

20 February 2023

At 5.00 pm

Council

Agenda

1. **Confirmation of Minutes**
2. **Statement of Ethical Obligations and Disclosures of Interest**
3. **Minutes by the Lord Mayor**
 - 3.1 Vale Brian Sherman
 - 3.2 Türkiye and Syria Earthquakes
 - 3.3 2023 NSW State Election Priorities
 - 3.4 Quay Quarter Lanes Precinct
4. **Memoranda by the Chief Executive Officer**
5. **Matters for Tabling**
6. **Report of the Corporate, Finance, Properties and Tenders Committee**
 - 6.1 Confirmation of Minutes
 - 6.2 Statement of Ethical Obligations and Disclosures of Interest
 - 6.3 2022/23 Quarter 2 Review - Delivery Program 2022-2026
 - 6.4 Investments Held as at 31 December 2022
 - 6.5 Investments Held as at 31 January 2023
 - 6.6 Exemption from Tender and Contract Variation – Catering Services – Compass Group (Restaurant Associates)
 - 6.7 Cancellation of Tender - T-2022-755 - Exemption from Tender and Contract Variations for Sydney New Year's Eve
 - 6.8 Tender - T-2022-717 - Reject and Negotiate - Accounts Payable Invoice Scanning Solution

Agenda

7. Report of the Resilient Communities Committee

- 7.1 Confirmation of Minutes
- 7.2 Statement of Ethical Obligations and Disclosures of Interest
- 7.3 Grants and Sponsorship - Aboriginal and Torres Strait Islander Collaboration Fund and Accommodation Grant Program
- 7.4 Memorandum of Understanding - ANZAC Day 2023-2025

8. Report of the Transport, Heritage, Environment and Planning Committee

- 8.1 Confirmation of Minutes
- 8.2 Statement of Ethical Obligations and Disclosures of Interest
- 8.3 Project Scope - Glebe to Ultimo Walking and Cycling Improvements
- 8.4 Project Scope - Douglas Street Park and Playground, Redfern
- 8.5 Project Scope - Wattle Lane Park / McKee Street Reserve Upgrade
- 8.6 Post Exhibition – Development Control Plan – Waterloo Estate (South) - Sydney Development Control Plan 2012 Amendment
- 8.7 Post Exhibition - Planning Proposal - Pitt and Hunter Streets, Sydney - Sydney Local Environmental Plan 2012 and Sydney Development Control Plan 2012 Amendment
- 8.8 Post Exhibition - Heritage Floor Space Amendment - Sydney Development Control Plan 2012 Amendment
- 8.9 Fire Safety Reports

9. Public Exhibition - Electrification of Transport in the City - Strategy and Action Plan

10. City of Sydney Waste Management and Operating Environment

11. Questions on Notice

Agenda

12. Supplementary Answers to Previous Questions

13. Notices of Motion

- 13.1 Regular Trans and Gender Inclusive Swim Events
- 13.2 City of Sydney Domestic Waste Service Review
- 13.3 Affordable Student Accommodation Shortage
- 13.4 Elger Street Accessibility
- 13.5 Rally for Housing Justice
- 13.6 Vale Aunty Roslyn Whittaker Edwards-Priestly
- 13.7 Vale Phyllis Miller
- 13.8 City Waste Services Public Meeting and Taskforce Establishment
- 13.9 Protecting Paddy's Market
- 13.10 Monthly Trans and Gender Diversity Awareness Pool Open Day
- 13.11 Progressing the City's Campaign to Support the Voice to Parliament Referendum
- 13.12 Objection to Erskineville Toilet Development Application
- 13.13 Enabling Community Street Parties and Street Closures for Community Events
- 13.14 Equity and Access to Parks and Public Green Spaces
- 13.15 Waste Management Crisis Response
- 13.16 Glebe Markets Traffic Safety

Item 1

Confirmation of Minutes

Minutes of the following meeting[s] of Council are submitted for confirmation:

Meeting of 12 December 2022

Item 2

Statement of Ethical Obligations

In accordance with section 233A of the Local Government Act 1993, the Lord Mayor and Councillors are bound by the Oath or Affirmation of Office made at the start of the Council term to undertake their civic duties in the best interests of the people of the City of Sydney and the City of Sydney Council and to faithfully and impartially carry out the functions, powers, authorities and discretions vested in them under the Local Government Act 1993 or any other Act, to the best of their ability and judgement.

Disclosures of Interest

Pursuant to the provisions of the Local Government Act 1993, the City of Sydney Code of Meeting Practice and the City of Sydney Code of Conduct, Councillors are required to disclose and manage both pecuniary and non-pecuniary interests in any matter on the agenda for this meeting.

In both cases, the nature of the interest must be disclosed.

This includes receipt of reportable political donations over the previous four years.

Item 3.1

Vale Brian Sherman

Document to Follow

Item 3.2

Türkiye and Syria Earthquakes

Document to Follow

Item 3.3

2023 NSW State Election Priorities

Document to Follow

Item 3.4

Quay Quarter Lanes Precinct

File No: S051491

Minute by the Lord Mayor

To Council:

Last year, I was pleased to participate in the opening of Quay Quarter Lanes Precinct, which is one of the most historic parts of Sydney, bound by Loftus, Bridge and Young Streets.

The precinct has been described as a “gift to the city” and won the Walter Burley Griffin Award for Urban Design at the Australian Institute of Architects’ National Architecture Awards. This impressive new precinct in the north of our city includes AMP’s Quay Quarter Tower. The tower was awarded World Building of the Year at the World Architecture Festival as well as the International High-Rise Award.

Long before European invasion, the site was a gathering place for the Gadigal people, as it was close to the harbour’s rich fishing grounds. Much later, it was the site of the gardens of the first Government House, where a key Aboriginal figure, Arabanoo, was held after being abducted. The redevelopment of the site includes a public artwork by Aboriginal artist, Jonathon Jones, that represents elements of Arabanoo’s life.

The site was also the arrival destination for post-war migrants and became the site of the earliest high-rise development in the 1960s.

The Quay Quarter development is made up of three parts; the completed low-rise development known as Quay Quarter Lanes, the award-winning Quay Quarter Tower at 50 Bridge Street, and the historic AMP Tower at 33 Alfred Street, which is currently under refurbishment.

Quay Quarter Tower is the world’s largest upcycled building, with 90 per cent of the 1976 building being retained. It is estimated that 7.3 million kilograms of embodied carbon has been saved in the upcycling of this building.

Architects BVN were involved in the master planning of the precinct and remained on the project along with architects 3XN who won the design competition for the tower. Today, Quay Quarter Tower achieves a 6-star Green Star and 5.5 Star NABERS energy ratings and is WELL Gold certified. BVN is currently undertaking a carbon neutral fit-out for one of the tower’s tenants, spanning three floors.

The urban design execution is stunning – a threaded public domain with diverse architecture housing fine grain businesses and apartments. The bespoke Design Excellence approach of selecting the landscape and architectural practices was a genuine partnership between the City and AMP following the international Stage 1 competition.

The City has been involved in the development and refurbishment from the beginning to ensure it benefitted our residents, workers and visitors. Loftus Lane has been transformed from a carpark entryway to a pedestrian lane with fine-grain retail and cafes. The air space above the lanes was captured as a public benefit so that it can’t be redeveloped in the future.

The City unlocked the potential of the sites by allowing the redistribution of floor space across two city blocks; unused floor space from the Young and Alfred Street block was transferred to the Young and Phillip Street block, so it could be used to enlarge and reuse the existing 50 Bridge Street tower. This transfer meant the Quay Quarter Lanes development remained low-rise, and incorporated the restoration of the two heritage buildings, Hinchcliff House and the Gallipoli Club.

The development is a collection of contextual buildings and is a good neighbour by not overshadowing Macquarie Place and maintaining views from surrounding buildings. It has been designed to accommodate the 24-hour city by ensuring residential units have acoustic glazing and operable windows, which also increases occupants' comfort and energy efficiency.

By breathing new life into this important and historic precinct, AMP Capital has created a legacy of rich social, cultural and economic value for the people of Sydney. The whole precinct brings together residential, retail and office space, with vibrant new night life and early morning retail to extend the City's life beyond the hours of nine to five.

As we work to bring people back into the city, it is more important than ever that we create places that are environmentally, visually and socially attractive – places that will sustain city life for decades to come. The innovative planning and sustainable upcycling in this project are great examples of that.

Recommendation

It is resolved that Council:

- (A) note the opening of the Quay Quarter Lanes Precinct and the many public benefits this development will provide to our City including public art, design excellence, sustainability, heritage restoration and 24-hour economic activity;
- (B) congratulate the architects, designers, project managers, builders and investors involved in the award-winning Quay Quarter Lanes Precinct; and
- (C) commend the City's Planning staff under the leadership of Director Graham Jahn, who worked collaboratively and negotiated with the project team from the beginning to achieve the many public benefits for our city, as well as other areas such as the City's Design Advisory Panel, Public Art Advisory Panel and the Aboriginal and Torres Strait Islander Advisory Panel who contributed to this precinct.

COUNCILLOR CLOVER MOORE

Lord Mayor

Item 4

Memoranda by the Chief Executive Officer

There are no Memoranda by the Chief Executive Officer for this meeting of Council.

Item 5

Matters for Tabling

5.1 Disclosures of Interest

Disclosure of Interest returns that have been lodged in accordance with the City of Sydney Code of Conduct will be tabled.

Recommendation

It is resolved that the Disclosures of Interest returns be received and noted.

5.2 Petitions

(a) Elger Street, Glebe

Councillor Weldon gives notice that, at the meeting of Council on Monday, 20 February 2023, she will table and speak to a petition (with 53 signatures) with the following terms:

We, the undersigned residents / tenants of Community Social Housing in nr. 1, 3 and 2 Elger Street Glebe, respectfully call on the Lord Mayor Clover Moore and the Councillors of the City of Sydney Council to:

1. Remove the cycleway in front of the Community Social Housing in Elger Street Glebe.
2. Install and provide adequate invalid parking in front of nr. 1, 3 and 2 Elger Street Glebe.
3. Install and provide adequate footpath to road ramp access.
4. Allow residents / tenants of Community Social Housing in nr. 1, 3 and 2 Elger Street residential parking permits if requested.

Recommendation

It is resolved that the Petition be received and noted.

Item 6

Report of the Corporate, Finance, Properties and Tenders Committee - 13 February 2023

Item 6.1

Confirmation of Minutes

Moved by the Chair (the Lord Mayor), seconded by Councillor Kok –

That the Minutes of the meeting of the Corporate, Finance, Properties and Tenders Committee of Monday 13 February 2023, as circulated to Councillors, be confirmed.

Carried unanimously.

Item 6.2

Statement of Ethical Obligations and Disclosures of Interest

No Councillors disclosed any pecuniary or non-pecuniary interests in any matters on the agenda for this meeting of the Corporate, Finance, Properties and Tenders Committee.

The Corporate, Finance, Properties and Tenders Committee recommends the following:

Item 6.3

2022/23 Quarter 2 Review - Delivery Program 2022-2026

It is resolved that:

- (A) Council note the financial performance of Council for the second quarter, ending 31 December 2022, including a Quarter 2 Net Operating Result for the year of \$74.4M and the full year forecast of \$98.9M, as outlined in the subject report and summarised in Attachment A to the subject report;
- (B) Council note the Quarter 2 Capital Works expenditure of \$66.3M and a revised full year forecast of \$185.9M, and approve the proposed adjustments to the adopted budget, including bringing forward \$4.8M of funds into the 2022/23 capital budget and \$1.4M from the capital works contingency as detailed in Attachment B to the subject report;
- (C) Council note the Technology and Digital Services Capital Works of \$8.7M, net of disposals, and a full year forecast of \$23.7M, including bringing forward \$4.0M of funds into the 2022/23 capital budget and \$1.5M from the capital works contingency as detailed in Attachment B to the subject report;
- (D) Council note the Quarter 2 Plant and Equipment expenditure of \$3.4M, net of disposals, a revised full year forecast of \$12.8M;
- (E) Council note the Quarter 2 net Property Acquisitions of \$96.5M, and the full year forecast net Property Acquisitions of \$116.1M;
- (F) note the operational performance indicators and Quarter 2 achievements against the Operational Plan 2022/23 objectives, as detailed in Attachment C to the subject report;
- (G) note the supplementary reports, including contracts issued over \$50,000, major legal issues and the Quick Response, Banner Pole and Reduced Rate Grant Programs in Quarter 2, as detailed in Attachment D to the subject report.

(Note – at the meeting of the Corporate, Finance, Properties and Tenders Committee, this recommendation was moved by the Chair (the Lord Mayor), seconded by Councillor Chan, and carried unanimously.)

X084366

The Corporate, Finance, Properties and Tenders Committee recommends the following:

Item 6.4

Investments Held as at 31 December 2022

It is resolved that the Investment Report as at 31 December 2022 be received and noted.

(Note – at the meeting of the Corporate, Finance, Properties and Tenders Committee, this recommendation was moved by the Chair (the Lord Mayor), seconded by Councillor Kok, and carried unanimously.)

X020701

The Corporate, Finance, Properties and Tenders Committee recommends the following:

Item 6.5

Investments Held as at 31 January 2023

It is resolved that the Investment Report as at 31 January 2023 be received and noted.

(Note – at the meeting of the Corporate, Finance, Properties and Tenders Committee, this recommendation was moved by the Chair (the Lord Mayor), seconded by Councillor Kok, and carried unanimously.)

X020701

Item 6.6**Exemption from Tender and Contract Variation – Catering Services – Compass Group (Restaurant Associates)**

The Corporate, Finance, Properties and Tenders Committee decided that consideration of this matter shall be deferred to the meeting of Council on 20 February 2023.

Officer's Recommendation

The officer's recommendation to the Corporate, Finance, Properties and Tenders Committee was as follows -

It is resolved that:

- (A) Council approve an exemption from tender in accordance with section 55(3)(i) of the Local Government Act 1993 for the management of the City's Catering Services to extend the term of the existing contract up to 12 months (to 2 July 2024), by reason of extenuating circumstances, noting that the City took the necessary time to assess the challenging market post pandemic and review the catering services model to ensure long-term viability;
- (B) Council note that a satisfactory result would not be achieved by inviting tenders because:
 - (i) additional time is required in order to undertake and finalise the tender process in a market that continues to change rapidly; and
 - (ii) the extension of term to the existing contract will allow a planned transition period should a change in supplier occur as a result of the tender process;
- (C) Council approve a contract variation with Compass Group B&I Hospitality Services Pty Ltd (Restaurant Associates) for Catering Services to extend the contract by up to 12 months to 2 July 2024 on the terms set out in Confidential Attachment A to the subject report;
- (D) Council note that the financial arrangements under the previous contract were temporarily modified by the Chief Executive Officer in 2020 in accordance with the City's Covid-19 recovery response to accommodate the effects of the Covid-19 pandemic, and were approved by Council in 2021 to vary the financial terms of the contract, and extend the contract for an additional two years based on these varied terms as further detailed in Confidential Attachment A to the subject report;
- (E) Council note the financial implications as further detailed in Confidential Attachment A to the subject report for the period 3 July 2023 to 2 July 2024; and
- (F) authority be delegated to the Chief Executive Officer to finalise negotiations and enter into any necessary documentation to give effect to the resolutions above.

Officer's Report

The officer's report on this matter can be found at Item 6 on the agenda of the meeting of the Corporate, Finance, Properties and Tenders Committee on 13 February 2023.

X079066

Item 6.7**Cancellation of Tender - T-2022-755 - Exemption from Tender and Contract Variations for Sydney New Year's Eve**

The Corporate, Finance, Properties and Tenders Committee decided that consideration of this matter shall be deferred to the meeting of Council on 20 February 2023.

Officer's Recommendation

The officer's recommendation to the Corporate, Finance, Properties and Tenders Committee was as follows -

It is resolved that:

- (A) Council decline to accept the tender offer for Firework Displays for 2023 and 2024 Sydney New Year's Eve (with two 24-month options to extend to cover the 2025 and 2026 events, and further 2027 and 2028 events) for the reasons set out in Confidential Attachment A to the subject report;
- (B) Council cancel the tender for Firework Displays for 2023 and 2024 Sydney New Year's Eve (with two 24-month options to extend to cover the 2025 and 2026 events, and further 2027 and 2028 events);
- (C) Council note the City will undertake a new tender process or processes for the delivery of the 2024 Sydney New Year's Eve and future year events which are expected to be in market by the end of April 2023, following further market research and reconsideration of the proposed contract model;
- (D) Council approve an exemption from tender in accordance with section 55(3)(i) of the Local Government Act 1993 for the provision of pyrotechnic services for the 2023 Sydney New Year's Eve event;
- (E) Council approve an exemption from tender in accordance with section 55(3)(i) of the Local Government Act 1993 for the provision of barges and tugs for the 2023 Sydney New Year's Eve event;
- (F) Council note the reasons a satisfactory outcome would not be achieved by inviting tenders is due to the following extenuating circumstances:
 - (i) the City has attempted to undertake a tender process to contract services in time for delivery of the 2023 Sydney New Year's Eve event. However, as the market did not respond as intended, the City will need to cancel the current tender and undertake further market research prior to re-tendering; and
 - (ii) there is insufficient time to undertake a new tender process for the delivery of the 2023 Sydney New Year's Eve event;
- (G) Council approve a contract variation with Foti International Fireworks Pty Ltd for the provision of pyrotechnic services for Sydney New Year's Eve for the price outlined in Confidential Attachment A to the subject report, for a period of one year to cover the 2023 Sydney New Year's Eve event;
- (H) Council approve a contract variation with Polaris Marine Pty Ltd as Trustee for Polaris Marine Trust No 1 for the provision of barges and tugs for Sydney New Year's Eve for the price outlined in Confidential Attachment A to the subject report, for a period of one year to cover the 2023 Sydney New Year's Eve event; and

- (l) authority be delegated to the Chief Executive Officer to finalise negotiations and enter into any necessary documentation to give effect to these resolutions.

Officer's Report

The officer's report on this matter can be found at Item 7 on the agenda of the meeting of the Corporate, Finance, Properties and Tenders Committee on 13 February 2023.

X092284.003

The Corporate, Finance, Properties and Tenders Committee recommends the following:

Item 6.8

Tender - T-2022-717 - Reject and Negotiate - Accounts Payable Invoice Scanning Solution

It is resolved that:

- (A) Council decline to accept the tender offers received for the Accounts Payable Invoice Scanning Solution for the reasons set out in Confidential Attachment A to the subject report;
- (B) Council enter into negotiations with suitably qualified vendor with a view to entering into a contract in relation to the subject matter of the tender;
- (C) Council note the reasons for determining to enter into negotiations are that:
 - (i) there are critical time dependencies in that the Accounts Payable Invoice Scanning Solution needs to be implemented, tested and deployed alongside the TechnologyOne Cloud migration in August 2023, hence there is insufficient time to run a new tender process; and
 - (ii) during the tender evaluation, the City has identified suitable vendors that can meet the City's functional requirements, within the required timeframes;
- (D) authority be delegated to the Chief Executive Officer to enter into negotiations with any person with a view to entering into a contract on terms that are appropriate in relation to the subject matter of the tender;
- (E) authority be delegated to the Chief Executive Officer to negotiate, execute and administer the contracts relating to the tender; and
- (F) Council be informed of the successful vendor via the CEO Update.

(Note – at the meeting of the Corporate, Finance, Properties and Tenders Committee, this recommendation was moved by the Chair (the Lord Mayor), seconded by Councillor Kok, and carried unanimously.)

X088492.001

Item 7

Report of the Resilient Communities Committee - 13 February 2023

Item 7.1

Confirmation of Minutes

Moved by Councillor Davis, seconded by Councillor Kok.—

That the minutes of the meeting of the Resilient Communities Committee of Monday 5 December 2022, as circulated to Councillors, be confirmed.

Carried unanimously.

Item 7.2**Statement of Ethical Obligations and Disclosures of Interest**

Councillor (Waskam) Emelda Davis disclosed a less than significant non-pecuniary interest in Item 7.3 on the agenda, in that she has known Christine Donnelly the founder/CEO of The Aboriginal Dance Theatre Redfern through her personal community involvement with social and cultural activities since the late 1970s.

Councillor Davis considers that this non-pecuniary conflict of interest is not significant and does not require further action in the circumstances as this is a personal relationship with an acquaintance. She does not have any business dealings with Christine Donnelly and has not been involved with any decisions made with The Aboriginal Dance Theatre.

No other Councillors disclosed any pecuniary or non-pecuniary interests in any matters on the agenda for this meeting of the Resilient Communities Committee.

The Resilient Communities Committee recommends the following:

Item 7.3

Grants and Sponsorship - Aboriginal and Torres Strait Islander Collaboration Fund and Accommodation Grant Program

It is resolved that:

- (A) Council approve the cash recommendation for the Aboriginal and Torres Strait Islander Collaboration Fund program as shown at Attachment A to the subject report;
- (B) Council note the applicant who was not recommended in obtaining a cash grant for the Aboriginal and Torres Strait Islander Collaboration Fund program as shown at Attachment B to the subject report;
- (C) Council approve the change of recipient legal name for the lessee at 19 Greenknowe Avenue, Potts Point from Sydney Children's Hospital Network to South Eastern Sydney Local Health District and note that a new lease will be issued for this tenancy;
- (D) Council note that all grant amounts are exclusive of GST;
- (E) authority be delegated to the Chief Executive Officer to negotiate, execute and administer agreements with any organisation approved for a grant or sponsorship under terms consistent with this resolution and the Grants and Sponsorship Policy; and
- (F) authority be delegated to the Chief Executive Officer to correct minor errors to the matters set out in this report, noting that the identity of the recipient will not change, and a CEO Update will be provided to Council advising of any changes made in accordance with this resolution.

(Note – at the meeting of the Resilient Communities Committee, this recommendation was moved by Councillor Davis, seconded by Councillor Chan, and carried on the following show of hands:

Ayes (8) The Chair (the Lord Mayor), Councillors Chan, Davis, Ellsmore, Gannon, Jarrett, Kok, Scott

Noes (1) Councillor Weldon*

*Note – Councillor Weldon abstained from voting on this matter. Pursuant to the provisions of clause 10.4 of the Code of Meeting Practice, Councillor Weldon is taken to have voted against the motion.)

S117676

The Resilient Communities Committee recommends the following:

Item 7.4

Memorandum of Understanding - ANZAC Day 2023-2025

It is resolved that:

- (A) authority be delegated to the Chief Executive Officer to enter into and finalise a Memorandum of Understanding with The Returned and Services League of Australia (NSW Branch), the Dawn Service Trust Inc. and the State of New South Wales as outlined in this report and Confidential Attachment A to the subject report;
- (B) Council approve for the 2023, 2024 and 2025 ANZAC Day events:
 - (i) annual funding of one third of actual costs up to a maximum of \$70,000 (excluding GST) to the State of New South Wales for Hostile Vehicle Mitigation measures;
 - (ii) annual funding of \$10,000 (excluding GST) to the Dawn Service Trust Inc.; and
 - (iii) annual value-in-kind support for 150 veteran's themed banners for up to two weeks (pending availability); and
- (C) Council note that the final Memorandum of Understanding will be provided to Council via the CEO Update.

(Note – at the meeting of the Resilient Communities Committee, this recommendation was moved by Councillor Davis, seconded by Councillor Kok, and carried unanimously.)

X084995

Item 8

Report of the Transport, Heritage, Environment and Planning Committee - 13 February 2023

Item 8.1

Confirmation of Minutes

Moved by Councillor Chan, seconded by the Chair (the Lord Mayor). –

That the minutes of the meeting of the Transport, Heritage, Environment and Planning Committee of Monday, 5 December 2022, as circulated to Councillors, be confirmed.

Carried unanimously.

Item 8.2**Statement of Ethical Obligations and Disclosures of Interest**

Councillor Sylvie Ellsmore has disclosed a less than significant, non-pecuniary interest in Item 8.4 on the agenda, in that the item relates to the proposed upgrade of a small pocket park – the Douglas Street Playground. The park was established in 1975 by a group of local residents, which included Councillor Ellsmore’s partner’s parents – Julie and John Spies.

Councillor Ellsmore considers that this non-pecuniary conflict of interest is not significant and does not require further action in the circumstances because the history of the park and her family’s connection is relevant, but not so relevant as to become a significant interest for which she would need to recuse herself from decision making on this item. It is a non-pecuniary interest because there is no financial or other gain or impact arising from the upgrade of the park, or recognition of its history.

No other Councillors disclosed any pecuniary or non-pecuniary interests in any matter on the agenda for this meeting of the Transport, Heritage, Environment and Planning Committee.

The Transport, Heritage, Environment and Planning Committee recommends the following:

Item 8.3

Project Scope - Glebe to Ultimo Walking and Cycling Improvements

It is resolved that Council:

- (A) approve the concept design for the Glebe to Ultimo Walking and Cycling Improvements as shown in Attachment B to the subject report for finalising detailed documentation and construction; and
- (B) note the estimated project costs as detailed in Confidential Attachment D to the subject report.

(Note – at the meeting of the Transport, Heritage, Environment and Planning Committee, this recommendation was moved by Councillor Chan, seconded by the Chair (the Lord Mayor), and carried on the following show of hands:

Ayes (8) The Chair (the Lord Mayor), Councillors Chan, Davis, Ellsmore, Gannon, Jarrett, Kok and Scott

Noes (1) Councillor Weldon.

Carried.)

X021146

Speaker

Francis O'Neill (Bicycle NSW) addressed the meeting of the Transport, Heritage, Environment and Planning Committee on Item 8.3.

The Transport, Heritage, Environment and Planning Committee recommends the following:

Item 8.4

Project Scope - Douglas Street Park and Playground, Redfern

It is resolved that Council:

- (A) endorse the scope of improvements to the playground at Douglas Street Playground, Redfern as described in the subject report and shown in the Draft Concept Plan at Attachment B to the subject report, for progression to relevant approvals, preparation of construction documentation, tender and construction; and
- (B) approve the additional funds required to deliver the project as outlined in Confidential Attachment D to the subject report.

(Note – at the meeting of the Transport, Heritage, Environment and Planning Committee, this recommendation was moved by Councillor Chan, seconded by the Chair (the Lord Mayor), and carried unanimously.)

X083852.002

The Transport, Heritage, Environment and Planning Committee recommends the following:

Item 8.5

Project Scope - Wattle Lane Park / McKee Street Reserve Upgrade

It is resolved that Council:

- (A) endorse the scope of improvements to the playground and the community garden at McKee Street Reserve, Ultimo as described in the subject report and shown in the Revised Concept Plan as Attachment B to the subject report, for progression to relevant approvals, preparation of construction documentation, tender and construction; and
- (B) approve the additional funds required to deliver the project as outlined in Confidential Attachment D to the subject report.

(Note – at the meeting of the Transport, Heritage, Environment and Planning Committee, this recommendation was moved by Councillor Chan, seconded by the Chair (the Lord Mayor), and carried unanimously.)

X083832

The Transport, Heritage, Environment and Planning Committee recommends the following:

Item 8.6

Post Exhibition – Development Control Plan – Waterloo Estate (South) - Sydney Development Control Plan 2012 Amendment

It is resolved that:

- (A) Council approve Draft Sydney Development Control Plan - Waterloo Estate (South), as shown at Attachment A to the subject report, as amended following public exhibition, noting it will come into effect on the date of publication of the subject local environmental plan; and
- (B) authority be delegated to the Chief Executive Officer to make minor amendments to Sydney Development Control Plan - Waterloo Estate (South) to correct any minor errors or omissions prior to finalisation.

(Note – at the meeting of the Transport, Heritage, Environment and Planning Committee, this recommendation was moved by Councillor Chan, seconded by Councillor Davis, and carried unanimously.)

X030481

The Transport, Heritage, Environment and Planning Committee recommends the following:

Item 8.7

Post Exhibition - Planning Proposal - Pitt and Hunter Streets, Sydney - Sydney Local Environmental Plan 2012 and Sydney Development Control Plan 2012 Amendment

It is resolved that:

- (A) Council note the matters raised in response to the public exhibition of Planning Proposal - 15-25 Hunter Street and 105-107 Pitt Street, Sydney, the draft Sydney Development Control Plan 2012 - 15-25 Hunter Street and 105-107 Pitt Street, Sydney amendment, and draft Voluntary Planning Agreement, as shown in Attachments D to the subject report;
- (B) Council approve Planning Proposal - 15-25 Hunter Street and 105-107 Pitt Street, Sydney, as amended in response to submissions following public exhibition and shown at Attachment B to the subject report, be sent to the Department of Planning and Environment to be made as a local environmental plan;
- (C) Council approve the draft Sydney Development Control Plan 2012 - 15-25 Hunter Street and 105-107 Pitt Street, Sydney, as amended in response to submissions following public exhibition and shown at Attachment C to the subject report, noting the approved Development Control Plan will come into effect on the date of publication of the subject Local Environmental Plan;
- (D) authority be delegated to the Chief Executive Officer to make any minor amendments to the Planning Proposal - 15-25 Hunter Street and 105-107 Pitt Street, Sydney and draft Sydney Development Control Plan - 15-25 Hunter Street and 105-107 Pitt Street, Sydney amendment to correct any minor errors, omissions or inconsistencies prior to finalisation; and
- (E) Council note the draft Voluntary Planning Agreement, as shown at Attachment D to the subject report will be executed under delegation of Council in accordance with the Environmental Planning and Assessment Act 1979.

(Note – at the meeting of the Transport, Heritage, Environment and Planning Committee, this recommendation was moved by Councillor Chan, seconded by the Chair (the Lord Mayor), and carried unanimously.)

X038757

Speaker

Jarrold White (Milligan Group) addressed the meeting of the Transport, Heritage, Environment and Planning Committee on Item 8.7.

The Transport, Heritage, Environment and Planning Committee recommends the following:

Item 8.8

Post Exhibition - Heritage Floor Space Amendment - Sydney Development Control Plan 2012 Amendment

It is resolved that:

- (A) Council note the matters raised in response to the public exhibition of the Draft Development Control Plan – Heritage Floor Space Amendment, as shown in the Summary of Submissions at Attachment C to the subject report;
- (B) Council approve the Draft Development Control Plan - Heritage Floor Space Amendment as shown in Attachment A to the subject report; and
- (C) authority be delegated to the Chief Executive Officer to make any minor amendments to the Draft Development Control Plan – Heritage Floor Space Amendment to correct any minor errors or omissions prior to finalisation and publication.

(Note – at the meeting of the Transport, Heritage, Environment and Planning Committee, this recommendation was moved by Councillor Chan, seconded Councillor Jarrett and carried unanimously.)

X091559

The Transport, Heritage, Environment and Planning Committee recommends the following:

Item 8.9

Fire Safety Reports

It is resolved that Council:

- (A) note the contents of the Fire Safety Report Summary Sheet, as shown at Attachment A to the subject report;
- (B) note the inspection reports by Fire and Rescue NSW, as shown at Attachments B to K of the subject report;
- (C) note the contents of Attachment B to the subject report and exercise its power under the Environmental Planning and Assessment Act 1979 to issue a Fire Safety Order at 2-4 Sterling Street, Camperdown;
- (D) note the contents of Attachment C to the subject report and not exercise its power under the Environmental Planning and Assessment Act 1979 to issue a Fire Safety Order at 1 Grantham Street, Potts Point at this time;
- (E) note the contents of Attachment D to the subject report and not exercise its power under the Environmental Planning and Assessment Act 1979 to issue a Fire Safety Order at 69-71 Parramatta Road, Camperdown at this time;
- (F) note the contents of Attachment E to the subject report and exercise its power under the Environmental Planning and Assessment Act 1979 to issue a Fire Safety Order at 72-76 Parramatta Road, Camperdown;
- (G) note the contents of Attachment F to the subject report and not exercise its power under the Environmental Planning and Assessment Act 1979 to issue a Fire Safety Order at 6-8 Alexandra Drive, Camperdown at this time;
- (H) note the contents of Attachment G to the subject report and not exercise its power under the Environmental Planning and Assessment Act 1979 to issue a Fire Safety Order at 75-81 Macdonald Street, Erskineville at this time;
- (I) note the contents of Attachment H to the subject report and not exercise its power under the Environmental Planning and Assessment Act 1979 to issue a Fire Safety Order at 7 Metters Street, Erskineville at this time;;
- (J) note the contents of Attachment I to the subject report and exercise its power under the Environmental Planning and Assessment Act 1979 to issue a Fire Safety Order at 15-17 Marsden Street, Camperdown;
- (K) note the contents of Attachment J to the subject report and exercise its power under the Environmental Planning and Assessment Act 1979 to issue a Fire Safety Order at 398 Pitt Street, Haymarket;
- (L) note the contents of Attachment K to the subject report and not exercise its power under the Environmental Planning and Assessment Act 1979 to issue a Fire Safety Order at 72 Macdonald Street, Erskineville at this time.

(Note – at the meeting of the Transport, Heritage, Environment and Planning Committee, this recommendation was moved by Councillor Chan, seconded Councillor Ellsmore), and carried unanimously.)

Public Exhibition - Electrification of Transport in the City - Strategy and Action Plan

File No: X086550

Summary

Reducing emissions from the transport sector is a key component in meeting the City's target of net zero emissions by 2035. Transport accounts for around 20 per cent of emissions in the City of Sydney, and the relative proportion from this sector will increase as emissions from other sectors reduce.

Reducing the amount of motor vehicle travel is the most effective method of reducing transport emissions, and will also support the economic, environmental and social outcomes in Sustainable Sydney 2030-2050.

The City (and local government more generally) have a limited role in many elements of the transport system, including motor vehicle technologies, standards and availabilities, and solutions to their refuelling. The City of Sydney's declaration of a Climate Emergency and adoption of a net zero emissions by 2035 target necessitate the City taking a greater interventionist/advocacy role, especially in the short-medium term, particularly in the transition to the electrification of transport.

The City worked with specialist consultants to develop a draft Electrification of Transport in the City Strategy and Action Plan ('Strategy and Action Plan'). The draft Strategy and Action Plan responds to the available evidence and to the context of our local area. It aims to position the City's role appropriately to support (within the context of the City's control and responsibilities) net zero emissions by 2035 – especially with regard to the charging needs for the private vehicle fleet.

A key element of this draft Strategy and Action Plan is achieving the land use and planning framework that allows market-based or private electric vehicle charging solutions to prosper. The vast majority of electric vehicle charging should occur in off-street locations such as service stations or at places people park for a period of time, such as their home, at work or at an off-street parking location. This also offers the best opportunity for minimising impacts on public domain on our streets from kerbside charging. Planning controls for new developments is a key action.

Supporting off-street charging in strata residential buildings is another key focus. The City of Sydney is high density and around 75 per cent of residents already live in apartment buildings. The vast majority of residential off-street parking is in these buildings. Residents are likely to aspire to charge their future electric vehicles in their parking space. The extent that they are able to will influence the need for other public charging options. There are a number of issues the City will work with communities to understand and influence – the constraints imposed by strata law, and potential insurance treatment of off-street charging in these buildings; the infrastructure requirements for individual buildings; and the opportunities for strata communities to consider vehicle charging in broader approaches to reduce their overall emissions (electrification of other aspects such as appliances, and use of Green Power.).

The draft Strategy focusses on what needs to be done over the next five years to achieve net zero emissions by 2035. The draft Action Plan focusses on the 0-5 year timeframe. It includes 21 actions, including City-implemented actions, partnership actions and advocacy actions. The City is progressing a series of key leadership actions:

- electrify City of Sydney's vehicles
- prepare our depots for electrification of transport
- encourage public charging in car parks and service stations
- increase public charging in City-controlled car parks
- trial low impact on-street charging in locations without off-street options
- support electric vehicle charging in new buildings
- support electric vehicle charging in existing buildings

The City is developing a proposal for funding these leadership actions. The current cost estimate is \$500,000. The City will incorporate the specific funding proposals into the 2023/24 Budget for Council consideration.

This report seeks Council's approval to exhibit for public comment the draft Strategy and Action Plan, and supporting technical report, for a period of four weeks. Following exhibition, the City will then consider and respond to community input.

Recommendation

It is resolved that:

- (A) Council approve for public exhibition the draft Electrification of Transport in the City Strategy and Action Plan, as shown at Attachment A to the subject report, and related technical report, as shown at Attachment B to the subject report;
- (B) Council note that the Electrification of Transport in the City Strategy and Action Plan including any recommended changes, will be reported to Council for adoption following the exhibition period;
- (C) authority be delegated to the Chief Executive Officer to make minor editorial amendments for clarity or correction of drafting errors prior to the exhibition of the draft Electrification of Transport in the City Strategy and Action Plan; and
- (D) the Lord Mayor and Councillors be signatories to a joint statement by the Cities Power Partnership (Climate Council) of which the City is a member, calling for the Australian Government to introduce fuel efficiency standards for Australia to secure more low and zero emissions vehicles.

Attachments

- Attachment A.** Draft Electrification of Transport in the City - Strategy and Action Plan
- Attachment B.** Electrification of Transport in the City Technical Report (SGS Economics and Planning/Kinesis)

Background

1. The City of Sydney has declared a Climate Emergency and adopted a target of net zero emissions by 2035. Sustainable Sydney 2030-2050 - Continuing the Vision, the Community Strategic Plan - Delivering Sustainable Sydney 2030-2050, and the City's Environmental Strategy 2021–2025 all outline the imperative for achieving net zero emissions by 2035.
2. Transport accounts for around 20 per cent of emissions in the City of Sydney, and the relative proportion from this sector will increase as emissions from other sectors reduce.
3. Reducing the amount of motor vehicle travel is the most effective method of reducing transport emissions, and will support the economic, environmental and social outcomes in the Community Strategic Plan - Delivering Sustainable Sydney 2030-2050. Reducing emissions from motor vehicles completes the transition to net zero emissions.
4. The City's particular context is relevant in developing the draft Strategy and Action Plan. The land use and transport system create greater opportunity to reduce vehicle travel/emissions compared to the rest of Greater Sydney. The City of Sydney has higher density development and crowded public domain; heritage areas with little off-street parking; areas of intensive planned commercial and residential growth which can be made "electric vehicle ready"; relatively high accessibility by public transport, cycling and walking; significant proportion of households without a motor vehicle; and high impact of bus, freight/servicing and point to point fleets.
5. Factors such as availability of off-street parking and relatively low uptake of electric vehicles to date create different future needs and opportunities for an electrified transport system, compared to global cities such as Paris and London. In developing the draft Strategy and Action Plan, the City looked to these places to understand best practice, and then applied it to the City of Sydney's context.
6. The City of Sydney has a long history of actions to reduce transport emissions. The City continues to deliver a comprehensive cycleway network, and to improve streets for walking and public life. The City's planning system supports reduced car ownership and use through maximum (not minimum) parking rates in new development. The City has Australia's largest car sharing system. The City advocates successfully for public transport improvements, including: new metro lines, light rail, accessibility improvements to existing rail stations, and improved bus and ferry services.
7. The City introduced electric vehicle charging in its two major public car parks (Goulburn Street and King Cross). The City was also one of the first organisations to begin converting its fleet to zero emissions.
8. Equity was an important consideration in developing the draft Strategy and Action Plan. Equity in the electrification of transport within the city includes equity of access to electric vehicles and to electric vehicle charging. It also includes the broader aspects of equity of access to electric public transport, to public space, and to the equity aspects of imposing the ongoing costs of car ownership on residents, and of using public resources to support owners of electric cars. The draft Strategy and Action Plan aims to balance these competing needs, with a focus on equitable solutions for the community, residents, businesses and visitors.

9. The City is progressing a series of leadership actions (Action Plan reference in brackets):
 - (a) electrify City of Sydney's vehicles (Actions 6 and 7).
 - (b) prepare our depots for electrification of transport (Actions 6 and 8).
 - (c) encourage public charging in car parks and service stations (Action 17).
 - (d) increase public charging in City-controlled car parks (Action 19) including Goulburn Street and Kings Cross public car parks, along with Wilson Street in Newtown and Cope Street in Redfern, pending feasibility.
 - (e) trial low impact on-street charging in locations without off-street options (Action 20), with the initial trial in Glebe.
 - (f) support electric vehicles charging in new buildings (Action 13) through our planning system.
 - (g) support electric vehicles charging in existing buildings (Actions 14 and 15). We will work with the NSW Government to provide guidance to residential building owners and managers to enable informed decision-making regarding appropriate provision of on-site charging. This includes undertaking research to understand the technical, governance and management challenges around electric vehicle charging upgrades in apartment buildings to inform and guide future policy and programs. We will also fund electric vehicle charging feasibility assessments as part of net-zero plans and energy audits in Green Building Grants and provide guidance on electric vehicle charging through our energy.

10. The draft Strategy and Action Plan has key approaches, and 21 related actions including City-controlled actions, proposed collaborations with others including NSW Government, and direct advocacy to the Australian and NSW Governments. The approaches and actions (summary description) are:
 - (a) creating a city for walking, cycling and public transport:
 - (i) Action 1 - reduce vehicle kilometres travelled by creating a city for walking, cycling and public transport;
 - (b) government pricing and policy that prioritises electric vehicles:
 - (i) Action 2 - Australian Government to raise fuel and vehicle emissions standards to make electric vehicles more affordable and available compared to internal combustion;
 - (ii) Action 3 - Australian Government to develop transition plan for electric vehicles by 2030 and electricity grid by 2035;
 - (iii) Action 4 - NSW Government to explore pricing mechanisms to speed uptake of electric vehicles accessing the city centre;
 - (iv) Action 5 - Australian and NSW Governments to offer subsidies based on fleet type i.e. not just private electric motor vehicles;

- (c) a transition that focusses on high impact transport fleets:
 - (i) Action 6 - the City to maximise the electrification of its fleet;
 - (ii) Action 7 - the City to encourage the use of electric vehicles wherever possible through its procurement processes;
 - (iii) Action 8 - the City to advocate to the NSW and Federal Governments to provide grants to facilitate local governments to upgrade the electric vehicle capabilities of their depots;
 - (iv) Action 9 - NSW Government to accelerate electrification of bus depots and fleets serving the City of Sydney;
 - (v) Action 10 - NSW Government to accelerate transition of service and delivery fleets;
 - (vi) Action 11 - the City to work with car share providers to electrify their fleet by 2030;
 - (vii) Action 12 - the NSW Government to accelerate transition of taxi and other point to point fleets;
- (d) supporting (and, in limited circumstances, providing) publicly accessible charging approaches that limit public domain impacts:
 - (i) Action 13 - the City to prepare draft planning controls in the Development Control Plan 2012 requiring new development to be “electric vehicle ready”¹;
 - (ii) Action 14 - the City and NSW Governments to provide guidance to existing building owners to enable informed decision-making on providing charging there;
 - (iii) Action 15 - the City to integrate electric vehicle charging feasibility assessments as part of net-zero plans and energy audits in the City’s Green Building Grants, and provide guidance on electric vehicle charging through our energy actions plans in the Smart Green Apartments program;
 - (iv) Action 16 - NSW Government to support the provision of commercial public off-street charging, including transition of service stations;
 - (v) Action 17 – encourage public charging in car parks and service stations;
 - (vi) Action 18 - NSW Government to ensure public have information about charging locations;
 - (vii) Action 19 - the City to install additional publicly accessible charging in its public off-street car parks where feasible;
 - (viii) Action 20 - the City to work with private sector providers to trial paid on-street publicly accessible charging in residential areas with constrained private charging opportunities; and

- (ix) Action 21 - the City to investigate charging models for areas with constrained charging options, to be implemented only if required, and to only supplement other public charging offers; be based on an evidenced need; community acceptance; be cost neutral to the City; be based on available or advanced technology; and avoid negative impacts on the public domain including footpaths and planting.

Key Implications

Strategic Alignment - Sustainable Sydney 2030-2050 Continuing the Vision

11. Sustainable Sydney 2030-2050 Continuing the Vision renews the community's vision for the sustainable development of the city to 2050. It includes 10 strategic directions to guide the future of the city, as well as 10 targets against which to measure progress. This plan is aligned with the following strategic directions:
 - (a) Direction 2 - A leading environmental performer - reducing transport emissions is a critical component in addressing the climate emergency and achieving net zero emissions by 2035.
 - (b) Direction 3 - Public places for all - the need for improved public places is a key consideration in developing the framework for future motor vehicle charging, in which most charging should occur off-street.
 - (c) Direction 5 - A city for walking, cycling and public transport - reducing the amount of motor vehicle travel is the most effective method of reducing transport sector emissions. The transition to an electrified transport system should occur within the City's broader framework for managing access and transport.
 - (d) Direction 6 - An equitable and inclusive city - the draft Strategy and Action Plan addresses the potential impacts of transport system electrification, particularly in the short-term when the price of electric vehicles is significantly higher than internal combustion engine vehicle options.

Organisational Impact

12. The draft Strategy and Action Plan builds on the City's existing programs and resources. There will be some changes to focus for business units, including City Access and Transport, Sustainability, Sustainability Programs and Parking and Fleet Services.

Risks

13. A key risk is the lack of Australian experience and guidance on this issue. Electrification of transport is a complex and fast evolving area and requires a systems view. The key considerations are base assumptions associated with cost, technology and fleet transition, which contribute to the demand for vehicle charging. To mitigate this risk, the City commissioned specialist technical consultants SGS Economics and Planning and Kinesis to develop a robust evidence base to inform the draft Strategy and Action Plan. The consultants also reviewed international experience and practise on this issue. Their findings and insights are summarised in the attached technical report.

14. A second key risk is the unpredictability of the fleet transition to electric vehicles. This rate of transition constitutes a key base assumption that informs multiple aspects of the draft Strategy and Action Plan, especially demand for different types of vehicle charging. The factors determining the rate of transition are outside the City's control. Current uptake of electric vehicles is relatively slow. Rather than just project this forward, the City has mitigated the risk that it accelerates (due to Australian or NSW Government policy changes) by ensuring that the draft Strategy and Action Plan will accommodate a range of 45 per cent (BAU) to 100 per cent fleet electrification by 2035.
15. A third key risk is that the City, in providing even limited public charging, could impede the development of market-based public charging. The City has mitigated this risk by designing proposed City charging initiatives to be limited, targeted, responsive to specific short-term needs, and are not intended to be "scaled up".
16. There are potential risks from installation of electric vehicle charging. The City will work with strata communities to explore the potential risks of installation in off-street parking areas (generally basements), and any attendant impact of insurability of these buildings. The City will also follow rigorous risk assessment processes for any on-street charging, including trials. This will address the potential for incidents such as shortages and fires. It will also assess trip hazards for users and non-users. This assessment will allow the City to manage its risk and its insurance liabilities.

Social / Cultural / Community

17. Affordability is a key aspect of the access and transport system. For the short-medium term, electric vehicles are likely to be owned (or leased) by higher income households or business. To ensure equitable outcomes for the City's community, the Draft Strategy and Action Plan emphasise the importance of creating the City for walking, cycling and public transport to maximise the affordable options for access.
18. In addition, in the short-medium term, the City is not looking to preference electric vehicles or limit internal combustion vehicles in parking or road space allocation, other than when they are being charged.
19. Motor vehicle access including car sharing continues to support some of the access needs for some residents and businesses. The transition to transport system electrification will occur within the City's broader framework for access and transport. The City will maintain access arrangements that support inclusion, such as mobility parking.

Environmental

20. Reducing transport sector emissions in the City of Sydney is a key challenge in delivering net zero emissions by 2035. The transport sector contributes between 15 to 20 per cent of emissions in the City of Sydney, and the relative proportion will grow as emissions reduce from other sources such as residential and commercial buildings.

Economic

21. The City's approach to electrification supports the broader economic outcomes in Sustainable Sydney 2030-2050. While advocating for the early transition of vital fleets such as freight/servicing and point-to-point, the City recognises the important functions these fleets perform.

22. There are market development opportunities for private and public charging facilities, both in the technological sectors and in the retailing of charging to customers. The City's overall, long-term approach is to foster a commercial charging environment, appropriate competition that protects the interests of customers.

Financial Implications

23. The City is developing proposals to kickstart the leadership actions detailed above. The estimated additional funding is \$500,000. The City will seek Council approval for these funds and action via the 2023/24 Budget process.
24. Actions 1 to 5, 7 to 14 and 16 to 18 will have no direct financial impact as City staff can implement within existing resourcing.
25. Action 6 relates to maximising the electrification of the City's passenger and heavy vehicles and plant. The City seeks value for money in its use of the community's resources. Electric vehicles are currently significantly more costly to purchase than internal combustion engine comparable vehicles. Any additional costs will be considered as part of plant and asset budget submissions incorporated into future iterations of the City's Long Term Financial Plan and subject to Council approval.
26. Actions 19 to 21 relate to small-scale City-led approaches to public charging, including in its off-street car parks. The City will design any provision or facilitation of public charging (Actions 19, 20 and 21) with the aim of being revenue neutral. The emerging charging industry includes third party charging operators who could consider providing charging with no cost to the City (customers would pay the operator directly for the charge).

Relevant Legislation

27. The NSW Environmental Planning and Assessment Act 1979 provides the framework for any planning control changes to facilitate electric vehicle charging in new private and public buildings, and commercial car parks.
28. Any kerbside changes to provide for electric vehicle charging will be consistent with the NSW Roads Act 1933, Road Rules 2014 and Road Transport (General) Regulation 2021.
29. Local Government Act 1993.
30. Civil Liability Act 2002.

Critical Dates / Time Frames

31. The City of Sydney has adopted a net zero emissions target by 2035.

Options

32. Staff considered the option of not developing an Electrification of Transport in the City Strategy and Action Plan, as systems for vehicle standards, purchases and refuelling (charging) are not normal local government business. The City discounted this option as residents, businesses, property owners and charging service providers are seeking guidance and direction on a range of aspects associated with electrification of transport and are key partners in achieving net zero emissions by 2035.
33. In response to the community call for guidance and action, City staff considered the option of developing an Electrification of Transport in the City Strategy and Action Plan that moves away from interim positions - i.e., the City taking responsibility for electric vehicle charging, providing significant on-street electric vehicle charging. The City discarded this option as it is not scalable within the City's limited resources, creates significant risk and would distort the development of a commercial charging system.
34. The City's eventual preferred option considered different scenarios for transition to electrification as part of developing the draft Strategy and Action Plan. These are outlined in the Technical Report. The proposed role for the City is one of targeted leadership.

Public Consultation

35. Following endorsement by Council, the draft Strategy and Action Plan will be placed on public exhibition.
36. Public exhibition will be undertaken through the Sydney Your Say web page and advertised via the City's communication channels. Notice of the exhibition will be published on the City's website.
37. Exhibition of the draft Strategy and Action Plan will provide the community and all stakeholders the opportunity to provide feedback on the specific strategies and actions.
38. City staff were informed by the community engagement and submissions around Sustainable Sydney 2030-2050 and the Environmental Strategy. Discussions have also occurred with NSW Government agencies since 2019 as they have developed their strategies.

KIM WOODBURY

Chief Operating Officer

Peter Warrington, Manager Transport Policy

Attachment A

**Draft Electrification of Transport in the City
– Strategy and Action Plan**



Draft
October 2022

Electrification of Transport in the City

Strategy and Action Plan

We acknowledge the Gadigal of the Eora Nation
as the Traditional Custodians of our local area.

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Modelling and technical analysis for the development of this strategy and action plan was undertaken by SGS Economics and Planning with Kinesis.

Electrification of Transport in the City Strategy and Action Plan Technical Report 2022.

This is available at [\[link\]](#)

1. Introduction

1.1 A strategy and action plan to reduce transport-related emissions by electrifying transport in the city

The Electrification of Transport in the City: Strategy and Action plan ('strategy and action plan') outlines the approach of the City of Sydney (the 'City') for electrification of transport fleets within our local government area ('local area', 'area').

This strategy and action plan identifies key areas of action to electrify vehicle (EV) fleets in the immediate to short term and that are within the City's control or that the City can aim to influence. The strategy aims at 2035, with the action plan for today and for the next five years.

Why we need this strategy and action plan

The City of Sydney is expected to grow – both in residents and in people that visit the city to work, study and play. Transport currently accounts for some 20 per cent of greenhouse gas emissions in the local area and is projected to increase as a proportion of overall emissions. Without intervention, we are not going to be able to sufficiently reduce our transport-related emissions.

We are committed to being a net-zero city by 2035. Transformation to net-zero emissions within our area by 2035 will require a significant shift in transport to walking, cycling and public transport, as well as the electrification of vehicle fleets and greening of the grid.

Our community has told us they want to respond to climate change. They want a city with improved air quality, and reduced emissions including carbon dioxide (CO₂), NO_x and noise, especially in high density and high activity areas. They want fewer cars and less congestion – and for vehicles to be electric.¹ They want more public transport, walking and cycling. We have committed to this in *Sustainable Sydney 2030–2050 – Continuing the Vision* and in the *Community Strategic Plan – Delivering Sustainable Sydney 2030–2050*.

Vehicle electrification is only part of the solution

These commitments and the city's anticipated growth require a shift away from private vehicles, which have high emissions and require significant space for movement and for parking when not in use. The biggest impact we can have to reduce transport emissions is to facilitate a shift to walking, cycling and public transport.

However, not all trips can be taken this way. Some people are not able to walk, ride a bike or use public transport easily or for all trips. Much servicing and freight activity will continue to occur via vehicles. The electrification of vehicles, particularly high-impact fleets such as delivery and service (commercial), taxis, point-to-point (ride-

share services) and car share vehicles, along with private vehicles, is necessary to reduce transport emissions. There are also additional benefits of reduced noise, localised air pollution and running costs. The average NSW driver will save about \$1,000 per year in running costs by switching to an electric vehicle.²

While electric vehicles do not produce tailpipe emissions that create harmful local air pollution, all vehicles, electric or otherwise, contribute to emissions associated with brake usage, tyre wear and roads. There are also carbon emissions embedded in the production of electric vehicles and components such as batteries. Although the overall life-cycle emissions of electric vehicles may be less than internal combustion engine vehicles, the total environmental impact of car production and usage means that the uptake of electric vehicles should not be pursued above the City's ongoing goals to reduce car use and prioritise walking, cycling and public transport.

The energy produced for electric vehicles also needs to be considered. If charged by standard grid electricity, which is today mainly coal-fired, there will be attributable carbon emissions. An electric vehicle is only low carbon if charged with renewable electricity.³ The NSW electricity grid is on track to reach at least 60 per cent renewables by 2030.

Private vehicles, electric or otherwise, are inefficient in space. Charging infrastructure for these vehicles cannot be at the detriment of the public realm.

Electric public transport and reducing emissions associated with public transport activities are an essential part of this transition.



Photographer: Mark Metcalfe / City of Sydney

The role of the City

This strategy and action plan supports the transition to electric vehicles in the immediate future, within the framework of the City's aspirations to be "a city for walking, cycling and public transport" (the strategic framework is outlined in Section 1.8).

The City needs to develop a balanced approach to any role in organising and supplying charging opportunities, infrastructure and power supply for the transport fleets in the local area. Historically, the City does not take responsibility for refuelling internal combustion engine transport fleets in our area. There is a role to facilitate charging given the City's strong support for electrification of transport – and to support our advocacy for it to happen well in advance of the aspirations of other levels of government in Australia – but the City must also consider the appropriate role of local government in the transition (Section 1.4) and the competing demands for the City's funds and resources.

To manage this balance, the City is facilitating and enabling the transition to electric vehicles in a way that respects local context, urban form, residents, visitors, businesses, and is embedded within the longer-term strategic vision and objectives for the city.

1.2 Aim of the strategy and action plan

We are aiming for all vehicles that operate in our local government area to be zero emissions (tailpipe and greenhouse gas) by 2035, as part of achieving net-zero emissions.

The City's research indicates the current biggest barriers to having an electric vehicle are availability and affordability, especially for commercial vehicles.

The NSW Government estimates that "currently, the average EV [Electric Vehicle] sold into the NSW market is about \$28,000 more expensive than the average petrol or diesel car."⁴ Potential factors for the price gap include the relatively small size of the Australian market compared to other markets such as Asia and Europe, and to the initial higher cost of new technology such as batteries. The cost of electric vehicles in the medium to longer term has the potential to be cheaper than petrol and diesel vehicles if: battery costs decrease with technology and scale; and capital costs decrease with increased scale of production particularly as electric vehicles are more standard and have significantly fewer parts. Maintenance and running costs are already lower for electric vehicles with fuel costing about a third of petrol/diesel vehicles.

With the City aiming for all vehicles and public transport operating in its area to be zero emissions by 2035, decisive action by the Australian Government is needed for 100 per cent of vehicle sales to be zero emissions by 2030. This will require the right Australian and NSW tax and policy frameworks to enable this to happen, much of which is outside of the City's control.

Fleet turnover will then take Australia towards a fully zero-emissions fleet in the next decade.

This strategy and action plan is necessary to identify areas where the City can facilitate this transition. The main way is to ensure sufficient charging opportunities – from various sources and for various fleets – to enable the transition to fleet electrification to proceed smoothly.

1.3 Principles for the equitable electrification of transport in the city

The transition to electric vehicles needs to be equitable and inclusive, supporting access to electric vehicle fleets for those who need them without entrenching the economic, social and place⁵ costs of private vehicles.

We have a responsibility and opportunity to shape and prepare future actions to support broader liveability, sustainability, productivity and inclusion outcomes, while being proactive and action focused.

We encourage the uptake of electrification in transport fleets but not at the detriment to inclusion, access and quality of place, and access to walking, cycling and public transport infrastructure.

Equity in the electrification of transport within the city includes equity of access to electric vehicles and to electric vehicle charging, as well as the broader aspects of equity of access to electric public transport and to public space. It also encompasses the equity aspects of imposing the ongoing costs of car ownership on residents, and of using public resources to support owners of electric cars. This strategy aims to balance these competing needs, with a focus on equitable solutions for the community, residents, businesses and visitors. The principles guiding this strategy and action plan are shown in Box 1.

Box 1: Principles for the electrification of transport in the city

We will be guided by the overall City strategy to encourage a shift in modes of transportation

The City's *Sustainable Sydney 2030–2050 – Continuing the Vision* and supporting plans and strategies outline the way we will work to reorganise the planning and operation of transport systems. This will reduce emissions by reducing the amount of driving and creating an improved baseline for electrification to take us to net zero.

Protect the public domain – public space is not the place for fuelling vehicles

The city's public places are vital to achieving our *Sustainable Sydney 2030–2050 – Continuing the Vision* goals. Public street space is too important to allocate for fuelling vehicles – with petrol or electricity.

Go early, but take the community with us

The City has a strong commitment to net-zero emissions by 2035. We want to get there in ways that the community will support and remain committed to informing and engaging our community.

Strong leadership

The City's aim has always been to lead, serve and govern well. True leadership in this area involves understanding complex issues and making decisions based on the evidence. It also means identifying opportunities and using all levers, including advocacy, to influence the Australian electric vehicle policy framework.

Focus on high-exposure fleets

People on the city's busy streets are exposed to emissions, noise and pollution. Large fleets like buses and point-to-point vehicles account for a high proportion of vehicle kilometres travelled in our area and are responsible for a large amount of emissions; they also have the scale and commercial opportunity to transition to zero emissions quickly.

Ensure new development is ready for electric vehicles

Combining parking and vehicle charging makes sense. Many new commercial and residential buildings are being developed. It makes sense to use the planning system so building parking is "EV ready" from day one.

Be inclusive, no special access for electric vehicles except for charging

As electric vehicles are currently very expensive, more affluent people will be the ones who drive most of them. Until costs become more reasonable, we will not worsen inequity by preferencing electric vehicles on roads or at the kerbside, except to provide access to charging.

Expect the market to do the heavy lifting – vehicle refuelling is not a community obligation

Providing fuel to private vehicles has always been a commercial undertaking. Providing electricity for charging should be the same, a new market opportunity rather than an obligation of any level of government.

Aspire for multiple options to protect choice, build resilience and redundancy

The future of charging is difficult to predict, with commercial approaches and technology evolving rapidly. The system will develop with the most choice – and the most resilience and capacity – if multiple options for publicly accessible off-street charging exist.

1.4 Roles and responsibilities in the electrification of transport fleets

The City does not control many aspects related to the electrification of transport fleets, including transport sector emissions, fleet turnover and low-emission vehicle availability and uptake.

We do have roles in the planning and development in our area; working with and providing guidance to residents and businesses; implementing changes to our streets and roads (working with the NSW Government); and in managing and enforcing kerbside arrangements such as parking.

We also have a leadership role and in influencing and working proactively with the Australian and NSW Governments.

The Australian Government is responsible for developing a national plan for zero-emission vehicles. It controls industry development and import systems, vehicle standards, research and development, and taxation. It is responsible for the framework for national approaches to electric vehicle charging, including direct investment in the national highways. It is responsible for national resilience, on issues such as fuel security and would have a lead role in introducing vehicle fuel efficiency standards. The Australian Government has announced forthcoming policies to support the uptake of electric vehicles in Australia. These are in development and evolving as this strategy and action plan is being adopted. As of June 2022, announcements include the development of a national electric vehicle strategy, policies to make electric vehicles more affordable by reducing tax, a fast-charging network with chargers every 150 kilometres on highways, the conversion of the Commonwealth's fleet to 75 per cent no-emission vehicles by 2025, and a plan to support low-emission freight vehicles.

The NSW Government is responsible for road pricing and public transport and has the majority of control of traffic management. It is responsible for developing a network for vehicle charging stations in NSW. They have committed to net-zero emissions by 2050 and are developing programs to accelerate the uptake of zero-emission technologies, including providing electric vehicle charging at destinations and in areas with limited off-street parking. They have committed to co-fund 500 kerbside charge points to provide on-street charging in residential streets where private off-street parking is limited and to co-fund electrical upgrades in some 125 apartment buildings with more than 100 car parking. They are providing grants for fast charging to accelerate the rollout of charging stations and for providing more charging in high-density areas with the aim of having around 500 fast EV charging bays (at 250 stations) across NSW. The first grant round (of three) was awarded in late 2022 for 86 stations, including two stations in our area (Alexandria and Eveleigh)⁶. Each station will have between 4 and 15 bays, with a minimum of two ultra-fast charging bays and two fast charging bays. The NSW Government is also committed to electrify its buses and fleet vehicles – contributing to an important second-hand market.

The City is partnering with the NSW Government to build a bicycle network and reallocate road and kerbside road space for walking, cycling and public transport. We will continue to advocate for public transport powered by renewable energy and to support public domain improvements around public transport stations and stops.

1.5 A strategy and action plan embedded in our local context

This strategy and action plan is designed to suit our local context. The city has a mix of housing and land-use types; good walking, cycling and public transport networks; an extensive car share network; and relatively low private car ownership.

The plan also reflects the distinctive village areas that make up the city. The availability of different charging types to facilitate the uptake of electric vehicle fleets will be different for different fleets and in different parts of the city.

Contexts and needs within our area for electric vehicle charging

This strategy identifies the following primary contexts and needs within our area for EV charging:

1. *Charging for public transport (buses)*. This will occur at depots, largely outside the local area, and is the responsibility of the NSW Government. This will require coordination between the bus operators and the grid operators.
2. *Charging for commercial vehicles*. This will occur at depots and other origins, largely outside the local area, or in the southern industrial and urban services lands within the local area. There may be some need for destination or 'on-route' charging. This should occur off-street such as in publicly accessible charging facilities and destination parking.
3. *Charging for taxis, car share and point-to-point vehicles*. The operators of these fleets are responsible for the charging of these fleets. Indications are that they will transition swiftly, when electric vehicles become more available, due to the savings in running costs.⁷ The City has a role to facilitate this.

4. *Charging for private vehicles, residents and visitors:*

- Publicly accessible charging off-street. This is already occurring in our area, such as charging at retail destinations and hotels, within car parks (including two City of Sydney car parks) and at charging facilities such as those provided by the NSW Government grants and in the near future at service stations.
- Private charging off-street. This is already occurring in residential and commercial facilities. There is a large role for the City to play in using planning controls to make sure that new developments are "EV ready", and in assisting existing developments to provide charging as appropriate. Many of our residents have access to on-site parking, either a garage, driveway or dedicated parking space, and will charge there for the reasons outlined in Section 1.3. Commercial facilities such as offices are providing electric vehicle charging for employees. This can be facilitated through the planning system to ensure new office buildings provide charging facilities in any car parking provided.
- Charging for residents without on-site parking, or easy access to off-street parking or publicly accessible off-street charging. The City has a role to play in facilitating these residents to transition to electric vehicles and can play a short-term, leadership role.

Different types, speeds and charging times of current charging technology are provided in Section 4.3.

Modelling of use and uptake of electric vehicles in our area demonstrated that most people will be able to charge off-street at their homes (in their driveway, garage or in a dedicated parking bay), at work, at a depot or at another off-street charging location such as a publicly accessible charging facility.



Photographer: Asad Rajbhoy / City of Sydney

Current and planned electric vehicle charging in the local area

In June 2022, there were around 120 publicly accessible electric vehicle chargers in our area. The availability and type of chargers are rapidly increasing.

The NSW Government has committed to fund and co-fund publicly accessible charging, particularly in areas with lower amounts of off-street parking, at destinations and along key routes.⁸ They announced two charging stations in our area (Alexandria and Eveleigh) as part of the first funding round in late 2022.⁹ The NSW Government's target is "to add approximately 250 fast and ultra-fast charging stations in total across NSW, ensuring chargers are no more than 5km apart in metropolitan areas and no more than 100km apart on major roads and highways across NSW."¹⁰ Retail locations, public car parks and companies such as NRMA and other private organisations are already providing charging.¹¹ Service stations are starting to provide electric vehicle charging. The NSW Government and Plug Share both provide maps of publicly accessible chargers.¹²

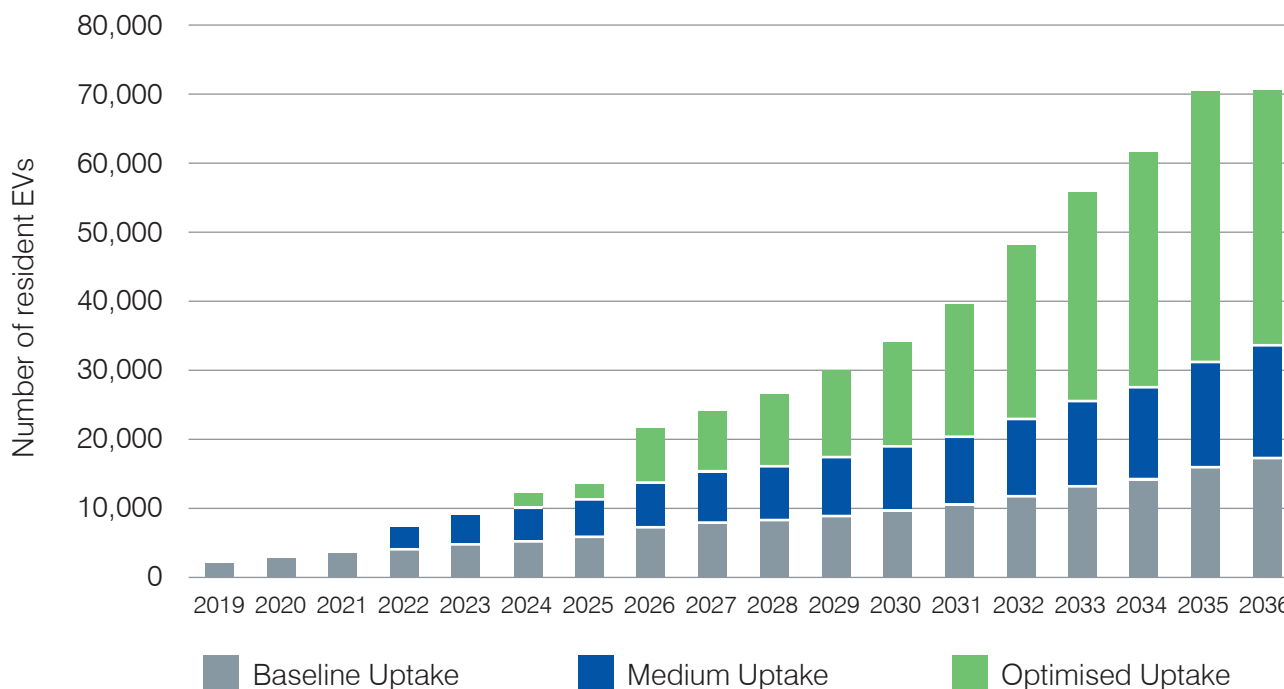
What residential electric vehicle use are we planning for?

Box 2 provides a summary of the modelling undertaken by SGS Economics and Planning with Kinesis to support the development of this strategy and action plan.

There are relatively low levels of car ownership in our area; around 65,000 vehicles for around 246,300 residents in 2019.

About 37 per cent of households in the 2021 Census reported not owning a car. The proportion of residents that do not own a car in our area is increasing. While gross vehicle ownership is growing due to the growth in residents and jobs, it is not predicted to grow at the same rate as residential and commercial growth. This is due to the established nature of our city, our dense urban form of around 9,000 people per square kilometre,¹³ walkable streets, access to public transport and our planning controls and parking policies. This liveable, dense and relatively connected urban form is suitable for car sharing for many households.

Figure 1. Residential electric vehicle uptake forecasts



Source: SGS Economics and Planning with Kinesis (2022)
 Electrification of Transport in the City Strategy and Action Plan Technical Report¹⁴

Based on recent patterns in car ownership from 2016 to 2021 and on the projected growth in dwellings, residential car ownership in our area is predicted to grow from 65,000 vehicles in 2019 to around 71,000 vehicles in 2035. For the predicted 44 per cent increase in dwellings, there is only predicted to be an 8 per cent increase in private vehicles.

City residents currently drive on average around 9 to 10 kilometres per day. Increasing densification, mixed-use development and improvements to public transport, walking and cycling infrastructure and networks will result in this figure reducing over time.

In 2022, 5 per cent of vehicles in the local area are electric. Under natural uptake, based on current government settings, this will grow to around 45 per cent of vehicles by 2035. Figure 1 provides the

projected uptake of electric vehicles using the NSW Government policy and strategies as a baseline, the uptake under the NSW Government’s and Federal Government’s policies and an optimised uptake of 100 per cent of vehicles being electric.

This strategy and action plan aims to avoid any restrictions to City residents owning electric vehicles because of access to charging. This will require a flexible approach to respond to the rapidly evolving technology, availability and public policy environment.

We are planning for, and facilitating, a rapid uptake: aiming for 100 per cent of vehicles in our area to be electric by 2035.

Most electric vehicles can drive at least 200 kilometres before needing to charge. Ranges are rapidly increasing, with newer models able to travel 400 kilometres on a single charge. The NSW Government provides a database on the range and charging needs of various available electric vehicles.¹⁵

Most private vehicle drivers in the local area will need to charge once every two to four weeks, assuming an “empty to full” charge.

Many residents will charge at home at an off-street parking space. Car ownership and use varies across the City’s villages, and so does the availability of on-site parking at homes, including driveways, garages and dedicated parking spots. Figure 2 provides the levels of residential car ownership and availability of residential off-street parking in the local area. Figure 3 demonstrates

the variance in car ownership and off-street parking access across the city, with some areas having more off-street parking than vehicles and some areas having higher vehicle ownership than off-street parking (see Box 3).

For those that charge at home, this would add around 10 per cent to the average household electricity consumption, equivalent to \$100 per year in electricity costs.

Box 2. Key findings from the technical analysis and modelling.

SGS Economics and Planning with Kinesis undertook best practice research, technical analysis and strategic insights to support the development of this strategy and action plan.

The technical analysis and modelling considered and forecast the uptake of electric vehicles for all vehicle fleets operating in the city for three different uptake scenarios: baseline (current policy settings), medium (more supportive policy settings based on the announced but not implemented Federal Government policy, noting that the 2022 Federal election occurred during the modelling) and optimised (‘100 percent’) uptake. For the three scenarios, by 2035:

- Baseline uptake: around 17,000 resident electric vehicles
- Medium uptake: around 31,000 resident electric vehicles
- Optimised uptake: around 71,000 resident electric vehicles.

Vehicle ownership and parking arrangements vary across the City of Sydney villages. Most residents will be able to charge at home at a dedicated parking spot, or at work. Some residents do not have access to a dedicated parking spot and will need to use publicly available charging to fuel their vehicle. Visitors and commercial vehicles may need to charge on route while they are in the city.

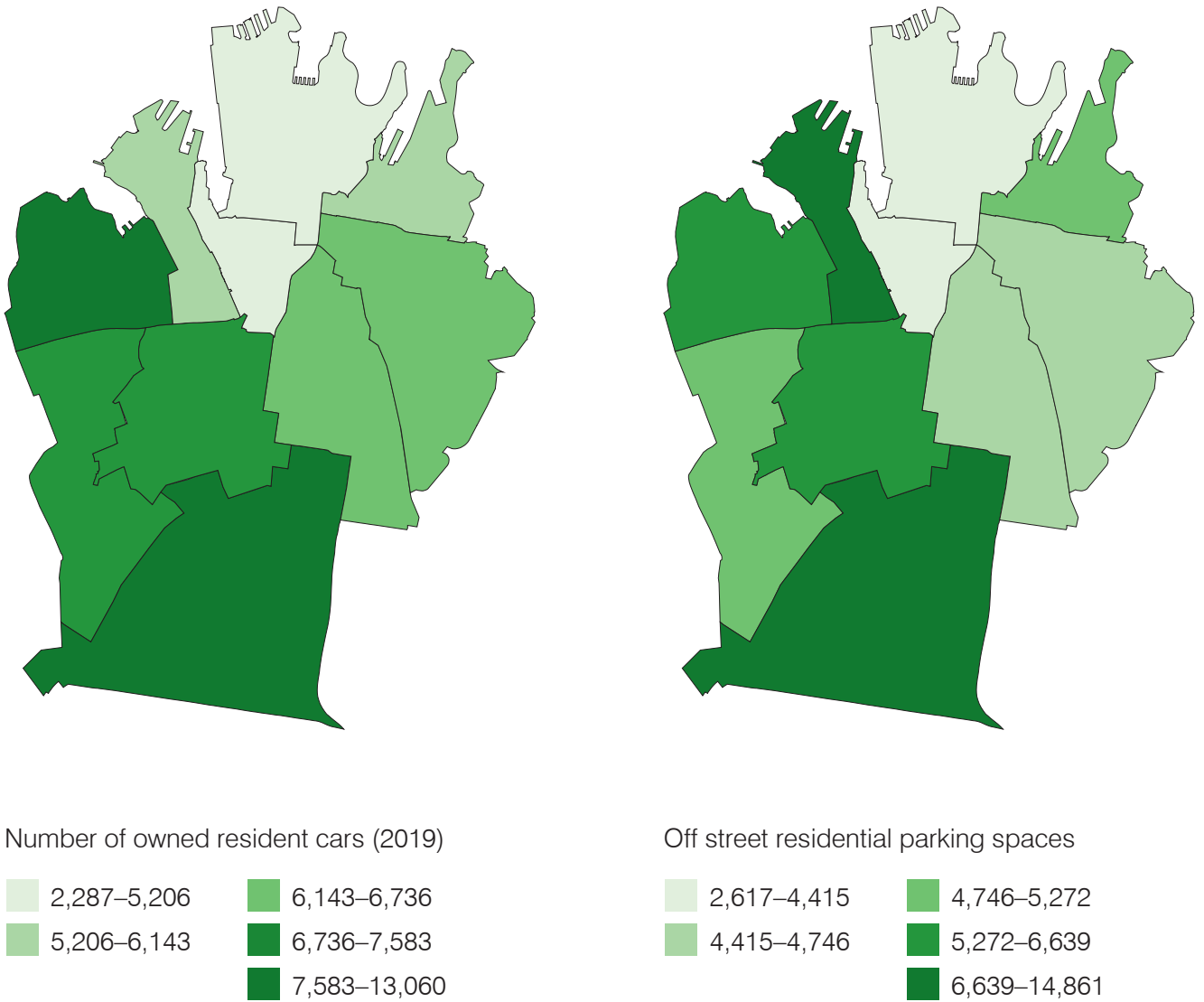
Based on the modelling, in 2035, the following publicly accessible chargers may be required:

- Baseline uptake: 50-100 publicly accessible chargers
- Medium uptake: 100-150 publicly accessible chargers
- Optimised uptake: 200-350 publicly accessible chargers.

In July 2022, there were around 120 publicly accessible chargers in the city, although they are not evenly distributed with most currently clustered in the central area.

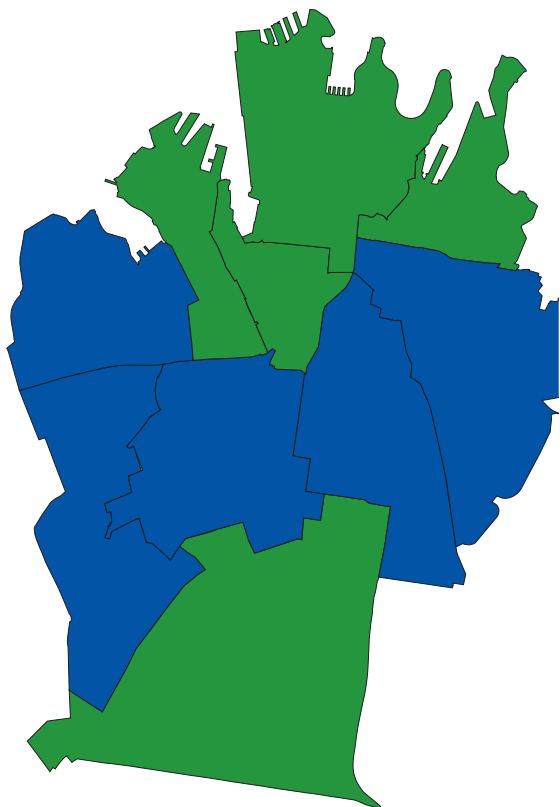
The technical report is available [\[Link\]](#).

Figure 2. Residential car ownership (left) and residential off-street car parking (right)



Source: SGS Economics and Planning with Kinesis (2022)
 Electrification of Transport in the City Strategy and Action Plan Technical Report

Figure 3. Off-street parking available compared to vehicle ownership¹⁶



Difference between owned resident cars and off-street parking spaces

- More cars than off-street parking
- More off-street parking than cars

Box 3. Residential parking in the city

There are around 61,000 off-street residential car parking spaces across the city. However, availability and access to off-street parking is not evenly distributed across the local area due to different types of development. Some areas, such as Pyrmont and Green Square, have greater amounts of off-street parking than some areas with more terrace housing.

There are more than 45,000 on-street parking spaces across our local area, with a range of access including restricted, non-restricted, permit and non-permit. We issue some 13,400 residential permits for residents to access on-street parking. This equates to around 20 to 40 per cent of residents needing to park on the street in some areas such as Macleay Street and Woolloomooloo Village, Newtown and parts of Glebe and Surry Hills. However, not all residents that need to park on the street need a permit to do so as kerbside parking restrictions vary across the city, for example someone who drives to work outside of the City of Sydney could park over night on their street if parking restrictions ended at 6pm and didn't start until 8am the next morning.

Source: SGS Economics and Planning with Kinesis (2022)
 Electrification of Transport in the City Strategy and Action Plan Technical Report

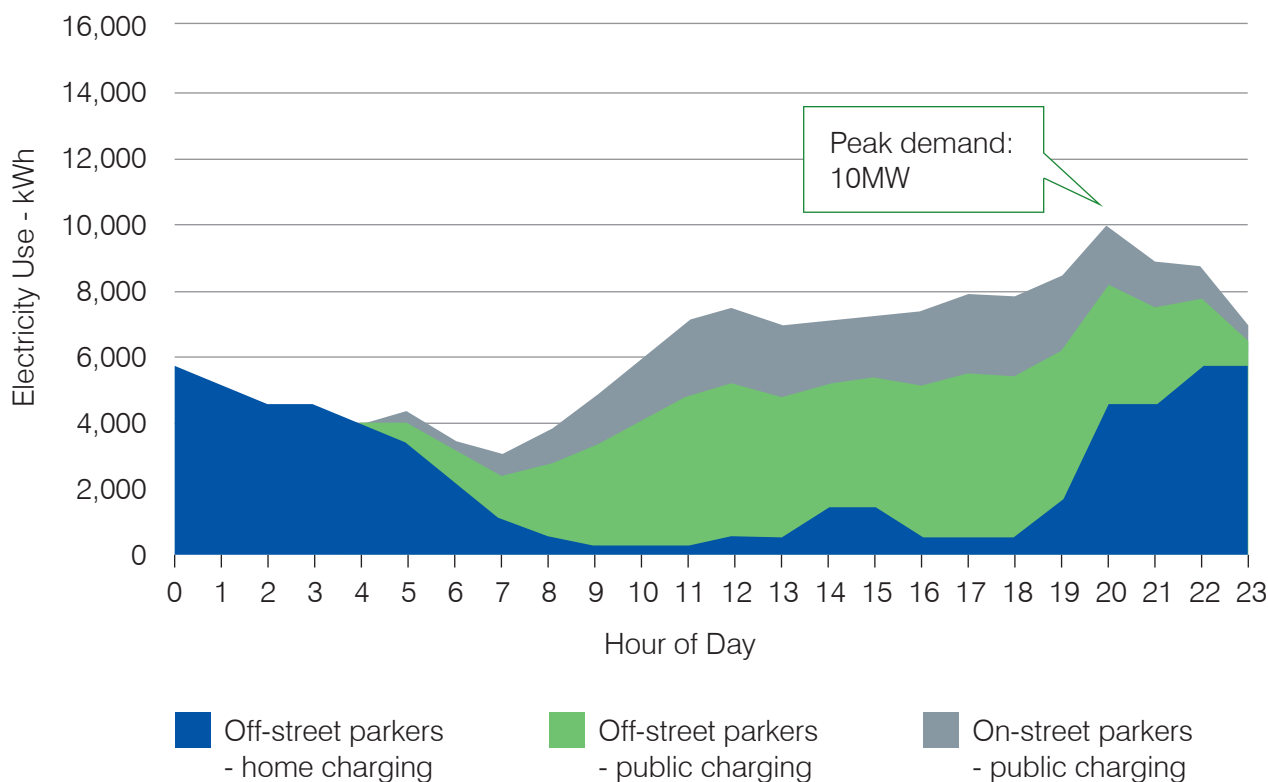
What visitor electric vehicle use are we planning for?

In 2019, there were some 92,000 vehicle trips to work per day to the city. This is expected to grow to about 100,000 by 2035. Significant investments in public transport and cycling infrastructure are assisting this relatively low expected growth.

11 per cent of people drive to work in the city centre, however this varies across the local area, e.g. 57 per cent in the Green Square and City South village area. Most commuting-related vehicle trips are in the range of 5 to 10 kilometres. About 10 per cent of journey to work trips are attributed to local residents.

While there will be an additional 200,000 jobs in our area by 2036, the share of work related transport trips taken by driving to work is not predicted to increase accordingly, due to the above-mentioned investment in public transport, walking and cycling.¹⁷ Most driving visitors to our area in electric vehicles will charge at their origin or during their trip, as they do currently. There is likely a need for some limited 'top-up' charging at their work or end destination. Most people visiting the city by car for work or recreation park their vehicle at a public parking station, their work or another commercial car park, such as a retail destination. There are about 25,000 off-street commercial office car parking spaces across the city, 1,600 off-street retail car parking spaces and 25,000 public car parking spaces. Off-street commercial and public parking are not evenly distributed across our local area.

Figure 4. Predicted electricity use based on 100 per cent of residential vehicles being electric and the mix of charging requirements for residents



Source: SGS Economics and Planning with Kinesis (2022)
 Electrification of Transport in the City Strategy and Action Plan Technical Report

Predicted energy impacts

Based on current Australian and NSW Government policies (Scenarios 1 and 2 in Figure 1), we estimate electric vehicles will add 16 per cent to the total annual residential electricity demand of our area in 2035. Under a 100 per cent take up, electric vehicles would increase residential electricity demand by 36 per cent. To put this into perspective, new residential buildings are expected to increase the current residential electricity demand by 40 per cent in 2035. At the same time, the grid is expected to green rapidly, meaning that emissions will be significantly reduced despite increasing demand for electricity.

Most residential charging occurs at home, overnight. Publicly accessible charging has a different profile, with users charging through the day. Figure 4 illustrates a mix of charging profiles based on assumptions of publicly available charging use and at-home charging.¹⁸ The indicative increase to peak demand across our area would therefore be minimal; however, there would be variances across substations and charging technology.

Larger electricity-use fleets, such as buses, will charge at depots. There are 30 to 40 bus depots across Greater Sydney. The electrification of bus depots is the responsibility of the NSW Government and the electricity authority, including any upgrades to the grid required.

1.6 Timeframe of the strategy and action plan

A strategy for 2035, an action plan for today and the next five years.

Electrification of transport, both in fleet uptake, availability and charging technology is rapidly evolving. This strategy and action plan will enable us to adapt to the rapidly changing environment in the short term, with a longer-term view of the next 10 to 15 years with the growth of electric vehicle use and the associated infrastructure.

The availability and affordability of electric vehicles along with fleet turnover means that this is a time of transition. The average vehicle has a useful life of 15 years. People purchasing a vehicle now are unlikely to purchase a new vehicle for a few years. Some fleets are anticipated to turnover much quicker, such as car share, taxis and uber-type vehicles, referred to as point-to-point. Operational cost savings will drive this transition, especially as upfront price parity between electric and internal combustion models is reached.

This strategy and action plan is to provide support for the transition at this crucial point in time. The City assumes this strategy and action plan will need to be reviewed after five years to determine whether any new actions are necessitated by the rapid evolution. Eventually electric vehicles will become business as usual and a continuous strategy to support electric vehicle uptake should not be needed.

1.7 Exclusions

This strategy and action plan does not cover the technology of charging, type of chargers or business models for providing charging.



Photographer: Nyasha Nyakuengama / City of Sydney

1.8 Strategic framework

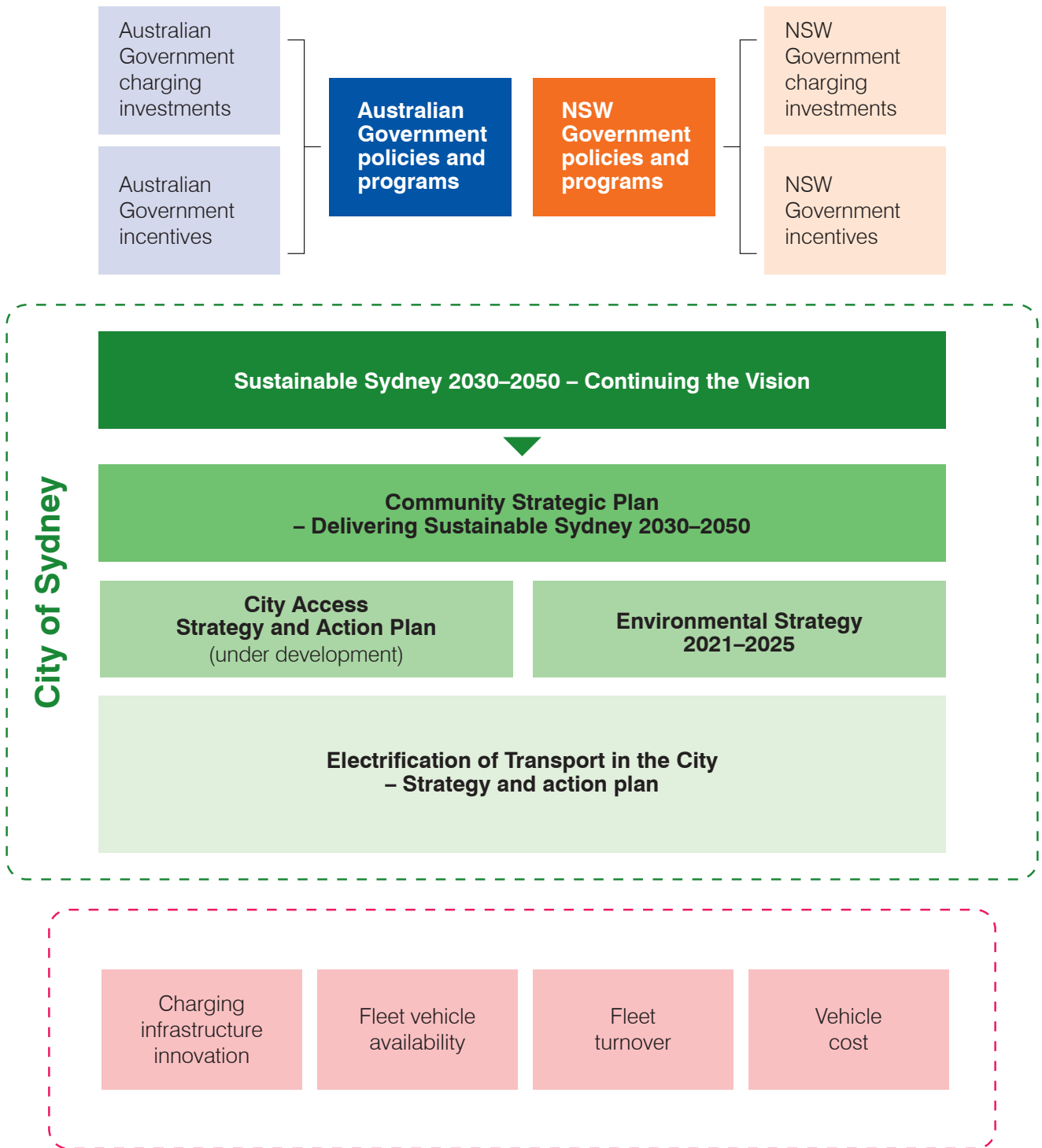
Sustainable Sydney 2030–2050 – Continuing the Vision sets the community’s vision for a city for walking, cycling and public transport, with more public transport and zero-carbon vehicles and more people choosing to walk and ride bikes. The city is greener and calmer with more space for people on the streets.

This strategy and action plan facilitates the ambitions of *Sustainable Sydney 2030–2050 – Continuing the Vision* and provides actions to achieve the aims of the City’s *Community Strategic Plan – Delivering Sustainable Sydney 2030–2050*, *Environmental Strategy 2021–2025*¹⁹ and *City Access Strategy and Action Plan* (under development). It also reflects the Australian and NSW Governments’ policies and directions, including publicly accessible electric vehicle charging to facilitate electric vehicle uptake, along with market forces such as electric vehicle availability, electric vehicle affordability, the market-based provision of electric vehicle charging, evolving and emerging technologies, and fleet turnover (Figure 5).

Sustainable Sydney 2030–2050 – Continuing the Vision sets overarching targets that this strategy facilitates:

- By 2035, we will achieve net-zero emissions in the City of Sydney local area.
- By 2050, there will be a minimum overall green cover of 40 per cent, including 27 per cent tree canopy cover.
- By 2050, people will use public transport, walk or cycle to travel to and from work. This includes 9 out of 10 people working in the city centre and 2 out of 3 people working in the rest of the local area.
- By 2030, every resident will be around a 10-minute walk to what they need for daily life.

Figure 5. Strategic context of the strategy and action plan



2. Strategy and Actions

2.1 Creating a city for walking, cycling and public transport

Reducing driving is the best way to address carbon emissions from transport

Approach

To achieve our net zero by 2035 target, significant changes will be required to the transport system in our city. These changes involve reducing and eliminating tailpipe emissions, speeding up the shift from private cars to walking, cycling and public transport, transitioning public transport and private vehicle fleets to zero-emissions fuel sources and supporting off-street charging for electric vehicles.

Facilitating a reduction in transport emissions through supporting a mode shift to walking, cycling and public transport is the most effective way to respond to the climate emergency and to support our community to transition to net zero.

Motor vehicles will continue to be an important access option, including for servicing, trades and deliveries, as well as for older people and people with disability. These vehicles will need to be electric in a net zero future. Reducing non-tailpipe emissions²⁰ will require continued prioritisation of shared forms of motor vehicle use wherever possible, including car share, taxis and point-to-point services. These fleets will also need to be electric.

Justification

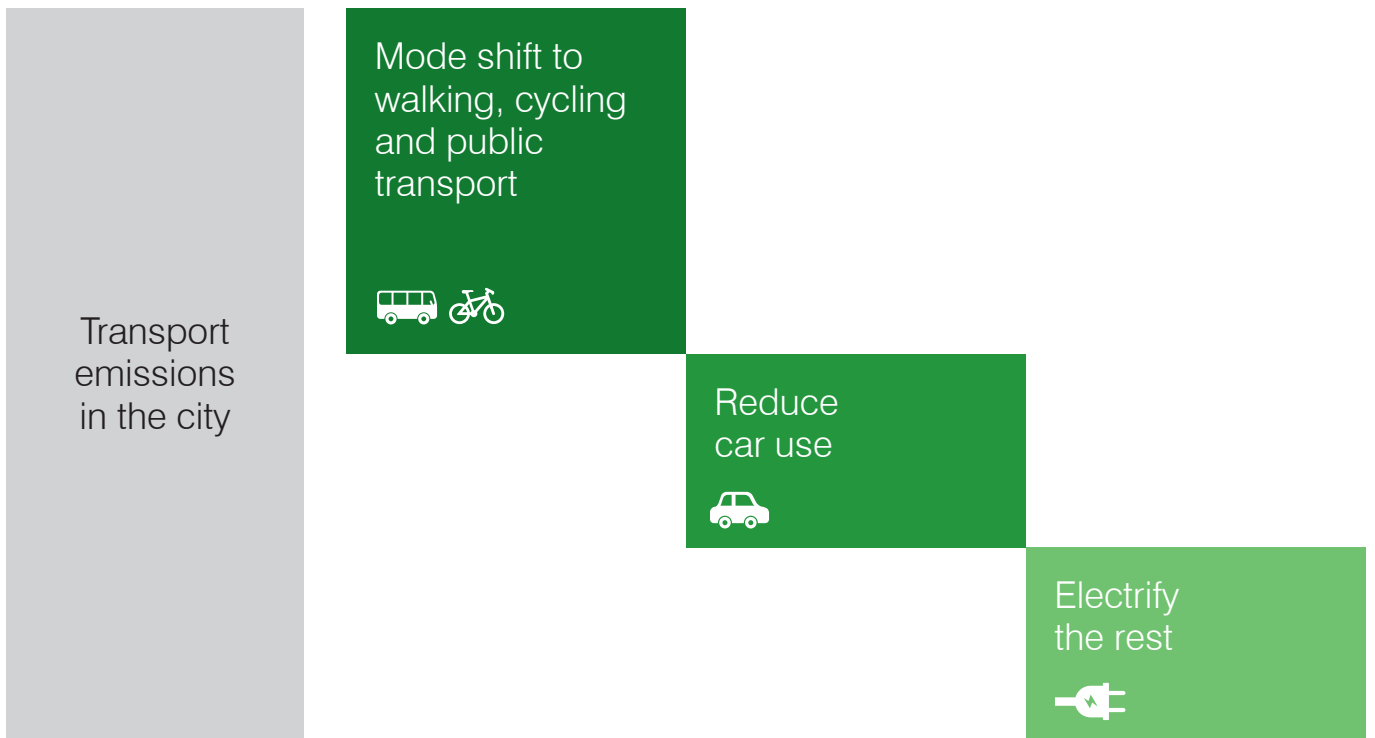
The biggest reduction in transport emissions will be through a shift to walking, cycling and public transport. The electrification of all residential transport in the city would reduce residential carbon emissions by 7 per cent. By comparison, a mode shift away from car usage based on current programs and policies will reduce emissions by 23 per cent and will bring additional improvements to access, equity and safety.

Public, shared and active transport modes reduce emissions, while having other benefits such as reducing congestion and competition for scarce parking spaces for people who need them, and improving people's health and the city's economy. Walking and cycling are the least carbon intensive transport modes, so they are integral to a sustainable city. Public transport, while still involving some level of carbon emissions, is efficient at serving many people, reducing individual carbon footprints. These modes also are the most efficient users of the city's limited space.

Electric cars are as space inefficient as other cars. The City does not support providing priority access on roads or to kerbside parking, including for charging. This is especially the case in Central Sydney and surrounding areas.

The principal action the City will take to reduce transport-related emissions is to continue facilitating and enabling reduced vehicle use through safe and attractive walking and cycling infrastructure and supporting public transport and car sharing.

Figure 6. Reducing transport emissions in the city – illustrative only



Further details on the City's approach to creating the City for walking, cycling and public transport are outlined in *Sustainable Sydney 2030–2050 – Continuing the Vision and City Access Strategy and Action Plan* (under development).

Action 1: Work with the NSW Government to reduce vehicle kilometres travelled (VKT) by all vehicle fleets by creating a city for walking, cycling and public transport to reduce transport-related emissions.

2.2 Government pricing and policy that prioritises electric vehicles over internal combustion engine vehicles

Advocate for policies that prioritise electric vehicles over internal combustion engine vehicles.

Approach

We will advocate for more stringent fuel and emissions standards for vehicles to facilitate the increased availability, affordability and diversity of electric vehicles in Australia.

Advocating for a transition plan for all new vehicles in Australia to be electric by 2030 requires the rapid adoption of emission standards to increase the availability, diversity and affordability of electric cars. This would facilitate an earlier transition of key fleets, such as car share, taxis and loading and service vehicles (see Section 2.3).

Justification

The lack of more stringent emissions standards has been noted by major car manufacturers and has been identified as a reason to not bring newer electric vehicle models to Australia sooner, acting as a disincentive for their availability in Australia. Many other countries are transitioning much faster than we are. Europe has three times more electric vehicle models available to buy than Australia. All new vehicle sales need to be electric by about 2030 in order for the fleet to be electric by 2035.

Action 2: Advocate that the Australian Government immediately raise fuel and emissions standards to make electric vehicles more attractive, and to avoid Australia receiving vehicles not saleable elsewhere.

Action 3: Advocate that the Australian Government develops a transition plan for new vehicles to be zero emissions by 2030 and powered by a fully renewable electricity grid by 2035.

Advocate for pricing signals that prioritise electric vehicles over internal combustion engine vehicles.

Approach

Any subsidies or incentives should, as a priority, support people to not use cars ahead of facilitating uptake of electric vehicles.

Any road pricing mechanisms (such as road user charges) should make electric vehicles more attractive than internal combustion vehicles – especially for vehicles that spend the most time on the road network.

A Low Emissions Zone in the city centre, where many taxis and service vehicles travel could incentivise operators to transition fleets to electric to reduce operating costs and assist in the City achieving net zero by 2035.

Justification

There has been significant increase in electric bike sales and use, potentially in response to the Covid-19 pandemic. Any government subsidies to encourage fleet electrification should also apply to electric bicycles, and other forms of electric micromobility.



Photographer: Katherine Griffiths / City of Sydney

There is an opportunity for broader road pricing, incorporating motorway tolls into a more comprehensive system that focuses on distance travelled, congestion and emissions. It could encompass various parking charges, such as the Parking Space Levy, to ensure a more coherent focus on travel demand management.

Changes to road user charges for electric vehicles were announced by the NSW Government but commencement deferred. As revenue from fuel excise declines, revenue streams created by pricing all vehicles (including electric vehicles) become more important. A Low Emissions Zone in the city centre could create a springboard for a city-wide system.

Action 4: Advocate that the NSW Government investigates pricing mechanisms to incentivise the transition to electric vehicles in the city centre, including a low-emissions zone, parking levies and kerbside charging.

Action 5: Advocate that subsidies for electric vehicles (including for charging) proposed by the Australian and NSW Governments reflect the City's fleet transition hierarchy (i.e. e-bikes and other micromobility and public transport first then commercial, and finally private vehicles)

2.3 A transition for electrification that focuses on high-impact transport fleets

Prioritise electrification of different fleets based on impact

Approach

Vehicles are important to the economic functioning of our city. Delivery and service vehicles are vital for productivity, buses provide efficient transport for many people, point-to-point and taxis provide valuable transport over short distances such as the 'last mile',²¹ and many residents and visitors are reliant on vehicles to meet their mobility needs.

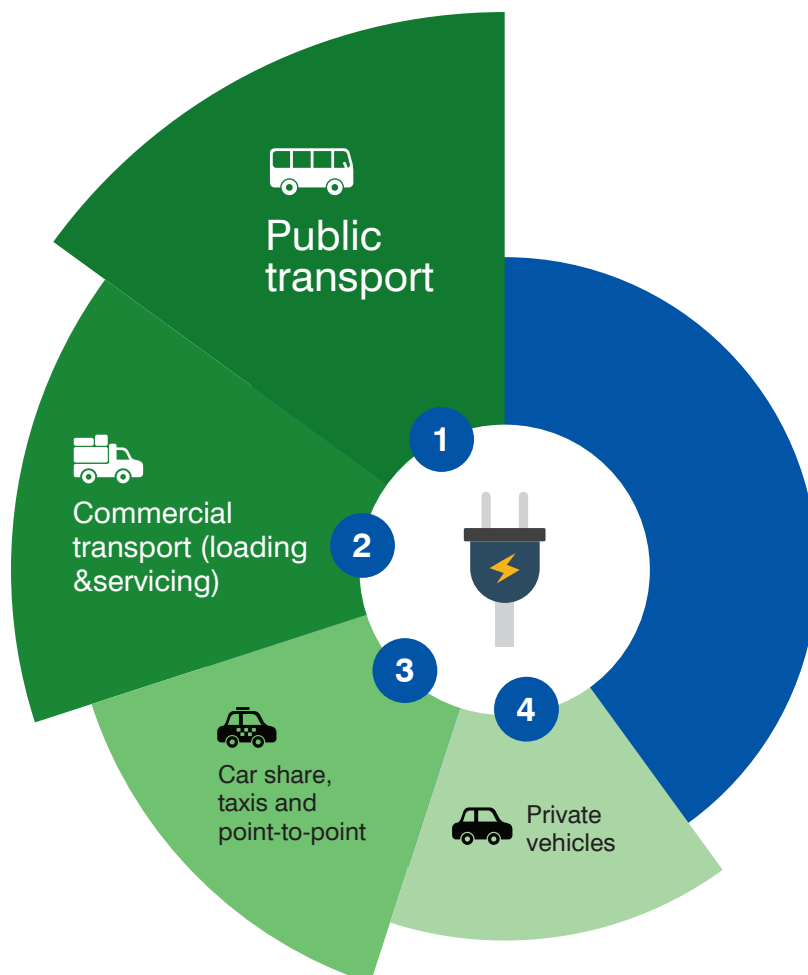
This strategy and action plan supports a city for walking and cycling first and foremost while facilitating and encouraging the environmental

benefits of electric transport, particularly in public transport and commercial fleets, which will also reap operational benefits. It describes the opportunities and challenges for electrification across the various transport fleets operating in the city, advocating for the priority electrification of fleets which have the most impact, in terms of kilometres travelled, moving people, emissions and impacts to the public domain such as noise (Figure 7).

Justification

Most transport-related emissions, around 60 per cent in our area, come from non-residential transport. While the transition to private electric vehicles is very important, the greatest impacts for reducing emissions, noise and air pollution will come from electrifying the bus, commercial vehicle, taxi and point-to-point fleets. These are also the fleets that people in the City of Sydney are most exposed to, especially in the city centre.

Figure 7. Priorities based on impact for the electrification of transport in the city fleets



Electrification of the City's vehicle fleets

Approach

The City will manage and analyse low- and zero-emissions options for the City's light and heavy vehicle fleets and use fleet analytics to encourage low-emission driving behaviour and reduce carbon emissions.

Our fleet is diverse, reflecting the different operational functions of the City. We are confident that our passenger fleet will continue to transition.

However, unlike the passenger electric vehicle market, the electric truck and other plant industry is still reasonably immature. Availability and cost of suitable vehicles is a key consideration, but other factors the City needs to consider include:

- risk relating to reliability and maintenance, which diminishes as the market becomes more mature
- operational suitability
- charging requirements, including in City depots (which are also the charging bases for the City's passenger fleet).

The City therefore adopts a risk-based step-change approach. This is designed to ensure we maximise the electrification of the fleet without incurring significant and potentially unmanageable risk, and always seek value for money with our use of the community's funds.

Within that approach, we will continue to maximise the transition of our heavy vehicle fleet as they become available. We are aiming to have at least one electric vehicle of each type as soon as possible, so we can assess their effectiveness. The City can then proceed to broader procurement based on the results of that assessment. We anticipate the full transition of the non-passenger fleet may take 10 years, but we will be well-positioned to accelerate if possible.

We will also explore appropriate procurement approaches for contracted services, such as waste collection.

When we upgrade our depots, we will plan for electric vehicle charging for our fleets. We will advocate to the State and Federal Government that grants to encourage fleet electrification include local government depots to facilitate and encourage local governments to transition their fleets.

Justification

The City was one of the first organisations to start converting its fleet of vehicles to hybrid and electric, including a commercial electric vehicle. About 8 per cent of the City's fleet (19 vehicles and 1 truck) are fully electric and we have 73 hybrid cars and trucks. The City acquired its first electric truck in 2021 as a trial, a diesel truck which was converted to electric.

Governments, such as the City, have a role to encourage the uptake of more affordable electric vehicles by creating a second-hand market as fleet vehicles are sold.

Action 6: The City will maximise electrification of its light fleet by 2030 and heavy fleet as soon as possible.

Action 7: The City will encourage the uptake of electric vehicles to be used in our contracted services through our procurement processes (including waste collection, cleansing and maintenance).

Action 8: Advocate to the State and Federal Government that grants to encourage fleet electrification include local government depots to facilitate and encourage local governments to transition their fleets.



Image: Transport for NSW / City of Sydney

Electrification of public transport fleets

Approach

The City will advocate for the prioritisation of electric bus fleets by routes that have the most impact on residents, public amenity and health. This includes high-frequency bus routes, routes that traverse our high streets and areas with large residential populations. These are the areas that will benefit the most from reduced noise and air pollution (Figure 8).

Justification

Buses create a lot of noise and air pollution; 78 per cent of Transport for NSW's emissions are from buses.²² A trial by the NSW Government found that a transition of the full fleet of buses to electric buses could achieve between \$1.1 and \$1.9 billion in environmental cost savings.²³

There are 4,090 buses operating in the Greater Sydney area; about 50 to 100 of these are in operation in the city at any time. About 90 per cent of these are standard buses. There are only 70 electric buses operating in the Greater Sydney network. The NSW Government has a target to transition the Greater Sydney bus fleet to electric by 2035,²⁴ accelerating the pace from 2023 onwards.

Bus fleets will be charged at the depot. These are spread across Greater Sydney. The City will advocate that depots serving densely populated and active streets such as the city centre and major gateway avenues should be priorities for electrification, and transitioned by 2030 at the latest.

Action 9: Advocate that the NSW Government accelerates the electrification of the bus fleet serving the City of Sydney, prioritised by depot and corridor, to reduce noise, localised pollution and carbon emissions by 2030.

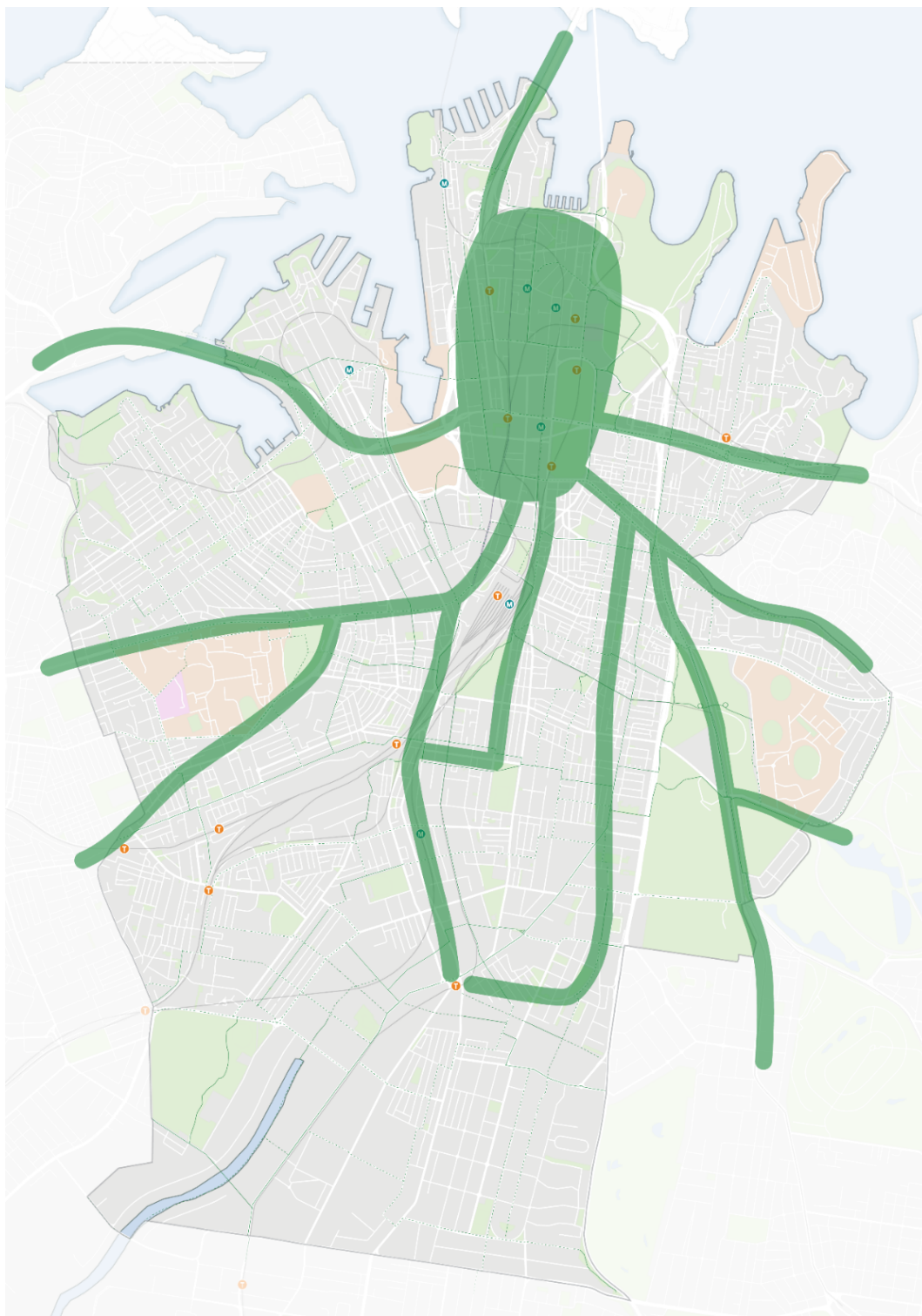


Figure 8. Key bus corridors through the city – illustrative only

Source: SGS Economics and Planning with Kinesis (2022)

Electrification of Transport in the City Strategy and Action Plan Technical Report

Electrification of service vehicles

Approach

Service vehicles, while important to the necessary function of the city, have a major impact on emissions and the public domain in terms of space and noise. We will advocate for the rapid transition of commercial vehicles, including for relevant subsidies and incentives available for work-related vehicles. Moreover, a low emissions zone could help promote fleets' uptake of electric vehicles, as discussed in Section 2.2.

There is an opportunity, in conjunction with shared and public loading facilities (hubs), to facilitate micromobility fleet options for last mile delivery. The City in partnership with Transport for NSW provides a courier hub at the Goulburn Street car park, where deliveries can be transferred from a van to a bike or walked to the final destination.

Increasing efficiencies in freight and servicing vehicles, for example through consolidated procurement and loads to reduce empty running, shared and public loading hubs, and lockers and other storage for deliveries, will reduce the emissions associated with these vehicles, as well as improve congestion and productivity.

Justification

The electric and low-emission commercial vehicle market in Australia is immature in comparison to the electric car market, with long lead times. Both new and used electric truck retail markets need to further develop and expand to enable prices to be more competitive and represent better value for money. Further significant developments via Original Equipment Manufacturers (OEMs) are not expected to flow through to retailers in the coming 12 to 24 months, making the cost of ownership not yet comparable with diesel variants in the commercial space.

However, the availability of electric commercial vehicles is increasing. The Electric Vehicle Council reported that "the van and truck sector has seen substantial growth in the [six months to March 2022], with the sector now having access to 21 different trucks, utility vehicles (5), vans (6), and trucks (10)."²⁵

The impact of commercial vehicles is not evenly distributed across the local area. There is a significant freight and logistics presence in the southern portion of our area, particularly as it connects to Port Botany and the Sydney Airport.

Many delivery vehicles traverse our city centre every day, about 35,000 vehicle movements, but for most the city centre is not their point of origin or end-of-route destination. While the City provides kerbside loading zones, it is unlikely charging will be needed at them. Most delivery and servicing vehicles will charge at their point of origin or depot. Where appropriate, new off-street loading hubs could also provide brief charging windows.

Action 10: Advocate that the NSW Government accelerates the transition of service and delivery vehicle fleets to electric vehicles, including the use of e-bikes and other micromobility modes.

Electrification of car share vehicle fleets

Approach

Car sharing supports households and businesses who need infrequent access to a motor vehicle. The availability of car sharing reduces vehicle ownership and vehicle use. The City's Car Sharing Policy has already set benchmarks for fleet emission standards. An electric car-sharing fleet would contribute further to emissions reduction.

Car share is a unique fleet in that each vehicle in the City of Sydney has a "depot" in the form of its dedicated on-street space. While car share operators are responsible for the fleet, each individual user relies on the previous user to return the car ready for the next user. With users paying for time as well as distance, the current increased time for a user to charge a vehicle if required (compared to a quick refill for an ICE vehicle) could constrain the use of the car.

When there is a wide choice of publicly available charging, including fast charging, on-street charging for each dedicated car share bay or

vehicle is unlikely to be demanded. The cost and impact is not justified by the charging requirements. It is expected that operators will develop systems where they, or their members, refuel (or recharge) the cars, as occurs with the current fleet. There is also the potential for the development of mobile charging solutions.

The City will continue to work with car share operators to transition their fleet to electric vehicles through our regular policy reviews. The approach will include a target date for 100 per cent fleet transition (most likely 2030). There will also be transitional benchmarks, reflecting a reasonable and predictable uptake, noting that the electric vehicle options suitable for mass fleets such as car share are currently limited.

Justification

There are around 850 car share vehicles across the local area. Each of these vehicles helps reduce vehicle emissions and reduce, delay or avoid car ownership and the associated competition for parking. Car share vehicles in the local area are used on average 35 kilometres per day over about 5 hours, noting inconsistent usage patterns²⁶ and variations in each member's trip purpose. Based on this, a car share vehicle would be required to charge on average about once every two weeks. Users are generally expected to return a car share vehicle with a minimum amount of fuel.

Car share operators are responsible for the maintenance and condition of their vehicles. Early engagement with car share operators suggests that they will transition their fleets to electric vehicles for operational reasons once vehicles become available and affordable. Operators have existing systems for refuelling their internal combustion fleets. These are likely to be transferable to an electric fleet, when the expected growth in charging opportunities occurs. The City will work with operators to better understand the charging options in the initial stages of fleet transition (when fast charging opportunities will be less available).

Car share bays take the form of on-street bays in parking spaces provided by the City and off-street bays provided within the car parks of residential,

commercial and retail developments. Off-street bays can provide charging facilities to car share vehicles more easily than on-street bays, enabling convenient charging while the car is between bookings. The planning system can be used to ensure new development provides charging facilities in all car share bays.

The City uses the Car Sharing Policy to establish the obligations of eligible operators. Amending the Policy to set the expectations for the predictable transition to an electric fleet is appropriate and builds on a legacy of requiring low environmental impact vehicles.

Action 11: Work with car share operators to develop a model to electrify their fleet by 2030. This includes changes confirmed via periodic policy review and that are cost neutral to the City.

Electrification of point-to-point and taxi fleets

Approach

We will advocate for the rapid transition of taxis and other point-to-point services to electric fleets. This will be assisted by measures that increase the availability and affordability of electric vehicles (Actions 2 to 5). Currently, there is not a suitable mass fleet option available in Australia. When one is available, fleets are expected to transition quickly, given the operational cost savings.

After that, electric taxis would then become available to the second-hand car market after three to four years of use, increasing purchase options in the late 2020s.

Justification

There are about 25,000 taxi movements in the Sydney city centre on an average weekday. Taxis travel about 200 to 300 kilometres per day. Most electric taxis will charge at a depot or other point of origin on a dedicated charger to meet their range needs.

There may be some need for refuelling during use. This would need to be met with rapid charging during a shift. The NSW Government's fast-charging network on major routes will play a role here. The development of charging options in service stations (or a similar charging facility) will also contribute, and facilities such as food and beverages, car washes and bathrooms would incentivise taxi drivers to take short multipurpose breaks that could include charging.

There may be some need for dedicated rapid charging at key locations to supplement point-of-origin charging. Airports are one potential location. Charging at taxi ranks, especially in the city centre, is unlikely to be a feasible or useful option for taxis.

Action 12: Advocate that the NSW Government accelerates the uptake of zero-emission vehicles by point-to-point operators, including taxis.

2.4 Supporting electric vehicle charging options in ways that limit the impact on the public domain

Respond to the specific charging needs of different City villages

Approach

Different transport fleets across the local area will have varying needs for electric vehicle charging. Most residents and workers will charge at home. The need to provide on-street charging is largely limited to areas with limited access to and availability of off-street parking and to the availability of publicly accessible rapid-charging facilities.

Most residents in the city have either off-street residential parking or utilise parking permits to park on the street. The local areas with higher levels of vehicle ownership are also generally areas with high levels of off-street parking (for example, Green Square and City South village). However, some areas of the city have limited access to off-street parking, such as Macleay Street and Woolloomooloo Village, Newtown, parts of Glebe and Surry Hills (Figure 3). Around 100 publicly available charges are currently available in the city, including at the City's Goulburn Street and Kings Cross car parks. The City may need to enable publicly accessible charging in village locations to supplement other charging options until the market develops (see Page 33).

Due to the concentration of commercial activity in the city's south, there may also be some need for publicly accessible fast charging for commercial vehicle fleets. However, it is expected that most commercial fleets will charge at their depot or point of origin.

There will not be a need for the City to provide on-street publicly accessible charging in the city centre. Commercial car parks and destination car parks currently provide charging for the public, and this is anticipated to continue.

Justification

Car ownership and access to off-street parking are fairly evenly matched across the city, with the exception of Pyrmont which has high levels of off-street parking and lower levels of car ownership, and areas such as Macleay Street and Woolloomooloo Village, Newtown and parts of Glebe and Surry Hills which have limited access to off-street parking compared to car ownership rates (Figure 3).

Under the City's optimised scenario, some 200 to 350 publicly accessible chargers are needed in or near the city, but the density required differs across village areas. These would supplement the already over 100 publicly available chargers in the local area, concentrated in the city centre.

Support off-street charging in new buildings

Approach

New buildings in our area will be "EV ready". The City is supporting the forecast growth in electric vehicle uptake by requiring new commercial and residential developments to provide an appropriate number of shared electric vehicle charging parking spaces, along with a conduit to all parking spaces to enable the easy provision of electric vehicle charging at dedicated spaces when required.

The City's planning controls will also facilitate the provision of electric car share vehicles within developments by requiring on-site car share bays in new developments to be fitted with electric vehicle charging facilities in common property ownership.

We will investigate requirements for new commercial development to provide electric vehicle charging facilities in visitor parking spaces, including retail customer parking spaces. This could help provide access to electric vehicle charging facilities to residents who do not have a way of charging at home and for 'top-up' refuelling opportunities.

As power demand increases over time, building managers can implement load balancing, individual metering and other models that all use the same underlying infrastructure ("EV ready").

Justification

Planning controls are an important part of facilitating the transition to electric vehicles and an element within the City's control.

New development should meet the future needs of building users and planning controls can ensure this happens.

Planning controls should not cause development to overprovide or overbuild infrastructure for electric vehicle charging that would exceed the forecast uptake.

Action 13: Prepare draft planning controls in the Sydney Development Control Plan 2012 requiring new development to be 'electric vehicle ready', with car parking spaces enabling electric vehicle charging.

Support off-street vehicle charging in existing buildings

Approach

The City will work with the NSW Government, the energy sector and building owners in priority sectors to understand and help facilitate options for charging provision in existing buildings and to promote publicly accessible charging. This will help building owners to make more informed decisions about what charging is, or is not, required on-site.

We will assist building owners in priority sectors to investigate electric vehicle charging options as part of a broader energy management plan. Our Green Building Grants supports Owners Corporations and building owners in the accommodation sector to undertake environmental ratings, certifications, audits and assessments for existing buildings to be resource efficient and achieve net zero emissions by 2035.²⁷

We will also provide guidance on electric vehicle charging options through our energy action plans in our Smart Green Apartments program.²⁸ Through our Smart Green Apartments program we work with an intake of Owners Corporations annually, supporting them to improve efficiency, sustainability and resilience of their apartment buildings and residential precincts.

While there are challenges with retrofitting, grid supply and heritage constraints, the City envisages ongoing expectation from people in private buildings with off-street parking to charge their electric vehicles there. They may see other people with off-street parking taking advantage of the opportunity – charging when they like at a speed that suits their needs, potentially using electricity they themselves generate. Feasibility of occupiers meeting that demand will vary from building to building. We will investigate classifying electric vehicle chargers as exempt development in local planning controls so they don't require planning approval and this will apply to the installation of chargers in shared, commercial and non-private contexts.

Justification

The more people that can charge in their own off-street parking, the less the demand for other charging.

The NSW Government Office of Energy and Climate Change has developed guidance for residential strata buildings²⁹ and for commercial office buildings³⁰ on electric vehicle charging. NSW planning controls allow for electric vehicle charging for private use to be installed without a development application.

There is a significant stock of existing apartment buildings and offices with off-street car parking that can be investigated for retrofitting to support electric vehicle charging. Solving this challenge in place matters. There is no 'one-size-fits-all' solution, as differences in buildings' age, location and size and other factors require a mix of information, incentives and guidance. Some buildings may not be suitable for retrofitting. One consideration, it that there are a large number of residents in the city that rent rather than own their dwelling. Under current systems, it is a challenge to facilitate them to be able to access electric vehicle charging on-site.

By 2035, at 100 per cent uptake, around 5 to 20 chargers will be needed in the average strata building, noting that the size, availability of off-street parking, age and location of strata buildings vary across our area (Section 1.5).

Action 14: Work with the NSW Government to provide guidance to residential building owners and managers to enable informed decision-making regarding appropriate provision of on-site charging.

Action 15: Fund electric vehicle charging feasibility assessments as part of net-zero plans and energy audits in Green Building Grants and provide guidance on electric vehicle charging through our energy action plans in the Smart Green Apartments program.



Photographer: Katherine Griffiths / City of Sydney

Support publicly accessible vehicle charging in ways that assist the transition to electric vehicles while limiting the impact on streets and public space

Approach

Electric vehicle charging will take place primarily off-street, through a combination of charging facilities in residential and commercial buildings and through market-driven, private approaches to charging stations accessible to the public.

The City already provides publicly available charging stations in two of its car parks: the Goulburn Street Car Park and the Kings Cross Car Park.

To supply confidence to the burgeoning public charging network, the City will lead the early provision of publicly accessible chargers. We will work with service providers to deliver a number of paid publicly accessible chargers in our off-street car parks at no or minimal cost to Council. In addition, we will work with private sector providers to trial paid on-street publicly accessible

charging in residential areas with constrained private charging opportunities. This would limit the impact of charging infrastructure on the public domain, especially footpaths. It is important that this is paid rather than free parking / charging to meet the equity aims of this Strategy. The aim is to provide additional public charging in the first few years of transition during which the private sector establishes a more extensive, scalable charging network.

Charging options are rapidly being developed that reduce impact on the public domain from charging infrastructure. On-street models can be explored to respond to a particular area's needs if required. This would be managed to support access and limit impact on the public domain as well as costs and the use of public funds for private vehicle use. For example, charging directly from power poles is a model that uses infrastructure already in the public realm, adjacent to parking.

The City will also work with operators of commercial car parks to promote charging in these locations and we will work with the NSW Government to make sure the public know available charging locations.

Justification

To protect the liveability of our neighbourhoods for a diverse population and encourage increased use of public transport, walking and cycling, the City, through its Neighbourhood Parking Policy, prioritises use of on-street, kerbside parking spaces for residents, businesses and their visitors and customers. Maintaining this priority requires that commuter on-street parking in residential neighbourhoods and commercial areas be actively discouraged. Publicly accessible on-street electric vehicle parking with charging will only be considered where it is in line with these objectives and priorities.

A key element of the transition to electric vehicles will be the expansion of the publicly accessible charging network, including fast charging for those who need it.

Providing on-street refuelling ('charging facilities') for one type of private vehicle is not equitable, especially considering the current affordability and availability issues. Most vehicles refuel now at publicly accessible service stations, not on public streets. The infrastructure requirements, impacts and costs are unlikely to make publicly accessible on-street charging feasible or scalable in our area, where many people have access to off-street parking.

Retail locations and public car parks in our area are already providing electric vehicle charging. It may be already easier for our residents to charge an electric vehicle than fuel up a petrol vehicle. There are already over 100 publicly available electric vehicle chargers in the City – underlining the importance of making sure the public know where they are.

There are 7 service stations within the City of Sydney with over 20 additional stations within a 2-kilometre range. Major service station operators are transitioning to provide dedicated electric vehicle charging. These types of facilities, which are already optimally located on key routes and near key destinations, will expand publicly accessible charging access, and serve an important role in facilitating the transition for our residents that are not able to charge at home.

The NSW Government has planned for fast charging along the M1 and the A4 (City West Link).

The City will play an important early leadership role that still allows the rapid development of market-driven public charging facilities in the medium and long term.

Action 16: Advocate that the NSW Government investigates appropriate and feasible market driven options for scalable publicly accessible off-street charging.

Action 17: Work with owners of publicly accessible car parking and servicing (including service stations, retail parking, public parking stations) to promote the opportunity to provide EV charging for public use.

Action 18: Support the NSW Government to ensure the public knows where publicly accessible chargers are.

Action 19: Provide additional off-street publicly accessible charging in City-controlled car parks across the LGA in locations where feasible (other than in City parks).

Action 20: Work with private sector providers to trial paid on-street charging in residential areas with constrained private charging opportunities. This should be cost neutral to the City and avoid negative impacts on the public domain including footpaths and planting.

Action 21: Investigate charging models for areas with constrained charging options. This is a contingency. The model should only supplement other public charging offers; be based on an evidenced need; community acceptance; be cost neutral to the City; be based on available or advanced technology; and avoid negative impacts on the public domain including footpaths and planting.

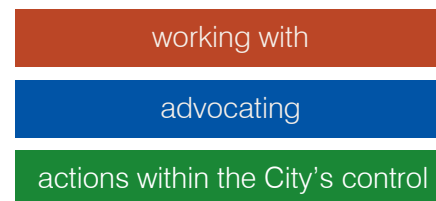


Photographer: Chris Southwood / City of Sydney

3. Action Plan

The City is not responsible for providing charging but has a responsibility to facilitate access and equity through enabling the right charging solutions in the right places.

This strategy outlines key actions the City can do to support this transition, including working with, advocating, and actions within the City's control.



Action number	Action	New or continuing	Timeframe	Responsible Business Unit	Other agencies
Creating a city for walking, cycling and public transport					
Action 1	Work with the NSW Government to reduce vehicle kilometres travelled (VKT) by all vehicle fleets by creating a city for walking, cycling and public transport to reduce transport-related emissions.	Continuing	Immediate	City Access	NSW Government
Government pricing and policy that prioritises electric vehicles over internal combustion engine vehicles					
Action 2	Advocate that the Australian Government immediately raise fuel and emissions standards to make electric vehicles more attractive, and to avoid Australia receiving vehicles not saleable elsewhere.	Continuing	Immediate	Sustainability & Resilience	Federal Government
Action 3	Advocate that the Australian Government develops a transition plan for new vehicles to be zero emissions by 2030 and powered by a fully renewable electricity grid by 2035.	Continuing	Immediate	Sustainability & Resilience	Federal Government

Action number	Action	New or continuing	Timeframe	Responsible Business Unit	Other agencies
Government pricing and policy that prioritises electric vehicles over internal combustion engine vehicles (continued)					
Action 4	Advocate that the NSW Government investigates pricing mechanisms to incentivise the transition to electric vehicles in the city centre, including low emissions zone, parking levies and kerbside charging.	Continuing	Immediate	City Access	NSW Government
Action 5	Advocate that subsidies for electric vehicles (including for charging) proposed by the Australian and NSW Governments reflect the City's fleet transition hierarchy (i.e. e-bikes and other micromobility and public transport first then commercial, and finally private vehicles).	Continuing	Immediate	City Access	NSW Government Federal Government
A transition to electrification that focuses on high-impact transport fleets					
Action 6	The City will maximise electrification of its light fleet by 2030 and heavy fleet as soon as possible.	Continuing	Ongoing	Fleet services	
Action 7	The City will encourage the uptake of electric vehicles to be used in our contracted services through our procurement processes (including waste collection, cleansing and maintenance).	Continuing	Ongoing	Fleet services	
Action 8	Advocate to the State and Federal Government that grants to encourage fleet electrification include local government depots to facilitate and encourage local governments to transition their fleets.	New	Immediate	Fleet services	Federal Government


Action number	Action	New or continuing	Timeframe	Responsible Business Unit	Other agencies
A transition to electrification that focuses on high-impact transport fleets (continued)					
Action 9	Advocate that the NSW Government accelerates the electrification of the bus fleet serving the City of Sydney, prioritised by depot and corridor, to reduce noise, localised pollution and carbon emissions by 2030.	Continuing	Ongoing	City Access	NSW Government Transport for NSW
Action 10	Advocate that the NSW Government accelerates the transition of service and delivery vehicle fleets to electric vehicles, including the use of e-bikes and other micromobility modes.	Continuing	Ongoing	City Access Sustainability Programs	NSW Government
Action 11	Work with car share operators to develop a model to electrify their fleet by 2030. This includes changes confirmed via periodic policy review and that are cost neutral to the City.	Continuing	Ongoing	City Access	Car share operators
Action 12	Advocate that the NSW Government accelerates the uptake of zero-emission vehicles by point-to-point operators, including taxis.	Continuing	Ongoing	City Access	NSW Government NSW Point to Point Commission

Action number	Action	New or continuing	Timeframe	Responsible Business Unit	Other agencies
Supporting electric vehicle charging options in ways that limit impacts on the public domain					
Action 13	Prepare draft planning controls in the Sydney Development Control Plan 2012 requiring new development to be 'electric vehicle ready', with car parking spaces enabling electric vehicle charging.	Continuing	Immediate	Planning	NSW Department of Planning and Environment
Action 14	Work with the NSW Government to provide guidance to residential building owners and managers to enable informed decision-making regarding appropriate provision of on-site charging.	Continuing	Immediate	Sustainability Programs	NSW Office of Energy and Climate Change
Action 15	Fund electric vehicle charging feasibility assessments as part of net-zero plans and energy audits in Green Building Grants and provide guidance on electric vehicle charging through our energy action plans in the Smart Green Apartments program.	New	Immediate	Sustainability Programs	NSW Government Building owners and Managers
Action 16	Advocate that the NSW Government investigates appropriate and feasible market-driven options for scalable publicly accessible off-street charging.	New	Immediate	City Access	NSW Government
Action 17	Work with owners of publicly accessible car parking and servicing (including service stations, retail parking, public parking stations) to promote the opportunity to provide EV charging for public use.	Continuing	Ongoing	City Access City Communications Planning	Public parking providers Commercial parking operators

Action number	Action	New or continuing	Timeframe	Responsible Business Unit	Other agencies
Supporting electric vehicle charging options in ways that limit impacts on the public domain (continued)					
Action 18	Support the NSW Government to ensure the public knows where publicly accessible chargers are.	New	Immediate	City Comm-unications	NSW Govern-ment
Action 19	Provide additional off-street publicly accessible charging in City-controlled car parks across the LGA in locations where feasible (other than in City parks).	New	Immediate	City Access CITO	DPIE
Action 20	Work with private sector providers to trial paid on-street charging in residential areas with constrained private charging opportunities. This should be cost neutral to the City and avoid negative impacts on the public domain including footpaths and planting.	New	Immediate	City Access CITO	Electric Vehicle charging providers Grid operators
Action 21	Investigate charging models for areas with constrained charging options. This is a contingency. The model should only supplement other public charging offers; be based on an evidenced need; community acceptance; be cost neutral to the City; be based on available or advanced technology; and avoid negative impacts on the public domain including footpaths and planting.	New	2 to 3 years	City Access City Design Traffic Operations City Engagement	NSW Govern-ment Electric Vehicle charging providers



I'm an
electric truck.



Breathe easier.



Photographer: Jennifer Leahy / City of Sydney

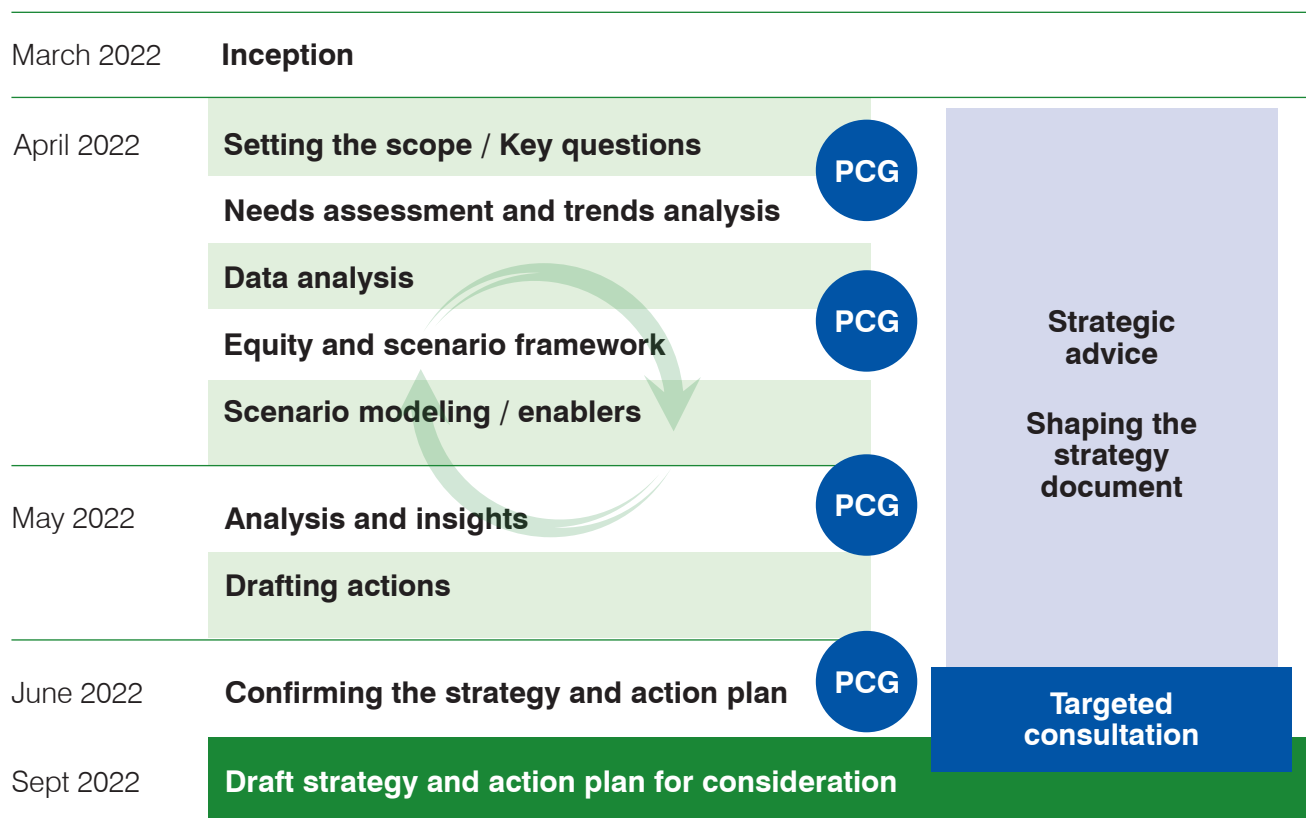
4. Reference Materials

4.1 Process to develop the strategy and action plan

Figure 9 illustrates the process undertaken to develop this strategy and action plan along with key dates and key meeting points.

The development of this strategy and action plan was supported by a technical report and an internal Project Coordination Group.

Figure 9. Process to develop the strategy and action plan



Technical report

The strategy and action plan builds on analysis and understanding of vehicle use within our local context. The City partnered with SGS Economics and Planning and Kinesis to develop and provide strategic and technical advice. The technical report providing the analysis and modelling undertaken is available at: (link to be included).

Engagement

An internal cross-divisional Project Coordination Group (PCG) steered the development of the strategy and action plan, with representatives from Strategic Planning and Urban Design, Sustainability and Resilience, Sustainability Programs, City Access, Strategy and Communication and City Fleets.

This PCG met formally to undertake intensive working sessions coordinated with the development of the strategic advice, technical analysis and modelling by SGS Economics and Planning and Kinesis (15 December 2021, 24 March 2022, 20 April 2022, 20 May 2022, 10 June 2022) along with informal and targeted meetings between key members.

The PCG provided input into iterations of the draft, including drafting and approving the actions and reviewing the 80 percent draft strategy and draft action plan.



Photographer: Paul Patterson / City of Sydney

4.2 Key terms

Key terms	Definition and explanation
EV ready	Refers to parking spaces that have the required wiring, power outlets and connection points for an electric vehicle charger to be installed when required. These can be parking spaces in new buildings or retrofitted parking spaces in existing buildings.
Kilowatt (kW)	A kilowatt is how much energy is moving or being used at one time. It is used in reference to the speed of chargers.
Kilowatt hour (kWh)	Amount of energy used in an hour. Used in reference to the capacity of a battery, for example, how much energy a battery can hold and store.
Micromobility	A term used to refer to a range of smaller vehicles such as bicycles, cargo bikes, electric bikes, electric scooters and three-wheeled delivery vehicles, that can be electric or human powered.
Point-to-point vehicles	Refers to vehicles used to transport people on demand for a fee, such as taxis, hire cars, ride-share services and tourist services.

4.3 Electric vehicle charging standards

	Power	Range added per hour	Charging time	Typical application
Level 1 – single phase (domestic)	2.4-3.7kW	10-20km range / hour	5-16 hours	Home
Level 2 slow – single phase (domestic or public)	7kW	30-45km range / hour	2-5 hours	Home, work, shopping centres, car parks
Level 2 fast – three phase (public)	11-22kW	50-130km range / hour	30 mins-2 hours	Urban roadside
Level 3 – fast charge (public)	50kW	250-300km range / hour	20-60 mins	Regional near highways, motorways and key routes
Level 4 – super fast charge (public)	120kW	400-500km range / hour	20-40 mins	Regional near highways, motorways and key routes
Ultra-fast charge (public)	350kW	1000+tkm range / hour	10-15 mins	Highways and motorways

Source: NSW Government Electric vehicle charging types.

4.4 Endnotes

1. City of Sydney (2022). *Sustainable Sydney 2030–2050 – Continuing the Vision*, available at <https://www.cityofsydney.nsw.gov.au/sustainable-sydney-2030-2050> and City of Sydney (2022). *Community Strategic Plan – Delivering Sustainable Sydney 2030–2050*, available at <https://www.cityofsydney.nsw.gov.au/strategies-action-plans/community-strategic-plan>.
2. NSW Government (2021). *NSW Electric Vehicle Strategy*. Environment, Energy and Science and Department of Planning, Industry and Environment. Available at <https://www.environment.nsw.gov.au/-/media/OEH/Corporate-Site/Documents/Climate-change/nsw-electric-vehicle-strategy-210225.pdf>.
3. City of Sydney (2021). *Environmental Strategy 2021–2025*. Available at <https://www.cityofsydney.nsw.gov.au/strategies-action-plans/environmental-strategy>.
4. NSW Government (2021). *NSW Electric Vehicle Strategy*. Environment, Energy and Science and Department of Planning, Industry and Environment. P.14. Available at <https://www.environment.nsw.gov.au/-/media/OEH/Corporate-Site/Documents/Climate-change/nsw-electric-vehicle-strategy-210225.pdf>.
5. Place is used in this context to refer to the quality, design and availability of the public space and public domain provided, along with the broader attributes of a place such as sense of place.
6. NSW Government Fast Charging Master Plan Map at <https://www.energy.nsw.gov.au/business-and-industry/programs-grants-and-schemes/electric-vehicles/Fast-charging-master-plan#master-plan-map>
7. The NSW Government estimates that “a taxi driver can save up to around \$4500 per year by switching from a hybrid petrol car to a battery EV or even more if switching from a traditional petrol vehicle” (p. 10). NSW Government (2021). *NSW Electric Vehicle Strategy*. Environment, Energy and Science and Department of Planning, Industry and Environment. Available at <https://www.environment.nsw.gov.au/-/media/OEH/Corporate-Site/Documents/Climate-change/nsw-electric-vehicle-strategy-210225.pdf>
8. See “NSW Government’s Electric Vehicle Strategy” at <https://www.nsw.gov.au/initiative/nsw-governments-electric-vehicle-strategy> and “Electric vehicles” at <https://www.energysaver.nsw.gov.au/reducing-emissions-nsw/electric-vehicles>
9. NSW Government Fast Charging Master Plan Map at <https://www.energy.nsw.gov.au/business-and-industry/programs-grants-and-schemes/electric-vehicles/Fast-charging-master-plan#master-plan-map>
10. NSW Government’s update <https://www.nsw.gov.au/media-releases/supercharges-ev-rollout>
11. The Electric Vehicle Council keeps a list of charging organisations. See <https://electricvehiclecouncil.com.au/about-ev/charger-map/>.
12. See <https://www.transport.nsw.gov.au/projects/electric-vehicles/charging-an-electric-vehicle/charging-map> and <https://www.plugshare.com/>.
13. This varies with Potts Point–Woolloomooloo having about 16,600 people/square kilometre and Pyrmont–Ultimo 16,500 people/square kilometre.
14. SGS Economics and Planning with Kinesis Technical Report, electric vehicle projects under three scenarios based on current NSW Government policy, current Federal Government policy and optimised for 100 per cent electric vehicle take up in the local area. Data sources used: ABS census, NSW Registrations, City of Sydney LSPS 2012, NSW Government electric vehicle strategy and the Labor Government’s election policy announcements.

15. See <https://www.transport.nsw.gov.au/projects/electric-vehicles/charging-an-electric-vehicle/range-and-charging>
16. SGS Economics and Planning with Kinesis. Areas with a deficit in off-street residential parking.
17. *Draft City of Sydney Access Strategy and Action Plan*
18. Reference SGS Economics and Planning with Kinesis Technical Report. Modelling of home and public charging profiles. Charging profiles are indicative only and based on a Danish study calibrated to electric vehicle charging demanded in the local area using car use from Transport for NSW's Household Travel Survey.
19. See City of Sydney (2021). Environmental Strategy 2021–2025. Available at <https://www.cityofsydney.nsw.gov.au/strategies-action-plans/environmental-strategy>.
20. These include emissions from brake wear, tyre wear, road pavement and road wear.
21. The 'last mile' in transportation planning is the final part of a journey, often from a transportation hub (e.g. a bus stop or train station) to the final destination (e.g. home or work).
22. NSW Government (2022). "Zero Emission Buses" (Project update, June). Available at <https://www.transport.nsw.gov.au/projects/current-projects/zero-emission-buses>.
23. NSW Government (2021). NSW Electric Vehicle Strategy. Environment, Energy and Science and Department of Planning, Industry and Environment, p. 10. Available at <https://www.environment.nsw.gov.au/-/media/OEH/Corporate-Site/Documents/Climate-change/nsw-electric-vehicle-strategy-210225.pdf>.
24. See NSW Government (2022). Zero Emission Buses. Available <https://www.transport.nsw.gov.au/projects/current-projects/zero-emission-buses>. Note that prior announcements used 2030 as the deadline, rather than 2035.
25. Electric Vehicle Council (2022). State of Electric Vehicles – March 2022, p. 4. Available at: <https://electricvehiclecouncil.com.au/reports/state-of-electric-vehicles-march-2022/>.
26. The City's Car Sharing Policy sets minimum use levels for each vehicle.
27. More information available at <https://www.cityofsydney.nsw.gov.au/environmental-support-funding/green-building-grants>
28. More information available at <https://www.cityofsydney.nsw.gov.au/environmental-support-funding/smart-green-apartments>
29. NSW Government Energy Saver. "Making your residential strata building EV ready". Available at <https://www.energysaver.nsw.gov.au/reducing-emissions-nsw/electric-vehicles/electric-vehicle-ready-buildings/making-your-residential-strata-building-ev-ready#the-5-steps-to-ev-readiness>.
30. NSW Government Energy Saver. "Making Your Commercial Building EV Ready". Available at <https://www.energysaver.nsw.gov.au/reducing-emissions-nsw/electric-vehicles/electric-vehicle-ready-buildings/making-your-commercial-building-ev-ready>.



Item 10

City of Sydney Waste Management and Operating Environment

Document to Follow

Item 11

Questions on Notice

1. Planting Trees on Streets with Heritage Listed Buildings

By Councillor Jarrett

Constituents have expressed concerns that the draft Street Tree Master Plan 2022 has failed to consider the heritage character and listing of some Sydney streets whilst selecting tree species.

Question

Is the presence of heritage listed buildings on a street considered by the City of Sydney during the tree species selection process? If so, how is the most suitable tree species determined for streets with heritage listed buildings?

X086666

2. Commercial Partners and Advertising on City of Sydney Platforms

By Councillor Ellsmore

Question

The City's communication channels such as the City of Sydney What's On newsletter feature commercial advertisements from partnerships.

1. What are the policies or procedures that guide Council entering into commercial partnerships for festivals and events?
2. Which Council online and print platforms are available to promote commercial businesses – website, email, newsletters?
3. In the last 12 months, which online, email and print City of Sydney Council platforms have been used to promote commercial partnerships?
4. In the last 12 months, which of the City of Sydney's free newsletters or What's On newsletter type-platforms included commercial advertising (online, email and hardcopy)?
5. In the last 12 months, what kind of commercial advertising was included in the City of Sydney's free newsletters or What's On newsletter type-platforms (online, email and hardcopy)?

6. What income was derived in the current financial year (2022/23) from featuring commercial advertising or partnerships on the following City's platforms:
 - (a) Council's website;
 - (b) Council email newsletters;
 - (c) Council print newsletters; and
 - (d) Other council communications?
7. What income was derived in the previous financial year (2021/22) from featuring commercial advertising or partnerships on the City's platforms:
 - (a) Council's website;
 - (b) Council email newsletters;
 - (c) Council print newsletters; and
 - (d) Other council communications?
8. How does Council assess the commercial value of the advertising or partnerships it provides through its Council platforms (website, email, newsletters)?
9. Who decided on the commercial partners or approves what advertising is allowed?
10. By what criteria are commercial partners chosen?
11. By what criteria is commercial advertising permitted?
12. Where in the Council budget papers are the costs and income/revenue which relate to commercial advertising or private partnerships using Council platforms included (please provide details of specific council documents and relevant line items)?

X086664

3. Stewart Street Mobility Parking Space

By Councillor Jarrett

Question

The Stewart Street Association has requested a permanent, shared mobility parking space in the current mobility parking space on Stewart Street, Paddington due to a change in circumstances regarding the allocated space no longer being required.

1. What capacity is there for Council to allocate general mobility parking spaces in the event a household mobility parking space becomes vacant?
2. Can the mobility parking space on Stewart Street be re-allocated into the general-purpose resident's pool as a mobility parking space?

3. What guidelines are in place to ensure that mobility parking spaces are in place for residential streets in the City of Sydney generally to ensure our city is accessible?

X086666

4. Joynton Park Grass and Lighting

By Councillor Jarrett

Question

The six-month trial of lighting in Joynton Park that commenced in April 2022 has now concluded.

1. Has a date been announced for removal of the temporary fence on the grass in Joynton Park? If so, what is this date?
2. Is an update available regarding the outcome of the park lighting trial following the removal of this lighting in October?
3. If successful, why hasn't the City of Sydney installed regular lighting in the months after its completion?
4. Why did the City of Sydney remove the lighting before announcing the results of the trial?
5. Has any additional community consultation occurred, or will additional community consultation occur regarding the potential installation of permanent lighting?

X086666

5. Discussions with Federal Government regarding Social and Affordable Housing Funding

By Councillor Ellsmore

Question

In October 2022, the Federal Government released the National Housing Accord, a plan to engage all levels of government, institutional investors and the construction sector to help tackle the nation's housing problem.

1. What has Council assessed as to the potential to partner with the Federal Government to deliver more social and affordable housing in the City of Sydney?
2. How can Council best leverage the commitments made by the Federal Government to increase social and affordable housing in the City of Sydney?
3. Has Council communicated with the Federal Government about opportunities to partner to deliver additional social and affordable housing in the City of Sydney?
4. Within Council, who is tasked with leading discussions with the Federal Government?
5. What have been the outcomes of these discussions to date?

6. If Council has not entered into discussions, when do you expect Council to do so?
7. Has the Council explored collaborating with the Federal Government to deliver social and affordable housing projects, either by monetary contributions, logistical support, or both? Please provide details.

X086664

6. City of Sydney Waste Disposal

By Councillor Scott

Question

1. In the last five years, has the City withheld payment for waste services at any time from any external providers? If so, when, how much and what for?
2. If not, will the City consider this option in future? If not, why not?
3. Has the City sought any contract amendments from Cleanaway since 2019?
4. Have Cleanaway sought any contract amendments from the City since 2019?
5. What are the additional costs that the City has incurred as a result of increased waste complaints?
6. Please detail, broken down by month since 2018, how many complaints of missed collection the City has received?
7. Please detail, broken down by month since 2018, how many requests for bulk collection the City has received? Of these, how many have been collected on the day booked? How many have been missed? How many have been delayed?
8. What other metrics does the City collect on waste and recycling collection services? How are these monitored?

X086668

7. Waste Management in the City of Sydney

By Councillor Weldon

Question:

1. How many missed waste and recycling collections were reported to the City of Sydney in each of the preceding 12 months (January 2022 to January 2023)?
2. How much did the City of Sydney expend on waste management services (combined in-house and contracted services) in each of the last five years (FY2017/18, FY2018/19, FY2019/20 and FY2020/21 and FY2021/22)?

3. What was the number of full time/part time staff employed by the City of Sydney engaged in collecting waste in each of the last five years (FY2017/18, FY2018/19, FY2019/20 and FY2020/21 and FY2021/22)?
4. What is the number of full time/part time staff currently employed by the City of Sydney engaged in collecting waste?
5. Since the execution of the City's major contract with Cleanaway, have any fulltime/part time City of Sydney employees been engaged in collecting waste which is the responsibility of Cleanaway as part of its contract signed with the City of Sydney?
6. If the answer to 5 is yes:
 - (a) On how many occasions and on what dates have City of Sydney employees collected waste that is part of the contract obligations of Cleanaway?
 - (b) What are the terms under which City of Sydney employees are doing work that is part of the contract obligations of Cleanaway?
7. Were any privately operated waste collection companies engaged by City of Sydney prior to the execution of the contract with Cleanaway?
8. If the answer to 7 is yes:
 - (a) What is the name and nature of those private services?
 - (b) What were the services provided to City of Sydney by each of the companies?
 - (c) What was the value of the contracts with City of Sydney with each of the companies?
 - (d) Which private companies, aside from Cleanaway, are currently providing services to City of Sydney for waste related issues and what is the nature of these services?
9. Has the Chief Executive Officer met with Cleanaway management since the Council meeting in August 2022 to discuss their performance on waste related matters?
10. If the answer to 9 is yes on how many separate occasions and on what dates did the meetings occur?
11. How many rat traps or other rat eradication devices are currently in place in the City of Sydney?
12. Which areas of the City of Sydney are most affected by rat infestation based on number of rat eradication devices installed?

X086670

8. Current Waste Management Services in the City

By Councillor Ellsmore

Question

1. Currently, who collects residential or domestic waste in the City of Sydney Local Government Area:
 - (a) General waste (red bin);
 - (b) Recyclables (yellow bin);
 - (c) Soft plastics;
 - (d) Other recyclables (other, for example clothes which can be donated and reused through a booked pick up service);
 - (e) Organic waste (not including food organics) (green bin);
 - (f) Food organic waste;
 - (g) Bulky house clean-up;
 - (h) White goods;
 - (i) Illegal dumping;
 - (j) Mattress collections;
 - (k) Other residential waste not captured by the above.
2. Are there different arrangements for particular types of residential dwellings which are common in the City of Sydney Local Government Area – for example, public housing, social housing, and/or mixed commercial and residential towers? If yes, please provide details.
3. Currently, who is responsible for collecting waste from public bins in City of Sydney's parks and streets?
4. Currently, who is responsible for commercial waste in the City of Sydney?
5. Currently, who is responsible for processing, managing and/ or disposing of waste in the City of Sydney:
 - (a) General waste (red bin);
 - (b) Recyclables (yellow bin);
 - (c) Soft plastics;
 - (d) Other recyclables (other, for example clothes which can be donated and reused through a booked pick up service);
 - (e) Organic waste (not including food organics) (green bin);

- (f) Food organic waste;
 - (g) Bulky house clean-up;
 - (h) White goods;
 - (i) Illegal dumping;
 - (j) Mattress collections;
 - (k) Other residential waste not captured by the above.
6. What contracts or other commercial arrangements are in place for the collection of residential or domestic waste in the City of Sydney, in relation to:
- (a) General waste (red bin);
 - (b) Recyclables (yellow bin);
 - (c) Soft plastics;
 - (d) Other recyclables;
 - (e) Organic waste (not including food organics) (green bin);
 - (f) Food organic waste;
 - (g) Bulky house clean-up;
 - (h) White goods;
 - (i) Illegal dumping;
 - (j) Mattress collections;
 - (k) Other residential waste not captured by the above.
7. What are the key terms – including at least the name of organisation contracted and the term of the contracts – for the types of waste collection listed above at 6? If a contract for collection of residential or domestic waste covers multiple types of waste, please specify this.
8. What contracts or other commercial arrangements are in place in relation to: processing, managing and/or disposing of waste in the City of Sydney, for the different types of waste listed above at 6?
9. What are the key terms –including at least the name of organisation contracted and the term of the contracts – for the types of waste collection listed above. If a contract for collection of residential or domestic waste covers multiple types of waste, please specify this.

9. Recent Industrial Action in Relation to Waste Services

By Councillor Ellsmore

Question

1. What industrial action has impacted the City of Sydney's waste collection services in the last three months?
2. Which specific Council waste collection services have recently been impacted by industrial action in the last three months:
 - (a) General waste (red bin);
 - (b) Recyclables (yellow bin);
 - (c) Soft plastics;
 - (d) Other recyclables (other, for example clothes which can be donated and reused through a booked pick up service);
 - (e) Organic waste (not including food organics) (green bin);
 - (f) Food organic waste;
 - (g) Bulky house clean-up;
 - (h) White goods;
 - (i) Illegal dumping;
 - (j) Mattress collections;
 - (k) Other residential waste not captured by the above.
3. Who is the industrial action between? If more than one dispute, please note this.
4. Is the City aware of the reasons for the industrial action? Please provide details.
5. What was the date of:
 - (a) The first strike, or industrial action, impacting residential waste pickup?
 - (b) The second strike, or industrial action, impacting residential waste pickup?
 - (c) The third strike, or industrial action, impacting residential waste pickup?
 - (d) Any following strikes or industrial action impacting waste pickup, of which the City is aware?
6. What streets – or suburbs if individual streets are not known – have been impacted by missed waste collection, over the last few months? Include details for each strike or industrial action.
7. What action has the Council taken to address the missed residential waste collection?

8. What future action is the Council proposing?

X086664

10. Food Organics and Garden Organics (FOGO)

By Councillor Ellsmore

Question

1. What decisions have the Council made in relation to food organics and garden organics (FOGO)?
2. What are the dates of those decisions? Please provide a timeline.
3. When will the outcomes of the City's trial in relation to FOGO be available?
4. When will the draft FOGO strategy be released?

X0866664

11. Council Decisions Regarding Waste Management

By Councillor Ellsmore

Question

1. What is the date of the decisions by Council to move from Council-run or in house services, to engage a private contractor to collect:
 - (a) General waste (red bin);
 - (b) Recyclables (yellow bin);
 - (c) Soft plastics;
 - (d) Other recyclables (other, for example clothes which can be donated and reused through a booked pick up service);
 - (e) Organic waste (not including food organics) (green bin);
 - (f) Food organic waste;
 - (g) Bulky house clean-up;
 - (h) White goods;
 - (i) Illegal dumping;
 - (j) Mattress collections;
 - (k) Other residential waste not captured by the above.

2. What decisions did the elected Council make on the 23 October 2017 to change the way its waste was collected / managed?
3. What advice or information was provided to Council for consideration when making the decision?
4. Was a business case or cost benefit analysis was provided to Council, in relation to the decision by Council to move to a private contract or outsource waste collection? Please provide details.
5. What dates was an Expression of Interest conducted for residential waste services? Include key dates.
6. What dates of the elected Council relate to this Expression of Interest?
7. What date was the residential waste contract with Cleanaway entered into?

X0866664

Item 12

Supplementary Answers to Previous Questions

There are no Supplementary Answers to Previous Questions on Notice for this meeting of Council.

Item 13.1**Notices of Motion****Regular Trans and Gender Inclusive Swim Events**

By Councillor Ellsmore

It is resolved that:

- (A) Council note:
- (i) that, at the 16 May 2022 Council meeting, Council unanimously supported holding a Trans and Gender Diverse Swim Day at one of its pools;
 - (ii) that the first City of Sydney Trans and Gender Diverse Swim Event was held on 28 January 2023 at the Cook + Phillip Pool;
 - (iii) that the event was a family friendly event that included the Pride Inclusion flag and decorations; free coffee; a DJ; a 'pool party' with inflatable unicorns and flamingos; interactive demonstrations led by inclusive sporting clubs like Sydney Stingers, Wett Ones and Emerald City Kick Ball Association; community information available from volunteers from the Inner City Legal Centre, Sydney Queer and Disability community groups (SQuAD), Sex Worker Outreach Project (SWOP), Rainbow Families and Twenty10; and (of course) swimming; and
 - (iv) that more than 500 people attended the event, and it was a great success, with much positive feedback;
- (B) Council congratulate and thank City staff, pool management and others involved for organising and supporting the event; and
- (C) the Chief Executive Officer be requested to:
- (i) provide advice to Council as to options for the City to support regular Trans and Gender Diverse Swim Events throughout the City of Sydney Council pools; and
 - (ii) provide advice to Council as to the cost or budget implications for Council to support future Trans and Gender Diverse Swim Events, with this advice to be provided with the draft 2023/24 budget - if a specific budget allocation would be required.

X086659

Item 13.2

Notices of Motion

City of Sydney Domestic Waste Service Review

By Councillor Jarrett

It is resolved that:

(A) Council note:

- (i) that various news outlets reported on 9 February 2023 that 24,000 bins failed to be collected on Tuesday, 7 February 2023;
- (ii) that Council were advised in a waste collection Council briefing that 15,000 bins had failed to be collected;
- (iii) under the previous City of Sydney Council headed by Lord Mayor Clover Moore, the City of Sydney Council voted unanimously on 17 September 2018 to outsource its domestic waste collection including:
 - (a) general waste (red bin) collection; and
 - (b) booked household clean-up collection services for non-putrescible wasteto Cleanaway Pty Ltd, beginning 1 July 2019;
- (iv) the previous City of Sydney Council on 11 November 2019 voted to vary the contract to amend the Contract Service Area to the whole City of Sydney Local Government Area (LGA);
- (v) Cleanaway Pty Ltd have commenced industrial action that has impacted residents on multiple dates throughout January and February 2023; and
- (vi) that under Contract 3072 – Domestic Waste Collection 2019-2029, the City of Sydney has various rights to vary the contractual obligations of Cleanaway Pty Ltd including:
 - (a) suspension of services;
 - (b) step in rights; and
 - (c) termination; and

(B) the Chief Executive Officer be requested to:

- (i) provide assurance to Council and residents that the City of Sydney's domestic waste collection services will return to regular servicing in the near future;

- (ii) carry out an external review into the City of Sydney's domestic waste collection services and contract to provide recommendations on improving the services in the City;
- (iii) work with Cleanaway Pty Ltd to resolve recent industrial action concerns and prioritise residents needs for the delivery of domestic waste collection services; and
- (iv) report back to Council regularly via Council briefings and the CEO Update statistics of collection services in the City of Sydney and forecasts in the event of any prospective industrial action or change to regular servicing.

X086657

Item 13.3

Notices of Motion

Affordable Student Accommodation Shortage

By Councillor Ellsmore

It is resolved that:

(A) Council note:

- (i) student accommodation remains some of the most highly priced accommodation in major capital cities, including Sydney. The median unit rents for student accommodation far exceeds even the median rents for other rental accommodation. For example – one popular student accommodation provider in the City of Sydney charges \$729 a week for a large studio, \$569 for a single room in a five-bedroom apartment and \$419 for a shared room;
- (ii) students make an important contribution to the City of Sydney's communities, cultures and economy. The City of Sydney is home to approximately 40 per cent of all education providers in NSW;
- (iii) education and training was the fifth largest export market in the City of Sydney in 2020/21 (comprising 5.3 per cent of all exports). Two hundred and eight thousand international students are enrolled to study in NSW in 2023, 55,000 more than in 2022. In 2023, students are increasingly returning to on-campus study;
- (iv) rental market conditions in Sydney are particularly precarious for international students, who are vulnerable to high levels of exploitation and scams. In addition to high rental costs, international students experience work restrictions and / or precarious work. During the Covid pandemic, the City of Sydney supported a range of programs and initiatives to assist local and international students, including support free food hampers and food banks;
- (v) according to the 2022 *City of Sydney Housing Audit*, the number of student accommodation rooms in the City of Sydney has increased by 173 per cent in the 10 years to 2022, from 4,223 rooms in 2012 to 11,529 in 2022;
- (vi) recently, several higher education institutions within the City of Sydney have sold student accommodation properties to private companies, including the University of Sydney and the University of Technology Sydney, who are reported to have collectively sold approximately \$160 million in student accommodation properties; and
- (vii) even with the high cost of student housing rents, in January and February 2023, media outlets began reporting that student housing in the City is at capacity, that wait lists exist for many student housing providers, and a large number of students are at risk of homelessness; and

- (B) the Chief Executive Officer be requested to:
- (i) provide a report to Council via the CEO Update, outlining the current support services and programs which the City of Sydney provides funding for, for both local and international students;
 - (ii) include advice about any current discussions with student bodies, education providers or others about strategies to address the housing and cost of living pressures faced by students; and
 - (iii) refer the issues outlined in this notice to the Housing for All Working Group, and to the Multicultural Advisory Panel, for consideration and advice.

X086659

Item 13.4

Notices of Motion

Elger Street Accessibility

By Councillor Weldon

It is resolved that:

(A) Council note:

- (i) 1-3 Elger Street in Glebe is home to around 175 residents, the vast majority of whom are either elderly and/or are living with a physical disability;
- (ii) Bridge Housing, the community housing provider who owns and manages the block, wrote to Council in December 2019 to raise concerns about the installation of a bike lane along Elger Street;
- (iii) that in this correspondence, Bridge Housing noted that the bike lane restricts egress and access to the building and posed a trip hazard, particularly for elderly residents and those with limited mobility;
- (iv) a petition was circulated by and amongst residents last year noting the hardship that the bike lanes caused (particularly for those who are elderly or who rely on wheelchairs or walkers) and called for the removal of the bike lane, the installation of mobility parking, the installation of footpath ramps and the provision of parking permits;
- (v) the petition was signed by more than 50 residents;
- (vi) that the bike lane in Elger Street is not part of the City's integrated cycleway network and does not feature in the City's Cycling Strategy and Action Plan or the NSW Government's Co-designed Bicycle Network;
- (vii) that the only area for passenger pick-up/drop-off in Elger Street is located on the opposite side of the road, requiring residents of 1-3 Elger Street to walk down to and cross at Bay Street (a journey of almost 100 metres);
- (viii) the aforementioned bays are marked as a 'no parking' zone rather than pick-up/drop off bays;
- (ix) the current layout of Elger Street significantly inhibits emergency vehicles, community transport, taxis and resident's family, friends and support workers from picking-up/dropping-off residents;
- (x) that the very limited number of mobility parking and the 'no-stopping' zone do not meet the needs of the Elger Street community; and
- (xi) that City staff met with residents in mid-2022 and although residents were appreciative of the visit, the proposed solutions do not sufficiently mitigate the issues; and

- (B) the Chief Executive Officer be requested to:
- (i) meet with residents and Bridge Housing staff to better understand the accessibility needs of the Elger Street community;
 - (ii) report to Council on the feasibility and cost of removing the bike lane on Elger Street to make way for additional and more accessible mobility parking and clearly marked pick-up/drop-off bays; and
 - (iii) present Council with a range of options (not limited to removal of the bike lane) to meet the accessibility needs of the Elger Street community.

X086653

Item 13.5**Notices of Motion****Rally for Housing Justice**

By Councillor Ellsmore

It is resolved that Council note:

- (A) on Saturday, 11 February 2023, the grassroots community group Action for Public Housing organised a Housing Justice Rally at Sydney Town Hall;
- (B) the rally was attended by thousands of supporters and was endorsed by various community groups, unions, and peak bodies, including the Tenants' Union of NSW and Shelter NSW; and
- (C) the rally called on the NSW Government to:
 - (i) eliminate homelessness now. Guarantee quality public housing and wrap-around services for those experiencing homelessness;
 - (ii) defend and extend public housing. No demolition, no privatisation and no evictions. Refurbish, repair, renovate and refit existing public housing. Build 100,000 public homes over the next four years. Keep public housing under public management and reverse the outsourcing to community housing companies; and
 - (iii) freeze all rents for two years. End no-fault evictions. Introduce a vacancy tax to force vacant homes and permanent short-term rentals into the rental system.

X086659

Item 13.6**Notices of Motion****Vale Aunty Roslyn Whittaker Edwards-Priestly**

By Councillor Scott

It is resolved that:

- (A) Council note:
- (i) Aunty Roslyn Whittaker Edwards-Priestly, known as Aunty Rosie, spent more than three decades living in the vicinity of Kings Cross;
 - (ii) Aunty Rosie was a strong Indigenous woman who characterised resilience, generosity and strength;
 - (iii) at a recent memorial to celebrate her life, hosted by the Wayside Chapel, Aunty Rosie's wisdom, love of books, and humour shone through, with hundreds gathered to remember her contribution to Sydney; and
 - (iv) speakers at the memorial suggested that as a result of her significant contribution to Kings Cross over many generations, consideration be given to renaming the Kings Cross Library in her honour, or that a sign detailing her life and love of books be installed in the Library;
- (B) the Lord Mayor be requested to write to Aunty Rosie's family expressing Council's condolences;
- (C) the Chief Executive Officer be requested to consult Auntie Rosie's family, the City's Aboriginal and Torres Strait Islander Advisory Panel and other significant community organisations about the possibility of renaming the Kings Cross Library or installing a commemorative sign, and report back via the CEO Update; and
- (D) all persons attending this meeting of Council observe one minute's silence to commemorate the life of Aunty Roslyn Whittaker Edwards-Priestly.

X086655

Item 13.7**Notices of Motion****Vale Phyllis Miller**

By Councillor Scott

It is resolved that:

- (A) Council note:
- (i) Phyllis Miller was born on 23 March 1926 in Redfern, and sadly passed away on 6 January 2023;
 - (ii) Phyllis lived in Surry Hills from the time of her birth until she was moved into care in 2020;
 - (iii) Phyllis was made a life member of the Labor Party along with her husband Fred Miller, sister Barbara Devine and her brother-in-law, Len Devine;
 - (iv) Phyllis was a great support and was always at her husband's side throughout his political career, when he was an Alderman on the City Council and following this, as the Member for Bligh in the NSW Parliament;
 - (v) Phyllis along with her sister and husband were delegates for the State Electoral Council for Phillip (now Sydney) and was also a delegate for the Federal Electoral Council for East Sydney (now Sydney);
 - (vi) Phyllis volunteered at the Surry Hills Meals on Wheels service working in the kitchen; and
 - (vii) Phyllis, along with Fred, did all this whilst bringing up their four daughters Barbara, Lorraine, Kerry and Deborah, in a loving tight knit family home;
- (B) the Lord Mayor be requested to write to Phyllis Miller's family expressing the Council's condolences; and
- (C) all persons attending this meeting of Council observe one minute's silence to commemorate Phyllis' life.

X086655

Item 13.8

Notices of Motion

City Waste Services Public Meeting and Taskforce Establishment

By Councillor Scott

It is resolved that:

- (A) Council note:
- (i) in September 2018, Council accepted a tender for the City of Sydney's domestic waste collection services from Cleanaway;
 - (ii) in November 2019, the City of Sydney Council accepted a contract variation to amend the contract service area to the whole of the City of Sydney Local Government Area for all waste collection services, including general waste, and booked household clean up collection services, however this was opposed by Councillor Scott at the time;
 - (iii) since this time, the City of Sydney has received increasing numbers of complaints, with Councillor Scott's office receiving 23 emails in the past week alone regarding waste issues residents are experiencing, including:
 - (a) missed collections of up to four weeks;
 - (b) vermin infestation; and
 - (c) rubbish dumping;
 - (iv) under the Local Government Act 1993, *waste removal and disposal* are core council functions of the City of Sydney's responsibilities; and
 - (v) urgent action must be taken to rectify the complex, multifactorial issues the City's waste collection services are currently suffering;
- (B) the Lord Mayor be requested to urgently hold a public forum addressing the City of Sydney Waste service issues; and
- (C) the Chief Executive Officer be requested to
- (i) establish a taskforce dedicated to monitoring the cleansing and waste services provided by the City of Sydney:
 - (a) the taskforce should predominately consist of City of Sydney community members and businesses; and
 - (b) the Chief Executive Officer should report back to Council regarding progress made by the Taskforce and City staff to improve the efficiency, consistency and quality of the cleansing and waste services; and

- (ii) provide Councillors with advice, via the CEO Update, on whether the City of Sydney Council is upholding its obligations under the Local Government Act 1993 and the City of Sydney Act 1988.

X086655

Item 13.9

Notices of Motion

Protecting Paddy's Market

By Councillor Ellsmore

It is resolved that:

(A) Council note:

- (i) Paddy's Market in Haymarket is one of Australia's oldest continuing fresh food and bric a brac markets;
- (ii) for many Australians, Paddy's Market is not just a market, it's an Australian icon and an integral part of Chinatown with a long history of offering affordable fresh produce and cheap general goods;
- (iii) Paddy's Markets are located on a public land site, managed by the NSW Government (Placemaking NSW), under arrangements with private operators;
- (iv) Paddy's Market contains local heritage significance for its historical and social value. The buildings are regarded for their connection with the cultural landscape of the Chinese community in Sydney since 1870, with buildings 1&2 listed on Place Managements NSW's Heritage Conservation Register;
- (v) in December 2022, the operator of Paddy's Market, Sydney Market Limited (SML), announced plans to sublease a significant portion (3,000 square meters) of Paddy's Market to commercial operator Doltone House Group, to create a 'high-end food and beverage precinct';
- (vi) stallholders were not consulted on the plans to sublease a significant portion of the market to Doltone House Group, prior to the announcement;
- (vii) many stallholders oppose the plans, claiming they are being pushed into less profitable marketplace areas, and that the plans threaten the history and nature of the market. There are currently over 11,000 online signatures on the online petition website, Change.org, titled "Help Save Iconic Paddy's Markets! Redevelopment a Treat to Small Businesses/Tourism", and around 2,000 written signatures to "Save Paddy's Markets";
- (viii) the community concerns include gentrification of the markets, loss of an important social value heritage market in the city, concerns of food security if one of the few low-cost food markets in the city is lost, and the treatment of the historic stallholders;

- (ix) stallholders generally acknowledge that the markets are in need of investment and revitalisation, but strongly disagree that subleasing a large portion of the market floor to Doltone House Group - an entity that does not appear to have any experience operating or managing markets - is the most appropriate way to do this. The investment and support should be directed toward the multicultural community of stallholders that has contributed so much to the markets and helped them make iconic over the years – not a corporate entity with no particular connection to the site;
 - (x) the current proposal is not the first time the social and built-form heritage value of Paddy's Market has been threatened. Efforts to redevelop Paddy's Market into a commercial and residential development were stopped by the successful mobilisation of stallholders in 1988; and
 - (xi) displacing and putting at a disadvantage the very community that helped shape and maintain its identity would be a devastating blow. From public housing to low-cost eateries and shopping destinations, gentrification has seen the destruction of various Sydney icons in recent years – it would be disheartening if Paddy's Markets followed the same path;
- (B) the Lord Mayor be requested to write to the Minister for Infrastructure, Cities and Active Transport, the Hon Robert Stokes MP, to:
- (i) outline concerns about the proposal by Sydney Market Limited to sublease a significant portion of Paddy's Market to commercial operator Doltone House Group; and
 - (ii) request that the NSW Government consider alternative options to support and invigorate Paddy's Market including public investment, while maintaining the Market's distinct identity, history and uses as a low cost market; and
- (C) the Chief Executive Officer be requested to:
- (i) provide advice to Council on the opportunities within Council powers or instruments (planning, heritage or otherwise), to protect or promote Paddy's as a low cost, heritage market; and
 - (ii) provide advice about what support, in the form of grants or otherwise, could be made available to support Paddy's Market stallholders.

X086659

Item 13.10**Notices of Motion****Monthly Trans and Gender Diversity Awareness Pool Open Day**

By Councillor Scott

It is resolved that:

(A) Council note:

- (i) on 28 January 2023, Cook and Philip Park Pool in Sydney, held its first open day for trans and gender diverse people;
- (ii) this was the result of a 16 May 2022 Resolution of Council to investigate the feasibility of such an event;
- (iii) on 16 May 2022, Council also resolved to request that the Chief Executive Officer work with advocacy groups for trans and gender diverse communities to identify how the City can further support trans and gender diverse people; this included:
 - (a) ensuring the City's facilities are inclusive; and
 - (b) identifying programs and events to promote the health and wellbeing of trans people and their families, such as the commendable Trans and Gender Diverse Swim Night;
- (iv) the event last month welcomed people and families of all ages and experiences to a comforting, accepting and encouraging environment;
- (v) people attended who had not swum for over a decade, having felt embraced and supported enough to do so;
- (vi) the tickets were sold out and had to be reopened for more to attend;
- (vii) the Open Day and events such as this are vital to supporting our gender diverse community, offering them a safe environment to be able to enjoy services provided by the City;
- (viii) attending a pool may seem simple to those not a part of the gender diverse community, however, the sentiment, emotion and joy experienced at the open day reflected the meaning it had for everyone; and
- (ix) this event is a celebration of diversity, acceptance and equality and the City ought to follow this suit to support our trans and gender diverse community in any way they can; and

- (B) the Chief Executive Officer be requested to:
- (i) investigate the feasibility of a monthly open day at Cook and Phillip Pool for the Trans and Gender Diverse Community;
 - (ii) if feasible, implement a monthly schedule for an open day for Trans and Gender Diverse People; and
 - (iii) update Council via the CEO Update on the organisation of this event.

X086655

Item 13.11**Notices of Motion****Progressing the City's Campaign to Support the Voice to Parliament Referendum**

By Councillor Scott

It is resolved that:

(A) Council note:

- (i) on 22 August 2022, via a Lord Mayoral Minute, Council resolved to investigate opportunities to:
 - (a) conduct a campaign in support of the 'yes' vote in the proposed constitutional referendum; and
 - (b) use our library system, communications, talks programs and other means to advance the truth-telling aspirations of the Uluru Statement of the Heart and Reconciliation Australia;
- (ii) forty other Mayors around the country have committed to informing and educating communities about the Voice and starting conversations about how this Referendum can deliver real reconciliation for our society;
- (iii) local governments have an important role to play in helping the Voice to Parliament Referendum succeed; and
- (iv) this includes holding civic forums, promoting dialogue, educating citizens on what the Voice will mean for Indigenous peoples and providing a platform for Indigenous voices to be heard; and

(B) the Chief Executive Officer be requested to:

- (i) update Council via a briefing or CEO Update on the progress of the Council's resolved investigations to support the 'yes' campaign for a Voice to Parliament;
- (ii) make City of Sydney 'Landmark' venues available to organisations, community groups and entities who are holding events supporting the 'yes' vote and subsidise the necessary fees, subject to appropriate criteria up to a value of \$30,000 per event for up to five events, with funds to be sourced from the 2022/23 General Contingency Fund;
- (iii) create informative resources on the Voice to Parliament and make such resources available on the City of Sydney website; and
- (iv) update Council via the CEO Update on the progress of these actions.

X086655

Item 13.12

Notices of Motion

Objection to Erskineville Toilet Development Application

By Councillor Scott

It is resolved that:

(A) Council note:

- (i) D/2022/1360 is a Development Application currently on exhibition that seeks to install an automated public toilet at 5110 Erskineville Road, Erskineville;
- (ii) the Erskineville community have been calling for these amenities as a necessity for a long time, as there are no accessible toilets in the central village of Erskineville;
- (iii) families, residents and visitors that frequent this area of shops and parks require such amenities to be made available;
- (iv) the current proposed location is problematic and numerous submissions from residents objecting its placement have been received by the City;
- (v) the planned location interferes with an important pedestrian walkway travelling in front of the main shops of the central Erskineville village;
- (vi) the toilet's proposed location also obstructs the view and access to the shops behind it, subsequently impacting their business;
- (vii) of these obstructed shops, there is a long-standing and family-run laundry business owned by a Vietnamese refugee who, with his family, has worked tirelessly to develop their successful local business;
- (viii) the current location does not consider pedestrian needs or the welfare of local businesses;
- (ix) in 2021, D/2021/1087 sought for the same placement of the toilets and was rejected for the same reasons as it is opposed now;
- (x) alternative locations suggested by residents include the nearby parks or opening the Erskineville Town Hall bathrooms to the public; and
- (xi) the Erskineville Station Upgrade currently under construction includes family accessible, and male and female ambulant toilets;
- (xii) that D/2022/1360 will be determined by the City of Sydney Local Planning Panel; and
- (xiii) that the community has made numerous objections to D/2022/1360; and

- (B) the Chief Executive Officer be requested to:
- (i) investigate alternative locations for an automated public toilet in the central Erskineville Village area; and
 - (ii) update Council via the CEO Update on alternative location for an automated public toilet in the central Erskineville Village area.

X086655

Item 13.13**Notices of Motion****Enabling Community Street Parties and Street Closures for Community Events**

By Councillor Ellsmore

It is resolved that:

(A) Council note:

- (i) community street festivals, and temporary road closures where the community comes together to meet, picnic, play and celebrate on the streets, offer residents and communities many benefits such as fostering a sense of community and connecting neighbourhoods;
- (ii) the City of Sydney has developed several successful initiatives and programs to activate the City's main streets and neighbourhoods, including the 'Sydney Streets' and the extension of outdoor Alfresco Dining;
- (iii) these initiatives have been highly successful and enjoyed by businesses and communities, strengthening the social fabric of the City's neighbourhoods. They are supported by up to \$10 million per annum in Council resources, in the form of grants or direct funding, in kind support, and waiver of fees;
- (iv) at the same time, the ability for City of Sydney residents or local community organisations to apply for street closures to organise their own small neighbourhood community picnics, street parties or other events – outside of formal Council programs or supported by Council grants – can be confusing, onerous and costly;
- (v) comparatively, the Inner West Council takes an enabling approach to neighbourhood street parties, with a simple form, 'how to guide' and no fees. The City of Monash Council in Melbourne have published a Street Party Guide with no costs associated with the application; and
- (vi) Councillors have also received feedback about challenges faced by local resident groups and community organisations when seeking to close their local streets for a small community fete or street festival. The barriers reported include: the complexity of forms, processing times, fees (the application fee payable to the City of Sydney to close a minor road is up to \$995 per day); traffic study requirements and access to public liability insurance; and

(B) the Chief Executive Officer be requested to:

- (i) provide advice to Council on the current application process and fees to close a street for a small neighbourhood street party, and to hold a small community fete on a local road;
- (ii) provide advice on any particular restrictions on the inclusion of live music; and

- (iii) provide advice to Council as to the costs and policy changes required for the City of Sydney Council to enable:
 - (a) community or neighbourhood street parties; and
 - (b) small community festivals or fetes which involve the temporary closure of a local road.

X086659

Item 13.14

Notices of Motion

Equity and Access to Parks and Public Green Spaces

By Councillor Ellsmore

It is resolved that:

- (A) Council note:
- (i) that the City supported the extension of outdoor dining last year, making it easier for cafes, restaurants, pubs, bars and others to use the public footpath or other public spaces for outdoor dining;
 - (ii) that the alfresco dining initiatives are part of a package of measures to activate and encourage use of the streets, and reinvigorate the City post-Covid;
 - (iii) that the *City of Sydney Outdoor Dining Guidelines* include protections to keep footpaths safe and accessible for all pedestrians. This includes that the clearance required for 'service objects' like public seating, is recommended to be one metre;
 - (iv) the current City of Sydney alfresco dining guidelines include detailed provisions for applications on streets, although applications are possible on all public land, including parks and public green spaces; and
 - (v) a range of City policies and plans, including park Plans of Management, protect equity of access to the City' parks, including protecting the ability for free (non-commercialised) use and enjoyment of parks; and
- (B) the Chief Executive Officer be requested to:
- (i) provide advice to the Council about how the City's policies and procedures for outdoor dining can be updated to include specific provisions for applications on or near green spaces, which reflect the City's commitments to protect the equitable and accessible use of public parks and green spaces; and
 - (ii) develop a guideline and/or a communication channel to better inform residents who may be impacted by new outdoor dining areas.

X086659

Item 13.15**Notices of Motion****Waste Management Crisis Response**

By Councillor Weldon

It is resolved that:

(A) Council note:

- (i) the alarming number of reports of missed waste collections in the City of Sydney both in recent weeks and over the last 12 months;
- (ii) that resident's bins are overflowing, and that garbage is accumulating in streets across the Local Government Area;
- (iii) that collection of household goods was suspended for a number of weeks in 2022 and has again been suspended since mid-January in 2023;
- (iv) the City of Sydney's waste management services are not meeting the expectation of the local community;
- (v) that although high unemployment and Covid-related staff absenteeism are shared challenges, waste management services in neighbouring Local Government Areas have not been impacted to the same extent as in the City of Sydney;
- (vi) that recent industrial action has only exacerbated long-term systemic issues with waste management services in the City of Sydney; and
- (vii) that, as elected representatives, the Lord Mayor and Councillors are responsible for ensuring that waste management services meet the expectations of the local community; and

(B) the Lord Mayor be requested to:

- (i) immediately address Council detailing the content of the discussion and the outcomes of her recent meeting with the Cleanaway Chief Executive Officer; and
- (ii) immediately address Council explaining how the City is responding to the unfolding waste management crisis and outlining the short- and medium-term measures in place to mitigate the current challenges and rapidly improve waste management services.

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Item 13.16**Notices of Motion****Glebe Markets Traffic Safety**

By Councillor Scott

It is resolved that:

- (A) Council note:
- (i) the market operator for Glebe Markets at Glebe Public School has pulled out of their contract with just three weeks' notice;
 - (ii) as a result, the Glebe Markets may experience a "gap in service" and may never fully recover. Stallholders rely on income on a week-to-week basis and may set up elsewhere if the market closes down, even briefly;
 - (iii) Glebe Public School P&C relies on the income from the markets to provide invaluable support services for students and families; and
 - (iv) Glebe businesses rely on the activation of the markets;
- (B) the Chief Executive Officer be requested to work with the NSW Department of Education to increase traffic safety as a result of the increased pedestrian and traffic movements as a result of the Glebe Markets; and
- (C) the Lord Mayor be requested to write to the Minister for Education:
- (i) seeking assurance that the school-based markets at Glebe Public School will continue;
 - (ii) seeking a timeline for their tender and confirmation that market tenders are being proactively managed; and
 - (iii) advocating that the tender require a traffic controller to be present on Glebe Point Road when the markets are in operation, and that other traffic safety considerations are provided for via a Traffic Management Plan.

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