

SUBMISSIONS ON DRAFT OPERATIONAL PLAN 2020-21 AND DRAFT SCHEDULE OF FEES AND CHARGES 2020-21

Individual Submission 1

It appears that the council is subsidising a whole series of services for extraordinarily wealthy organisations Private schools, and providing a whole series of services that most of the ratepayers don't use. It would make sense to have anything beyond standard services, roads footpaths, waste, being financially self-sufficient there by user pays and things that add no value to ratepayers are self funded not subsidised

Individual Submission 2

Please find a way to limit pollution and upgrade the Bathroom and outdoor shower facilities at Northbridge baths.

Individual Submission 3

The operational plan is very detailed, and demonstrates Council's large and diverse program of works. It would be helpful if maps could be included to demonstrate the regional distribution of works.

Individual Submission 4

Thank you for the opportunity to comment on the Draft Fees & Charges for FY20/21 On behalf of the more than 3300 Willoughby residents who are members of carshare, we would like to outline our concerns that Willoughby Council is looking to significantly increase fees on carshare in FY20/21. The Draft Fees & Charges for FY20/21 proposes an increase in the cost of a Car Share permit - by 620%, compared to the increase of 2% for a resident 1st permit. The cost of a carshare permit is more than 9 times higher than the cost of a 1st permit and 5 times more for a 2 nd permit for residents. A 3rd permit is also considerably less than 1 car share permit. We believe this rate of increase is inappropriate and inequitable. Additionally, the rate Council intends to charge for carshare permits in paid parking areas is very concerning, and request an urgent clarification on the applicability of this fee to existing locations. We do not believe it is appropriate to raise fees on a service by more than 600% within one financial year. This severely impacts long term business decisions and adds unnecessary risk for operators. Further doing so puts Council well outside of the norm for carshare fees, compared to other jurisdictions. For instance, Lane Cove Council's set annual fee works out at a rate close to half of Willoughby's proposed fee, this discrepancy is also seen compared to other Councils such as City of Sydney, Inner West Council, Canada Bay Council and Woollahra. Notably, residents who choose to own private vehicles may continue to receive 1 parking permit for a fraction of the cost of a carshare permit, while those who choose to use carshare as their means of transport are not extended similar benefits. We believe this is inequitable for residents who are choosing to do the right thing by adopting sustainable transport options, options which benefit both themselves and the wider community. For instance, Carshare has been proven to be an effective strategy for: Reducing overall demand for parking, particularly from poorly used 2nd and 3rd cars.¹ Reducing the number of kilometres driven annually by up to 50%, thereby reducing congestion and Co2 emissions², this has also been identified as one of the most costeffective methods of doing so.³

¹ Phillip Boyle and Associates (2017) The Impact of Carshare Services in Australia

² Phillip Boyle and Associates (2017) The Impact of Carshare Services in Australia

³ Austroads (2016) Congestion and Reliability Review

Improve overall road safety.⁴ In Willoughby Council's GoGet Annual Member Survey, the percent of members who did not own a car grew from 33% (prior to joining the service) to 51% (after joining the service), while 44% of members have actively avoided purchasing a new or second car in the last year because they can access carshare – 25% of these cars, had they been purchased would have been parked on council streets, taking up parking unnecessarily. Based on this we do not believe that Willoughby Council rate payers who choose to use Carshare should be penalised with higher rates than those who choose to own private vehicles, which do not provide the wider social benefits associated with shared mobility. We request that the increased charges to carshare be removed from FY20/21 Fees and Charges, and instead be adapted to reflect the maximum cost which a resident would be asked to pay for a resident parking permit. We note that doing so is not without precedent, as Woollahra Council recently voted to reduce their carshare fees to resident permit rates, to ensure equity between residents who own, and residents who share. Doing so will have an immaterial effect on their budget, but will significantly assist a local service, which thousands of residents rely upon. Should the proposed fees be implemented, we will have to consider the implementation of a Willoughby Council Surcharge of an additional \$.25 per hour (and \$1.00 Per Day) on the use of carshare bays in order to recover this added cost. This would place Willoughby Council residents at a disadvantage, particularly compared to other Council regions, and slow the adoption of carshare in the LGA. The necessity of implementing this surcharge due to Councils fees would unfortunately run counter to Willoughby's stated goals in the Community Strategic Plan and the Local Strategic Planning Statement which identifies the need to "Encouraging the use of alternative transport", and "...encourage public transport use and car sharing and limit growth in travel by private vehicles." Research has shown that carshare members are highly price sensitive and that the increase of cost of access directly decreases adoption and use⁵. As such these Council induced fee increases will reduce the rate of adoption, leading to more cars on local streets and higher transport emissions, which we estimate to be roughly 8800kgs of additional Co2 released annually. This is particularly concerning as these negative results will only provide Council an additional \$10,000 in revenue, and will be implemented despite Council declaring a Climate Emergency. We believe now is an inappropriate time to increase costs to the service, which will be ultimately borne by local residents, as the COVID-19 pandemic has put unprecedented stress on carshare operators who are no longer in the position to bear this cost alone. To illustrate this, GoGet is currently receiving the Commonwealth JobKeeper package.

Individual Submission 5

I note that you have increased the annual fees for car share schemes in your proposed fees and charges by staggering amounts. For example, a car share permit which is currently \$58 per annum is set to increase to \$420 – that is an increase of 620%! I was unable to find any justification for this and the other rises proposed for car share spaces.

Given the valuable environmental value car share schemes offer, which you no doubt mention when you promote Council's environmental initiatives, this seems to be aimed at discouraging the schemes. As a Council should be doing what you can to support them.

As an avid user of car share schemes, who does not own a car because such schemes exist, I would ask you to support these schemes and not take measures like this which may well destroy their viability. At the very least, it will likely lead to increased costs for users, some of whom will then find it not as cost effective and may decide to buy a car instead.

⁴ ANCAP (2020)

⁵ Rasouli,S & Timmermans, H (2014) Mobile Technologies for Activity-Travel Data Collection and Analysis, pg 287

Individual Submission 6

The cost increase to the car sharing pods will reduce a service a rely on. We have not needed to buy a second car, as even with two of us working and two children we always use car sharing (Go Get) whenever we have a real need to be in two places at once with the kids... this has dramatically reduced costs for us and avoided us crowding our street further where virtually none of our neighbours have garages or car ports and rely on street parking which is at a premium. Car sharing really reduces this burden .. do not make the amenity cost prohibitive for so many in our community forcing worse financial and social outcomes on the community

Individual Submission 7

I am concerned with the proposal to massively increase the costs associated with car share schemes. These schemes are very effective at reducing car ownership which in turn reduces pressure on parking, provides residents with more transport options and reduces carbon emissions. At a time when many in Willoughby are experiencing financial hardship we should be looking at ways of reducing the costs of living and access to car share schemes is a very effective way of households reducing their costs.

Individual Submission 8

Please do not get rid of floating car share vehicles and increase charges to car share groups. It's difficult to purchase and park a car in this area. Being able to use a car share vehicle reduces traffic and pollution as well as providing cost effective transport for families.

Individual Submission 9

I would like to see a reconsideration of the charges for car share companies to park cars in the suburban streets of Willoughby. Car sharing is an excellent way to manage car usage in the area, and as a member of GoGet I am disappointed that the cost of using a car in Willoughby will likely go up due to the significant and ultimately penalising effect of the increased charges for GoGet to have its vehicles in Willoughby. This seems to be very much out of step with Willoughby's sustainable city policies and I ask that this be reconsidered.

Individual Submission 10

I am *unhappy* with any action that discourages the use and further roll-out of car share vehicles, and other new "novel" forms of transport that reduce the number of cars in use in the Willoughby area.

Individual Submission 11

The increased charges for car share pods are misguided. Car sharing is a fantastic way to reduce the total number of cars that we collectively own. This has benefits for our health, frees up land for other uses and can make living in Willoughby more affordable for those who participate.

Individual Submission 12

I'm concerned with the apparent uplift in car share parking slot fees. Car share is a great service to the community and one that should be supported. If what I understand to be the very significant uplift in fees for same is indeed correct, I would be very curious as to the reason why. In the absence

of a plausible reason, the proposed fee hikes should be reconsidered.

I am a GoGet member (I use the Penkivil St pod), but do not otherwise stand to benefit from a reconsideration of Council's proposed change in fees.

Individual Submission 13

I currently use car share. I use it to hire vans to pick up big furniture and/or plants that I need transported. I also used car share when I didn't own a car, to do everything from take my daughter to swimming and ballet lessons, to shopping and seeing relatives. As a single mum, it was such a life saver having a car - as at the time my daughter was in a stroller and i could not catch public transport as I couldn't manage carrying both up the steep stairs of Artarmon train station or the bus.

Increasing carshare fees will have a negative impact on my community and I'd like to understand why the council is trying to profit from this. Why is a 600% increase needed?

The council has already made restrictions on parking on our residential streets which is totally unnecessary and already having a negative impact on our community with COVID-19, as it makes the vulnerable even harder to access. For example, my 98 year old neighbour's son has moved in to help him but cannot park in his carpark as the 98 year old neighbour has his car and cannot park in the street due to the overly restrictive limits on parking.

For those already struggling to make ends meet and who cannot afford a car which is a lot of people in our community right now, it will be virtually impossible for them to afford a car to use, if the price hikes are reflected through the current pricing scheme.

Car sharing also enables people from having to buy cars outright and only use when needed - improving our carbon imprint. This is something that is good for our environment.

I am very disappointed with the council even thinking about increasing prices for car sharing schemes & limiting/removing their use of parking. Surely now is certainly not the time, when so many are already under a lot of financial stress including small businesses like GoGet.

Please reconsider

Individual Submission 14

I am suggesting funds be allocated from the Operational budget to construct the Merlin Pathway which will continue the network of pathways associated with living in Castlecrag. The pathway will allow for safe pedestrian access from The Scarp up to The Bulwark and then on to Edinburgh Rd via Barbara ash Way. In keeping with the rest of the pathways in the area the design should be modelled around an "informal" bush track and I understand a similar proposal has been costed in the vicinity of \$100,000. Should the project not be included in the Operational plan, I would like to suggest it is considered at one of the Council's quarterly reviews on expenditure.

Individual Submission 15

Subject - Merlon Pathway

The refurbishment project as an informal bushland pathway should be included in the 2020/2021 Operation Plan costing no more than \$100,000 because.....

Potential pathway adds to the network of such pathways which are a valuable feature of Griffin's legacy and plan.

The pathway provides safe pedestrian access from Edinburgh Rd to foreshore.

Individual Submission 16

The Merlon Pathway, a Griffin Reserve, links The Scarp and The Bulwark in Castlecrag. It is an essential link in the Griffin walking pathways of Castlecrag.

At present, it can be navigated by walkers only with great difficulty because someone has placed dangerous loose stone barriers across this steep Reserve/ pathway.

When community members asked Council for assistance to make this bushland pathway usable, as Griffin intended, we were surprised at the expensive and 'overcooked' design which was prepared; unsurprisingly, this was rejected by Council, presumably on cost grounds.

What we need are some simple sandstone steps in the style used widely by Council for pathways in other bushland reserves. Some construction is also needed to allow walkers to get around the brick stormwater structure at the top end of the Merlon Pathway.

There should also be removal of the poorly built and dangerous stone barrier walls.

TIMING: it is critical that this work should be done now, With funding in the 2020/21 Operational budget, to restore this " missing link" pathway in time for the important 2021 Griffin Centenary Year, when there will be much publicity, and local and international visitors to Castlecrag for special events including walking tours.

My request is that the 2020/21 Operational Budget should be amended to include a suitable amount of funds (probably under \$100,000 should be sufficient) to construct simple and sympathetic stone steps so that locals and visitors can safely use the Griffin Merlon Pathway, Castlecrag.

Individual Submission 17

The network of Griffin pathways in castlecrag is an important feature of the suburb. It enables the residents to take advantage of the beautiful environment whilst improving amenity with convenience for shortcuts. The Merlon pathway between The Scarp and The Bulwark is an important contributor to this network. I support the council spending \$100,000 to renew this pathway as part of the 20-21 plan.

Individual Submission 18

I see that the Merlon Pathway is not in the Operational Plan. This might be because there was an over engineered design costed at about \$550,000. No one wants concrete steps, lighting or handrails. It is not in keeping with Marion Mahony Griffin's concept for Castlecrag. I know this because my grandfather, Walter Trinick was a close friend of Marion's and often spoke of her vision for Castlecrag which he shared. I would like to see this over-engineered design abandoned and replaced with a bushland pathway for its entire length. There is nothing more difficult in this pathway construction than in any of the other numerous pathways through Castlecrag. The water pit can be managed with sandstone blocks, just as in The Bastion. Please put the Merlon Pathway into the Operational Plan this year so as to coincide with celebrations for the Griffin's centenary of being in Castlecrag and the sesquicentenary of Marion Mahony Griffin's birth.

Individual Submission 19

The Merlon Pathway is described in the Griffin Reserves Plan of Management as a "desired part of the eastern pathway system providing access from the ridgetop (Edinburgh Road) to the foreshore and to streets and properties in between".

The pathway route has been neglected for many years and is steep in some places. It is overgrown and obstructed by stone terraces put in place by the adjoining owners in years past. The current adjoining owners actively deter people from using the pathway with their own personal possessions, by placing rocks and rubble, and by video monitoring.

In 2019, overwhelming community support was shown for making the pathway usable. The desired solution was a low-impact, sympathetic informal bushland pathway, typical of those found in the Griffin Conservation Area.

The solution offered by Council in July 2019 was a heavily engineered solution consisting of concrete steps, a steel staircase, twin handrails, fences and lighting, all with a preliminary cost estimate of \$550,000. There was no community support for this solution or for expenditure of this magnitude.

On account of the high cost estimate, there was no provision made for funding the project in the Operational Plan 2020-21.

There now exists a recognition that an informal bushland pathway format is a preferable outcome, and that it can be achieved at a significantly lower cost. Early discussions suggest that an expenditure of no more than \$100,000 will be sufficient to create the pathway using materials and methods sympathetic to the landform. Council's Bushland Management section has the expertise and experience to achieve this result.

We therefore believe that Council should discard any consideration of an engineered solution to this pathway, and to adopt the desired low-key approach.

We wish a project item "Development of Merlon Pathway" to be included in the Operational Plan 2020-21 with a cost estimate of \$100,000. In the event that the Merlon Pathway project is not included in the Operational Plan 2020-21 in the first instance, we wish Council to review the position at each quarterly review, including taking into account the Bushland Management advice as to costs.

The desired completion time for this project is May 2021, in time for the Griffin Centenary Celebrations in Castlecrag.

Individual Submission 20

The Merlon Pathway P-26 is an important link between The Bulwark and The Scarp, and a logical extension to the Barbara Ash walkway from Edinburgh Rd to The Bulwark. The Merlon Pathway is a pedestrian short cut that avoids a 500m walk around on roads without a segregated footpath.

I request that funds be allocated by Willoughby City Council 20-21 Operational Plan for a track along the pathway. While I suggest \$100,000 as a nominal sum, I do not believe the project will cost anywhere near this amount. WCC's Bushland Team have proven themselves adept at finding cost effective solutions for pathways over difficult terrain in Castlecrag, and I have every confidence that they would find such a solution in this instance. There is no need, for concrete, steel handrails,

fencing or lighting on this pathway. I believe some 20 sandstone blocks is all that would be required to upgrade the pathway.

The pathway would be not too far off being in a useful state now if the adjoining neighbours could be convinced to desist from their efforts to block and deconstruct it. The adjoining neighbours could have their privacy protected by simple screens.

The Griffin Reserves Pathways are an important amenity in Castlecrag, no more so than today with Covid-19 measures highlighting the need for exercise and value of nature for mental health. This P-26 Merlon Pathway is an important access route for children living at the end of The Scarp to make their way up to Edinburgh Rd.

Individual Submission 21

RE: 301649 New footpaths – footpath missing links program.

Please allocate the required funds to build the Bulwark-to-Scarp footpath and to ensure that it is completed in time for the Griffins centenary celebrations in May 2021.

Individual Submission 22

I believe strongly that Willoughby Council is making a quick decision seeking a quick buck to be made off what looks like a profitable business and I think it's a short sighted decision. What you do now impacts the environment and future for all people, not just today's budget. Think about how many fewer cars we are able to import and use - 1 car share takes up to 10 private vehicles off the road permanently. This is worth way more than the small minded money grabbing. By increasing the charges for car share you run the risk of removing it from Willoughby altogether, which should never be acceptable.

Individual Submission 23

I ask for an allocation in this 2020 - 2021 Operational Plan to be made for the following two items:

(1) The Merlon Reserve, Castlecrag

To reinstate the Griffin Pathway in the Merlon Reserve, between The Bulwark (upper) and The Scarp in Castlecrag. (So many residents (including me), particularly those living in The Bulwark and The Scarp, have advocated for this over the years, more recently by a Petition and Have Your Says).

This pathway reinstates a direct link between Edinburgh Rd and The Scarp. It will give residents, particularly children, living in or close to The Scarp, safe passage between Edinburgh Road (incl the bus stop) and The Scarp by avoiding a long walk on the roadways of The Scarp and The Bulwark. It will also provide for these residents more ready access to the pathways leading to The Castle Haven and Sailors Bay Reserves, and to Sailors Bay foreshore.

The pathway needs only to be a simple informal bushland pathway similar to others (such as those beside The Haven Amphitheatre and the one beside The Wilson House in The Babette, Castlecrag) that Council arranged to be constructed without fuss a year or two ago. The engineering concept with its high cost proposed by Council last year for The Merlon pathway is both unnecessary and undesirable.

I therefore ask for a route developed as an informal bushland pathway for the Merlon Pathway at a cost of up to \$100,000 to be included in the 2020-2021 Operational Plan, or adopted at one of Council's quarterly reviews of expenditure.

(2) The historic Griffin retaining wall between The Scarp and The Haven Amphitheatre, Castlecrag

This retaining wall has been water affected for a number of years. I understand that it is moving and I therefore expect it could be dangerous. I am aware Council monitors its movement regularly. There was an allocation for funding in a recent Operational Plan to check it out , but I am not aware of the outcome of this. It seems however nothing has been done to repair the wall. What's happening about the repair/reconstruction of this wall? Please consider an allocation of funds to restore this wall as a matter of urgency!

Individual Submission 24

I request that Willoughby City Council make funds available in the 20/21 Operational Plan to upgrade the Merlon Pathway, providing much-needed safe walking access to and from the bottom of The Scarp.

The Merlon Pathway is an important piece of the Griffin Reserves Plan that provides a connection between The Scarp (and the foreshore reserve) and Edinburgh Road via Barbara Ash Way. It is the only safe alternative to walking along the roadway on The Scarp.

The pathway is already in regular use, but the neighbours frequently interfere with it, moving loose stones and making it unstable in places. As a current user of the pathway, I am aware that it would need very little work to install some sandstone blocks to make it easy for walkers of all ages to traverse. We have seen Council's bushland team do this with many local walking tracks without incurring the expense of major upgrades and rebuilds.

Looking at the costs of the major community upgrades and rebuilds reported in the Willoughby City News Winter 2020 edition, the work needed on this pathway should cost well under \$100,000, and most likely a fraction of that amount. Lighting, handrails, concrete, steel and other expensive infrastructure is unnecessary and undesirable. An informal bush pathway screened with native plants is all that is required.

Walkers are currently forced to navigate parked cars and dodge traffic along The Scarp, especially the dangerous section next to The Haven, while work on the pathway has been obstructed, delayed and over-costed. Yet, for a small expenditure, a crucial section of the Griffin Plan can be made safe for the enjoyment of all walkers and, at the same time, residents in The Scarp could have a safe and secure pathway for ingress and egress.

It is critical that the funding for the pathway be approved in the 20/21 Operational Plan so that the work can be completed without further delays and I request that Council makes this happen.

Individual Submission 25

I am writing in support of the inclusion of the Merlon Pathway to improve the accessibility to the residents of Castlecrag. The track as proposed would run between The Scarp & The Bulwark. I believe the council are considering a low cost - circa \$100k informal bushland pathway - in keeping with the Griffin legacy. The inclusion of this project in the 2020-21 Operational Plan or be adopted

into the council's quarterly reviews of expenditure would be greatly appreciated. As a father of four children who live at the end of The Scarp the creation of a pathway would provide a much safer option for school children to access Edinburgh Road (providing effectively unbroken network of walking tracks to the school bus stop). In our cul-de-sac alone at the end of The Scarp there are nine school children - all of whom would benefit - as would residents - looking for an alternative to walking on narrow and often dangerous roads. Thank you in advance for your consideration. Adam Donnelley

Individual Submission 26

Request that Council allocates funding to connect The Merlon Reserve in The Bulwark with a walkway to The Scarp as planned by Walter Burley Griffin and have the walkway completed by April 2021 prior to the 2nd May celebrations for the Centenary of the Griffins' Castlecrag.