

# **ORDINARY COUNCIL MEETING**

## **ATTACHMENTS BOOKLET**

### **Under Separate Cover**

**Tuesday, 17 October 2023**



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## TRAFFIC COMMITTEE

28 September 2023

*Via Email*

### MINUTES

Committee Members:

Cr Michael Megna	Chair
Sergeant S Tohme	NSW Police
Ms Kathryn Hawkins	Transport for NSW
Ms Stephanie Di Pasqua	Local Member of Parliament

Advisory Members:

Mr B MacGillicuddy	CCB Council
Mr L Huang	CCB Council
Mr S Lindsay	CCB Council
Mr S Pandey	CCB Council
Ms V Stamper	CCB Council
Mr M Takla	State Transit Authority, Sydney Buses
TBA	Access Committee
Mr D Martin	BayBUG – Canada Bay Bicycle Users Group
Mr S Lumley	Busways

Minute Taker: Ms Christine Di Natale CCB Council

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### Traffic Committee Meeting 28 September 2023

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**APOLOGIES**

Nil

**DECLARATIONS OF PECUNIARY INTEREST**

Nil

**CONFIRMATION OF MINUTES**

Traffic Committee Meeting – 31 August 2023

**COMMITTEE RECOMMENDATION**

THAT the minutes of the Traffic Committee Meeting of 31 August 2023 be confirmed.

**ITEM 1 HAMILTON STREET EAST NORTH STRATHFIELD –  
PARKING CHANGES****Department City Services and Assets****Author Initials: LH**

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**REPORT**

At its meeting on 29 June 2023, the Traffic Committee considered a report proposing the installation of double centrelines within Hamilton Street East, North Strathfield. The intention of this linemarking was to discourage U-turns from being conducted. This proposal was supported by Traffic Committee and adopted by Council at the meeting held on 18 July 2023, and has been recently implemented.

Since this meeting, Council staff have met with representatives from Our Lady of Assumption Catholic Primary School (OLA) and undertaken further observations in the area. During this meeting, it was noted that there is a timed 'No Parking' zone at the end of Hamilton Street East.

This 'No Parking' zone predominantly acts as a pick-up and drop-off area for North Strathfield Train Station and operates '6:30am-9:30am, 3:30pm-6:30pm Mon-Fri'. During the on-site meeting it was also noted that there is a single unrestricted parking space between this 'No Parking' zone and time restricted parking to the west.

The current operational hours of the 'No Parking' zone mean that a vehicle can be legally parked during the afternoon school peak pick-up period. Where a vehicle is parked in the 'No Parking' zone, drivers generally need to perform a three-point turn to turn around in the cul-de-sac.

To improve traffic flow, it is proposed that the 'No Parking' restriction apply from 2:30pm instead of the current 3:30pm. This would align with the '1/4P' parking to the west which currently applies from 2:30pm. There is no guarantee that a vehicle will not be stopped in the 'No Parking' zone. It will however increase the frequency of the zone being clear, reducing the frequency of vehicles needing to perform a three-point turn in the cul-de-sac, thereby improving traffic flow.

The unrestricted space adjoining the 'No Parking' zone is a legacy of changes associated with a temporary 'Works Zone' which was in place in 2017 to facilitate constructions works at OLA. To improve consistency of the parking restrictions and provide an additional space to meet short/medium term parking demand, it is proposed that this unrestricted space be incorporated into the existing adjoining '1/4P 8am-9am, 2:30pm-6pm / 2P 9am-2:30pm, Mon-Fri' restriction.

Given the minor nature of these changes, broader community consultation has not been undertaken.

**STAFF RECOMMENDATION**

THAT the 'No Parking' zone at the eastern end of Hamilton Street east apply '6:30am-9:30am, 2:30pm-6:30pm Mon-Fri'.

THAT all the parking spaces on the north side of Hamilton Street East be restricted '1/4P 8am-9am, 2:30pm-6pm / 2P 9am-2:30pm, Mon-Fri'.

**DISCUSSION**

Item is in order.

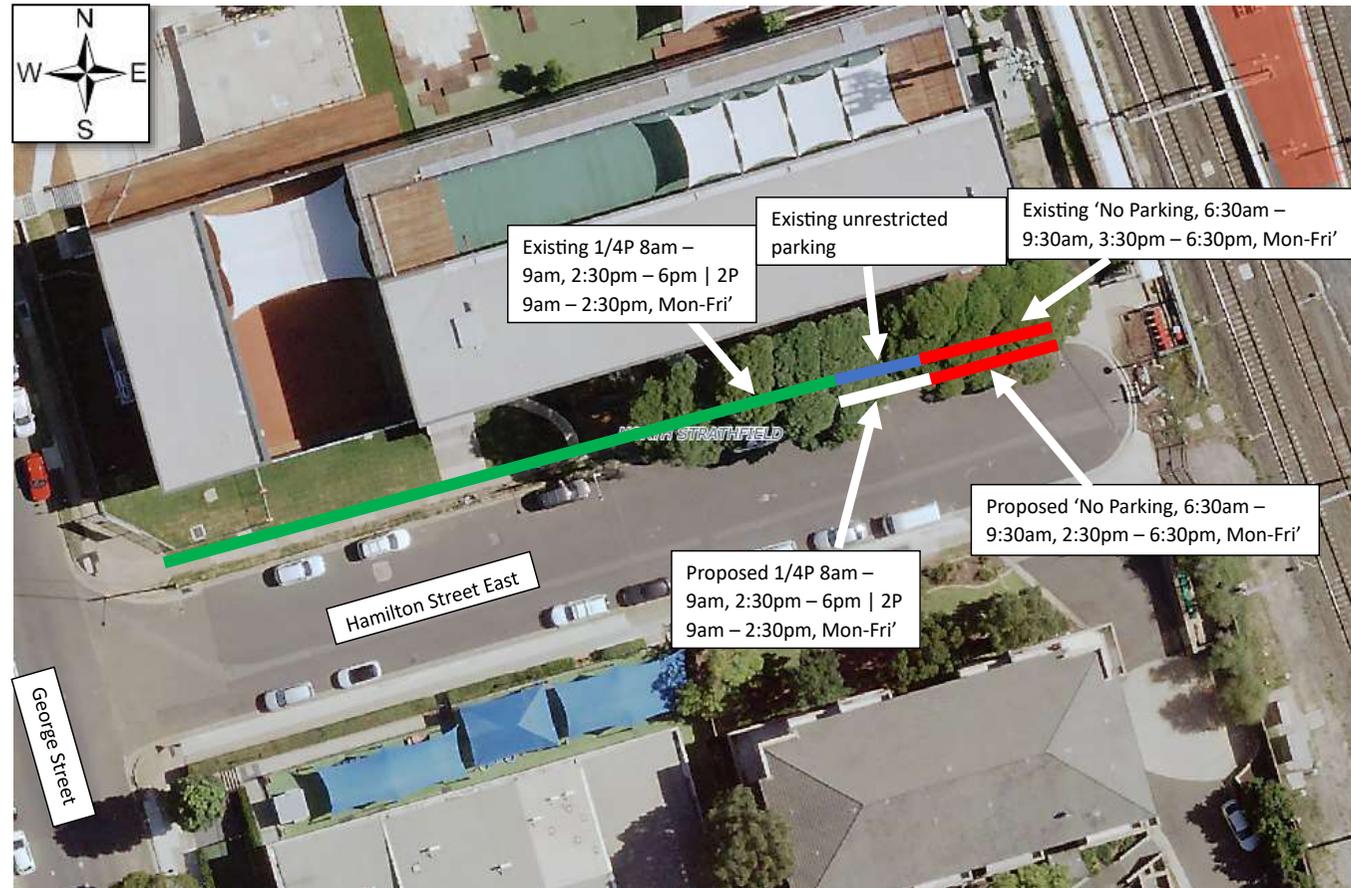
**COMMITTEE RECOMMENDATION**

THAT the 'No Parking' zone at the eastern end of Hamilton Street east apply '6:30am-9:30am, 2:30pm-6:30pm Mon-Fri'.

THAT all the parking spaces on the north side of Hamilton Street East be restricted '1/4P 8am-9am, 2:30pm-6pm / 2P 9am-2:30pm, Mon-Fri'.

Attachments:

1. Hamilton Street East Parking Changes.



**ITEM 2      CAMPBELL PARK & LYSAGHT PARK – BOATS &  
TRAILER PARKING RESTRICTIONS****Department      City Assets****Author Initials: SL**

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**REPORT**

At its meeting on 16 May 2023, Council resolved to consult with the local community regarding parking restrictions and pedestrian facilities around Campbell Park, Chiswick. Residents and sporting group participants have communicated concerns to Council regarding safe access to the park. In particular, the issue of boats and trailers parked around the perimeter of Campbell Park, Lysaght Park and Allison Park, making it difficult to see when trying to cross the road.

Council sought feedback from the community on the following proposals:

- Trialling exclusions for boats and trailers, or time restrictions, around Campbell Park, Alison Park and Lysaght Park.
- Providing 'No Parking' zones on Bibby Street to improve visibility at the refuge and an area for quick pick-up/drop-off.
- Replacing the existing pedestrian refuge on Bibby Street with a pedestrian crossing.

Options were provided for parking restrictions to be either 'No Parking, Motor Vehicles Excepted', or a 24-hour parking limit for all vehicles including boats and trailers. Community feedback was also sought on how long the trial period should be.

**Community Consultation**

Consultation has been undertaken in the surrounding area of Campbell Park & Lysaght Park. Feedback was invited via Council's community engagement platform Collaborate, as well as via email and phone call. A copy of the consultation report is attached.

Council received over 300 responses, with 90% of all respondents supporting a trial to restrict boats and trailers in the proposed area. Between the two options of parking restrictions that were proposed, 'No Parking, Motor Vehicles Excepted' was the preferred option of 80% of respondents.

82% of respondents supported the proposed 'No Parking' zones in Bibby Street, and 92% of respondents support the construction of a pedestrian crossing to replace the existing refuge on Bibby Street. Feedback on how long the trial period should go for was less conclusive, with 40% of respondents supporting a 6-month trial, 19% a 12-month trial, 33% a 18-month trial, and 8% with other suggestions.

A number of responses raised concerns that restrictions would push boats and trailers into surrounding narrower residential streets. Additionally, there were concerns that the proposal only includes areas adjoining park land and the area should be expanded to include areas such as Burns Crescent, Russell Park, Byrne Avenue, The Parade, Bay Road and the entire LGA. There were also suggestions that Council develop a holistic strategy for the whole LGA.

It is difficult to predict where boats and trailers will be relocated to. By trialling the restrictions it will provide a formal process to review the impacts of the restrictions. The learnings from the trial will also assist in developing a broader strategy to address boat and trailer parking issues at other locations.

It is proposed that the restrictions be trialled for a 12-month period, following by further community consultation and a report back to Traffic Committee. This duration should provide sufficient opportunity for the community to adapt to the parking restrictions. It will also not un-necessarily prolonging any changes to parking restrictions that may be warranted, such as to address the relocation of trailers to other streets.

#### **STAFF RECOMMENDATION**

1. THAT 'No Parking, Motor Vehicles Excepted' restrictions be implemented for a 12-month trial period adjoining Campbell Park, Lysaght Park and Allison Park as outlined on the attached plan.
2. THAT 'No Parking' zones be installed on Bibby Street on the approach side of the existing pedestrian refuge on Bibby Street as outlined on the attached plan.
3. THAT at the conclusion of the trial period, the restrictions be reviewed in consultation with the community and a report be presented back to Traffic Committee.
4. THAT plans be prepared and presented back to Traffic Committee for the upgrade of the existing pedestrian refuge on Bibby Street to a pedestrian crossing.

#### **DISCUSSION**

The TfNSW representative noted that there are proposed raised crossing over both Parkview Road and Bibby Street as part of the Parramatta to Sydney CBD Foreshore Link so the upgrading of the refuge may not be necessary. Council staff noted the comment and advised that this will be further discussed with the TfNSW as part of the Paramatta to Sydney CBD Foreshore Link.

**COMMITTEE RECOMMENDATION**

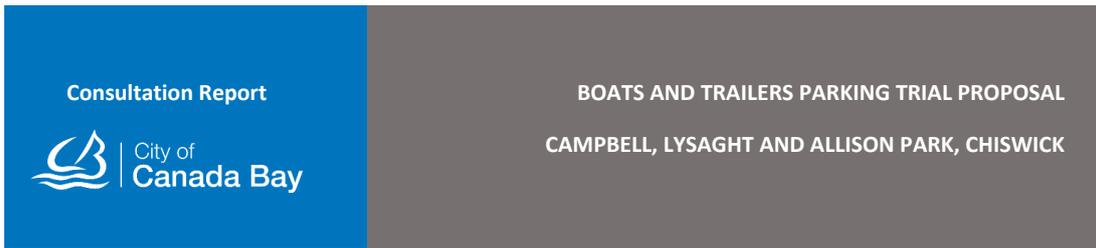
1. THAT 'No Parking, Motor Vehicles Excepted' restrictions be implemented for a 12-month trial period adjoining Campbell Park, Lysaght Park and Allison Park as outlined on the attached plan.
2. THAT 'No Parking' zones be installed on Bibby Street on the approach side of the existing pedestrian refuge on Bibby Street as outlined on the attached plan.
3. THAT at the conclusion of the trial period, the restrictions be reviewed in consultation with the community and a report be presented back to Traffic Committee.
4. THAT plans be prepared and presented back to Traffic Committee for the upgrade of the existing pedestrian refuge on Bibby Street to a pedestrian crossing.

## Attachments:

1. Campbell Park & Lysaght Park – Boat Trailer Restrictions
2. Consultation Report - Boat Trailer Restrictions



Document Set ID: 7958762  
Version: 1, Version Date: 11/09/2023



**CONSULTATION REPORT**

Background

Each year Council receives a significant number of complaints from residents claiming that boat trailers, trailers and advertising trailers are causing parking, road safety, residential and visual amenity issues.

In May 2023, Council resolved to consult with the local community regarding parking restrictions and pedestrian facilities around Campbell Park, Chiswick. Residents and sporting group participants have communicated concern to Council regarding safe access to the park. In particular, the issue of boats and trailers parked around the perimeter of the park making it difficult to see when trying to cross the road, particularly between Campbell and Lysaght parks.

Council sought the community’s feedback on the following proposals:

- Trialling exclusions for boats and trailers, or time restrictions, around Campbell Park, Alison Park and Lysaght Park
- Providing ‘No Parking’ zones on Bibby Street to improve visibility at the refuge and an area for quick pick-up/drop-off
- Replacing the existing pedestrian refuge on Bibby Street with a pedestrian crossing.

This report provides a summary of feedback received during the consultation period.

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    Have you experienced any of the following as a driver or pedestrian in and around Campbell Park, Lysaght Park and Alison Park, Chiswick ..... 5

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### Consultation details

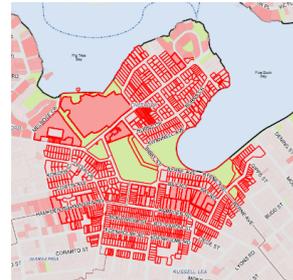
**Period: 14 July – 15 August 2023**

Council asked the community for input from the community on:

- What have they experienced or witnessed in this area in relation to parking, traffic and pedestrian safety
- Do they support the trial
- How long do they think the trial should go for
- Do they support a “no stopping” zone around the pedestrian refuge on Bibby St
- Do they support a pedestrian crossing to replace the pedestrian refuge on Bibby St

**What methods were implemented to notify the community of this consultation?**

- Direct notification to 2,000 nearby residents
- 10 signs erected around the parks
- 4 social posts (FB and IG) reaching 18,000 people, with 41 comments



**What engagement methods were undertaken?**

- Online engagement survey at [collaborate.canadabay.nsw.gov.au](https://collaborate.canadabay.nsw.gov.au)
- Direct email and phone number provided for further information

### Consultation Outcomes Summary – 302 submissions total

**Consultation Participation**

- 1,289 visits to the Collaborate page
- 251 survey submissions
- 38 emails
- 13 phone calls

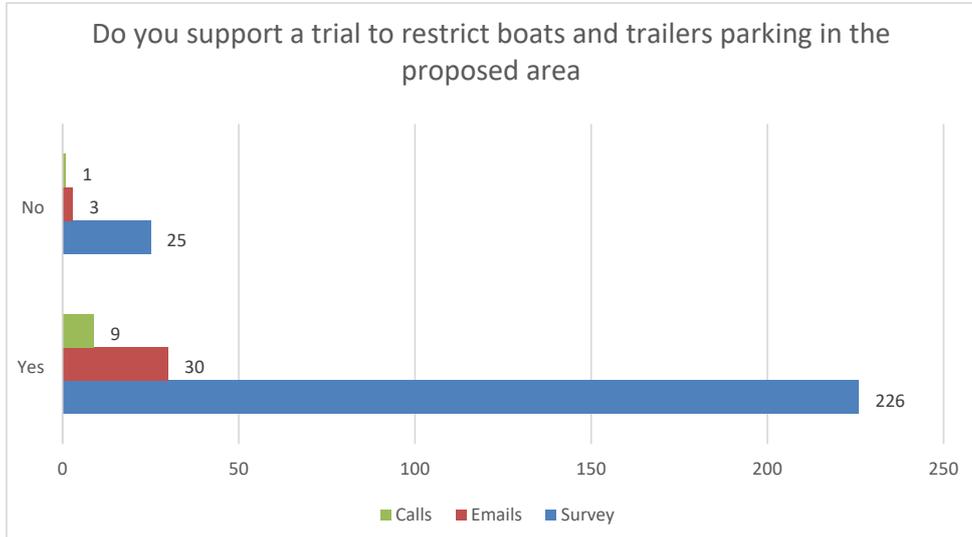
### Feedback

**Summary of outcomes**

1. **90%** of all respondents (survey, email, phone) support a trial to restrict boats and trailers parking in the proposed area
2. **80%** of survey respondents support a “No Parking – motor vehicles excepted” trial
3. **40%** of survey respondents support a 6 month trial, while **33%** support an 18 month trial
4. **82%** of survey respondents support the provision of a “No Parking” zone in the area surrounding the Bibby St refuge?
5. **92%** of survey respondents support the construction of a pedestrian crossing to replace the existing refuge crossing?
  - Those in support believe the trial is necessary to improve safety in the area – visibility, pedestrian safety and parking availability for residents and sporting participants being the major concerns
  - There is significant concern that a trial will only push boats and trailers into narrower side streets, causing greater issues
  - There were many suggestions for extending the trial to both sides of the streets outlined in the area/nearby streets/other parks
  - It is suggested that Council develop a holistic approach to this problem for the entire LGA
  - There were also suggestions to include motor homes / camper vans in the restrictions.

2 | Page

**Do you support a trial to restrict boats and trailers parking in the proposed area?**



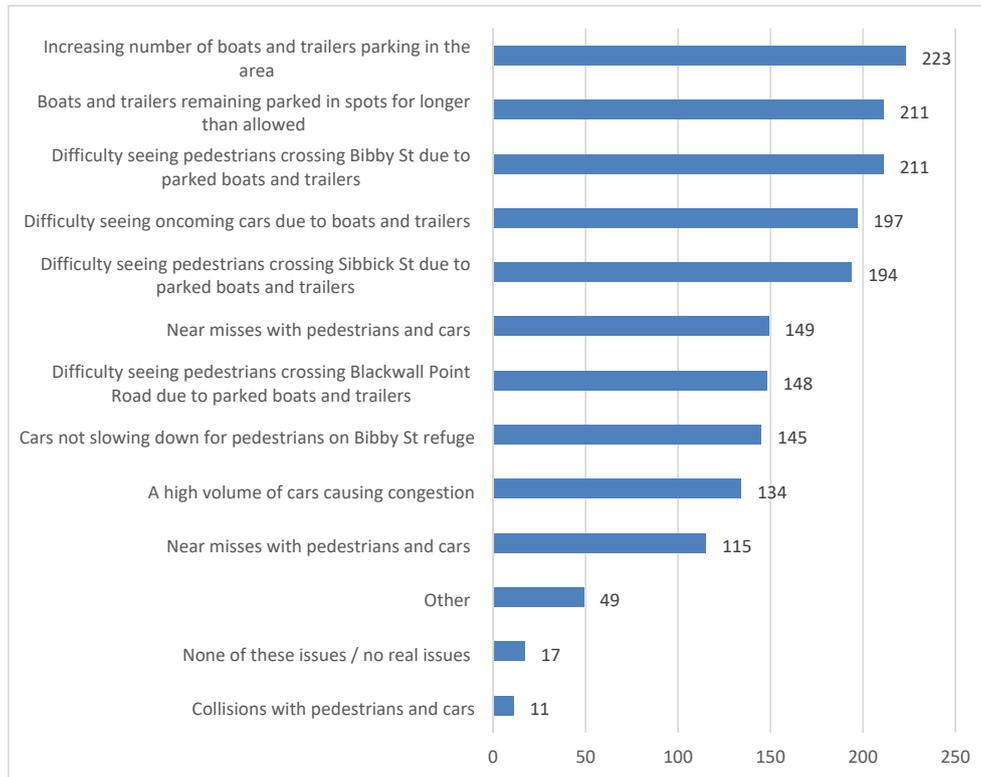
Do you support a trial to restrict boats and trailers parking in the proposed area	Yes	No
Survey	226	25
Emails	30	3
Calls	9	1
<b>TOTAL</b>	<b>265</b>	<b>29</b>

Emerging themes in feedback

- Restrictions will push boats and trailers to surrounding areas, including narrow local streets
- Council needs to develop a holistic strategy for the whole LGA
- A trial is essential due to dangerous visibility in the area, speeding issues and parking pressure
- Restrictions should include motor homes / caravans
- Suggestion that Council use a strategy to weed out non-local boats and trailers – e.g. differing times for various streets based on game days etc.
- Suggestion that Council enforce “vehicles only” parking on all LGA streets
- Suggestion to introduce parking metres instead
- Some participants haven’t experienced any issues
- Council needs to lobby the State Government to amend the length of boat rules to allow boats less than 5m to moor in the bays
- Many boat, trailer and caravan owners don’t have parking on or near their property.
- Council should provide a secure parking option for boats and trailers
- Additional streets suggested to be included:
  - Both sides of the streets surrounding the proposed areas
  - Burns Crescent
  - Russell Park
  - Byrne Avenue
  - The Parade
  - All streets/entire LGA
  - Bay Road

Survey outcomes

**Have you experienced any of the following as a driver or pedestrian in and around Campbell Park, Lysaght Park and Alison Park, Chiswick**



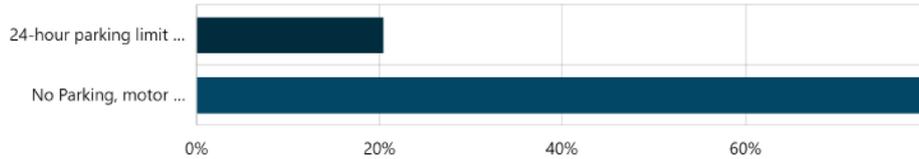
“Other”:

- Blind spots
- Difficulty finding places to park and/or drop children
- Difficult crossing roads with prams and wheelchairs
- Mini buses and commercial vans
- Difficulty riding a bike, cars unable to overtake safely due to having to ride in centre of the road to avoid the boats and trailers
- Lack of safe parking for St Andrew’s preschool and Church activities and also services on Sundays
- Boats and trailers are using both sides of Sibbick St making access difficult
- Parking in Sibbick Street on T-intersections
- (Bay Rd, Parkview Rd)
- Missing footpaths on Bibby St and Sibbick St
- Debris left on road once boats/trailers are moved after a long period of time.
- Cars parked across driveways on weekends due to use of parks and not enough parking spaces due to parked boats/trailers especially on burns crescent
- Non resident parking of trailers,boats,caravans and commercial vehicles in the areas highlighted.
- Trailers and caravans parked so long that weeds grow around the wheels, and rubbish gathers preventing proper drainage.
- People living in trailers

**What type of restriction do you think should be trialled?**

**4. Which type of restriction do you think should be trialled? Required**

Multi Choice | Skipped: 25 | Answered: 226 (90%)

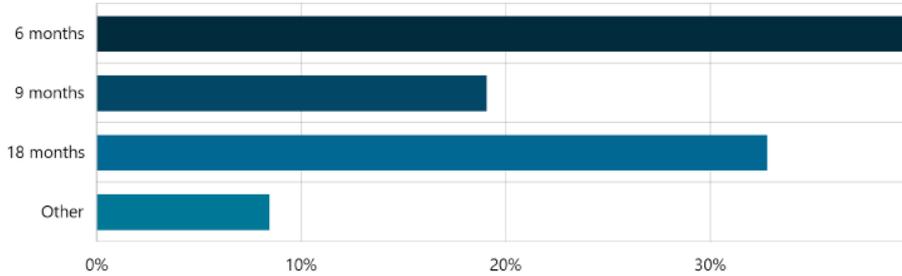


Answer choices	Percent	Count
24-hour parking limit for all vehicles, boats, and trailers	20.35%	46
No Parking, motor vehicles excepted	79.65%	180
<b>Total</b>	<b>100.00%</b>	<b>226</b>

**How long should the trial go for?**

**5. How long should the trial go for? Required**

Multi Choice | Skipped: 25 | Answered: 226 (90%)

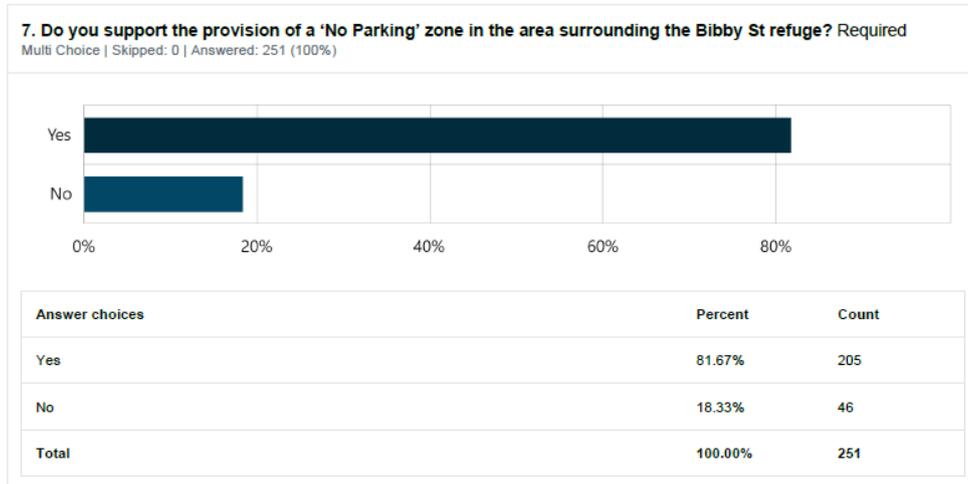


Answer choices	Percent	Count
6 months	39.82%	90
9 months	19.03%	43
18 months	32.74%	74
Other	8.41%	19
<b>Total</b>	<b>100.00%</b>	<b>226</b>

**Feedback on length of trial**

- Trial should be during winter football season to assess impact (Feb – August inclusive)
- Should cover summer months while more people are out and about
- 12 months would cover all seasonal changes

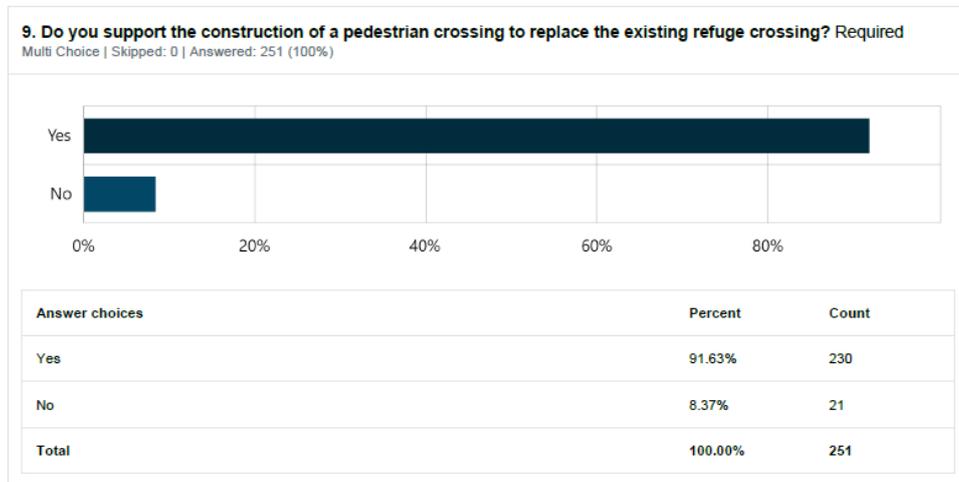
**Do you support the provision of a “No Parking” zone in the area surrounding the Bibby St refuge?**



Emerging themes – Bibby St no stopping zone

- Essential
- If boats and trailers parking is removed, this would be sufficient to improve safety
- Don't remove more parking
- Introduce 40km/h speed limit
- Make it a designated pick up/drop off zone
- Add disabled parking too
- Flashing warning signals

**Do you support the construction of a pedestrian crossing to replace the existing refuge crossing?**



Emerging themes – Bibby St pedestrian crossing

- A must/common sense
- Main issue is boats and trailers – if this is resolved it would be sufficient
- May cause traffic jams on weekends
- Must be raised wombat crossing

**Email feedback**

38 emails

Do you support a trial to restrict boats and trailers parking in the proposed area	Yes	No	Unrelated feedback
Emails	30	3	5

Feedback from emails included:

- Support for 18-month trial
- 6 x emails mentioned support for pick up zone
- 4 x emails mentioned support for pedestrian crossing
- Requests for additional streets (captured in list on page 3)
- No Parking – motor vehicles excepted
- Concerns with issue being moved to residential streets

**Phone call feedback**

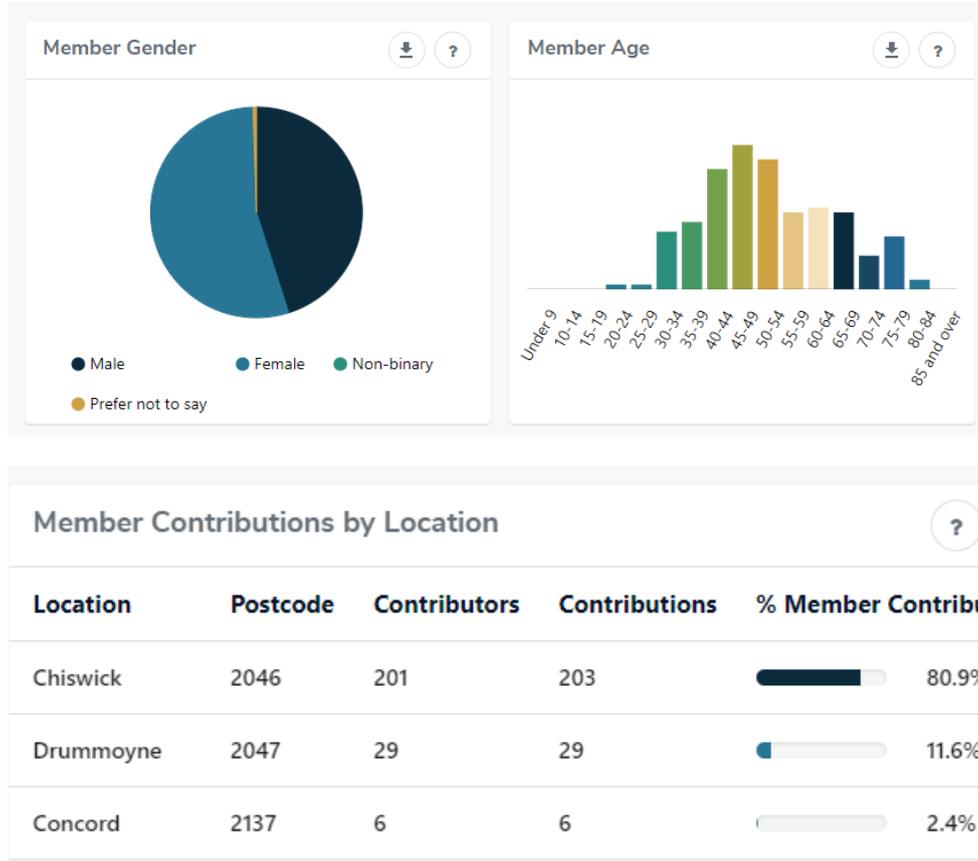
13 calls

Do you support a trial to restrict boats and trailers parking in the proposed area	Yes	No	Unrelated feedback
Phone calls	9	1	3

Feedback from phone calls included:

- Requests for additional streets (captured in list on page 3)
- Concerns with issue being moved to residential streets

Appendix A - Demographic data (survey only)



Appendix D - Promotional materials

Letter and poster



17 July 2023

The Resident  
Chiswick/Abbotsford 2046

Dear Resident,

**Boats and Trailer Parking Restrictions – Proposed Trial**

In May 2023, Council resolved to consult with the local community regarding parking restrictions and pedestrian facilities around Campbell Park, Chiswick. Residents and sporting group participants have communicated concern to Council regarding safe access to the park. In particular, the issue of boats and trailers parked around the perimeter of the park making it difficult to see when trying to cross the road.

Council is therefore seeking the community's feedback on the following proposals:

- Trialling exclusions for boats and trailers, or time restrictions, around Campbell Park, Alison Park and Lysaght Park

# Boats and trailers parking restrictions

## Trial proposal

Council is looking to improve pedestrian and road safety around Campbell, Lysaght and Alison Parks, Chiswick. We are seeking the community's feedback on a trial for boat and trailer restrictions on the borders of the parks, as well as improvements to Bibby Street pedestrian refuge.



**Have your say**

[www.collaborate.canadabay.nsw.gov.au/trailerparking](http://www.collaborate.canadabay.nsw.gov.au/trailerparking) (or scan the QR code)  
[council@canadabay.nsw.gov.au](mailto:council@canadabay.nsw.gov.au) (subject: Trailer parking Chiswick)  
 Samuel Lindsay, Traffic Engineer, on 9911 6395  
 Locked Bag 1470, Drummoyne NSW 1470 (attn: Roads and Traffic Team)




Social media posts

Post	Live date	Reach	Engagements	Link clicks	Engagement results
<a href="#">Facebook post with image and live link</a>	18/07/23	10,570	137	1266	reaction - 137 comments - 29 shares - 6 clicks - 3157
<a href="#">Facebook post with image and live link</a>	25/07/23	2,441	37	103	reaction - 34 comments - 1 shares - 2 clicks - 140

<a href="#">instagram post</a>	18/07/23	2605	91	N/A	reaction - 91 comments - 8 shares - n/a impression - 2866
<a href="#">instagram post</a>	25/07/23	2494	54	N/A	reaction - 54 comments - 3 shares - n/a impression - 2656



18 July · 🌐

To address safety concerns, we're proposing boats and trailer parking restrictions at Campbell Park, Chiswick.

With a build up of boats and trailers making it difficult for pedestrians to see when crossing the road, we are considering trialling exclusions, time restrictions and 'no parking' zones.

To learn more about the proposed trial or share your feedback, head to [bit.ly/trailerparkingpilot](https://bit.ly/trailerparkingpilot) before submissions close on Sunday, 13 August 2023.



👍❤️ 102



25 July at 17:00 · 🌐

Have you heard about the trial of boat and trailer parking restrictions at Campbell Park? 🚤🚐

Boats and trailers can make it difficult for pedestrians to see when crossing the road so Council is considering trialling exclusions, time restrictions and 'no parking zones' as well as replacing an existing pedestrian refuge - and we want your feedback.

To learn more or share feedback, head to [bit.ly/trailerparkingpilot](https://bit.ly/trailerparkingpilot) before Sunday, 13 August 2023.



👍👎 You and 34 others

1 comment 2 shares

👍 Like

💬 Comment

🔗 Share



Selection of comments (41 total received):

10 |

All comments ▾

**Tania Romeo**  
About time! Its an absolute joke.. Don't propose... just do it already.  
Like Reply 4 w 15

**Lauren Spear**  
It is funny that a Council who have a boat in their logo don't support boat owners! Provide some alternatives for boat owners that live in the council area. Most original properties or unit complexes don't have space for boats on the property.  
Like Reply 4 w 7  
↳ 1 reply

**Leanne Kohler**  
Hooray!!!! FINALLY! How about Moore Street as well or in fact any street!!!  
Like Reply 4 w 4

**Elaine Sander**  
Thank you as that area especially needs clearer lines of sight with the large number of people using the park lands.  
Like Reply 4 w 5

View 11 more comments

**Kegan Kashian**  
Well overdue. Council rangers worry about which way you park your car in a car park, front or rear to kerb, for fear of not seeing pedestrians, yet we have dozens of MASSIVE caravans and boats wider than the lanes of these streets completely covering u... See more



Like Reply 4 w 12

**Joanne Govorcin**  
About time! Very dangerous there with so many boats, trailers & food vans around. Good move council  
Like Reply 4 w 3

**Rita Maniaci**  
Sometimes there are far too many  
Like Reply 4 w

**Elshan Mammadov**  
Well some people like to play soccer and the other people like boating and some like camping. You can't be selfish to chose what you like. !!! There should be facilities for both !!! Maybe better idea is for

---

**canadabay**

To learn more about the trial or share feedback, head to the link in bio before submissions close on Sunday, 13 August 2023.  
3 w

**gregvanwinden** Majority of these boats are peoples out of our area, introduce a permit system like Bayview Park parking and problem solved.  
3 w Reply

**tum.ting.wong** So the proposed trial is to exclude legally registered trailers from the road by suggesting that when people J walk across roads it's unsafe. If the major concern is the safety of pedestrians then put zebra crossings ? It's likely the council will end up in court proceedings. I agree these things are an eye sore and that's the real reason people contact municipality representatives so be honest, upfront and say the truth. It's an eye sore not a major safety concern.  
3 w Reply

**margaret\_macfarlane1** That's the best news  
3 w Reply

**nigefromwa** Why stop there? Please consider restrictions to prevent people parking commercial vehicles in public car parks (St Luke's for example) and in residential streets.  
4 w Reply

**m9\_fit** Can you add burns crescent to your proposed map. As a small business on burns crescent we fear all our parking will be taken by the boats as it has not been mapped out. We already get several boats parking on the street taking up multiple car spots. This would severely impact our business.  
4 w 3 Likes Reply

**ben.carter.1804109** Thank you but long overdue.  
4 w Reply

**jeremy.volpatti** Don't buy a boat if you don't have somewhere to store it  
4 w 3 Likes Reply

**garyconaty** The majority if these boats and trailers are owned by people who live outside CBC area. If I live in Gosford I can park my boat in these streets.

Liked by pawtisserie2204 and others  
18 JULY

**ITEM 3            BARNSTAPLE ROAD – PEDESTRIAN CROSSING****Department    City Assets****Author Initials: SL**

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**REPORT**

At the November 2021 Council Meeting, it was resolved to give in-principle support to installing a pedestrian crossing on Barnstaple Road to improve connectivity for Russell Lea Public School students and the broader community. The Council also resolved to investigate a traffic refuge or appropriate safety measures on Brent Street, as well as several other investigations regarding pedestrian safety improvements.

Following the development of proposals and community consultation, at the Traffic Committee meeting on 29 September 2022 it was recommended that pedestrian crossings be constructed on both Brent Street and Barnstaple Road. At the Council meeting on 18 October 2022, the construction of the crossing on Brent Street was approved and construction has recently been completed. In consideration of feedback from the community, Council resolved to review the proposed location of the pedestrian crossing on Barnstaple Road.

Council has completed this review, including consideration of additional pedestrian movement data collected over the past 12 months, interfaces with surrounding residences and creating better and safer access for the community to open spaces. As a result, it is now proposed to construct a raised pedestrian crossing on Barnstaple Road the west of McCulloch Street as outlined in the attached plan.

The current proposal will connect students to Russell Lea Public School, whilst also improving pedestrian access for the broader community by constructing accessible paths in Larkins Reserve. The proposed footpath through Larkins Reserve on Barnstaple Road is identified as a missing link in Council's Pedestrian Access & Mobility Plan (PAMP).

The proposal also includes the installation of improved street lighting at the pedestrian crossing. This proposal will require the removal of three parking spaces adjacent Larkins Reserve and two parking spaces on the northern side of Barnstaple Road.

**Community Consultation**

Consultation has been undertaken in the surrounding area as well as with the school community via their newsletter. Feedback was invited via Council's community engagement platform Collaborate, as well as via email, phone call and a face-to-face drop-in session. A copy of the consultation report is attached.

Council received 55 responses across all formats. Overall, 80% of all respondents support the proposal to install a pedestrian crossing on Barnstaple Road in the proposed location. Several matters were raised outside the scope of this project, and these will be investigated separately by Council staff.

Additionally, Russell Lea Public School's Principal has been notified of the proposal and supports the installation of a pedestrian crossing on Barnstaple Road.

#### **STAFF RECOMMENDATION**

THAT a pedestrian crossing and associated footpaths be constructed on Barnstaple Road at Larkins Reserve as outlined in the attached plan.

#### **DISCUSSION**

The TfNSW representative noted an error in paragraph 2 of the report. The report has been updated indicating the Traffic Committee meeting on 29 September 2022 not 2023.

The TfNSW representative also advised to include a No Stopping (LR) sign after the crossing on the northern kerb between the proposed crossing and McCulloch Street to stop vehicles from parking. The attachment (Barnstaple Road – Pedestrian Crossing) has been updated to include a No Stopping (LR) sign.

#### **COMMITTEE RECOMMENDATION**

THAT a pedestrian crossing and associated footpaths be constructed on Barnstaple Road at Larkins Reserve as outlined in the attached plan.

Attachments:

1. Barnstaple Road – Pedestrian Crossing
2. Consultation Report - Russell Lea Pedestrian Crossing





## CONSULTATION REPORT

This report provides a summary of feedback received regarding Council’s proposal to construct a raised pedestrian crossing on Barnstaple Road, Russell Lea.

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### Background

In August 2022 we consulted with the community about proposed pedestrian crossings on Brent Street and Barnstaple Road, Russell Lea. At the Council meeting on 18 October 2022 the construction of the crossing on Brent Street was approved and construction has recently been completed. In consideration of feedback from the community, Council resolved to review the proposed location of the pedestrian crossing on Barnstaple Road.

Council has completed this review, including consideration of additional pedestrian movement data collected over the past 12 months, interfaces with surrounding residences and creating better and safer access for the community to open spaces.

As a result, it is now proposed to construct a raised pedestrian crossing on Barnstaple Road just west of McCulloch Street. A concept plan outlining the proposed configuration is attached.

The current proposal will connect students to Russell Lea Public School, whilst also improving pedestrian access for the broader community by constructing accessible paths in Larkins Reserve.

The proposal also includes the installation of improved street lighting at the pedestrian

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crossing. This proposal will require the removal of 3 parking spaces adjacent Larkins Reserve and 2 parking spaces on the northern side of Barnstable Road.

Consultation period 24 August - 10 September 2023

Council shared the proposals for a new crossing on Barnstable Road with the community and sought feedback on any design or location concerns they had.



**What methods were implemented to notify the community of this consultation opportunity?**

- Direct Notification Letters to 720 residences in the area here >
- Two email notifications:
  - Email to round 1 consultation participants
  - Email to Russell Lea Public School
- Two on-site posters at the proposed crossing location



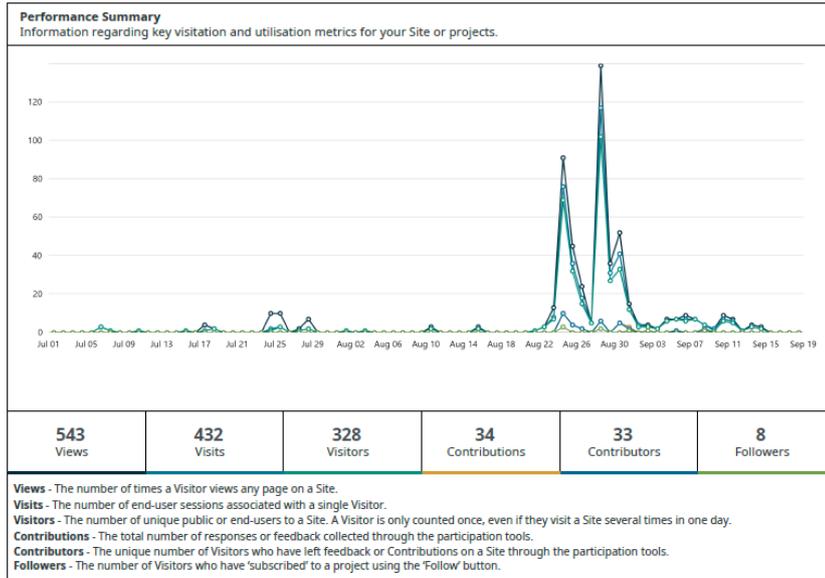
**What engagement methods were undertaken?**

- Online engagement survey at [collaborate.canadabay.nsw.gov.au](https://collaborate.canadabay.nsw.gov.au)
- Direct email and phone number provided for further information
  - Two hour drop-in session at Larkins Reserve (6 Sept 2023)

Consultation Outcomes Summary – 55 total submissions

**Consultation Participation**

- 432 visits to the Collaborate page
- 34 survey submissions
- 7 emails
- 14 in drop-session submissions



**Overall Findings**

- 80% (43) of consultation participants support the new pedestrian crossing location on Barnstaple Road
- 17% (9) of consultation participants do not support the new pedestrian crossing location
- 59% (20) of survey participants send their children to Russell Lea Public School
- 43% (23) of consultation participants consider improved safety to be the most important feature of the pedestrian crossing, followed by having access to the school, park and bus stop (28%).
- Participants have noted that there is an issue with speeding vehicles on Barnstaple Road, with some suggesting that additional speed humps along the road would provide additional improvements.
- There are conflicting views on the construction of the footpaths around Larkins Reserve, some wanting it but not if it reduces the amount of parkland and/or greenspace.
- 3 consultation participants see the new location on Barnstaple Road to be an issue as it requires pedestrians to walk a longer route to school and/or Nield Park.
- Some consultation participants are concerned about parking, and suggested some areas that could be made into available parking spaces.
- 4 consultation participations stated that sightlines on McCulloch Street and Brent Street need improvement.

Details of feedback is outlined below.

**Detailed feedback**

**Feedback Themes – (surveys, emails and drop-in feedback)**

Theme	Comments and # of responses
Safety	School children and pedestrian safety (17) Slow cars down (8)
Support	Long overdue (5) Much needed (12) Well placed (4) Helpful for those with restricted mobility/young children (2)
Additional speed humps requested	Speed hump at GNR end of Barnstaple Rd (1) More pedestrian crossings (2) Speed cushions (1) Speeding is an issue at Barnstaple Rd (4)
Length of building the crossing	Be built sooner (3)
Proposed different location	Anywhere that does not remove parking and green space (1) Preferred previous location (4) Other locations: <ul style="list-style-type: none"> <li>• Eastern side of Speed (2)</li> <li>• Corner of Barnstaple and Duchess Ave (1)</li> <li>• First Ave at shops and Arthur Street (1)</li> <li>• Near Nield Park (2)</li> </ul> Does not like proposed location (2)
Access to school, park and bus stop	Easy access to school and/or park (8) No easy access to school and/or park, needing to cross several roads (6) Access to bus stop on Arthur Street (1)
Travel distance	Students need to walk opposite direction (1) Longer route to reach Nield Park and school (2)
Green space/Parkland	Reduces the amount of green space in Larkins Reserve for footpaths (1) Reduce parkland area (1) Issues with nature strip on Speed Avenue (2)
Noise	Removes need for traffic light crossing which can be noisy on Arthur Street (1) Increases noise for residents (1)
Footpaths	Supports footpaths around reserve (2) Concerned about costs with new footpath (1) No need for footpath as no one walks on that side due to the streets (1)
Animals (wildlife & dogs)	Birds nest on Larkins Reserve – can be aggressive (2) Concerns for dogs being off-leash in Larkins Reserve – impact on wildlife (1) Rat on Lyons Rd (1)
Traffic flow	Helps slow down traffic on Barnstaple Rd (1) Request for traffic management islands at intersection (2) Incoming and outgoing traffic on Barnstaple Rd (1) Steady increase in vehicles using Barnstaple Rd (1) Does not want to narrow the street (2) Potter Street does not look like a two-way street (1) Request for markers on Arthur Street to avoid cutting corners (1)
Cost	Does not want a crossing like Heath Street's green way cycle path (1) Footpath construction will be costly (1)
Cyclists	Forces cyclists on Barnstaple Road out of the bike lane when passing over crossing (1)

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Other feedback to be reviewed by Council teams

Comment	Team
<ul style="list-style-type: none"> <li>Quality control of contractors for Speed Avenue nature strips (1)</li> <li>Lack of policing/enforcing of quality control with construction projects (1)</li> </ul>	Traffic and Transport Team
<ul style="list-style-type: none"> <li>Need to fix potholes (1)</li> </ul>	Traffic and Transport Team
<ul style="list-style-type: none"> <li>Request for increased police patrols at Barnstaple Road (1)</li> </ul>	Police Team
<ul style="list-style-type: none"> <li>Removes parking spaces (1)</li> <li>Content with removal of parking space on Cairns Ave due to frequent vacancy and availability of temporary off-street parking (1)</li> <li>Parking available in Russell Lea side of Barnstaple Road and around Larkins Reserve – no need to obstruct residential parking (1)</li> <li>Angled parking at the Lower part of Five Dock Park (1)</li> <li>Use Five Dock Park's skate bowl as parking space (1)</li> </ul>	Traffic and Transport Team
<ul style="list-style-type: none"> <li>Request for the dog leash signage on Larkins Reserve (1)</li> <li>Hedge overgrown in front of sign at park (1)</li> <li>Adequate signage needed (1)</li> </ul>	Traffic and Transport Team
<ul style="list-style-type: none"> <li>Improves sightlines when turning right from McCulloch Street (1)</li> <li>Difficult for drivers to see when turning out from McCulloch Street (1)</li> <li>Visibility issue due to parking filled by boats/car share vehicles along Barnstaple Road (1)</li> <li>Sightlines on McCulloch Street are bad (1)</li> <li>Brent Street crossing sightlines getting cut off (1)</li> </ul>	Traffic and Transport Team
<ul style="list-style-type: none"> <li>Construction effecting the existing trees (2)</li> <li>Replace removed trees (1)</li> <li>More trees in Larkins Reserve (1)</li> </ul>	Tree Team

Participant data (survey only)

- 59% of participants send their children to Russell Lea Public School
- 56% of visitors to the Collaborate page came directly from the URL, while 29% access the page through a link on an external website.
- 8 new followers have pressed the 'Follow' button on the page to get updates on the project.

**ITEM 4            QUEEN STREET – ROUNDABOUT UPGRADES****Department    City Assets****Author Initials: SL**

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**REPORT**

Council staff have been engaging with the community regarding proposed maintenance works at the intersection of Queen Street and Wunda Road, Concord West. As part of these works, various changes have been considered to enhance safety, vehicle manoeuvrability, and pedestrian connectivity at the intersection.

At present the existing infrastructure on Wunda Road requires pedestrians to walk in the circulation area of the roundabout. The current design of the roundabout also impacts on the ability for larger vehicles to safely travel through the area.

The proposal includes the reconstruction and modification of the existing roundabout and surrounding traffic islands. The tram ramps on Wunda Road will be relocated to improve pedestrian safety when crossing at this location. Modifications to the existing island on departure of the roundabout will allow for additional on-street parking in this location. Changes to the splitter island will also create safer access to off-street parking.

Based on the scope of the proposed works there will be no loss to the existing on-street parking spaces in the area.

**Community Consultation**

Consultation was undertaken in the surrounding area initially in July 2022. Based on feedback to this consultation suggesting the removal of the roundabout, Council undertook further investigations into alternative treatments at this location.

In October 2022, Council consulted with residents on a proposal to remove the existing roundabout and replace it with speed cushions. This was based on traffic data collected to the north and south of the existing roundabout on Queens Road, which indicated the absence of a traffic device would result in a high percentage of vehicles travelling at inappropriate speeds. Based on feedback from residents, Council decided not to proceed with this proposal.

In February 2023, Council officers met with residents on Queen Street to discuss issues and concerns with the initial proposal presented in July 2022. As a result, residents were consulted on a modified plan in August 2023. The plan includes the modifications to the northern splitter island. No further correspondence was received from residents in response to this proposal.

## STAFF RECOMMENDATION

THAT upgrade works to the roundabout, islands and pram ramps be undertaken at the intersection of Queen Street and Wunda Road as outlined on the attached plan.

## DISCUSSION

The TfNSW representative requested additional clarification including how existing driveways had been considered, additional background on the new parking space proposed to be created, provisions for pedestrians to cross Queen Street, vehicle swept paths, etc. It was noted that Austroads Guide to Road Design Part 4B, Section 4.6.3 discusses encroachment areas for roundabouts and at no stage is it mentioned that the roundabouts can be fully mounted with all wheels not on the road surface for vehicles which regularly travel through the area.

Council staff updated the attachment to the report to provide additional clarification including minor amendments to address feedback from the TfNSW representative. Additional background on the proposed additional parking space was also provided. It was noted that in response to the first round of community consultation, some residents suggested that the roundabout be removed, and additional parking be provided. This suggestion included providing a disabled parking space on the frontage of 122 Queen Street (the property with the driveway within the circulation area of the roundabout), to assist a mobility impaired resident. As outlined in the report, following further community consultation the removal of the roundabout and replacement with speed cushions was not supported by surrounding residents.

Where the roundabout is retained, it is only feasible to create one additional parking space as is proposed. Due to site constraints, it is not feasible to make this space compliant for disabled access. Noting this and in line with the last round of consultation undertaken with the community, the new space on the northwest corner of the roundabout is not proposed to have any parking restrictions. If and when appropriate, parking restrictions can be revisited. A wheelstop is proposed in this space to stop vehicles overhanging into the travel lane and will be installed in accordance with current Australian Standards.

With regard to vehicle swept paths, Council staff noted that due largely to the unmountable central portion of the existing roundabout, the largest vehicle which can currently turn right from Wunda Road into Queen Street is an approximately 8m long vehicle. The proposed works will mean that an approximately 10.5m long vehicle will be able to perform this manoeuvre. This corresponds with the largest waste truck currently used in the Council area.

Whilst this size of truck will need to fully mount the roundabout, this is common of many constrained roundabouts within the Council area including the similar intersection of Queen Street and Hillier Street. In any case it would be an infrequent occurrence and an improvement compared to the current configuration where a larger vehicle may get stuck and/or need to reverse within the roundabout.

Council staff also noted that currently no pram ramps are provided to assist pedestrians in crossing Queen Street. Providing pram ramps on the south side of the roundabout is not feasible due to an existing driveway. Providing pram ramps and a pedestrian refuge on the north side of the roundabout was proposed in the first round of community consultation, however residents raised concerns regarding the impact on parking, obstructing a vehicle with a trailer from being able to enter a private property, and the potential for the pram ramp on the west side of the road to direct the overland flow of water into a private property during heavy rain events. Noting these concerns and on-site observations not identifying a demand for pedestrian movements across Queen Street at the roundabout, the proposed pram ramps and refuge on Queen Street were removed from the proposal.

The BayBUG representative raised concern that the changes to the island at the north-west corner of the roundabout to create an additional parking space introduced a new hazard for bicycle riders, especially the less confident. It was noted that the plan shows a narrowing of the uphill, northbound traffic lane which would introduce a conflict point between bike riders and cars as they pass through and exit the roundabout.

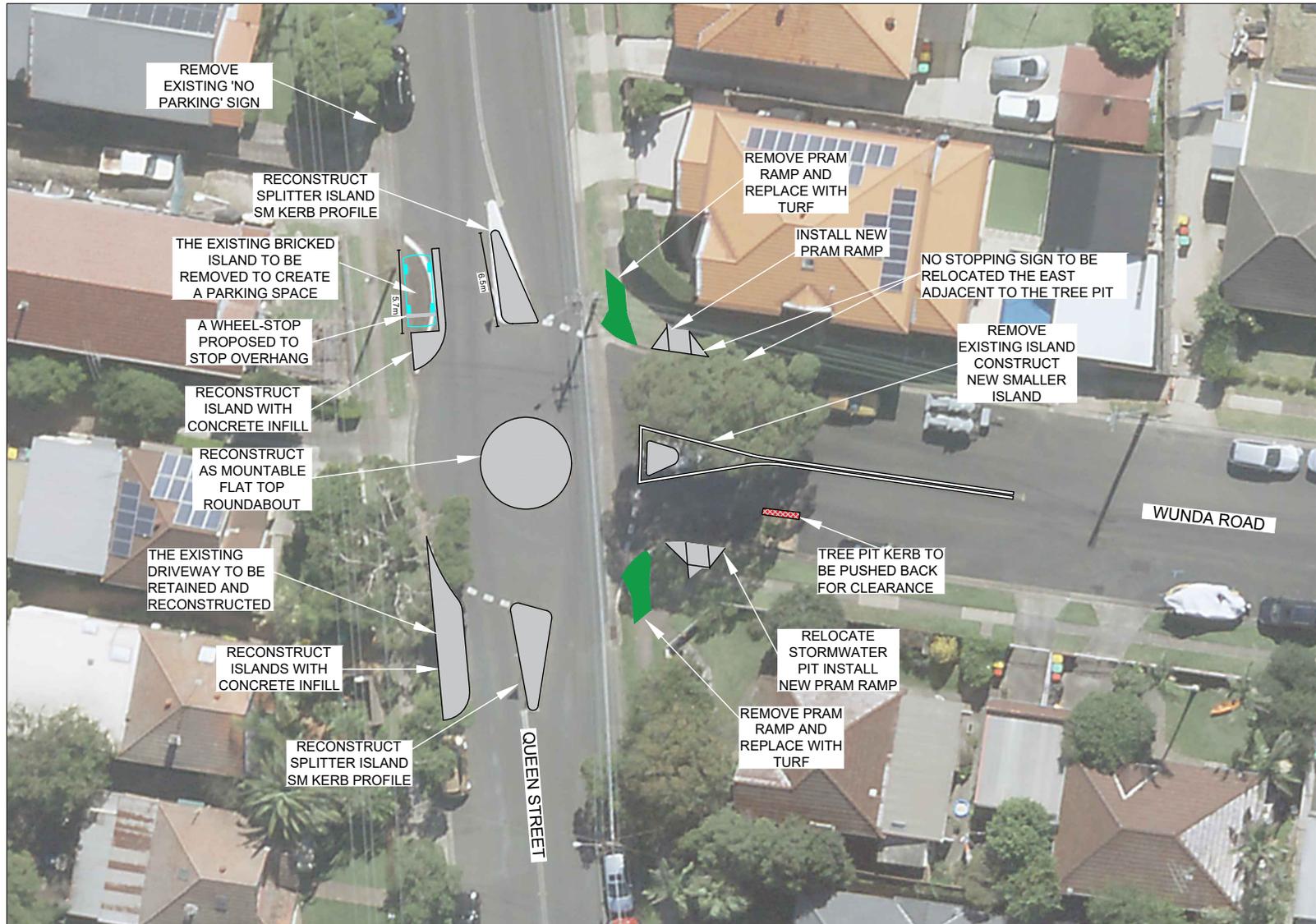
Council staff noted that whilst the kerbside island is proposed to be widened, the central island is also proposed to be narrowed slightly. As such the width between the islands will be only reduced slightly compared to the existing configuration. The wider kerbside island should assist in encouraging riders to be clear of the car door opening zone as they ride along Queen Street mixing with vehicles. It was also noted that cyclists would have an approximately 1.6m wide straight path of travel through the roundabout when riding northbound.

#### **COMMITTEE RECOMMENDATION**

THAT upgrade works to the roundabout, islands and pram ramps be undertaken at the intersection of Queen Street and Wunda Road as outlined on the attached plan.

#### Attachments:

1. Queen Street & Wunda Road – Proposed Roundabout Upgrade



**ITEM 5            BURTON STREET, CONCORD – DOUBLE CENTRELINE****Department    City Assets****Author Initials: SL**

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**REPORT**

Council has received correspondence from the St Mary's Catholic Primary School and the community regarding unsafe driver behaviour on Burton Street, Concord near its intersection with Broughton Street.

On-site observations noted that some drivers are undertaking U-turn movements on Burton Street between Broughton Street and the pedestrian crossing. Particularly during the busy school pick-up and drop-off periods, this creates a potential hazard.

To improve safety at this location it is proposed to install a double centreline between Broughton Street and the existing pedestrian crossing on Burton Street, as outlined in the attached plan. Under NSW Road Rules, drivers are still permitted to cross double centrelines to enter and exit driveways.

**COMMUNITY CONSULTATION**

Consultation has been undertaken with the surrounding properties on Burton Street via a letterbox drop requesting for feedback on the proposed linemarking.

Council received one feedback advising that it will not solve the overall traffic congestion issues during the school pick-up and drop-off periods. It was suggested that Council should instead investigate the redesigning of the intersection of Burton Street and Broughton Street.

Works to extend the kerbs at the intersection of Burton Street and Broughton Street were undertaken in 2020. These works were undertaken to improve the sightlines for vehicles exiting Burton Street as well as reducing the crossing distance for cyclists and pedestrians, enhancing overall safety. No further works to this intersection are proposed at this time.

Council is working closely with St Mary's Catholic Primary School to help educate and promote safer driving behaviour from the school during pick-up and drop-off periods. The installation of a double centreline will assist in the enforcement of safe driver behaviour.

**STAFF RECOMMENDATION**

THAT a 45m Double Centreline be installed on Burton Street outside St Mary's Catholic Primary School as outlined in the attached plan.

**DISCUSSION**

Item is in order.

**COMMITTEE RECOMMENDATION**

THAT a 45m Double Centreline be installed on Burton Street outside St Mary's Catholic Primary School as outlined in the attached plan.

Attachments:

1. Burton Street, Concord – Double Centreline



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Version: 1, Version Date: 11/09/2023

**ITEM 6      CORANTO STREET, WAREEMBA – MOTOR BIKE  
PARKING ONLY****Department      City Services and Assets****Author Initials: LH**

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**REPORT**

Council has received correspondence requesting parking restrictions on Coranto Street, Wareemba between the driveways to 45 and 47 Coranto Street.

At present, the subject location includes a length of kerb that measures approximately 2.6m in length. Council has received correspondence advising that vehicles are often parked within this area, blocking access to the residential driveways.

Noting the nature of the businesses located close by and general observations of some motor bikes being parked in the area, it is proposed to install 'Motor Bike Parking Only' restrictions in this section as outlined in the attached plan. This would retain the parking for the community's use whilst deterring drivers from obstructing driveways.

Consultation was undertaken with the two affected properties with no objections being received to the proposal.

**STAFF RECOMMENDATION**

THAT 'Motor Bike Parking Only' restrictions be installed between the driveways to 45 and 47 Coranto Street.

**DISCUSSION**

Item is in order.

**COMMITTEE RECOMMENDATION**

THAT 'Motor Bike Parking Only' restrictions be installed between the driveways to 45 and 47 Coranto Street.

Attachments:

1. Coranto Street Motor Bike Parking Only



## Attachment 1 – Investment Report September 2023



INVESTMENT  
REPORT  
SEPTEMBER 2023

## INVESTMENT REPORT SEPTEMBER 2023

Investment Report SEPTEMBER 2023

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Investment Report SEPTEMBER 2023

## September 2023 Investment Report

### Statement of Cash Investments as of 30 September 2023

STATEMENT OF CASH INVESTMENTS							
Maturity Date	Bank/Issuer	Long Term Rating	Fair Value	Term	Interest	Issue Date	Investment Type
05/10/23	Commonwealth Bank of Australia	AA-	\$2,000,000.00	37	4.20%	29/08/23	Term Deposits
05/10/23	National Australia Bank	AA-	\$2,000,000.00	210	4.65%	09/03/23	Term Deposits
12/10/23	Commonwealth Bank of Australia	AA-	\$2,500,000.00	98	5.14%	06/07/23	Term Deposits
19/10/23	Commonwealth Bank of Australia	AA-	\$2,500,000.00	101	5.18%	10/07/23	Term Deposits
23/10/23	AMP Bank	BBB	\$2,000,000.00	180	4.90%	26/04/23	Term Deposits
02/11/23	Commonwealth Bank of Australia	AA-	\$2,500,000.00	115	5.23%	10/07/23	Term Deposits
09/11/23	Commonwealth Bank of Australia	AA-	\$3,000,000.00	122	5.26%	10/07/23	Term Deposits
16/11/23	Commonwealth Bank of Australia	AA-	\$2,000,000.00	126	4.97%	13/07/23	Term Deposits
23/11/23	Commonwealth Bank of Australia	AA-	\$2,000,000.00	127	4.97%	19/07/23	Term Deposits
30/11/23	Bank of Queensland	BBB+	\$3,000,000.00	184	4.95%	30/05/23	Term Deposits
07/12/23	Commonwealth Bank of Australia	AA-	\$3,000,000.00	349	4.62%	23/12/22	Term Deposits
14/12/23	National Australia Bank	AA-	\$2,000,000.00	106	4.97%	30/08/23	Term Deposits
11/01/24	National Australia Bank	AA-	\$2,000,000.00	153	5.10%	11/08/23	Term Deposits
18/01/24	National Australia Bank	AA-	\$3,000,000.00	182	5.40%	20/07/23	Term Deposits
24/01/24	National Australia Bank	AA-	\$2,000,000.00	188	5.40%	20/07/23	Term Deposits
01/02/24	National Australia Bank	AA-	\$2,000,000.00	195	5.45%	21/07/23	Term Deposits
08/02/24	Commonwealth Bank of Australia	AA-	\$1,000,000.00	167	5.21%	25/08/23	Term Deposits
15/02/24	National Australia Bank	AA-	\$3,000,000.00	210	5.40%	20/07/23	Term Deposits
22/02/24	Commonwealth Bank of Australia	AA-	\$1,000,000.00	181	5.37%	25/08/23	Term Deposits
29/02/24	Commonwealth Bank of Australia	AA-	\$3,000,000.00	276	5.00%	29/05/23	Term Deposits
14/03/24	Commonwealth Bank of Australia	AA-	\$2,000,000.00	257	5.05%	01/07/23	Term Deposits
21/03/24	National Australia Bank	AA-	\$3,000,000.00	237	5.35%	28/07/23	Term Deposits
28/03/24	National Australia Bank	AA-	\$3,000,000.00	239	5.20%	02/08/23	Term Deposits
02/04/24	ING Bank	AAA	\$2,000,000.00	390	5.00%	09/03/23	Term Deposits
11/04/24	Commonwealth Bank of Australia	AA-	\$3,000,000.00	252	5.46%	03/08/23	Term Deposits
18/04/24	Commonwealth Bank of Australia	AA-	\$3,000,000.00	252	5.47%	10/08/23	Term Deposits
24/04/24	Commonwealth Bank of Australia	AA-	\$2,000,000.00	237	5.19%	31/08/23	Term Deposits
02/05/24	Commonwealth Bank of Australia	AA-	\$3,000,000.00	244	5.19%	01/09/23	Term Deposits
09/05/24	National Australia Bank	AA-	\$2,000,000.00	244	5.15%	08/09/23	Term Deposits
16/05/24	National Australia Bank	AA-	\$2,000,000.00	251	5.15%	08/09/23	Term Deposits
29/05/24	Commonwealth Bank of Australia	AA-	\$3,000,000.00	366	5.03%	29/05/23	Term Deposits
13/06/24	Bank of Queensland	BBB+	\$2,000,000.00	266	5.25%	21/09/23	Term Deposits
20/06/24	Commonwealth Bank of Australia	AA-	\$2,500,000.00	266	5.25%	28/09/23	Term Deposits
04/07/24	Commonwealth Bank of Australia	AA-	\$1,000,000.00	279	5.28%	29/09/23	Term Deposits
22/08/24	ING Bank	AAA	\$3,000,000.00	365	5.37%	23/08/23	Term Deposits
29/08/24	Commonwealth Bank of Australia	AA-	\$3,000,000.00	425	4.99%	01/07/23	Term Deposits
16/02/26	National Australia Bank	AA-	\$2,000,000.00	1096	1.04%	16/02/23	Term Deposits
20/10/23	Westpac Bank	AA-	\$1,500,000.00	92	4.53%	20/07/23	Tailored Deposits
30/10/23	Westpac Bank	AA-	\$1,000,000.00	367	1.11%	28/10/22	ESG TD
01/12/23	Westpac Bank	AA-	\$2,000,000.00	98	4.20%	04/09/23	ESG TD
19/02/24	Westpac Bank	AA-	\$1,000,000.00	185	5.15%	18/08/23	ESG TD
04/03/24	Westpac Bank	AA-	\$2,000,000.00	182	1.68%	04/09/23	ESG TD
14/11/24	Westpac Bank	AA-	\$1,500,000.00	458	1.62%	14/08/23	ESG TD
02/12/24	Westpac Bank	AA-	\$1,500,000.00	455	1.62%	04/09/23	ESG TD
17/02/25	Westpac Bank	AA-	\$2,000,000.00	549	2.02%	18/08/23	ESG TD
24/02/25	Westpac Bank	AA-	\$2,500,000.00	549	2.10%	25/08/23	ESG TD
20/11/25	Westpac Bank	AA-	\$1,500,000.00	822	1.87%	21/08/23	ESG TD
17/02/26	Westpac Bank	AA-	\$2,500,000.00	914	2.24%	18/08/23	ESG TD
24/02/26	Westpac Bank	AA-	\$2,000,000.00	914	2.31%	25/08/23	ESG TD
03/03/26	Westpac Bank	AA-	\$2,000,000.00	911	2.22%	04/09/23	ESG TD
08/02/24	ANZ Bank	AA-	\$1,500,000.00	1826	5.28%	08/02/19	Floating Rate Notes
29/08/24	ANZ Bank	AA-	\$1,500,000.00	1827	4.91%	29/08/19	Floating Rate Notes
14/11/24	Citibank	A+	\$1,000,000.00	1827	5.05%	14/11/19	Floating Rate Notes
12/02/25	Macquarie Bank	A+	\$2,000,000.00	1827	5.01%	12/02/20	Floating Rate Notes
06/05/25	Royal Bank of Canada	AAA	\$1,000,000.00	1096	4.88%	06/05/22	Floating Rate Notes
17/10/25	Suncorp Metway	AAA	\$1,000,000.00	1096	5.18%	17/10/22	Floating Rate Notes
09/12/25	Macquarie Bank	A+	\$2,000,000.00	1651	4.61%	02/06/21	Floating Rate Notes
13/01/26	Commonwealth Bank of Australia	AA-	\$1,500,000.00	1096	5.19%	13/01/23	Floating Rate Notes
24/02/26	Members Banking (RACQ Bank)	BBB+	\$2,300,000.00	1096	5.63%	24/02/23	Floating Rate Notes
15/05/26	Bendigo and Adelaide Bank	BBB+	\$1,000,000.00	1096	5.42%	15/05/23	Floating Rate Notes
15/06/26	Teachers Mutual Bank	BBB	\$950,000.00	1825	4.80%	16/06/21	Floating Rate Notes
19/08/26	ING Bank	AAA	\$500,000.00	1826	4.54%	19/08/21	Floating Rate Notes
14/09/26	Macquarie Bank	A+	\$1,600,000.00	1096	4.97%	14/09/23	Floating Rate Notes
23/12/26	Commonwealth Bank of Australia	AA-	\$2,000,000.00	1917	4.55%	23/09/21	ESG FRN
18/08/27	Commonwealth Bank of Australia	AA-	\$1,100,000.00	1826	5.17%	18/08/22	Floating Rate Notes
13/01/28	Commonwealth Bank of Australia	AA-	\$1,500,000.00	1826	5.44%	13/01/23	Floating Rate Notes
19/01/28	Cooperative RABOBank	A+	\$1,000,000.00	1826	5.46%	19/01/23	Floating Rate Notes
16/02/28	Westpac Bank	AA-	\$1,000,000.00	1826	5.14%	16/02/23	Floating Rate Notes
09/05/28	Bank of Queensland	AAA	\$1,250,000.00	1827	5.38%	09/05/23	Floating Rate Notes
17/08/28	Commonwealth Bank of Australia	AA-	\$1,250,000.00	1827	5.12%	17/08/23	Floating Rate Notes
15/12/23	NTTC	Aa3	\$2,000,000.00	1186	1.00%	15/09/20	Fixed Rate Bond
15/12/24	NTTC	Aa3	\$2,000,000.00	1206	1.00%	27/08/21	Fixed Rate Bond
15/06/25	NTTC	Aa3	\$2,000,000.00	1496	1.10%	11/05/21	Fixed Rate Bond
18/08/25	Commonwealth Bank of Australia	AA-	\$1,500,000.00	1096	4.20%	18/08/22	Fixed Rate Bond
24/08/26	Suncorp Metway	AAA	\$2,000,000.00	1587	3.25%	20/04/22	Fixed Rate Bond
	AMP Bank	BBB	\$1,000,000.00		4.95%		AMP
	AMP Bank	BBB	\$1,000.00		2.65%		AMP
	Commonwealth Bank of Australia	AA-	\$1,810,785.93		4.20%		CBA BOS
	Macquarie Bank	A+	\$2,007,150.68		4.50%		Macquarie CMA
	Macquarie Bank	A+	\$3,055,254.61		3.90%		Macquarie CMA
	<b>30/09/23</b>		<b>\$154,224,191.22</b>				
	TOTAL INVESTMENTS at 31/08/2023		\$154,628,708.30				
	Net Increase/(Decrease) in Investments		(\$404,517.08)				

### Certificate of the Responsible Accounting Officer

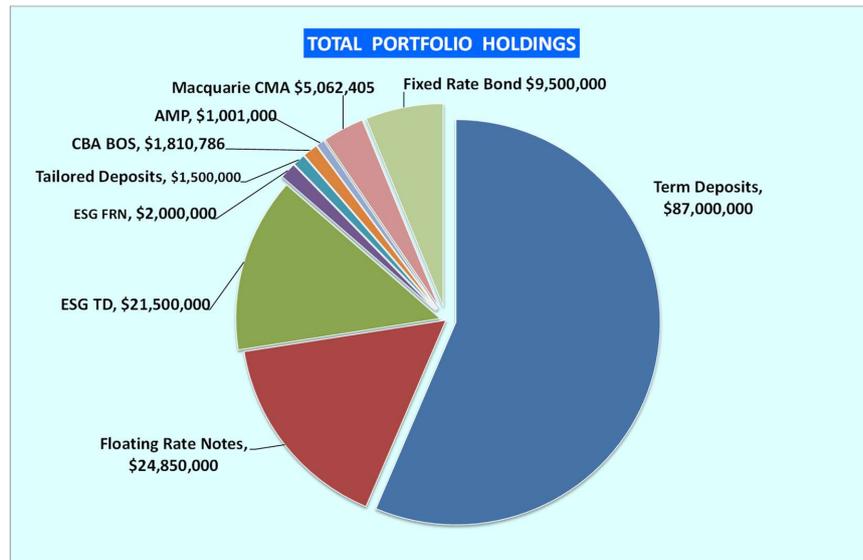
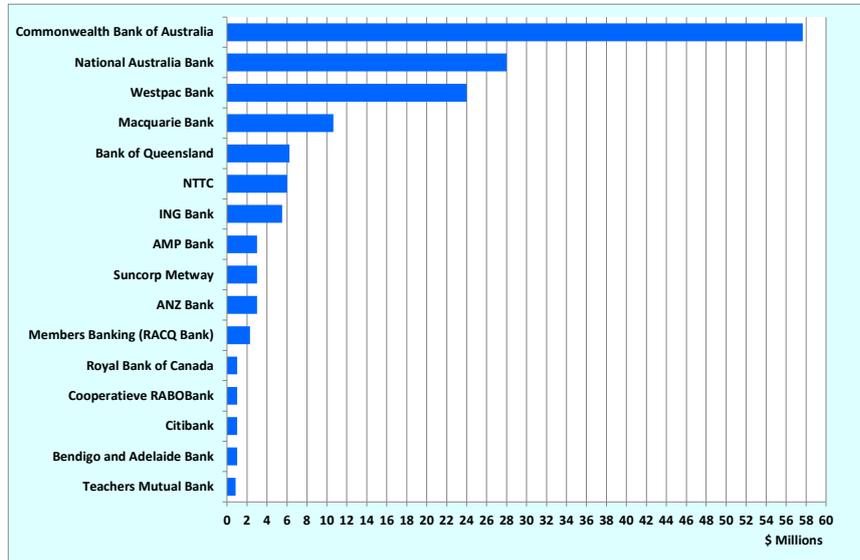
I certify that as at the date of this report, the investments listed have been made and are held in compliance with Council's Investment Policy and applicable legislation.

Evan Hutchings

Date: 03 Oct 2023

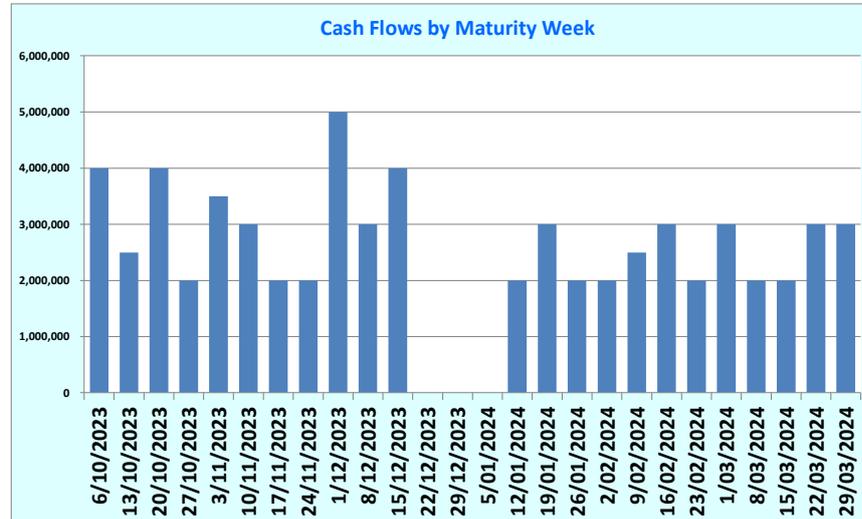
Investment Report SEPTEMBER 2023

Total Investment Deposits by Institution as of 30 September 2023



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Weekly cash flow forecast for 6 months as of 30 September 2023



Individual Counterparty Limits for Term Deposits, Fixed Rate Notes, Floating Rate TDs, and FRNs as per Council Investment Policy

LT Ratings	ADI	Policy Limit	% of Portfolio
AA-	ANZ Bank	45%	1.95%
	Commonwealth Bank of Australia	45%	37.39%
	National Australia Bank	45%	18.16%
	Westpac Bank	45%	15.56%
Aa3	NTTC	45%	3.89%
AAA	Suncorp Metway	45%	1.95%
	ING Bank	45%	3.57%
	Royal Bank of Canada	45%	0.65%
A+	Macquarie Bank	30%	6.91%
	Cooperatieve RABOBank	30%	0.65%
	Citibank	30%	0.65%
BBB+	Members Banking (RACQ Bank)	10%	1.49%
	Bendigo and Adelaide Bank	10%	0.65%
	Bank of Queensland	10%	4.05%
BBB	Teachers Mutual Bank	5%	0.55%
	AMP Bank	5%	1.95%
	<b>Total Portfolio</b>		<b>100.00%</b>

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Counter Party Class Limits for Term Deposits, Fixed Rate Notes, Floating Rate TDs, and FRNs as per Council's Investment Policy (excluding At Call Deposits)

Type Long Term	Holdings	Policy Limit	% Portfolio
AA-	\$112,660,785.93	45%	73.05%
Aa3	\$6,000,000.00	45%	3.89%
AAA	\$10,750,000.00	45%	6.97%
A+	\$12,662,405.29	30%	8.21%
A	\$0.00	30%	0.00%
BBB+	\$8,300,000.00	10%	5.38%
BAA2	\$0.00	10%	0.00%
BBB	\$3,851,000.00	5%	2.50%
BBB-	\$0.00	5%	0.00%
NR	\$0.00	0%	0.00%
<b>Total</b>	<b>\$154,224,191.22</b>		<b>100.00%</b>

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Investment Transactions during September 2023

Date	Transaction	Bank/Issuer	Type	Term	Int Rate	Amount	Interest Paid
31/08/2023	Balance	Investment Balance Fair Value				\$154,628,708.30	
1/09/2023	Purchase	Commonwealth Bank of Australia	Term Deposits	244	5.19%	\$3,000,000.00	
4/09/2023	Reset	Westpac Bank	ESG TD	88	4.20%	\$2,000,000.00	
4/09/2023	Reset	Westpac Bank	ESG TD	182	1.68%	\$2,000,000.00	
4/09/2023	Reset	Westpac Bank	ESG TD	455	1.62%	\$1,500,000.00	
4/09/2023	Reset	Westpac Bank	ESG TD	911	2.22%	\$2,000,000.00	
4/09/2023	Reset	Westpac Bank	ESG TD	182	4.20%	(\$2,000,000.00)	\$21,632.88
4/09/2023	Reset	Westpac Bank	ESG TD	273	1.68%	(\$2,000,000.00)	\$8,376.99
4/09/2023	Reset	Westpac Bank	ESG TD	546	1.62%	(\$1,500,000.00)	\$6,058.36
4/09/2023	Reset	Westpac Bank	ESG TD	1002	2.22%	(\$2,000,000.00)	\$11,069.59
7/09/2023	Maturity	Commonwealth Bank of Australia	Term Deposits	216	4.39%	(\$2,500,000.00)	\$64,947.95
8/09/2023	Purchase	National Australia Bank	Term Deposits	244	5.15%	\$2,000,000.00	
8/09/2023	Purchase	National Australia Bank	Term Deposits	251	5.15%	\$2,000,000.00	
11/09/2023	Reset	Macquarie Bank	Floating Rate Notes	1651	4.69%	(\$2,000,000.00)	\$24,139.72
11/09/2023	Reset	Macquarie Bank	Floating Rate Notes	1651	4.61%	\$2,000,000.00	
14/09/2023	Maturity	Commonwealth Bank of Australia	Term Deposits	197	4.75%	(\$2,500,000.00)	\$64,092.47
14/09/2023	Purchase	Macquarie Bank	Floating Rate Notes	1096	4.97%	\$1,600,000.00	
18/09/2023	Reset	Teachers Mutual Bank	Floating Rate Notes	1825	4.98%	(\$850,000.00)	\$10,906.68
18/09/2023	Reset	Teachers Mutual Bank	Floating Rate Notes	1825	4.80%	\$850,000.00	
21/09/2023	Maturity	Commonwealth Bank of Australia	Term Deposits	77	4.85%	(\$2,000,000.00)	\$20,463.01
21/09/2023	Reset	Bank of Queensland	Term Deposits	203	4.63%	(\$2,000,000.00)	\$51,500.82
21/09/2023	Reset	Bank of Queensland	Term Deposits	266	5.25%	\$2,000,000.00	
25/09/2023	Reset	Commonwealth Bank of Australia	Floating Rate Notes	1917	4.73%	(\$2,000,000.00)	\$24,369.44
25/09/2023	Reset	Commonwealth Bank of Australia	Floating Rate Notes	1917	4.55%	\$2,000,000.00	
28/09/2023	Maturity	Commonwealth Bank of Australia	Term Deposits	209	4.63%	(\$2,000,000.00)	\$53,023.01
28/09/2023	Reset	Commonwealth Bank of Australia	Term Deposits	85	5.03%	(\$2,500,000.00)	\$29,284.25
28/09/2023	Reset	Commonwealth Bank of Australia	Term Deposits	266	5.25%	\$2,500,000.00	
29/09/2023	Purchase	Commonwealth Bank of Australia	Term Deposits	279	5.28%	\$1,000,000.00	
	Activity	Macquarie Bank	At Call (Macquarie)		4.50%	\$7,150.68	\$7,150.68
	Activity	Macquarie Bank	At Call (Macquarie)		3.90%	\$9,437.90	\$9,437.90
	Activity	CBA Business Online Saver	CBA (BOS)		4.20%	\$6,436.34	\$6,436.34
	Activity	AMP Bank 31Day Notice	At Call (AMP)		4.95%	(\$1,027,153.44)	\$8,522.38
	Activity	AMP Business Saver	At Call (AMP)		2.65%	(\$388.56)	\$3.13
30/09/2023		EQM Balance			Total	\$154,224,191.22	\$421,415.60

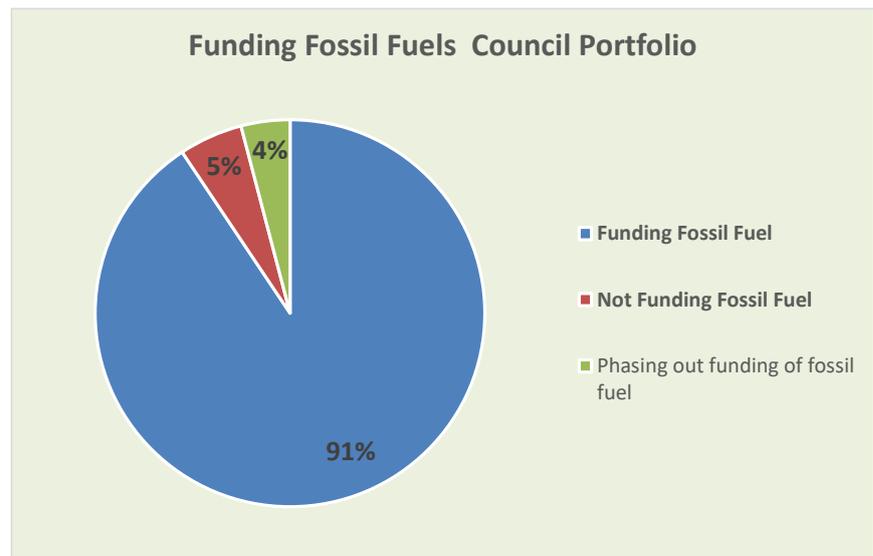
Total Interest Received during September 2023

Ledger Account	Type	Sep
102623-1465-40068	Investments	\$389,865.17
102623-1465-40067	At Call Accounts	\$31,550.43
	<b>Sub-Total</b>	<b>\$421,415.60</b>
102623-1465-40066	General Bank Account	\$10,156.80
	<b>Total</b>	<b>\$431,572.40</b>

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Fossil Fuel Allocation (Green Funding) as at 30 September 2023

Funding Fossil Fuel	Bank/Issuer	Total
<b>Funding Fossil Fuel</b>	Commonwealth Bank of Australia	57,660,785.93
	National Australia Bank	28,000,000.00
	Westpac Bank	24,000,000.00
	Macquarie Bank	10,662,405.29
	NTTC	6,000,000.00
	ING Bank	5,500,000.00
	AMP Bank	3,001,000.00
	ANZ Bank	3,000,000.00
	Citibank	1,000,000.00
	Cooperatieve RABOBank	1,000,000.00
<b>Funding Fossil Fuel Total</b>		<b>139,824,191.22</b>
<b>Not Funding Fossil Fuel</b>	Suncorp Metway	3,000,000.00
	Members Banking (RACQ Bank)	2,300,000.00
	Bendigo and Adelaide Bank	1,000,000.00
	Royal Bank of Canada	1,000,000.00
	Teachers Mutual Bank	850,000.00
<b>Not Funding Fossil Fuel Total</b>		<b>8,150,000.00</b>
<b>Phasing out funding of fossil fuel</b>	Bank of Queensland	6,250,000.00
<b>Phasing out funding of fossil fuel Total</b>		<b>6,250,000.00</b>
<b>Grand Total</b>		<b>154,224,191.22</b>



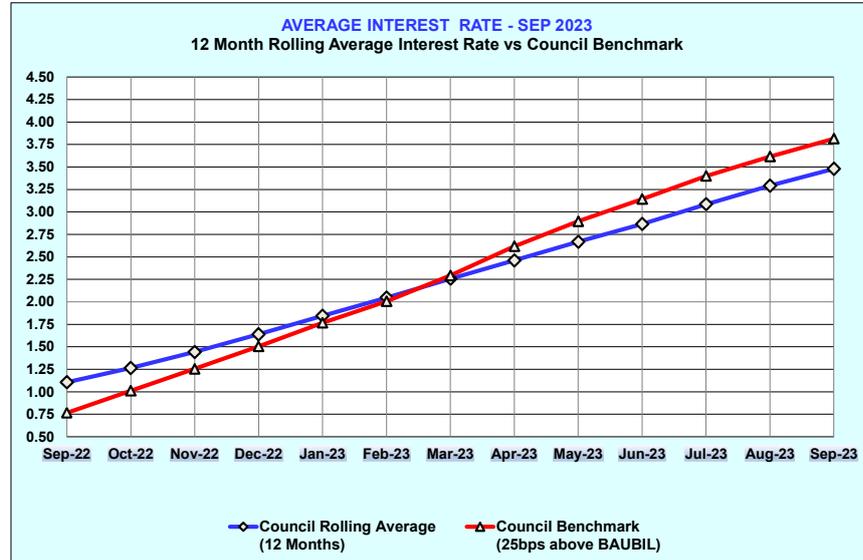
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## Statement of Consolidated Cash and Investments as of 30 September 2023

Consolidated Cash & Investments			
<b>Cash &amp; Investments</b>			
Cash At Bank as at 30 Sep 2023		\$1,250,940.13	
Investments at Fair Value as at 30 Sep 2023		\$154,224,191.22	
<b>Total Cash &amp; Investments</b>			<b>\$155,475,131.35</b>
The above cash and investments are comprised of:			
<b>Externally Restricted Reserves</b>			
Externally restricted reserves refer to funds received that are restricted by externally imposed requirements for expenditure on specific purposes. Externally restricted reserves include unexpended developer contributions under Sections 7.11 and 7.12.			
<b>Total External Restrictions</b>			<b>\$94,395,470.30</b>
<b>Internally Restricted Reserves</b>			
Internally restricted reserves are funds restricted in the use by resolution or policy of Council			
<b>Total Internal Restrictions</b>			<b>\$45,606,926.27</b>
<b>Unrestricted Cash &amp; Investments</b>			
<b>Total Unrestricted Cash &amp; Investments</b>			<b>\$15,472,734.78</b>
<b>Total Cash &amp; Investments</b>			<b>\$155,475,131.35</b>
<b>Note: At the time of this report, reserve balances have yet to be finalised for 30th September 2023</b>			

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Comparative Graphs

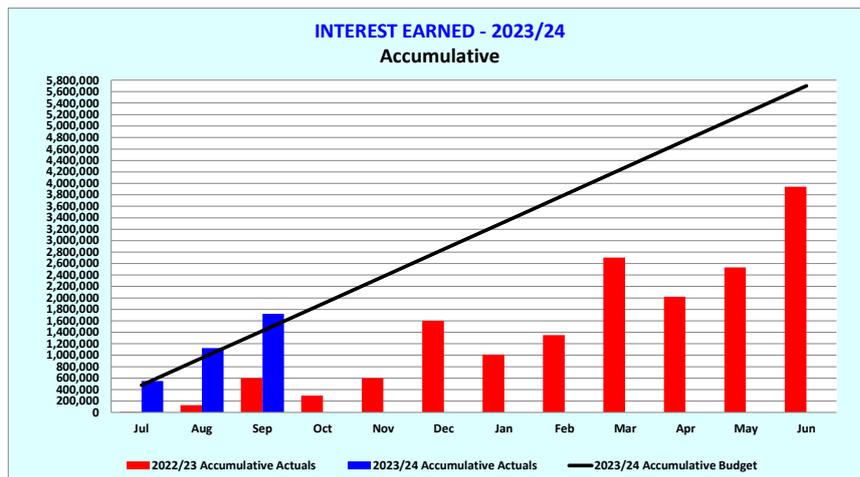
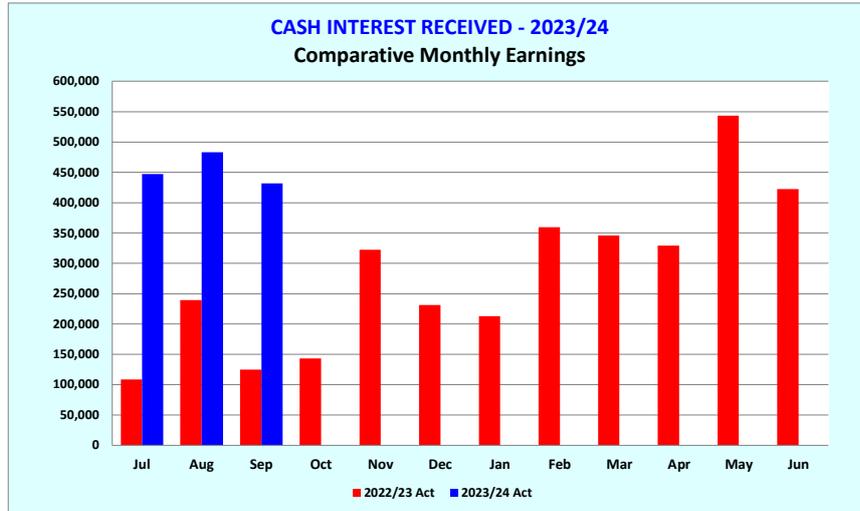


The rolling 12 month portfolio return relative to the index is expected to remain less than benchmark until November 2023. This is the impact of some fixed interest investments held in the portfolio returning less than what is currently able to be achieved if purchased in the market today.

Council's adopted budget for 2023-24 anticipated interest earnings of \$4.565M. Investment earnings are now forecast to be \$5.7M, due to favourable interest rates and higher cash investment balances. The additional \$1.1M will be brought to account in the first quarter budget review.



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