



1 February 2005

## 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 FEBRUARY 2005 AT 6:00 PM

Committee Members: His Worship the Mayor, Cr M. Matson, Crs Belleli, Hughes (Deputy Chairperson), Notley-Smith (Chairperson), Seng, Sullivan, Tracey & White.

Quorum: Five (5) members.

NOTE: AT THE EXTRAORDINARY MEETING HELD ON 28<sup>TH</sup> SEPTEMBER, 2004, 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, 7<sup>TH</sup> DECEMBER, 2004.

### 3 Declaration of Pecuniary & Non-Pecuniary Interests

### 4 Addresses to Committee by the Public

### 5 Mayoral Minutes

5.1 MAYOR'S MINUTE 3/2005 - WAIVING OF FEES - PURCELL PARK, AUSTRALIA AVENUE, MATRAVILLE - AMCOR BOTANY PAPER MILL OPEN COMMUNITY DAY. 2

### 6 Report of Committee

6.1 REPORT OF THE GREENING RANDWICK COMMITTEE MEETING OF THE COUNCIL OF THE CITY OF RANDWICK HELD ON TUESDAY, 14<sup>TH</sup> DECEMBER, 2004. 4

<b>7</b>	<b>Works</b>	
7.1	DIRECTOR ASSET & INFRASTRUCTURE SERVICES' REPORT 1/2005 - PARKING METER REVENUE SHARING ARRANGEMENT WITH REINO INTERNATIONAL.	11
7.2	DIRECTOR ASSET & INFRASTRUCTURE SERVICES' REPORT 2/2005 - PETITION REGARDING FOOTPATH AND LITTER BIN IN COOGEE BAY ROAD.	18
7.3	DIRECTOR ASSET & INFRASTRUCTURE SERVICES' REPORT 3/2005 - ANGLE PARKING FOR 115 AVOCA STREET - TO BE INSTALLED IN RAE STREET, RANDWICK.	25
<b>8</b>	<b>General Business</b>	
<b>9</b>	<b>Motions Pursuant to Notice</b>	
<b>10</b>	<b>Notice of Rescission Motions</b>	

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GENERAL MANAGER

**MAYOR'S MINUTE 3/2005**

<b>SUBJECT:</b>	WAIVING OF FEES - PURCELL PARK, AUSTRALIA AVENUE, MATRAVILLE - AMCOR BOTANY PAPER MILL OPEN COMMUNITY DAY
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<b>DATE:</b>	14 January, 2005	<b>FILE NO:</b>	98/S/1040
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**REPORT BY:** DIRECTOR ASSET & INFRASTRUCTURE SERVICES

**INTRODUCTION:**

A request has been received from Amcor Fibre Packaging Botany Mill to waive the fees associated with the use of Purcell Park, Matraville, on Saturday 12 February, 2005 for a Community Open Day.

**ISSUES:**

The Amcor Botany Mill has held successful Open Days for the past 3 years in Purcell Park. The aim of the day is to involve local residents who are directly affected by the Amcor Botany Paper Mill, which shares its northern boundary with the Park. The Open Day will also raise community awareness of the Mill and result in further integration of the Mill with its local community.

All residents will be notified by way of an invitation to the Open Day.

**FINANCIAL IMPACT STATEMENT:**

The total of the fees involved is estimated to be \$530.00.

**CONCLUSION:**

Since the land on which Purcell Park stands was made available by Amcor, it is considered appropriate for Council to support this activity.

**RECOMMENDATION:**

- a) That Council vote to waive the fees associated with the hiring of Purcell Park for the Open Day activities on Saturday 12 February, 2005 and funds be allocated from the Contingency Fund 2004/05.

- b) The event organiser undertake to appropriately and prominently acknowledge and promote Council's contribution prior to and during the event.
- c) The Mayor or his representative be given the opportunity to address the event on behalf of Council.

**ATTACHMENT/S:**

Nil

.....  
MURRAY MATSON  
MAYOR

**REPORT OF GREENING RANDWICK COMMITTEE MEETING OF  
THE COUNCIL OF THE CITY OF RANDWICK  
HELD ON TUESDAY, 14<sup>TH</sup> DECEMBER, 2004, AT 5:34 P.M.**

**PRESENT:**

His Worship the Mayor, Cr M .Matson (Chairperson) (East Ward)

North Ward	-	Crs P. Tracey & M. Woodsmith
East Ward	-	Cr B. Notley-Smith (Deputy Chairperson)
West Ward	-	Cr S. Nash
Central Ward		Cr A. Andrews

**OFFICERS PRESENT:**

General Manager	Mr. R. Brownlee.
Acting Director Asset & Infrastructure Services	Mr. T. McCarthy.
Director Planning & Community Development	Ms. S. Truvert.
Director Governance Management & Information Services	Mr. M. Hummerston.
Public Officer	Mr. P. Smith.

**IN ATTENDANCE:**

Crs Kenny and Belleli.

**1. APOLOGIES:**

Nil.

**2. DECLARATION OF PECUNIARY & NON-PECUNIARY INTERESTS**

Nil.

**3. MAYORAL MINUTES.**

Nil.

(The Mayor vacated the Chair and the Deputy Mayor assumed the Chair at this stage of the meeting, the time being 5.35 p.m.)

**4. GREENING RANDWICK.**

**THE COMMITTEE RECOMMENDS:**

**4.1 GENERAL MANAGER'S REPORT 44/2004 - URBAN FOREST AND STREET TREE POLICY. (F2004/07359)**

**RECOMMENDATION: (His Worship the Mayor, Cr M. Matson/Nash)** that Council exhibit the Draft Urban Forest and Street Tree Policy framework and undertake an extensive community consultation programme.

**5. GENERAL BUSINESS.**

Nil.

**6. NOTICE OF RESCISSION MOTIONS.**

Nil.

The meeting closed at 5.42 p.m.

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CHAIRPERSON



## **GENERAL MANAGER'S REPORT 44/2004**

<b>SUBJECT:</b>	Urban Forest and Street Tree Policy
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<b>DATE:</b>	9 December, 2004	<b>FILE NO:</b>	F2004/07359
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**REPORT BY:** GENERAL MANAGER

### **INTRODUCTION:**

As an initiative of the Mayor Clr Matson, a new and exciting policy direction for Council for an Urban Forest and Street Tree Policy is being proposed. Attached is a copy of the draft framework for the policy.

### **ISSUES:**

An Urban Forest and Street Tree Policy will provide Council with a policy direction on defining the City of Randwick as an Urban forest which values and recognises all trees and shrubs in public and private places as a component of the urban ecosystem.

An Urban Forest and Street Tree Policy will also enable Council and the community to value in economic terms the worth of the city's trees and shrubs.

The development and implementation of an Urban Forest and Street Tree Policy will demonstrate the City of Randwick as a leader in the field.

It is proposed that an extensive community consultation programme will be undertaken to assist in the development of the Urban Forest and Street Tree Policy. At the conclusion of the consultation programme a report will be brought back to the Greening Randwick Committee for consideration.

### **FINANCIAL IMPACT STATEMENT:**

Minimal funding will be required for the community consultation programme which will be catered for in the 2004/05 budget.

### **CONCLUSION:**

The Mayor's initiative of an Urban Forest and Street Tree policy will provide Council with an opportunity to have a clear direction on how Council and the community can value and recognise the relationship that trees and shrubs have as a component of the City ecosystem.

**RECOMMENDATION:**

That Council exhibit the Draft Urban Forest and Street Tree Policy framework and undertake an extensive community consultation programme.

**ATTACHMENT/S:**

Draft Council Framework for Urban Forest and Street Tree Policy

.....  
GENERAL MANAGER



## Draft Council Framework for "Urban Forest & Street Tree Policy"

### Background issues

- **OBJECTIVE OF NEW POLICY:** To assist Councillors and Staff to:
  - Maximise the positive benefits to the community of trees within the City while reducing the negative impacts;
  - Better achieve local, state and national environmental goals;
  - Effectively calculate the true financial value to the community of a tree against the true financial cost of a tree; and
  - Provide a mechanism for dealing with aggressively rooted or other problem street trees.
  
- **Australian Local Government Initiatives: Urban Forest.** Delegates to this year's ALGA Conference heard that many countries, including those in Europe, Asia and the United States use an urban forest or community approach to managing their urban trees. The benefits include:
  - provision of habitat and enhanced biodiversity
  - reducing build up of carbon dioxide
  - air quality improvement and reduction of pollutants
  - storm water managements and water quality improvement
  - social and community benefits such as improved recreational opportunities, noise attenuation and improved aesthetic appeal.
  
- **ALGA Resolution on Urban Forest Concept.** The Conference resolved that its National General Assembly should pursue an intergovernmental approach to the development of a national urban forest strategy which reflects the purpose and objectives of the United States Co-operative Forestry Assistance Act.
  
- **Urban Forest Definition.** The Conference adopted a definition of an 'urban forest'. This being the totality of trees and shrubs in all public and private land in and around urban areas, including bushland, parkland, garden and street trees and which is measured as a canopy cover percentage of the total area and recognised as a primary component of the urban ecosystem.
  
- **Urban Forest values** can be calculated by urban ecosystem analysis. These include:
  - the contribution of urban forests to the storage of carbon;
  - reduction of ultra-violet radiation
  - reduction of heat energy absorption
  - the absorption of suspended particulate matter from the air;

- and stormwater control.
- **Randwick's Cost benefit analysis.** Council currently views 2,000 identified problem trees as equalling \$18,710,625 (2002 figures) in value. This is versus a cost per year equal to about \$1.7m.
- **Basis of Randwick's cost benefit analysis.**

The current analysis is based on the "Standards Australia method" which assesses factors such as:

  - visual impact;
  - frequency of occurrence;
  - historic value;
  - form and vigour;
  - live crown size;
  - life expectancy;
  - and site suitability.
- **Limitations of Randwick's Cost Benefit Analysis.** Council should augment the "Standards Australia method" with an additional factor for assessment.
  - Urban Forest value – (assigning a financial value to the tree in terms of its contribution to Randwick's accumulated Urban Forest)
- **Fauna value:** Randwick also maintains remnant fauna such as possums, birds and bats that could be better protected by specific tree species, a value that could be expressed as:
  - Native fauna food source and shelter potential;
- **Conformity to Council's Street Tree Master Plan.** Individual trees should be regarded as more valuable if they conform to the Master Plan provisions for a specific street. This could be expressed as:
  - Conformity to Council's Street Tree Master Plan;
- **Proposed new valuation system.**
  - visual impact;
  - frequency of occurrence;
  - historic value;
  - form and vigour;
  - live crown size;
  - life expectancy;
  - site suitability;
  - Total Urban Forest value. Calculated as the tree's contribution as a component of Randwick's urban forest value in terms of:
    - storage of carbon;
    - reduction of ultra-violet radiation
    - reduction of heat energy absorption
    - absorption of suspended particulate matter from the air;

- and stormwater control.
  - Native fauna food source and shelter potential; and
  - Degree of conformity to Council's Street Tree Master Plan;
- **Calculation of Total Urban Forest Value.** Council could evaluate the existing "American Forests" computer software for its suitability in identifying and quantifying the proposed **Total Urban Forest Value** of Randwick's Urban Forest.
  - **Background to Urban Forest Software.** The voluntary American Forests organisation has developed computer software (CITYgreen 5) that calculates the contribution of urban forests to storage of carbon, reduction of ultra-violet radiation, reduction of heat energy absorption, the absorption of suspended particulate matter from the air, and stormwater control. Urban ecosystem analysis software has provided US communities with the means to more adequately identify the contribution of their collective urban trees.

Local Government Association of NSW Urban forest policy
  - **Application of Total Urban Forest Value.** Council will use the Total Urban Forest Value to determine the optimal **percentage of canopy cover** in the City's streets.
  - **Background to Total Urban Forest Value.** Urban ecosystem analysis calculations are derived from measuring the canopy cover of an urban area by the use of aerial photographs and optimal canopy densities have been identified as targets for strategic planning. For example, American Forests recommends 50 per cent canopy cover in suburban areas to maximise the contributions of urban trees.

Local Government Association of NSW Urban forest policy
  - **Relationship of Total Urban Forest Value to other Council Documents.** The Total Urban Forest Value will be incorporated into Council's **State of the Environment** report. The set target for Street Canopy cover will be represented in the annual **Management Plan**. The **Street Tree Master Plan** will be amended as necessary to meet this set target.

## *Director Asset & Infrastructure Services' Report 1/2005*



<b>SUBJECT:</b>	PARKING METER REVENUE SHARING ARRANGEMENT WITH REINO INTERNATIONAL.
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<b>DATE:</b>	25 January, 2005	<b>FILE NO:</b>	98/S/2714
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**REPORT BY:** DIRECTOR ASSET & INFRASTRUCTURE SERVICES

### **INTRODUCTION:**

Council at its Works Committee meeting held on 21 November 2000 resolved that:

- a. *Council install multi-bay parking meters in Council's car parks in Coogee Oval and the eastern end of Dolphin Street;*
- b. *The Mayor and General Manager be delegated authority to negotiate a revenue sharing arrangement with Reinhardt Australia for the installation of parking meters in these car parks;*
- c. *Council adopt a fee of \$2.00 per hour for pay parking in those car parks; and*
- d. *On-street parking in surrounding streets be monitored and a quarterly report be provided to the Works Committee on the impact of the trial scheme.*

A revenue sharing agreement was reached with Reino International. This involved Reino International providing the pay parking equipment and services at no upfront financial cost to Council. In return, the company receives 20% of all gross revenue generated from the pay parking equipment for a period of seven years from the commissioning date.

The pay parking equipment consists of 24 Reino RSV1 multi-bay parking meters in two off- street locations:

- Coogee Oval (12 meters covering 86 spaces); and
- Dolphin Street (12 meters covering 83 spaces).

These 24 machines remain the property of Reino International for seven years from the commissioning date and will become the property of Council thereafter.

The Scheme was introduced as a trial for:

- gauging the acceptance by the community of pay parking schemes; and
- the effectiveness of the parking meter operation in generating a greater turnover of parking at the locations.

The trial scheme was commissioned on 26 February 2001.

This report reviews the operation of the trial Pay Parking Scheme and the terms of the current Revenue Sharing Agreement with Reino International Pty Limited and makes recommendation to:

- continue the pay parking scheme on a permanent basis; and
- discontinue the revenue sharing agreement by an outright purchase of the parking meters.

### **ISSUES:**

#### **Revenue Sharing:**

Under the commercial terms of the existing agreement, Reino International receives 20% of gross total revenue collected from the parking meters.

#### Revenue received by Randwick City Council (80% of total revenue):

26 February 2001 to 30 June 2001:	\$ 32,357.71
1 July 2001 to 30 June 2002:	\$154,739.45
1 July 2002 to 30 June 2003:	\$205,841.05
1 July 2003 to 30 June 2004:	\$224,830.70
1 July 2004 to 31 December 2004	\$121,282.65
<b>Total Revenue including GST:</b>	<b>\$739,051.56</b>

#### Payments paid to Reino International (20% of total revenue):

26 February 2001 to 30 June 2001:	\$8,089.43
1 July 2001 to 30 June 2002:	\$38,684.86
1 July 2002 to 30 June 2003:	\$51,460.26
1 July 2003 to 30 June 2004:	\$56,207.68
1 July 2004 to 31 December 2004	\$30,320.66
<b>Total Revenue excluding GST:</b>	<b>\$184,762.89</b>

It is anticipated that at the above trends, Council will be responsible for the payment to Reino International of a total estimated amount of **\$187,477** over the period of next 3.25 years, as the agreed share of revenue. This is on the basis that the current parking meter fee of \$2.20 per hour (inclusive of GST) remains as the parking meter tariff over the next four years. Should Council consider any increase in the parking meter tariff in future years

to reflect factors such as consumer price index, increased parking demands, etc., the share of revenue to be paid to Reino International could rise to more than \$200,000.

### **Duration of Agreement:**

The contractual agreement between Council and Reino International was for the duration of twelve months from the commissioning date of 26 February 2001.

The agreement states that unless terminated by 28 days notice in writing, by either party to the other, before the anniversary of the commissioning date, then this agreement shall continue from month to month until one of the parties serves a notice on the other to terminate the agreement.

### **Maintenance:**

Reino International's maintenance obligations under the agreement relate to minor maintenance, without expense to Council, for wear and tear and include general cleaning, lubricating locks, coin jams, shutter guard faults, etc.

Council is responsible for the cost of major repairs caused through vandalism, accident damage, etc. and Council has paid the following maintenance costs inclusive of GST to Reino International:

26 February 2001 to 30 June 2001:	\$534.00
1 July 2001 to 30 June 2002:	\$5,666.25
1 July 2002 to 30 June 2003:	\$30,828.15
1 July 2003 to 30 June 2004:	\$28,481.46
1 July 2004 to 30 November 2004	\$ 2,858.75

Total maintenance costs paid to Reino:	<b>\$68,368.61</b>
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### **Enforcement:**

Council, for the whole term of the agreement, is responsible to provide enforcement through its Rangers of these pay parking scheme at least twice daily and at random intervals. This obligation has limited Council's resources to carry out other critical enforcement duties such as resident parking enforcement, illegal parking across driveways, street corners, etc. The issue of Council's enforcement resources will be addressed with the proposed organisational restructure which will be reported to Council on 22 February, 2005.

It is reported that a total of 13,787 infringement notices have been issued by Council's Rangers for offences at these metered parking zones since the installation of the meters. The net income to Council from this activity has so far been \$658,693 (total penalty amount: \$906,859 less \$248,166 processing fee charged by the NSW Police Service).

### **Cash Collection:**

The agreement requires Council to engage at its expense a Collection Agent to clear all cash from the parking meters and effect weekly payments to Reino International and Council in accordance with the agreed percentages of sharing the revenue.

**Exit Options:**

Two options exist within the agreement for Council to terminate the current contract.

Option 1: Outright purchase of Parking Meters:

At anytime after six months from the commissioning date, Council has the option to complete an outright purchase of all the 24 parking meters from Reino International, at which point the revenue sharing arrangement will cease.

The purchase price payable by Council shall be the industry price for all parking meters (\$151,109) less one seventh of this amount for every whole year that has expired since the commissioning date (26 February 2001).

Paying out the contractual agreement on 26 February 2005 on the above basis would result in an outright purchase price of **\$64,761**.

In exercising this exit option, Reino International would no longer be obligated to provide the related maintenance services encompassed under the current agreement. A new Maintenance Agreement would be required.

The company has quoted a sum of \$650 per meter per year to provide this maintenance service, which is a total of \$15,600.

Option 2: Termination of parking meter use:

At anytime during the term of the agreement, Council may terminate the use of one or more parking meters. Any meters thus decommissioned would be returned to Reino International. Further, as compensation for the loss of revenue arising from such terminations, Council will have to pay Reino International the sum of \$2000 for each meter decommissioned (a total of \$48,000).

**Purchase of upgraded parking meters:**

Reino International has now proposed that Council consider the outright purchase of upgraded parking meters. These parking meters offer advanced levels of functionality and reliability, including the capacity to accept credit card payments and payment using mobile phones.

The firm has quoted a sum of \$136,800 for replacing the existing 24 RSV1 parking meters with the latest generation RSV2 parking meters, inclusive of supply, installation and commissioning.

A sum of \$550 per meter per year, a total of \$13,200 per year, would be the cost of regular maintenance services under this arrangement. Council would again be responsible

for the cost of major repairs caused through vandalism, accident damage, etc. In addition, Council will incur a 6% transaction fee on all payments made by the customers using mobile phones and credit cards.

These new generation parking meters offer the potential to generate an increased revenue stream through the inclusion of alternate payment options.

In addition, it is considered that significant technological advances are occurring everyday in the field of digital parking, and these technological changes have to be carefully assessed prior to committing further capital investments.

It is reported that North Sydney City Council has recently installed a large number of Reino's RSV2 meters (a total of 390 metres out of the total stock of 395 meters). However, the net revenue gain to Council by choosing RSV2 meters in lieu of RSV1 meters is not known.

### **Impact on surrounding streets:**

Council has not received any adverse reports concerning the impact of the trial pay parking scheme in Council's car parks at Coogee on the surrounding streets. Council's Traffic Engineer has recently carried out a broad general overview of on-street parking conditions on surrounding streets and has concluded that the patrons who use these metered spaces are generally visitors to Coogee Beach and nearby restaurants and shopping areas. It is apparent that the current fee of \$2.20 per hour (lowest in the Sydney Metropolitan Area for street parking during business hours) at these parking metered spaces has been accepted by the patrons as reasonable for convenient parking in close proximity to these attractions.

In particular, the residential streets in the surrounding area have experienced minimal impact from these trial pay parking schemes.

### **CONCLUSION:**

It is therefore concluded that the trial pay parking schemes in Council's car parks in Coogee Oval and the eastern end of Dolphin Street have been very effective and successful and have resulted in the following benefits:

1. Virtual elimination of indiscriminate parking of motor vehicles in those areas and greater turnover of parking in the precinct;
2. Provision of controlled parking with an affordable tariff has promoted an assurance of convenient and reliable parking amenity, and encouraged more visitors not only to the beach and recreational attractions but also the various retail and restaurant facilities in the area;
3. The parking meters have provided a positive image of Council as a prudent Asset Manager and an efficient parking authority;
4. Maximum utilisation of City's parking spaces;



5. Generation of Parking Meter Revenue; and
6. Little impact on the surrounding streets.

It is therefore concluded that the pay parking schemes at these locations should be continued on a permanent basis.

Accordingly, Council could consider an outright purchase of the existing parking meters from Reino International for the following reasons:

- a. To cease the current revenue sharing arrangement; and
- b. To achieve a more economical, efficient and successful commercial arrangement for the benefit of the ratepayers of the City.

In summary, the purchase of the parking meters in February 2005 would cost \$64,761, plus there would be an annual maintenance fee of \$15,600. It should be noted that during the last two financial years Council has paid an average sum of \$29,654 each year for maintenance which included major repair works.

The average amount of revenue share per annum paid to Reino International during the previous three financial years was \$48,783 which represents a pay back period of approximately 16 months.

A further report will be submitted to Council on possible expansion of paid parking in February/March 2005 for the City of Randwick.

The following recommendation is therefore submitted for Council's consideration.

#### **FINANCIAL IMPACT STATEMENT:**

Should Council adopt the Report's recommendation a cost of \$64,761.00 will be incurred. These funds are currently available and will be paid back over a 16 month period as a result of the additional income available to Council, as a result of termination of the revenue sharing agreement with Reino International.

#### **RECOMMENDATION:**

That:

1. The existing Pay Parking Schemes in Council's Coogee Oval and the Dolphin Street car parks be continued on a permanent basis; and
2. Authority be delegated to the General Manager to negotiate with Reino International and effect the outright purchase of the existing 24 multi-bay electronic parking meters (model:RSV1), including executing a new Maintenance Agreement, and funds for this purpose be allocated from Council's 2004/2005 budget.

**ATTACHMENTS:**

Nil.

.....  
JORDE FRANGOPLES  
DIRECTOR ASSET &  
INFRASTRUCTURE SERVICES

.....  
KEN KANAGARAJAN  
SENIOR TRAFFIC ENGINEER



## *Director Asset & Infrastructure Services' Report 2/2005*

<b>SUBJECT:</b>	PETITION REGARDING FOOTPATH AND LITTER BIN IN COOGEE BAY ROAD
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<b>DATE:</b>	21 January, 2005	<b>FILE NO:</b>	F2004/06206
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**REPORT BY:** DIRECTOR ASSET & INFRASTRUCTURE SERVICES

### **INTRODUCTION:**

Certain residents of Coogee Bay Road and Powell Street have petitioned Council regarding the condition of the northern footpath on Coogee Bay Rd between Melody Street and Mount Street, and the lack of street litter bins.

### **ISSUES:**

The petitioners expressed concern over the state of the footpath being in “disrepair, containing potholes, and the slope of the footpath contributes to large pools of water after rainfall”.

Officers of Council performed inspections to determine the serviceability of the footpath and the current litter management facilities provided in the immediate area. Several observations were noted.

Inspections of the full width footpath revealed sporadic service repairs and pot holes due to fatigue, subsidence and water infiltration and resulting in an uneven footpath. A request was issued to the area maintenance section, as a Customer Service Request, to initiate temporary footpath repair works. Footpath maintenance work at this location is due to be resolved by 14<sup>th</sup> February 2005.

Coogee Bay Road receives a significant amount of pedestrian traffic, including the section between Melody and Mount Street. There are also a number of commercial premises contributing to vehicle and pedestrian traffic, in addition to residents and visitors using this area as a thoroughfare.

The amount of litter generated in this section of Coogee Bay Road warrants the installation of a litter bin.

### **FINANCIAL IMPACT STATEMENT:**

Location:	Coogee Bay Road (northern side)
From:	Melody Street
To:	Mount Street
Length:	160 m
Width:	3.5 m
Area:	560 m <sup>2</sup>

Reconstruction of this footpath is estimated to cost \$27,000. It is proposed that this footpath be funded from a footpath capital works programme in 2005/2006.

Litter bin installation will be funded from the area maintenance budget within the current financial year. The bin housing purchase and installation costs are anticipated to be approximately \$1,500.00.

### **CONCLUSION:**

The footpath examined in this report contains trip hazards in the form of potholes, unevenness and undulation across the full width of the footpath.

Footpath reconstruction on the northern side of Coogee Bay Road between Melody Street and Mount Street has not been included in a capital works programme in the current financial year.

However, it is recommended that this section of footpath be listed for consideration in a footpath capital works programme in 2005/2006. It is recommended that the necessary funds be allocated for the reconstruction of this footpath in 2005/2006.

Council proposes to install a litter bin within in the near future, however, the exact location and style of bin is yet to be determined.

### **RECOMMENDATION:**

That Council:

1. Approve the reconstruction of footpath on the northern side of Coogee Bay Road between Melody Street and Mount Street, allocate the necessary funds and prioritise footpath reconstruction as part of a future works programme;
2. Note that the installation of a street litter bin at the above location will be undertaken; and
3. Note that residents listed on the petition will be notified of Council's decision.

### **ATTACHMENT/S:**

Petition from residents of Coogee Bay Road and Powell Street

.....  
JORDE FRANGPOLES  
DIRECTOR ASSET &  
INFRASTRUCTURE SERVICES

.....  
ANNIE SHUM  
ANCILLARY ASSETS ENGINEER

Strata Plan 10134,  
136 Coogee Bay Road,  
COOGEE NSW 2034

October 25, 2004

The Administrator,  
Randwick City Council,  
Francis Street,  
RANDWICK NSW 2031

Dear Sir or Madam,

We, the residents of Coogee Bay Road, between Melody and Mount Streets would like to raise serious concerns about two long term outstanding issues concerning this area.

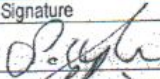

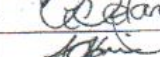
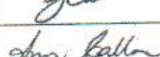
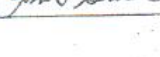
A major concern is the state of cleanliness on the northern side of Coogee Bay Road in the vicinity described above. The debris that continually exists in this area is an outcome of the lack of council workers and the lack of garbage bins in this particular area. When a bin was inadvertently left on this side of the road near the telephone box it was overflowing. There was one bin outside the shops on the northern side of the road but recently this bin was removed.

The second concern is the state of disrepair of the footpath on the northern side of the road in the vicinity described above. There are potholes and the slope of the footpath contributes to large pools of water after rainfall. This is both a nuisance and unsafe for pedestrians and a number of people have slipped even in dry conditions.

This road is a major thoroughfare for pedestrians between Coogee and Randwick and appears to be used more than the southern side of the road because of the telephone box and access to other streets via the stairs and walkway to Powell Street.

We, the undersigned, would like to see these problems rectified as soon as practicable. The southern side of the road appears to have been upgraded a number of years ago and we would like to see the northern side of the road given the same consideration and repair.

Your sincerely,

Name	Address	Signature
1. Simon Hughes	6/136 Coogee Bay Rd Coogee	
2. JUSTINE DIANA	6/136 Coogee Bay Rd	
3. R. Delaney	3/136 COOGEE BAY RD	
4. J. O'BRIEN	3/136 Coogee Bay Rd	
5. ANN CALLEN	2/136 COOGEE BAY RD	

6.	TERESA CASINS	1/136 COOGEE BAY RD	<i>[Signature]</i>
7.	SIMON TORSELLINI	12 DAN AVE MANDURRA	<i>[Signature]</i>
8.	KIRSTEN JENSEN	5/136 COOGEE BAY RD	<i>[Signature]</i>
9.	Bever Hisle	5/136 Coogee Bay Rd	<i>[Signature]</i>
10.	Shane Bullfin	8/136 Coogee Bay Rd	<i>[Signature]</i>
11.	Samantha Bullfin	8/136 Coogee Bay Rd	<i>[Signature]</i>
12.	Glen Russett	9/136 Coogee Bay Rd	<i>[Signature]</i>
13.	Natascha Wiltmarhausen	9/136 Coogee Bay Rd	<i>[Signature]</i>
14.	TIMOTHY PRATT	140 Coogee Bay Rd Coogee	<i>[Signature]</i>
15.	Leigh Hurst	140a Coogee Bay Rd Coogee	<i>[Signature]</i>
16.	DAVID PEACA	130A COOGEE BAY RD	<i>[Signature]</i>
17.	Laurie Bova	128 COOGEE BAY RD	<i>[Signature]</i>
18.	JO-ANNE CARMODY	124 COOGEE BAY COOGEE	<i>[Signature]</i>
19.	Doug Clarke	122 Coogee Bay Rd Coogee	<i>[Signature]</i>
20.			

Strata Plan 10134,  
136 Coogee Bay Road,  
COOGEE NSW 2034

October 25, 2004

The Administrator,  
Randwick City Council,  
Francis Street,  
RANDWICK NSW 2031

Dear Sir or Madam,

We, the residents of Coogee Bay Road, between Melody and Mount Streets would like to raise serious concerns about two long term outstanding issues concerning this area.

A major concern is the state of cleanliness on the northern side of Coogee Bay Road in the vicinity described above. The debris that continually exists in this area is an outcome of the lack of council workers and the lack of garbage bins in this particular area. When a bin was inadvertently left on this side of the road near the telephone box it was overflowing. There was one bin outside the shops on the northern side of the road but recently this bin was removed.

The second concern is the state of disrepair of the footpath on the northern side of the road in the vicinity described above. There are potholes and the slope of the footpath contributes to large pools of water after rainfall. This is both a nuisance and unsafe for pedestrians and a number of people have slipped even in dry conditions.

This road is a major thoroughfare for pedestrians between Coogee and Randwick and appears to be used more than the southern side of the road because of the telephone box and access to other streets via the stairs and walkway to Powell Street.

We, the undersigned, would like to see these problems rectified as soon as practicable. The southern side of the road appears to have been upgraded a number of years ago and we would like to see the northern side of the road given the same consideration and reparation.

Your sincerely,

Name	Address	Signature
1. Paul Fraser	11 Powell St, Coogee	[Signature]
2. Nicole Taylor	113 Powell St	[Signature]
3. Christine Champion	7 Powell St Coogee	[Signature]
4. M. Steward	5 Powell St	[Signature]
5. Linley Marshall	11A Powell St	[Signature]



6.	L Y ROY N	16 Powell St Coogee	Sejn
7.	V. Theodore	14 Powell St Coogee	V. Theodore
8.	L. Burke	22 Powell St Coogee	Liam Burke
9.			
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## ***Director Asset & Infrastructure Services' Report 3/2005***



<b>SUBJECT:</b>	ANGLE PARKING FOR 115 AVOCA STREET - TO BE INSTALLED IN RAE STREET, RANDWICK.
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<b>DATE:</b>	25 January, 2005	<b>FILE NO:</b>	P/004761 xr SH/0309
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**REPORT BY:** DIRECTOR ASSET & INFRASTRUCTURE SERVICES

### **INTRODUCTION:**

Council at its meeting held on 18 November, 2003, resolved that -

- a) *An investigation be carried out to determine if angle parking could be constructed by the property owner along the Rae Street frontage to property 115 Avoca Street, Randwick; and*
- b) *As an interim measure until the parking investigation is completed, no further action be taken to issue infringements to vehicles parked in the driveways of the above property, providing these vehicles do not obstruct the paved footpath area in Rae Street.*

### **ISSUES:**

Investigation revealed that the subject property is located on the south-eastern corner of Avoca and Rae Streets, and is occupied by Foxman Auto Services at the Rae Street frontage with two driveway entrances. Rae Street at the location is 12.8 metres wide and is controlled by a narrow splitter island together with a double centre line at its approach to Avoca Street, which is a classified State Road. This intersection treatment is supplemented by localised footway widening on both sides of Rae Street at the intersection to provide a safer deflection for approaching vehicles and to minimise exposure time for pedestrians crossing Rae Street at this location.

Rae Street is a busy street and is further controlled by STOP signs facing traffic on both directions at the intersection of Dutruc Street. All these measures have been introduced as traffic calming measures on this busy stretch of a local street.

The Police and RTA representatives of the Traffic Committee have advised that should the proposal for angle parking outside the premises occupied by Foxman Auto Services be pursued by Council at the Traffic Committee, they would not concur with such a proposal.

They have stated that on traffic safety grounds (insufficient street width, traffic volumes and the location at the intersection with a State Road) Council should not support the request for the provision of angle parking at the subject location.

The proprietor of the property has been contacted by Council's Senior Traffic Engineer who explained on site the implications of the proposals and counselled on the various issues of parking in the vicinity of the site.

The Traffic Committee at its meeting held on 12 October 2004 has recommended provision of some one hour parking spaces in Lingard Street and this signposting has already been completed. This additional parking has assisted businesses in the vicinity as well as No.115 Avoca Street, whose eastern boundary is bounded by Lingard Street.

**FINANCIAL IMPACT STATEMENT:**

There is no direct financial impact for this matter.

**CONCLUSION:**

For the reasons stated above, it is considered that Council should not support the proposal to provide angle parking at the subject location.

**RECOMMENDATION:**

That the proposal to provide angle parking along the Rae Street frontage of premises No 115 Avoca Street, Randwick, be not supported by Council

**ATTACHMENT/S:**

Nil

.....  
JORDE FRANGOPLES  
DIRECTOR ASSET &  
INFRASTRUCTURE SERVICES

.....  
KEN KANAGARAJAN  
SENIOR TRAFFIC ENGINEER