



1 October 2002

## WORKS COMMITTEE MEETING

NOTICE IS HEREBY GIVEN THAT A WORKS COMMITTEE MEETING OF THE COUNCIL OF THE CITY OF RANDWICK WILL BE HELD IN THE COUNCIL CHAMBER, TOWN HALL, 90 AVOCA STREET, RANDWICK, ON TUESDAY, 8TH OCTOBER 2002 AT 6:00 PM

Committee Members: His Worship, the Mayor, Cr D. Sullivan, Crs Backes, Bastic (Chairperson), Greenwood, Schick, Seng and White (Deputy Chairperson) and Whitehead.

Quorum: Five (5) members.

NOTE: AT THE EXTRAORDINARY MEETING HELD ON 5<sup>TH</sup> SEPTEMBER, 2000, THE COUNCIL RESOLVED THAT THE WORKS COMMITTEE BE CONSTITUTED AS A COMMITTEE WITH FULL DELEGATION TO DETERMINE MATTERS ON THE AGENDA.

### 1 Apologies

### 2 Minutes

CONFIRMATION OF THE MINUTES OF THE WORKS COMMITTEE MEETING HELD ON TUESDAY, 10<sup>TH</sup> SEPTEMBER, 2002.

### 3 Addresses to Committee by the Public

### 4 Mayoral Minutes

4.1 MAYOR'S MINUTE 59/2002 - COASTAL WALKWAY - 2 IDENTIFICATION OF PRIORITIES.

### 5 Works

5.1 DIRECTOR ASSET & INFRASTRUCTURE SERVICES' REPORT 6 104/2002 - FLANDERS AVENUE, MATRAVILLE - REQUEST FOR ROAD CLOSURE.

5.2	DIRECTOR ASSET & INFRASTRUCTURE SERVICES' REPORT 11 106/2002 - BOND FOR WASTE CLEAN UP FOR DEPARTING TENANTS.	
5.3	DIRECTOR ASSET & INFRASTRUCTURE SERVICES' REPORT 13 107/2002 - ECOLOGICAL SUSTAINABILITY OF WOODCHIPPING IN NATIVE FORESTS.	
5.4	DIRECTOR ASSET & INFRASTRUCTURE SERVICES' REPORT 16 108/2002 - ROADWORKS & TRAFFIC FACILITY CONSTRUCTION - CAPITAL WORKS PROGRAM 2002/2003.	
5.5	DIRECTOR ASSET & INFRASTRUCTURE SERVICES' REPORT 19 109/2002 - RAINBOW STREET, KINGSFORD - PEDESTRIAN CONDITIONS.	
5.6	DIRECTOR ASSET & INFRASTRUCTURE SERVICES' REPORT 22 110/2002 - ESTABLISHMENT OF ALCOHOL FREE ZONES IN RANDWICK CITY.	
5.7	DIRECTOR ASSET & INFRASTRUCTURE SERVICES' REPORT 25 111/2002 - PROPOSED LEASE TO THE BOTANY CEMETERY TRUST OF PART OF MILITARY ROAD, STONEMASON'S YARD.	
5.8	DIRECTOR ASSET & INFRASTRUCTURE SERVICES' REPORT 30 112/2002 - PROVISION OF JC DECAUX NON-ADVERTISING SHELTERS IN RANDWICK.	
5.9	DIRECTOR ASSET & INFRASTRUCTURE SERVICES' REPORT 33 113/2002 - BRUCE STREET, KINGSFORD - PROPOSED 2P PERIOD PARKING.	
5.10	DIRECTOR ASSET & INFRASTRUCTURE SERVICES' REPORT 37 114/2002 - DACRE STREET, MALABAR - TRAFFIC CONDITIONS.	
5.11	DIRECTOR ASSET & INFRASTRUCTURE SERVICES' REPORT 42 115/2002 - MONS AVENUE - FOOTPATH CONSTRUCTION	
5.12	DIRECTOR ASSET & INFRASTRUCTURE SERVICES' REPORT 44 116/2002 - KENSINGTON OVAL LIGHTING.	
5.13	DIRECTOR ASSET & INFRASTRUCTURE SERVICES' REPORT 47 117/2002 - MAROUBRA SKATE PARK.	

**6 General Business**

**7 Motions Pursuant to Notice**

**8 Notice of Rescission Motions**

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GENERAL MANAGER

**MAYOR'S MINUTE 59/2002**

<b>SUBJECT:</b>	COASTAL WALKWAY - IDENTIFICATION OF PRIORITIES
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<b>DATE:</b>	30 September, 2002	<b>FILE NO:</b>	98/S/2485
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**REPORT BY:** MAYOR

**INTRODUCTION:**

I have asked the Director of Asset and Infrastructure Services to provide a report identifying those areas in the coastal walkway requiring repairs, missing sections of the walkway within the City of Randwick and whether or not these sections are under Council's control. The report was also intended to establish priorities for the current and future budgets for Coastal Walkway Construction works.

**ISSUES:**

Detailed in the attached report by the Director, Asset and Infrastructure Services.

**RECOMMENDATION:**

That:

1. The report be noted.
2. Council adopt the following priorities for the remainder of funds allocated for the Coastal Walkway project in this and future budgets:
  - a) "Entry" Statement at Clovelly.
  - b) Dunningham Reserve, Coogee
  - c) Sections of Grant Reserve, Coogee
  - d) Section in front of Arthur Byrne Reserve carparks up to the start of the Anzac Rifle Range, Maroubra.

**ATTACHMENT/S:**

Director of Asset & Infrastructure Services' Report 105/2002

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 DOMINIC SULLIVAN  
 MAYOR

## ***Director Asset & Infrastructure Services' Report 105/2002***



<b>SUBJECT:</b>	COASTAL WALKWAY - IDENTIFICATION OF PRIORITIES
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<b>DATE:</b>	25 September, 2002	<b>FILE NO:</b>	98/S/2485
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**REPORT BY:** DIRECTOR ASSET & INFRASTRUCTURE SERVICES

### **INTRODUCTION:**

The aim of this report is to identify those areas in the coastal walkway requiring immediate repairs and also to identify missing sections of the walkway within the City of Randwick which are within Council's control. It is also intended to establish an order of priority works for inclusion in the current budget and successive budgets. The required outcome of the process is to provide continuous access for tourists and residents along the coastline with only minor detours where avoidable into Council's street system.

### **BACKGROUND**

The landscape design team has recently carried out a thorough site analysis of the coastal walkway route.

The analysis identified the status of different elements such as the condition of footpaths, regulation and directional signage, rails, fences, bollards and seating. Apart from these elements other issues identified included minor repairs and ownership of land, which is on the coastal walkway alignment but does not belong to Council. These are summarised in **Attachment A**.

### **ISSUES:**

#### **Project Funding**

This project is part of the second stage of the Coogee Beach and Foreshore Plan of Management Works for which Council allocated \$395,000 (including carryovers) in the current budget. As this allocation is made up of grant funding as well as S94 contributions as well as Council funds, Council can only be sure of \$275,000 at this time.

The first stage of this project is the connection of the coastal walkway from the road leading to the Clovelly Bowling Club to Clovelly Beach but not including the "Entry"

Statement. This contract has recently been awarded to KK Civil Engineering, for the total amount of \$135,120.

The "Entry" Statement which it is estimated will cost approximately \$40,000 is considered by Council officers to be the logical next stage for the project.

### **Condition of existing walkway controlled by Council**

The condition of the existing walkway varies from good, to poor and there are many areas where no formal walkway exists. The following areas were identified as being in poor condition and such, potential liability problems for Council. These areas identified as poor include areas with large cracks and holes on the pavement, uneven finish and edging. The areas identified under this category are:

- Southern promenade terrace at Clovelly Beach
- Dunningham Reserve at Coogee
- Sections of Grant Reserve, Coogee
- A section along Alexandria Parade, South Coogee
- Sections in front of Arthur Byrne Reserve carparks up to the start of the Anzac Rifle Range, Maroubra.

### **Sections of Potential Coastal Walkway land not owned by Council**

The sections of the coastal walk currently not owned by Council were identified in the following list. These sections require liaison between Council and the ownership bodies involved to gain formal access through their site to continue the alignment of the coastal walkway route. This will require negotiations some at officer level and others at much higher levels, both of which are beyond the scope of this report.

- the area along Seaside Parade/ Lurline Bay, Maroubra,
- Anzac Rifle Range, Malabar
- Sections in the vicinity of Little Bay
- The Coast Golf & Recreational Club, Little Bay
- St. Michael's Golf Club, Little Bay
- Coast Hospital Cemetery, Little Bay
- NSW Golf Club, La Perouse
- Botany Bay National Park

It was also noted that informal tracks, which are highly used, exist through these areas.

### **CONCLUSION:**

Through the site analysis carried out it was concluded that the existing footpath areas in urgent need of repair and that are a high liability concern for Council are as follows in order of priority.

1. Dunningham Reserve, Coogee
2. Sections of Grant Reserve, Coogee

3. Section in front of Arthur Byrne Reserve carparks up to the start of the Anzac Rifle Range, Maroubra.

As previously stated in the report Council has recently awarded a contract for the section of the walkway from the road leading to the Clovelly Bowling Club to Clovelly Beach for the amount of \$135,120. As the extent of available funds is currently uncertain it is considered that Council should set the following priorities for the remainder of the funds in the current budget and in future budgets.

1. "Entry" Statement at Clovelly.
2. Dunningham Reserve, Coogee
3. Sections of Grant Reserve, Coogee
4. Section in front of Arthur Byrne Reserve carparks up to the start of the Anzac Rifle Range, Maroubra.

### **RECOMMENDATION:**

That:

1. The above report be noted.
2. Council adopt the following priorities for the remainder of funds allocated for the Coastal Walkway project in this and future budgets:
  - a) "Entry" Statement at Clovelly.
  - b) Dunningham Reserve, Coogee
  - c) Sections of Grant Reserve, Coogee
  - d) Section in front of Arthur Byrne Reserve carparks up to the start of the Anzac Rifle Range, Maroubra.

### **ATTACHMENT/S:**

Coastal Walk Site Analysis - under separate cover

.....  
 MICK SAVAGE  
 DIRECTOR ASSET  
 INFRASTRUCTURE SERVICES

.....  
 FRANK ROTTA  
 & DESIGN MANAGER

## ***Director Asset & Infrastructure Services' Report 104/2002***



<b>SUBJECT:</b>	FLANDERS AVENUE, MATRAVILLE - REQUEST FOR ROAD CLOSURE
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<b>DATE:</b>	19 September, 2002	<b>FILE NO:</b>	R/0843/02
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**REPORT BY:** DIRECTOR ASSET & INFRASTRUCTURE SERVICES

### **INTRODUCTION:**

At the Ordinary Council meeting held on Tuesday 23 July 2002, a petition was submitted on behalf of the house owners in Flanders Avenue, Matraville requesting that Council agree to close Flanders Avenue from 7.00pm to 11.00pm from December 9<sup>th</sup> to 28<sup>th</sup> in relation to Christmas activities.

This item was considered at the September 2002 Traffic Committee Meeting.

### **ISSUES:**

The petition states:

*“In recent years many home owners in Flanders Avenue, Matraville (a cul de sac) have promoted Christmas with extensive house decorations, creating a major flow of traffic in the street immediately prior to Christmas. Unfortunately as well as inconvenience to local residents, there have been a number of minor accidents. It seems likely that with so many children in the street at this time, a more serious accident is inevitable. Clearly there are serious safety issues in Flanders Avenue.*

*Accordingly we the undersigned ratepayers of Flanders Avenue Matraville hereby request Randwick City Council to close Flanders Avenue Matraville to motor vehicles (other than those of residents) between the hours of 7pm to 11pm from December 9 to December 28, 2002”*

The petition has been signed by 22 residents.

### **CONCLUSION:**

In order for such traffic restrictions to be implemented it would require traffic control at the Flanders Avenue/Knowles Avenue intersection for the whole period and only allow

residents into the street. This will result in queuing problems in Knowles Avenue and is not supported. The policing of such restrictions would also be unmanageable.

The Police advised that the road could only be closed under Police traffic control requiring 2 police officers at all times at the Flanders Avenue/Knowles Avenue intersection during the road closure and be funded by the applicant. This would be at a cost of \$83/police officer/hour.

**RECOMMENDATION:**

That the request to close Flanders Avenue for non residents from 7.00pm to 11.00pm from December 9<sup>th</sup> to 28<sup>th</sup> in relation to Christmas activities be not supported.

**ATTACHMENT/S:**

1. Traffic Committee Report
2. Council Resolution

.....  
MICK SAVAGE  
DIRECTOR           ASSET  
INFRASTRUCTURE SERVICES

.....  
JASON SCOUFIS  
& TRAFFIC ENGINEER



**RANDWICK TRAFFIC COMMITTEE MEETING****TO BE HELD ON 10 SEPTEMBER 2002**

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**ITEM**  
**NO.**            B20            (Maroubra)

**FLANDERS AVENUE, MATRAVILLE****R/0843/02**

Request for Road Closure

At the Ordinary Council meeting held on Tuesday 23 July 2002, a petition was submitted on behalf of the house owners in Flanders Avenue, Matraville requesting that Council agree to close Flanders Avenue from 7.00pm to 11.00pm from December 9<sup>th</sup> to 28<sup>th</sup> in relation to Christmas activities.

The petition states:

*“In recent years many home owners in Flanders Avenue, Matraville (a cul de sac) have promoted Christmas with extensive house decorations, creating a major flow of traffic in the street immediately prior to Christmas. Unfortunately as well as inconvenience to local residents, there have been a number of minor accidents. It seems likely that with so many children in the street at this time, a more serious accident is inevitable. Clearly there are serious safety issues in Flanders Avenue.*

*Accordingly we the undersigned ratepayers of Flanders Avenue Matraville hereby request Randwick City Council to close Flanders Avenue Matraville to motor vehicles (other than those of residents) between the hours of 7pm to 11pm from December 9 to December 28, 2002”*

The petition has been signed by 22 residents.

In order for such traffic restrictions to be implemented it would require traffic control at the Flanders Avenue/Knowles Avenue intersection for the whole period and only allow residents into the street. This will result in queuing problems in Knowles Avenue and is not supported. The policing of such restrictions would also be unmanageable.

**IT IS RECOMMENDED:**

That the request to close Flanders Avenue for non residents from 7.00pm to 11.00pm from December 9<sup>th</sup> to 28<sup>th</sup> in relation to Christmas activities be not supported.

**MINUTE****B20 FLANDERS AVENUE, MATRAVILLE**  
Request for Road Closure**R/0843/02**

The Police advised that the road could only be closed under Police traffic control requiring 2 police officers at all times at the Flanders Avenue/Knowles Avenue intersection during the road closure and be funded by the applicant. This would be at a cost of \$83/police officer/hour.

THAT the request to close Flanders Avenue for non residents from 7.00pm to 11.00pm from December 9<sup>th</sup> to 28<sup>th</sup> in relation to Christmas activities be not supported.

**ORDINARY COUNCIL MEETING  
TUESDAY, 23<sup>RD</sup> JULY, 2002**

**7. PETITIONS.**

**7.1 SUBMITTED BY CR MATTHEWS ON BEHALF OF THE HOUSE OWNERS IN FLANDERS AVE, MATRAVILLE REQUESTING THAT THE COUNCIL AGREE TO CLOSE FLANDERS AVE FROM 7PM TO 11PM FROM DECEMBER 9<sup>TH</sup> TO 28<sup>TH</sup> 2002 IN RELATION TO CHRISTMAS ACTIVITIES. (R/0843/02)**

173 **RESOLUTION:** (Matthews/Schick) *that the petition be referred to the appropriate Committee and/or the Councillors' Bulletin with a report from the relevant officer.*

**MOTION:** (Matthews/Schick) **SEE RESOLUTION.**

## ***Director Asset & Infrastructure Services' Report 106/2002***



<b>SUBJECT:</b>	BOND FOR WASTE CLEAN UP FOR DEPARTING TENANTS
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<b>DATE:</b>	26 September, 2002	<b>FILE NO:</b>	98/S/3591
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**REPORT BY:** DIRECTOR ASSET & INFRASTRUCTURE SERVICES

### **INTRODUCTION:**

On 26<sup>th</sup> February 2002, Council considered Director Asset and Infrastructure Services' Report 14/2002 and resolved that:

- a) A further investigation on this issue take place and Council continue to pursue the proposal with the real estate agents located in Randwick City.*

Council considered the original Motion Pursuant to Notice on 27 March 2001, when Council resolved:

That a report be prepared on the opportunities for introducing a Waste Bond on all rented premises in the City to cover the removal of any rubbish from Council property left by tenants.

### **ISSUES:**

Initial discussions with real estate agents indicated that such a Waste Bond would not be legal. Research of the relevant legislation administered by the Department of Fair Trading indicates that a Waste Bond would not be consistent with the objects of this legislation.

Consultation with Strategic Policy section of the Department of Fair Trading confirms that a Waste Bond for the purpose of covering rubbish removal from council property has nothing to do with the landlord-tenant relationship, for which a Rental Bond is prescribed by law to cover tenants' actions on property owned by the landlord.

The Department of Fair Trading policy officer viewed that a Waste Bond to cover tenants' actions on property owned by the Council means that a Council-Tenant relationship would need to be established and existing laws do not cover this. Specific legislation to cover this area would be unlikely to succeed, as the case for legislation would need to prove that all other administrative solutions have been exhausted.

The Council-Landlord relationship is already established in the rates structure. Landlords pay the Domestic Waste Management Charge and so provide their tenants with four opportunities per year for the collection of household items. Most tenants are unable to use these service entitlements, since the collections do not coincide with their needs.

Changes to the clean up services that were endorsed by Council on 17 September 2002 will allow departing tenants to arrange collections through the on-call booking scheme. Real estate agents can also use the entitlements within this scheme and so protect property owners from the risk of prosecution for illegal dumping. These arrangements will be developed with the property management industry in the promotion of the new scheme and communicated to landlords and tenants in the campaign information material.

**CONCLUSION:**

The need for a Waste Bond on all rented premises would require specific legislation and this requirement has an administrative solution in the changes to the clean up services that have been recently endorsed by Council.

**RECOMMENDATION:**

That Council note that recent changes to the clean up services will obviate the need for a Waste Bond for covering the cost of removing rubbish left by departing tenants.

**ATTACHMENT/S:**

Nil

.....  
MICK SAVAGE  
DIRECTOR                      ASSET  
INFRASTRUCTURE SERVICES

.....  
RUSSELL WADE  
& WASTE MANAGER

## ***Director Asset & Infrastructure Services' Report 107/2002***



<b>SUBJECT:</b>	ECOLOGICAL SUSTAINABILITY OF WOODCHIPPING IN NATIVE FORESTS
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<b>DATE:</b>	26 September, 2002	<b>FILE NO:</b>	98/S/1167
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**REPORT BY:** DIRECTOR ASSET & INFRASTRUCTURE SERVICES

### **INTRODUCTION:**

At the Ordinary Council meeting on 26<sup>th</sup> June 2001, Council resolved that a petition submitted by Councillor M. Matson be referred to the appropriate Committee with a report from the relevant officer. The petition from the residents of Randwick City sought that Randwick City Council join with other councils to adopt a resolution that rejects the assertions of the Native Forest Industry that woodchipping in native forests is ecologically sustainable.

At the Works Committee on 13 August 2002, Council considered a report on a similar issue regarding purchasing policies that preclude the purchase of energy produced by burning woodchips from native forests. Council noted that energy retailers are already precluded from sourcing energy from such sources.

At the Ordinary Council meeting on 23 February 1999, Council considered a Motion Pursuant to Notice by Councillor M. Matson on the subject of banning the purchasing of products from companies that were engaged in woodchipping of Australia's native forests. Proforma letters received by the Council from residents cited six councils across Australia that had adopted a resolution to ban products manufactured by Boral because of Boral's "rapacious behaviour" in woodchipping our native forests. Council resolved *inter alia* that Council, *in pursuance of its obligations under the Local Government Act 1993, to have regard to the principles of ecologically sustainable development in carrying out its responsibilities as a purchaser of goods and services.*

### **ISSUES:**

Forestry Management is regulated under the *Regional Forests Agreements Act 2002* and the provisions of the *Environment Protection and Biodiversity Conservation Act 1999* that relate to forestry operations. Supporting instruments such as the CSIRO's *Greenhouse Resources Kit for Private Forest Growers* enable growers to examine greenhouse issues such as sequestration, management options and carbon trading.

In addition an Australian Forestry Standard is under development. Contributors to this standard include scientists, industry, trade unions, community groups and representatives of the conservation movement, such as the World Wide Fund for Nature amongst other groups.

Efforts by both Federal and State Governments to balance the labour market issues from the reduction in forestry operations with the need to conserve native forests has been achieved in a bi-partisan approach by these governments. Regional Forests Agreements have been drawn up for the major forest regions and are consolidated under the RFA Act.

The Regional Forests Agreements provide a secure sustainable resource base for industry, a world-class reserve system that will protect the conservation values of native forests and taxation incentives investment in plantation forests.

Woodchip exports have reduced as a proportion of Australia's forest products exports, as there is increased demand for the export of value-added products and strong domestic demand for products like paper. These demands can be achieved through the increased use of plantation timber and by providing an incentive to lessen the demand for imported timber that is milled in countries where less value is placed on conservation and the environment. Woodchipping is being relegated to the waste products of the timber felling operations.

In the lead up to the passage of the Regional Forests Agreements legislation, both the Federal Minister for Forestry and Conservation, Senator Ian Macdonald and his Labor Opposition counterpart were both critical of the misinformation that was being circulated by opponents of timber communities. Senator Macdonald said, "The radical green movement works by making false assertions and they say them vehemently, authoritatively and often. In the absence of facts, reasonable people believe it."

Both the Federal Minister and the NSW Minister for Forestry, Kim Yeadon MP have announced initiatives to boost skills in the timber industry as part of the Forestry Industry Structural Adjustment Package, which includes job creation opportunities in NSW. These thirteen projects total \$6 million in investment in NSW rural communities.

### **CONCLUSION:**

Since the lodging of the petition, the advent of the *Regional Forests Agreements Act 2002* and the subsequent changes in forestry operations under Regional Forest Agreements leaves no case for a resolution to reject the assertions of the Native Forestry Industry that woodchipping is ecologically sustainable. With the decline in woodchip exports, more emphasis is being placed on value-added products.

### **RECOMMENDATION:**

That the Director of Asset and Infrastructure Services Report dealing with the Ecological Sustainability of Woodchipping in Native Forests be noted.

**ATTACHMENT/S:**

Nil

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MICK SAVAGE  
DIRECTOR                    ASSET  
INFRASTRUCTURE SERVICES

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RUSSELL WADE  
& MANAGER WASTE





## ***Director Asset & Infrastructure Services' Report 108/2002***

<b>SUBJECT:</b>	Roadworks & Traffic Facility Construction - Capital Works Program 2002/2003
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<b>DATE:</b>	26 September, 2002	<b>FILE NO:</b>	N/A
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**REPORT BY:** DIRECTOR ASSET & INFRASTRUCTURE SERVICES

### **INTRODUCTION:**

Council, at its meeting held on the 23 October 2001, resolved:

“that after the budget has been adopted a report be submitted to the Works Committee Meeting which details in layman’s terms road construction, road closures and road narrowing, which are programs for that financial year and that report contain the timetables for these works.”

### **ISSUES:**

The Department of Asset & Infrastructure Services has developed a Capital Works Programme and schedule detailing all capital works to be undertaken by Council during the 2002/2003 financial year. This includes all road resurfacing and reconstruction works, road stabilisation works, traffic facility installation works and all capital works associated with Council’s road network.

Following is a short explanation of works listed within Council’s 2002/2003 Capital Works Program that either received required external funding (if required) or were determined by resolution of Council to be undertaken during the current financial year.

The name of each project is as it appears in Council’s Management Plan.

<b>Budget</b>	<b>Task</b>	<b>Explanation</b>
\$120,000	Roadworks, Regional Roads Block Grant	This programs involves the improvement of Regional Roads within Council utilising RTA funding
\$72,000	Roadworks, Block Grant Ex 3x3	This RTA grant will be used to supplement road resurfacing works to be carried out in Carrington Road, Randwick and Maroubra Road, Maroubra (refer below).
\$90,000	Roadworks, Bus Routes	This RTA grant will utilised for the construction of concrete bus waiting bays in various locations across the City to alleviate road deterioration problems occurring at bus stops

Continued...

<b>Budget</b>	<b>Task</b>	<b>Explanation</b>
\$288,000	Roadworks, Bikeplan Implementation	Includes linemarking, signage and some capital works (such as off road cycleway creation at Darley Road and Heffron Park) as part of Stage 1 of the adopted Randwick City Council Bicycle Plan.
\$1,260,000	Roadworks, Resurfacing	Involves the resurfacing of streets throughout the City as prioritised by Councils accredited Pavement Management System
\$613,937	Roadworks, Resurfacing	Involves the resurfacing of streets throughout the City as prioritised by Councils accredited Pavement Management System
\$267,368	Roadworks, Roads to Recovery, Road Rehabilitation	Council resolved to utilise this RTA funding for roadworks within Duncan Street, Maroubra between Maxwell Street and Malabar Road.
\$110,000	Roadworks, Arden St - Burnie St to Clovelly Rd	Arden Street to be resurfaced between Clovelly Road & Burnie Street, Clovelly
\$507,000	Roadworks, Doncaster Ave Staged Construction	Involves the reconstruction of the footpath & kerb & gutter and the resurfacing of the road pavement in conjunction with Drainage works in Doncaster Avenue.
\$210,000	Roadworks, Carrington Rd Alison Rd to Clovelly Rd	Carrington Road to be resurfaced between Alison Road & Clovelly Road, sections of kerb & gutter and footpath to be reconstructed between Alison Road and Glebe Street
\$105,000	Roadworks, Maroubra Rd - Anzac Pde to Garden St	Maroubra Road to be resurfaced between Anzac Parade and Cooper Street
\$63,000	Roadworks, Maroubra Rd Garden St to Cooper St	Maroubra Road to be resurfaced between Anzac Parade and Cooper Street
\$40,000	Roadworks, Bream Street	Bream Street to be resurfaced between Beach Street and Arden Street with some kerb & gutter replacement
\$325,000	Roadworks, Glanfield St Bunnerong Rd to Royal St	Involves the formalisation of the road reserve including the installation of kerb & gutter and formal on-street parking bays
\$15,000	Roadworks, Hereward St, Angle Parking	Involves the installation of a detached kerb blister and angle parking in Hereward Street towards McKeon Street, Maroubra
\$30,000	Roadworks, Garnet St - Road Slip Stabilisation	Stabilisation of the road embankment on the eastern side of Garnet Street, South Coogee
\$30,000	Traffic, Moverly Rd - West of Elphinstone (Wombat)	Upgrading existing "flush" wombat crossing to a raised wombat crossing outside South Coogee Public School
\$35,000	Traffic, Middle Street	Improvements to traffic signals at the intersection of Middle Street and Anzac Parade
\$60,000	Traffic, LAIP - Projects Priority 4	Implementation of works at the intersections of: <ol style="list-style-type: none"> <li>1. Baker Street &amp; Virginia Street – flush pavement treatment on intersection</li> <li>2. McDougall Street &amp; Baker Street – median island &amp; pavement treatment</li> <li>3. Milroy Avenue &amp; Carminya Street – pavement treatment in Milroy Avenue on south approach</li> </ol>
\$100,000	Traffic, Fern St/Douglas St Roundabout	Installation of a roundabout at the intersection of Fern Street and Douglas Street. This project did not receive funding from the RTA however has been allocated funds from the part contributions for projects that also did not receive funding.
\$20,000	Traffic, Storey Street - Percival Street to Royal Street Traffic Calming	Road narrowing treatment in Storey Street to calm traffic and improve pedestrian safety at intersections of Percival and Royal Streets. Yet to be approved by traffic committee

Continued...

<b>Budget</b>	<b>Task</b>	<b>Explanation</b>
\$10,000	Traffic, Ferguson Street at Fitzgerald Avenue - Kerb Blister	Installation of a kerb blister at the intersection of Fitzgerald Avenue and Ferguson Street to prevent vehicles illegally turning into Ferguson Street from Fitzgerald Avenue
\$10,000	Traffic, Byron Street at Coogee Bay Road - Kerb Blister	Installation of a kerb blister in Byron Street at the intersection of Coogee Bay Road to prevent vehicles illegally parking on the pedestrian crossing at Coogee Public School
\$10,000	Traffic, Beauchamp Road at Gainford Avenue - Pedestrian Refuge	Installation of a pedestrian refuge in Beauchamp Road to improve pedestrian safety, especially for aged pedestrians.

**CONCLUSION:**

Through its pavement management system, the Randwick Traffic Committee and sources of community and other feedback, Council has highlighted the above road works as being of a priority to be included within the 2002/2003 Capital Works Program.

**RECOMMENDATION:**

That the Director of Asset & Infrastructure Services Report on the Capital Works Programme 2002/2003 be noted.

**ATTACHMENT/S:**

Nil.

.....  
MICK SAVAGE  
DIRECTOR ASSET  
INFRASTRUCTURE SERVICES

.....  
ANDREW ZAGNINSKI  
& ASSET ENGINEER-ANCILLARY



## ***Director Asset & Infrastructure Services' Report 109/2002***

<b>SUBJECT:</b>	RAINBOW STREET, KINGSFORD - PEDESTRIAN CONDITIONS
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<b>DATE:</b>	19 September, 2002	<b>FILE NO:</b>	R/0635/02
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**REPORT BY:** DIRECTOR ASSET & INFRASTRUCTURE SERVICES

### **INTRODUCTION:**

At the Ordinary Council meeting held on Tuesday 27 August 2002 it was resolved:

*'That the Randwick City Traffic Committee investigate and prepare a report for the next Ordinary Meeting of Council for the pedestrian crossing in Rainbow Street, Kingsford, adjacent to the Kingsford roundabout. The Committee's report should contain, but not be limited to, the site's accident history any recent associated works, possible options for relocation, traffic calming, increasing visibility and any measure the Committee can recommend to enhance the safety of the crossing.'*

### **ISSUES:**

An audit of the site has indicated that the warning pedestrian crossing ahead sign(W6-2B) has been damaged and requires replacing on the eastern approach to the pedestrian crossing. Furthermore, the 'No Stopping/No Standing' sign and stem on the eastern approach is blocking sight of the pedestrian crossing sign and should be relocated. Floodlighting is provided at the crossing.

A review of recorded pedestrian accidents in the five year period 1997 to 2001 in Rainbow Street between Harbourne Road and Forsyth Street indicates that 2 accidents have occurred. It is also noted that an accident involving a pedestrian at the pedestrian crossing occurred in recent months.

The marked footcrossing was floodlight several months ago as a result of residents' concern at the danger to pedestrians crossing at night. A night audit has indicated that the lighting is satisfactory.

In reference to providing traffic calming, the option of a raised marked footcrossing is not appropriate as Rainbow Street is a State Road carrying over 17000 vehicles/day and forms

part of bus route 357. The Roads and Traffic Authority would not support such a device as it would disrupt traffic flow on the arterial road network and furthermore would cause some discomfort to bus passengers.

It is also inappropriate to install blisters at the marked footcrossing to reduce pedestrian exposure time, as three lanes of traffic are required for capacity near the roundabout.

### **CONCLUSION:**

The existing location of the pedestrian crossing is considered the most appropriate location as it provides a crossing point on the pedestrian desire line. Pedestrians are required to cross 3 lanes of traffic, 1 eastbound lane and 2 westbound lanes. The 3 lanes of traffic in Rainbow Street are linemarked the full length of Rainbow Street between Anzac Parade and Forsyth Street and accordingly relocating within this section will not improve conditions for pedestrians.

An improvement would be made by the installation of zig zag lines on approach to the pedestrian crossing. Motorists have just negotiated the roundabout or about to when they approach the pedestrian crossing and may be distracted. The provision of zig zags will further alert motorists to the upcoming pedestrian crossing.

The item was considered at the September 2002 Traffic Committee Meeting where it was recommended as detailed below.

### **RECOMMENDATION:**

That:

1. The pedestrian crossing ahead sign (W6-2B) be replaced in Rainbow St facing westbound motorists on approach to the pedestrian crossing.
2. The 'No Standing'(L)/'No Stopping'( R) sign and stem on the southern side of Rainbow Street on approach to the pedestrian crossing be relocated east of the adjacent vehicular crossing and replaced with 'No Stopping' (L& R).
3. Zig zag lines be marked on approach to the pedestrian crossing.

### **ATTACHMENT/S:**

Motion Pursuant To Notice

.....  
 MICK SAVAGE  
 DIRECTOR ASSET  
 INFRASTRUCTURE SERVICES

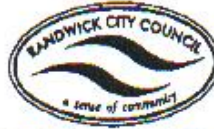
.....  
 JASON SCOUFIS  
 & TRAFFIC ENGINEER

22-AUG-2002 07:58

PETER SMITH

P. 01

Councillor Bruce Notley-Smith  
Randwick Town Hall  
90 Avoca Street  
Randwick 2031  
Mobile: (0408) 247 880



INCORPORATED  
AS A MUNICIPALITY  
22 FEBRUARY 1859  
PROCLAIMED AS  
A CITY 1ST JULY 1990

### Motion Pursuant To Notice

Date: 21 August 2002  
Attention: Gordon Messiter, General Manager, RCC  
Fax: 9398-4483  
From: Cr. Bruce Notley-Smith  
Contact: 0412 503 075  
Pages: 1  
Re: Rainbow Street Pedestrian Crossing

5

**Text of Motion:** That RCC Traffic Committee investigate and prepare a report for the next Ordinary Meeting of Council on the pedestrian crossing in Rainbow Street, Kingsford, adjacent to the Kingsford roundabout. The committee's report should contain, but not be limited to, the site's accident history, any recent associated works, possible options for relocation, traffic calming, increasing visibility, and any measure the committee can recommend to enhance the safety of the crossing.

*[Handwritten signature]*

RCC CORPORATE INFORMATION

Location: K. Arnetre  
File No. 98/S/0178/13  
Action Officer: Meeting  
Document No. 164544

Received: 22/08/02  
11:45 a.m.

Nanny

## ***Director Asset & Infrastructure Services' Report 110/2002***



<b>SUBJECT:</b>	ESTABLISHMENT OF ALCOHOL FREE ZONES IN RANDWICK CITY
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<b>DATE:</b>	26 September, 2002	<b>FILE NO:</b>	98/S/1285
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**REPORT BY:** DIRECTOR ASSET & INFRASTRUCTURE SERVICES

### **INTRODUCTION:**

*A number of the City's alcohol-free zones created under Section 644 of the Local Government Act (1993) have lapsed or are nearing the end of their nominated term. Under the provisions of Section 644, alcohol-free zones cannot be re-established unless all the steps to initially establish the zones are again completed.*

### **ISSUES:**

*In accordance with the requirements of section 644 of the Local Government Act 1993, and following discussions with the Eastern Beaches Licensing Sergeant John Dodson and the submission of formal applications by him for the establishment of alcohol-free zones, I advise that it is proposed to establish the following six (6) zones:*

#### **1. MAROUBRA BEACH**

- Road and footpath areas on both sides of Marine Parade from Maroubra Road to Fitzgerald Avenue,
- Road and footpath areas on both sides of McKeon Street from Marine Parade to Duncan Street,
- Carpark and footpath areas in the carpark behind the Maroubra Beach Pavilion.

The zone excludes adjacent parks and reserves and areas licensed by Council as outdoor eating areas.

#### **2. MAROUBRA JUNCTION**

- Carpark and footpath areas in the Anzac Parade median from Boyce Road to Maroubra Road,
- Carpark and footpath areas in the Anzac Parade median from Maroubra Road to Haig Street.

#### **3. COOGEE**

- Road and footpath areas on both sides of Arden Street from Carr Street to Dolphin Street,
- Road and footpath areas on both sides of Coogee Bay Road from Arden Street to Brook Street,
- Carpark and footpath areas in the carpark on the eastern side of Coogee Oval.

The zone excludes adjacent parks and reserves and areas licensed by Council as outdoor eating areas.

#### **4. SOUTH COOGEE**

- Road and footpath areas on both sides of Elphinstone Road from Moverly Road to Bundock Street.

#### **5. LEXINGTON PLACE, MAROUBRA**

- Road and footpath areas on the northern side of New Orleans Crescent from Morris Way to Neosho Way,
- Road and footpath areas on both sides of Lexington Place from New Orleans Crescent to Minneapolis Way,
- Road and footpath areas on the southern side of Minneapolis Crescent from Lexington Place to Neosho Way.

#### **6. LITTLE BAY**

- Road and footpath areas on both sides of Anzac Parade from Little Bay Road to Jennifer Street.

To fulfil the requirements of the Act, Council must:

- Resolve to create the zones,
- Advise all parties originally notified of the proposals that Council has resolved to create the zones,
- Advertise in a locally distributed newspaper that Council has resolved to create the zones.

In accordance with Section 644A formal notification of the proposal was advertised in the local press and consultation was undertaken with interested parties including the Anti-Discrimination Board and the La Perouse Aboriginal Land Council. At the time of closure of the specified notification period, no objections had been received concerning the proposals.

The zones will not operate until 7 days after publication of the notice and until the zones are adequately signposted. The placement of signs will be carried out in consultation with the Police, as they are responsible for enforcement, and will generally be installed at the outer limits of the zone and at specific trouble spots.

#### **CONCLUSION:**

In order to streamline the process of creating Alcohol-free zones, it was determined that the zones should be created to run concurrently. The zones can operate for a period of up to three years, and upon expiration, Council may consult with the Police as to the



effectiveness of the zone and the need for re-establishment. If deemed necessary, the same public consultation process must again be undertaken in order to again establish the zones. Should Council receive applications to create additional alcohol-free zones and where it is considered that the zones may need to be re-established, it is recommended that the term of any new zone be made so as to conclude with the above zones.

**RECOMMENDATION:**

That, in accordance with the requirements of section 644 of the Local Government Act 1993,

- a) Council resolve to establish Alcohol Free Zones at Maroubra Beach, Maroubra Junction, Coogee Beach, Maroubra, South Coogee and Little Bay as detailed above, for a period of three years.
- b) All relevant parties be notified of Council's intention to establish the zones and the areas be signposted accordingly.
- c) That any new zones that may be subsequently created (other than zones created for temporary events) have a termination date matching the termination date of the zones above.

**ATTACHMENT/S:**

Nil

.....  
 MICK SAVAGE  
 DIRECTOR ASSET  
 INFRASTRUCTURE SERVICES

.....  
 JOHN CALVANI  
 & PARKS & RECREATION CO-  
 ORDINATOR

## ***Director Asset & Infrastructure Services' Report 111/2002***



<b>SUBJECT:</b>	PROPOSED LEASE TO THE BOTANY CEMETERY TRUST OF PART OF MILITARY ROAD STONEMASON'S YARD
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<b>DATE:</b>	24 September, 2002	<b>FILE NO:</b>	98/S/1645
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**REPORT BY:** DIRECTOR ASSET & INFRASTRUCTURE SERVICES

### **INTRODUCTION:**

At its meeting held on 1 June, 1999, Council resolved:

1. *That Council prepare and exhibit, in accordance with the provisions of the Environmental Planning & Assessment Act and the Department of Urban Affairs & Planning Best Practice Guideline – LEPs and Council Land (January 1997) a Draft Local Environmental Plan as shown in the attachment to this report to allow the use of part of Military Road, Matraville, as a stonemason's yard in conjunction with the proposed Eastern Suburbs Memorial Park; and*
2. *That Council begin the procedure under Section 153 of the Roads Act to lease at market rental to the Botany Cemetery Trust that part of Military Road shown heavy edged on the survey plan attached to this report, for use as a stonemason's yard in conjunction with the Eastern Suburbs Memorial Park.*

### **ISSUES:**

In reference to Part 1 of the above resolution, the LEP was gazetted by the Minister in December 1999. Part 2 of the resolution remained in abeyance for some time as the cemetery sought to have the Council lease the land directly to the stonemason.

Section 153 Part (1) of the Roads Act, 1993 states inter alia:

#### ***Short-term leases of unused public roads***

*(1) A roads authority may lease land comprising a public road (other than a Crown road) to the owner or lessee of land adjoining the public road if, in its opinion, the road is not being used by the public.*

Council received legal advice which indicated that Council could only lease this land to the adjoining owner/leasee which for all intents and purposes was the Botany Cemetery Trust. The Trust could then sub-let this land for use as a stonemason's yard.

In a letter dated 6 March, 2002, Council officers formally advised the Trusts solicitors that Council could only lease this land to the Trust and not directly to the stonemason. A copy of Section 153 and other relevant sections of the Roads Act was enclosed. The cemetery was advised that the usual method of dealing with lease payments is by a market rental evaluation of the subject land at the time the lease is to be executed. The proposed leased area was confirmed as per Council's resolution and the Cemetery was advised that all costs be they legal, survey, advertising or administrative would be at the Trust's expense. The Trust's solicitors were requested to advise of the Trust's desire to proceed on this basis so that the process referred to in Council's resolution could commence.

The following letter dated 19 June, 2002 was subsequently received from the Trust's solicitor:

*"We refer to your letter of 6<sup>th</sup> March, 2002. We are now instructed by the Trust that it requests you to proceed with the necessary actions to initiate the grant of the Lease. We note that the Lease is subject to a proposal for a "matching" sub-lease to H Johnson & Co Pty Limited who will later on occupy the site and use it for the Stonemason's yard. The Trust has received a covenant from that company to indemnify the Trust and Council for the costs incurred by the Council.*

*We understand from discussions with the solicitor action for H Johnson & Co Pty Limited, that you have discussed with him that he may prepare the draft Lease. Please confirm that is correct, so that we do not embark on negotiations with him relating to the leases, contrary to the Council's expectations.*

*We note that the grant of the Head Lease from the Council to the Trust and the sub-lease to H Johnson & Co Pty Limited, will be subject to the approval of Department of Land and Water Conservation. Its requirements relating to the leases will need to be taken into account in the Head Lease, to ensure that there is consistency between the two documents.*

*We await your confirmation that the matter is proceeding."*

The matter was subsequently advertised as required by the legislation with submissions by any interested parties being sought to the 15 August, 2002. To date no submissions in respect of this matter have been received.

## **CONCLUSION:**

The subject area of land has had an LEP gazetted to allow the use of this land as a stonemason's yard by Council in December 1999. The land comprises a section of Military Rd which is currently unused and is unlikely to be required for road purposes in the near future. A sketch indicating the location and dimensions of the land is attached as "Attachement A" and "Attachement B".

A lease under this legislation cannot exceed 5 years and in any case, the Roads Authority (Council) can terminate such a lease at any time and for any reason.

Since no submissions were received in respect of this matter it is considered that Council should lease the subject unused section of Military Road to the Botany Cemetery Trust in compliance with Section 153 and related sections of the Roads Act, 1993, for use as a stonemason's yard. This approval should be conditioned to ensure that lease payments are set by a registered valuer approved by Council and that Council will not bear any costs be they legal, survey, advertising or administrative involved in the procurement of this lease.

**RECOMMENDATION:**

THAT Council as the responsible Roads Authority grant the Botany Cemetery Trust a lease of the unused section of Military Road (as shown on attachment 'A' and 'B') for use as a stonemasons yard under Section 153 and related clauses of the Roads Act, 1993, subject to the following conditions:

- a. A market rental evaluation for the annual lease fee be sought from a registered valuer approved by Council's officers;
- b. The lease of this land, once approved be advertised as required by Section 156, Clause 2 of the Roads Act, 1993; and
- c. The applicant be advised that all costs be they legal, survey, advertising or administration, must be borne by the applicant.

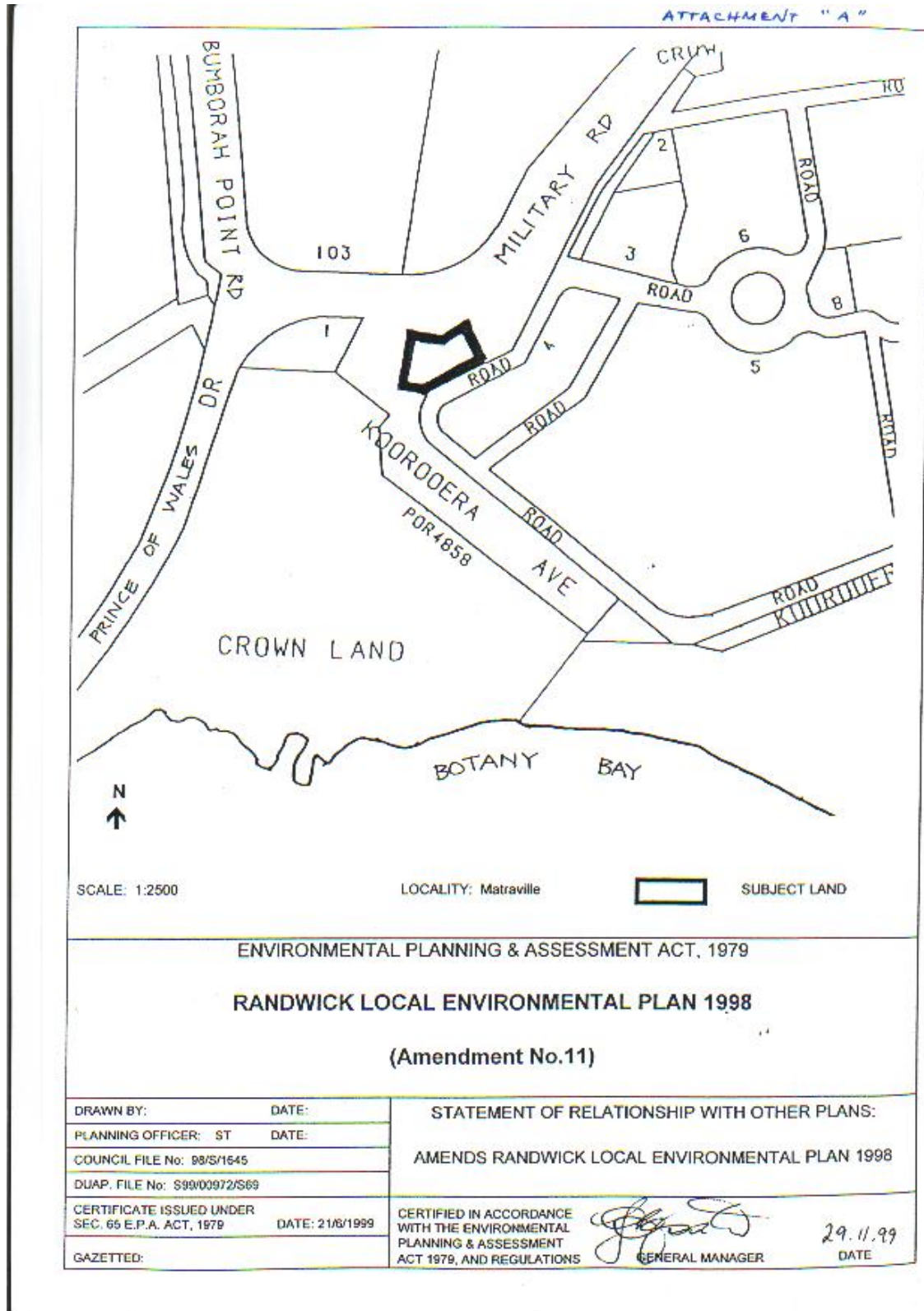
**ATTACHMENT/S:**

"A" Overview plan showing location of proposed leased area.

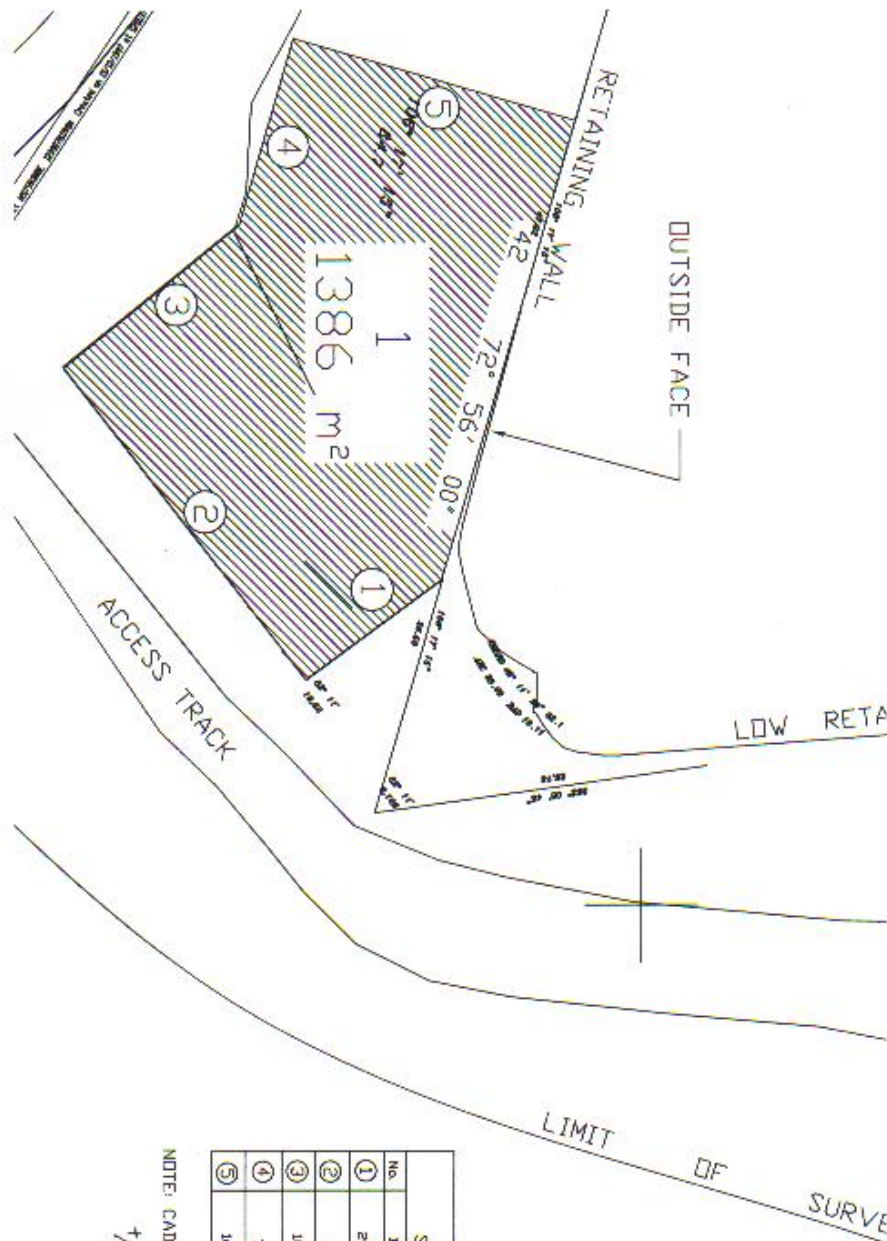
"B" Dimensioned Plan indicating area of the lease proposal.

.....  
 MICK SAVAGE  
 DIRECTOR ASSET  
 INFRASTRUCTURE SERVICES

.....  
 FRANK ROTTA  
 & MANAGER - DESIGN



ATTACHMENT "B"



SCHEDULE OF SHORT BOUNDARIES		
NO.	BEARING	DISTANCE
①	290° 31' 10"	15.0
②	18° 30' 20"	35.0
③	107° 58'	20.0
④	72° 58'	17.0
⑤	162° 58'	26.01

NOTE: CADASTRAL ACCURACY WITHIN  
± 5cm

## ***Director Asset & Infrastructure Services' Report 112/2002***



<b>SUBJECT:</b>	PROVISION OF JCDECAUX NON-ADVERTISING SHELTERS IN RANDWICK
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<b>DATE:</b>	26 September, 2002	<b>FILE NO:</b>	98/S/2910
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**REPORT BY:** DIRECTOR ASSET & INFRASTRUCTURE SERVICES

### **INTRODUCTION:**

*Council at its meeting held on 23<sup>rd</sup> April 2002 resolved the following:*

- a) identified maintenance matters related to footpaths within the South Coogee Estate and other works in Emily McCarthy Park be undertaken as required and in accordance with Council's existing maintenance allocations;
- b) JCDecaux Australia Pty Ltd be invited to discuss the provision of non-advertising bus shelters within the City of Randwick and that payment of the shelters be offset against the income derived from the installation of the additional advertising shelters; and
- c) *Subject to successful negotiations with JCDecaux Australia Pty Ltd, a further report be submitted to Council indicating the identified priority locations for the installation of non-advertising bus shelters.*

*This report deals with items b) and c) above. Maintenance issues related to Emily McCarthy Park and footpaths were undertaken separately.*

### **ISSUES:**

A meeting was convened on 24<sup>th</sup> June 2002 with JCDecaux Australia Pty Ltd to discuss options available to Council for the provision of non-advertising bus shelters in the City of Randwick. JCDecaux's senior executives together with some of Council's senior management were in attendance.

Under the terms of the contract between Council and JCDecaux, 170 advertising panels were to be installed in the City of Randwick as components of bus shelters, Automatic Public Toilets and Pay Phone installations. In response to increased requests for provision of bus shelters, additional bus shelters have been installed and have generally been installed at locations that meet specific site criteria including reasonable exposure for the purposes of advertising. The contract makes provision for increased payments to Council where the number of installed advertising panels exceeds 170. The basis of the

calculation for increased payments is a stepped percentage scale over the term of the 20-year contract. However, in accepting the original offer from JCDecaux, Council opted for an up front minimum guarantee payment for the first four years of the contract. From September 2003, Council will receive a monthly payment based on the revenue sharing formula in the contract.

Given the above background information, Council staff requested JCDecaux to prepare a forecast of increased income that may be payable to Council resulting from the increased number of advertising panels in the City. By letter dated 18<sup>th</sup> September 2002, JCDecaux has advised that it estimates that Council should receive an increased payment of circa \$1,000 per month and the figure will fluctuate in accordance with demand for use of the advertising space. JCDecaux have advised that recent world events have had an impact on advertising revenues and that accordingly, patterns for advertising demand are now more difficult to forecast.

Once the four year prepaid period expires and Council reverts to a full revenue share basis (with a built in minimum guarantee amount) JCDecaux estimates that Council's revenue share will be approximately \$120,000 for the period 15 August 2003 to 15 August 2004 (year 5 of the agreement) and that the figure will double in year 6 of the agreement to \$approximately \$240,000 as the revenue share formula increase from 4% to 8%.

Presently Council has requests for in excess of 30 shelters that could only be supplied as non-advertising shelters. Amongst these locations are shelter requests for high priority locations at Eastbourne Avenue, Clovelly, Elphinstone Road, South Coogee (2) and Little Bay Road/ Nurla Avenue, Little Bay. JCDecaux were requested to provide an estimated cost for the supply, installation and maintenance of a non-advertising shelter for Eastbourne Avenue, Clovelly. The costs for supply and installation are estimated to be circa \$24,000 and the annual maintenance figure is approximately \$3,860 per year.

Based on additional income forecasts to the 15<sup>th</sup> August 2003 insufficient additional income will be generated to install a single non-advertising based shelter. Although provision was made in the 2002-03 budget for the supply and installation of seats at bus stops, no provision has been made in the current budget for the installation of bus shelters.

### **CONCLUSION:**

From available information it can be estimated that to supply and install a non-advertising bus shelter by JCDecaux will cost approximately \$24,000 with an annual maintenance cost of approximately \$3,860. Since no provision has been made for this in the adopted budget, should Council want to pursue the provision of non-advertising shelters in the City of Randwick under its contract with JCDecaux, it will need to make provision in its 2003-2004 capital works program. The supply, installation and maintenance of 4 shelters would cost in the vicinity on \$112,000, which is near to the amount that Council could expect to receive from its revenue sharing agreement with JCDecaux, effectively offsetting the income in lieu of provision of the infrastructure and maintenance services.



**RECOMMENDATION:**

It is recommended that

1. This report be noted.
2. Council make provision in its 2003-04 budget for the provision and maintenance of up to four non-advertising bus shelters.

**ATTACHMENT/S:**

Nil

.....  
MICK SAVAGE  
DIRECTOR ASSET  
INFRASTRUCTURE SERVICES

.....  
JOHN CALVANI  
& PARKS & RECREATION CO-  
ORDINATOR

## ***Director Asset & Infrastructure Services' Report 113/2002***



<b>SUBJECT:</b>	BRUCE STREET, KINGSFORD - PROPOSED 2P PERIOD PARKING
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<b>DATE:</b>	19 September, 2002	<b>FILE NO:</b>	R/0124/02
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**REPORT BY:** DIRECTOR ASSET & INFRASTRUCTURE SERVICES

### **INTRODUCTION:**

The Mayor has received representations from St Spyridon's Greek Orthodox Parish, Kingsford regarding their concern about adverse parking and traffic conditions in Bruce Street, Kingsford in the vicinity of their property.

Council has recently completed the construction of a section of angle parking in Bruce Street generally between Gardeners Road and just north of Gardeners Lane. The Randwick Traffic Committee supported the proposal in May 1999.

### **ISSUES:**

The Randwick Traffic Committee at its meeting held on 10 September 2002 considered a request from St Spyridon Parish and Primary School regarding the provision of 2 hour restricted parking signs in the new angled car spaces in Bruce Street. An extract of the report considered by the Traffic Committee is shown below:

#### “History

In August 1999, the Committee considered complaints from businesses in the vicinity of Gardeners Road and Bruce Street and recommended that

- “No Standing” and “Truck Zone 9.00am-4.00pm Mon-Sat” areas be installed on the eastern side of Bruce Street between Gardeners Road and Gardeners Lane; and
- “No Standing” and 1 Hour period parking be installed on the western side of Bruce Street from Gardeners Roads to the first driveway in Bruce Street.

In December 2000, the Committee considered the installation of a drop off/pick up zone on the western side of Bruce Street across the frontage of the St Spyridon's Infants School that formed part of the development consent for the reconstruction of St Spyridon's Primary School.

The Committee recommended that

- '15 Minute P 8.00am – 9.00am; 3.00pm – 4.00pm School Days' signs be installed on the western side of Bruce Street across the frontage of the Infants School for a total length of 27 metres.

### Present

An on-site meeting was held on Wednesday, 4 September 2002 in Bruce Street with Mr Socratous (Parish), Cr Peter Schick and Council's Traffic Engineer to further discuss the issues of concern.

Mr Socratous advised that taxi drivers around 3.15pm were using Bruce Street and the new angle parking areas for their driver change over. This was causing traffic problems as some vehicles were also double parking and this activity conflicted with the end of school collection of students by parents.

Consequently, Mr Socratous requested the installation of 2 Hour period parking restrictions on both sides of Bruce Street to cover the new angled parking areas whilst maintaining the existing drop off zone. Cr Schick also supported this proposal, as it would create improved turnover of parking for the adjacent businesses.

It was noted that the existing 1 Hour period parking was missing from the western side of Bruce Street between Gardeners Road and the first driveway. Also, the 15 minute parking area had not been replaced for the total frontage of the school.

It was also agreed that student safety could be further improved by the installation of a 40km/h School Zone in Bruce Street.

The RTA representative is requested to advise of the status of the implementation of a 40 km/h School Zone in Bruce Street and Gardeners Road for St Spyridon's Primary School.

It is considered that the proposal has merit by providing improvements in the utilisation of the new angle parking areas, which has had the effect of gaining parking spaces in the area for all of the land users."

At the Traffic Committee meeting, the following information was minuted:

"Cr Procopiadis advised by telephone that he did not support the provision of 2 hour restricted parking in Bruce Street without seeking the views of residents and considered that the five (5) angle parking spaces outside the Shell garage should remain unrestricted.

Cr Schick supported 2 hour parking restrictions at all locations and did not see the benefit in leaving the 5 spaces unrestricted.

The Police representative did not support blanketing the commercial area with 2 hour parking, and requested 1 hour parking near Retrovision, and also considered that residents would be severely restricted.

The Traffic Engineer advised that Cr Procopiadis was concerned that the proposed 2 hour restrictions would push longer term parking further along the street to outside residential houses.

The RTA representative had no objection to the 2 hour parking but could see issues with the properties on the eastern side of Bruce Street.

The Committee agreed that the residents and nearby businesses should be surveyed about their views regarding the 5 spaces on the eastern side to be either unrestricted or 2 hour parking, and also regarding the 2 hour parking on the western side.

It was agreed that the 1 hour period parking should be reinstalled on the western side of Bruce Street between Gardeners Road and the first driveway, with the 15 minute period parking being extended to the northern end of the angle parking area.”

### **CONCLUSION:**

The Traffic Committee recommended that the views of residents in Bruce Street and affected businesses should be determined before any action is taken to implement 2 hour parking restrictions in the angled car spaces of Bruce Street.

The Committee also recommended that the 1 hour period parking should be reinstalled on the western side of Bruce Street between Gardeners Road and the first driveway, and the existing 15 minute period parking on the western side of Bruce Street should be extended to the northern end of the angle parking area.

### **RECOMMENDATION:**

That:

1. The residents of Bruce Street and nearby businesses be surveyed on the proposal to introduce:
  - a. ‘2P 8.30am – 6.00pm Mon-Fri; 8.30am – 12.30pm Sat’ signs on the eastern side of Bruce Street in the angle parking spaces between Gardeners Road and Gardeners Lane.
  - b. ‘2P 9.00am – 3.00pm signs on the western side of Bruce Street in the angle parking spaces north of Gardeners Lane (opposite).

2. The missing '1P 8.30am – 6.00pm Mon-Fri; 8.30am – 12.30pm Sat' signs be replaced on the western side of Bruce Street between Gardeners Road and the first driveway.
3. The existing '15 Minute P 8.00am – 9.00am; 3.00pm – 4.00pm School Days' zone on the western side of Bruce Street be extended to the northern end of the angle parking area outside the church property.
4. The RTA be requested to advise of the status of the implementation of a '40 km/h School Zone' in Bruce Street and Gardeners Road, Kingsford for St Spyridon's Primary School.

**ATTACHMENT/S:**

Nil

.....  
MICK SAVAGE  
DIRECTOR                      ASSET  
INFRASTRUCTURE SERVICES

.....  
JOHN STEPHENS  
& TRAFFIC ENGINEER

## ***Director Asset & Infrastructure Services' Report 114/2002***



<b>SUBJECT:</b>	DACRE STREET, MALABAR - TRAFFIC CONDITIONS
-----------------	--

<b>DATE:</b>	19 September, 2002	<b>FILE NO:</b>	R/0214/02
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**REPORT BY:** DIRECTOR ASSET & INFRASTRUCTURE SERVICES

### **INTRODUCTION:**

Nadia Fernandez of 29 Dacre Street, Malabar has expressed concern regarding traffic travelling at excessive speed along Dacre Street.

The letter accompanied by a petition signed by 19 residents states:

*'As Council is aware there have been a number of incidents involving young children caused by traffic travelling at excessive speed on Dacre Street near the eastern end of Cromwell Park. Perhaps a roundabout at the junction of Fishermans Lane and Dacre Street would cause a slow down in traffic in that area. Council is aware that at this junction a number of speeding cars have misjudged the turn and smashed into the park fence, the fence is still down from the last incident.'*

### **ISSUES:**

Traffic volume and speed counts were undertaken in August 2002, which provided the following information:

- AADT	1680 veh/day
- 85%ile speed	55 km/hr

The signposted speed limit is 50km/hr and the 85%ile speed, although higher than the speed limit is consistent with other local roads.

An investigation of accidents along the full length of Dacre Street for the five year period 1997 to 2001 indicates that a total of 4 accidents have occurred, 1 involving a pedestrian. All 4 of these accidents have occurred near Fishermans Road.

The resident's letter also notes a recent accident in May 2002, in Dacre Street.

The installation of a roundabout at the Dacre Street/Fishermans Road intersection would result in lower speeds, reduced accidents and is supported.

**CONCLUSION:**

The installation of a roundabout at the Dacre Street/Fishermans Road intersection would result in lower speeds along Dacre Street and reduced accidents and is supported. The item was considered at the September 2002 Traffic Committee with the recommendation as detailed below.

**RECOMMENDATION:**

That the construction of a roundabout at the Dacre Street/Fishermans Road intersection be referred to Council's Assets Engineer for consideration in a future RTA Subsidised Program.

**ATTACHMENT/S:**

1. Letter
2. Accident Diagram

.....  
MICK SAVAGE  
DIRECTOR                      ASSET  
INFRASTRUCTURE SERVICES

.....  
JASON SCOUFIS  
& TRAFFIC ENGINEER

Randwick City Council

11 JUN 2002

Records Received

Nadia Fernandez  
29 Dacre Street  
Malabar  
NSW 2036

27 May 2002

General Manager  
Randwick City Council  
30 Frances Street  
Randwick, NSW 2031

RCC CORPORATE INFORMATION

Location Recy S. Dacre, RCC Rec  
File No. 98/5/1173, 98/5/1300, R/0214/02, 98/5/13  
Action Officer Manor, S. Calvan, J. Stephens  
Document No. 156093, 156096, 156095, 156099

Dear Sirs

**Re: Cromwell Park Fencing & Park Furniture - Dacre St. Traffic - Malabar Beach Drain Pipe**

Before addressing the above concerns I would like to congratulate the Council on the recent improvements to Cromwell Park, the playground equipment appears to be of good quality and is being enjoyed by the local children.

The following concerns are the result of discussions with local residents:

**Cromwell Park Fencing**

The fencing that has been erected is substantial and attractive, however the gap between the top rail and the lower rail is unfortunately wide enough to allow your children to get through and onto Dacre Street. We suggest a horizontal wire, or timber rail, be installed in the centre of the gap. This solution would seem to eliminate the potential risk, without detracting from the attractiveness of the fence.

We are aware that council is considering erecting a full height fence around the playground, however this does not address the B.B.Q. areas, where young children are likely to sneak through the new park fence whilst the parents are attending to the cooking.

Councilor Charles Matthew's is well aware of a number of traffic incidents with young children (my niece was one) that have occurred during recent summers. The likelihood of similar incidents happening in the future will be greatly reduced if a horizontal wire or timber rail is installed.

We should mention that David Meredith had advised that this wire would to be installed in the old fence



**Park Furniture**

It was good to see the old unsightly seating and covered areas have been replaced with modern, apparently vandal resistant, furniture. Unfortunately the new furniture provides seating for a maximum of 24 visitors, compared with seating for a maximum of 72 provided by the old furniture. This causes visitors to sit under the trees adjacent to Dacre Street, which of course increases the risk of young children getting through the new fence into the traffic. An increase in seating & covered areas is needed to meet the needs of visitors.

**Dacre Street Traffic**

As Council is aware there have been a number of incidents involving young children, caused by traffic travelling at excessive speed on Dacre Street near the eastern end of Cromwell Park. Perhaps a roundabout at the junction of Fishermans Lane and Dacre Street would cause a slow down in traffic in that area. Council is aware that at this junction a number of speeding cars have misjudged the turned and smashed into the park fence, the fence is still down from the last incident.

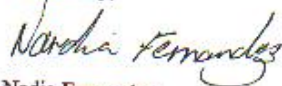
**Malabar Beach Drain Pipe.**

The very large drainpipe on the northern side of the beach is extremely unsightly; it would seem to be relatively simple and inexpensive project to cover it with rocks and then infill with appropriate planting.

Attached is a list, signed by local residents supporting my request that council promptly address the concerns expressed in this letter.

We look forward to receiving your response to these concerns.

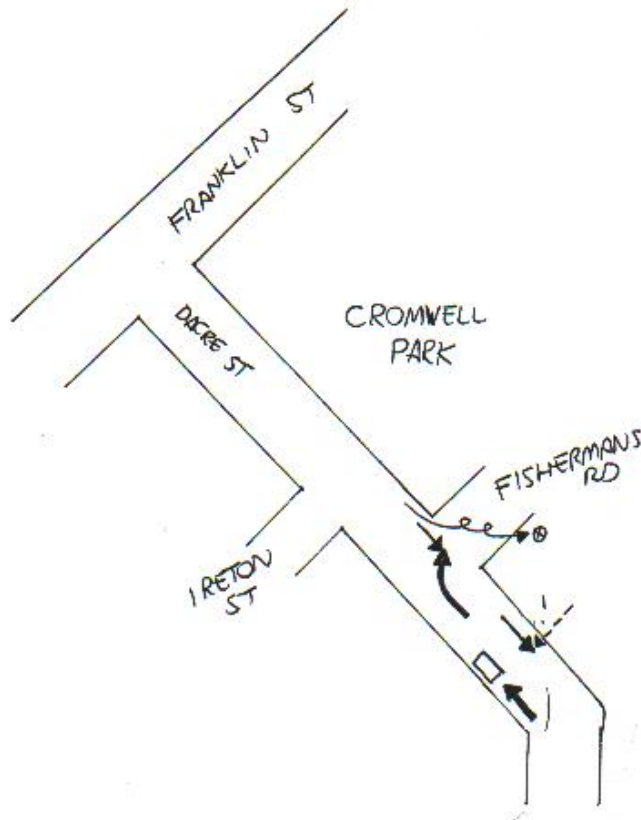
Yours truly,



Nadia Fernandez

Please take note of the accident on Friday  
Evening 10-05-02 8:30 PM in Dacre ST. AGAIN  
which caused a bit of damage to the concrete  
and poles in the car park area, due to  
speeding driving, wheelies, and skides.

Thanking you.



4 ACCIDENTS , 1 OF WHICH INVOLVED AN INJURY.

5 YEAR PERIOD  
1997 - 2001



## ***Director Asset & Infrastructure Services' Report 115/2002***

<b>SUBJECT:</b>	Mons Avenue - Footpath Construction
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<b>DATE:</b>	25 September, 2002	<b>FILE NO:</b>	R/0537/00
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**REPORT BY:** DIRECTOR ASSET & INFRASTRUCTURE SERVICES

### **INTRODUCTION:**

I refer to Council's previous resolution in relation to this matter dated 13 February 2001 which states that;

- (a) *Council make provision for the staged construction of concrete footpath to the eastern sections of Mons Avenue, namely the sections from Kyogle Streets to Malabar Road where pedestrian traffic from Mons Avenue and connecting streets is concentrated at a maximum cost of \$15,000 with funding to come from Central Ward Councillors bids; and*
- (b) *Council as the roads authority for Mons Avenue recover 50% of the cost of constructing any concrete footpath on the southern side of Mons Avenue from the owners of land adjacent the public road in accordance with powers granted under section 217 of the Roads Act 1993.*

### **ISSUES:**

Discussions between the officers implementing the project and the Councillors who instigated this report revealed that the Council resolution does not apparently address the works intended at the above location. A site meeting was subsequently arranged between the Mayor and Council officers to discuss this situation.

*In response to this site visit which occurred on 18 July 2002, the Design Manager was requested to provide an estimated cost of completing the footpath in Mons Ave between Maroubra Rd and Malabar Rd.*

*In light of the recent tender accepted by Council for concrete works, the estimated cost of constructing a 1.3m wide footpath on the southern side of Mons Avenue between Haig Street and Malabar Road is \$58,000. The estimated cost of constructing the footpath on the northern side of Mons Avenue between 126 Mons Avenue and Malabar Road, is \$12,000.*

*At the time of the site inspection it was indicated that many of the people who lived on this road had lived and paid rates there for many years and that it was unreasonable to levy these people half the cost for the footpath (referred to in Part 2 of the above resolution).*

**CONCLUSION:**

Council has recently received a report reviewing the situation of footpath paving in the Central and South Wards. This project in the Central Ward covers a popular pedestrian route from the Maroubra Junction Area down to Maroubra Beach.

Pedestrians have been seen walking up Mons Ave on the roadway on what can be a dangerous section of road and it therefore considered to be a worthy project to fast track.

As insufficient funds have been allocated to carry out this project it will be necessary for Council to allocate the required funds from the current Councillors Bids allocation in the budget.

**RECOMMENDATION:**

That:

1. The footpath works on the southern side of Mons Ave between Haig St and Malabar Rd and on the northern side of Mons Ave between No,126 and Malabar Rd be carried out as part of the current budget.
2. The full cost of these works be funded from the current Councillor Bids allocation in the budget.

**ATTACHMENT/S:**

Nil

.....  
 MICK SAVAGE  
 DIRECTOR ASSET  
 INFRASTRUCTURE SERVICES

.....  
 FRANK ROTTA  
 & DESIGN MANAGER

## ***Director Asset & Infrastructure Services' Report 116/2002***



<b>SUBJECT:</b>	KENSINGTON OVAL LIGHTING
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<b>DATE:</b>	12 September, 2002	<b>FILE NO:</b>	98/S/2473
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**REPORT BY:** DIRECTOR ASSET & INFRASTRUCTURE SERVICES

### **INTRODUCTION:**

At its meeting held on the 26<sup>th</sup> June 2001, Council resolved *“that the appropriate officer(s) of Randwick City Council report back to Council on options for improving lighting (including the installtion of solar lighting) in Kensington Park and its environs.*

### **ISSUES:**

The existing lighting in Kensington Park, consisting of grandstand floodlights, Oval floodlights and footpath lights in John Calopedos Memorial Playground, were inspected on the evening of 21<sup>st</sup> June 2001, and 11<sup>th</sup> February 2002, and were all found to be in a satisfactory, and operational condition.

Motion-activated floodlights are installed under the eave of the grandstand and the northern vehicular access, and are on a daylight switch. They revert to stand by mode at dusk when a low level of natural light is achieved, and are automatically activated when the sensors detect movement in the vicinity of the grandstand area.

The southern side of the grandstand near the pump shed is the only area that isn't illuminated when the floodlights are activated, and as a result, several reports have been received from nearby residents that groups of youths regularly gather in the area to consume alcohol, often leading to loud and offensive behaviour, broken beer bottles and associated litter.

A quotation has been received for the installation of one motion sensor and 2 (two) motion-activated floodlights to be installed on the southern side of the grandstand for a total cost of \$370.00. This would ensure that the entire grandstand area is sufficiently illuminated when people enter the area at night, and would assist in the identification of anti-social behaviour.

As part of a wider approach of dealing with anti-social behaviour in Kensington Park, Council resolved to install signage at key points around the park advising that, “the consumption of alcohol is prohibited in Kensington Park from sunset to sunrise”. This

signage provides the Police and Council Rangers with a more effective method of dealing with anti-social behaviour, compared to the costly option of installing additional lighting.

The floodlights around the perimeter of Kensington Oval are used only for night-time Rugby League training from March to September, and are generally not in operation during other times.

The street lighting surrounding the park, including Edward Avenue, Cottenham Avenue and Barker Street, sufficiently illuminates these roadways and also provides a minimal amount of filtered light into the outskirts of the park.

Energy Australia owned lights are installed along the footpath between John Calopedos Memorial Playground and Kensington Bowling Club, and run from Edward Avenue to Barker Street. They also operate on a daylight switch and were found to deliver a sufficient amount of light to the footpath area and immediate surrounds.

Investigations into the suitability of installing solar lighting in Kensington Park have revealed the cost per module is in the order of \$5,000.00, plus ongoing maintenance costs.

#### **CONCLUSION:**

During site inspections and detailed discussions with Council's electrical contractor, it was concluded that the amount of existing lighting in Kensington Park is deemed sufficient for the park's use, and the installation of solar lighting modules, at approximately \$5000.00 per module, was not deemed necessary.

The proposed installation of a motion sensor and 2 motion activated floodlights on the southern side of the grandstand would help to clearly identify the occurrence of anti-social behaviour, and in conjunction with signage prohibiting the consumption of alcohol from sunset to sunrise, would provide the Police and Rangers with an effective way of dealing with anti-social behaviour when it occurs.

#### **RECOMMENDATION:**

That one motion sensor and two floodlights be installed on the southern facing wall of the grandstand to illuminate the area between the grandstand and the pump shed.

#### **ATTACHMENT/S:**

Aerial View of Kensington Oval

.....  
 MICK SAVAGE  
 DIRECTOR ASSET  
 INFRASTRUCTURE SERVICES

.....  
 DAVID MEREDITH  
 & LANDSCAPE TECHNICIAN

[G:\ENG\WP\ALAN\SydView\IMAGES\Syd183.sid] Scale 1:0.897



Existing motion-activated floodlights

Proposed motion sensor & 2 floodlights

Energy Australia footpath lights

MrSID Viewer



## ***Director Asset & Infrastructure Services' Report 117/2002***



<b>SUBJECT:</b>	MAROUBRA SKATE PARK
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<b>DATE:</b>	26 September, 2002	<b>FILE NO:</b>	98/S/0740 xr 98/S/4165
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**REPORT BY:** DIRECTOR ASSET & INFRASTRUCTURE SERVICES

### **INTRODUCTION:**

It was resolved at the Ordinary Meeting of Council of 28<sup>th</sup> May 2002 that a further report be prepared to Council outlining the outcomes of the Skate Park Advisory Group that was scheduled to hold its inaugural meeting on 28<sup>th</sup> May 2002. The Advisory Group has since met on another two occasions after its inaugural meeting and their outcomes form the basis of this report.

### **BACKGROUND:**

To continue Council's commitment to community consultation in relation to the Skate Park, a Skate Park Advisory Group was established in May 2002. The role of this committee has been to provide feedback to Council regarding a range of issues including the development of conditions of use, signage, users' policy and also the Skate Park opening celebrations. This committee ensures continuance of stakeholder involvement in the Skate Park.

The Group has met on three occasions and is resourced by Council's Community Development Team. The Mayor Cr Dominic Sullivan attends the meeting and Council's two Councillor representatives from the Youth Advisory Group Cr Andrews and Cr Bastic also have input into the Group and attend when possible.

As young people are often reluctant to attend formal meetings but are still keen to have their ideas included by other methods, the Community Development Team with the assistance of Council's Youth Advisory Group have carried out a series of skate park user surveys. Over sixty young people have been surveyed and their responses have been fed back into the Skate Park Advisory Group.

### **ISSUES:**

### **RISK ASSESSMENT**



A Risk Assessment report was prepared for Council in July 2002. The report identified a number of areas that required attention and ranged from the installation of signage through to the fencing of the site and preparation of maintenance checklists. As elements of the park adjacent the skate park were still under construction at the time the risk assessment was prepared, a number of the issues raised in the report were simply a reflection of the state of some of the unfinished works.

In accordance with the findings of the report, perimeter fencing is to be installed around the skate park, minor construction issues have been addressed and relevant signage designed in accordance with the Statewide Best Practice manual are being produced and will all be installed prior to the official opening of the skate park. In essence all the critical issues in the report have been addressed and the remaining items are being dealt with.

### CONDITIONS OF USE

With the assistance of the Skate Park Advisory Group, The Shack Youth Service and WAYS Youth Service, Council has developed a series of Conditions of Use of the Park and information on how users can best utilise the park and its obstacles. These Conditions of Use and User Hints have been incorporated into signage that will be positioned at four strategic locations around the Skate Park. The input of Council's Landscape Design Team have ensured that the signage is aesthetically pleasing and appropriate for the target group it is intending to reach.

A Community Information Board is to be installed at the Skate Park advising users of relevant information regarding the facility and provides another mechanism for the dissemination of Council information to the community. This noticeboard will be locked and displaying of material and information will only be able to occur through Council.

### FIRST AID

The Skate Park has created an additional demand on Council's Lifeguards who are located at Maroubra Beach with a number of accidents and injuries requiring first aid attention.

Council's Lifeguards are recording the injuries they are attending. This will assist Council to identify patterns or trends in frequency of accidents, types of injuries being sustained, times of occurrence. Other details including if accident victims were wearing the required and recommended safety equipment are also being recorded.

Priority for Council's Lifeguards is their responsibilities to providing rescue and emergency service to the beach, however due to the close proximity of the Skate Park to the Beach, Council needs to give consideration to how best to manage the Lifeguard resources in an endeavour to also provide a level of first aid service to users of the Skate Park.

The employment of an additional lifeguard on a casual basis during peak periods will offer a level of support to alleviate the existing impact on Lifeguard resources and will also have the opportunity to increase the level of service to beach patrons. It is suggested that employment of a casual lifeguard whose main focus is tending to injuries within the

skate park for a approximately 30 hours per week during the peak periods of summer and school holidays will address the current needs. It is suggested that a pilot project for the employment of the additional lifeguard resource be conducted over a 6 month period commencing in October and concluding in April 2003. After this pilot period the need for resources will be evaluated and a report on future needs and resources be completed.

For those periods outside of school holiday and summer peak periods it is suggested that the hours for employment of the additional Lifeguard be reduced to 21 hours.

The Skate Park Advisory Group has also made recommendation that Council work with Telstra in the installation of a public phone at the Skate Park This would allow access to contacting emergency services if mobiles are unavailable or if the Lifeguards are not on duty.

## LIGHTING

After considering the issues around lighting, the committee has suggested that the Skate Park is open for use only during daylight hours. Although lighting is to be installed for the pathway around the Skate Park it has not been recommended for lighting within the Skate Park.

## MAINTENANCE

A Maintenance Plan has been set up and daily checks are completed through Council's Assets and Infrastructure Department via the Coast Work Team. Part of this plan will include the clearing of any glass or debris from the skate area and monitoring any maintenance issues that need to be addressed.

The Maintenance Plan is comprehensive and identifies specific tasks that are required to be carried out on a daily, weekly and monthly basis.

## USERS POLICY

Council's Community Development Team is currently working on the development of a Users Policy for the Skate Park. This will include access and equity issues, fees for charges for hire, conducting of training clinics and competitions and is due for completion by November. This policy will ensure that the park is managed in a fair and equitable manner.

## OPENING

The Skate Park will be officially opened on Saturday 19<sup>th</sup> October 2002. The Premier of NSW The Hon Bob Carr will officially open the park. Entertainment and activities for young people are scheduled from 12 noon until 4.00pm.

## CONCLUSION:

The Maroubra Beach Skate Park is a significant asset and has already proven to be immensely popular with the local and other youth. Given that the activity of skate boarding has some element of risk associated with it, it is not unreasonable for Council to

need to consider the level of support it is prepared to provide to assist with the management of the facility and also to ensure a reasonable level of safety for the users and to a lesser degree, the spectators. It is imperative that Council develop an appropriate management strategy for the facility including appropriate and well considered Conditions of Use and ongoing maintenance plans.

It is also recognised that the Skate Park Advisory Group has provided significant valuable advice on the skate park generally and should continue to meet on an as required basis to ensure that use policies and other related matters continue to remain relevant and appropriate.

**RECOMMENDATION:**

1. That Council agrees to allocate the funds for the employment of a casual lifeguard to be employed for a maximum of 30 hours per week during School Holiday and Summer periods and 21 hours per week out of school holiday and summer periods for a pilot period of 6 months commencing in October and concluding in April 2003 when the position will then be reviewed;
2. That no lighting of the actual Skate Park be installed at this stage;
3. That a public phone be installed at the park to allow access to emergency service if mobiles are not available; and
4. The Maroubra Skate Park Advisory Group continue to meet on an as required basis to ensure that the facility continue to be managed in an appropriate manner.

**ATTACHMENT/S:**

Nil

.....  
 MICK SAVAGE  
 DIRECTOR ASSET  
 INFRASTRUCTURE SERVICES

.....  
 LIZ COLLYER  
 & CO-ORDINATOR - COMMUNITY  
 DEVELOPMENT