to be the most knowledgeable actually only knew half of what the group knew collaboratively.

The lecturer then reconciled the groups' list against his '*Master List*'. This *List* had evolved over a long period of time whilst he lectured different students in different countries; predominately the Pacific Islands and South East Asia. There were over 50 uses! We were astounded and very defensive. Some of the students argued whilst defending the intellectual capacity of the group that the uses documented in the *Master List* seemed almost fanciful.

After our lecturer finished laughing he went through each of the uses that our group hadn't thought of and consoled us by telling the group we didn't react any differently to any other group he'd taught in Australia. We discovered the other uses listed were actually more closely related to a meaningful application in their country of origin, than about one-third of the uses we'd listed. It was a very enlightening experience. It taught the group that solutions are best achieved using an 'outcome framework' (30 uses), not 'expert-centric' focus (15 uses), and even then outcomes within a specific genre or group are only likely to cover about half the opportunities (over 50 uses).

- **It taught us to gain the best outcomes not only required a collaborative approach, but the need to recognise and allow constant and organic evolution of an original idea. (Just like the abovementioned Helbing and Lämmer's examples.)**



ITEM 13 (continued)

ATTACHMENT 2

### 32. Why Don't Our Experts Embrace Change then, if it's so essential?

- **Bureaucracies by their inherent design and risk adverse nature will not accept change or any unconformity without an intense struggle. How does government ensure a change in organisational culture occurs in our bureaucracies, so variability is embraced, not squashed?**

We all fear change and the unknown, inversely we value predictability and safety. One way we tend to protect ourselves against the former, whilst supporting the latter, is by using standards to limit variability and enforce conformity. This has been seen as acceptable by most members of society for a long period; especially some in the legal fraternity.

Governments form bureaucracies staffed by people with highly technical skills to develop, provide and enforce these standards by giving these bureaucracies a mandate underpinned by law. Cars must meet design rules, we as drivers and passengers must wear seat belts and not drink or drive under the influence. Transportation systems have standards that must be met; just like any other industry. Each time something that scares or hurts someone happens, in all likelihood a *steering group* of risk adverse experts will amend a 'standard' to reduce the occurrence from happening in the future.

Organically, as well as through human resource processes, these bureaucracies are filled with a concentration of professional guilds. As would be expected, economies-of-scale are gained by having like skill-sets in the one institution that can develop quite expensive-to-obtain 'intellectual property' at a reduced cost-per-solution. With any form of cost-per-unit there is an incentive to standardise, simplify and spread; thus saving much time and money.

As a consequence of needing to reduce the costs of our bureaucracies, more often than not overly simplistic solutions are implemented, such as expanding even further or faster to create even bigger economies of scale or going the other way by slashing 'middle management'. Populist support is easily gained by governments to amalgamate large bureaucracies into super bureaucracies as a simple, fool-proof solution to reduce the financial burden. Unfortunately, often due to wishing to avoid political fall-out, instead of removing one layer and replacing it, another layer is overlaid; thus increasing the complexity in the process.

Herein lies the risk, which can be succinctly explained by using Darwin's general theory of "natural selection". Darwin said that beneficial mutations are passed on to the next generation. Over time, beneficial mutations accumulate and the result is an entirely different organism; not just a variation of the original, but an entirely different creature. Unfortunately, the larger the bureaucracy the greater the concentration of like genres: the greater the concentration of like genres, the less chance and higher degree of difficulty there exists to implement change. Add the pressure of the economic environment and an incremental need for greater output to people that are of like genres and the solutions will become even less likely to be pragmatic and more likely to be a one-size-fits-all. Organic or evolutionary change is stopped dead in its tracks.

- **If a flying car was developed, would it be allowed to operate in our cities?**
- **Would we insist it fly at road level, have standard bumper bars, side impact protection, stop and brake lights, head lights with high and low beam and limit its speed to 50km/hr in suburban streets and 100 km/hr on highways and limit its maximum cruising altitude to 0.5m to define it as a car?**
- **Would we require an attendant to walk in front of it waving a red flag like in the Victorian era?**

## ITEM 13 (continued)

## ATTACHMENT 2

- Or would we accommodate it by changing definitions and laws to allow it to be used?
- Or would we do the same as we've done previously on many occasions; ban it because it doesn't 'fit' into a category?

While we're procrastinating about changing the laws in Australia and allowing the use of PMDs the European Union is spending millions of dollars looking into the next step which are PAV's (Personal Aviation Vehicles).



A European Union project known as **myCopter** has set aside funds of €4.2 million (US\$6.2m) to investigate the possibility of introducing Personal Aerial Vehicles (PAVs) into the skyways of many congested European cities. This coming age of the "flying car" where vehicles leave the roads and launch into the skies promises to solve problems like dramatically rising urban traffic congestion, but it also throws up some formidable challenges - it's these

challenges that the myCopter project aims to address<sup>93</sup>.

**Very large concentrations of one genre in the case of a bureaucracy, does not avert any risk to the population (or the organisation), because it doesn't allow 'organic change' as there is less likelihood of a 'beneficial mutation.'**

In fairness to the bureaucrats (I'm working as one of them after all), despite their inherent genetic faults, a proportion of the blame should be attributed to 'learned behaviour'.



Just like in nature, bureaucracies are a product of their environment. So half of the problems we have should be shared between the two other groups that influence the environment our bureaucracies work under; our elected representatives and the general public.

The fact that we operate in election cycles of three or four years, barring double dissolutions and other calamities, and that solutions to physical problems normally fall within defined geographical boundaries called



## ITEM 13 (continued)

## ATTACHMENT 2

electorates doesn't assist. When a major Party's balance of power is dependent only by coercing the support of Independents there are added difficulties. There is a constant inducement to move expenditure based on less than pure motives and little or no comment from those who know the truth behind the 'spin' to counteract it.

This job is usually left to an opposition party that in reality would be doing the same thing if in office. This has a wide reaching effect both within and outside government bureaucracies.

The lack of transparency and accountability at the highest level creates an environment that quite often stifles quality debate, snuffs truth, and introduces fear; as, almost always, the powerful will be looking for a suitable scapegoat. This only adds to the degree of difficulty to implement anything at all, let alone real change, as the scapegoat is usually the chief bureaucrat whose contract has a convenient 'no reason needed clause' to enable a swift exit.

Even when they go, they rarely speak out, as at that level the only other positions of similar nature are at or towards the top of like enterprises that only supply services to the government. If they were really exceptional, their replacements could be forgiven if they hired them back as a consultant, as the loss of intellectual property without a handover period is difficult for an incumbent who knows they're being acutely watched to overcome.

Both the government bureaucrats and their compatriots' silence continue the steady concentration of the species, thus increasing the genetic risks. When did you last hear a currently employed department head of any government funded authority, publicly say that a solution was imminent but unfortunately the money was redeployed (forcing the greater majority to suffer), to allow their Minister to buy the vote of an Independent?

- **Each time the bureaucrats harbour blame by remaining silent, it isn't difficult to see how those in power may become more pre-disposed in their behaviour; life imitating art imitating life.**

The problem doesn't just lie at a State level. This years' Federal budget saw \$270 million redirected from the M4 East Extension and \$150 million deferred from the F3-M2 Link until 2015-16. I attended the Australia Local Government Associations' National Assembly in June, 2011, where I heard the question asked of the Prime Minister, Julia Gillard, why the \$150 million earmarked for the F3-M2 road connection (missing link) design was moved. Her answer was that the State hadn't spent the money, as they couldn't agree on where the road would go, and therefore the Government made the decision to move it to where it would be spent.

- **Regardless of the real reason being known, it is a sad indictment of our political climate as it is either the *not-in-my-backyard syndrome at work or pork-barrelling*. There is one thing it isn't though and that is good management.**

### **33. 'Pork Barrelling' was supposed to stop with the Introduction of Infrastructure Australia**

*"THE key challenge facing the Rudd Government's Infrastructure Australia will be how it assesses and allocates the funds it has available. Competing proposals from the states will exhaust the approximately \$20 billion of taxpayers' funds available many times over. The Government claims **that funds will be allocated not on a political basis but according to cost-benefit analysis**. Rudd points to the advisory board, chaired by Rod Eddington, to reassure taxpayers that their funds **will be spent wisely**."*

Michael Costa: The Australian, October 24, 2008

**ITEM 13 (continued)**

**ATTACHMENT 2**

The 2011 Federal budget saw the greatest increase in regional spending ever seen. \$490m of the \$2.14 billion in extra rural spending in the next 4-5 years will go to the constituents of Tasmanian Andrew Wilkie and NSW independents Tony Windsor (Tamworth<sup>112</sup>) and Rob

Oakeshott (Coffs Harbour<sup>113</sup>). **1 in 5 regional dollars across the country are going to only three seats.** The seats represent only 1.904% of the votes in counted in 2010. Mathematically, those voters will receive dividends at a 10 to 1 ratio.



An alternative to a legislative instrument may be to install something within our constitution that removed a single party's control and placed the control with all of the Australian public? Perhaps, once election pledges were made, if the only way the process could be changed was by a referendum we'd keep 'S.S. Pork Barrel' steadfastly docked in the one spot? The problem in working out the best way to achieve this is a problem in itself. Perhaps the judiciary could play a part in developing a balanced and tamper proof way to install into

the Australian constitution?

- **Anyone that doesn't question the validity of our current thinking and ask how long we can continue before, at the very least, we try other alternatives is either passionately traditional, extremely optimistic that the 'new' one will solve the problem, overly trusting of those in authority or as confused as the rest of us!**

### **34. Some Examples of Studies into the Safety of PMDs**

The three-month study was conducted by the German government<sup>11</sup> in conjunction with the Ministry of Internal Affairs, Ministry of Commerce of the Saarland, Saarbrücken Police Department, and Municipal Office of Neunkirchen. Results for braking, steering and general

## ITEM 13 (continued)

## ATTACHMENT 2

handling of PMDs were very favourable. The study also reports that PMDs are best suited for bicycle lanes and pedestrian traffic areas.

The Centre for Electric Vehicle Experimentation in Quebec, Canada completed two studies on a specific brand of PMD (prior to Toyota, Honda and other brands coming onto the market). The first phase of the two-phase report detailed information discovered during the evaluation of motorised personal transportation devices specifically, the ergonomic, operational and technical aspects of the devices. Findings included that due to the good stability users felt in control.

- **The PMD compared favourably to other types of devices and were far superior in the area of stability as compared to bicycles and mopeds.**
- **The report noted that PMDs could solve a large number of mobility requirements for a broader market and that they could facilitate transfers to other forms of transportation, and serve as an alternative to automobiles.**

The Second Phase detailed a 9,000 kilometre test on sidewalks, paths, and roadway shoulders, in three major cities located in the Province of Quebec. The report noted that no incident or serious injury between PMDs colliding with pedestrians or physical interference was reported during the evaluation.

- **Recommendations were that PMDs should be allowed to operate on urban pedestrian areas and that such use will have little impact on user safety and still less on the safety of pedestrians, cyclists, motorists and other walkway users.**

The Victoria Transport Policy Institute, Canada, completed a study titled 'Managing PMDs On Non-motorized Facilities'. This study researched the use of various devices such as electric scooters, powered wheelchairs and PMDs on non-motorised infrastructure including sidewalks and bike lanes and cycle paths. Overall the study found that PMDs would have medium impact or risk to others (namely pedestrians), the same which was found true of joggers and runners. As a comparison, bicycles were found to have medium to large impact or risk to others.

The U.S. Department of Transportation, Federal Highway Administration completed a study called 'Characteristics of Emerging Road Users & Their Safety'. The study was undertaken to clarify the operational characteristics of both motorised and non-motorised transportation. Data was collected to obtain physical dimensions, turning capabilities, acceleration, and speed and stopping distance of these devices.

- **A PMD and its' rider were found to have the second shortest braking distance, highest sight lines, one of the smallest footprints, and quickest perception-reaction time.**
- **The PMD met or exceeded all recommendations made by the American Association of State Highway & Transportation Officials (AASHTO) 'Guide to the Development of Bicycle Facilities'.**

The Ministry of Transportation, Ontario, Canada published a guide called 'Sidewalk & Roadway Travel for Personal Mobility Devices; Motorized Wheelchairs and Medical Scooters'. They have not regulated these mobility devices and currently they do not require registration, licence plates, driver's licence or vehicle insurance.



## ITEM 13 (continued)

## ATTACHMENT 2

### 35. Accident Risk

Accident risks vary depending on factors such as the user and travel conditions, and how risks are measured. Pedestrians and PMD users tend to have higher per-mile crash casualty rates than driving, but less total risk because<sup>17</sup>:

- **PMDs impose minimal risk on other road users. As a result, shifts from cars to PMDs tend to reduce total per capita traffic accident rates.**

PMD trips tend to be shorter than car trips as they're used to link to other forms of transport, such as trains, buses and ferries. They can achieve the holy-grail dreamed of by transport planners, which is complete integration by using inter-modal hubs. This can be achieved because many of the newest designs fold up into the size of a lap-top bag so they can be carried quite easily between transport modes. They have a huge advantage over bicycles in this regard.

- **Because they displace car trips, and so can reduce total person-miles, there is less risk. Secondly, most PMDs travel at a maximum speed of 21-25 km/h**

High casualty rates for pedestrians and cyclists result, in part, because people with higher risk factors tend to use these modes, including children and elderly people.

- **A skilled and responsible adult who shifts from driving to these modes is likely to face less additional risk than average values suggest.**

### 36. Misconceptions: A Tale of Two Cities, Dublin and Melbourne.

Dublin is a city of 1.7 million people and in September 2009 it introduced a bike hire scheme in and around the city centre. The scheme has 400 bikes which are located in 40 docking stations. People pay an annual subscription of EUR 10 to use the bikes on a regular basis and there are other options for occasional use and visitors. After paying the subscription, the first 30 minutes of each use are free.

In the first 12 months of the **Dublin** scheme 47,000 had subscribed to the scheme and over 1.1 million journeys were made on the bikes. This averages around 5,000 trips per day and the maximum daily usage was just under 6,000 trips.

The scheme has been a great success, much exceeding predictions. Many people use the bikes that had not previously cycled in Dublin and the scheme has been well received by the city's residents and visitors. During the first year there were only two bike thefts (since recovered) and no serious casualties. The scheme is to be expanded with 100 more bikes and 4 more docking stations by the end of 2010, and there are plans to build up to 5,000 bikes in use by 2015.

**Melbourne** is a larger city than Dublin, with a population of 4 million people. However, the central area has much in common with Dublin and is no less suitable for cycling. In June 2010, the city also introduced a bike hire scheme on a similar scale to Dublin. It has 600 bikes and 50 docking stations. Subscriptions to use the bikes are higher at AUD 50 a year (about EUR 37) but otherwise operation of the scheme is the same with the first 30 minutes of each use free.



**ITEM 13 (continued)**

**ATTACHMENT 2**



Bikes in Melbourne wait for users to arrive

In Dublin the bikes have widespread appeal

- **After 4 months of operation in October 2010, the Melbourne hire scheme had attracted fewer than 650 subscribers. During the period there were 20,700 journeys made by the bikes, or around 300 per day.**
- **While the Dublin scheme has become more and more popular, cycle hire in Melbourne seems to be becoming less so. From July to August the number of new subscriptions went down from 135 to 108, the number of casual users from 1,461 to 1,070 and the number of journeys from 4,116 to 3,775.**

**Why the difference?**

One difference between the hire schemes in Dublin and Melbourne is that the cost of a subscription is nearly four times as great in the Australian city. However, the cost in Melbourne is still not high in comparison with other transport costs and it is unlikely to explain the 20-fold difference in the journeys made.

- **Instead, almost all observers put the failure of the Melbourne scheme down to the State of Victoria's mandatory helmet law which makes casual use of the bikes difficult. In Dublin there is no helmet law. While some people using the hire bikes there do wear helmets, most don't.**
- **No city with a helmet law has achieved a successful hire bike scheme.**

In Auckland, New Zealand the NextBike scheme folded in November 2010 having achieved only 50 rentals a day. In Mexico City a helmet law was rescinded due to its impact on bike hire. Another Australian scheme in Brisbane appears to be getting off to a slow start.

ITEM 13 (continued)

ATTACHMENT 2

**37. There's Safety in Numbers: by adding PMDs to Bicycle Users the Numbers of 'Like' Modes will Increase.**

There are many myths about cycling and in particular about the safety of cycling. Cycle helmet promotion builds strongly on the fear that cycling is unsafe, but there is clear evidence that it is the opposite.

- **How can an activity that enhances health and longevity more than any other be unsafe?**
- **How can it be made safer?**

Moreover, there is good evidence that the most important factor in enhancing safety for an individual when cycling in traffic is the number of other people who cycle.

- **When cycle use doubles, the risk of a motorist hitting a cyclist goes down by about a third.**

This is the most likely explanation why it is in countries with large cycling populations, such as the Netherlands and Denmark, that risk is lowest.

- **By adding a 'cousin', Personal Mobility Devices, to the bicyclist 'family' both modes can make each other safer!**

The benefits of 'Safety in numbers' have now been shown to be valid within and across countries and continents. They are also consistent across time. The studies below are some of the evidence. They demonstrate not only that risk when cycling decreases the more people who cycle, but also the converse, that anything which leads to fewer people cycling increases risk for those who continue. This could be one reason why cycle helmet promotion and laws have not led to a detectable decrease in risk, for the most significant outcome has been to discourage cycling.



If road safety professionals are genuinely concerned about reducing the likelihood of crashes between motorists and cyclists should consider measures that increase cycling; not persist in 'helping' using the tired and now proven incorrect rhetoric we are accustomed to hearing here in Australia.

**i) Safety in Numbers in Australia<sup>97</sup>**

The average daily distance cycled in different Australian States in 1985-86 was compared with fatality rates. The mean per capita distance cycled in Western Australia was double that in New South Wales and the risk of fatality 35% less.

In Western Australia from 1982 to 1989 cycling almost doubled. During the same period, the number of cyclists admitted to hospital fell by 48% and reported fatal and serious injuries went down by 33%.

In the 1990s, the amount of cycling in Australia was greatly reduced following the passage of helmet laws. Estimates of the injury rate per cyclist suggest that the Safety in Numbers

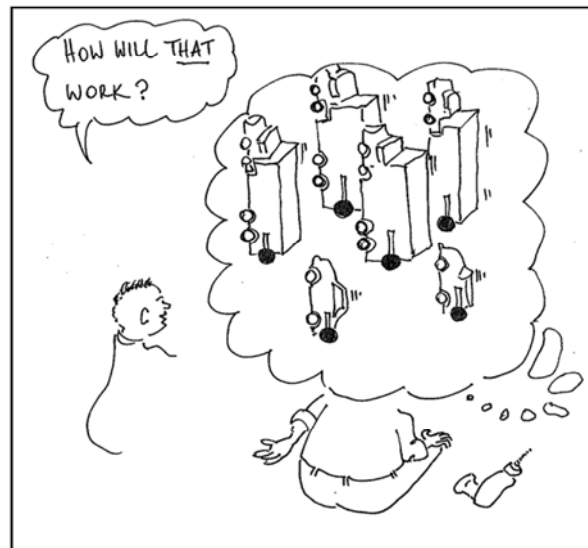
## ITEM 13 (continued)

## ATTACHMENT 2

principle then worked in reverse. Pedestrian deaths and serious head injuries (DSHI) in Victoria fell by 74% due to road safety campaigns that ought also to have benefited cyclists. But the cycle helmet law introduced during the same period caused cycle use to fall by about 30% while DSHI for cyclists fell by only 57%, much less than for pedestrians.

- **Thus despite, or because of, the helmet law, the risk of injury per cyclist relative to pedestrians increased as cycling numbers fell.**

Bonham<sup>36</sup> matched cycle crash data with sites in South Australia where cycle counts had been undertaken. The period covered was 1999 to 2004. It was found that crashes increased as the number of cyclists rose, but not at lower rate. At intersections where crashes occurred, almost 70% of variability in those crashes was explained by the volume of cyclist trips.



### ii) Comparison of European and US cycling and walking casualty data

In this study, Jacobsen<sup>35</sup> examined population level data from 68 cities in California USA, 47 towns in Denmark and 14 European countries, to compare the amount of cycling and walking and the injuries occurring in collisions with motor vehicles. Additionally, time series data was considered for the United Kingdom and the Netherlands. The amount of cycling and walking varied from 6% of all trips in the USA to 46% in the Netherlands.

It was found across all the data sets that motorists are less likely to hit bicyclists and pedestrians when there are more people bicycling or walking. Modelling this relationship as a power curve yielded the result that at the population level, the number of motorists hitting bicyclists and walkers will increase at roughly 0.4 power of the number of people bicycling or walking. For example, a community doubling its cycle use can expect a 32% increase in injuries ( $20.4 = 1.32$ ). Taking into account the amount of bicycling, the probability that a motorist will strike an individual person bicycling declines with the roughly -0.6 power of the number of persons cycling. An individual's risk while cycling in a community with twice as much cycling will reduce by 66% ( $20.4/2 = 2 \cdot 0.6 = 0.66$ ).

- **The author considers that the primary mechanism at work in reducing risk when more people cycle is behaviour adaptation by motorists. Therefore, not only are policies that increase the numbers of people walking and cycling a good way to improve safety, but laws should be revised to reflect the premise that the number of collisions with vulnerable road users is determined largely by motorist behaviour.**



## ITEM 13 (continued)

## ATTACHMENT 2

### iii) Cycling in Sweden and walking in Canada.

In Malmö, Sweden, Ekman<sup>37</sup> compared cyclist volumes against serious cycling crashes at 95 intersections. There was an inverse relationship between the number of cyclists and the number of crashes that involved cyclists.

Leden reported a non-linear relationship in two examinations of intersections. In a before and after study, he examined changes in numbers of bicyclists and collisions between motorists and bicyclists in response to changes in physical configuration at 45 non-signalized intersections between bicycle paths and roadways in Gothenburg, Sweden<sup>38</sup>. The total number of collisions increased with the 0.4 power of the increasing use of the intersections by bicyclists.

Leden also examined police reported injuries to people walking at some 300 signalized intersections in Hamilton, Ontario, Canada<sup>39</sup>. The number of collisions increased with the 0.32 to 0.67 power with increasing numbers of pedestrians.

- **That is; where there were greater number of pedestrians, fewer pedestrians were involved in crashes.**

### iv) Smeed's Law

The concept of 'Safety in Numbers' is not new. It was first demonstrated in 1949 by Smeed<sup>40</sup> with regard to motor vehicle use when data from 62 countries showed that road fatalities per vehicle were lower in countries with more driving. The relationship - an exponential curve - has become known as Smeed's Law and has stood the test of time well, being verified in examinations of data across 42 years in the UK<sup>41</sup> and 110 years in Australia<sup>42</sup>.

## 38. There is only One other Justification that isn't Mentioned Anywhere

- **If PMDs were not predicted to greatly assist in providing a response to many conundrums, why would companies such as General Motors, Toyota, Mitsubishi, Nissan, BMW, VW, Honda and many other less recognised brands, spend hundreds of millions of dollars designing and then incorporating these products into their motor vehicles?**

(Toyota has actually spent so much money and time on this solution they're actually up to Mark IV.)

- **The answer is obvious, the futurist's and visionaries employed by these companies came to the same conclusion as myself long ago; the only difference being that they will profit from their endeavours.**

## 39. I'm convinced Terry, what do we need to do? <sup>92</sup>

We need to coerce the Transport Minister to facilitate small changes to one Federal Law<sup>92</sup> and the cascading terminology included in regulations enforced by the States, in relation to the definition of a 'Personal Mobility Device.' This sounds quite benign, but the benefits are more far reaching than immediately obvious to an outside observer <sup>(pages 9-12)</sup>.

There are many ways to justify changes, as mentioned in this paper; besides the 70,000,000+ documents that can be down-loaded via Google and by listening to the speakers at the 7<sup>th</sup> Annual Roads Conference, reading the Austroads and Infrastructure Australia publications and so forth.



## ITEM 13 (continued)

## ATTACHMENT 2

- The last thing we need to do is 'have an enquiry' or 'do some thorough investigation.' (Author: Give me a break, please!)

### 40. Conclusion

Every person that is able travel those intermediate distances **without using a car**, by using the vast network of footpaths, shared paths and cycleways and other pedestrian spaces, **creates extra capacity** in the network for vehicles not able to be displaced, such as those (genuine) commercial users. Others who either cannot afford, or haven't a choice due to other personal hardship<sup>111</sup> need to be given that choice back.

Utilisation of these spaces through legalising PMDs should have occurred at least a half a decade ago, but it **isn't too late to start**.

Yet nothing has happened?

Why?

Bureaucrats won't initiate anything, because they harbour the stereotypical traits of the risk adverse expert-centric (as mentioned on page 55).

Politicians take advice from these expert-centric bureaucratic chiefs.

David Borger, the ex-NSW Minister for Roads has publicly stated how hard (on many occasions) it was for him, whilst acting as Minister, to coerce the Roads & Traffic Authority of NSW to change its' views on anything at all:

**The new roads' agency has lost its planning and policy powers which many believed blocked better public transport. With the O'Farrell government committed to restoring light rail to Sydney, abolishing the RTA has removed a major obstacle. The former Labor MP, who lost his seat in the March election, is not the first minister, or even RTA executive, to welcome the O'Farrell government's announcement that the RTA will be abolished and merged with NSW Maritime to become NSW Roads and Maritime Services<sup>107</sup>.**

....and the belligerent attitude doesn't appear to have improved under the new Liberal State Government<sup>108</sup>:

Despite an order from Roads Minister Duncan Gay, Mrs Skinner and the council to close the road, the RTA has refused.

"It begs the question of who, if anyone, has authority over the RTA," Cr Cannon said.

"The Roads Minister advises one thing — the bureaucracy does another. It appears the change of government in March meant nothing to this crowd," she said.

This type of malignant organisational culture is the cancer that has suppressed progress in Australia for so long. I am very qualified to say this, as I've been working amongst, and inside, these bureaucracies for almost three decades.

As the legislation cascades from the federal level to the states this means we need to

place all our hope in the Federal Minister for Infrastructure and Transport, Mr Anthony

**ITEM 13 (continued)**

**ATTACHMENT 2**

Albanese. Australians are desperate for some leadership, now more than ever in our history. We cannot keep rolling out the same old '**solutions**' without reaping the same '**rewards**'.

➤ **Mr Albanese, please allow incremental and evolutionary change to occur: change the Law<sup>92</sup> now by approving the use of Personal Mobility Devices**

Regards,



**ITEM 13 (continued)**

**ATTACHMENT 2**

**APPENDIX**

**A) Commuters all at Sea as Government's lose the Plot.**



**Against the tide: governments must consider alternative forms of transport to combat global climate change.**

Andrew Natoli February 13, 2006, The Age: **Melbourne**

The emergence of an oil economy and the invention of the internal combustion engine created a vast suburbia well beyond the reach of effective public transport infrastructure.

The converging crises of peak oil prices and global warming now comprise the greatest threat to our current concept of the city. Their confluence will, one way or another; bring about decisive action by governments on the urban transport problem.

Broader approaches to transport policy and planning are needed. The critical question is: what will be the new paradigm within which planners will create transport and urban design visions for our cities, and will it be one that consists of car tunnels, minimum car-parking standards and new, public transport-less suburbs? Or will it be one which acknowledges the reality of our environmental future?

The future of public transport is assured, particularly in cities such as London — its relatively compact, modern form has literally been built on a honeycomb of rail infrastructure, stitched together by bus and light rail. However, even in public transport-rich cities such as London, a surprisingly high proportion of commuters still own and drive cars. The problem is, of course, more acute in cities where governments are still reluctant to invest significantly in public transport, and whose growth has been premised on plentiful and cheap access to transport energy provided by oil.

People will continue to rely on private modes of transport into the future. **The adoption of radically different approaches to private urban transport will be critical to avoiding**



## ITEM 13 (continued)

## ATTACHMENT 2

### **serious economic and social disadvantage in public transport-poor suburbia.**

A recent study of the vulnerability of Australian suburbia to rising oil prices found high levels of vulnerability, particularly in outer-suburban locations, where disproportionately more disadvantaged communities are located (Dodsun et al, 2005).

Whichever way you look at it, with the decline of cheap oil and the absence of any replacement fuel or technology that can realistically be used on the same scale, the predominant form of private transport will need to evolve to be generally lighter, more compact and energy efficient.

### **B) Misconceptions Control the Law**

#### **i) Bicycle helmets - a road safety hazard?**

Loz Blain April 13, 2007



**A British scientist has proved that wearing a bicycle helmet actually exposes cyclists to further risk.** Overtaking traffic passed helmeted cyclists with significantly less room than unhelmeted cyclists - and the bigger the vehicle, the closer the average passing distance was. As civilised as we pretend to be elsewhere, we consistently act like might is right on our roads.

Size is everything; trucks intimidate 4WDs, who muscle out compact cars. Commuting motorcyclists learn quickly to be hyper-vigilant around anything with 4 wheels - but even their lot can't compare to the vulnerability of bicycle riders, who travel much slower than the speed limit, are able to own very little road space, and typically wear only the bare minimum of protective gear.

Riding a bicycle in peak-hour traffic is at best harrowing, and at worst downright treacherous. While cyclists are able to feel in some control over what's happening in front of them, car drivers in the outermost lane tend to see them as an annoying chicane and overtake leaving a fraction of the space they'd give another car. And research from the University of Bath shows that where a cyclist is wearing protective clothing, drivers are likely to cut in even



## ITEM 13 (continued)

## ATTACHMENT 2

closer.

Dr Ian Walker, **a traffic psychologist from the University of Bath**, used a bicycle fitted with a computer and an ultrasonic distance sensor to record data from over 2,500 overtaking motorists in Salisbury and Bristol last September.

Dr Walker, who was struck by both a bus and a truck in the course of the experiment, spent half the time wearing a cycle helmet and half the time bare-headed. He was wearing the helmet both times he was struck. He **found that drivers were as much as twice as likely to get particularly close to the bicycle when he was wearing the helmet.**

Across the board, drivers passed an average of 8.5 cm (3 1/3 inches) closer with the helmet than without. The research has been accepted for publication in the journal Accident Analysis & Prevention.

Size of vehicle also played a role: the average car passed 1.33 metres away from the bicycle, the average white van was 10cm closer. The average truck was a further 9cm closer, and the average bus 4cm closer again - 23cm closer on average than a car.

Furthermore, Dr. Walker wore a long wig on some trials to see if perceived gender had any effect on overtaking distances. It certainly did; drivers gave him an average 14cm more room.

What are the implications? Perhaps when drivers see male riders suited up with all the correct gear they assume they'll be more predictable and able to get themselves out of trouble. Maybe there's some sort of chivalrous courtesy going on when female riders are left wider gaps.

Perhaps, as the vehicle size data suggests, drivers simply see overtaking a cyclist as an opportunity to stamp their road authority on a weaker, more vulnerable competitor for tarmac space.

Either way, the research throws a very interesting slant on the mandatory bicycle helmet laws found in many areas. While helmets are clearly an advantage in a fall, there's little to suggest they do much when the rider is hit by a car or truck. And if a helmeted cyclist experiences around 20% more close overtaking moves than his unhelmeted contemporary, does wearing a helmet actually make bicycle commuting more dangerous?

### ii) The problems with helmets

<http://bicyclesafe.com/helmets.html>

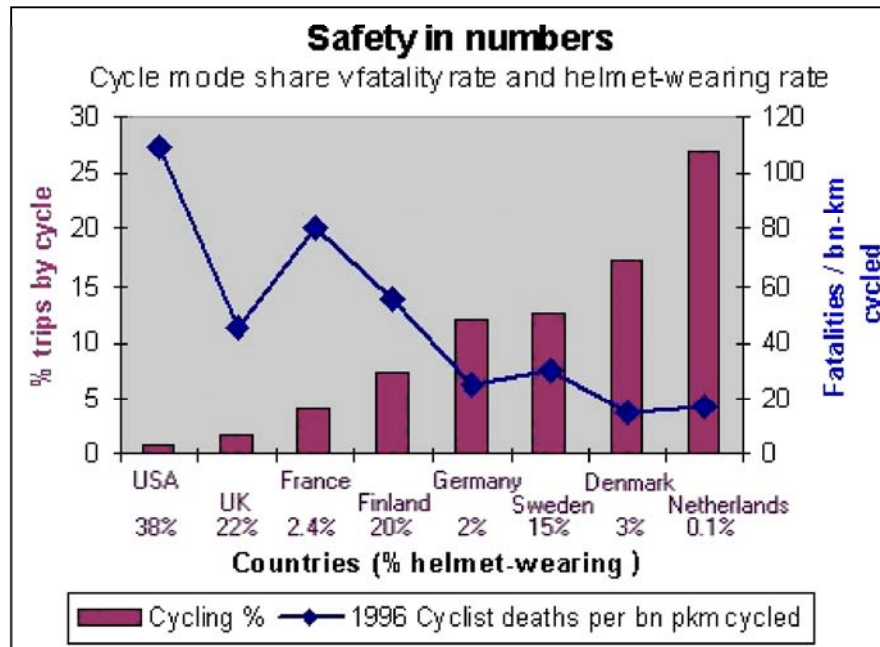
The main problem with helmets is not with the helmets themselves, it's with the attitude towards them, the idea that they're the first and last word in bike safety.

If that's the definition (and that's pretty much how people view helmets) then there are two big problems with that:

A helmet does nothing to prevent a cyclist from getting hit by a car.  
The effectiveness of helmets in preventing injury is seriously exaggerated.

ITEM 13 (continued)

ATTACHMENT 2



At this point helmet supporters are jumping up and down with rage and reaching for their email, so let me be clear about this: Saying that helmet effectiveness is exaggerated is not the same thing as saying that helmets are useless. I don't believe that helmets are useless. I think if you want the maximum protection possible in a crash you ought to wear one. But I also believe that if you think a helmet will do as much to protect you as you probably think it does, then you're kidding yourself.

- **Helmet use among U.S. cyclists was nearly non-existent before the 1990's. Nobody wore helmets in the 80's and before. So what happened when helmet use skyrocketed in the 1990's? Head injuries went down, right?**
- **No, head injuries went up. Let me repeat that: When helmet use went up, so did head injuries.**

There's a big article about this in the New York Times, showing that head injuries among cyclists went up 51% in the 1990's as more and more cyclists started wearing helmets.

I'm not suggesting that helmets caused the head injuries; there are other plausible explanations for why head injuries increased (more attention to helmets and less attention to safe riding skills being one of them). But what I am saying is that the protective value of helmets is so small it's hard to measure.

Most of us have heard that "bicycle helmets can prevent up to 85% of head injuries". Many times the phrase is printed without the "up to", stating flatly that bike helmets "prevent 85% of head injuries". Typically, no source is ever cited for this 85% figure. Everyone believes it anyway, so who needs a source, right? But where did this 85% figure come from, and is it

## ITEM 13 (continued)

## ATTACHMENT 2

credible? The answer is that it came from a flawed 1989 study, and it's probably wildly inaccurate. The study was roundly criticized in the Helmet FAQ by the Ontario Coalition for Better Cycling and by CycleHelmets.org, which states:

- **This paper is by far the most frequently cited research paper in support of the promotion of cycle helmets. It is referred to by most other papers on helmets, to the extent that some other papers, and most helmet promotion policies, rely fundamentally upon the validity of its conclusions.**

The claims that helmets reduce head injuries by 85% and brain injuries by 88% come only from this source; yet are quoted widely as gospel by people who know nothing more about cycle helmets. The prospect of achieving such massive reductions in injuries to cyclists lies at the root of helmet promotion and mandatory helmet laws around the world.

- **Those who have taken the trouble to analyse the paper in detail, however, have found it to be seriously flawed and its conclusions untenable.**
- **They also note that not a single helmeted cyclist considered in the study was involved a collision with a motor vehicle!**
- **CycleHelmets has other good information, such as the chart above showing that countries with the most helmet use also have the most head injuries. This is important enough that it bears repeating: countries with the most helmeted cyclists also have the highest rate of cycling head injuries.**

And of course the converse is true: cycling head injuries are much lower in countries where cyclists don't wear helmets very much.

And that brings us to the third problem with helmets: Helmet-wearing may actually promote injury.

Another theory is that helmets effectively make the cyclist's "head" much larger, so with a bigger head a falling cyclist is much more likely to slam it against the road or a car (causing traumatic brain injury because the brain is still slammed against the skull), or possibly even breaking the cyclist's neck.

Patrick Goetz points out another possible problem with helmets:

*With some trepidations; I've actually been wearing a bicycle helmet for recreational road biking. However, [a recent car-bike] accident points clearly to one of the problems with helmet usage: I can no longer hear cars coming up behind me since I've started wearing a helmet. It's quite unsettling to be biking down a quiet rural road and suddenly have a giant, noisy pickup blast by completely unanticipated. There's something about how the wind passes through the air vents that greatly attenuates sounds from the rear (and perhaps otherwise).*

- **If any of these things is true then it could explain why we don't see any reduction in cyclist fatalities when helmet use goes up: helmets could be saving some cyclists but killing others.**

### iii) Have helmet laws increased casualties for non-cyclists?

Sat 5 Mar 2011

The primary fault with Australia's draft National Road Safety Strategy 2011-2020, according to a researcher, is its failure to make any reference to the country's mandatory bicycle helmet



## ITEM 13 (continued)

## ATTACHMENT 2

regulations and their broader impact on road safety and public health.

In a submission to the draft strategy, a detailed analysis is presented of the evidence on cycle use in Australia and casualty trends. It is argued that recent increases in cycling are merely a recovery from low numbers experienced throughout the 1990s when many Australian adults and children were discouraged from bike riding. Current cycling levels still lag behind pre-law numbers with a consequent impact on road safety, comprehensive data providing evidence of cycling discouragement 20 years after helmet law enactment.

An innovative part of the submission looks at the impact of helmet laws in Australia on road casualties for non-cyclists - the first time this has been done so far as is known. On the basis that fewer people cycling means more people driving and greater traffic density, a link is suggested between enactment of the laws and increases in road casualties that took place at the same time (ending a long period of declining casualties). **Australian Transport Safety Bureau statistics show that the least number of all road casualties was recorded in 1992; the year that the last states enacted helmet legislation!**

The analysis includes a great deal of new data including cycle use and road casualty figures from Australian and New Zealand helmet jurisdictions before and after helmet law enforcement. It is likely to be controversial, but deserves careful consideration.

<http://www.cycle-helmets.com/nrss-submission1.html>

### iv) Helmet wearers may compensate by cycling less safely

Fri 18 Mar 2011

<http://www.cyclehelmets.org/1207.html?NKey=60>

A study from Norway investigated risk compensation by cyclists in response to bicycle helmet wearing by observing changes in cycling behaviour; reported experience of risk, and a possible objective measure of experienced risk.

Variations in heart rate were used as a measure of perceived risk and tested in a pilot exercise by getting participants to watch a thriller movie. Then heart rate variability was used along with cycling pace and self-reported risk in a field experiment involving 35 cyclist volunteers, some of whom normally wore helmets and others who did not. Each cyclist rode 0.4 km downhill, both bareheaded and wearing a cycle helmet.

Routine helmet users reported higher experienced risk and cycled slower when they did not wear their helmet in the experiment than when they did wear their helmet, although there was no corresponding change in their heart rate. For cyclists not accustomed to helmets, there were no changes in speed, perceived risk, or any other measures when cycling with versus without a helmet.

- **The findings are consistent with the notion that those who use helmets routinely perceive reduced risk when wearing a helmet, and compensate by cycling faster. According to the authors, they thus give some support to those urging caution in the use of helmet laws.**

### v) Public health hampered by false perception of cycling risk

<http://www.cyclehelmets.org/1207.html?NKey=59>

According to the Transport & Health Study Group (T&HSG) - the principal UK health



## ITEM 13 (continued)

## ATTACHMENT 2

organisation concerned with transport - "public health advances are being hampered by a false perception of cycling as a relatively hazardous mode of travel." The T&HSG has recently completed a major study of the links between daily travel, public health and road safety.

Dr Stephen Watkins, chair of the T&HSG, says that:

"Proper assessment shows that the actual risks of cycling are low: indeed, young people are generally safer on bikes than driving and society as a whole is far safer if young people are encouraged to cycle. The risks are further reduced if more people take up cycling, as there is a 'safety in numbers' effect.

- **Evidence shows that enforced laws compelling helmet use deter people from cycling and increase risk for cyclists.**

The health benefits of cycling rather than driving every day are many times greater than any increase in injury risk. However, in Australia and New Zealand, permanent reductions in cycling to school and work followed enforced helmet legislation."

Dr Watkins was responding to the possibility of a helmet law in Northern Ireland, which the T&HSG strongly opposes. He continues: "While we understand the concerns behind the proposed Bill, **it is not justified by the evidence**. The two approaches that will make cycling safer are reducing speed limits on residential streets, and encouraging more people to cycle.

Tue 22 Mar 2011

[http://www.cycle-helmets.com/helmets\\_survey.html](http://www.cycle-helmets.com/helmets_survey.html)

### vi) Effects on head injuries or deaths among cyclists

The most studied laws are in New Zealand<sup>84</sup> and Western Australia. Data from both show no conclusive evidence of any benefit from helmet laws. The risk per mile of cycling appears to have increased; reductions in numbers of injuries are less than reductions in cycling<sup>85</sup>. Assuming a high level of benefit from the New Zealand law, the costs still outweighed the benefits<sup>86</sup>. A full analysis of the New Zealand law showed no reduction in head injuries<sup>87</sup>.

**ITEM 13 (continued)**

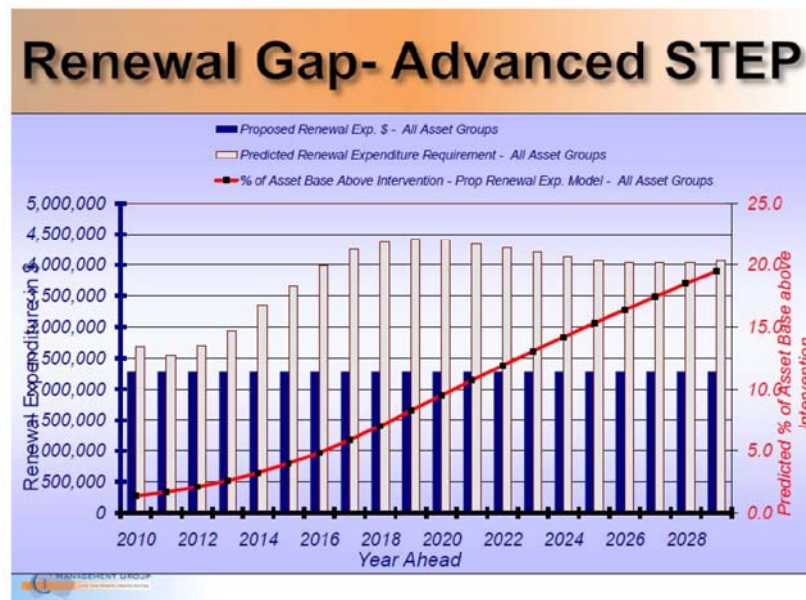
**ATTACHMENT 2**

**References:**

1. [http://www.environment.gov.au/cgi-bin/sprat/public/publicthreatenedlist.pl?wanted=fauna#MAMMALS\\_CRITICALLY%20ENDANGERED](http://www.environment.gov.au/cgi-bin/sprat/public/publicthreatenedlist.pl?wanted=fauna#MAMMALS_CRITICALLY%20ENDANGERED)
2. [http://handbook.reuters.com/index.php/Reporting\\_and\\_Writing\\_Basics](http://handbook.reuters.com/index.php/Reporting_and_Writing_Basics)
3. <http://melbourneurbanist.wordpress.com/2010/09/02/why-do-major-infrastructure-projects-fail/>
4. <http://www.news.com.au/another-crash-shuts-f3-and-costs-us-29-million/story-e6freuzi-1225912520958>
5. [http://www.infrastructure.gov.au/roads/F3toM7Review/pdf/SUBMISSION\\_28-TTF\\_Australia\\_Ltd.pdf](http://www.infrastructure.gov.au/roads/F3toM7Review/pdf/SUBMISSION_28-TTF_Australia_Ltd.pdf)
6. <http://www.lgsa-plus.net.au/www/html/1993-namsplus-asset-management.asp>
7. Mees, Sorupia, & Stone, 2007
8. [http://sydney.edu.au/business/\\_data/assets/pdf\\_file/0003/94926/ITLS-WP-11-06.pdf](http://sydney.edu.au/business/_data/assets/pdf_file/0003/94926/ITLS-WP-11-06.pdf)
9. Levinson, D. and Y. Wu. The rational locator re-examined: Are travel times still stable? Transportation, vol. 32, no. 2, 2005, pp. 187–202.
10. [www.mto.gov.on.ca](http://www.mto.gov.on.ca)
11. German Federal Board for Road Traffic, Publish Date: March 2006
12. Every year, the Texas Transportation Institute publishes its traffic-congestion index. Every year, the report is bleak: "Ten year study shows most cities losing the battle with gridlock" – <http://tti.tamu.edu/researcher/v34n1/congestion.stm>
13. German Senate Berlin, 16<sup>th</sup> July 2009; Federal Minister for Transport, Construction and Town Planning W. Tiefensee.
14. [http://en.wikipedia.org/wiki/List\\_of\\_countries\\_by\\_traffic-related\\_death\\_rate](http://en.wikipedia.org/wiki/List_of_countries_by_traffic-related_death_rate)
15. [http://en.wikipedia.org/wiki/List\\_of\\_OECD\\_countries\\_by\\_road\\_network\\_size](http://en.wikipedia.org/wiki/List_of_OECD_countries_by_road_network_size)
16. At a minimum, nineteen countries have legalised Personal Mobility Devices, by exempting them from being classified as a 'motor vehicle.'
17. Litman and Fitzroy, 2005
18. <http://www.infrastructure.org.au/Default.aspx>
- 18B. <http://www.nswbusinesschamber.com.au/News-Media/Latest-News/Media-releases-2010/NSW-Coalition-infrastructure-policy.aspx>
19. <http://www.constructors.com.au/>  
<http://www.smh.com.au/business/a-festival-of-fees-for-float-of-valemus-20100608-xtm9.html>  
<http://www.smh.com.au/business/a-festival-of-fees-for-float-of-valemus-20100608-xtm9.html#ixzz1Owlkkldd>
20. [http://www.democracy4sale.org/index.php?option=com\\_content&view=article&id=512:cached-up-organisations-undue-influence-on-the-nsw-election&catid=3:law-reform&Itemid=48](http://www.democracy4sale.org/index.php?option=com_content&view=article&id=512:cached-up-organisations-undue-influence-on-the-nsw-election&catid=3:law-reform&Itemid=48)  
<http://www.10bigideas.com.au/improving-infrastructure/w1/i1001214/>
21. <http://www.theaustralian.com.au/news/breaking-news/greens-doubt-libs-donations-commitment/story-fn3dxiwe-1225934811072>
22. [http://www.lgpmcouncil.gov.au/publications/files/LG\\_Financial\\_Sustainability\\_Framework1.pdf](http://www.lgpmcouncil.gov.au/publications/files/LG_Financial_Sustainability_Framework1.pdf)  
[http://www.apv.net/documents/LG\\_Financial\\_Sustainability\\_Framework2.pdf](http://www.apv.net/documents/LG_Financial_Sustainability_Framework2.pdf)
23. [http://www.mav.asn.au/CA256C320013CB4B/Lookup/amc09courtney/\\$file/Courtney.pdf](http://www.mav.asn.au/CA256C320013CB4B/Lookup/amc09courtney/$file/Courtney.pdf)

**ITEM 13 (continued)**

**ATTACHMENT 2**



24. TASMANIAN STATE GOVERNMENT and LOCAL GOVERNMENT ASSOCIATION OF TASMANIA

Framework for Long-Term Financial and Asset Management Planning for all Tasmanian Councils September 2009

[http://www.lgat.tas.gov.au/webdata/resources/files/59\\_254\\_090930\\_LGAT\\_Common\\_Framework\\_Final\\_Report.pdf](http://www.lgat.tas.gov.au/webdata/resources/files/59_254_090930_LGAT_Common_Framework_Final_Report.pdf)

Theme	Barriers
Accountability	<ul style="list-style-type: none"> <li>Benchmarking of council by Federal/State governments and individual councils</li> </ul>
Governance	<ul style="list-style-type: none"> <li>Resources (skills, knowledge and staff time priorities)</li> <li>Lack of a champion to promote the benefits</li> <li>Will and acceptance by elected members and staff (What's in it for me) and competing priorities</li> <li>Desire to keep rates 'affordable'</li> <li>Emotive decision making</li> <li>Politics and influence for 'new things'</li> <li>League tables fear</li> <li>Short term thinking</li> <li>Laziness</li> <li>Willingness to change</li> <li>Effort required to 'make it happen' - human nature to retain 'status quo'</li> <li>Commitment from senior management - what do we give up?</li> <li>Will to continue process after initial take up</li> <li>Political influences - Federal/State elections and policy changes impacts</li> <li>Pressure from ratepayers to keep rates low</li> <li>May be seen as restricting discretionary spending in election cycles</li> <li>Lack of awareness on long term financial planning and asset management planning - is improving</li> <li>Commitment of resources for implement and maintain framework</li> <li>Resistance from some councils</li> <li>Public perception of expenditure - renewal is less noticeable</li> <li>Less freedom for councils in spending of government grants</li> <li>Politics and parochialism</li> <li>Lack of broad based participation</li> <li>Cost needs to be realistic</li> <li>Financial incentive to go further than present position and improve maturity</li> </ul>
Competence	<ul style="list-style-type: none"> <li>Perception of asset management being too hard - a black box</li> <li>Lack of long term focus</li> <li>Reactive nature of councils</li> <li>Complexity of implementation - differing level of maturity in councils, matching systems to suit and funding of implementation</li> <li>Size of councils</li> </ul>


Financial reporting	<ul style="list-style-type: none"> <li>Hiding of financial sustainability - to avoid amalgamation</li> </ul>
Service delivery	<ul style="list-style-type: none"> <li>Ability to demonstrate benefits</li> <li>Extent of community consultation/engagement required</li> <li>Perception of service level changes</li> <li>Difference in service levels - getting agreement and narrowing the diversity of local demands</li> </ul>
Skills	<ul style="list-style-type: none"> <li>Skills availability</li> <li>Completion between councils for skilled people</li> <li>Election cycle and education of elected members</li> <li>Understanding of concept by councillors, staff and community</li> <li>Education - need to avoid 'big brother is watching' apparent position</li> <li>Education <ul style="list-style-type: none"> <li>for newly elected members and ongoing for all members</li> <li>connecting engineering with finance</li> <li>community - why important for them</li> <li>costing and rating level using the real story</li> </ul> </li> </ul>
Systems	<ul style="list-style-type: none"> <li>Existing data/technology /software limitations</li> <li>System capacity</li> <li>Agreeing on the right model - internal approval from council, agreed appropriate KPIs</li> <li>Councils being adverse to being locked into systems</li> <li>Difference in current financial and asset management processes between councils</li> <li>Lack of consistency in systems and interpretations</li> </ul>
Data/knowledge	<ul style="list-style-type: none"> <li>Awareness - not knowing what you don't know</li> <li>Common datasets/definitions</li> </ul>
Processes	<ul style="list-style-type: none"> <li>Asset management is an art rather than a science</li> <li>Integration/comparability between finance and engineering</li> <li>Different standards</li> <li>Ten year framework too long - local government environment subject to frequent changes - eg global financial crisis, water &amp; sewerage community service obligations, etc</li> <li>All council departments must agree on best practice</li> </ul>
Other	<ul style="list-style-type: none"> <li>Priority status of asset management - not 'sexy'</li> </ul>

25. <http://intranet.limet.qr/Portals/0/UsefulDocuments/documents/02383.pdf>



## ITEM 13 (continued)

## ATTACHMENT 2

26. [http://www.sunshinecoast.qld.gov.au/addfiles/agendaAttachments/om\\_150910/Attach3.pdf](http://www.sunshinecoast.qld.gov.au/addfiles/agendaAttachments/om_150910/Attach3.pdf)
27. Garnaut, 2008; Hirsch, Bezdek, Wendling 2005; Deffeyes 2005; Monbiot 2006; Moriarty & Honnery 2007
28. Garnaut 2008; Johnston 2007
29. City of Moreland 2008; Department of Urban Affairs and Planning 2001
30. Australian Greenhouse Office 2005; AAA 2008
31. Shoup 1999; Litman T., 2001; BTRE 2007
32. [http://www.bitre.gov.au/publications/23/Files/IS34\\_RoadRailFreight.pdf](http://www.bitre.gov.au/publications/23/Files/IS34_RoadRailFreight.pdf)
33. <http://www.bath.ac.uk/news/articles/archive/overtaking110906.html>  
<http://www.cyclehelmets.org/1207.html?NKey=61>  
<http://bicyclesafe.com/helmets.html>
34. Robinson DL. Safety in numbers in Australia: more walkers and bicyclists, safer walking and bicycling. Health Promotion Journal of Australia, 2005; 16:47-51.
35. Jacobsen PL. Safety in numbers: more walkers and bicyclists, safer walking and bicycling. Injury Prevention, 2003; 9:205-209
36. Bonham J, Cathcart S, Petkov J, Lumb P. Safety in numbers: a strategy for cycling?. University of South Australia
37. Ekman L. On the treatment of flow in traffic safety analysis—a non-parametric approach applied on vulnerable road users. Bulletin 136. Lund, Sweden: Institutionen för Trafikteknik, Lunds Tekniska Högskola, 1996.
38. Leden L, Garder P, and Pulkkinen U. An expert judgment model applied to estimating the safety effect of a bicycle facility. Accident Analysis & Prevention, 2000 July; 32 (4):589-99.
39. Leden L. Pedestrian risk decrease with pedestrian flow. A case study based on data from signalised intersections in Hamilton, Ontario. Accident Analysis & Prevention, 2002; 34:457-64.
40. Smeed, RJ. Some statistical aspects of road safety research: J R Stat Soc A 1949: 1- 34.
41. Adams J. Smeed's law, seatbelts and the Emperor's new clothes. In: Evans L, Schwing RC, editors. Human Behaviour and Traffic Safety; New York (NY): Plenum; 1985. p. 193-253.
42. Knott JW. Road traffic accidents in New South Wales; 1881-1991: Aust Econ Hist Rev 1994; 34:80-116.
43. <http://www.vabike.org/vehicle-weight-and-road-damage/>
44. [http://www.pc.gov.au/\\_data/assets/pdf\\_file/0015/65112/rr46.pdf](http://www.pc.gov.au/_data/assets/pdf_file/0015/65112/rr46.pdf)
45. <http://www.ntc.gov.au/filemedia/AboutUs/AusRailSpeechNDNov09.pdf>
46. <https://secure.globeadvisor.com/servlet/ArticleNews/story/gam/20110425/RBLOOKAHEADRAILWAY0425ATL>
47. <http://billionairetimes.com/billionaires-riding-the-railroads-into-the-future/>
48. James Vaupel, Max Planck Institute for Demographic Research in Rostock, Germany
49. <http://www.mynrma.com.au/assets/About-PDF/NRMA-Decongestion-Strategy.pdf> Point 6, pages 25 and 26. 
50. <http://www.greencarsales.com.au/news/2011/aussie-co2-emissions-on-the-wane-25191>
51. Shreya, Dave (February). "Life Cycle Assessment of Transportation Options for Commuters" Massachusetts Institute of Technology [http://www.pietzo.com/storage/downloads/Pietzo\\_LCAwhitepaper.pdf](http://www.pietzo.com/storage/downloads/Pietzo_LCAwhitepaper.pdf)
52. <http://bicyclesafe.com/helmets.html>
53. <http://www.cyclehelmets.org/1207.html?NKey=60>
54. <http://www.cyclehelmets.org/1207.html?NKey=59>
55. [http://www.cycle-helmets.com/helmets\\_survey.html](http://www.cycle-helmets.com/helmets_survey.html)
56. Shreya Dave is a candidate for a dual Masters degree in Mechanical Engineering and Technology & Policy; Massachusetts Institute of Technology. She received her SB from MIT in Mechanical Engineering and has worked in various energy-related industries. Her current research is in developing metrics for energy performance of building day lighting façades.
57. This can be calculated by dividing the natural logarithm of 2 by the exponent of growth, or approximated by dividing 70 by the percentage growth rate.



## ITEM 13 (continued)

## ATTACHMENT 2

58. <http://www.abs.gov.au/ausstats/abs@.nsf/mf/9309.0/>
  59. [http://cpds.apana.org.au/Documents/Crisis\\_in\\_GQ/Articles/Transport\\_Monster.htm](http://cpds.apana.org.au/Documents/Crisis_in_GQ/Articles/Transport_Monster.htm)
  60. <http://www.smh.com.au/business/macquarie-model-blowtorched-20080404-23oy.html>  
Sydney Morning Herald, Business Day: Macquarie model blowtorched April 4, 2008
  61. <http://www.couriermail.com.au/story/0,23739,24954514-952,00.html>
  62. <http://www.hfm.com.au/funds/hdu/>  
<http://www.macquarie.com.au/mql/au/corporations/investing/infrastructure>
  63. [http://www.news.com.au/on-your-bike-clover/story-e6freuy9-1225899453480?from=public\\_rss](http://www.news.com.au/on-your-bike-clover/story-e6freuy9-1225899453480?from=public_rss)
  64. [http://www.thecie.com.au/content/publications/CIE-sydneys\\_transport\\_infrastructure.pdf](http://www.thecie.com.au/content/publications/CIE-sydneys_transport_infrastructure.pdf)
  65. <http://www.futuristspeaker.com/2009/12/4-trends-to-watch-in-2010-%E2%80%93-the-personal-mobility-explosion/>
  66. VTPI, "Safety Evaluation," Online TDM Encyclopaedia, Victoria Transport Policy Institute ([www.vtpi.org/tdm](http://www.vtpi.org/tdm)), 2003.
  67. John Pucher and Lewis Dijkstra, "Making Walking and Cycling Safer: Lessons from Europe," Transportation Quarterly, Vol. 54, No. 3, summer 2000, available at [www.vtpi.org](http://www.vtpi.org). Peter L. Jacobsen, "Safety in Numbers; More Walkers and Bicyclists. Safer Walking and Bicycling," Injury Prevention (<http://ip.bmjournals.com>), Vol. 9, 2003, pp. 205-209.
  68. VTPI, "Managing Non-motorised Facilities," Online TDM Encyclopaedia, Victoria Transport Policy Institute ([www.vtpi.org/tdm](http://www.vtpi.org/tdm)) 2003
  69. [http://docs.google.com/viewer?a=v&q=cache:BOuKHMyDXSEJ:nrcs.atcouncil.gov.au/current\\_projects/files/NRSC11Motorcycle\\_safety.doc+scooter+AND+increase+AND+sales+AND+Australia+AND+statistics&hl=en&gl=au&pid=bl&srcid=ADGEESq8SouId9Z3Y3PTmeiwMAi6TqZ-ey4XLwWCH4xwuvT-LrcWoUn152Ngy34QsPXRxrHDWV5w6CUp3p-02VofsqfIX03oWCJKa2MCMJm\\_XDIrw\\_O5oYCuWSi0XGt0mAAH3n9Q9k&sig=AHIEtbTCNiDWAK97m-pnA9y27U72rOmRg](http://docs.google.com/viewer?a=v&q=cache:BOuKHMyDXSEJ:nrcs.atcouncil.gov.au/current_projects/files/NRSC11Motorcycle_safety.doc+scooter+AND+increase+AND+sales+AND+Australia+AND+statistics&hl=en&gl=au&pid=bl&srcid=ADGEESq8SouId9Z3Y3PTmeiwMAi6TqZ-ey4XLwWCH4xwuvT-LrcWoUn152Ngy34QsPXRxrHDWV5w6CUp3p-02VofsqfIX03oWCJKa2MCMJm_XDIrw_O5oYCuWSi0XGt0mAAH3n9Q9k&sig=AHIEtbTCNiDWAK97m-pnA9y27U72rOmRg)
  70. [http://scootercommunity.com.au/blogs/scootersalescomau\\_news/archive/2009/01/12/motorcycle-scooter-sales-figures-2009-australia.aspx](http://scootercommunity.com.au/blogs/scootersalescomau_news/archive/2009/01/12/motorcycle-scooter-sales-figures-2009-australia.aspx)
- Road bikes were the key driver of growth in the marketplace during 2008 with 49,347 sales - an 8.5 per cent increase over the previous year.
- Scooters remained extremely popular, with 15,364 units sold during 2008 - a 7.6 per cent increase compared to 2007.
- "Many people, particularly those who live and work in busy cities, are being drawn to scooters in record numbers because of their obvious convenience and practicality," Mr McKellar said.*
71. [http://www.mosac.eu/public/file/Elliot%20a\\_a%20DFT%20TRL%20581%20Motorcycle%20safety%20a%20scoping%20study.pdf](http://www.mosac.eu/public/file/Elliot%20a_a%20DFT%20TRL%20581%20Motorcycle%20safety%20a%20scoping%20study.pdf)
  72. I am advocating that Personal Mobility Devices not be used on the road with vehicles with higher mass and speed. As the name suggests, they're a mobility device, not a vehicle. I'm advocating the use on footpaths, shared paths, bicycle ways, shared zones and places where there is only 'like for like', not B-Double Trucks and cars capable of extreme speed differential.
  73. [http://www.carrsq.qut.edu.au/publications/corporate/motorcycle\\_safety\\_fs.pdf](http://www.carrsq.qut.edu.au/publications/corporate/motorcycle_safety_fs.pdf)  
<http://segwaynz.files.wordpress.com/2011/01/why-the-segway-pt-is-a-mobility-device-in-nz.pdf>
  74. Haworth, N. and Mulvihill, C. (2005) Review of motorcycle licensing and training (Report #240). Melbourne: Monash University Accident Research Centre.
  75. <http://esvc000101.wic023u.server-web.com/pedestrianCouncil/Page.asp?PageID=915>
  76. Australian Competition and Consumer Commission, 2010.
  77. <http://www.scootersaus.com.au/specifications.html> 28 models totalling 2024 kilograms equals 72.3 kilogram average.

ITEM 13 (continued)

ATTACHMENT 2

78. <http://www.seqway.com/individual/models/i2-cargo.php>

79. [http://en.wikipedia.org/wiki/Electric\\_bicycles](http://en.wikipedia.org/wiki/Electric_bicycles)

80. [http://en.wikipedia.org/wiki/Electric\\_bicycle\\_laws](http://en.wikipedia.org/wiki/Electric_bicycle_laws)

81. <http://www.electric-bicycle-guide.com/electric-bicycle-laws.html>

82. The model was "pioneered by Australia's Macquarie Group" and the research covers Macquarie Airports, Macquarie Capital Alliance Group, Macquarie Communications Infrastructure Group, Macquarie Media Group and the original and largest fund:

Macquarie Infrastructure Group<sup>62</sup> and Babcock & Brown spin-offs Babcock & Brown Infrastructure, Babcock & Brown Capital, Babcock & Brown Environmental Investments (presently subject to a takeover offer by Babcock & Brown), Babcock & Brown Wind Partners and Babcock & Brown Power, as well as Rivercity Motorway, Duet, Hastings Diversified, Challenger, ConnectEast SP AusNet and Spark Infrastructure.

The initial success of the model, at least in capital raising and fee generation terms, has allowed the growth in infrastructure funds to expand overseas into US and European markets. RiskMetrics, meanwhile, had been chipping away earlier at the more ambitious deals being done by Macquarie-type acolytes, such as Allco Finance Group.

For example, it recommended strongly against the Allco proposal to buy Rubicon Asset Management last year, and institutions came close to voting the deal down.

It should also be noted that the adviser was a critic of MFS, Centro and ABC Learning for some of the same reasons it has criticised Babcock and Macquarie in its latest, most in-depth, paper. Those three, like Allco and Rubicon, are close to corporate extinction. MFS, Allco and Centro all favoured the externally-managed model as does the Hedley pubs stable of companies which has just fallen into trouble. Many real estate trusts or REITs also have the trust structure.

Their underperformance has been significant since the downturn in credit markets as the aggressive financing practices, and booking profits from revaluations, hamper performance when credit spreads blow out and asset values come under pressure.

As an extreme example, it takes Babcock & Brown Wind Partners which "had operating cash flow of \$14.2 million in the 2006 financial year, but paid distributions totalling \$48 million in relation to that year. The distributions were equivalent to 54% of the total cash receipts from customers during the year," says the report.

"Even the most mature infrastructure fund of all, Macquarie Infrastructure Group, is no exception. It had operating cash flow of \$306.9 million in the 2006 financial year, but paid distributions totalling \$512.9 million in relation to that year. Furthermore, the distributions were equivalent to 116% of the total toll revenue received during the year."

The "stapled" entities of the infrastructure model "have multiple boards, and are run by an external management company employed under a management agreement providing for substantial fees. Many of the features of these vehicles appear to make it practically difficult, and possibly expensive, for investors to replace the external manager if dissatisfied with its performance."

A worrying parallel may well exist between the securitization of subprime mortgages by US financial institutions, whose deficiencies have been exposed, and current practices for the securitization of investment in private infrastructure assets. A desire to be able to claim a high value for their holdings of many existing similar securities might encourage promoters of new projects to present an over-optimistic view of the latter's prospects. In September 2010 it was noted that many projects funded through

**ITEM 13 (continued)**

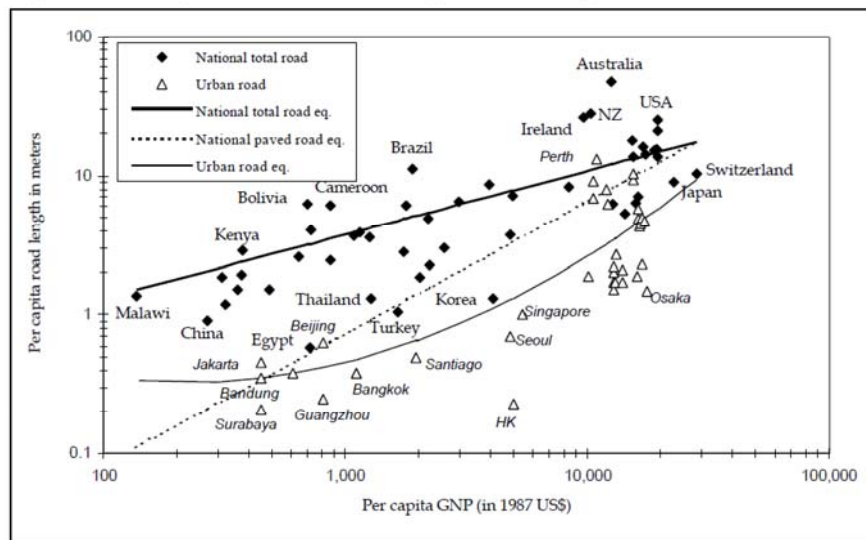
**ATTACHMENT 2**

PPP-type arrangements had experienced financial difficulties because actual traffic volumes fell well below those that has been forecast.

- Superannuants retirement savings are now being considered to pay for infrastructure in NSW.

83.

**Figure 3. Per Capita Income and Per Capita Road Length**



84. Mandatory bicycle helmet law in Western Australia. Chris Gillham. [http://www.cycle-helmets.com/bicycle\\_numbers.html](http://www.cycle-helmets.com/bicycle_numbers.html)
85. Erke A, Elvik R, Making Vision Zero real: Preventing Pedestrian Accidents and Making Them Less Severe, Oslo June 2007. (Page 28) <http://www.tti.no/getfile.php/Publikasjoner/T%D8I%20rapporter/2007/889-2007/889-2007-nett.pdf>
86. Taylor M, Scuffham P. "New Zealand bicycle helmet law – do the costs outweigh the benefits?" Injury Prevention 2002; 8:pp. 317–320 Retrieved 2011-02-26.
87. Robinson, D. "COSTS AND BENEFITS OF THE NZ HELMET LAWS". Retrieved 2011-02-26
88. <http://www.allenconsult.com.au/publications/download.php?id=258&type=pdf&file=2>
89. <http://www.delonixradar.com.au/new-south-wales/>
90. <http://www.carinsurance.com/Articles/content31.aspx>
91. Operational Impacts of Alternative Private Passenger Vehicles  
Austroads Project No. NS1205. Austroads Publication No AP-R351/10  
Project Manager Adrian George. Prepared by Geoff Rose and Mark Richardson Monash University  
Published by Austroads Ltd. Level 9, Robell House 287 Elizabeth Street Sydney NSW 2000 Australia  
Email: [austroads@austroads.com.au](mailto:austroads@austroads.com.au) [www.austroads.com.au](http://www.austroads.com.au)

Austroads membership comprises the six state and two territory road transport and traffic authorities, the Commonwealth Department of Infrastructure, Transport, Regional Development and Local Government, the Australian Local Government Association, and New Zealand Transport Agency. Austroads is governed by a council consisting of the chief executive officer (or an alternative senior executive officer) of each of its 11 member organisations:

- Roads and Traffic Authority New South Wales
- Roads Corporation Victoria
- Department of Transport and Main Roads Queensland
- Main Roads Western Australia
- Department for Transport, Energy and Infrastructure South Australia
- Department of Infrastructure, Energy and Resources Tasmania
- Department of Planning and Infrastructure Northern Territory
- Department of Territory and Municipal Services Australian Capital Territory



## ITEM 13 (continued)

## ATTACHMENT 2

Department of Infrastructure, Transport, Regional Development and Local Government  
Australian Local Government Association  
New Zealand Transport Agency

The success of Austroads is derived from the collaboration of member organisations and others in the industry. It aims to be the Australasian leader in providing high quality information, advice and fostering research in the road sector.

92.

### The Law Changes

The classification that most "Personal Mobility Devices" currently fall under is *Australian Design Rule (ADR), Category L (LA - Moped - 2 Wheels)*. The sticking point is the wording in relation to "a 2-wheeled vehicle with a power source other than a piston engine and a 'Maximum Motor Cycle Speed' not exceeding 50 km/hr".

Many Personal Mobility Devices (Honda, Toyota, Nissan, Qugo, Yikebike, Solowheel) are marketed, or intended to be marketed, as a one, two or three-wheeled electric personal mobility devices by their manufacturers. At present there is no 'fit' within any ADR that legalises PMD use (by de-classifying them as a 'motor vehicle' thus enabling cascading regulations to permit their use).

### Stage 1 (Federal Level):

The process needs to address how PMDs can be exempted for key rules that currently are barriers for these products. In the case of the *ADR, Category L (LA - Moped - 2 Wheels)* modifications to the rules in terms of "axle" pairing, speed range, and configuration would resolve the issue. This would completely remove PMDs from validation under the ADR. There is a valid reason why the word 'personal' and 'device' is used in lieu of 'passenger' or 'vehicle' when describing PMDs. Simply, PMDs are not designed to compete on a road with much larger mass vehicles at over twice the speed differential. They are designed to be used to assist pedestrians become more mobile - pedestrians walk on sidewalks, not down lanes of a highway! By pushing PMDs onto the road you'll create the same risk!

### Stage 2 (State Level):

Road Rules (NSW version). Instruct Transport NSW to provide a **NEW "definition"** specifically for Personal Mobility Devices which could be an umbrella definition that covers other devices such as a mobility scooter or electric wheelchair.

(From a search of Google in relation to the Road Rules (NSW) there does not seem to be a linkage or related definition at the moment.)

Alternatively, seek an amendment to existing terminology within the Road Rules (eg. "wheeled" ELECTRIC recreational Device - Related to Road Rule (RR) 240/240A - Personal Mobility Devices).

Other Acts that may impact on the use of PMDs and may need slight amendments are:

- Motor Vehicle (Third Party Insurance) Act 1942
- Road Transport (Vehicle Registration) Act 1947
- Road Transport (Safety and Traffic Management) Act 1999
- Road Transport (General) Act 2005
- Road Transport (Driver Licensing) Act 1998

In addition to the above, the general laws of Negligence would apply to users. Just as there is no compulsion for motor vehicles to be insured against property damage, there would not be any compulsion to insure these devices for property damage caused to other property.



## ITEM 13 (continued)

## ATTACHMENT 2

That does not go to say that a person who negligently drove a device and caused property damage would not be liable. It is likely that private insurance companies would review current policies issued as to provide insurance coverage once they see an opportunity to profit.

In North Carolina, Senate Bill 1144 August 2002 ratified "AN ACT TO DEFINE AND AUTHORISE THE USE OF NONTANDEM TWO-WHEELED PERSONAL ASSISTIVE MOBILITY DEVICES". The bill defines an EPAMD to match the characteristics of the Segway and then exempts it from the definition of a vehicle.

93. <http://www.gizmag.com/mycopter-eu-project-personal-air-vehicle/19076/picture/137006/>

94. [http://en.wikipedia.org/wiki/Local\\_government\\_in\\_Australia](http://en.wikipedia.org/wiki/Local_government_in_Australia)

95. [http://www.rta.nsw.gov.au/doingbusinesswithus/downloads/technicalmanuals/mobility-plan\\_how-to.pdf](http://www.rta.nsw.gov.au/doingbusinesswithus/downloads/technicalmanuals/mobility-plan_how-to.pdf)

96. [http://www.transport.wa.gov.au/mediaFiles/cycling\\_bicycle\\_plans.pdf](http://www.transport.wa.gov.au/mediaFiles/cycling_bicycle_plans.pdf)  
<http://www.transport.wa.gov.au/cycling/20936.asp#3>

97. Robinson<sup>34</sup> used three data sets from Australia to yield results very similar to Jacobsen<sup>35</sup>.

98. <http://future.shoalhaven.nsw.gov.au/Home/whatisacomunitystrategicplan.aspx>

99. <http://epress.lib.uts.edu.au/ojs/index.php/cilq/article/viewArticle/1890>

This paper investigates the emergence of community strategic planning (CSP) in the New South Wales local government sector, against the backdrop of a series of broad influences ranging from increased interest in participatory democracy through to **sustainable infrastructure provision**. It provides an understanding of how the CSP has evolved over the past few decades to embody these influences. The paper concludes with reflections on some common challenges and opportunities experienced by local councils in NSW that have undertaken voluntary CSP or are in the process of developing a *Plan*. Given underlying similarities in the emergence of participatory long-term strategic planning in local government around the world, many of the experiences associated with the preparation of CSP in the NSW context are likely to be of relevance to those undertaking similar processes in other jurisdictions.

100. <http://www.smh.com.au/articles/2004/04/25/1082831435063.html>

ITEM 13 (continued)

ATTACHMENT 2

101.  
6 Friday, July 15, 2011

**DriveLIFE** news **ILLEGAL**



### Electric scooter idea returns to the fold

BICYCLES are the ultimate zero-emission transport but with our hot summers, who wants to arrive at work in sweaty clothes?

Electric scooters, on the other hand, are a simple, cheap and convenient antidote to congestion and pollution.

South Korean engineer Jaepyeong Lee has given a hint of what might lie ahead with his design of a foldable electric scooter concept aptly titled "Everywhere".

Lee's upmarket scooter has three wheels to accommodate the small electric motor and bank of batteries. A wide rear track and chunky tyres offer greater stability than a conventional two-wheel scooter, while a foot-operated brake reduces momentum.

The sleek scooter's rear features a formula one-inspired nose-cone section with an integrated LED brake light and trumpet-shaped rear axles.

Other design highlights include a smart-looking hub-less front wheel, a digital speedometer built into the handlebars and LED headlights.

A scooter's simplicity is its drawcard and Lee claims his modern iteration continues this theme, despite no theoretical power or weight figures. A user-friendly folding mechanism allows the ride to pick up the scooter and board a train to continue the daily commute.

Given our crawling commute times, here's hoping we see the Everywhere everywhere.

**Chris Harris**

**ITEM 13 (continued)**

**ATTACHMENT 2**

102.

### Ship out, congestion in

MORE than 200 extra trucks are now on inner-city roads after a ship which used to carry more than 9000 tonnes of gravel into Sydney Harbour each week was withdrawn from service.

Hanson Concrete, at Blackwattle Bay in Glebe, has decommissioned the bulk carrier Claudia I, which made three round trips each week to the south coast, because it was no longer economically viable.

The ship had been a fixture on the harbour for 15 years, and was the last coastal trader to ply solely between ports in NSW. The 3100 tonnes of blue metal carried each trip from the company's quarry at Bass Point, near Shellharbour, is now loaded onto trucks for the trip north – about 200 truckloads a week.

Maritime unions and community groups are concerned about the impact of the trucks around Glebe and Ultimo. Hanson supplies concrete and aggregate across Sydney from its Blackwattle Bay plant on Pyrmont Bridge Road. It said it had appointed shipping brokers to search for a replacement vessel, but it could take some time.

Bruce Davis, the vice-president of the Glebe Society, said hundreds of extra truck movements were not welcomed by residents.

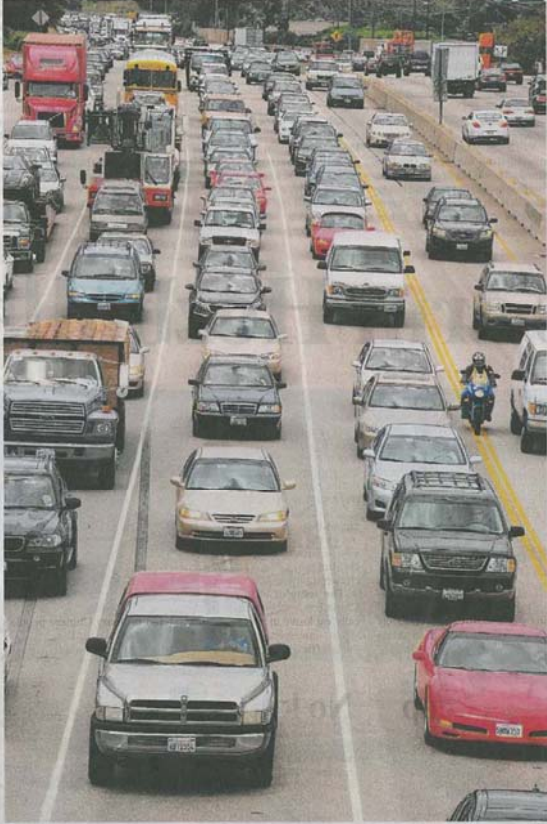
Jim O'Rourke

**ITEM 13 (continued)**

**ATTACHMENT 2**

103.

## City of angels to face demons of Carmageddon



**An epic traffic jam will be a jolt to California's dominant car culture**

**TAMARA AUDI**  
LOS ANGELES

"CARMAGEDDON" will strike Los Angeles today when one of the busiest US freeways is shut down, triggering a horrific traffic jam and an even bigger jolt to California's car culture.

For 53 hours, the Interstate 405 will be closed for a 16km stretch through the Sepulveda Pass on the western side of LA so the California Department of Transportation can partially demolish a bridge to create a lane for high-occupancy vehicles. The project won't be complete until 2013.

The closure of a major artery already notorious for daily gridlock is expected to produce a traffic jam of epic proportions. Locals have dubbed it "Carmageddon" and "Carpocalypse."

Officials fear it will bring Los Angeles to a standstill. The 250,000 vehicles that normally use that part of the 405 daily are expected to overwhelm smaller highways and streets.

"It will be an absolute nightmare," Los Angeles Mayor Antonio Villaraigosa said. "Avoid the area, or stay home. Go on vacation."

City officials enlisted the help of celebrities to spread the word, tapping *CHiPs* star Erik Estrada ("Ponch") to film a public service announcement.

"LAPD asked me 2 tweets: 405fwy btwn 10 & 101 will be closed July 16-17," actor Ashton Kutcher told his 7 million followers on Twitter. "In exchange I would like a free pass on that stoplight ticket IT WAS YELLOW."

Merchants hope to recover traffic-related lost business. Fearful that the traffic will slow business, scores of Carmageddon capitalists are offering deals to lure spenders from their homes. Those located on shutdown-friendly thoroughfares, or neighbourhoods with captive residents, see an opportunity to profit.

"It's the perfect time to get a tattoo. You can say, 'I got a tattoo the weekend they closed the 405.' It'll make it more special," says Howard Teman, owner of T-Man Tattoo on Ventura Boulevard, which is expected to be clogged during the 405 closure.

Mr Teman is offering 15 per cent off "any piercing or tattoo." He hopes to attract people who live in his neighbourhood, along with those stuck in the traffic crawl.

JetBlue Airways announced a "Fly Over the 405" deal with a \$US4 one-way flight from Burbank to Long Beach, 65km away. For \$US150 (\$139), travellers fearing Carmageddon can fly over the snarl in the same luxury helicopters that ferry celebrities like Will Smith and, most recently, the Duke and Duchess of Cambridge during their visit to Los Angeles.

"We're trying to make something good out of this," says Lance Strumpf, the chief pilot of Briles Wing & Helicopter. The company usually charges at least \$US5000 for a minimum two-hour charter flight in an Agusta copter.

The price gets passengers a 15-minute flight (one-way) from the Van Nuys Airport, in the San Fernando Valley, over the 405 to the Los Angeles International Airport or the Santa Monica Airport. For no extra cost, passengers "can look at all those people stuck in traffic down below," Mr Strumpf says. The shutdown has spawned Car-mageddon.com, which has become the clearinghouse for shutdown events, deals and commentary. It sells T-shirts for \$US20 that read "My gridlock is bigger than yours".

Many businesses are worried the deals won't be enough to pry spenders from home. "The idea of the 405 being closed for a critical weekend in the (northern) summer is unfortunate timing for us," says Jeff Klocke, marketing director for Pacific Park amusement centre on the Santa Monica Pier.

The park is offering 53 hours of free rides to anyone with a San Fernando Valley zip code on their driver's licence.

THE WALL STREET JOURNAL

A normal bumper-to-bumper day on the Interstate 405 freeway in LA



ITEM 13 (continued)

ATTACHMENT 2

104.

**TRANSPORT**

## We want Lance's legs: city cyclists embrace E-bikes

**Matthew Moore**  
URBAN AFFAIRS EDITOR

CHINA has four times more electric bikes on the road than cars. In Holland every fourth bike sold is battery-powered. Now there are signs Sydneysiders are warming to this new breed of bikes that miraculously seem to lend you Lance Armstrong's legs.

Across inner Sydney shops selling electric bikes are cropping up. Many are offering the chance to borrow or rent their machines to convince cyclists like Kathy Leh, who was unsure about the benefit of having a battery on her bike.

**'I sell mainly to riders in their 40s and 50s.'**

**Paul van Bellen, E-bike seller**

"I rented one first from a shop in Chippendale then I bought one for \$2000," Ms Leh said. She lives in Kingsford and wanted to ride to and from work in Paddington in her work clothes with shopping on the back without needing to shower and change after her commute.

She said the bike is "fantastic" because she can easily ride up hills that run down to Sydney's eastern suburbs with minimal effort. "If I go to the beach I can cycle up Darley Road, up Arden Street in Coogee or up Clovelly Road," said Ms Leh, 49, who calls herself "an old bird on a bike".

There are plenty of shops selling electric bikes, but the bicycle industry says the market is constrained by the lack of a national agreed standard on them and at what point a motor is so big a bicycle should be classed as a motorbike.

This week the federal government's Vehicle Safety Standards department moved to end the uncertainty when it circulated a draft design rule on what constitutes an E-bike.

It proposes increasing the maximum power for electric bikes from the present 200-watt limit to 250 watts of continuously rated output with a maximum speed of 25 km/h before the power cuts out.

In Europe 250-watt motors are standard and the new design rules will make it a lot easier for importers to bring in a wider range of electric bikes, said Peter Bourke, general manager of Bicycle Industries Australia, which represents bicycle wholesalers.

Paul van Bellen imports top-quality Dutch-made Gazelle bikes and said he is selling between 50 and 70 of them a month, mainly to bike stores, which sell for \$3000 to \$4000.

His bikes have no throttle and are classed "pedal assist". They have a motor in the front hub which drives the front wheel once the rider begins pedalling with more power sent to the wheel the harder the pedals are pushed.

"I sell mainly to riders in their 40s and 50s, more women than men, who generally live within a 5 to 10 kilometre radius of the city," he said.

Maurice Wells from Glow Worm Bicycles in Marrickville said he is concerned the proposed 25 km/h limit is too slow for Australia, where there are few cycle paths and most people ride on roads.

He said that while electric bike sales are picking up, bicycle shops will have to tap into a new market before the trend takes off. "The industry here is founded on sport cycling and bike shops don't understand why you would want an electric bike. It's not just the technology that's different, it's the customers."

105. <http://www.supplychainreview.com.au/news/articleid/74830.aspx>

## ITEM 13 (continued)

## ATTACHMENT 2

106. <http://www.infrastructure.gov.au/infrastructure/mcu/urbanpolicy/index.aspx>

107. <http://www.smh.com.au/nsw/writing-on-wall-as-rt-a-grew-too-big-20110722-1hsvk.html#ixzz1SyF9tAaa>

Writing on wall as RTA grew too big  
Andrew West  
July 23, 2011



"They didn't see it as their bailiwick to worry about improving safety on the street" ... Former roads minister David Borger. **The roads authority wielded power that even its leaders could not control**, writes Andrew West.

SOON after becoming the minister for roads last year, David Borger discovered a plan by Canterbury City Council to revive a derelict commercial strip along Canterbury Road in the inner south-west.

What had once been a lively precinct with shops, served by trams, had become seedy, lined with brothels, petrol stations and fast-food outlets. "It was dead as a destination; a classic retail sewer," he said.

The then minister, a former urban planner, backed the council's plan, which would have involved installing parking bays on private curb side land to help increase passing trade. Then the agency over which he presided, the Roads and Traffic Authority, stepped in.

"The RTA objected because it would have meant that sometimes cars might have to reverse park into the bays and that might, just for a few seconds, slow down the traffic. The RTA was not saying it was a bad retail plan by the council, just that it might have interfered with the so-called global flow of traffic," he said.

**"They didn't see it as their bailiwick to worry about improving safety on the street or the retail viability, even if that meant they were costing [the area] potentially millions of dollars in revenue."**

The former Labour MP, who lost his seat in the March election, is not the first minister, or even RTA executive, to welcome the O'Farrell government's announcement that the RTA will be abolished and merged with NSW Maritime to become NSW Roads and Maritime Services.

It will be under the control of a new super-transport body, Transport for NSW, which will answer to the Minister for Transport, Gladys Berejiklian, and the Minister for Roads and Ports, Duncan Gay.

**Mr Gay told the Herald the staff of the RTA had supported the restructure, partly because "the perception of the organisation was pretty poisonous and that was unfair to the personnel who work there".**

**He acknowledged a widespread criticism that the RTA was too focused on building metropolitan motorways at the expense of country and regional roads and urban public transport. "They were concerns in part but not the total concern."**

The new roads' agency has lost its planning and policy powers which many believed blocked better public transport. With the O'Farrell government committed to restoring light rail to Sydney, **abolishing the RTA has removed a major obstacle.**



ITEM 13 (continued)

ATTACHMENT 2

A transport expert at the Institute for Sustainable Futures at the University of Technology, Sydney, Dr Michelle Zeibots, first encountered the power of the RTA in the early 1990s when she served as a community representative on its Road Traffic Noise Taskforce.

She found an entrenched ideology within the agency, which collaborated with NSW Treasury officials who opposed an expansion of public transport. "They had this ideological rapport, based on the idea that cars represented freedom and if you advocated public transport you were some sort of radical left-winger or worse," she recalled. "It was that stupid."

A former RTA chief executive, Paul Forward, had wanted to reform the RTA, which had become a series of "fiefdoms" under the control of powerful regional directors, often operating in cahoots with local councils to maintain and expand roads. He wanted to turn motor registries into one-stop shops for government services - "pay your power bills, your water bills, renew your licence, your boating permit, all that stuff", he said - and put the 2000-strong maintenance workforce out to tender.

"The RTA got a reputation for being a bit arrogant because it was a 'can-do' agency," he said. "It forgot that it could not just do road planning in isolation from other transport solutions."

The convener of the advocacy group EcoTransit, Gavin Gatenby, said the move to subordinate the RTA to an overarching transport agency was overdue because in the 1990s and early 2000s its power had become overwhelming. **"The RTA could dispense an enormous amount of patronage to the politicians,"** he said.

**"They could always roll out a plan that would fix a 'missing link' in the system and supposedly solve Sydney's traffic congestion."**

➤ **"In fact what they were doing was feeding traffic growth and breeding gridlock."**

Even though traffic volumes had levelled off since 2004, the RTA had continued to promote "white elephant" motorway projects. "The Eastern Distributor never met its traffic predictions and the M2 continues to struggle under a mountain of debt," he said.

108.



**Gridlock over rat-run solution**

MOSMAN DAILY, Thursday, July 28, 2011 9

**EMMA PAGE**

**BEAUTY POINT:** Residents will be "outraged" the RTA has blocked moves to close the Pearl Bay Ave rat-run, Mosman Mayor Anne Connon said.

At a meeting last Thursday, an RTA representative told the Mayor and North Shore MP Jillian Skinner it would not create a north-bound bus lane along Spit Rd and therefore there was "no need" to close Pearl Bay Ave.

But the good news is the Central Ave option, which would have shifted the existing rat-run less than 1km south along Spit Rd, has been officially scrapped.

After campaigning to have the rat run eliminated since 1972, Cr Connon said residents were "being treated with disdain".

"For the RTA to now say that Mosman Council has not been pursuing this matter is frankly a lie," she said.

Despite an order from Roads Minister Duncan Gay, Mrs Skinner and the council to close the road, the RTA has refused.

"It begs the question of who, if anyone, has authority over the RTA," Cr Connon said.

"The Roads Minister advises one thing — the bureaucracy does another. It appears the change of government in March meant nothing to this crowd," she said.

An RTA spokesman last week told the *Daily* the authority had received no evidence from the community that Pearl Bay Ave needed to be closed.

"Council can make an application to the RTA to close Pearl Bay Ave ... following consultation with the community and an investigation of the traffic impacts on the surrounding road network," he said.

The RTA is now investigating the cost of creating a slip road on Spit Rd linking the top of Parriwi Rd — which would discourage rat-run traffic from entering Beauty Point.

**What is happening?**

- Mosman Mayor Anne Connon is urging residents who oppose rat-running through Beauty Point to write to the RTA demanding it closes Pearl Bay Ave.
- Cr Connon stressed individual letters and emails rather than petitions would count more.
- This follows the RTA's recent announcement the council would have to apply to the RTA to close Pearl Bay Ave, "following community consultation".

**What do you think about this move?**

 mosmandaily.com.au

109. [http://www.gizmag.com/wireless-bridge-sensor/19380/?utm\\_source=Gizmag+Subscribers&utm\\_campaign=c7033ce7f5-UA-2235360-4&utm\\_medium=email](http://www.gizmag.com/wireless-bridge-sensor/19380/?utm_source=Gizmag+Subscribers&utm_campaign=c7033ce7f5-UA-2235360-4&utm_medium=email)

ITEM 13 (continued)

ATTACHMENT 2

110.

**The Sydney Morning Herald**  
2/8/11

# High-speed eastern rail link to cost \$100 billion

**Andrew West and Jacob Saulwick**

FEDERAL government report into high-speed rail along Australia's eastern seaboard has identified a route between Brisbane and Melbourne, via Sydney and Canberra, that would cost almost \$100 billion.

Phase one of the report is due to be released by the federal Transport Minister, Anthony Albanese, at an infrastructure conference on Thursday. Briefings for MPs, transport bureaucrats and industry representatives will be held tomorrow.

The *Herald* understands the report urges the federal government to secure a corridor for the train as soon as possible, with the most likely stops being Brisbane, the Gold Coast, Newcastle, Sydney, Goulburn-Southern Highlands, Canberra, Albury-Wodonga, Tullamarine Airport and central Melbourne.

The estimated \$100 billion price tag for high-speed rail reflects the entire cost of a project that would link four capital cities and five major regional centres along the densely populated east coast and would take decades to construct. The cost of building smaller segments would be significantly cheaper.

Federal government sources have indicated there was little chance of starting construction on parts of the project within the next few years but if the government introduced planning controls along parts of the east corridor slated for the high-speed line, it would be easier for future governments to complete the project.

The Melbourne Greens MP, Adam Bandt, who has been pushing the project, said the government should make the Sydney-Melbourne route, which is already the fourth-busiest air corridor in the world, the first priority, rather than starting on a shorter, but more complex and expensive, leg between Sydney and Newcastle. "I am concerned that the government is thinking small... when they need to be thinking big," Mr Bandt said.

The former deputy prime minister, Tim Fischer, who has been campaigning for high-speed rail and is familiar with the rail industry plans, said that by using the shortest route between Sydney and Melbourne - about 830 kilometres - a high-speed train could achieve a commuting time between the two capitals of under three hours "without breaking any speed records".

He said a line built to cope with speeds of up to 330km/h would allow trains to achieve an average speed of 280km/h. "This is easily within the international standards in places like Europe and Japan," he told the *Herald*.

Mr Fischer, who is on leave from his job as Australian ambassador to the Vatican to promote his book on rail transport, *Trains Unlimited*, also criticised Max Moore-Wilton, the head of the Department of Prime Minister and Cabinet under John Howard, for opposing the expansion of rail projects.

Mr Fischer suggested on ABC Radio that Mr Moore-Wilton, who is now a board member of the O'Farrell government's agency, Infrastructure NSW, had "sabotaged [by] greatly inflated cost estimates" the case for rail.

111.



*A Snail Mail Letter from Adam Davis*

Wednesday, 27 July 2011

Dear Mr. Dodds,

With this letter it is my intention to relate the history of my thwarted attempts to use my Personal Mobility Device within the parameters of the law.



## ITEM 13 (continued)

## ATTACHMENT 2

When I became aware of the existence of PMDs in 2005, they promised the perfect answer to what I was looking for in a mode of transport.

They (PMDs) seemed to possess all the features I needed and wanted. They're cheap to run, easy to use, can be taken along in the train, can be walked up and down stairs, do not pollute the atmosphere and is basically they're perfect solution to support my personal mobility and independence.

I decided this mobility device was the perfect means of transport for me! And so my journey began:

In February/March 2006, before the PMD purchase was made, I approached the RTA in person requesting a usage permit. This is supported with medical evidence that I am disabled, as confirmed by doctors, chiropractors and physiotherapists, and had previously sustained brain damage in an accident and that this mode of transport would be suitable and was recommended and to assist me with my mobility.

My request of the RTA was further supported by three previous and successful applications in 2005 of a PMD being used as a 'mobility aid'. I hold copies of the successful RTA letters.

My application was rejected for no specific or debatable reason other than they did not know what to do with PMDs on the roads. At the time PMDs were classified as off road vehicles. They were not classified as illegal by the RTA.

During my face to face meeting with a representative at the RTA, in March 2006, there was no mention they were considering legislation to ban the use of PMDs. Had I been advised of such a possibility at the time, I would not have purchased the vehicle.

I was also aware that the PMD distributor was mounting his own RTA application in which I felt confident of success. I proceeded with my purchase with the honest expectation that PMDs would gain approval.

Within a week of my purchase I visited the Lawson Highway patrol office advising the officer present of the PMDs' existence in the area. I was told they were unconcerned and were focused on more significant road offences. (The sum total of offences in my 74 years, have been a couple of minor speeding offences and the occasional parking ticket.)

I felt free to use the PMD off road between Bullaburra and Lawson and rode it for short distances in the villages in the Blue Mountains near Sydney **without incidence** for several years. I did my shopping and visited medical practitioners and therapists. **It was the perfect transport solution for me, especially as my medical condition has been deteriorating markedly in several areas and I am having difficulty walking even short distances these days, experiencing pain in my lower back and both legs.**

On 8 March 2010, while using the PMD on a back street in Lawson, I was charged with a traffic offence, had to appear in court, was ordered to pay court costs and was put on a 6 months Good Behaviour Bond.

Three weeks prior to the expiry of the Bond I was charged again. This time I was riding the PMD on the footpath to Katoomba hospital (a distance of 1.5 km from the railway station). I was on my way to attend two medical appointments. Another Court attendance was scheduled for 24 November 2010.

On April 20<sup>th</sup> 2010, I had presented a second application to the RTA giving details of the extent of my intended usage of the PMD detailing my circumstances and medical condition,

**ITEM 13 (continued)**

**ATTACHMENT 2**

all supported by the appropriate documentation. Upon receiving no reply, I followed up this detailed application with a reminder letter in June 2010.

Within days of the March 2010 court appearance, I finally received a response from the RTA stating "I regret to inform you that the RTA does not grant your request"...

In January 2011, when riding my PMD between Lawson and my home in Bullaburra, having done some basic shopping, I was arrested and locked up in a cell in Springwood Police station.

My most recent court appearance was on 15 June 2011 and the following arrangement was arrived at between my barrister and the prosecutor: that I make another application to the RTA for my use of the PMD with certain limitations i.e. the vehicle be modified for a maximum speed of 10 km/h, is only used in daylight hours, between Bullaburra and Lawson, a distance of 2.5 km, and again giving all the aforementioned reasons why the PMD is the means of transport that best supports me in my health and daily life needs. This has to be supported with as much documentation as possible.

Should my application to the RTA be successful, I will be permitted to use my PMD with the restrictions required by the RTA.

If my request for the use of the PMD as my personal mobility aid is unsuccessful, I need to appear in court on 14 December 2011 (before the same magistrate) and detail the steps I have taken and avenues I have explored to address my mobility problem. I am facing a criminal offence.

**In February 2011 a supporting friend initiated a FOI request of the RTA asking they provide copies of the tests they claim to have carried out on the safety of PMDs. This report has not been received and was to have been provided within seven weeks of the initial request.**

There has also been no support from the Police. An unnamed constable from the Lawson Highway patrol has read and copied most all of my relevant RTA communications and key medical history with the assurance he would research and communicate directly with the RTA and we would subsequently have a meeting to discuss his findings. My numerous letters to the constable, providing him with additional information and requesting a date and time for the meeting, were not ever responded to. There has been no such meeting.

It is now the end of July 2011. I am in the process of making yet another submission to the RTA.

At this time I have no means of personal transport. I have not been in a position to buy a car for the last 40 years and this is not likely to change.

I desperately need my PMD so I can at least do my basic shopping, go to the pharmacy or to the Post Office and keep some connection with my community.

Regards



J. Adam Davis  
[adam@all-one.org](mailto:adam@all-one.org)  
27 Boronia Rd., Bullaburra NSW 2784 Australia

**ITEM 13 (continued)**

**ATTACHMENT 2**

Ronny Zulaikha  
26/297 Edgecliff Rd  
Woollahra 2025  
22 August 2011

The following is a summary of my experience of riding a Segway over about 4 years.

1. I purchased a Segway in December 2003 and had used it nearly every day for approximately 4 years.
2. I received verbal permission on ABC 702 by the RTA spokesperson to use my Segway as a mobility aid. This was on 16 March 2005.
3. I received written authorisation from the RTA on 12 April 2005 to use the Segway as a mobility aid in place of a motorised wheelchair.
4. From around 2008 my muscular condition has improved considerably and I am nearly always able to walk without any mobility aid. As such I rarely use the Segway at present.
5. The transition from requiring a mobility aid to being very mobile was an extremely difficult one. This transition would have been much harder had I unnecessarily been forced to use a motorised wheelchair for 4 years.
6. I have found the Segway to be a brilliant piece of technology, an extremely reliable machine, which integrates with pedestrian traffic very well.
7. **Over the 4 years I covered an estimated 8000 km, including pavements, crowded shopping centres and crowded public events. There was not a single incident where I bumped into anyone, or caused injury to anyone.**

Sincerely  
Ronny Zulaikha

112. Of the 150 seats across the country, independents Tony Windsor (Tamworth) and Rob Oakeshott (Coffs Harbour) had their seats chosen to roll out the National Broad Band Network ahead of the rest.

## Coffs and Armidale lead NBN roll-out

The \$36 billion national broadband network will begin large-scale roll-out at sites in NSW, the ACT and Queensland from this month, after signing a crucial \$11 billion deal with Telstra. Coffs Harbour and Armidale are the first sites where contractors will begin work on the roll-out this



ITEM 13 (continued)

ATTACHMENT 2

112.

WEDNESDAY, AUG 3, 2011.

**The Sydney Morning Herald**

*Published since 1831*

## Fast train, slow money

TIM FISCHER, the former Nationals leader and deputy prime minister, and long-time train enthusiast, has a theory about why it is difficult to get rail projects off the ground. The estimated costs of projects are inflated by bureaucrats in order to kill off the ideas. If that sounds a little paranoid, Fischer is not alone, and there is some evidence to back the suggestion. Treasury bureaucrats in particular have a history of fearing rail projects on the grounds that they will be a continuing cost to government revenue, while road projects are seen as a one-off expense.

It is a narrow view that takes no account of the environmental or social costs of road transport, but it is well entrenched. Last year we reported that a senior transport bureaucrat had revealed a 30 per cent buffer had been built in to the cost of the Epping-to-Parramatta rail link, which cost \$2.6 billion. If that is standard practice, imagine the likely padding in the latest cost estimate – \$100 billion – for a very fast train line connecting Brisbane to Sydney, Canberra and Melbourne.

As we reported yesterday, that enormous figure is contained in a study of the project to be released tomorrow by the federal Infrastructure Minister, Anthony Albanese. It will give many people pause, not least the federal cabinet, which after the national broadband network has gained something of a reputation for worthy but grandiose and costly projects. Certainly such a vast and difficult undertaking, requiring large-scale acquisition of land as well as complex engineering works to allow trains to run at speeds about 300km/h, will cost a lot.

Yet the project should not be dismissed out of hand. Building it in stages would spread the cost over decades. A very fast train would not be a frivolous add-on to existing transport infrastructure, but the solution to several pressing problems. The first stages would most logically link Sydney to Canberra, then Melbourne. That would also help postpone the need for a second Sydney airport – another vastly expensive undertaking – by easing demand for air travel on the fourth busiest route in the world. The whole project would be a less environmentally damaging way to increase capacity than boosting either air or road transport.

For the moment a very fast train still has bipartisan support, although it remains to be seen how long that lasts once the Opposition Leader, Tony Abbott, realises how easily a price tag with 11 zeros on it will scare nervous voters. We do not expect the government's vision to last long when he does.

The first stages would most logically link Sydney to Canberra.



## ITEM 13 (continued)

## ATTACHMENT 2

### Other References

Note. Some of these sites have articles related to different transport ideas; others are just tabled to show the reader that the problems we're facing are global.

<http://www.carfree.com/>

Solutions to the problem of the urban automobile

<http://www.apta.com/Pages/default.aspx>

APTA's mission is to serve and represent its members in making public transportation an effective path to economic opportunity, personal mobility, and improving the quality of life through partnerships, communication, technology, and advocacy.

<http://web1.ctaa.org/webmodules/webarticles/anmviewer.asp?a=23&z=2>

CTAA is an association of organizations and individuals committed to improving mobility for all people.

<http://www.biketrans.com/>

The Future of Mass Transportation; BTS's Transglide 2000 bicycle transit system increases urban mobility at a fraction of the costs of traditional modes of urban mass transportation.

<http://peyser.com/hsgta/>

Advanced high-speed ground technologies

<http://www.its.dot.gov/>

Technically integrated and jurisdictionally coordinated transportation systems

<http://www.villagetechnology.com/>

Urban design

<http://nhts.ornl.gov/>

Analysis of trends in travel and the relative use of different modes of transportation

<http://www.highbeam.com/publications>

Trends shaping the mass transit industry

<http://www.transalt.org/>

Transportation alternatives

<http://www.bikewalk.org/>

Electronic information centre for bicycle and pedestrian advocacy and policy

<http://www.uli.org/>

Tackles such issues as traffic and land use, parking, transit villages and other transportation issues, both public and private

<http://www.advancedtransit.org/news.aspx>

ATRA works to focus attention on yet to be met urban transportation needs and the ways in which advanced transit concepts can help satisfy them.

<http://www.planning.org/>

The objective of the Association is to encourage planning that will contribute to public well-being by developing communities and environments that meet the needs of people and society more effectively.

<http://www.sierraclub.org/>

The Sierra Club encourages public transit and pedestrian- and bicycle-friendly neighbourhoods

ITEM 13 (continued)

ATTACHMENT 2

**Summit discusses urban congestion problems**

Former New South Wales Premier, Bob Carr was among the high-profile speakers addressing this week's *Emerging Crises Summit - Cities, Population, Climate Change and Energy* in Canberra, which heard that Australian cities will have to become denser to ensure more people are living in walking distance from public transport hubs.



Bob Carr said that high population growth, coupled with freight volumes, which are expected to double by 2020, provides a strong argument for people to **make better use of public transport.**

Such views were echoed by ALGA's Deputy President, Mayor Felicity-Ann Lewis, who indicated that the Federal Government needed to be more involved in future infrastructure planning and funding to assist communities in managing the effects of population growth.

**"There is no question that our cities are facing major issues with their transport systems as they deal with congestion, escalating prices for fuel and the pressure to reduce all forms of pollution, including greenhouse gas emissions,"** Mayor Lewis said.

"Governments need to work with their communities to guide the **evolution of our cities** to meet the transport and lifestyle challenges of the future. These challenges include Australia's high rate of obesity and the need to create environments that support physical activity and active transport. In doing so, expectations need to be realistic, recognise emerging new technologies and accept that change will be slow."

Mayor Lewis said that local government welcomed the involvement of the Federal Government in the strategic oversight planning and funding of transport infrastructure in our cities.

"Local government is ready to work with industry and other levels of government to address congestion and emerging transport issues in developing our cities for future generations."



## ALGA NEWS

National news for local government

July 8, 2011



### From the President

As outlined above, ALGA joined with six other organisations to host the *Emerging Crises Summit - Cities, Population, Climate Change and Energy* at Parliament House in Canberra on 6 July. The event attracted hundreds and ALGA was represented by our Deputy President, Mayor Felicity-Ann Lewis.

## ITEM 13 (continued)

## ATTACHMENT 2

In her presentation to the Summit, Mayor Lewis reinforced that local roads, **footpaths and cycle ways were the capillaries of the local urban transport** system that connected key state and federally funded transport arteries and that more than 80 per cent of the road network was owned, financed and maintained by local government.

Results of a national poll of 1510 residents was released at the Summit, indicating that **82 per cent of the those surveyed support the Federal Government increasing funding for public transport** and that 70 per cent support the Federal Government becoming more directly involved in the planning of public transport in Australia's major cities. **A further 72 per cent said that they wanted the proceeds of a carbon tax, if it is introduced, used to fund public transport improvements.**

Infrastructure Australia, in its report to COAG, comments: "Australians experience the consequences of poor or inadequate infrastructure planning, investment and regulation in their daily lives. They experience the frustration of congestion in our cities and the absence of effective public transport leaves people stranded, both figuratively and literally."

<http://www.actweb.org/mc/page.do?sessionId=96BDD252074579174704DF92427329AA.mc1?sitePagelId=60181>  
ACT serves as an information resource, provides advocacy on transportation issues involving commuter alternatives

<http://www.alexcommgrp.com/afv/evp.html>  
Data and analysis of the electric and hybrid vehicle industry

<http://www.bts.gov/>  
The Bureau of Transportation Statistics (BTS) compiles, analyses, and makes accessible information on transportation systems; collects information on inter-modal transportation and other areas as needed; and works to enhance the quality and effectiveness of government statistics.

<http://www.transportation.anl.gov/>  
Argonne National Laboratory is developing technologies that will help make advanced vehicles a reality

<http://www.bicyclinglife.com/>  
A web-site for everyday bicyclists

<http://www.etvi.org/>  
Latest news, technology reports, research concerning electric public transportation.

<http://www.ecoiq.com/magazine/>  
A quarterly journal dedicated to building sustainable communities.

<http://www.its.ucdavis.edu/index.php>  
Multi disciplinary research on emerging and important transportation issues

<http://www.fra.dot.gov/>  
Provides the latest research and development news on the rail industry

<http://www.lightrail.com/>  
Working for the advancement of the light rail industry throughout North America

<http://www.urbanrail.net/>  
UrbanRail takes you on a ride on the world's subway, underground, metro, tunnelbana, U-Bahn and other urban mass transit systems.

<http://www.slower-speeds.org.uk/>  
Slower Speeds Initiative research shows speed reduction the single most effective measure



## ITEM 13 (continued)

## ATTACHMENT 2

to cut carbon emissions from road transport now

<http://elpc.org/category/smart-transportation>

Sustainable transportation systems that enhance, not entrap, life in our cities and rural areas

<http://www.urbanecology.org/>

'Access by proximity'

<http://www4.uwm.edu/cuts/>

Researches land use, transit, travel forecasting and other topics related to urban planning and sustainable growth.

<http://faculty.washington.edu/jbs/itrans/>

Unconventional, innovative transportation technologies

<http://www.self-propelled-city.com/>

Bicycle advocacy group

[www.ntc.gov.au](http://www.ntc.gov.au)

National Transport Commission; Rail – is the “Golden Age” around the corner?

Nick Dimopoulos

<http://www.qizmag.com/driverless-transport-system-to-be-trialled-in-masdar/10905/>

United Arab Emirates is leading the way in sustainable living research with the construction of Masdar City. The city is planned as the worlds first zero-carbon, zero-waste, car-free city and reflects the commitment by the government to accelerate the development and deployment of future energy.

<http://www.railstotrails.org/index.html>

Non-profit organization working with communities to preserve unused rail corridors by transforming them into trails, enhancing the health of America's environment, economy, neighbourhoods and people



**END**



**ITEM 19 (continued)**

**ATTACHMENT 2**



Hon. Don Page MP  
Minister for Local Government  
Governor Macquarie Tower  
Level 33,1 Farrer Place  
SYDNEY NSW 2000

Dear Minister,

Thank you for taking the time to meet with myself and the General Manager, on Wednesday 24<sup>th</sup> August 2011. As stated at the meeting, I believe it is an exciting time for local government following the successful advent of Destination 2036.

I also appreciate your support in seeking a state-wide contract for the provision of a cloud network on which we can create a local government presence across the state. My General Manager, Mr John Neish, has already had preliminary discussions with Mr Ross Woodward to that end, and I hope that we can progress that matter shortly since it is very much Council's wish to develop this project within this financial year. I believe this project will place local government at the forefront of community engagement, as well as provide support to local capacity building in the volunteering sector.

With regards to the creation of a local government-owned corporation, or a property trust, I understand that this issue is more complex. Our Development Director, Mr Mitchell Corn, is following up as agreed at the meeting. I would appreciate it if your department were able to give us an indication of whether the proposed changes to the Local Government Act will enable such instruments in principle, and if so, in what indicative time frame is this likely to take place.

As you are aware, the City of Ryde is happy to be a pilot council for both of these projects; projects that would herald to the local government industry that the new Liberal Government is willing to embrace change and undertake more innovative approaches to local government financing and community engagement.

I would appreciate some clarity as to your government's willingness to proceed on these initiatives, so that the City of Ryde can commit the resources to take these projects forward, as required. I look forward to hearing from you on this matter shortly.

Yours sincerely

**The Mayor**  
**Councillor Artin Etmekdjian JP**

2<sup>nd</sup> September 2011  
D11/74836



Cr Artin Etmekdjian  
Mayor

Office: 9952 8332  
Email: [mayor@ryde.nsw.gov.au](mailto:mayor@ryde.nsw.gov.au)

ITEM 19 (continued)

ATTACHMENT 3

---

# Waitakere City Holdings Limited

---

## Statement of Intent

For the Three Years Commencing 1 July 2008

WAITAKERE CITY HOLDINGS LIMITED  
A WHOLLY OWNED SUBSIDIARY OF WAITAKERE CITY COUNCIL



**ITEM 19 (continued)**

**ATTACHMENT 3**

**Waitakere City Holdings Limited**

**Statement of Intent for the Three Years Commencing 1 July 2008**

**Chairman's Comment**

This Statement of Intent ("SOI") is prepared in accordance with S64 of the Local Government Act 2002. The SOI specifies for the Waitakere City Holdings Limited ("WCHL") and its subsidiaries the objectives, the nature and scope of the activities to be undertaken, and the performance targets and other measures by which the performance of the group may be judged in relation to its objectives, amongst other requirements.

The process of negotiation and determination of an acceptable SOI is a public and legally required expression of the accountability relationship between the company and its sole shareholder, the Waitakere City Council. Council has previously examined its expectations of WCHL and its subsidiaries, and has advised how the Group can contribute to Council's strategic direction as follows:

**General Principles**

- All Council-controlled entities have a clearly defined purpose and are held accountable to Council and the community.
- That roles and responsibilities within the governance structure are clear.
- A "no surprises" policy, reinforced with formal communication.
- That Council operates effective governance of Council-controlled entities.

**Waitakere City Holdings Limited**

- Governance of Council-controlled entities, in conjunction with Council's Finance and Operational Performance Committee, with accountability to the community.
- Ensuring the subsidiaries deliver on Council's strategic goals.
- Financial return or contribution to Council's overall budget.
- Identifying new opportunities for contributing to the strategic plan.
- Exercise a supervisory role over the Waitakere Enterprise Trust
- Supporting Waitakere Enterprise's contribution to a strong innovative economy.

**Waitakere Properties Limited**

- Building communities, town centres and neighbourhoods.
- Modelling innovative techniques in development, design, materials, devices, etc.

## ITEM 19 (continued)

## ATTACHMENT 3

### WAITAKERE CITY HOLDINGS LIMITED 2008/2009 STATEMENT OF INTENT

- Minimising impacts on the natural environment
- Providing local jobs, using local contractors and products.
- Maintaining safety of employees and citizens.
- Company and project impacts on energy, waste, water and road use.
- Financial return.

Two companies, Prime West Limited and Prime West Management Limited, have recently been formed to manage Council's interests in the film studio properties located on Henderson Valley Road. Prime West Limited owns the land and buildings at Henderson Valley Studios and is a joint venture between the Council and the private sector. Waitakere City Council holds 44% of the shareholding in Prime West Limited. Prime West Management Limited is a management company specifically set up to manage the operations of the Henderson Valley Studios. 40% of this Company is owned by Waitakere Properties Limited with the balance owned by private sector interests. It is the intention of the board of WCHL to petition the Council to move the ownership of Council's 44% shareholding in Prime West Limited into Waitakere City Holdings Limited through which it is felt, more effective governance can be exercised.

Council has also advised its commitment to partnership as the core platform of its strategic plan. Council has also resolved to review the purpose of WCHL and to consider aspects of its own operation (including the basis for evaluating tenders) in order to advance its strategic goals.

Council has delegated responsibility to the Finance and Operational Performance Committee to consider matters relevant to the governance and performance (of the Boards) of Council Controlled Organisations. The delegated authorities are to:

1. Identify core and specialist competencies and skills, and mix thereof, required within the governing body of each Council Controlled Organisation.
2. Fix remuneration for, deal with, and conclude all contractual matters with the directors, including their term of office.
3. Oversee the recruitment process and make recommendations for appointment to the Finance and Operational Performance Committee.
4. Set key result areas for directors in accordance with their contracts and Council Controlled Organisation statement of intent or performance agreement.
5. Undertake an annual evaluation of individual director and Board performance against key result areas.

The SOI is reviewed annually with the Council and covers a three-year period.

**Bryan Mogridge, Chairman**

Waitakere City Holdings Limited



**ITEM 19 (continued)**

**ATTACHMENT 3**

WAITAKERE CITY HOLDINGS LIMITED 2008/2009 STATEMENT OF INTENT

## Waitakere City Holdings Limited

Statement of Intent for the Three Years Commencing 1 July 2008

### Nature and Objectives

#### Nature and Scope of Activities

##### Mission Statement

WCHL is a wholly owned Council Controlled Trading Organisation of Waitakere City Council, which was formed on 1 July 1999. WCHL has the following mission:

*"to establish and efficiently direct an outstanding group of Council-controlled business activities which are aligned with Council's strategic direction"*

It is acknowledged that Council seeks more than a simple commercial return, and that there are particular strategic objectives associated with Council's ownership of the Waitakere City Holdings Group, with which the Group must maintain an alignment.

##### Shareholder Role

WCHL holds on behalf of Council:

- A shareholding investment in Waitakere Properties Limited (WPL) of \$2,300,000, representing 100% of WPL's share capital
- Waitakere Properties Limited in turn holds a 40% shareholding in Paine West Management Limited.

Activities that are to be undertaken by WCHL are:

- Negotiation of the individual annual statements of intent for the Council Controlled Trading Organisations that it owns (the subsidiary companies).
- Negotiation of the annual statement of intent between Council as shareholder and WCHL.

## ITEM 19 (continued)

## ATTACHMENT 3

### WAITAKERE CITY HOLDINGS LIMITED 2008/2009 STATEMENT OF INTENT

- Monitoring the performance of the subsidiary companies that WCHL owns.
- Advice to Council regarding potential Council Controlled Trading Organisation establishment opportunities.
- Appointment and monitoring of the directors of the subsidiary companies.

The undertaking of any activity not provided for under this statement of intent requires the prior approval of Council, specifically:

- No subsidiary companies are to be formed by WCHL without the prior approval of Council.
- No shares are to be acquired by WCHL without the prior approval of Council.
- No shares held by WCHL are to be sold or otherwise disposed of without the prior approval of Council.

The Board will also seek approval for any material departures from an adopted SOI and any material variation from budgeted financial return.

Over time, Council may form other Council Controlled Organisations from undertakings currently within the Council structure. WCHL is an obvious vehicle for holding the shares in these future enterprises, however, it remains Council's intention that the approach to the holding of other shares will be determined on a case-by-case basis. With the position that the directorate holds within the overall Council group it is anticipated that WCHL will assist Council in the identification and assessment of future opportunities.

#### Supervisory Role

WCHL oversees on behalf of Council the operations of the Board of Trustees of the Waitakere Enterprise Trust Board ("Waitakere Enterprise"). Activities that are undertaken by WCHL on Council's behalf are:

- Informal briefings to each meeting of the WCHL Board on an issues basis.
- Review of formal quarterly performance reports from Waitakere Enterprise.
- Half Year and Full Year Reports on the performance of Waitakere Enterprise to Council, including commentary on opportunities for the development of services and functions and interaction with other Council initiatives.

## ITEM 19 (continued)

## ATTACHMENT 3

### WAITAKERE CITY HOLDINGS LIMITED 2008/2009 STATEMENT OF INTENT

- Comment appropriately to Council on issues of Waitakere Enterprise's strategic direction, ownership options and integration with other Council activities.

The overall group structure is illustrated to the right. Prime West Limited is not shown in this diagram as the shareholding in it is held directly by the Council. It is the intention of the WCHL board to petition Council to transfer the ownership to WCHL (the broken line to Waitakere Enterprise indicates a supervisory role and the solid lines represent a shareholding/ownership role):

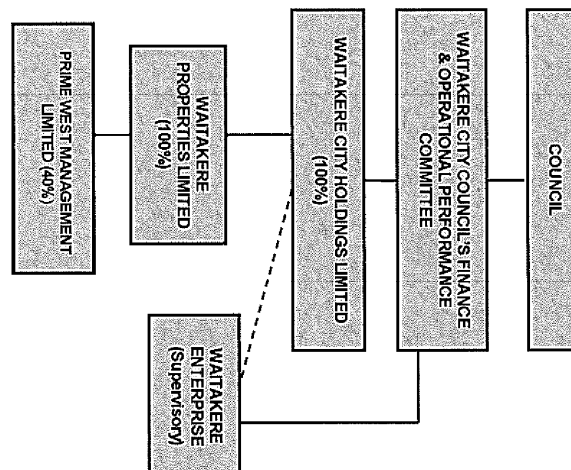
#### Objectives of the Company

As required by S59 of the Local Government Act 2002, the principal objective of WCHL is to:

- achieve the objectives of its shareholders, both commercial and non-commercial, as specified in the statement of intent; and
- being a good employer; and
- exhibiting a sense of social and environmental responsibility by having regard to the interests of the community in which it operates and by endeavouring to accommodate or encourage these when able to do so; and
- if the council-controlled organisation is a council-controlled trading organisation, conduct its affairs in accordance with sound business practice

Specific objectives of WCHL are:

- To ensure that each subsidiary company operates economically and efficiently, and in accordance with an agreed statement of intent and to optimise the returns – both financial and non-financial – from, and the value of, the subsidiary companies within the parameters set by Council.
- To keep Council informed of matters of substance affecting the WCHL and the subsidiary companies and, insofar as it is practical and reasonable in the opinion of the directors, provide the opportunity for comment on such matters prior to taking any action.



**ITEM 19 (continued)**

**ATTACHMENT 3**

**WAITAKERE CITY HOLDINGS LIMITED 2008/2009 STATEMENT OF INTENT**

- To ensure that there is regular and informative reporting of the financial and non-financial performance and risk exposures of WCCH and the subsidiary companies.
- To advise Council on establishment opportunities for council –controlled organisations.
- To act as a responsible corporate citizen, including being a good employer.
- To maintain and improve good governance by regularly and constructively appraising the performance of the subsidiary company directorates and maintaining an appropriate monitoring framework.

**Nature and Objectives of the Subsidiaries**

WPL is a council-controlled trading organisation in its own right. The Waitakere Enterprise Trust Board (Waitakere Enterprise) is a council-controlled organisation. As such, these two entities are subject to the provisions of the Local Government Act 2002, and must prepare and provide to their shareholders separate statements of intent. The subsidiary statements, and that of Waitakere Enterprise, outline the nature and objectives of the three organisations, as well as their performance measures.

**Procedure for the Acquisition of an Interest in Another Organisation**

No transactions relating to increase or purchase of shares in subsidiary companies, joint ventures or existing companies is to be entered into, except pursuant to an express resolution of Council authorising such a transaction. "

**Management of Divestment Proposals**

In addition to the references made within this document, each such director consenting to act has been provided with a letter of direction from Council that no sale, or other disposal, or pledge as security of all or any of the shareholding in Waitakere Properties Limited is to be entered into by WCCH, except pursuant to an express resolution of Council authorising such transaction.

**Governance**

In accordance with section 57 of Local Government Act 2002 local authorities are required to have in place a policy on the appointment of directors that sets out an objective and transparent process for:

- the identification and consideration of the skills, knowledge, and experience required of directors of a council organisation; and
- the appointment of directors to a council organisation; and



## ITEM 19 (continued)

## ATTACHMENT 3

### WAITAKERE CITY HOLDINGS LIMITED 2008/2009 STATEMENT OF INTENT

- the remuneration of directors of the council organisation.

Local authorities may appoint a person to be a director of a council organisation only if the person has, in the opinion of the local authority, the skills, knowledge, or experience to:

- guide the organisation, given the nature and scope of its activities; and
- contribute to the achievement of the objectives of the organisation.

#### Role of the Board

The Board aims to ensure that the business of the company is carried out in the best interests of the shareholders and with proper regard to corporate responsibility.

The primary role of the Board of Directors is to direct and supervise the management of the business affairs of the company including:

- Establishing goals and strategies
- Monitoring financial and non-financial performance of subsidiaries
- Monitoring performance of the Boards of Subsidiaries
- Ensuring that financial statements are true and fair and conform to law
- Ensuring the company and its subsidiary Boards adhere to high standards of ethics and corporate behaviour
- Ensuring the company has appropriate risk management/regulatory compliance policies in place.
- Familiarising itself with issues of concern to the shareholders and keep the shareholders informed on a timely basis through quarterly reporting and using the principle of no surprises.
- Evaluate economic, political, social and legal issues that may impact on the business of the group.
- In conjunction with Council the Chairperson will evaluate the performance of the Board on an annual basis.

The Chairperson's role is to manage the board effectively, to provide leadership to the Board, to interface with the Council to monitor performance with respect to the Company's goals and objectives.

**ITEM 19 (continued)**

**ATTACHMENT 3**

WAITAKERE CITY HOLDINGS LIMITED 2008/2009 STATEMENT OF INTENT

**Risk Management**

Each year the Board will ensure there is a formal evaluation of the company's exposure to risk and satisfy itself that appropriate strategies are in place to manage or eliminate risk.

**Alignment to Councils Strategic Platforms**

Waitakere City Holdings Limited is required by Council to ensure that the objectives of its subsidiaries are aligned to the appropriate strategic platforms of Council. It will work with its subsidiaries to ensure that objectives are in alignment with Council strategies, that appropriate assessment frameworks are in place and to develop formal working relationships with Council and Council officers consistent with achieving those objectives.

**ITEM 19 (continued)**

**ATTACHMENT 3**

WAITAKERE CITY HOLDINGS LIMITED 2008/2009 STATEMENT OF INTENT

**Waitakere City Holdings Limited**

Statement of Intent for the Three Years Commencing 1 July 2008

**Performance Measures and Targets**

STRATEGIC OBJECTIVE	PERFORMANCE MEASURE	PERFORMANCE TARGET
GOVERNANCE OF COUNCIL-OWNED ENTITIES WITH ACCOUNTABILITY TO THE COMMUNITY	Ensure that the financial targets and strategic direction of WCHL are in line with the requirements of Waitakere City Council.	A draft 2009/10 SOI for the holding company and the draft SOIs of its subsidiaries will be submitted to the Council no later than 1 March 2009.
	Ensure that Waitakere City Council is kept informed of all significant matters relating to its subsidiaries.	Quarterly reports to the Finance and Operational Performance Committee of Council.  Major matters of urgency are reported to the Chair of the Finance and Operational Performance Committee of Council and Council's Chief Executive jointly on a "no surprises" basis with formal reporting undertaken as soon practical on the Board concluding its investigations and being in a position to report.
	Ensure that WCHL directors add value to the company, and that their conduct is according to generally accepted standards.	A formal evaluation of the WCHL governance structures and directorate completed in conjunction with Council by June 2009.
	Ensure that WCHL's procedures for the recommendation of directors for appointment to subsidiary directorates are open and in accordance with written policy.	That a Directors Policy be agreed with the Council's Finance and Operational Performance Committee and the adopted Policy be followed for any further director appointments made.
	Ensure timely advice to Councils Finance and Operational Performance Committee and Chief Executive on the performance of the Boards of the respective activities	Undertake an annual evaluation by the Holding Company, in conjunction Council officers, of the respective Boards.

**ITEM 19 (continued)**

**ATTACHMENT 3**

WAIKARE CITY HOLDINGS LIMITED			2008/2009 STATEMENT OF INTENT	
STRATEGIC OBJECTIVE	PERFORMANCE MEASURE	PERFORMANCE TARGET		
FINANCIAL RETURN OR CONTRIBUTION TO COUNCIL'S OVERALL BUDGET	Ensure that WCCHL returns a dividend to Waitakere City Council in accordance with the Council's budgets, and meets other financial targets.	No dividend is anticipated to be made to the Waitakere City Council over the next 3 years.		
		2008/2009	Nil	
		2009/2010	Nil	
		2010/2011	Nil	
	Ensure that the subsidiary companies return a minimum acceptable dividend.	WCCHL is not anticipating receiving any income from subsidiaries over the next 3 years		
		2008/2009	Nil	
		2009/2010	Nil	
		2010/2011	Nil	
<b>ENSURE SUBSIDIARIES DELIVER ON COUNCIL'S STRATEGIC GOALS</b>				
	Ensure that the subsidiaries have in place planning for the future.	Completion in conjunction with Council of a strategic directions document for the Group by 30 June 2009.		
	Ensure that the subsidiary companies draft SOIs are received by WCCHL and forwarded to the Council by statutory deadline.	Draft 2009/2010 SOIs are to be received by WCCHL and forwarded to the Council by 1 March 2009.		
	Ensure that the final subsidiary company SOIs are appropriate, measurable, attainable and timely.	Review subsidiary SOIs with comments back to respective subsidiaries within 60 day statutory time frame.		



**ITEM 19 (continued)**

**ATTACHMENT 3**

WAIKARE CITY HOLDINGS LIMITED 2008/2009 STATEMENT OF INTENT			
STRATEGIC OBJECTIVE	PERFORMANCE MEASURE	PERFORMANCE TARGET	
	Ensure that the final subsidiary company SOIs are strategically aligned documents, while also being compatible with the strategic aims of Council.	WCHL will direct the subsidiary companies to produce strategically aligned draft 2009/2010 SOIs. WCHL will assess the alignment of the SOIs with any specifically notified Council strategic directives. Objectives of Subsidiaries developed, in conjunction with Council and Council officers, to be aligned with appropriate Council strategic platforms. Comments back to subsidiaries within 60 day statutory time frame.	
	Ensure that subsidiary company reporting is relevant and timely.	Subsidiary company SOIs to incorporate specific reporting requirements, including quarterly reporting of performance.	
	Ensure that there are adequate processes for the identification, assessment and management of the risk exposures of the subsidiary companies.	Subsidiary company SOIs to incorporate specific statements regarding the processes for the management of risk exposures.	
	SUPPORTING ENTERPRISE WAITAKERE'S CONTRIBUTION TO A STRONG INNOVATIVE ECONOMY Oversee the operations of the Board of Trustees of Enterprise Waitakere.	WCHL will meet twice over the course of each financial year with the Board of Trustees to receive a formal update on operations.	

**ITEM 19 (continued)**

**ATTACHMENT 3**

WAITAKERE CITY HOLDINGS LIMITED 2008/2009 STATEMENT OF INTENT

**Waitakere City Holdings Limited**

**Statement of Intent for the Three Years Commencing 1 July 2008**

**Other Statutory Information**

**Ratio of Consolidated Shareholder's Funds to Total Assets**

*Shareholder's Funds* are defined as the sum of the amount of share capital on issue, retained earnings / accumulated losses, revenue and capital reserves. *Total Assets* are defined as the sum of the net book value of current assets, investments, fixed assets, and intangible assets as disclosed in the company's Statement of Financial Position, prepared in accordance with the accounting policies adopted by the Directors.

The target ratio of Shareholder's Funds to Total Assets shall not be less than 50% for the period covered by this Statement of Intent. There is no current intention to increase the level of consolidated debt for the 2008/2009 financial year without prior Shareholder approval. The Directors will review the appropriateness of this target ratio annually.

**Accounting Policies**

**Basis of Preparation**

Financial statements are prepared in accordance with the requirements of section 98 and Part 3 of schedule 10 of the Local Government Act 2002 which includes the requirement to comply with generally accepted accounting practice (NZ GAAP). Financial statements are prepared in accordance with NZ GAAP. They comply with NZ IFRS, and other applicable Financial Reporting Standards, as appropriate for public benefit entities. Financial statements are prepared on an historical cost basis. The accounting policies are applied consistently in the financial statements, except for any changes detailed in the Changes in Accounting Policies. Financial statements are presented in New Zealand dollars (functional currency) and all values are rounded to the nearest thousand dollars (\$'000).

**Accounting policies**

The following accounting policies which materially affect the measurement of results and financial position are applied:

**Basis of consolidation**

i) **Subsidiaries**

Subsidiaries are those entities controlled, directly or indirectly by WCHL. The financial statements of subsidiaries are included in the consolidated financial statements using the purchase method of consolidation. All significant inter-entity transactions are eliminated on consolidation.

ii) **Associates**

## ITEM 19 (continued)

## ATTACHMENT 3

### WAITAKERE CITY HOLDINGS LIMITED 2008/2009 STATEMENT OF INTENT

Associates are entities in which the Group has significant influence, but not control, over the operating and financial policies. The Group's share of the net surplus of associates is recognised as a component of operating profit in the Income Statement, after adjusting for the amortisation of goodwill, if any, arising on acquisition and differences between the accounting policies of the Group and associates. The Group's share of other gains and losses of associates is recognised as a component of total recognised revenues and expenses in the statements of movements in equity. Dividends received from associates are credited to the carrying amount of the investment in associates. The unamortised balance of goodwill arising on acquisition is included in the carrying amount of the associate.

#### Goods and Services Tax (GST)

All items in the financial statements are exclusive of GST, with the exception of receivables and payables, which are stated as GST inclusive. Where GST is not recoverable as an input tax then it is recognised as part of the related asset or expense.

#### Revenue Recognition

Revenue is recognised in the income statement when the transaction gives rise to an increase in the value of net assets, and that increase can be measured with reliability.

- Dividends are recognised when the right to receive payment is established
- Interest income is recognised on a time-proportion basis using the effective interest method.
- Revenue from the sale of goods and services is recognised in the Statement of Financial Performance when the significant risks and rewards of ownership have been transferred to the buyer
- Rental income is recognised in the period that it relates.

#### Cash and cash equivalents

Cash and cash equivalents includes cash in hand, deposit held at call with banks, other short-term highly liquid investments with original maturities of three months or less, and bank overdrafts. Bank overdrafts are shown within borrowings in current liabilities in the Balance Sheet.

#### Trade and other receivables

Trade and other receivables are initially measured at fair value and subsequently measured at amortised cost using the effective interest method, less any provision for impairment.

#### Finance Leases

A finance lease is a lease that transfers to the lessee substantially all the risks and rewards incidental to ownership of an asset, whether or not title is actually transferred. At the commencement of the lease term, the Company recognises finance leases as assets and liabilities in the statement of financial position at lower of the fair value of the leased item or the present value of the minimum lease payments.

The amount recognised as an asset is depreciated over its useful life. If there is no certainty as to whether the company will obtain ownership at the end of the lease term, the asset is fully depreciated over the shorter of the lease term and its useful life.

#### Operating Leases

An operating lease is a lease that does not transfer substantially all the risks and rewards incidental to ownership of an asset. Lease payments under an operating lease are recognised as an expense on a straight-line basis over the lease term. Lease incentives received are recognised in the statement of financial performance over the lease term as an integral part of the total lease expense.

#### Income Tax

Income tax expense in relation to the surplus or deficit for the period comprises current tax and deferred tax. Current tax is the amount of income tax payable based on the taxable profit for the current year, plus any adjustments to income tax payable in respect of prior years. Current tax is calculated using rates that have been enacted or substantially enacted by balance date. Deferred tax is the amount

**ITEM 19 (continued)**

**ATTACHMENT 3**

**WAITAKERE CITY HOLDINGS LIMITED 2008/2009 STATEMENT OF INTENT**

of income tax payable or recoverable in future periods in respect of temporary differences and unused tax losses. Temporary differences are differences between the carrying amount of assets and liabilities in the financial statements and the corresponding tax bases used in the computation of taxable profit. Deferred tax liabilities are generally recognised for all taxable temporary differences. Deferred tax assets are recognised to the extent that it is probable that taxable profits will be available against which the deductible temporary differences or tax losses can be utilised. Deferred tax is not recognised if the temporary difference arises from the initial recognition of goodwill or from the initial recognition of an asset and liability in a transaction that is not a business combination, and at the time of the transaction, affects neither accounting profit nor taxable profit. Deferred tax is recognised on taxable temporary differences arising on investments in subsidiaries and associates, and interests in joint ventures, except where WCHL and Group can control the reversal of the temporary difference and it is probable that the temporary difference will not reverse in the foreseeable future.

Deferred tax is calculated at the tax rates that are expected to apply in the period when the liability is settled or the asset is realised, using tax rates that have been enacted or substantially enacted by balance date. Current tax and deferred tax is charged or credited to the Income Statement, except when it relates to items charged or credited directly to equity, in which case the tax is dealt within equity.

**Investments**

**Categories of investments**

Assets designated at fair value through profit or loss are classified as financial assets if acquired principally for the purpose of selling in the short term or if so designated by WCHL. Derivatives are also categorised as held for trading unless they are designated as hedges. Loans and receivables are non-derivative financial assets with fixed or determinable payments that are not quoted in an active market. Held-to-maturity investments are non-derivative financial assets with fixed or determinable payments and fixed maturities that WCHL has the positive intention and ability to hold to maturity. Available-for-sale financial assets are non-derivative financial assets that are either designated in this category or not classified in any of the other categories.

**Measurement of Investments**

Investments are initially recognised at fair value plus transactions costs for all financial assets not carried at fair value through profit and loss. Available for sale financial assets and fair value through profit or loss financial assets are subsequently carried at fair value. Loans and receivables and held to maturity investments are carried at amortised cost using the effective interest rate method.

**Shares**

Shares are recorded at fair value. An increase in the fair value of a shareholding is recognised directly in equity unless it offsets a previous decrease recognised in the Income Statement, in which case it is recognised in the Income Statement. A decrease in fair value is recognised in Income Statement where it exceeds the increase previously recognised in equity.

**Financial Instruments**

The Group is party to financial instruments as part of its normal operations. The financial instruments include bank accounts, short term borrowings, receivables and payables. All financial instruments are recognised in the statement of financial position and all revenues and expenses in relation to financial instruments are recognised in the statement of financial performance. No derivative instruments have been employed by the Group.

**Investments in Subsidiaries and Associates**

Subsidiaries are all those entities (including special purpose entities) over which WCHL has the power to govern the financial and operating policies, generally accompanying a shareholding of more than one half of the voting rights. The existence and effect of potential voting rights that are currently exercisable or convertible are considered when assessing whether WCHL controls another entity. Investments in subsidiaries and associates are stated at cost. The Company's share in the associate's surplus or deficits resulting from unrealised gains on transactions between the Company and its associates is eliminated.

**Property, Plant and Equipment**



**ITEM 19 (continued)**

**ATTACHMENT 3**

WAITAKERE CITY HOLDINGS LIMITED 2008/2009 STATEMENT OF INTENT

Property, plant and equipment consists of:  
*Operational assets* - These include Furniture & Fittings, Computer Equipment and Motor Vehicles.

*Liabilities* - The cost of an item of property, plant and equipment is recognised as an asset if, and only if, it is probable that future economic benefits or service potential associated with the item will flow to WCHL, and the cost of the item can be measured reliably.

In most instances, an item of property, plant and equipment is recognised at its cost. Where an asset is acquired at no cost, or for a nominal cost, it is recognised at fair value as at the date of acquisition.

*Deposits* - Gains and losses on disposals are determined by comparing the proceeds with the carrying amount of the asset. Gains and losses on disposals are included in the Income Statement. When revalued assets are sold, the amounts included in asset revaluation reserves in respect of those assets are transferred to retained earnings.

*Subsequent cost* - Costs incurred subsequent to initial acquisition are capitalised only when it is probable that future economic benefits or service potential associated with the item will flow to WCHL, and the cost of the item can be measured reliably.

*Depreciation* - Depreciation is provided on a straight-line basis for all property, plant and equipment at rates that will write off the cost (or valuation) of the assets to their estimated residual values over their useful lives. The useful lives and associated depreciation rates of major classes of assets have been estimated as follows:

Motor Vehicles	4 to 5 years
Office Furniture & Equipment	2 to 10 years

**Depreciable Amount and Depreciation Period**

The residual value and the useful life of assets are reviewed at least at each financial year end and, if expectations differ from previous estimates, the changes are accounted for as a change in an accounting estimate in accordance with NZ IAS 8 Accounting Policies, Changes in Accounting Estimates and Errors.

**Impairment**

Impairment of assets is assessed annually. If the estimated recoverable amount of an asset is less than its carrying amount, the asset is written down to its estimated recoverable amount and an impairment loss is recognised in the Income Statement. The recoverable amount is the higher of an asset's fair value less costs to sell and value in use. Where the future economic benefits of an asset are not primarily dependent on an ability to generate net cash inflows, value in use is determined as the depreciated replacement cost of the asset.

**Intangible Assets**

Intangible assets comprise of computer software. Acquired computer software and software licences are capitalised on the basis of the costs incurred to acquire and bring to use the specific software. These costs are amortised over their estimates useful lives of two to three years. Cost associated with maintaining computer software are recognised as an expense as incurred.

**Payables and Accruals**

Creditors and accruals are measured at cost which approximates to fair value.

**Employee Entitlements**

**Short-term Benefits**

Employee benefits that WCHL expects to be settled within 12 months of balance date are measured at nominal values based on accrued entitlements at current rates of pay. These include salaries and wages accrued up to balance date, annual leave earned to, but not yet taken at balance date, retiring and long-service leave entitlements expected to be settled within 12 months, and sick leave.

WCHL recognises a liability for sick leave to the extent that absences in the coming year are expected to be greater than the sick leave entitlements earned in the coming year. The amount is calculated based on the unused sick leave entitlement that can be carried forward at balance date, to the extent that WCHL anticipates it will be used by staff to cover those future absences.

**Long term Benefits**

## ITEM 19 (continued)

## ATTACHMENT 3

### WAITAKERE CITY HOLDINGS LIMITED 2006/2007 STATEMENT OF INTENT

Entitlements that are payable beyond 12 months, such as long service leave and retiring leave, have been calculated on an actuarial basis.

#### Equity

Equity is the community's interest in WCHL and is measured as the difference between total assets and total liabilities. Equity is disaggregated and classified into a number of reserves.

The components of equity are:

- Retained earnings
- Share Capital

#### Statement of Cash Flows

For the purpose of the Statement of Cash Flow, cash includes cash on hand, deposits held at call and are net of bank overdraft. Cash equivalents are short term, highly liquid investments that are readily convertible to known amounts of cash and which are subject to an insignificant risk of changes in value.

*Operating activities* - include cash received from all income sources of the group and record the cash payments made for the supply of goods and services.

*Investing activities* - are those activities relating to the acquisition and disposal of non-current assets.

*Financing activities* - comprise activities that change the equity and debt capital structure of WCHL and group.

#### Changes in accounting policies

There have been no changes in accounting policies except as required by the adoption of NZ IFRS.

#### Comparative figures

The current year's figures are presented in accordance with classifications consistent with NZ IFRS. Prior year comparatives are restated where necessary to enable comparison with the current year figures including compliance with NZ IFRS.

#### Explanation to transition to NZ IFRS

WCHL's financial statements for the year ended 30 June 2007 were the first financial statements that comply with NZ IFRS. WCHL will apply NZ IFRS 1 in preparing financial statements.

WCHL's transition date was 1 July 2005. WCHL prepared its opening NZ IFRS balance sheet at that date.

WCHL's NZ IFRS adoption date was 1 July 2006.

### Distribution Policy

Profit retention and dividend policy will be determined from year to year by the Directors in accordance with operational results, financial prospects, and the circumstances prevailing, with the objectives of ensuring that:

- the amount of the dividend does not limit WCHL's ability to fund future capital expenditure requirements to both maintain and expand current operations and address issues relating to the company's debt structure;
- and with the provisos that:
  - the Directors are satisfied that the requirements of S4 of the Companies Act (the 'solvency test') have been satisfied,
  - the amount of the dividend does not exceed the amount of the profit after tax in the year to which the dividend relates, and

## ITEM 19 (continued)

## ATTACHMENT 3

### WAITAKERE CITY HOLDINGS LIMITED 2008/2009 STATEMENT OF INTENT

- the targeted ratio of Consolidated Shareholders' Funds to Total Assets is not breached.

#### Information to be Provided to the Shareholder

WCHL will provide information which meets the requirements of the Companies Act 1993, the Local Government Act 2002, and the reporting requirements prescribed from time to time by the Institute of Chartered Accountants of New Zealand in order to enable the shareholders to make an informed assessment of the company's performance. The following information will be made available:

- 1) An annual Statement of Intent in accordance with S64 of the Local Government Act 2002 and any other information that the Directors deem appropriate.
- 2) Quarterly reporting to Council, including the half yearly report in accordance with S.66 and S.68 of the Local Government Act 2002 and the reporting requirements prescribed from time to time by the Companies Act 1993, the Institute of Chartered Accountants of New Zealand, and any other information that the Directors deem appropriate.
- 3) An annual report in accordance with S.67, S. 68 and S.69 of the Local Government Act 2002 and the reporting requirements prescribed from time to time by the Institute of Chartered Accountants of New Zealand, and any other information that the Directors deem appropriate.
- 4) Any other information required by Council, upon receipt of a written request from Council through its Chief Executive.

#### Estimate of the Commercial Value of the Company

The value of WCHL has been defined as the estimated value of Shareholders Funds as at 1 July 2008, being \$3,872,000

The value ascribed to Shareholder's Funds will be that stated in the annual Statement of Financial Position of the company as at the end of the financial year preceding each Statement of Intent.

#### Transactions Between Related Parties and Compensation from Council

Transactions between Council, WCHL, and the subsidiary companies will be conducted in accordance with prevailing contracts and service agreements. Compensation for any services provided by WCHL to Council will be conducted in accordance with prevailing contracts and service agreements. While generally on a commercial basis, some advice will be provided without specific charge in accordance with the nature of the relationship.

**ITEM 19 (continued)**

**ATTACHMENT 3**

WAITAKERE CITY HOLDINGS LIMITED 2008/2009 STATEMENT OF INTENT

**Waitakere City Holdings Limited**

Statement of Intent for the Three Years Commencing 1 July 2008

**Directory**

<b>Registered Office</b>	<b>Directors</b>
6 Henderson Valley Road	Bryan Mogridge (Chairman)
Henderson, WAITAKERE CITY	Ross Jewell
	Harry O'Rourke
<b>Bankers</b>	<b>Postal Address</b>
Bank of New Zealand	C/- Waitakere City Council
Henderson, WAITAKERE CITY	Private Bag 93-109
	Henderson, WAITAKERE CITY
<b>Solicitors</b>	<b>Telephone (09) 836-8000</b>
KPMG Legal	<b>Facsimile (09) 836-8001</b>
AUCKLAND CITY	<b>Email <a href="mailto:holdings@waitakere.govt.nz">holdings@waitakere.govt.nz</a></b>
<b>Auditors</b>	<b>Website <a href="http://www.waitakere.govt.nz/Council/cityholdings.asp">http://www.waitakere.govt.nz/Council/cityholdings.asp</a></b>
Audit New Zealand on behalf of the	
Controller and Auditor General	



**ITEM 19 (continued)**

**ATTACHMENT 4**

**COR RFQ 38/11 Highest & Best Use Property Study Sites.**

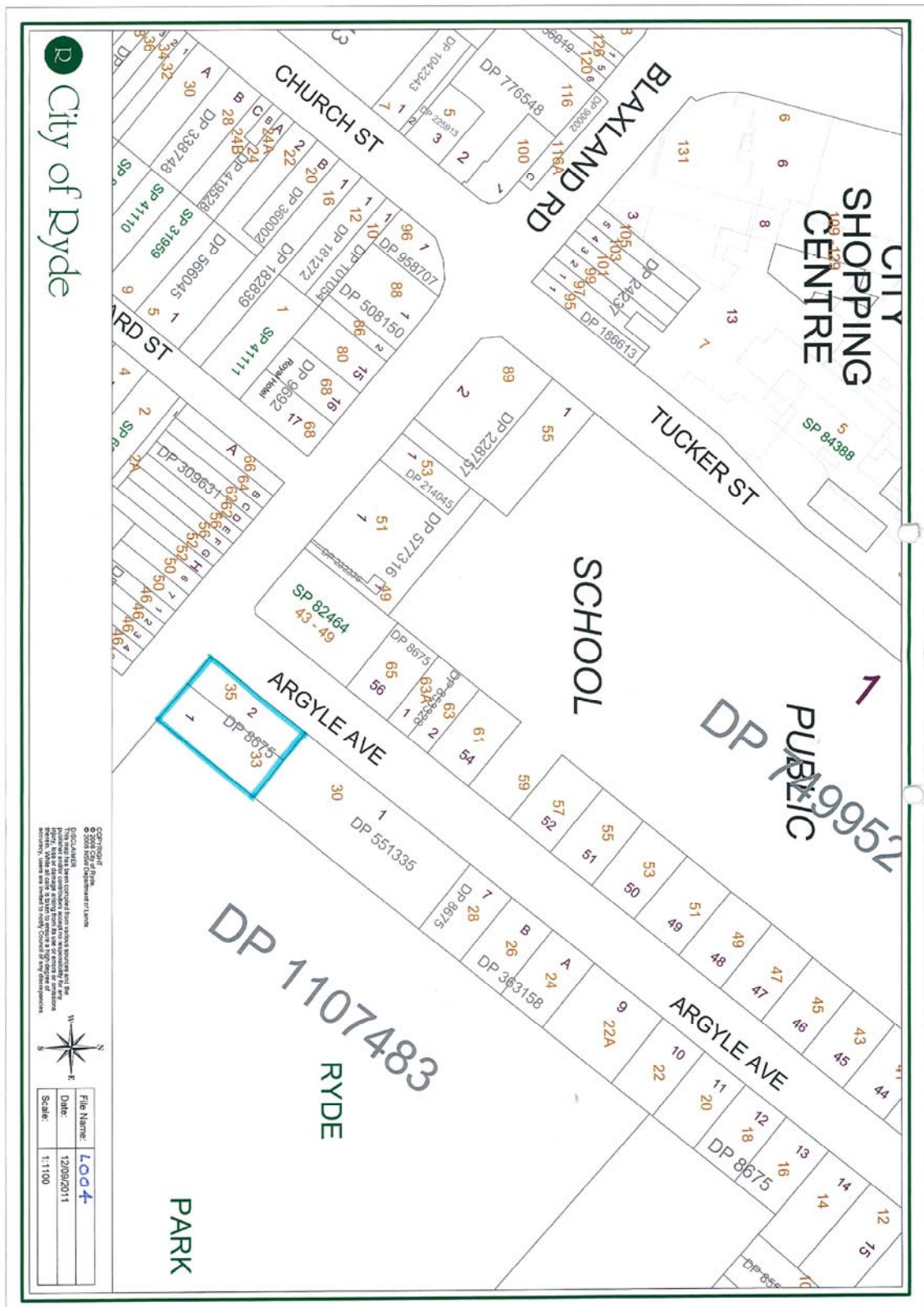
<b>LAND NAME</b>
• Site L004 ARGYLE CENTRE
• Site L006 DEVLIN STREET
• Site L007 COULTER STREET CARPARK
• Site L008 JOHN WILSON CAR PARK
• Site L009 745-747 VICTORIA ROAD
• Site L010 GLEN STREET CARPARK
• Site L011 OPERATIONS CENTRE
• Site L013 ROWE STREET CARPARK

(8 x Site Lot Plans **ATTACHED**)

Attached to and forming part of Report: **CREATION OF A CITY OF RYDE PROPERTY TRUST - InfoCouncil Ref: BP11/722**

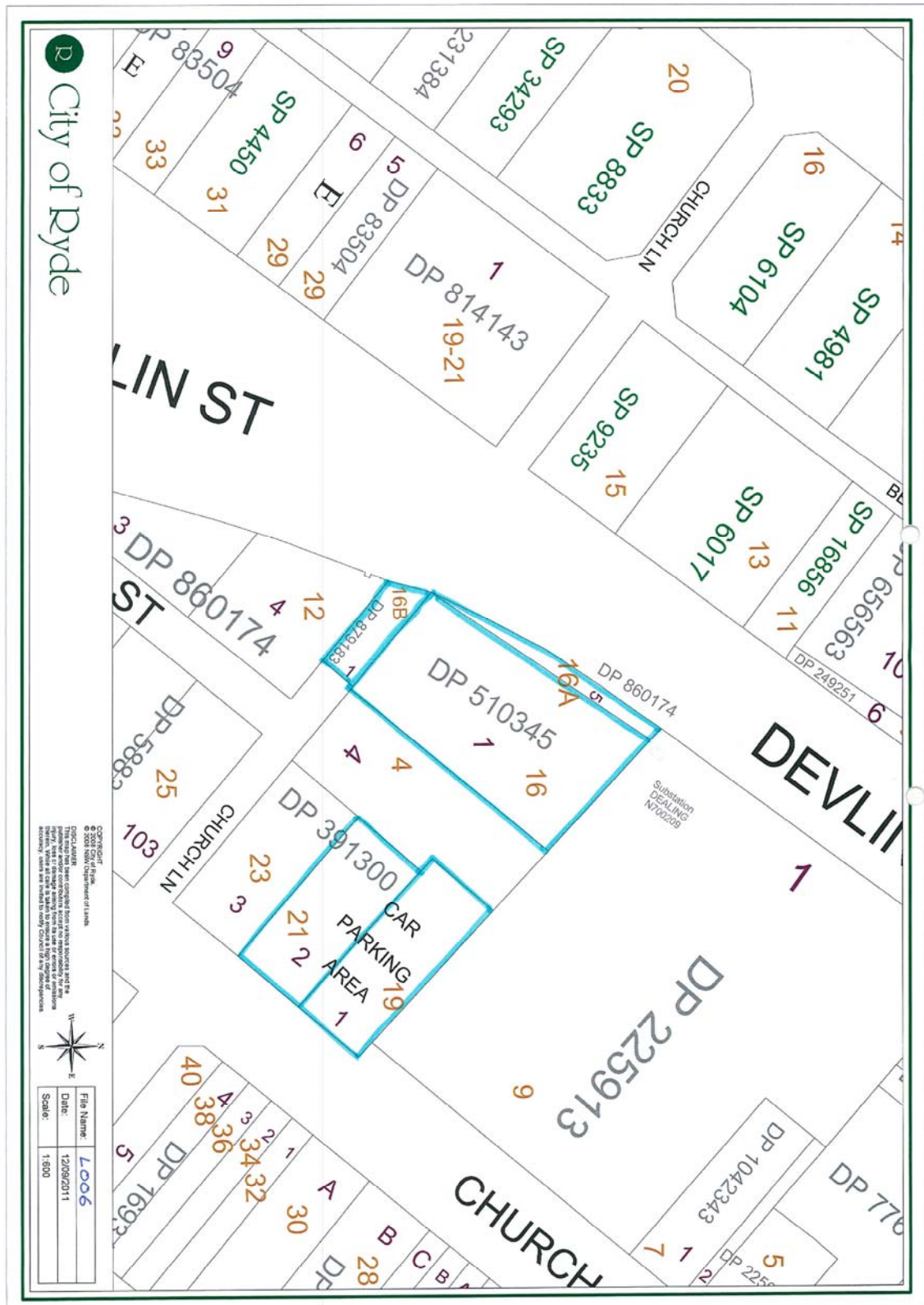
**ITEM 19 (continued)**

## ATTACHMENT 4



**ITEM 19 (continued)**

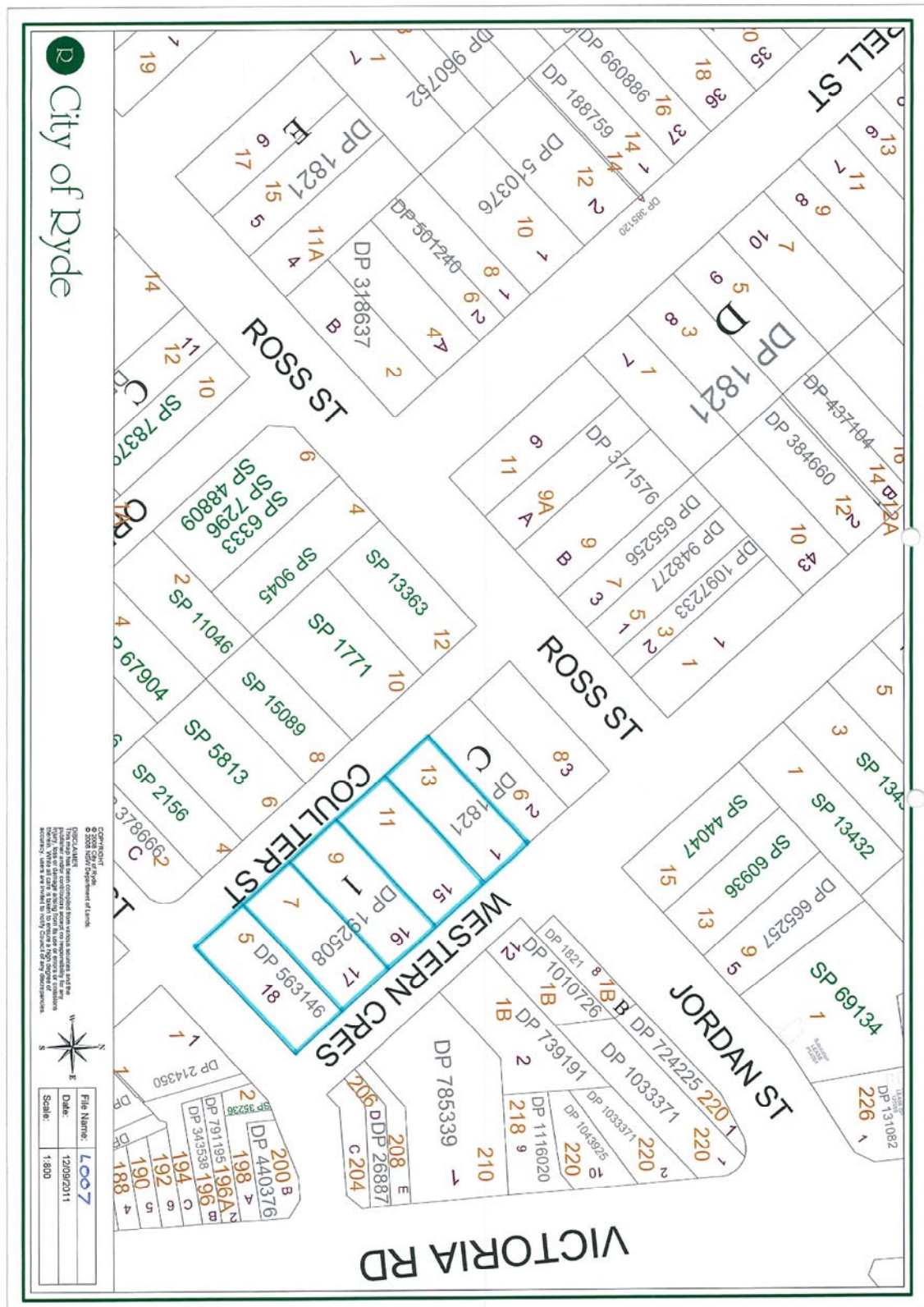
## ATTACHMENT 4





**ITEM 19 (continued)**

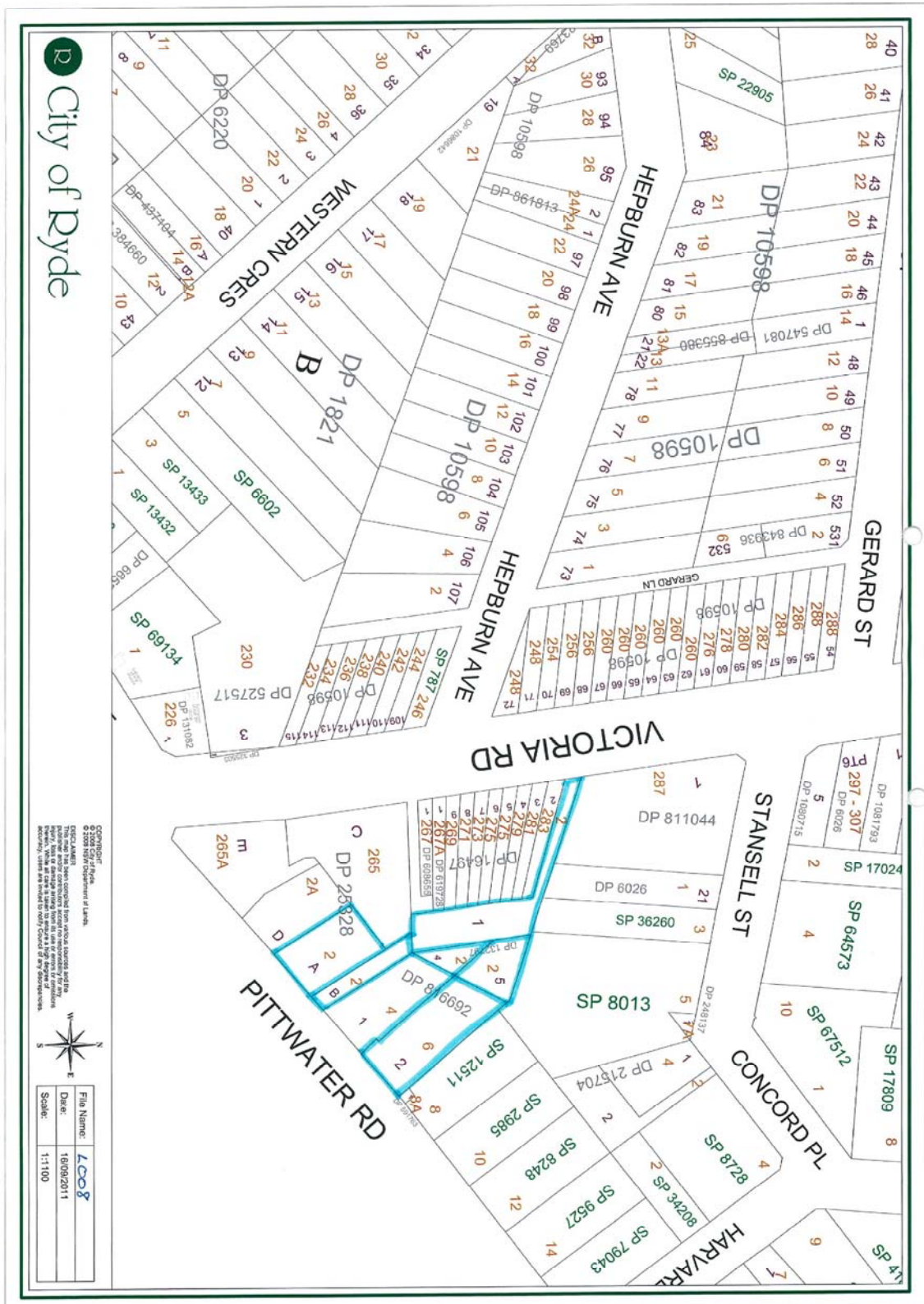
## ATTACHMENT 4





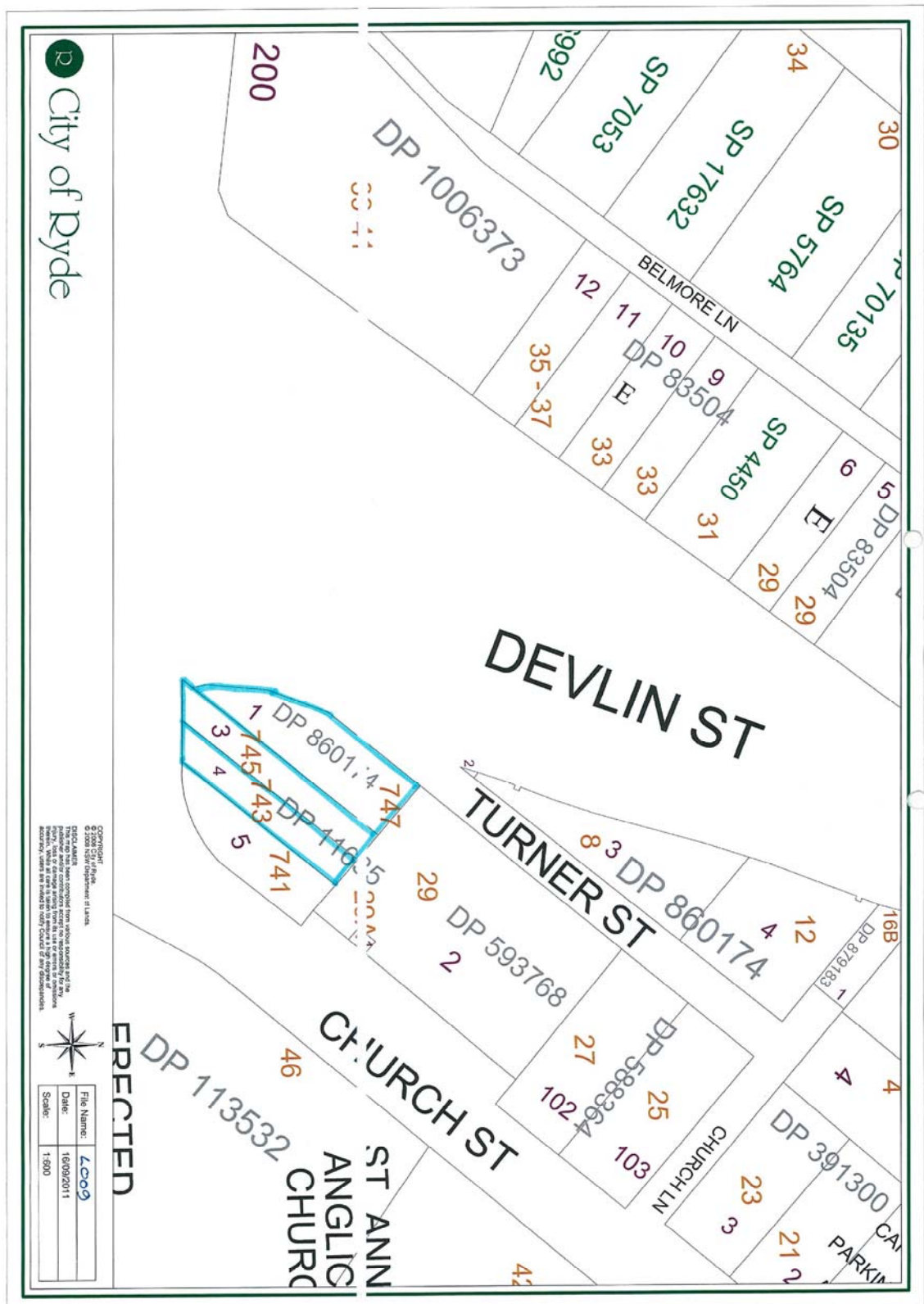
**ITEM 19 (continued)**

## ATTACHMENT 4



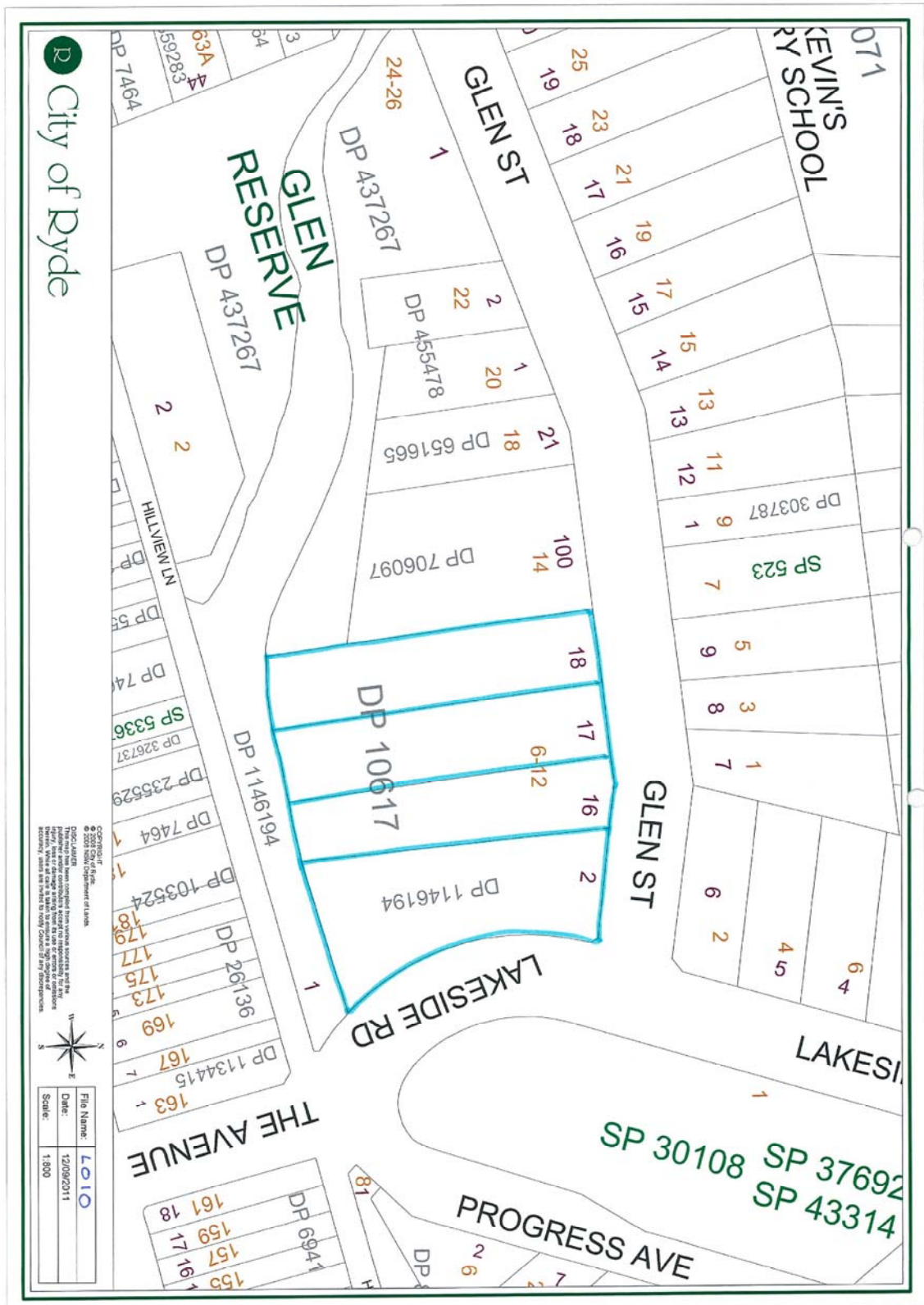
**ITEM 19 (continued)**

## ATTACHMENT 4



**ITEM 19 (continued)**

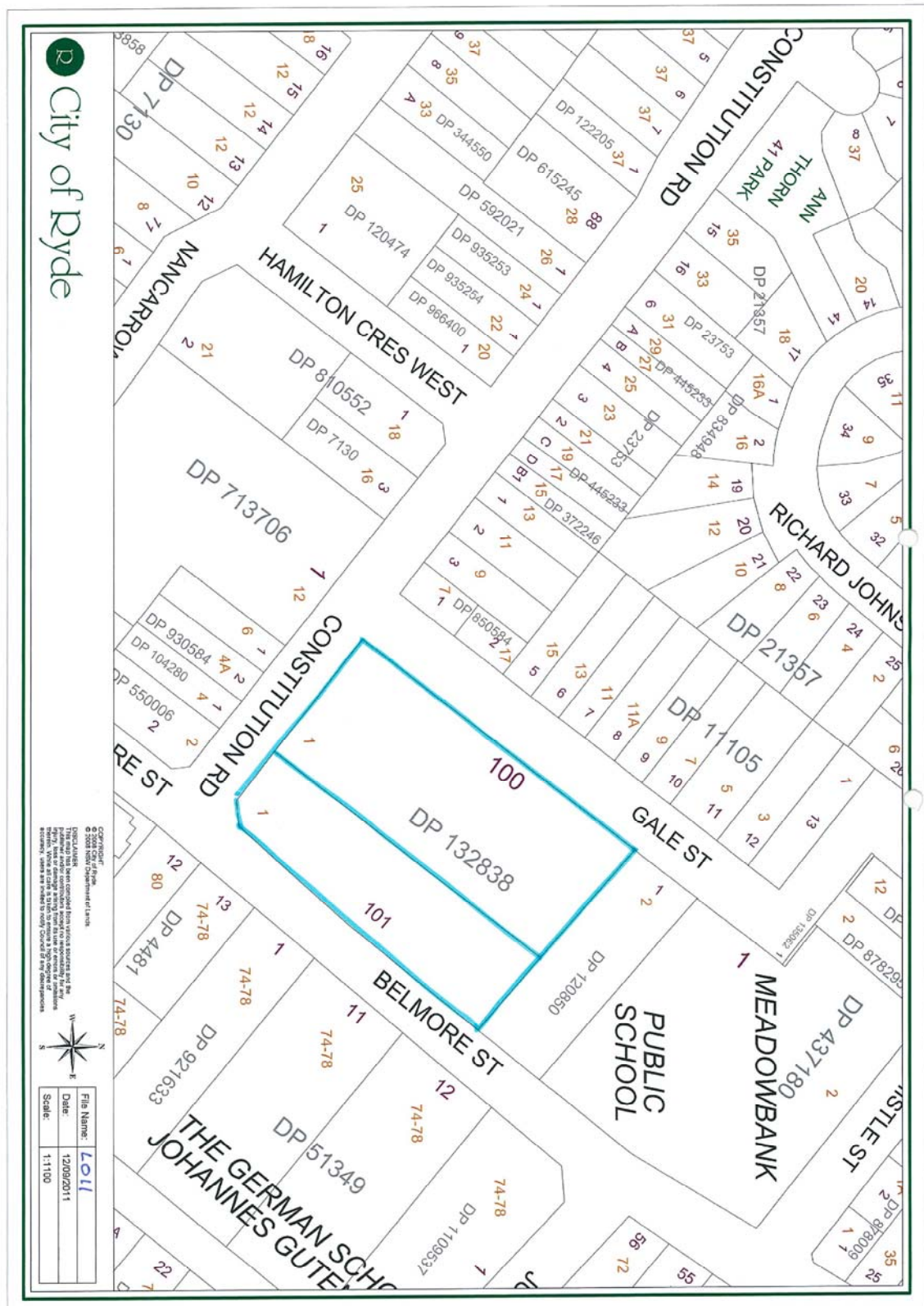
## ATTACHMENT 4





ITEM 19 (continued)

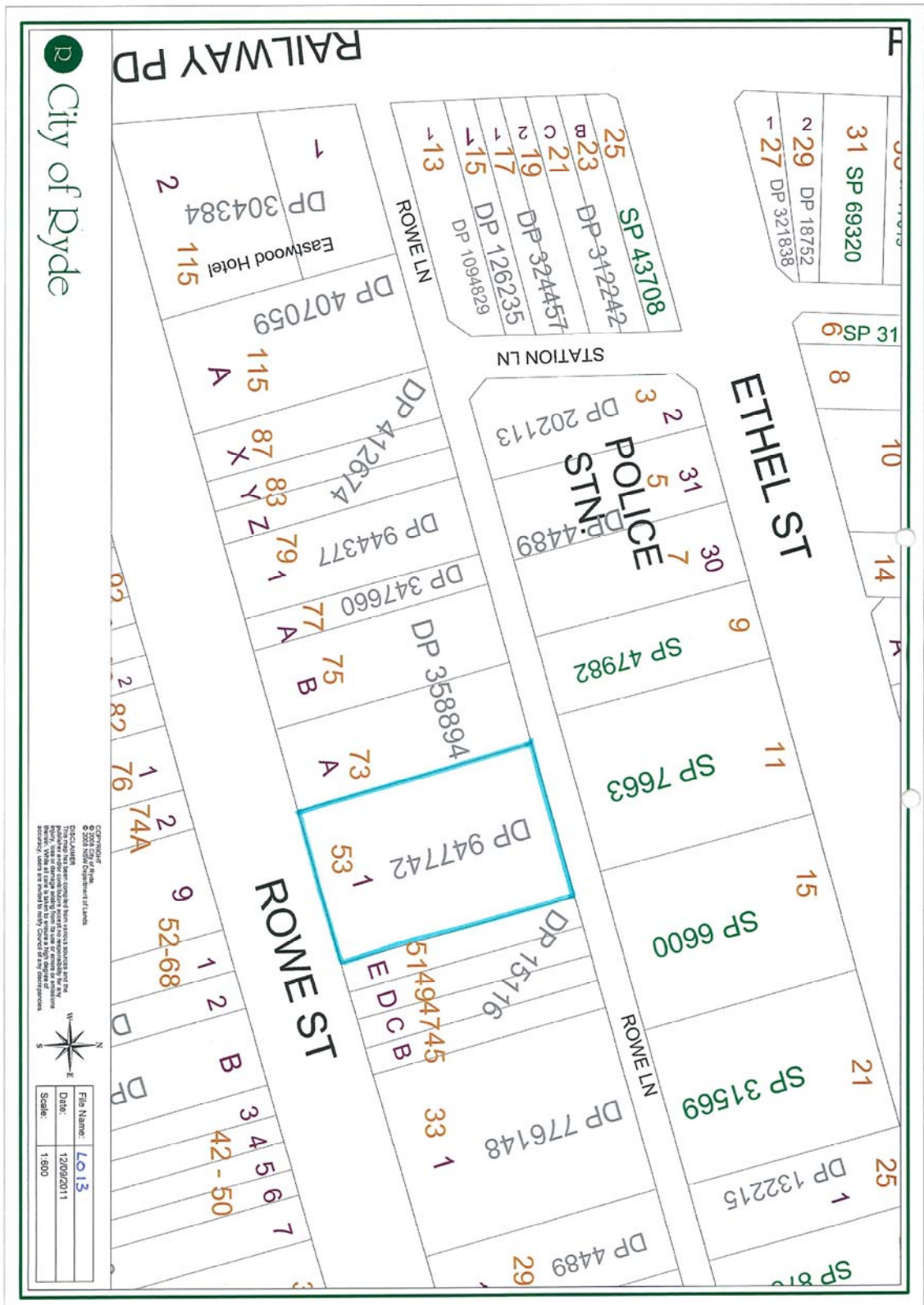
ATTACHMENT 4





ITEM 19 (continued)

ATTACHMENT 4



**ITEM 20 (continued)**

**ATTACHMENT 1**

**Outstanding Resolutions - Report**

<b>Meeting Type</b>	<b>Resolution</b>	<b>Due Date of Report</b>	<b>Comments/Update</b>
Committee of the Whole	<b>SAFETY EVALUATION OF TREES WITHIN THE CITY OF RYDE</b>	9/08/2011	Reviewing other Council's Development Control Plan and tree policies. A Councillor Workshop was held on 9 August 2011.
<b>Meeting Date</b> 7/12/2010	(b) That a review of the City Of Ryde's Development Control Plan 2010 Part: 9.6 Tree Preservation be undertaken and reported to Council in six months.	<b>Anticipated date</b> 13/12/2011	
<b>Group</b> Community Life		<b>Officer</b> Simon Harrison	<i>Due to the complexity of the DCP and associated Policy a workshop will be held on 15 November on the draft DCP for consultation with Councillors prior to the document being reported for adoption depending on the result of the workshop.</i>

15-Nov-11

Page 1 of 39

**ITEM 20 (continued)**

**ATTACHMENT 1**

<b>Meeting Type</b>	<b>Resolution</b>	<b>Due Date of Report</b>	<b>Comments/Update</b>
Committee of the Whole	<b>RYDE PLANNING AND BUSINESS CENTRE - COMPLETED</b>	13/12/2011	<i>Review to be conducted after six months with report to Council on 22 November 2011.</i>
<b>Meeting Date</b> 1/02/2011	(b) That Council review the operations of both Centres after six (6) months by conducting surveys and that a further report be prepared for Council's consideration.	<b>Anticipated date</b> 22/11/2011	<i>COMPLETED (To be removed following Council Meeting on 22 November 2011).</i>
<b>Group</b> Corporate Services		<b>Officer</b> Manager, Customer Service	

15-Nov-11

Page 2 of 39

**ITEM 20 (continued)**

**ATTACHMENT 1**

<b>Meeting Type</b>	<b>Resolution</b>	<b>Due Date of Report</b>	<b>Comments/Update</b>
Council	ESTABLISHMENT OF MARKET IN CHURCH STREET TOP RYDE - COMPLETED	19/04/2011	Further discussions underway with Ryde Chamber of Commerce. Ryde Chamber of Commerce is presenting a progress report to the Economic Development Advisory Committee meeting to be held on 29 September 2011.
<b>Meeting Date</b> 8/03/2011	(a) That Council include the establishment of a market/fair in Church Street Top Ryde, on a trial basis, for consideration in the 2011/12 Management Plan and that Council staff to begin assisting the Chamber of Commerce in developing a project plan for the logistics to commence conducting the market/fair.	<b>Anticipated date</b> 11/10/2011	Report provided for Council Meeting on 11 October 2011.
<b>Group</b> Community Life	(b) That the Project Plan be reported back to Council.	Derek McCarthy	COMPLETED (To be removed following Council Meeting on 22 November 2011).
	(c) That the Project Plan be reported to the Economic Development and Advisory Committee for comment prior to the report being provided back to Council.		

15-Nov-11

Page 3 of 39



**ITEM 20 (continued)**

**ATTACHMENT 1**

<b>Meeting Type</b>	<b>Resolution</b>	<b>Due Date of Report</b>	<b>Comments/Update</b>
Council	<b>PUBLIC PRIVATE PARTNERSHIP - Bevillesta &amp; City of Ryde - Signage Rights, Southern Pedestrian Bridge, North Face - Status Report - COMPLETED</b>	19/07/2011	<i>Report deferred due to respondent technical issues with this Request for Proposal (RFP).</i>
10/05/2011	That a further report be submitted to Council once the Expression of Interest process has been completed.	<b>Anticipated date</b> 22/11/2011	<i>Report to Council Meeting on 22 November 2011.</i>
<b>Group</b> Public Works		<b>Officer</b> George Dedes	<i>COMPLETED (To be removed following the Council Meeting on 22 November 2011).</i>

15-Nov-11

Page 4 of 39

**ITEM 20 (continued)**

**ATTACHMENT 1**

<b>Meeting Type</b>	<b>Resolution</b>	<b>Due Date of Report</b>	<b>Comments/Update</b>
<b>Council</b>	<b>CREATION OF A CITY OF RYDE PROPERTY TRUST - COMPLETED</b>	11/10/2011	Steps currently being initiated by Group Manager Public Works regarding EOI for selection of qualified consultant to undertake an assessment as set out in Resolution from meeting 10 May 2011.
<b>Meeting Date</b> 10/05/2011	(a) That Council authorises the General Manager to seek other local government partners to complete investigations into the most appropriate legal model and share costs for the creation of a Property Trust which would be suitable for the City of Ryde's Property Trust.	<b>Anticipated date</b> 22/11/2011	Resolution from meeting 10 May 2011.
<b>Group</b> Public Works	(b) That Council authorise the General Manager to develop a model for a Property Trust (with costs shared by other participating Councils) with Council's component to be funded by the investment property reserve.	<b>Officer</b> Terry Dodds	The Mayor and the General Manager to attend a meeting with The Honourable Don Page, Minister for Local Government on Wednesday, 24 August 2011.
	(c) That the General Manager be delegated authority to call on expressions of interest and select a suitably qualified consultant to undertake an assessment of our current suitable operational assets, with the view to estimating the highest and best use and rate of return to Council, utilising funds from the investment property reserve.		Report to Council Meeting on 22 November 2011.
	(d) That once recommendations (2) and (3) are implemented, a full report with a costed feasibility		COMPLETED (To be removed following the Council Meeting on 22 November 2011).

15-Nov-11

Page 5 of 39

**ITEM 20 (continued)**

**ATTACHMENT 1**

study for operating a City of Ryde Property Trust, be submitted to Council prior to proceeding to Phase (D) Operations: Running the Model.				
<b>Meeting Type</b>	<b>Resolution</b>	<b>Due Date of Report</b>	<b>Comments/Update</b>	
Works and Community	<b>DRAFT PUTNEY PARK PLAN OF MANAGEMENT - Permission to place on Public Exhibition - COMPLETED</b>	6/09/2011	Placed on public exhibition from 22 June until 3 August 2011.	
<b>Meeting Date</b>	(c) That a report be brought back to Council with the results of the public exhibition, recommending further action.	<b>Anticipated date</b>	Report provided to Works and Community Committee Meeting on 4 October 2011.	
14/06/2011		4/10/2011		
<b>Group</b>	<b>Officer</b>		<b>COMPLETED</b> (To be removed following Council Meeting on 22 November 2011).	
Community Life	Simon Harrison			

15-Nov-11

Page 6 of 39

**ITEM 20 (continued)**

**ATTACHMENT 1**

<b>Meeting Type</b>	<b>Resolution</b>	<b>Due Date of Report</b>	<b>Comments/Update</b>
Council	REVIEW OF PART 3.3 DWELLINGS HOUSES AND DUAL OCCUPANCY OF DEVELOPMENT CONTROL PLAN 2010	28/02/2012	Report to Council Meeting in February 2012.
<b>Meeting Date</b> 14/06/2011	a) That a review of Part 3.3 Dwelling Houses and Dual Occupancy of City of Ryde's Development Control Plan 2010 and associated process be undertaken to address the issues raised in this report.  (b) That a further report be provided to Council once the review process is completed.	<b>Anticipated date</b> 28/02/2012	
<b>Group</b> Environment and Planning		<b>Officer</b> Meryl Bishop	

15-Nov-11

Page 7 of 39



**ITEM 20 (continued)**

**ATTACHMENT 1**

<b>Meeting Type</b>	<b>Resolution</b>	<b>Due Date of Report</b>	<b>Comments/Update</b>
Council	<b>FOUR YEAR DELIVERY PLAN 2011-2015 - IMPACT OF PENSIONER REBATE - COMPLETED</b>	22/11/2011	<i>Report coming back to Council at first quarterly review.</i>
<b>Meeting Date</b> 14/06/2011	(i) That Council provides free access to the Ryde Aquatic Leisure Centre to all pensioners and health card holders upon the production of an appropriate concession card and proof of residency in the City of Ryde and that a report be provided to Council in twelve (12) months time as part of the 2012/2013 Operational Plan, detailing the usage and financial impact of this concession.	<b>Anticipated date</b> 22/11/2011	<i>COMPLETED (To be removed following Council Meeting on 22 November 2011).</i>
<b>Group</b> Community Life		<b>Officer</b> Paul Hartman	

15-Nov-11

Page 8 of 39

**ITEM 20 (continued)**

**ATTACHMENT 1**

<b>Meeting Type</b>	<b>Resolution</b>	<b>Due Date of Report</b>	<b>Comments/Update</b>
Works and Community			
<b>Meeting Date</b>	<b>TRAFFIC &amp; PARKING MATTERS PRESENTED TO RYDE LOCAL TRAFFIC COMMITTEE MEETING held on 26 May 2011 - (1) LEE AVENUE &amp; NICHOLL AVENUE RYDE, RICHARD JOHNSON CRESCENT RYDE, MERTON STREET GLADESVILLE, WATT AVENUE RYDE - Request for Parking Restrictions</b>	3/04/2012	<i>Report anticipated for April 2012.</i>
21/06/2011	(a) Statutory "No Stopping" restrictions for a length of 10 metres at the bend on Lee Avenue and Nicoll Avenue on both sides be installed.	<b>Anticipated date</b> 3/04/2012	
<b>Group</b>		<b>Officer</b>	
Public Works	(b) With regard to the narrow road section on Richard Johnson Crescent:  I. "No Parking" restrictions on the western side (inside radius) of the narrow road section on Richard Johnson Crescent between property No's. 1 and 11 be installed on a trial basis of 6 months.  II. Council consult with the residents of Richard Johnson Crescent on the parking restrictions during the trial period, or at the end of the period, to seek feedback on the success of the trial.  III. A further report be provided to the Traffic	Harry Muker	

15-Nov-11

Page 9 of 39

**ITEM 20 (continued)**

**ATTACHMENT 1**

Committee.			
Meeting Type	Resolution	Due Date of Report	Comments/Update
Works and Community	TRAFFIC & PARKING MATTERS PRESENTED TO RYDE LOCAL TRAFFIC COMMITTEE MEETING held on 26 May 2011 - (5) ANDREW STREET, MELROSE PARK – Preferred Option (Final Report) - COMPLETED	21/06/2011	Report expected 29 September 2011 to the Ryde Traffic Committee.
21/06/2011	That a further report be brought back to a future Works and Community Committee meeting following an onsite meeting with the residents of Andrew Street on the 16 June 2011.	1/11/2011	Minutes of Ryde Traffic Committee Meeting held on 29 September 2011 were presented to the Works and Community Committee Meeting on 1 November 2011.
<b>Group</b>		<b>Anticipated date</b>	
Public Works		<b>Officer</b>	
		Harry Muker	COMPLETED (To be removed following the Council Meeting on 22 November 2011).

15-Nov-11

Page 10 of 39

**ITEM 20 (continued)**

**ATTACHMENT 1**

<b>Meeting Type</b>	<b>Resolution</b>	<b>Due Date of Report</b>	<b>Comments/Update</b>
Committee of the Whole	<b>TOP RYDER COMMUNITY BUS SERVICE - COMPLETED</b>	8/11/2011	<i>Report to Council Meeting on 8 November 2011.</i>
<b>Meeting Date</b> 21/06/2011	(d) That a further report be provided to Council at the end of the trial period to assess the success of the new business partnership arrangement and determine whether or not the service should be extended to 30 June 2012 and beyond.	<b>Anticipated date</b> 8/11/2011	<i>COMPLETED (To be removed following Council Meeting on 22 November 2011).</i>
<b>Group</b> Environment and Planning		<b>Officer</b> Sam Cappelli	

15-Nov-11

Page 11 of 39



**ITEM 20 (continued)**

**ATTACHMENT 1**

<b>Meeting Type</b>	<b>Resolution</b>	<b>Due Date of Report</b>	<b>Comments/Update</b>
Council	SHAFTSBURY ROAD and GLEN STREET, EASTWOOD – Proposed Roundabout (Black Spot Remediation Site – UPDATE) - COMPLETED	8/11/2011	Advice from RTA in relation to this project is expected prior to end August 2011. Further actions in relation to funding and its potential reallocation to be discussed further with the RTA. Report anticipated November 2011. Road Safety Audit completed - two (2) alternate designs at present (09/11). Technical consideration being made by the RTA. If the RTA condones the design, the proposal will then be included on the Agenda for the next available Ryde Traffic Committee. Council forwarded the RTA an alternative proposal. On 21 October 2011, the RTA responded to Council requesting a meeting to review Council's proposal. A meeting date is to be confirmed.
28/06/2011	That consideration of this matter be deferred for a detailed report back to Council outlining the history of this intersection, why this intersection came before Traffic Committee as a Black Spot Remediation Site, what other solutions are possible and what other locations would be suitable to utilise this funding in the City of Ryde for a roundabout.	22/11/2011	
<b>Group</b>		<b>Officer</b>	
Public Works		Harry Muker	

*Council staff have corresponded on numerous occasions with the RTA since Council resolved not to proceed with the roundabout and*

15-Nov-11

Page 12 of 39

**ITEM 20 (continued)**

**ATTACHMENT 1**

*to consider other possible solutions at this intersection and/or vicinity. Council staff reviewed the accident statistics and provided the RTA with an OPTION that specifically targeted improved pedestrian accessibility in the area. The RTA is unfortunately not receptive to this option at the moment as the proposal (whilst managing to treat other accident types in the vicinity of this intersection), did not satisfy the three (3) right turn injury accidents at this intersection which was the predominant crash statistic that supported the remediation of the site under the program. Council staff is meeting with the RTA in the week commencing 31 October 2011 (earliest date provided to Council by the RTA) with a view of progressing this matter so that a solution can be found that pragmatically addresses community concerns. Report to Council Meeting on 22 November 2011.*

15-Nov-11

Page 13 of 39

**ITEM 20 (continued)**

**ATTACHMENT 1**

<i>COMPLETED (To be removed following the Council Meeting on 22 November 2011).</i>			
<b>Meeting Type</b>	<b>Resolution</b>	<b>Due Date of Report</b>	<b>Comments/Update</b>
Council	REQUEST FOR NSROC TO FUND ABORIGINAL EDUCATION - COMPLETED	8/11/2011	Staff will research and report on findings.
<b>Meeting Date</b> 28/06/2011	That the City of Ryde obtain a report on Lane Cove Council's support for an educational program for aboriginal students in the NSROC area and investigate how Ryde Council may be involved.	<b>Anticipated date</b> 8/11/2011	Report to Council Meeting on 8 November 2011.
<b>Group</b> Community Life		<b>Officer</b> Baharak Sahbkhari	COMPLETED (To be removed following Council Meeting on 22 November 2011).

15-Nov-11

Page 14 of 39

**ITEM 20 (continued)**

**ATTACHMENT 1**

<b>Meeting Type</b> Council	<b>Resolution</b> DEEMLE STREET – Progress Report on Leasing Landscaped Area - COMPLETED	<b>Due Date of Report</b> 18/10/2011	<b>Comments/Update</b> Subject to Statutory notifications. Report to the Works and Community Committee Meeting on 15 November 2011.
<b>Meeting Date</b> 28/06/2011	That this matter be deferred to enable Council staff to progress further negotiations with the owners of 70a Champion Road and for this matter to be reported back to Council as soon as possible.	<b>Anticipated date</b> 15/11/2011	COMPLETED (To be removed following the Council Meeting on 22 November 2011).
<b>Group</b> Public Works		<b>Officer</b> Terry Dodds	
<b>Meeting Type</b> Council	<b>Resolution</b> PARKING DEVELOPMENT CONTROL PLAN REVIEW - COMPLETED	<b>Due Date of Report</b> 27/03/2012	<b>Comments/Update</b> Six Week Exhibition period subject to Section 65 for draft LEP, expected to be undertaken in late 2011.
<b>Meeting Date</b> 26/07/2011	(c) That a further report regarding community comments be provided to Council as soon as practicable after completion of the public exhibition.	<b>Anticipated date</b> 22/11/2011	Report to Council Meeting on 22 November 2011.
<b>Group</b> Environment and Planning		<b>Officer</b> Meryl Bishop	COMPLETED (To be removed following the Council Meeting on 22 November 2011).

15-Nov-11

Page 15 of 39



**ITEM 20 (continued)**

**ATTACHMENT 1**

<b>Meeting Type</b>	<b>Resolution</b>	<b>Due Date of Report</b>	<b>Comments/Update</b>
Council	SURF ATTRACTION PROPOSAL FOR THE RYDE AQUATIC LEISURE CENTRE - COMPLETED	13/12/2011	Options are being investigated prior to tenders.
<b>Meeting Date</b> 2/08/2011	(b) That the General Manager reports on the options available to sourcing the required funds from either an external bank loan or internally from reserves.	<b>Anticipated date</b> 22/11/2011	Report to Council Meeting on 22 November 2011.
<b>Group</b> Community Life		<b>Officer</b> Paul Hartman	COMPLETED (To be removed following Council Meeting on 22 November 2011).

15-Nov-11

Page 16 of 39

**ITEM 20 (continued)**

**ATTACHMENT 1**

<b>Meeting Type</b>	<b>Resolution</b>	<b>Due Date of Report</b>	<b>Comments/Update</b>
Council	MAYORAL MINUTE - MM 08/11 - INVESTIGATION TO IDENTIFY THE SOURCE OF MALICIOUS COMPLAINTS - COMPLETED	6/09/2011	All parties have been advised of the Mayor's determination as endorsed by Council. The forensic investigation has been commenced.
<b>Meeting Date</b> 2/08/2011	(c) That the result of the investigation be reported back to Council.	<b>Anticipated date</b> 11/10/2011	
<b>Group</b> Corporate Services		<b>Officer</b> Bruce McCann	Results of the investigation will be reported back to Council on 11 October 2011 (included on an ongoing basis in Legal Actions Report)
			COMPLETED (To be removed following Council Meeting to be held 22 November 2011).

15-Nov-11

Page 17 of 39

**ITEM 20 (continued)**

**ATTACHMENT 1**

<b>Meeting Type</b>	<b>Resolution</b>	<b>Due Date of Report</b>	<b>Comments/Update</b>
Council	<b>PUBLIC DOMAIN UPGRADES</b>	30/06/2012	<i>Part (d) will be reported when the development is undertaken.</i>
<b>Meeting Date</b> 2/08/2011	(d) That a detailed costing be provided to Council on the replacement of the two poles with two smart poles in front of the proposed second hotel in Eastwood, at the same time that the development is undertaken.	<b>Anticipated date</b> 30/06/2012	<i>Part (e) will be reported in June 2012.</i>
<b>Group</b> Environment and Planning	(e) That a further report be provided to Council on this matter after consultation with shop owners in Church Street.	<b>Officer</b> Meryl Bishop	

15-Nov-11

Page 18 of 39

**ITEM 20 (continued)**

**ATTACHMENT 1**

<b>Meeting Type</b>	<b>Resolution</b>	<b>Due Date of Report</b>	<b>Comments/Update</b>
Council	ISSUES ASSOCIATED WITH TRAFFIC BYPASSING THE SOUTHERN END OF WHARF ROAD, MELROSE PARK	1/11/2011	This matter will be subject of a Report to the Ryde Traffic Committee at its meeting to be held on 24 November 2011, following which a report will be prepared for the Works and Community Committee Meeting to be held on 7 February 2012.
<b>Meeting Date</b> 2/08/2011	(a) That Council investigate issues associated with through traffic that currently bypasses the southern end of Wharf Road Melrose Park, particularly at times when a 40 kph speed limit applies outside Melrose Park Public School by using either Taylor Avenue and Cobham Avenue or Lancaster Avenue and report on measures to encourage through traffic to remain on the collector road system in this area.	<b>Anticipated date</b> 7/02/2012	
<b>Group</b> Public Works		<b>Officer</b> Harry Muker	
	(b) That before any action is taken in this matter, consultation be undertaken with residents in the affected area.		

15-Nov-11

Page 19 of 39



**ITEM 20 (continued)**

**ATTACHMENT 1**

<b>Meeting Type</b>	<b>Resolution</b>	<b>Due Date of Report</b>	<b>Comments/Update</b>
Council	CONSIDERATION OF HERITAGE ISSUES - Public Works - COMPLETED	1/11/2011	Report to Works and Community Committee Meeting on 15 November 2011.
<b>Meeting Date</b> 2/08/2011	That this matter, including a copy of the previous report be referred to the Works and Community Committee for further consideration.	<b>Anticipated date</b> 15/11/2011	COMPLETED (To be removed following the Council Meeting on 22 November 2011).
<b>Group</b> Public Works		<b>Officer</b> Russell Nash	

15-Nov-11

Page 20 of 39

**ITEM 20 (continued)**

**ATTACHMENT 1**

<b>Meeting Type</b>	<b>Resolution</b>	<b>Due Date of Report</b>	<b>Comments/Update</b>
Works and Community	<b>INTERNATIONAL DAY OF PEOPLE WITH DISABILITY - COMPLETED</b>	18/10/2011	Access Committee consulted at meeting held on 5 October 2011. Report provided to the Works and Community Committee Meeting on 18 October 2011.
<b>Meeting Date</b> 9/08/2011	(a) That the General Manager report to Council on the possibility of Council and other similar organisations in the City of Ryde, partnering with Side by Side Advocacy in its plan to host a function to celebrate International Day of People with Disability at Brush Farm House on 2 December 2011.	<b>Anticipated date</b> 18/10/2011	<b>COMPLETED</b> (To be removed following Council Meeting on 22 November 2011).
<b>Group</b> Community Life	(b) That in preparing the report, the Access Committee be consulted on this matter.	<b>Officer</b> Baharak Sahebkhani	

15-Nov-11

Page 21 of 39

**ITEM 20 (continued)**

**ATTACHMENT 1**

<b>Meeting Type</b>	<b>Resolution</b>	<b>Due Date of Report</b>	<b>Comments/Update</b>
Council	UPGRADE OF PITTWATER ROAD (HIGH STREET TO EPPING ROAD) - Review of Environmental Factors and Community Consultation	15/11/2011	Workshop proposed for 27 September 2011, following which the Review of Environmental Factors will be exhibited for public comment for a period of 21 days. Following the recent Workshop, it was agreed that a Report be prepared for the Council Meeting on 13 December 2011.
<b>Meeting Date</b> 9/08/2011	(a) That this matter be deferred to allow for a Councilor workshop and for the consultants to be in attendance (to discuss the four stages of this project).	<b>Anticipated date</b> 13/12/2011	
<b>Group</b> Public Works	(b) That the community groups consulted in the community engagement process be invited to address Council when the matter is reported back to Council.	<b>Officer</b> Sri Sriamandarajah	

15-Nov-11

Page 22 of 39

**ITEM 20 (continued)**

**ATTACHMENT 1**

<b>Meeting Type</b>	<b>Resolution</b>	<b>Due Date of Report</b>	<b>Comments/Update</b>
Council	78 HERMITAGE ROAD, WEST RYDE. LDA2011/0022.		a) Additional Information request sent to applicant on 29 August 2011.
<b>Meeting Date</b> 23/08/2011		<b>Anticipated date</b>	b) Report to Planning and Environment Committee at date TBA (within three months of receipt of additional information from the applicant). Applicant advised Council on 13 November 2011 that additional information would be submitted shortly and that the premises now complies with WorkCover.
<b>Group</b> Environment and Planning	(a) That this application be deferred for the applicant to submit further information to Council in support of their application addressing the reasons for refusal presented in the report to the Planning and Environment Committee on 16 August 2011, including the reduction of signage on the site and the storage of chemicals in compliance with WorkCover requirements.  (b) That upon receipt of this information, a further report be presented to the Planning and Environment Committee within a three month period.	<b>Officer</b> Liz Coad	

15-Nov-11

Page 23 of 39



**ITEM 20 (continued)**

**ATTACHMENT 1**

<b>Meeting Type</b> Council	<b>Resolution</b> <b>TOILET BLOCKS RENEWAL (CENTRES ONLY) - COMPLETED</b>	<b>Due Date of Report</b> 14/02/2012	<b>Comments/Update</b> <i>Report to Works and Community Committee Meeting on 15 November 2011.</i>
<b>Meeting Date</b> 23/08/2011	(c) That a report be provided for consideration of a public toilet block in the vicinity of Five Ways Town Centre.	<b>Anticipated date</b> 15/11/2011	<b>COMPLETED</b> (To be removed following the Council Meeting on 22 November 2011).
<b>Group</b> Environment and Planning	(e) That a review of signage be undertaken for the existing public toilet blocks in commercial centres and that a further report be provided.	<b>Officer</b> Meryl Bishop	
<b>Meeting Type</b> Council	<b>Resolution</b> <b>ESTABLISHMENT OF A LOCAL PLANNING PANEL</b>	<b>Due Date of Report</b>	<b>Comments/Update</b> <i>Report to Council, date TBA</i>
<b>Meeting Date</b> 23/08/2011	(b) That a report be provided to Council regarding the composition of the Joint Regional Planning Panel.	<b>Anticipated date</b>	<i>Note: The review details have not been released by the Department of Planning. When the composition of the Sydney East Joint Regional Planning Panel is up for renewal, a report will be brought to Council.</i>
<b>Group</b> Environment and Planning		<b>Officer</b> Liz Coad	

15-Nov-11

Page 24 of 39

**ITEM 20 (continued)**

**ATTACHMENT 1**

<b>Meeting Type</b>	<b>Resolution</b>	<b>Due Date of Report</b>	<b>Comments/Update</b>
Council	<b>NOTICE OF MOTION - CONNECTING COMMUNITIES TO EASTWOOD AFTER THE FIRE</b>	15/11/2011	<i>Consultant engaged to undertake report - anticipated completion early December 2011.</i>
<b>Meeting Date</b> 23/08/2011	(a) In response to the tragic fire in Eastwood which has significantly impacted local businesses and residents in the West Ward area, the General Manager provide a comprehensive report to Council within three months that assesses opportunities for increased community infrastructure, social support services and business support for the Eastwood and West Ryde communities. The report should include advice on potential budgetary implications and timeframes for any options proposed. In preparing the report, Council staff are requested to liaise with local community organisations, businesses and local residents.	<b>Anticipated date</b> 13/12/2011	<i>Report to Council Meeting on 13 December 2011.</i>
<b>Group</b> Environment and Planning		<b>Officer</b> Meryl Bishop	

15-Nov-11

Page 25 of 39

**ITEM 20 (continued)**

**ATTACHMENT 1**

<b>Meeting Type</b>	<b>Resolution</b>	<b>Due Date of Report</b>	<b>Comments/Update</b>
Works and Community			
<b>Meeting Date</b>	<b>TRAFFIC &amp; PARKING MATTERS PRESENTED TO RYDE TRAFFIC COMMITTEE ON 11 AUGUST 2011 - BRIGHT STREET, RYDE – Request for Resident Parking Scheme</b>	24/11/2011	<i>This matter will be subject of a Report to the Ryde Traffic Committee at its meeting to be held on 24 November 2011, following which a report will be prepared for the Works and Community Committee Meeting to be held on 7 February 2012.</i>
6/09/2011	(a) That Council install a 2P (8.00am – 6pm, Mon-Fri) zone 9 Resident Parking Scheme along Bright Street, between Buffalo Road and Providence Road on one side (north/west), between property numbers 102 Buffalo Road and 25 Providence Road and that this be trialled for 6 months.	<b>Anticipated date</b> 7/02/2012	
<b>Group</b>		<b>Officer</b>	
Public Works	(b) That Council contact the State Transit Authority to discuss alternate parking for its staff and that a further report be provided to the Committee for its consideration.	Ramesh Desai	

15-Nov-11

Page 26 of 39

**ITEM 20 (continued)**

**ATTACHMENT 1**

<b>Meeting Type</b>	<b>Resolution</b>	<b>Due Date of Report</b>	<b>Comments/Update</b>
Works and Community			
<b>Meeting Date</b>	<b>TRAFFIC &amp; PARKING MATTERS PRESENTED TO RYDE TRAFFIC COMMITTEE ON 11 AUGUST 2011 - LUCKNOW ROAD MACQUARIE PARK, AEOLUS AVENUE RYDE, MORRISON ROAD PUTNEY, KENT ROAD, NORTH RYDE - Request for parking restrictions and line marking</b>	24/11/2011	<i>This matter will be subject of a Report to the Ryde Traffic Committee at its meeting to be held on 24 November 2011, following which a report will be prepared for the Works and Community Committee Meeting to be held on 7 February 2012.</i>
6/09/2011	(a) That in relation to parking at Lucknow Road, this matter be deferred to allow Council to undertake the following:  (i) An investigation of alternate designs of the site. (ii) Identifying possible sources of financial contribution.	<b>Anticipated date</b> 7/02/2012	
<b>Group</b>		<b>Officer</b>	
Public Works	And that a further report be provided to the Committee for its consideration.	Ramesh Desai	

15-Nov-11

Page 27 of 39



**ITEM 20 (continued)**

**ATTACHMENT 1**

<b>Meeting Type</b>	<b>Resolution</b>	<b>Due Date of Report</b>	<b>Comments/Update</b>
Council	ADVISORY COMMITTEES - Review of Committees and Terms of Reference - COMPLETED	13/12/2011	CIB Update provided to Councillors. Report including a proposed project plan to Council Meeting on 22 November 2011.
<b>Meeting Date</b> 13/09/2011	a) That this matter be deferred for consultation to be undertaken with all Advisory Committees and a further report to Council.	<b>Anticipated date</b> 22/11/2011	COMPLETED (To be removed following Council Meeting on 22 November 2011).
<b>Group</b> Corporate Services		<b>Officer</b> Shane Sullivan	

15-Nov-11

Page 28 of 39

**ITEM 20 (continued)**

**ATTACHMENT 1**

<b>Meeting Type</b>	<b>Resolution</b>	<b>Due Date of Report</b>	<b>Comments/Update</b>
Works and Community	<b>CINEMA IN THE PLAZA</b>	6/12/2011	<i>Report being prepared for Works and Community Committee Meeting on 6 December 2011.</i>
<b>Meeting Date</b> 27/09/2011	(a) That Council endorse the staging of Cinema in the Plaza at Eastwood on Friday, 28 October in place of the scheduled screening in February/March 2012.	<b>Anticipated date</b> 6/12/2011	
<b>Group</b> Community Life	(b) That following this, a further report be presented to Council detailing the effectiveness of this proposal.	<b>Officer</b> Derek McCarthy	

15-Nov-11

Page 29 of 39

**ITEM 20 (continued)**

**ATTACHMENT 1**

<b>Meeting Type</b>	<b>Resolution</b>	<b>Due Date of Report</b>	<b>Comments/Update</b>
Council	<b>FEE ADJUSTMENT - LODGEMENT OF CERTIFICATE - COMPLETED</b>	22/11/2011	(a) The amended fee was publicly exhibited for a period of 28 days.
<b>Meeting Date</b> 27/09/2011	(a) That the fee for the lodgement of Part 4A Certificates in the amount of \$36 be publicly exhibited for a period of not less than 28 days from 3 October 2011 to 31 October 2011.	<b>Anticipated date</b> 22/11/2011	(b) No submissions were received during the exhibition period.
<b>Group</b> Environment and Planning	(b) That a further report be presented to Council for consideration after the advertising period addressing any submissions made.	<b>Officer</b> Scott Cox	Report to Council Meeting on 22 November 2011.
			COMPLETED (To be removed following the Council Meeting on 22 November 2011).

15-Nov-11

Page 30 of 39

**ITEM 20 (continued)**

**ATTACHMENT 1**

<b>Meeting Type</b>	<b>Resolution</b>	<b>Due Date of Report</b>	<b>Comments/Update</b>
Council	<b>CODE OF MEETING PRACTICE</b>	13/12/2011	<i>Public submission period closes 25 November 2011. Report will be provided following this.</i>
<b>Meeting Date</b> 27/09/2011	(d) That once the public submission period has closed a further report be provided to Council to consider adoption of the draft Code of Meeting Practice.	<b>Anticipated date</b> 13/12/2011	
<b>Group</b> Corporate Services		<b>Officer</b> Shane Sullivan	

15-Nov-11

Page 31 of 39



**ITEM 20 (continued)**

**ATTACHMENT 1**

<b>Meeting Type</b>	<b>Resolution</b>	<b>Due Date of Report</b>	<b>Comments/Update</b>
Council	<b>PUBLIC EXHIBITION OF PAYMENT OF EXPENSES AND PROVISION OF FACILITIES FOR THE MAYOR AND OTHER COUNCILLORS POLICY - COMPLETED</b>	22/11/2011	<i>Public Exhibition Period closes 2 November 2011. Report to Council Meeting on 22 November 2011.</i>
<b>Meeting Date</b> 27/09/2011	(b) That after the exhibition period of the draft policy, a further report be provided to Council seeking the adoption of the draft Payment of Expenses and Provision of Facilities for the Mayor and Other Councillors Policy and detailing any submissions received.	<b>Anticipated date</b> 22/11/2011	<i>COMPLETED (To be removed following Council Meeting on 22 November 2011).</i>
<b>Group</b> Corporate Services		<b>Officer</b> Shane Sullivan	

15-Nov-11

Page 32 of 39

**ITEM 20 (continued)**

**ATTACHMENT 1**

<b>Meeting Type</b>	<b>Resolution</b>	<b>Due Date of Report</b>	<b>Comments/Update</b>
Works and Community	<b>ADOPTION OF THE PUTNEY PARK PLAN OF MANAGEMENT</b>	20/03/2012	<i>Currently in discussions with other business units regarding a plan of action.</i>
<b>Meeting Date</b> 11/10/2011	(b) That a further report be provided to Council regarding a plan of action addressing the following matters:	<b>Anticipated date</b> 20/03/2012	<i>Report anticipated for March 2012.</i>
<b>Group</b> Community Life	<ul style="list-style-type: none"> <li>•to improve the site from Pellissier Road to the punt (relocation of gates);</li> <li>•the upgrading and remediation of the triangular park;</li> <li>•the improvement to the sea wall;</li> <li>•the removal of the Camphor Laurel trees;</li> <li>•the pruning of trees throughout the park to improve the security;</li> <li>•the development of the perimeter track; and</li> <li>•the exploration of provision of accessible equipment in the southern playground.</li> </ul>	<b>Officer</b> Simon Harrison	

15-Nov-11

Page 33 of 39

**ITEM 20 (continued)**

**ATTACHMENT 1**

<b>Meeting Type</b>	<b>Resolution</b>	<b>Due Date of Report</b>	<b>Comments/Update</b>
Council	UPDATE ON THE ESTABLISHMENT OF MARKET/FAIR IN RYDE BY CHAMBER OF COMMERCE		Anticipated date of report will be provided pending further advice from the Chamber of Commerce.
<b>Meeting Date</b> 11/10/2011	That a further report, including a Project Plan, be provided to Council following receipt of a formal proposal from the Chamber of Commerce as set out in this report.	<b>Anticipated date</b>	
<b>Group</b> Community Life		<b>Officer</b> Derek McCarthy	
<hr/>			
15-Nov-11			Page 34 of 39

**ITEM 20 (continued)**

**ATTACHMENT 1**

<b>Meeting Type</b>	<b>Resolution</b>	<b>Due Date of Report</b>	<b>Comments/Update</b>
Works and Community			
<b>Meeting Date</b>			
1/11/2011	TRAFFIC & PARKING MATTERS PRESENTED TO RYDE LOCAL TRAFFIC COMMITTEE MEETING held on 29 September 2011 - BELMORE STREET, MEADOWBANK - Request for parking restrictions	17/07/2012	Report to Ryde Local Traffic Committee Meeting to be held on 24 May 2012, following which a report will be prepared for the Works and Community Committee Meeting to be held on 17 July 2012.
<b>Group</b>		<b>Anticipated date</b>	
Public Works	That Council install Statutory 'No Parking', 'Mon - Fri' restrictions for the length of 5 metres on approach side and 2 metres on departure side of two (2) access driveways of the block of units located at No. 84-102 Belmore Street and that this be trialled for 6 months with a further report provided to the Committee.	17/07/2012	
		<b>Officer</b>	
		Ramesh Desai	

15-Nov-11

Page 35 of 39



**ITEM 20 (continued)**

**ATTACHMENT 1**

<b>Meeting Type</b>	<b>Resolution</b>	<b>Due Date of Report</b>	<b>Comments/Update</b>
Works and Community			
<b>Meeting Date</b>			
1/11/2011	TRAFFIC & PARKING MATTERS PRESENTED TO RYDE LOCAL TRAFFIC COMMITTEE MEETING held on 29 September 2011 - POTTS STREET, RYDE - Review of parking restrictions  (f) Proposal be trialled for a period of six months with a further report provided to the Committee.	17/07/2012	Report to Ryde Local Traffic Committee Meeting to be held on 24 May 2012, following which a report will be prepared for the Works and Community Committee Meeting to be held on 17 July 2012.
<b>Group</b>		<b>Anticipated date</b>	
Public Works		17/07/2012	
		<b>Officer</b>	
		Ramesh Desai	

15-Nov-11

Page 36 of 39

**ITEM 20 (continued)**

**ATTACHMENT 1**

<b>Meeting Type</b>	<b>Resolution</b>	<b>Due Date of Report</b>	<b>Comments/Update</b>
Council	29 TRAMWAY STREET, WEST RYDE. LOT 9 DP 8283. Local Development Application for Demolition, multi dwelling housing (attached) consisting of 4 units & strata subdivision. LDA 2011/0167.	6/12/2011	Report to Planning and Environment Committee on 6 December 2011.
Meeting Date	8/11/2011	Anticipated date	It is anticipated this report on the amended plans will be available for the Planning and Environment Committee to consider at the final meeting of 2011 (6 December 2011).
<b>Group</b>		<b>Officer</b>	
Environment and Planning	(a) That this application be deferred to allow the applicant to submit amended plans addressing the issues of concern raised at the Planning and Environment Committee Meeting including site levels, finished floor levels and courtyards, privacy, protection of vegetation, overland flow and the provision of boundary fencing.  (b) That the adjoining neighbours be notified of the amended plans and that a further report be provided to the next practicable Planning and Environment Committee Meeting after the end of the notification period.	Liz Coad	

15-Nov-11

Page 37 of 39

**ITEM 20 (continued)**

**ATTACHMENT 1**

<b>Meeting Type</b>	<b>Resolution</b>	<b>Due Date of Report</b>	<b>Comments/Update</b>
Council	NOTICE OF MOTION - SKATEBOARD CLINICS FOR ALL AGES AND ABILITIES IN THE CITY OF RYDE	13/12/2011	Report to Council Meeting on 13 December 2011.
<b>Meeting Date</b> 8/11/2011	That Council prepare a report within a month that identifies a suitable venue for a skateboard clinic to be conducted during the school holiday period. This report should also include estimated costs to Council, identify any insurance risks or liabilities and the process that would be required to engage interested parties to organise and promote skateboard clinics for all ages and abilities in the City of Ryde.	<b>Anticipated date</b> 13/12/2011	
<b>Group</b> Community Life		<b>Officer</b> Simon Harrison	

15-Nov-11

Page 36 of 39

**ITEM 20 (continued)**

**ATTACHMENT 1**

<b>Meeting Type</b>	<b>Resolution</b>	<b>Due Date of Report</b>	<b>Comments/Update</b>
Council	NOTICE OF MOTION - MEN'S SHED	20/03/2012	Report anticipated for March 2012.
<b>Meeting Date</b> 8/11/2011	That the General Manager, in consultation with local community organisations, investigate the feasibility of setting up a Men's Shed and report back to Council.	<b>Anticipated date</b> 20/03/2012	
<b>Group</b> Community Life		<b>Officer</b> Baharak Sahebkhani	