

Attachment 1



The Hon Gladys Berejiklian MP
Minister for Transport

ML12/08015

Mr Farooq Portelli
General Manager
Liverpool City Council
Locked Bag 7064
LIVERPOOL BC NSW 1871

Received by
29 OCT 2012
Archives & Records

Dear Mr Portelli,

Thank you for your letter of 11 September 2012 regarding the review of the Liverpool free shuttle bus.

Transport for NSW has no current plans to extend the Liverpool Free Shuttle to Collimore Park. As stated in my previous letter, bus routes 853 and 854 provide an appropriate level of service to support the park and ride facility at Collimore Park. An extension of these routes would also disadvantage other customers.

I note that the council has introduced a new parking policy in the Liverpool CBD which includes paid parking and a free peak-hour shuttle from Collimore Park.

I understand that the cost of travel from Collimore Park to Liverpool on bus routes 853 and 854 can be as low as \$1.68 per trip for regular users. In comparison to the cost of parking in the Liverpool CBD, this modest cost provides a cheaper option of parking at Collimore Park and travelling on the 853 or 854 services to the CBD.

Thank you for taking the time to write to me.

Yours faithfully,

Gladys Berejiklian MP
Minister for Transport

24 OCT 2012

Attachment 2



Mr Geoff Provest MP

Parliamentary Secretary for Police and Emergency Services

Mr Farooq Portelli
General Manager
Liverpool City Council
Locked Bag 7064
LIVERPOOL NSW 1871

Our ref.: MIN12/003027-02
Your ref.: 2012/1909

Received by
- 6 NOV 2012
Business & Records

- 5 NOV 2012

Dear Mr Portelli

Thank you for your letter to the Minister for Police and Emergency Services, the Hon Michael Gallacher MLC, regarding CCTV surveillance as part of the proposed safety initiatives for the Liverpool City Centre. The Minister has asked me to reply on his behalf.

The NSW Police Force fully supports the use of CCTV as a crime prevention strategy aimed at reducing crime and fear in the community. However, in accordance with the *NSW Government Policy Statement and Guidelines for the Establishment and Implementation of CCTV in Public Places*, the NSW Police Force is not responsible for the funding or for the operation of CCTV in public places.

Under the Guidelines the local government council is responsible for financing the implementation and on-going costs of CCTV.

Nevertheless, the NSW Police Force should be closely involved in the assessment and planning phase, including risk analysis and evaluation. The NSW Police Force is serious about strengthening partnerships with community groups and councils, and will continue to work with the community to develop strategies in order to address crime across the State.

I have referred a copy of your letter for consideration by the Minister for Local Government, the Hon Donald Page MP, who administers the *Local Government Act 1993*.

Yours sincerely

Geoff Provest MP

Parliamentary Secretary for Police and Emergency Services

LIVERPOOL CITY COUNCIL**QUESTIONS WITH NOTICE – CLR HADCHITI****ORDINARY MEETING****28/11/2012**

ITEM NO:	QWNO 01	FILE NO:	2012/0284
SUBJECT:	QUESTION WITH NOTICE - CLR HADCHITI		

QUESTION WITH NOTICE

1. Council officers have previously present options for a possible road from Governor Macquarie Drive to Scrivener Street in Warwick. Have any of the options been formally costed?
2. In relation to the above, has Council commissioned any reports ie. Geotech etc?
3. Can an update be given on the progress of the L&E Court proceedings between Council and Bencluth (Direct Freight) relating to the DA refusal for opening hours?

LIVERPOOL CITY COUNCIL

QUESTIONS WITH NOTICE - CLR STANLEY

ORDINARY MEETING

28/11/2012

ITEM NO:	QWNO 02	FILE NO:	2012/0284
SUBJECT:	QUESTION WITH NOTICE - CLR STANLEY		

QUESTION WITH NOTICE

- 1. What criteria are normally considered before infrastructure such as footpath are added to the list of planned works?**

Council has established a priority selection system for ranking and programming the provision of new footpaths within the LGA. The need for new footpaths is established using many factors including safety, public transport nodes, links between schools and residential catchments, public reserves, shopping centres and other community facilities. The aim is to provide linkages between existing pedestrian generating facilities and existing footpath network.

However, over the immediate future and due to budgetary constraints, priority for Council footpath funding is being given to providing new footpaths on arterial roads and built up urban areas that have significant pedestrian and traffic volumes and hence rank highly compared to most other locations within the LGA.

- 2. When or has a cost estimate been done for the provision of a footpath at Tooma Place Heckenberg.**

In response to a request from Clr Tony Hadchiti dated 9 October 2012, Council investigated and provided a cost estimate to construct a paved footpath in Tooma Place in Heckenberg. This advice was provided on 19 October 2012.

- 3. How much was that estimate?**

The cost to provide a paved concrete footpath on one side of Tooma Place is estimated to be \$16,000.

- 4. If such an estimate was requested at whose request was it made?**

As in 2 above.

- 5. If there has been no such estimate will the allocation made at the Council meeting of 5/11/2012 be sufficient to complete works?**

As in 3 above.

6. What is the planned location of the footpath?

The footpath will be located along the eastern side of Tooma Place to provide a fully accessible link between Snowy Park and Heckenberg Avenue.

7. What is its length?

156 metres.

8. If applicable can I be provided with the assessment that was completed.

Please find below advice provided to Councillor Hadchiti on 19 October 2012.

Tooma Place is a cul-de-sac servicing 19 residential properties. The cost to provide a paved concrete footpath on one side of this road is estimated to be \$16,000. However, it is to be noted that priority for Council footpath funding is currently being given to providing new footpaths on main and secondary roads that have significant pedestrian and traffic volumes and hence rank highly compared to cul-de-sacs that normally carry very low volumes of pedestrian and vehicular traffic.

With regards to its condition, Council's assessment has found Tooma Place to be in a poor condition with substantial reconstruction and resurfacing required to bring this road to a satisfactory standard. The necessary reconstruction works are estimated to cost over \$200,000. While Tooma Place has already been identified in Council's ten year capital works program for full reconstruction, due to other competing priorities, these works are currently planned during the latter part of the ten year program.

Council's maintenance strategy for Tooma Place involves continuing recurrent maintenance works to ensure Tooma Place remains in a serviceable condition until such time as full reconstruction can be undertaken.

9. Was a footpath on Tooma Place currently planned for in our Strategic Plan; if so when was it planned to be delivered?

While the need for a paved footpath in Tooma Place as well as adjoining streets has been identified in Council's long term footpath program, due to other competing priorities, the footpath is currently not planned for construction in the short to medium term.

LIVERPOOL CITY COUNCIL

QUESTIONS WITH NOTICE - MAYOR MANNOUN

ORDINARY MEETING

28/11/2012

ITEM NO:	QWNO 03	FILE NO:	2012/0282
SUBJECT:	QUESTION WITH NOTICE – MAYOR MANNOUN		

QUESTION WITH NOTICE

1. Can you please provide council with a breakdown of how many applications were made for the facade upgrade program and how many we're successful? Can the results please be broken down per year.

Address	Description of work	Total Cost to owner	FUS Subsidy	Date
192 Macquarie Street	Painting of two walls above and below the awning + awning	\$4800	\$2400	Dec. 2003
85 - 87 Moore Street	Painting above and below awning + awning	\$9460	\$4750	Feb 2004
13 -15 Memorial Avenue	Upgrade of façade above and below awning + awning	\$3300	\$1650	May 2004
21 – 27 Memorial Avenue Cnr Northumberland Street.	Painting above and below the awning on two sides + awning on two sides	\$35,902	\$9500	Aug 2004
3/32 Memorial Avenue	Replacement of shopfront below awning	\$4712	\$2000	May 2005
240 George Street	Facade above awning	\$4200	\$2000	June 2006
242 - 250 George Street	Façade above awning	\$3520	\$1760	August 2006
242 -250 George Street	Façade below awning + awning	\$4801	\$2000	June 2007
185 Northumberland Avenue	Façade below awning + awning Façade above awning	\$8325 \$20,378	\$2000 \$2000	February 2009
97 Moore Street	Facade below awning + awning Façade above awning	\$8175 \$18,000	\$2000 \$2000	February 2009

99 Moore Street	Façade below awning + awning Facade above awning	\$8175.20 \$19,798	\$2000 \$2000	February 2009
14 -20 Railway Street	Redesign of façade including aluminium panels, tiling and painting + tiling below awning and repair to awning – Agreement signed work still to be undertaken	\$35,000	\$16,000	June 2010
Totals		\$188,546	\$54,060	

LIVERPOOL CITY COUNCIL

QUESTIONS WITH NOTICE - CLR HARLE

ORDINARY MEETING

28/11/2012

ITEM NO:	QWNO 04	FILE NO:	2012/0282
SUBJECT:	QUESTIONS WITH NOTICE - CLR HARLE		

QUESTION WITH NOTICE:

- 1. Does Council incorporate, as part of its planning policies for DA applications, the positioning of shrubs and trees in relation to street lighting? It is evident that there are many instances where trees have been planted without taking into consideration their long term effect on street lighting as they mature.**

Street tree planting is often required with the creation of a new street or the extension of an existing street. While the relevant provisions of Liverpool Development Control Plan 2008 (LDCP 2008) currently nominates the types of species to be planted within certain areas across the local government area, LDCP 2008 is silent on the distances that street trees would be located from street lights.

Given that street lighting and street trees are often provided at subdivision stage, rather than amending the LDCP 2008 to detail certain spatial requirements, a standard condition could be imposed for any future subdivision development application requiring that the preparation of the street tree plan be reflective of and take into consideration the road lighting plan.

- 2. As part of its planning policies, does Council ensure that high efficiency street lighting such as LEDs are incorporated into DA's in preference to less economical lighting that will have a significant impact on Councils' future energy and maintenance costs?**

Council's current policy is for street lighting to be designed and installed subject to Endeavour Energy's approval. The current approval process does not specify the installation of LED lights. However, Council has discussed with Endeavour Energy options for including LED lighting in new developments. The company has advised that LED lights are currently not cost effective but Endeavour Energy is trialling the use of LED lights in an existing residential street in the Blacktown Local Government Area.

Subject to the outcome of this trial Endeavour Energy would be advising its Council customers including Liverpool Council on the appropriate use and requirements of such lighting. A further advice would be provided to Council after this trial.

- 3. Many residents of Luddenham have been subjected to major increases in their sewerage pump out charges due to a lack of available competitive contractors. Penrith Council has been subsidising their residents on the bordering Luddenham area. If Liverpool Council were to do the same, what would be the annual costs to Council for those affected residents?**

Liverpool City Council (LCC) does not provide a pump out service. Sewerage pump outs are carried out by private providers and Council has no control of the costs they charge. Penrith City Council (PCC) provides the service and the annual charge is included on the rate notice of the affected properties, they do not use contractors. All charges are included in PCC Schedule of Fees and Charges and are adopted by Council on an annual basis.

LCC has approximately 3,074 residential properties with an on-site sewerage management system and 76 business properties. The cost for LCC to introduce a similar service to PCC was not available at the time of printing this report, however, costings are being sort with regard to capital equipment requirements, staffing, disposal costs etc., and will be reported to Council as soon as practicable.

LIVERPOOL CITY COUNCIL

QUESTIONS WITH NOTICE - CLR SHELTON

ORDINARY MEETING

28/11/2012

ITEM NO:	QWNO 05	FILE NO:	2012/0283
SUBJECT:	QUESTIONS WITH NOTICE - CLR SHELTON		

QUESTION WITH NOTICE:

1. On page twenty-seven of the Council's publication Resourcing Strategy, 1 July 2011 the following is stated:

The two Long Term Financial Plan models, Scenario 1 and Scenario 2 have been prepared from forecast information in the Asset Management Plan, the Workforce Management Plan, various Council strategies and from general and industry specific economic assumptions to project revenue and expenses for the next ten years.

Please further particularise:

1. **the 'various council strategies',**

As part of the development of the Long Term Financial Plan Council staff reviewed all strategies and plans to assess any impact they may have on Council and to assist in capturing all known financial implications. In particular, the following key Council strategies were utilised to inform the Long Term Financial Plan:

Debt Management – Loans

Maturing debt savings transferred to an Infrastructure Sinking Fund to provide funds for future infrastructure needs, including potential to service any new debt required to fund capital works.

Parking Strategy

Council adopted a parking strategy in February 2010 with any additional revenue being quarantined in the Parking Strategy reserve for the first five years to be utilised to improve car parking and transport in the city centre. Revenue from subsequent years will form part of Council's general revenue used in the provision of ongoing services and facilities to the Liverpool community.

Property Strategy

Assesses property holdings and investigates potential strategic property disposals and acquisitions to improve Council's portfolio of income generating assets and reduce reliance on rate revenue and the burden on the rate payer.

Section 94 Contribution Plans

Identify the types of works needed in new land release areas and funding that will need to be collected to provide these works.

2. the 'general economic assumptions' and

The key economic assumptions are outlined on pages 25 and 26 of Council's Resourcing Strategy and include the following:

- Fees & Charges – 3 per cent increase per annum
- Other Operating Revenues – 3 per cent increase per annum
- Materials and Contracts Other – 5 per cent increase per annum
- Electricity – 15.8 per cent increase in year 1, 23 per cent increase in year 2 and 3 per cent increase per annum for remaining years
- Insurances Motor Vehicles – 5 per cent increase per annum
- Insurances: Industrial Special Risk – 10 per cent increase per annum for 3 years and then 5 per cent increase per annum
- Insurance: Public Liability – 10 per cent increase per annum
- Other Expenses – 3 per cent increase per annum
- Superannuation Costs – provision of 9 per cent for first 2 years then rising incrementally to new cap of 12 per cent in 2019

3. the 'industry specific economic assumptions'

The following assumptions could be classified as industry specific:

- Rates Revenue – 3 per cent annually plus expected 14,800 lots to be released over the period of the long term financial plan
- Domestic Waste Charge – 3 per cent annually
- Investment Revenue – 6 per cent annually
- Financial Assistance Grant – 2.14 per cent annually
- Employee Costs – 3.25 per cent annually
- Materials and Contracts Roads – 4.33 per cent annually

Underpinning this statement, given the expectation of a balanced budget contained in this document for the 2011/2012 financial year and escalating deficits under either 'Scenario 1' or 'Scenario 2' thereafter please provide or confirm the latest projections as to deficits for the next three years on present assumptions under these Scenarios.

General Comment

The deficits highlighted in the Long Term Financial Plan (LTFP) scenarios reflect the funding shortfall to deliver the services and works programs as included in the model. The funding strategies for these deficits are outlined in the LTFP and include potential future loan borrowings, the need to maintain the current special rate variation and potentially seeking future rate variations.

On an annual basis the Council determines the budget for the next financial year and this process does not normally result in the adoption of budget deficits to the magnitude highlighted in the LTFP. The works included in the LTFP will either be funded from other sources, such as borrowings, or the planned works and services would be scaled back to fit within the available budget capacity.

Council's current Resourcing Strategy (being the LTFP, Asset Management Plan and Workforce Management Plan) have been subject to an independent review by NSW TCorp as part of the NSW State Government's review of the local government sector and in relation to the application for funding in round one of the Local Infrastructure Renewal Scheme. NSW TCorp has confirmed that the assumptions used in council's LTFP were reasonable and that the proposed funding options would be viable over the period of the LTFP.

Council staff are currently finalising a further update of the LTFP, and a detailed review of the resourcing strategy will be undertaken once the community strategic plan has been reviewed and adopted by Council. It is anticipated that the review of the Community Strategic Plan "*Growing Liverpool 2021*" will be finalised in early 2013 following engagement with the Liverpool community, councillors and staff.