ORDINARY MEETING

AGENDA

MEETING DATE: 2 April 2019
INFORMATION ABOUT PROCEDURES FOR THE
ORDINARY MEETING OF COUNCIL

Open Question Time
Open Question Time will be held for a period of 15 minutes commencing at 6.40pm prior to the commencement of a Council meeting scheduled to commence at 7.00pm. Open Question Time is available to Mosman residents and ratepayers. Questions may be in writing. Residents or ratepayers wishing to ask a question will be invited by the Mayor to read out the question. Questions may be on any relevant matter unless it is on the Agenda for this meeting. Council will ensure that questions are responded to.

Ordinary Meeting
The Ordinary Meeting of Council commences in accordance with the Agenda prepared for the Meeting.

Addressing the Council
Prior to the commencement of the Council meeting, residents will be asked if they wish to register to address Council on a General Manager’s and Departmental Report listed on the Agenda. Residents addressing a Council meeting are required to provide their name and address when registering and these details will be recorded in the Minutes of the meeting. Residential addresses will only be withheld from the Minutes if the resident objects at the commencement of their address.

Reports that residents do not wish to discuss or that Councillors and staff have not called will generally be dealt with by Council in globo at the commencement of the meeting.

The Mayor shall invite residents who have registered to address Council to come forward as each remaining report listed on the Agenda is dealt with by Council. Residents are to take a seat at the Council table as directed by the Mayor to address the Council, for Councillor discussion and questioning in relation to the report in which they have an interest.

The Mayor reserves the right to limit the number of speakers on a particular item to avoid repetition of issues by different speakers.

Reports on which residents wish to address Council will be dealt with expeditiously as possible from 7.00pm. All reports that residents have registered an interest in will be dealt with first, generally in the order as they appear on the Agenda. All remaining items will be dealt with following resolution of reports which residents have an interest in.

Webcasting
The proceedings of all Council meetings in open session, including all debate and addresses by the public, are recorded and webcast live on Council's website for the purpose of facilitating community access to meetings by way of reducing physical and geographical barriers that may prevent the public from attending meetings. Webcast archives are stored and available to the public on Council's website for the term of the Council.

Members of the public attending a Council meeting may have their image, voice and personal and health information (including name and address) recorded, publicly broadcast and archived for up to four years. By attending a Council meeting, whether as a proponent or objector addressing the Council or as an observer or other interested party, members of the public consent to this use of their image, voice and personal and health information.

Refreshments Adjournment
At approximately 9.00pm there is usually a recess break for 15 minutes at which time the Mayor will invite those people in the gallery to join the Councillors for refreshments.

Resume Ordinary Meeting
The Ordinary Meeting resumes at the conclusion of the refreshments break.

Audio/Video Recording of Meeting of Council or Committee
Audio/Video Recording of meeting of Council or Committee is prohibited without permission (Clause 273 Local Government (General) Regulation 2005) and Council's Code of Meeting Practice (Part 8 s90).

Emergency Evacuation
In the event of an emergency, please remain seated and await the direction of staff in attendance at the meeting. If the building needs to be evacuated you will be directed to the nearest exit.
AGENDA - ORDINARY MEETING

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6. CONFIRMATION OF MINUTES

That the Minutes of the Ordinary Meeting of Council held on 5 March 2019, as typed and circulated, be confirmed.
7. MAYORAL MINUTES
Executive Summary

To consider the draft (revised) MOSPLAN 2018-2021 Delivery Program, the draft 2019-2020 Operational Plan, and draft 2019-2020 Budget.

Officer’s Recommendation

The General Manager recommends that:


Background

MOSPLAN refers collectively to Council's suite of strategic planning documents that outline a long term vision for the Mosman community, and how Council (in partnership with others) intends to deliver that vision across ten, four (in the current circumstances, three) and one-year horizons.

In June 2018 Council adopted MOSPLAN 2018-2028 in accordance with the Integrated Planning & Reporting Guidelines issued by the NSW Office of Local Government. The MOSPLAN documents adopted by Council at that time included:

- The **Community Strategic Plan** - incorporating the long-term vision for Mosman, and Strategic Directions and Strategies to deliver that Vision
- The Resourcing Strategy – incorporating the Long Term Financial Plan, Workforce Plan and Asset Management Strategy and Plans
- The **2018-2021 Delivery Program and 2018-2019 Operational Plan and Budget** - including information on the services and facilities that Council proposes to deliver to give effect to the Vision, Strategic Directions and Strategies outlined in the Community Strategic Plan, as well as the means by which they will be funded.

While Council is required to undertake a comprehensive MOSPLAN review – including its Community Strategic Plan and Resourcing Strategy - at the commencement of each Council term, it also undertakes secondary reviews of its Delivery Program each year, which in turn inform the content of its annual Operational Plans and Budgets. This annual review has been undertaken and, as a result, the following draft documentation is attached to this report:

- **The draft (revised) 2018-2021 Delivery Program and draft 2019-2020 Operational Plan** – reflecting a ‘second year’ revision of the original Delivery Program originally adopted by Council in June 2018 and including projects and targets for the year commencing 1 July 2019.
The draft 2019-2020 Budget – incorporated in the above document, together with the draft 2019-2020 Schedule of Fees and Charges that support the draft budget. The budget information included in the revised Delivery Program sets out the anticipated operating result for 2019-2020 and provides information on key income and expenditure. It also contains the forward Capital Works Program as well as Council’s revenue and pricing policies. The draft 2019-2020 Schedule of Fees and Charges has been circulated as a separate document.

The draft revised Delivery Program, Operational Plan and Budget reflect the MOSPLAN projects previously adopted by Council for the three year period commencing 2018, with a limited number of amendments addressing additional or changed priorities and other operational imperatives identified over the past year.

At Strategic Direction level the document also includes total projected spend for each year of the Delivery Program, together with current staffing levels, and forecast capital expenditure in 2019-2020, as well as 2019-2020 operational budget detail for major functions under each Strategic Direction. The most recent addition to the Delivery Program is the inclusion of 2019-2020 and 2020-2021 targets for all MOSPLAN KPIs listed under each Strategic Direction.

The projects detailed below are highlighted as they are in addition to projects included in the original 2018-2021 Delivery Program or are otherwise proposed to receive additional funding of $20,000 or more in the proposed Capital Works Program for 2019-2020. A detailed list of all proposed capital works is included in the draft (revised) Delivery Program circulated with this report.

A Caring and Inclusive Community

- Review of Disability Inclusion Action Plan (2021) – new project, $15,000

A Culturally Rich and Vibrant Community:

- Upgrade of Library Self Check Out Kiosks – new project, $37,000
- Grand Hall Air Conditioning Feasibility – new project, $25,000

An Attractive and Sustainable Environment:

- Marine Works Program – additional funding for shark net maintenance, $40,000

A Business Friendly Community with Sound, Independent Civic Leadership:

- Information Technology Upgrade Program – additional funding to facilitate further improvements to IT systems and capability, $60,000

Well Designed, Liveable and Accessible Places:

- Ventilation Works – Vista Street Car Park – new project, $180,000
- Building Works – Balmoral Bathers Pavilion – new project, $300,000
- Building Works Program (other) – additional funding following reprioritisation to fund essential works, $340,000
- Floral Displays Military Road Commercial Precinct – new project, $20,000
- Public Amenities Upgrade Program – additional funding and acceleration of the improvement works to key public amenities, $230,000

A Healthy and Active Village Lifestyle:

- Lighting of Netball Courts Drill Hall Common – additional funding to account for potential additional costs associated with development consent, $35,000
• Clifton Gardens Basketball Upgrade – new project, $50,000

It should be noted that there was also a proposal for enhancement of the streetscape in Park Avenue. The proposal in its entirety could not be funded in this budget but limited funding may be available in the broader capital budget to fund some tree works in 2019/20. The extent of these works will be subject to further consultation with residents and budget limitations.

In accordance with legislative requirements to exhibit the MOSPLAN documents for at least 28 days, it is proposed that the draft MOSPLAN documents for 2019-2020 be formally placed on exhibition from Friday 5 April – Sunday 5 May inclusive. Comments and submissions on the draft documents will be called for in the Mosman Daily and through Council’s website, with regular and on-line options provided for responses.

Draft 2019-2020 draft Budget

In summary, the draft 2019-2020 Budget, as detailed in the draft revised Delivery Program and Operational Plan attached to this report incorporates:

• A surplus general fund budget of $457k
• Funding has at least been maintained across all service levels
• A 2.7% or $565K increase in general rates
• A general provision of a 2.5% increase in Award salaries and packages together with an allowance for performance recognition
• Contracts and leases, and fees and charges, where considered appropriate have been generally increased by CPI of 2.0%
• Borrowings of $2,000,000 in 2019/2020
• The domestic waste service charges have been held with no increase
• The continuation of the existing Base Rating Structure to provide a 50% Base Rate on residential assessments and a 40% Base Rate on business assessments

Fees and Charges

In relation to paid parking at Balmoral, ticket machine rates are recommended to be maintained at 2018/2019 levels.

Additional parking permit pricing for residents and ratepayers are also recommended to be maintained at 2018/2019 levels with seasonal permits and replacement permits recommended for increase by the CPI.

Marquee Installation Fees

When adopting MOSPLAN in June 2018 Council also resolved that a review be conducted of marquee fees for further report to Council. As advised at the Councillors Workshop held on 12 March 2019 this work has been undertaken, with the review giving consideration to costs and fee structures of adjoining and comparable councils.

The review identified that the fee structure generally applied by other councils is to charge for marquee installations by external event organisers on public land on a ‘per marquee’ basis. This is different to the way in which marquee fees have previously been applied at Mosman, with fees for marquees being charged according to the cumulative square metre area of marquee coverage. As a result, the marquee fees payable under Mosman’s approach have been significantly below those of other councils, particularly for events of a ‘public’ rather than a ‘community’ nature.

A revised marquee fee structure has now been prepared in keeping with the ‘per marquee’ approach of other councils and also taking into consideration the (higher) fees payable for marquee installations in other areas as well as the fees charged directly by Council for
marquee/stall space at its own events such as Mosman Markets. The fees included in the draft 2019-2020 Schedule of Fees and Charges circulated with this report reflect that new structure, with the proposed fees as follows:

<table>
<thead>
<tr>
<th>Marquee Installation – per marquee</th>
<th>Community event</th>
<th>Public Event</th>
<th>Private Event</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-20sqm marquee size</td>
<td>$100 per day</td>
<td>$150 per day</td>
<td>$300 per day</td>
<td>1-20sqm marquee size</td>
</tr>
<tr>
<td>21-50sqm marquee size</td>
<td>$200 per day</td>
<td>$300 per day</td>
<td>$600 per day</td>
<td>21-50sqm marquee size</td>
</tr>
<tr>
<td>51-100sqm marquee size</td>
<td>$400 per day</td>
<td>$600 per day</td>
<td>$1,200 per day</td>
<td>51-100sqm marquee size</td>
</tr>
<tr>
<td>101-200sqm marquee size</td>
<td>$800 per day</td>
<td>$1,200 per day</td>
<td>$2,400 per day</td>
<td>101-200sqm marquee size</td>
</tr>
<tr>
<td>&gt;201sqm marquee size</td>
<td>$1,600 per day</td>
<td>$2,400 per day</td>
<td>$4,800 per day</td>
<td>&gt;201sqm marquee size</td>
</tr>
<tr>
<td>+ per day structures are in reserve during set-up/pack down</td>
<td>$200 per day</td>
<td>$400 per day</td>
<td>$600 per day</td>
<td>+ per day structures are in reserve during set-up/pack down</td>
</tr>
</tbody>
</table>

It is noted that, as previously advised to Council, this revised structure will have marginal impact only on fees payable by organisers of community events, however there would be a significant impact on organisers of major public events with multiple marquee installations. Based on the number of marquees installed in 2018 and the assumption that this will be replicated in 2019, the fees payable by the organisers of Mudgee Wine and Food Fair and Hunter Uncorked, for instance, would be subject to increases of approximately $6,500 and $3,000 respectively. These events are also currently subject to a special event premium of 20% as events of a commercial nature.

If Council were not to adopt a revised fee structure, the previous approach could continue to be applied, with a 2% uplift in accordance with other fee increases.

Attachments
1. MOSPLAN Revised Delivery Program 2018-2021 (To be circulated separately)
2. Fees and Charges 2019-2020 (To be circulated separately)
CS/6 Investments March 2019
Responsible Officer: Chief Financial Officer

Executive Summary

The Schedule of Investments held by Council for the month of March 2019 is provided for adoption by Council.

Officer's Recommendation

The Chief Financial Officer recommends that the Schedule of Investments for the month of March 2019 be adopted.

Background

In accordance with Clause 212 of the Local Government (General) Regulation 2005, a listing of all investments made in the preceding month pursuant to Section 625 of the Local Government Act 1993 (the Act) is provided for the information of Council.

Council's surplus funds are invested in accordance with the Act and the Minister for Local Government's Orders. Further, funds are placed to meet the requirements of Council's adopted Financial Investments Policy. The Policy can be viewed on Council's website at:


The Policy limits Council's investment practices as follows:

Credit Quality Limits

Credit guidelines reference Standard and Poors' ratings systems. Moodys' ratings or Fitch ratings are also used where available. The primary control of credit quality is the prudential supervision and government support and explicit guarantees of the Authorised Deposit Taking (ADI) sector, not credit ratings.

The amount invested in any Standard and Poors or equivalent rating category should not exceed the following:

<table>
<thead>
<tr>
<th>Long Term Rating (Standard &amp; Poors or equivalent)</th>
<th>Maximum Holding</th>
</tr>
</thead>
<tbody>
<tr>
<td>AAA Category</td>
<td>100%</td>
</tr>
<tr>
<td>AA Category</td>
<td>100%</td>
</tr>
<tr>
<td>A Category</td>
<td>60%</td>
</tr>
<tr>
<td>&lt;A but ≤ BBB</td>
<td>20%</td>
</tr>
<tr>
<td>Unrated - Subject to ADI Guarantee</td>
<td>10%</td>
</tr>
</tbody>
</table>

Any portion of an investment that is guaranteed by the Government of the Commonwealth of Australia is to be considered AAA rated.

Individual Institution Limits

The amount invested with any one institution should not exceed the following:
<table>
<thead>
<tr>
<th>Individual Institution Limits</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Long Term Rating Range</strong></td>
</tr>
<tr>
<td>(Standard &amp; Poors or equivalent)</td>
</tr>
<tr>
<td>AAA Category</td>
</tr>
<tr>
<td>Australian Majors (CBA, Westpac, ANZ, NAB)</td>
</tr>
<tr>
<td>AA Category</td>
</tr>
<tr>
<td>A Category</td>
</tr>
<tr>
<td>≤ BBB Category</td>
</tr>
<tr>
<td>Unrated Subject to ADI Guarantee</td>
</tr>
</tbody>
</table>

The Schedule provides Council with details of each investment made, including:

- Date the investment was made
- Institution with whom the investment was placed
- Amount of the investment
- Yield expressed as an interest rate
- Comparative benchmark Bank Bill Reference Rate (BBSW)
- Number of days funds are invested
- Maturity date

**Financial Implications**

Investments are made in accordance with the Act and Regulations, having regard to Council's Policy. The interest rates achieved represent the best available in meeting the imposed limitations and the rates available on the open market on the day of the investment. If there are significant movements in rates offered any impact will be incorporated in the next quarterly financial budget review.

**Relationship with MOSPLAN**

The appropriate management of Council investments supports Strategic Direction 5 - A Business-Friendly Community with Sound, Independent Civic Leadership.

**Recommended Action**

That the Schedule of Investments be adopted.

Recommendation endorsed by Director Corporate Services.

**Attachments**

1. Schedule of Investments for the month of March 2019 (To be circulated as Late Correspondence)
CS/7 Loan Borrowing Program 2018/19

Responsible Officer: Chief Financial Officer

Executive Summary

The 2018/19 Delivery Program as adopted by Council provides for a $2,400,000 loan comprising $400,000 of recurring annual borrowing plus a further $2,000,000. The loans will be used to fund Section 7.12 (formerly Section 94) related works. To obtain the approved borrowings Council will need to delegate to the General Manager authority to seek and accept offers of loan funds from financial institutions.

Officer's Recommendation

The Chief Financial Officer recommends that:

1. The General Manager be delegated authority to seek offers of loan funds of $2,400,000 from financial institutions to part fund the 2018/19 capital works program and to accept the loan with the financial institution with the most advantageous interest rate and term up to ten years.

2. The Common Seal be affixed to the deeds and executed as required.

Background

In developing the capital budget for 2018/19 financial year and in accordance with Council’s Delivery Program and Long Term Financial Plan strategies, the proposed loan of $2,400,000 forms part of the revised annual rolling borrowing program which was previously set at $400,000.

Current Position

Council adopted the revised 2018-2021 Delivery Program and 2018-2019 Operational Plan incorporating the $2,400,000 loan funding on 5 June 2018. The loan funds will be applied against the 2018/19 capital works program.

Financial Implications

The taking up of an annual loan of $2,400,000 and the provision for the accrual of a minor interest charge has been incorporated into the 2018-2019 Operational Plan. The current indicative rates range from 3.90% to 4.15%. The necessity for further borrowings will be revisited in the next budget.

Relationship with MOSPLAN

Within the Governance and Risk Program, Strategy 1 supports the ongoing sustainability of Strategic Direction 5 - A Business-Friendly Community with Sound, Independent Civic Leadership.

Comment

In order to obtain funding at the most optimum rate, the major financial institutions will be contacted for quotations.
Recommended Action

The General Manager be delegated authority to seek offers of loan funds of $2,400,000 from financial institutions to part fund the 2018/19 capital works program and to accept the loan with the financial institution with the most advantageous interest rate over a term up to ten years.

The Common Seal be affixed to the deeds and executed as required.

Recommendation endorsed by Director Corporate Services.

Attachments

Nil
**EP/6 Community Recycling Centre**

**Responsible Officer:** Manager Environment and Open Space

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**Executive Summary**

Council through the Northern Sydney Regional Organisation of Councils agreed to contribute to a Community Recycling Centre located at Artarmon for one year. A review of usage by Mosman residents has been completed and it is recommended that Council commit to a further three years of funding for the centre. The centre allows residents to dispose items not permissible in landfill sites or through normal waste disposal practices. The majority of items that are collected at the centre are recycled. The quantum of contribution for the three years is $175,000 and accordingly the matter is referred to Council for their determination.

**Officer’s Recommendation**

That Council approve funding until 30 June 2022 for the Northern Sydney Regional Organisation of Councils Community Recycling Centre at Artarmon.

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**Background**

Council through the Northern Sydney Regional Organisation of Councils (NSROC) agreed to contribute to a Community Recycling Centre (CRC) located at Artarmon. The funding was for one year with a review after six months. Council’s current funding commitment expires on 30 June 2019. NSROC is currently seeking a commitment from Council for three years ongoing funding of the centre.

Council’s current contribution is $53,234.73 p/a. This is based on the proportional number of households in Mosman as per the EPA published in the Local Government Report. The calculations for all NSROC member councils including Mosman are shown in Table 1 below.

<table>
<thead>
<tr>
<th>Participating NSROC Member Council</th>
<th>2014-15 Number of Households</th>
<th>Percentage Amount Incl Mosman</th>
<th>Annual Cost Allocation with Mosman</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hunter’s Hill</td>
<td>4,948</td>
<td>3.55%</td>
<td>$20,469.80</td>
</tr>
<tr>
<td>Lane Cove</td>
<td>13,612</td>
<td>9.78%</td>
<td>$56,312.65</td>
</tr>
<tr>
<td>North Sydney</td>
<td>33,678</td>
<td>24.20%</td>
<td>$139,325.39</td>
</tr>
<tr>
<td>Ryde</td>
<td>43,193</td>
<td>31.03%</td>
<td>$178,688.81</td>
</tr>
<tr>
<td>Willoughby</td>
<td>30,891</td>
<td>22.19%</td>
<td>$127,795.62</td>
</tr>
<tr>
<td><strong>Mosman</strong></td>
<td><strong>12,868</strong></td>
<td><strong>9.24%</strong></td>
<td><strong>$53,234.73</strong></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>126,322</strong></td>
<td><strong>100.00%</strong></td>
<td><strong>$575,827.00</strong></td>
</tr>
</tbody>
</table>

*Table 1: 2018/19 Contributions for the Artarmon CRC for NSROC Member Councils*
The CRC was opened in January 2017 with user data captured from April 2017. The centre is free and is open to all persons excluding commercial operators. Review of the user data from April to December 2017 showed that persons who used the facility and provided the 2088 postcode averaged 31.3 persons per month. When Council started to contribute to the centre, Council heavily promoted the facility and from July 2018 to February 2019 persons who used the facility and provided the 2088 postcode averaged 67.6 persons per month.

**Financial Implications**

Funding for the Community Recycling Centre is through Council’s Domestic Waste revenue with no impact on Council’s bottom line. Next years’ funding will be $56,500 with minor increase in funding expected for each subsequent year. The total funding commitment for three years is estimated at $175,000 and will end on 30 June 2022. There is sufficient revenue available in the waste reserve to cover the expenditure.

**Relationship with MOSPLAN**

Strategic Direction 3 - An Attractive and Sustainable Environment.

**Comment**

The Community Recycling Centre provides a valuable free collection service to Mosman residents to dispose items not permissible in landfill sites through normal waste disposal practices. The majority of items are recycled and include paints, gas bottles, ink cartridges, x-rays, car oil and other types of oil.

The site at Artarmon is roughly 15 minutes from the Mosman Local Government Area and Mosman contribution cost equates to $4.13 per Mosman household. Staff will continue to promote the centre through its usual communication platforms.

**Recommended Action**

That Council approve funding until 30 June 2022 for the Northern Sydney Regional Organisation of Councils Community Recycling Centre at Artarmon.

Recommendation endorsed by Director Environment and Planning.

**Attachments**

Nil
EP/7 Report from Mosman Council Traffic Committee Meeting 27 February 2019

Responsible Officer: Manager Engineering

Executive Summary

The minutes from the Local Traffic Committee Meeting of 27 February 2019. Where items have been unanimously adopted by the members, the Committee has delegation to action. Where there is not unanimous support or the matter has been called by a Councillor, the matter is report to the next available Council meeting for determination.

The following item has been resolved:

TR/4 – National B-Double Authorisation Notice 2018

Director's Recommendation

The Director Environment and Planning recommends that the Minutes of the Local Traffic Committee Meeting held on 27 February 2019 be noted.

Report

The Minutes of the Traffic Committee meeting held on 27 February 2019 have been circulated with this report for the information of Council and contain all the matters that were resolved by delegated authority.

Pursuant to Section 377 and 379 of the Local Government Act 1993, as amended and in accordance with that Section, the power to resolve upon any matter submitted for consideration by the Traffic Committee is delegated to the Chair, the General Manager, the representatives of the Mosman Police, the Roads and Maritime Services (RMS) and the Local State Member or nominee provided that:

1. The Recommendation is unanimous.
2. There is at least a representative from Council (the Chair), and the Mosman Police present.
3. The recommendation of the Committee is generally in accordance with the recommendation of the staff making the recommendation.
4. No written objection has been received from the RMS prior to the commencement of the meeting.
5. The item on the agenda has not been called to the next Council meeting by Councillor prior to the commencement of the meeting (Councillors must notify the General Manager and Director Environment and Planning in writing or by email of their intention to call an item prior to the meeting).
6. Business papers have been distributed to all members and Councillors prior to the meeting.

In the event that the above provisions are not satisfied in respect to any matter, the decision taken at the Committee shall be a recommendation to the Council and not a resolution by delegation.

Recommendation endorsed by General Manager.
Attachments

1. Minutes of the Traffic Committee Meeting 27 February 2019 [EP/7.1]
TRAFFIC COMMITTEE

The Traffic Committee met in the Council Chambers, Mosman Square on 27 February 2019 from 10:27 to 10:43am.

PRESENT

The Chairperson (Councillor S Menzies) in the Chair, Councillor D Cook, Ms Veronique Marchandieu and Ms Lisa Forrest (Representatives of Felicity Wilson, MP), Ms Nina Fard (RMS), S/Cst Wayne Sonter (Northshore LAC), Mr Egwin Herbert and Mr Patrick Wu (STA), together with the Manager Engineering, Senior Traffic Engineer, Traffic Engineer, Road Safety Officer, Parking and Road Safety Officer, Administration Officer and Customer Support Engineering.

APOLOGIES

Director Environment and Planning.

DISCLOSURES OF PECUNIARY INTERESTS

No disclosures of pecuniary interests were raised.

DISCLOSURES OF NON-PECUNIARY INTERESTS

No disclosures of non-pecuniary interests were raised.

Items RESOLVED pursuant to authority delegated to the Committee:

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>TR/4</td>
<td>National B-Double Authorisation Notice 2018</td>
</tr>
</tbody>
</table>
TR/1:  Spofforth Street Traffic Management
MOSPLAN REF:  TT.02
REPORT BY:  Manager Engineering

SUMMARY

North Sydney Council’s resolution on the Spofforth Street matter.

OFFICER’S RECOMMENDATION

The Manager Engineering recommends that
1. North Sydney Council’s resolution on the Spoffroth Street matter on 10 December 2018 be noted.
2. North Sydney Council’s traffic consultant be invited to attend the next Traffic Committee meeting on 10 April 2019.

Recommendation endorsed by Director Environment and Planning.

TRAFFIC COMMITTEE RECOMMENDATION

Motion Menzies/Fard
That Mosman Council is concerned about any parking lost as a result of the proposed scheme.
CARRIED UNANIMOUSLY

REPORT

Rangers Road is in the North Sydney Local Government Area. Spofforth Street is shared between North Sydney and Mosman Councils and it would involve an agreement between the two Councils before any changes could be implemented.

Some years ago the members of the Local Traffic Committee and Officers from both North Sydney and Mosman Councils visited the Spofforth Street/Rangers Road site and discussed a number of options for improving traffic flow in the area. These included Clearways, traffic lights and a roundabout at the intersection of Spofforth Street and Rangers Road.

The Committee and Council Officers noted that the removal of parking, particularly in front of the shops, would have an impact on local businesses and residents and did not support any of the options mentioned above. This position was endorsed by Mosman Council.

The Spofforth Street traffic matter was discussed at the North Sydney Traffic Committee meeting held on 23 November 2018. The North Sydney Traffic Committee recommended that:

1. North Sydney Council investigate the design for Spofforth Street shopping area including traffic calming, roundabouts, pedestrian access, public domain, landscaping and the current bus routes and location of stops.
2. Public consultation be undertaken regarding the proposed design.
3. The North Sydney Mayor consult with the Mayor of Mosman regarding cost sharing between the two Councils on this project.
North Sydney Council resolved on the Spofforth Street matter on 10 December 2018 and adopted the recommendations of the North Sydney traffic Committee.

North Sydney Council advised that a traffic consultant will be engaged by North Sydney Council to work on the designs.

It is recommended that the appointed consultant be invited to attend the next Traffic Committee meeting to discuss the available options and its impact on local businesses and indicative costs of the proposals.

FINANCIAL IMPLICATIONS

There are no implications at this stage.

BICYCLE STRATEGY IMPLICATIONS

There are no implications.

ROAD SAFETY COMMENT

There are no implications at this stage.
TR/2: Special Event Traffic Management Plan – Balmoral Burn 2019 Road Closures

MOSPLAN REF: TT.02

REPORT BY: Manager Engineering

SUMMARY

Road closures for Balmoral Burn 2019.

OFFICER’S RECOMMENDATION

The Manager Engineering recommends that:

1. Awaba Street between Moruben Road and The Esplanade be closed from 6:30am to 2:30pm on Sunday 26 May 2019.

2. Traffic Control Plans (TCP) for the proposed road closures be approved for implementation.

Recommendation endorsed by Director Environment and Planning.

TRAFFIC COMMITTEE RECOMMENDATION

Motion Fard/Mezies
That the Traffic Control Plan should be prepared by an RMS accredited Traffic Consultant and submit a copy to RMS for review and approval.

CARRIED UNANIMOUSLY

REPORT

Balmoral Burn is a community fun run event to raise funds for the Humpty Dumpty Foundation which supports children’s hospitals. It is a major community event with approximately 3,000 attendees/participants on race day.

This year the event will be held on Sunday 26 May 2019.

Street races will be conducted in a westerly direction along Awaba Street between Moruben Road and The Esplanade with competitors returning to the Edwards Reserve via the designated footpaths. The first race will commence at 8.45am, with a series of age category and novelty races. The final race will take place at approximately 12 noon.

The proposed event will result in temporary closure of Awaba Street between Moruben Road and The Esplanade from 6:30am to 2:30pm on the day. Barricades will be erected at cross streets with event marshals and RMS accredited traffic controllers stationed at all crossover points. Emergency service vehicle access will be maintained at all times. Roads will be re-opened in consultation with the NSW Police.

The event organiser has submitted Traffic Control Plans (TCP) for the proposed road closures. TCP are attached to the members' Business Papers.

It is proposed to install temporary "No Stopping" restrictions on both sides of the closed section of Awaba Street. The problem with this type of restriction is that Council Rangers will not be able to authorise the removal (i.e. tow away) of illegally parked vehicles. It is noted that this is an alternative to Clearways which are not supported by the Roads and Maritime Services.
The proposed road closure will be advertised in the Mosman Daily. A letter drop to local residents informing them of the road closure will also be undertaken by the event organiser.

Special Event information signs will be installed by the applicant one week prior to the event.

**FINANCIAL IMPLICATIONS**

There are no implications as the event organiser, Humpty Dumpty Foundation, is responsible for the implementation of the Traffic Management Plan and Traffic Control Plans.

**BICYCLE STRATEGY IMPLICATIONS**

There are no implications.

**ROAD SAFETY COMMENT**

The Traffic Control Plans must be implemented by authorised person.

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**MEMBERS’ ATTACHMENTS**

**Circulations**

- Traffic Control Plans
TR/3: Mini-Mos Fun Run 2019- Traffic Management Plan
MOSPLAN REF: TT.02
REPORT BY: Manager Engineering

SUMMARY

Special Event Traffic Management Plan for Mini-Mos Community Fun Run to be held on Sunday, 16 June 2019 from 6:30am to 10:00am.

OFFICER'S RECOMMENDATION

The Manager Engineering recommends that:
2. Temporary “No Stopping” restrictions be implemented in The Crescent, Gouldsbury Street and Myahgah Road.
3. All costs associated with the implementation of the Traffic Management Plan be borne by the Event Organiser.
4. All affected residents, businesses and emergency services be notified in writing by the Event Organiser of the temporary road closures at least 10 days in advance of the proposed road closures.

Recommendation endorsed by Director Environment and Planning.

TRAFFIC COMMITTEE RECOMENDATION

Motion Fard/Menzies
That the Traffic Control Plan should be prepared by an RMS accredited Traffic Consultant and submit a copy to RMS for review and approval.
CARRIED UNANIMOUSLY

REPORT

The Mini-Mos Fun Run is a community fund raising event consisting of 2km/5km/10km running events. The proceeds from this event benefit the Mosman Public School and charities. This will be the 37th running of the event.

The 2km fun run is restricted to primary school aged children only, while both the 5km and 10km events are open to all ages.

This year’s event will be held on Sunday, 16 June 2019. The day will commence with a 7:00am start on Myahgah Road for the 10km run, while the 5km run will start at 8:15am. The 2km event will start at 9:30am.

The Traffic Management Plan (TMP) submitted by the Event Organiser is attached to the members' Business Papers.

The anticipated number of participants is 3,000. The event will be managed and co-ordinated by the Mosman Public School P&C Association, Roads and Maritime Services accredited traffic controllers and volunteers.
Road closures and traffic control

On race day, each course will be attended by course marshals, Police Officers and traffic controllers. The Police and traffic controllers will be responsible for directing traffic, particularly on all cross-over points and hard closures, while volunteer marshals will be able to assist but not direct traffic and provide participants with directions, as well as provide traffic awareness for motorists.

Traffic management requirements unique to this event include a combination of complete and partial road closures and “turn-around” points.

Complete and partial road closures will only occur from 6:00am on race day until 10:15am race day in the following areas:

- **Myahgah Road** from Belmont Road to The Crescent (restricting access to Myahgah Road from Art Gallery Way). From 6:00am barricades will be placed on Myahgah Road at Belmont Street. “Road Closed” signage will be posted on these barricades, informing general traffic of the temporary conditions.

  Once race participants return to Myahgah Road (from Belmont Road), the barricades will be moved with general traffic being restricted from entering Myahgah Road by Police and/or traffic controllers. Barricades will be placed on Myahgah Road at Art Gallery Way in order to restrict traffic from entering Myahgah Road.

- **The Crescent** from Myahgah Road to Gouldsbury Street.

- **Albion Lane** from The Crescent to the dead end

- **Gouldsbury Street** from Military Road to the dead end (between Mosman Public School & Allan Border Oval). “Road Closed” signage will be posted on barricades informing general traffic of the temporary conditions.

  From 6:00am, barricades will be placed on Gouldsbury Street at Military Road. “Road Closed” signage will be posted on these barricades, informing general traffic of the temporary conditions. At race start, the northern-most barricades at Gouldsbury Street and Military Road will be moved to allow race participants to advance through the race route. General traffic will be restricted from entering Gouldsbury Street by Police and/or traffic controllers.

- **Belmont Road** from Cowles Road to Gladstone Avenue.

  Barricades will be erected on Belmont Road at Gladstone Avenue in such a way that traffic can access Gladstone Avenue from Military Road via Belmont Road and on Belmont Road at Cowles Road in such a way that traffic can continue through the roundabout without obstruction.

  In addition, barricades will be erected on Belmont Road and the following cross-streets:

  - Harbour Street;
  - Vista Street;
  - Wunda Road; and
  - Noble Street.

  General traffic will be restricted from accessing Belmont Road between Cowles Road and Gladstone Avenue during the road closure period (6:00am to 10:00am).

As in previous years, for approximately 30 minutes from 9:30am-10:00am, for the duration of the 2km run, Harbour Street, Art Gallery Way and Vista Street will be closed to ensure the safety of the young runners in the 2km race.
• **Prince Albert Street (out and back)** from Queen Street to Whiting Beach Road (restricting access to Prince Albert Street from Union Street, Thompson Street, Whiting Beach Road, Simpson Street, Lennox Street and Elfrida Street.)

“Turnaround” points will occur in the following areas:

• Middle Head Road and Cobbittee Street;
• Prince Albert Street at Whiting Beach Road; and
• Gouldsby Street and Military Road.

A Police vehicle will lead the race throughout the course, providing traffic awareness to the general public and traffic in general. However, a separate event vehicle will follow directly behind the Police vehicle, providing continuity to the race leaders throughout the entire route in the event the Police vehicle is required to attend to other urgent matters.

**Parking restrictions**

A temporary “No Stopping” restriction will be implemented on Myahgah Road (east side), Gouldsby Street (north side between The Crescent and Myahgah Road), The Crescent (west side) and Art Gallery Way (north side between Myahgah Road and Vista Street) from 6:00pm on Saturday 15 June until 10:00am on Sunday 16 June 2019 (upon the full re-opening of all these roads) to assist the flow of participants in the starting area.

**Resident notification**

Two weeks prior to the event, a letter-box drop will be conducted by the applicant, notifying residents of the event’s date and time and providing contact details for questions/comments. Reminders will be distributed on the preceding Friday and Saturday to all residents on Myahgah Road, The Crescent, Gouldsby Street, Belmont Street and Prince Albert Street due to the complete closure of those roads. Road closure notices will be published in the Mosman Daily and Council website.

**FINANCIAL IMPLICATIONS**

There are no implications. The Event Organiser is responsible for the implementation of the Traffic Management Plan.

**BICYCLE STRATEGY IMPLICATIONS**

There are no implications.

**ROAD SAFETY COMMENT**

Volunteers should not be allowed to control or direct traffic. Implementation of the TMP in full would improve road safety.

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**MEMBERS’ ATTACHMENTS**

**Circulations**

• Mini-Mos Community Fun Run 2019 Traffic Management Plan
TR/4: National B-Double Authorisation Notice 2018
MOSPLAN REF: TT.02
REPORT BY: Manager Engineering

SUMMARY

The National Heavy Vehicle Regulator (NHVR) is requesting Mosman Council to provide road manager consent to the new National Class 2 B-Double Authorisation Notice 2018.

It is recommended that Council consent to the new National Class 2 B-Double Authorisation Notice 2018,

OFFICER’S RECOMMENDATION

The Manager Engineering recommends that Council provide road manager consent for the continued access of existing B-double routes under the updated 2018 NHVR B-Double notice, in order to avoid disruption to any existing local operations that may rely on B-doubles, and to avoid additional permit application processing.

Recommendation endorsed by Director Environment and Planning.

RESOLVED BY THE COMMITTEE UNDER DELEGATED AUTHORITY

Motion Menzies/Sonter
That the Officer's Recommendation be adopted.
CARRIED UNANIMOUSLY

REPORT

The National Class 2 B-Double Authorisation Notice 2018 relates to the following vehicles:

- 19m B-doubles up to 50.5 tonnes (General access vehicle);
- 19m B-doubles over 50 tonnes;
- 23m B-doubles
- 26m B-doubles

B-double heavy vehicles up to 19 metres long and up to 50.5 tonnes have had general access to roads for over 20 years in NSW in all Local Government Areas, subject to any sign-posted restrictions or limits. Larger B-doubles covered in this Notice are restricted to Restricted Access Vehicle routes, of which none exist in Mosman.

The National Class 2 B-double Notice 2014, which Council formerly agreed to, expired on 9 February 2019. As such, NHVR has remade the National Class 2 B-double Notice 2018 and wrote to all NSW road managers on 12 June 2018 seeking their consent to continue these former access arrangements. This means the same vehicles can continue to travel on the same roads as they can today. There is no change to mass or dimension limits. There are no approved Council managed roads in the Mosman LGA for any B-doubles longer than 19m or greater than 50.5 tonnes. This will not change under the National Class 2 B-double Notice.

The general access B-double aligns with the dimensions of general road access limits, with the exception of mass, as shown in the table below.
<table>
<thead>
<tr>
<th>Criteria</th>
<th>General Access Vehicle (m)</th>
<th>19m B-double (m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Width (m)</td>
<td>2.5</td>
<td>2.5</td>
</tr>
<tr>
<td>Length (m)</td>
<td>20</td>
<td>19</td>
</tr>
<tr>
<td>Height (m)</td>
<td>4.3</td>
<td>4.3</td>
</tr>
<tr>
<td>Gross Mass (t)</td>
<td>42.5</td>
<td>50.5</td>
</tr>
</tbody>
</table>

Over the past 4 years, Council has not received any notable complaints or concerns from the local community regarding the use of B-double vehicles on local roads, whose usage is minimal in Mosman. As such, consent of the National Class 2 B-Double Authorisation Notice 2018 is not anticipated to result in any adverse impacts. Should Council refuse this notice, this may result in disruption to local operations relying on such vehicles, and could increase the number of heavy vehicle permit applications that Council must process. Therefore, it is recommended that Council renew its consent under the updated National Class 2 B-Double Authorisation Notice 2018.

The National Heavy Vehicle Regulator (NHVR) advises that 130 out of 132 road managers in NSW have signed-up to the new National B-double Notice as of 7 November 2018.

A copy of the Consent form has been attached for reference. It is noted that item 2-4 of this form relate to routes for larger B-double vehicles, of which none exist within Mosman.

FINANCIAL IMPLICATIONS

There are no appreciable financial implications to Mosman Council.

BICYCLE STRATEGY IMPLICATIONS

No implications to the bicycle strategy.

ROAD SAFETY COMMENT

No implications to road safety.
TR/5: Extension of No Stopping at the Wombat Crossing on The Esplanade, near Hunter Road

MOSPLAN REF: TT.02
REPORT BY: Manager Engineering

SUMMARY

There is a road safety concern at the Wombat Pedestrian Crossing on the Esplanade, near Hunter Road, arising from the proximity of parked buses which obstruct intervisibility between traffic and pedestrians approaching this crossing. Two near misses have been reported to Council recently.

OFFICER'S RECOMMENDATION

The Manager Engineering recommends that the “No Stopping” restriction on the western approach to the Wombat Pedestrian Crossing on The Esplanade near Hunter Road, be extended to 20m total length.

Recommendation endorsed by Director Environment and Planning.

TRAFFIC COMMITTEE RECOMMENDATION

Motion Menzies/Marchandieu
That a site inspection be undertaken with RMS and STA and further review the proposal and report back to the next available Traffic Committee meeting.
CARRIED UNANIMOUSLY

BACKGROUND

This report concerns the Wombat Pedestrian Crossing located on The Esplanade, near the intersection with Hunter Road.

Council has received a number of concerns submitted by public, both verbally and in writing, regarding pedestrian safety due to limited visibility between pedestrians entering the crossing from the west and vehicles approaching from the south. Two recent submissions reported near misses between through-traffic and pedestrians, particularly schoolchildren, on this crossing.

These safety concerns arise while buses are stationed within the bus zone located on the western edge of The Esplanade, on the approach to the pedestrian crossing. The increased bulk of buses when compared to regular parked vehicles restricts visibility between vehicular traffic and pedestrians entering the crossing from the western side, creating a safety hazard.

REPORT

The Roads and Maritime Services (RMS) Technical Direction (TD) 2012/12c requires as a minimum, that “No Stopping” restrictions be imposed for the following lengths on approach to a pedestrian crossing:

- 20m where no kerb extension is present; or
- 15m where a 1.5m kerb extension is present; or
- 10m where a 2m kerb extension is present.
The TDT 2012/12c states that the above “No Stopping” lengths relate to an ideal case, and that for the purposes of road safety, it may be required to increase these distances.

Currently, the subject pedestrian crossing has a 2.1m kerb extension, and currently maintains a 9.5m “No Stopping” restriction on the western approach, which is closer to the RMS requirements. The bus J-pole is located 11.2m from the crossing, on the western approach. On-site inspections have revealed that when a bus is standing at the J-pole (on the western side, within the bus zone), visibility is restricted pedestrians entering the crossing from the west, and vehicles travelling from the south, confirming the public submissions received by Council. Buses are frequently parked near or at this J-pole.

The restricted visibility is due mainly to a couple of factors, being:

- Partial visibility can generally be achieved when a regular vehicle lies between the line of sight of pedestrians and moving traffic. The bulk of buses however, in respect to height, length, and permeability precludes partial visibility;

- The buses in this location usually require a greater parking width than 2.1m, extending further into the roadway. The kerb extension at the pedestrian crossing is based on a standard parking width of 2.1m. As buses extend beyond this, the effectiveness of this kerb extension is compromised. Given that kerb extension widths are a key factor in determining “No Stopping” lengths, and any compromise should be considered respectively in the “No Stopping” lengths.

Based on the safety hazard to pedestrians arising through non-standard site conditions, and the frequency at which this hazard occurs, it is considered that the minimum 10m “No Stopping” length prescribed by RMS is inadequate for pedestrian safety at this site. It is therefore recommended to provide a total “No Stopping” length of 20m on the western approach to the pedestrian crossing, being the default length near pedestrian crossings. This will involve a 10.6m extension from the existing “No Stopping” controls.

As a result, the existing Bus Zone length will be reduced from 58m to 47.6m. STA have provided preliminary comments that in order to cope with the reduction in length, an additional 35m of bus zone would be required on the western edge of The Esplanade, just south of Lower Almora Street, to compensate. There are no additional areas on The Esplanade that are considered suitable for conversion to a Bus Zone, as on-street parking is already under high demand. It should be noted STA were previously operating with a reduced capacity at this bus zone when it was formerly shared with private tour buses. It is therefore considered that the road safety benefits of this proposal are warranted, and that STA consider operational solutions to manage a reduced Bus Zone length.

FINANCIAL IMPLICATIONS

There are no appreciable financial implications to Mosman Council.

BICYCLE STRATEGY IMPLICATIONS

No implications to the bicycle strategy.

ROAD SAFETY COMMENT

The proposed extension of “No Stopping” restrictions would address the concerns raised by road users and will improve pedestrian safety on this pedestrian crossing.
Executive Summary

In accordance with the operation and delegation of the Traffic Committee, item TR/1 Spofforth Street Traffic Management was not resolved as Mosman Council is concerned about any parking lost as a result of the proposed scheme. The Traffic Committee report is attached to Councillor's business papers.

Director's Recommendation

The Director Environment and Planning recommends that the Manager Engineering’s Recommendation as detailed in the Traffic Committee report for item TR/1 Spofforth Street Traffic Management be adopted.

Background

Pursuant to Section 377 and 379 of the Local Government Act 1993, as amended and in accordance with that Section, the power to resolve upon any matter submitted for consideration by the Traffic Committee is delegated to the Chair, the General Manager, the representatives of the Mosman Police, the Roads and Maritime Services (RMS) and the Local State Member or nominee provided that:

1. The Recommendation is unanimous.
2. There is at least a representative from Council (the Chair), and the Mosman Police present.
3. The recommendation of the Committee is generally in accordance with the recommendation of the staff making the recommendation.
4. No written objection has been received from the RMS prior to the commencement of the meeting.
5. The item on the agenda has not been called to the next Council meeting by Councillor prior to the commencement of the meeting (Councillors must notify the General Manager and Director Environment and Planning in writing or by email of their intention to call an item prior to the meeting).
6. Business papers have been distributed to all members and Councillors prior to the meeting.

In the event that the above provisions are not satisfied in respect to any matter, the decision taken at the Committee shall be a recommendation to the Council and not a resolution by delegation.

In regard to TR/1 Spofforth Street Traffic Management, Mosman Council is concerned about any parking space lost as a result of the proposed scheme and accordingly is referred to Council for determination.
Report

TR/1 Spofforth Street Traffic Management was considered at the Traffic Committee meeting of 27 February 2019. It should be noted that whilst the matter has been to the North Sydney Traffic Committee, there were no representations at this meeting of Mosman Council. There is also no formal information regarding this proposal nor has Mosman Council allocated any funding for this work in the current MOSPLAN program.

The recommendations are as follows:

MANAGER ENGINEERING’S RECOMMENDATION

That
1. North Sydney Council’s resolution on the Spofforth Street matter on 10 December 2018 be noted.
2. North Sydney Council’s traffic consultant be invited to attend the next Traffic Committee meeting on 10 April 2019.

TRAFFIC COMMITTEE’S RECOMMENDATION

Motion Menzies/Fard
That Mosman Council is concerned about any parking lost as a result of the proposed scheme.
CARRIED UNANIMOUSLY

DIRECTOR ENVIRONMENT AND PLANNING’S RECOMMENDATION

That the Manager Engineering’s Recommendation as detailed in the Traffic Committee report for item TR/1 Spofforth Street Traffic Management be adopted.

Recommendation endorsed by General Manager.

A copy of the Traffic Committee report is attached to Councillor’s business papers.

Attachments

TITLE: Spofforth Street Traffic Management

MOSPLAN REF: TT.02

REPORT BY: Manager Engineering

SUMMARY

North Sydney Council's resolution on the Spofforth Street matter.

OFFICER'S RECOMMENDATION

The Manager Engineering recommends that

1. North Sydney Council's resolution on the Spoffroth Street matter on 10 December 2018 be noted.

2. North Sydney Council's traffic consultant be invited to attend the next Traffic Committee meeting on 10 April 2019.

Recommendation endorsed by Director Environment and Planning.

Can this item be resolved by the Committee: Yes

REPORT

Rangers Road is in the North Sydney Local Government Area. Spofforth Street is shared between North Sydney and Mosman Councils and it would involve an agreement between the two Councils before any changes could be implemented.

Some years ago the members of the Local Traffic Committee and Officers from both North Sydney and Mosman Councils visited the Spofforth Street/Rangers Road site and discussed a number of options for improving traffic flow in the area. These included Clearways, traffic lights and a roundabout at the intersection of Spofforth Street and Rangers Road.

The Committee and Council Officers noted that the removal of parking, particularly in front of the shops, would have an impact on local businesses and residents and did not support any of the options mentioned above. This position was endorsed by Mosman Council.

The Spofforth Street traffic matter was discussed at the North Sydney Traffic Committee meeting held on 23 November 2018. The North Sydney Traffic Committee recommended that:

1. North Sydney Council investigate the design for Spofforth Street shopping area including traffic calming, roundabouts, pedestrian access, public domain, landscaping and the current bus routes and location of stops.

2. Public consultation be undertaken regarding the proposed design.

3. The North Sydney Mayor consult with the Mayor of Mosman regarding cost sharing between the two Councils on this project.

North Sydney Council resolved on the Spofforth Street matter on 10 December 2018 and adopted the recommendations of the North Sydney traffic Committee.
North Sydney Council advised that a traffic consultant will be engaged by North Sydney Council to work on the designs.

It is recommended that the appointed consultant be invited to attend the next Traffic Committee meeting to discuss the available options and its impact on local businesses and indicative costs of the proposals.

FINANCIAL IMPLICATIONS

There are no implications at this stage.

BICYCLE STRATEGY IMPLICATIONS

There are no implications.

ROAD SAFETY COMMENT

There are no implications at this stage.
EP/9 TR/2 Special Event Traffic Management Plan - Balmoral Burn 2019 Road Closures

Responsible Officer: Manager Engineering

Executive Summary

In accordance with the operation and delegation of the Traffic Committee, item TR/2 Special Event Traffic Management Plan – Balmoral Burn 2019 Road Closures was not resolved as the RMS requested that the Traffic Control Plan be prepared by an RMS accredited Traffic Consultant and a copy submitted to RMS for review and approval. The report is attached to Councillor's business papers.

Director's Recommendation

The Director Environment and Planning recommends that the Officer's Recommendation as detailed in the report for item TR/2 Special Event Traffic Management Plan – Balmoral Burn 2019 Road Closures be adopted.

Background

Pursuant to Section 377 and 379 of the Local Government Act 1993, as amended and in accordance with that Section, the power to resolve upon any matter submitted for consideration by the Traffic Committee is delegated to the Chair, the General Manager, the representatives of the Mosman Police, the Roads and Maritime Services (RMS) and the Local State Member or nominee provided that:

1. The Recommendation is unanimous.
2. There is at least a representative from Council (the Chair), and the Mosman Police present.
3. The recommendation of the Committee is generally in accordance with the recommendation of the staff making the recommendation.
4. No written objection has been received from the RMS prior to the commencement of the meeting.
5. The item on the agenda has not been called to the next Council meeting by Councillor prior to the commencement of the meeting (Councillors must notify the General Manager and Director Environment and Planning in writing or by email of their intention to call an item prior to the meeting).
6. Business papers have been distributed to all members and Councillors prior to the meeting.

In the event that the above provisions are not satisfied in respect to any matter, the decision taken at the Committee shall be a recommendation to the Council and not a resolution by delegation.

In regard to TR/2 Special Event Traffic Management Plan – Balmoral Burn 2019 Road Closures, the RMS did not approve the Traffic Control Plans as submitted and therefore did not support the Officer’s Recommendation. Accordingly, this matter is referred to Council for determination.
Report

TR/2 Special Event Traffic Management Plan – Balmoral Burn 2019 Road Closures was considered at the Traffic Committee meeting of 27 February 2019. It was noted that some concerns were raised in last year's event around traffic management. Once the TMP is approved by the RMS, the organiser will be written to reminding them of what is expected from Council and to ensure the TMP is adhered to.

The recommendations are as follows:

**MANAGER ENGINEERING’S RECOMMENDATION:**

That
1. Awaba Street between Moruben Road and The Esplanade be closed from 6:30am to 2:30pm on Sunday 26 May 2019.
2. Traffic Control Plans (TCP) for the proposed road closures be approved for implementation.

**TRAFFIC COMMITTEE’S RECOMMENDATION**

**Motion** Fard/Menzies
That the Traffic Control Plan should be prepared by an RMS accredited Traffic Consultant and submit a copy to RMS for review and approval.

**CARRIED UNANIMOUSLY**

**DIRECTOR ENVIRONMENT AND PLANNING’S RECOMMENDATION**

That the Officer’s Recommendation as detailed in the report for item TR/2 Special Event Traffic Management Plan – Balmoral Burn 2019 Road Closures be adopted.

Recommendation endorsed by General Manager.

A copy of the report is attached to Councillors' business papers.

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**Attachments**

TITLE: Special Event Traffic Management Plan – Balmoral Burn 2019 Road Closures

MOSPLAN REF: TT.02

REPORT BY: Manager Engineering

SUMMARY

Road closures for Balmoral Burn 2019.

OFFICER’S RECOMMENDATION

The Manager Engineering recommends that:

1. Awaba Street between Moruben Road and The Esplanade be closed from 6:30am to 2:30pm on Sunday 26 May 2019.
2. Traffic Control Plans (TCP) for the proposed road closures be approved for implementation.

Recommendation endorsed by Director Environment and Planning.

Can this item be resolved by the Committee: Yes

REPORT

Balmoral Burn is a community fun run event to raise funds for the Humpty Dumpty Foundation which supports children’s hospitals. It is a major community event with approximately 3,000 attendees/participants on race day.

This year the event will be held on Sunday 26 May 2019.

Street races will be conducted in a westerly direction along Awaba Street between Moruben Road and The Esplanade with competitors returning to the Edwards Reserve via the designated footpaths. The first race will commence at 8.45am, with a series of age category and novelty races. The final race will take place at approximately 12 noon.

The proposed event will result in temporary closure of Awaba Street between Moruben Road and The Esplanade from 6:30am to 2:30pm on the day. Barricades will be erected at cross streets with event marshals and RMS accredited traffic controllers stationed at all crossover points. Emergency service vehicle access will be maintained at all times. Roads will be re-opened in consultation with the NSW Police.

The event organiser has submitted Traffic Control Plans (TCP) for the proposed road closures. TCP are attached to the members’ Business Papers.

It is proposed to install temporary “No Stopping” restrictions on both sides of the closed section of Awaba Street. The problem with this type of restriction is that Council Rangers will not be able to authorise the removal (i.e. tow away) of illegally parked vehicles. It is noted that this is an alternative to Clearways which are not supported by the Roads and Maritime Services.

The proposed road closure will be advertised in the Mosman Daily. A letter drop to local residents informing them of the road closure will also be undertaken by the event organiser.

Special Event information signs will be installed by the applicant one week prior to the event.
FINANCIAL IMPLICATIONS

There are no implications as the event organiser, Humpty Dumpty Foundation, is responsible for the implementation of the Traffic Management Plan and Traffic Control Plans.

BICYCLE STRATEGY IMPLICATIONS

There are no implications.

ROAD SAFETY COMMENT

The Traffic Control Plans must be implemented by authorised person.

MEMBERS’ ATTACHMENTS

Circulations

- Traffic Control Plans
Traffic Management Plan 2019
Executive Summary

In accordance with the operation and delegation of the Traffic Committee, item TR/3 Mini-Mos Fun Run 2019 – Traffic Management Plan was not resolved as the RMS requested that the Traffic Control Plan be prepared by an RMS accredited Traffic Consultant and a copy submitted to RMS for review and approval. The report is attached to Councillor’s business papers.

Director’s Recommendation

The Director Environment and Planning recommends that the Officer’s Recommendation as detailed in the report for item TR/3 Mini-Mos Fun Run 2019 – Traffic Management Plan be adopted.

Background

Pursuant to Section 377 and 379 of the Local Government Act 1993, as amended and in accordance with that Section, the power to resolve upon any matter submitted for consideration by the Traffic Committee is delegated to the Chair, the General Manager, the representatives of the Mosman Police, the Roads and Maritime Services (RMS) and the Local State Member or nominee provided that:

1. The Recommendation is unanimous.
2. There is at least a representative from Council (the Chair), and the Mosman Police present.
3. The recommendation of the Committee is generally in accordance with the recommendation of the staff making the recommendation.
4. No written objection has been received from the RMS prior to the commencement of the meeting.
5. The item on the agenda has not been called to the next Council meeting by Councillor prior to the commencement of the meeting (Councillors must notify the General Manager and Director Environment and Planning in writing or by email of their intention to call an item prior to the meeting).
6. Business papers have been distributed to all members and Councillors prior to the meeting.

In the event that the above provisions are not satisfied in respect to any matter, the decision taken at the Committee shall be a recommendation to the Council and not a resolution by delegation.

In regard to TR/3 Mini-Mos Fun Run 2019 – Traffic Management Plan, the RMS did not approve the Traffic Control Plans as submitted and therefore did not support the Officer’s Recommendation. Accordingly this matter is referred to Council for determination.
Report

TR/3 Mini-Mos Fun Run 2019 – Traffic Management Plan was considered at the Traffic Committee meeting of 27 February 2019.

The recommendations are:

MANAGER ENGINEERING’S RECOMMENDATION:

That
2. Temporary “No Stopping” restrictions be implemented in The Crescent, Gouldsbury Street and Myahgah Road.
3. All costs associated with the implementation of the Traffic Management Plan be borne by the Event Organiser.
4. All affected residents, businesses and emergency services be notified in writing by the Event Organiser of the temporary road closures at least 10 days in advance of the proposed road closures.

TRAFFIC COMMITTEE’S RECOMMENDATION

Motion Fard/Menzies
That the Traffic Control Plan should be prepared by an RMS accredited Traffic Consultant and submit a copy to RMS for review and approval.
CARRIED UNANIMOUSLY

DIRECTOR ENVIRONMENT AND PLANNING’S RECOMMENDATION

That the Officer’s Recommendation as detailed in the report for item TR/3 Mini-Mos Fun Run 2019 – Traffic Management Plan be adopted.

Recommendation endorsed by General Manager.

A copy of the report is attached to Councillors’ business papers.

Attachments

TITLE: Mini-Mos Fun Run 2019- Traffic Management Plan
MOSPLAN REF: TT.02
REPORT BY: Manager Engineering

SUMMARY
Special Event Traffic Management Plan for Mini-Mos Community Fun Run to be held on Sunday, 16 June 2019 from 6:30am to 10:00am.

OFFICER'S RECOMMENDATION
The Manager Engineering recommends that:
2. Temporary “No Stopping” restrictions be implemented in The Crescent, Gouldsbury Street and Myahgah Road.
3. All costs associated with the implementation of the Traffic Management Plan be borne by the Event Organiser.
4. All affected residents, businesses and emergency services be notified in writing by the Event Organiser of the temporary road closures at least 10 days in advance of the proposed road closures.

Recommendation endorsed by Director Environment and Planning.

Can this item be resolved by the Committee: Yes

REPORT
The Mini-Mos Fun Run is a community fund raising event consisting of 2km/5km/10km running events. The proceeds from this event benefit the Mosman Public School and charities. This will be the 37th running of the event.

The 2km fun run is restricted to primary school aged children only, while both the 5km and 10km events are open to all ages.

This year’s event will be held on Sunday, 16 June 2019. The day will commence with a 7:00am start on Myahgah Road for the 10km run, while the 5km run will start at 8:15am. The 2km event will start at 9:30am.

The Traffic Management Plan (TMP) submitted by the Event Organiser is attached to the members’ Business Papers.

The anticipated number of participants is 3,000. The event will be managed and co-ordinated by the Mosman Public School P&C Association, Roads and Maritime Services accredited traffic controllers and volunteers.

Road closures and traffic control
On race day, each course will be attended by course marshals, Police Officers and traffic controllers. The Police and traffic controllers will be responsible for directing traffic, particularly on all cross-over points and hard closures, while volunteer marshals will be able to assist but
not direct traffic and provide participants with directions, as well as provide traffic awareness for motorists.

Traffic management requirements unique to this event include a combination of complete and partial road closures and “turn-around” points.

Complete and partial road closures will only occur from 6:00am on race day until 10:15am race day in the following areas:

- **Myahgah Road** from Belmont Road to The Crescent (restricting access to Myahgah Road from Art Gallery Way). From 6:00am barricades will be placed on Myahgah Road at Belmont Street. “Road Closed” signage will be posted on these barricades, informing general traffic of the temporary conditions.
  
  Once race participants return to Myahgah Road (from Belmont Road), the barricades will be moved with general traffic being restricted from entering Myahgah Road by Police and/or traffic controllers. Barricades will be placed on Myahgah Road at Art Gallery Way in order to restrict traffic from entering Myahgah Road.

- **The Crescent** from Myahgah Road to Gouldsbury Street.

- **Albion Lane** from The Crescent to the dead end

- **Gouldsbury Street** from Military Road to the dead end (between Mosman Public School & Allan Border Oval). “Road Closed” signage will be posted on barricades informing general traffic of the temporary conditions.
  
  From 6:00am, barricades will be placed on Gouldsbury Street at Military Road. “Road Closed” signage will be posted on these barricades, informing general traffic of the temporary conditions. At race start, the northern-most barricades at Gouldsbury Street and Military Road will be moved to allow race participants to advance through the race route. General traffic will be restricted from entering Gouldsbury Street by Police and/or traffic controllers.

- **Belmont Road** from Cowles Road to Gladstone Avenue.
  
  Barricades will be erected on Belmont Road at Gladstone Avenue in such a way that traffic can access Gladstone Avenue from Military Road via Belmont Road and on Belmont Road at Cowles Road in such a way that traffic can continue through the roundabout without obstruction.
  
  In addition, barricades will be erected on Belmont Road and the following cross-streets:
  
  - Harbour Street;
  - Vista Street;
  - Wunda Road; and
  - Noble Street.
  
  General traffic will be restricted from accessing Belmont Road between Cowles Road and Gladstone Avenue during the road closure period (6:00am to 10:00am).
  
  As in previous years, for approximately 30 minutes from 9:30am-10:00am, for the duration of the 2km run, Harbour Street, Art Gallery Way and Vista Street will be closed to ensure the safety of the young runners in the 2km race.

- **Prince Albert Street (out and back)** from Queen Street to Whiting Beach Road (restricting access to Prince Albert Street from Union Street, Thompson Street, Whiting Beach Road, Simpson Street, Lennox Street and Elfida Street.)
  
  “Turnaround” points will occur in the following areas:

  - Middle Head Road and Cobbittee Street;
• Prince Albert Street at Whiting Beach Road; and
• Gouldsbury Street and Military Road.

A Police vehicle will lead the race throughout the course, providing traffic awareness to the general public and traffic in general. However, a separate event vehicle will follow directly behind the Police vehicle, providing continuity to the race leaders throughout the entire route in the event the Police vehicle is required to attend to other urgent matters.

Parking restrictions

A temporary “No Stopping” restriction will be implemented on Myahgah Road (east side), Gouldsbury Street (north side between The Crescent and Myahgah Road), The Crescent (west side) and Art Gallery Way (north side between Myahgah Road and Vista Street) from 6:00pm on Saturday 15 June until 10:00am on Sunday 16 June 2019 (upon the full re-opening of all these roads) to assist the flow of participants in the starting area.

Resident notification

Two weeks prior to the event, a letter-box drop will be conducted by the applicant, notifying residents of the event’s date and time and providing contact details for questions/comments. Reminders will be distributed on the preceding Friday and Saturday to all residents on Myahgah Road, The Crescent, Gouldsbury Street, Belmont Street and Prince Albert Street due to the complete closure of those roads. Road closure notices will be published in the Mosman Daily and Council website.

FINANCIAL IMPLICATIONS

There are no implications. The Event Organiser is responsible for the implementation of the Traffic Management Plan.

BICYCLE STRATEGY IMPLICATIONS

There are no implications.

ROAD SAFETY COMMENT

Volunteers should not be allowed to control or direct traffic. Implementation of the TMP in full would improve road safety.

MEMBERS’ ATTACHMENTS

Circulations

• Mini-Mos Community Fun Run 2019 Traffic Management Plan
Traffic Management Plan - Mini-Mos 2019
EP/11 TR/5 Extension of No Stopping at the Wombat Crossing on The Esplanade, near Hunter Road

Responsible Officer: Manager Engineering

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Executive Summary

In accordance with the operation and delegation of the Traffic Committee, item TR/5 Extension of No Stopping at the Wombat Crossing on The Esplanade, near Hunter Road was not resolved as the RMS and STA requested that a site inspection and further review of the proposal be undertaken and reported back to the next available Traffic Committee meeting. The report is attached to Councillor's business papers.

Director's Recommendation

The Director Environment and Planning recommends that the Officer’s Recommendation as detailed in the report for item TR/5 Extension of No Stopping at the Wombat Crossing on The Esplanade, near Hunter Street Plan be adopted.

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Background

Pursuant to Section 377 and 379 of the Local Government Act 1993, as amended and in accordance with that Section, the power to resolve upon any matter submitted for consideration by the Traffic Committee is delegated to the Chair, the General Manager, the representatives of the Mosman Police, the Roads and Maritime Services (RMS) and the Local State Member or nominee provided that:

1. The Recommendation is unanimous.
2. There is at least a representative from Council (the Chair), and the Mosman Police present.
3. The recommendation of the Committee is generally in accordance with the recommendation of the staff making the recommendation.
4. No written objection has been received from the RMS prior to the commencement of the meeting.
5. The item on the agenda has not been called to the next Council meeting by Councillor prior to the commencement of the meeting (Councillors must notify the General Manager and Director Environment and Planning in writing or by email of their intention to call an item prior to the meeting).
6. Business papers have been distributed to all members and Councillors prior to the meeting.

In the event that the above provisions are not satisfied in respect to any matter, the decision taken at the Committee shall be a recommendation to the Council and not a resolution by delegation.

In regard to TR/5 Extension of No Stopping at the Wombat Crossing on The Esplanade, near Hunter Road, the RMS and STA requested a site inspection and further review of the proposal and therefore did not support the Officer’s Recommendation. Accordingly this matter is referred to Council for determination.
Report

TR/5 Extension of No Stopping at the Wombat Crossing on The Esplanade, near Hunter Rad was considered at the Traffic Committee meeting of 27 February 2019.

The recommendations are:

MANAGER ENGINEERING'S RECOMMENDATION

That the “No Stopping” restriction on the western approach to the Wombat Pedestrian Crossing on The Esplanade near Hunter Road, be extended to 20m total length.

TRAFFIC COMMITTEE'S RECOMMENDATION

Motion Menzies/Marchandeau

That a site inspection be undertaken with RMS and STA and further review the proposal and report back to the next available Traffic Committee meeting.

CARRIED UNANIMOUSLY"

DIRECTOR ENVIRONMENT AND PLANNING'S RECOMMENDATION

That the Officer’s Recommendation as detailed in the report for item TR/5 Extension of No Stopping at the Wombat Crossing on The Esplanade, near Hunter Street Plan be adopted.

Recommendation endorsed by General Manager.

A copy of the report is attached to Councillors' business papers.

Attachments

1. Extension of No Stopping at the Wombat Crossing on The Esplanade, near Hunter Road [EP/11.1]
SUMMARY

There is a road safety concern at the Wombat Pedestrian Crossing on the Esplanade, near Hunter Road, arising from the proximity of parked buses which obstruct intervisibility between traffic and pedestrians approaching this crossing. Two near misses have been reported to Council recently.

OFFICER’S RECOMMENDATION

The Manager Engineering recommends that the “No Stopping” restriction on the western approach to the Wombat Pedestrian Crossing on The Esplanade near Hunter Road, be extended to 20m total length.

Recommendation endorsed by Director Environment and Planning.

Can this item be resolved by the Committee: Yes

BACKGROUND

This report concerns the Wombat Pedestrian Crossing located on The Esplanade, near the intersection with Hunter Road.

Council has received a number of concerns submitted by public, both verbally and in writing, regarding pedestrian safety due to limited visibility between pedestrians entering the crossing from the west and vehicles approaching from the south. Two recent submissions reported near misses between through-traffic and pedestrians, particularly schoolchildren, on this crossing.

These safety concerns arise while buses are stationed within the bus zone located on the western edge of The Esplanade, on the approach to the pedestrian crossing. The increased bulk of buses when compared to regular parked vehicles restricts visibility between vehicular traffic and pedestrians entering the crossing from the western side, creating a safety hazard.

REPORT

The Roads and Maritime Services (RMS) Technical Direction (TD) 2012/12c requires as a minimum, that “No Stopping” restrictions be imposed for the following lengths on approach to a pedestrian crossing:

- 20m where no kerb extension is present; or
- 15m where a 1.5m kerb extension is present; or
- 10m where a 2m kerb extension is present.

The TDT 2012/12c states that the above “No Stopping” lengths relate to an ideal case, and that for the purposes of road safety, it may be required to increase these distances.

Currently, the subject pedestrian crossing has a 2.1m kerb extension, and currently maintains a 9.5m “No Stopping” restriction on the western approach, which is closer to the RMS requirements. The bus J-pole is located 11.2m from the crossing, on the western approach.
On-site inspections have revealed that when a bus is standing at the J-pole (on the western side, within the bus zone), visibility is restricted to pedestrians entering the crossing from the west, and vehicles travelling from the south, confirming the public submissions received by Council. Buses are frequently parked near or at this J-pole.

The restricted visibility is due mainly to a couple of factors, being:

- Partial visibility can generally be achieved when a regular vehicle lies between the line of sight of pedestrians and moving traffic. The bulk of buses however, in respect to height, length, and permeability precludes partial visibility;

- The buses in this location usually require a greater parking width than 2.1m, extending further into the roadway. The kerb extension at the pedestrian crossing is based on a standard parking width of 2.1m. As buses extend beyond this, the effectiveness of this kerb extension is compromised. Given that kerb extension widths are a key factor in determining “No Stopping” lengths, and any compromise should be considered respectively in the “No Stopping” lengths.

Based on the safety hazard to pedestrians arising through non-standard site conditions, and the frequency at which this hazard occurs, it is considered that the minimum 10m “No Stopping” length prescribed by RMS is inadequate for pedestrian safety at this site. It is therefore recommended to provide a total “No Stopping” length of 20m on the western approach to the pedestrian crossing, being the default length near pedestrian crossings. This will involve a 10.6m extension from the existing “No Stopping” controls.

As a result, the existing Bus Zone length will be reduced from 58m to 47.6m. STA have provided preliminary comments that in order to cope with the reduction in length, an additional 35m of bus zone would be required on the western edge of The Esplanade, just south of Lower Almora Street, to compensate. There are no additional areas on The Esplanade that are considered suitable for conversion to a Bus Zone, as on-street parking is already under high demand. It should be noted STA were previously operating with a reduced capacity at this bus zone when it was formerly shared with private tour buses. It is therefore considered that the road safety benefits of this proposal are warranted, and that STA consider operational solutions to manage a reduced Bus Zone length.

**FINANCIAL IMPLICATIONS**

There are no appreciable financial implications to Mosman Council.

**BICYCLE STRATEGY IMPLICATIONS**

No implications to the bicycle strategy.

**ROAD SAFETY COMMENT**

The proposed extension of “No Stopping” restrictions would address the concerns raised by road users and will improve pedestrian safety on this pedestrian crossing.
9. CONFIDENTIAL REPORTS

CS/5 Voluntary Planning Agreement

Responsible Officer: Manager Governance

The General Manager recommends that this confidential item be determined in Closed Session and that Council resolve as follows:

The Meeting be closed to the press and public for that part necessary to consider commercial information of a confidential nature relating to a proposal for a Voluntary Planning Agreement under Section 7.5 of the Environmental Planning and Assessment Act 1979 as authorised by Clause 81(2)(d) of Council's Code of Meeting Practice and Section 10A(2)(d) of the Local Government Act 1993.

Prior to any part of the Meeting being closed to the public, it will be necessary for members of the public to be allowed to make representations as to whether that part of the meeting should be closed.
10. NOTICES OF MOTION

NM/4 Notice of Motion: Waste Messaging

Submitted By: Councillor Sherlock
MOSPLAN: Strategic Direction 3 - An Attractive and Sustainable Environment

NOTICE OF MOTION

That Council investigate options to use the sides of contract waste collection vehicles for waste reduction messaging.

Commentary

1) Mosman Council has a waste contract with URM for waste collection services. I estimate we would keep 3-4 waste collection vehicles busy full-time, but we probably share vehicles with other councils that currently use URM.

2) Using the sides of waste collection vehicles might require coordination from several URM-using Northern Sydney councils, but I don’t see this as impossible. Councils share the aim of less waste and better recycling.

3) Once councils were in agreement, negotiation with the contractor could commence. It is in the contractor’s interests to be cooperative.

4) Present waste vehicle.

5) Potential future waste vehicle (This is Ryde).
11. QUESTIONS WITHOUT NOTICE

Questions Without Notice to be submitted by Councillors for consideration.
12. CALL FOR RESCISSION MOTIONS
13. CLOSE OF MEETING