

SUPPLEMENTARY AGENDA 1

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INNER WEST COUNCIL

COUNCIL MEETING

THURSDAY 12 OCTOBER 2017

6.30pm

Location: Ashfield Service Centre, 260 Liverpool Road, Ashfield

**MEETING AGENDA – PRECIS
SUPPLEMENTARY ITEMS**

The following report/s appear as late item/s with Mayoral approval as information required for the preparation of the report/s was not available at the time of distribution of the Business Paper.

1 Mayoral Minutes

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Item No: C1017 Item 30
Subject: MAYORAL MINUTE: CONSISTENT METROPOLITAN APPROACH TO BIKE SHARE SCHEMES
File Ref: 17/4718
From: Mayor, Councillor Darcy Byrne

MOTION:**THAT Council:**

- 1. States it's in principle support for commercial bike share schemes;**
- 2. Notes that the success and viability of bike share schemes depends upon a proper regulatory framework which protects the accessibility and safety of pedestrians as well as the amenity of local streets and footpaths;**
- 3. Convene a meeting between Inner West, Waverly, Randwick and Woollahra Councils and the City of Sydney to formalise a regional response to bike share operators that includes:**
 - a. A consistent regulatory framework for all bike share operators;**
 - b. A consistent approach to designated bike storage areas; and**
 - c. Investigation of a permit tender process that imposes regulations upon successful bike share operators.**
- 4. Request legal advice from Council's Group Manager Legal regarding:**
 - a. What constitutes an abandoned bike; and**
 - b. Council's powers to remove and/or impound bikes.**
- 5. Receive a report on a proposed internal management plan from Council officers at the November Ordinary Meeting.**

Background

There are many bike paths around the Inner West Local Government Area and our residents are enthusiastic users of active transport options.

The inner west is a great place to cycle and features some of the most scenic locations in Sydney. Council is making cycling easier by creating a network of bicycle routes and, where possible, making streets more bike friendly.

A number of companies are launching bike share schemes across metropolitan Sydney, including in the inner west. These schemes provide bikes that allow people, through a membership registration and provision of credit card details, to 'rent' a bike for short term use.

Problems are arising, however, in the proliferation of parked bikes across the LGA. Melbourne has experienced a significant problem concerning dumped bikes, and this problem looks set to be replicated across Sydney if steps are not taken to regulate this industry.

Council has met with two of the major bike-share providers, Obike and Ofo. Obike has been in operation in the inner west since mid August 2017. In response to complaints, Council Officers met with representatives from Obike seeking a management plan which will detail the deployment of the bikes and respond to any issues. Council's Transport

Planning Officer is preparing a report to Council seeking endorsement of a management approach.

Ofo has approached Council to express a desire to see a regional response to the opportunities and issues created by bike sharing.

Reddy Go also have bikes available in the inner west.

Council would very much like to see successful bike sharing schemes operating in the inner west and across the Sydney Metropolitan area in general.

The best way to do this is to work with other metropolitan councils to develop a consistent regulatory system to allow bike sharing to operate in a way that benefits the user and the operator without causing issues of safety and inaccessibility for people in our local area.

ATTACHMENTS

Nil.

Item No: C1017 Item 31
Subject: MAYORAL MINUTE: PROGRESSING TOWARDS 100% DIVESTMENT FROM FOSSIL FUELS
File Ref: 17/4718
From: Mayor, Councillor Darcy Byrne

MOTION:**THAT Council:**

1. **Notes that Council has achieved a 77% divestment from fossil fuels as at August 2017;**
2. **Continues to prioritise and expand its range of non-fossil fuel investments;**
3. **That all non-fossil fuel investments are based on security and minimising financial risk;**
4. **Officers provide a report on ways to expand Council's range of investments with respect to top rated non-fossil fuel aligned financial instruments and progress toward the 100% target; and**
5. **Recommits to a review of the Policy in May 2018.**

Background

In May 2017 Inner West Council endorsed a new Investment Policy which included a target of 70 per cent non-fossil fuel investment portfolio by 30 June 2018.

The Policy states that Council will give preference to investing in non-fossil fuel investments within the credit and institutional risk parameters specified within the policy with a view to move towards a non-fossil fuel investment portfolio as soon as possible and achieve a 70% non-fossil fuel investment portfolio by 30 June 2018.

Council has, in fact, already achieved a non-fossil fuel investment percentage of 77%.

By August 2017 Council's holdings in Non-Fossil investments had increased to approximately \$168.7m with a relative total portfolio percentage increase (77% in August 2017 as opposed to 68% in July 2017) in Non-Fossil investments.

This is an outstanding achievement that puts our percentage of non-fossil fuel investment as the highest in NSW for the month of August 2017.

This is significantly higher than the City of Sydney, which currently has a non-fossil fuel percentage of 41% at the end of August 2017.

Given that our community has a high interest in environmental issues, it is important that Inner West Council continue to show a high level of leadership in our investment decisions.

Divesting our investments from financial institutions that fund carbon intensive industries is a practical and financially responsible step for us to take.

Council must continue with its policy of divesting from fossil fuel investments, with the ultimate aim of moving towards a 100% divestment, providing it can be achieved in a financially

responsible manner that does not expose Inner West Council ratepayers to inappropriate levels of risk.

ATTACHMENTS

Nil.

Item No: C1017 Item 32
Subject: MAYORAL MINUTE: WESTCONNEX
File Ref: 17/4718
From: Mayor, Councillor Darcy Byrne

MOTION:

THAT Council:

- 1. Produce a report, for consideration by Councillors, exploring all legal avenues available to Council to challenge the compulsory acquisition and approval processes for the Westconnex project. This should include a summary of all previously procured legal advice; and**
- 2. Seek a meeting with WSROC to discuss possible collaborative responses and actions relating to the WestConnex project.**

Background

At the public meeting Council convened on Wednesday October 4 attendees requested specific actions from Council which I agreed to propose, through a Mayoral Minute at the next Ordinary meeting of Council.

Many of the speakers at the meeting focused on possible legal avenues of opposition to the WestConnex project.

Prior legal advice was obtained from prominent Sydney barrister Tim Robertson SC, which focused upon the three approvals currently granted to the WestConnex project, namely, the M4 widening, the M4 East and the New M5. Mr Robertson considered both the approval process and the approvals granted as a result of the process.

Mr Robertson advised that due to the restrictive nature of State Government legislation under which WestConnex approvals are given, legal appeals cannot address the merits of the project, but must instead rely on flaws in the legal process to have any prospect of success.

It would be appropriate for Council officers to apprise the newly elected Councillors of the process by which this advice was obtained, and provide a comprehensive briefing of the results.

Speakers at the WestConnex public meeting raised the prospect of addressing the means by which the State Government has compulsorily acquired properties in connection with the WestConnex project.

A current Supreme Court challenge to the acquisition of properties in the Rozelle Goods Yard for Stage 3 of WestConnex has shown that this approach may indeed have merit.

Speakers also addressed the possibility of a collaboration between Inner West Council and the councils of the Western Sydney Region Organisation of Councils, who are being hit hard by the excessive toll regime attached to the WestConnex project.

ATTACHMENTS

Nil.

Item No: C1017 Item 33
Subject: MAYORAL MINUTE: CARRINGTON ROAD PLANNING PROPOSAL
File Ref: 17/4718
From Mayor, Councillor Darcy Byrne

MOTION:**THAT Council:**

1. **Opposes, in its current form, the Carrington Road rezoning proposal, based on the vast range of impacts detailed in Council's letter to the proponent of 29 September 2017;**
 2. **Hold a public meeting on Thursday October 19 at 7:30 at Marrickville Town Hall to inform the community about the details of the Carrington Road rezoning proposal; and**
 3. **Reiterate its opposition to the Sydenham to Bankstown Strategy which is the catalyst for the Carrington Road proposal.**
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Background

Council has very recently received a rezoning proposal for the precinct which is enormous in scale. It is an attempt to rezone 7.8 hectares of land from General Industrial to High Density Residential.

If approved, approximately 2,600 new dwellings could be built in high density apartment towers of up to 35 storeys.

This would completely eliminate all industrial premises in the precinct – leading to the loss of around 1,400 jobs and the eviction of 138 businesses.

The proposal makes absolutely no provision for community facilities or affordable housing.

The developer is trying to take advantage of the State Government's Sydenham to Bankstown Strategy to carry out a mass rezoning that will have a destructive impact on our community.

Council has written to the developer to make it clear that this proposal is a gross over-development and is completely unacceptable.

Council's objections to the Carrington Road Planning Proposal include:

- Loss of important industrial land which supports 223 businesses and 1,800 jobs
- Threat to the many creative industries which have made their home in the precinct
- Traffic and transport impacts
- Risk of flood prone land
- Heritage and local character area impacts
- Sydney Airport height limits
- Lack of open space, recreational facilities and local community infrastructure
- Lack of affordable housing;
- Environmental and sustainability impacts

Whilst there will be an opportunity for community engagement when the proponent responds to Council's objections, there is a need to ensure that the community, business and property owners and other stakeholders are fully aware of the proposal and its enormous impacts.

ATTACHMENTS

Nil.

Item No: C1017 Item 34
Subject: MAYORAL MINUTE: WELCOMING SAME SEX MARRIAGE IN COUNCIL FACILITIES
File Ref: 17/4718
From Mayor, Councillor Darcy Byrne

MOTION:**THAT Council:**

- 1. Authorise the waiver of fee hire of Council Halls and Community Centres for any couple wishing to marry in the 100 days following legislation of same-sex marriage;**
- 2. Ensure that no existing bookings are cancelled or moved to accommodate any such marriage celebration bookings;**
- 3. Ensure that all hall users remain responsible for all other fees associated with hall hire;**
- 4. Provide 28 days public notice of intention to waive the hire fee in accordance with and for the purposes of Local Government Act requirements, in anticipation of a successful legislation of same-sex marriage;**
- 5. Provide a report on financial impacts at the first quarterly review following the 100 day period; and**
- 6. Consult with the LGBTQI working group.**

Background

The inner west local government area has one of the largest and proudest Lesbian, Gay, Bisexual, Transsexual, Queer and Intersex (LGBTQI) communities in Australia. Council has long recognised this with an official LGBTQI working group and a program of receptions and round tables to enable our residents to voice the concerns and aspirations of the LGBTQI community.

At the Council meeting of 21 September Council passed a resolution confirming Council's support of the rights of LGBTQI couples in the inner west and across Australia to marry.

To extend this gesture I would like Council to invite same-sex couples to marry in Council's beautiful heritage halls and community centres free of charge for 100 days, when marriage equality is legislated.

In order to minimise the financial impact upon Council, couples making use of this symbolic offer should have the hire fee waived but remain responsible for all other fees and charges associated with the hire, including security deposit and clean up fees.

This offer should not supersede any existing bookings for the facilities, but rather make use of spaces that are otherwise free of bookings and going to be empty.

ATTACHMENTS

Nil.

Item No: C1017 Item 35
Subject: MAYORAL MINUTE: PARKING METERS
File Ref: 17/4718
From: Mayor, Councillor Darcy Byrne

MOTION:**THAT Council:**

- 1. Commits to a policy of turning off parking meters in the former Leichhardt Municipality at 7:00pm, to be implemented responsibly after receiving advice from Council officers about the policy's cost, funding and implementation.**
 - 2. Seek a detailed report from Council officers analysing the current state and options for improving main street across the Inner West Council area which includes;**
 - a. Detailed modelling of the estimated costs of the implementation of turning parking meters off in the former Leichhardt Municipality and options for funding the revenue shortfall created.**
 - b. Assessment of potential improvements to existing permits system which can facilitate increased visitation and economic activity on our main streets.**
 - c. Assessment of the benefits, costs and impacts of extending 30 minute free parking to all meters in the former Leichhardt Municipality.**
 - 3. Commit to a policy of no new parking meters anywhere in the Inner West Council area.**
 - 4. Undertake detailed consultation with chambers of commerce, main street businesses, residents and visitors about how to improve parking in all main streets across the local government area.**
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Background

The vast majority of the inner west council's parking meters are located in the former Leichhardt Municipality. For some time local businesses, residents and visitors have been advocating for parking meters to be turned off at night to encourage visitation to dining precincts and night time activities on our main streets.

There is a high demand for parking and an outdated road network which combine to create parking problems in the high streets of Balmain, Rozelle and Leichhardt such as:

- A shortfall of parking for the current mix of businesses.
- Limited capacity to increase off street car parking.
- Staff parking taking up valuable spaces on main streets.

In 2013, Leichhardt Council became the first in Sydney to deliver permanent 30 minute free parking at meters on all its main streets.

It is now time to go further and investigate turning off parking meters at 7pm and expanding free parking into all side street meters. This will send a message to visitors and residents that they can park affordably anywhere they go in our neighbourhoods.

Council needs to adopt a financially sustainable budget in 2018/19 and will need to consider the financial impacts of any changes to parking meters and ensure that those changes are properly funded.

Many business owners and residents believe that turning parking meters off after 7pm will have positive impacts on our local night time economy.

Any discussion of changes to parking strategies within the LGA needs to refer to and consider Council's approach to Integrated Transport and Economic Development policies.

This proposal requires community engagement to be undertaken and the financial impacts to form part of the 2018/19 budget process.

ATTACHMENTS

Nil.

Item No: C1017 Item 36
Subject: MAYORAL MINUTE: BUS PRIVATISATION
File Ref: 17/4718
From: Mayor, Councillor Darcy Byrne

MOTION:**THAT Council:**

- 1. Opposes the privatisation of Inner West Bus Services.**
- 2. Write to the Minister for Transport, Andrew Constance MP, demanding:**
 - a. An explanation for the disparity in the treatment of inner west bus services as compared to eastern suburbs services;**
 - b. That the State Government focus upon improving the existing service rather than privatising it; and**
 - c. That the State Government give a guarantee that no bus services will be cut from the inner west.**

Background

On 15 May 2017, the NSW Government announced that it would open the Inner West public bus services to tender by private operators.

These services are currently operated by the government-owned State Transit Authority of NSW (STA) under contract to Transport for NSW (TfNSW).

They are all part of bus region six, which services suburbs from the City to Strathfield and Olympic Park and includes more than 200 bus routes.

Once awarded, these private contracts will last from 5-10 years.

The Government has claimed that it is taking this step because these services had the worst on-time running results last year.

On time running services for Region 6 services have been improving steadily since February this year, from 87.1% to 91.3%.

Bus region 6 (inner west) is consistently outperforming bus region 9 (eastern suburbs), which has a run to time rating of 84.3% to 86.8% over the same period.

Despite this, the Government has not put the eastern suburbs routes out for tender.

The Government claims that private operators will be working to the same timetables, routes and bus stops, with the essentially the same drivers driving the same buses and facing the same inner city traffic, so there seems little reason to believe that privatising the service will improve running times.

The Government is yet to provide any guarantee that the bus services, jobs and routes will be protected into the future.

Instead of selling yet another public asset, the State Government should instead focus on improving the service

ATTACHMENTS

Nil.

Item 36