

WORKS COMMITTEE MEETING

BUSINESS PAPER

TUESDAY 13 SEPTEMBER 2011

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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, 13 September 2011 at 6:00pm.

Committee Members: The Mayor (M Matson), Andrews, Belleli (Chairperson), Bowen, Hughes, Matthews, Nash, Notley-Smith, Procopiadis, Seng, Smith, Stevenson, Tracey, White (Deputy Chairperson) and Woodsmith.

Quorum: Eight (8) members.

NOTE: At the Extraordinary Meeting held on 28 September 2004, the Council resolved that the Works Committee be constituted as a committee with full delegation to determine matters on the agenda.

Apologies/Granting of Leave of Absences

Confirmation of the Minutes

Works Committee Meeting - 9 August 2011

Declarations of Pecuniary and Non-Pecuniary Interests

Address of Committee by Members of the Public

Urgent Business

Works Reports

W28/11	Road Safety Action Plan 2011-2012	1
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Notice of Rescission Motions

Nil

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Ray Brownlee
GENERAL MANAGER

Works Report No. W28/11



Subject: Road Safety Action Plan 2011-2012
Folder No: F2009/00123
Author: Heidi Leadley, Community Road Safety Officer

Introduction

Each year Council's Community Road Safety Officer applies for funding from the Roads and Traffic Authority (RTA) to run road safety projects. The projects form part of the Road Safety Action Plan and are developed after consultation with the RTA and from analysis of the RTA crash data for the past five years from the Randwick area.

Issues

The attached Crash Data Analysis 2005-2009, specifically the high pedestrian casualties, has identified some key road safety priorities in the City of Randwick and has given a strong direction and focus to the projects that will be undertaken in 2011-12. The projects outlined in the attached Action Plan 2011-12 attempt to target the road safety priorities for the Randwick LGA as well as dovetailing effectively with the RTA's funding priorities for this financial year.

The SLOW DOWN in Randwick (addressing speed issues) and the Child restraint checking voucher program are two projects from last year that had an excellent response and there is strong demand from the community to continue them in 2011-2012.

Relationship to City Plan

The relationship with the City Plan is as follows:

Outcome 6: A liveable City.

Direction 6c: The safety of our community is paramount and is acknowledged and supported through proactive policies, programmes and strategies.

Financial impact statement

There is no direct financial impact for this matter.

Conclusion

The Crash Data Analysis has highlighted a significant level of pedestrian casualty crashes in the City of Randwick and the attached Action Plan 2011-12 has attempted to integrate the Safer Systems approach (Safer People, Safer Roads, Safer Vehicles, Speed) to address these issues.

Recommendation

That the Crash Data Analysis 2005-2006 and Action Plan 2011-12 be noted.

Attachment/s:

1. Crash Data Analysis 2005-2009 and Action Plan 2011-12

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Crash Data Analysis 2005 - 2009

AND

Action Plan 2011 - 2012

Prepared by
Heidi Leadley
Community Road Safety Officer
February – March 2011

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Key target areas for 2011 – 2012

ROAD SAFETY ACTION PLAN 2011 - 2012

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Introduction

The NSW Government is committed to making our roads the safest in the world. Better understanding of road safety issues and solutions is important in achieving our goal of reducing the road toll.

In NSW the RTA are currently addressing road safety using the Safer Systems approach. This involves the four pillars; 1) Safer People 2) Safer Roads 3) Safer Vehicles 4) Speed.

In recognition of the important ongoing role of Local Government, the State Government will continue to support and fund Road Safety Officers throughout the State at least until June 2012.

The Challenge

Randwick City Council commenced involvement with the NSW Local Government Road Safety Program in September 2005 with the employment of a full-time Community Road Safety Officer. The Road Safety Officer works closely with a broad cross section of the community and a variety of stakeholders to implement the Action Plan.

Objectives of the Action Plan

Road safety is an issue for all members of our community. Randwick City Council is committed to road safety and this Road Safety Action Plan will target key road safety areas in the community. The activities of the Road Safety Action Plan aim to reduce the fatalities on our roads by educating the community and thereby changing driver and pedestrian behaviour.

The actions outlined in the Plan reflect both the commitment of the State Government and that of Randwick City Council.

Looking at the crash data

The following document looks at the crash data for the Randwick Local Government Area with a number of key focuses.

Firstly a general overview of the crashes in the Randwick LGA is reviewed. Alcohol, speed and fatigue are looked at as contributing factors to crashes. Pedestrians and cyclists are also looked at as they are two vulnerable road user groups that appear to be significantly represented in crashes in the Randwick Local Government Area (LGA).

Randwick City demographic profile

At the time of the 2006 ABS Census, the population of Randwick City numbered 122,173, up from 121,497 in 2001. This represents a growth rate 0.5 per cent between 2001 and 2006 (annual average 0.1 per cent). By comparison, the total population of New South Wales grew by 3.4 per cent across the 2001-06 period (annual average 0.7 per cent). The Indigenous population in Randwick City increased by 9.1% from 1,351 to 1,474.

Analysis of the age structure of Randwick City's population in 2006 compared to the Sydney Statistical Division shows that there was a smaller proportion of people in the younger age groups (0 to 17) but a similar proportion of people in the older age groups (60+). The major differences between the age structure of Randwick City and the Sydney Statistical Division were:

- A larger percentage of 25 to 34 year olds (18.8% compared to 15.3%);
- A larger percentage of 18 to 24 year olds (13.1% compared to 9.9%);
- A smaller percentage of 5 to 11 year olds (6.3% compared to 9.1%), and;
- A smaller percentage of 12 to 17 year olds (5.4% compared to 7.9%).

Over a third of the people living in Randwick City were born overseas (35.8%). This proportion is slightly higher than in the Sydney SD where 31.8% of the population were born overseas. At a suburb level, Kingsford is home to the highest proportion of people born overseas (47.9%) followed by Kensington 44.9%. Both suburbs are home to large overseas student populations. Some 3,704 persons (equivalent to 8.7% of overseas born residents) do not speak English very well or not at all. Compared with Randwick City, Sydney SD has registered a much higher average proportion (14.0%) of overseas born population with low or no spoken English language skills. Therefore an estimated 96.0% of residents are considered to be relatively proficient in spoken English.

In general, demographic data for the Local Government Area (LGA) of Randwick as a whole tends to present it as a 'well-off' area. However a more detailed review of demographic data reveals that there are a number of 'pockets' experiencing disadvantage such as public housing estates. Randwick City has a number of suburbs with high concentration of public housing and low-income households. Many households living in these neighbourhoods continue to face difficulties in accessing services and facilities. Other groups identified as being vulnerable to disadvantage and exclusion include people with poor or no English language skills; the unemployed; recent immigrants, especially refugees and asylum seekers; people who do not have or utilise access to the internet; young people without access to a computer; people with a disability; and those who are isolated at home.

Out of an overall household total of 45,421 in Randwick City, 7,974 (17.5%) households earn less than \$500 per week. While the figures for Randwick City are lower than the Sydney SD, the issue is the pockets of very low income (and disadvantaged) households

in parts of the LGA. An examination of family household types earning less than \$500 per week showed that La Perouse-Phillip Bay had the highest proportion of financially disadvantaged single parent families of all suburbs. The highest rates of unemployment within the LGA were recorded in Kingsford (7.3%), while the lowest rate was recorded in Clovelly (2.6%). Compared to the Sydney SD, higher levels of unemployment were also recorded in La Perouse and Kensington (both 6.5%).

RTA crash data

This analysis is based on RTA crash data for 2009. The RTA release the data annually once the information has been verified and finalised. The delay in release of the data is the result of Coroner court findings which is why the data is about a year old when it is released.

Any crash data for the previous year (2010) is classed as preliminary and is potentially subject to change. ie crashes where a death occurs may not be classed as a road related death once the coroners reports are released.

The following analysis is based on 2009 data for Randwick, Sydney region and NSW. In some graphs a five year comparison of data is included - this assists in identifying if the issues of concern are trends and not just year to year anomalies, which is likely when the actual numbers that are being analysed are generally quite small and not necessarily statistically significant.

Crashes in Randwick

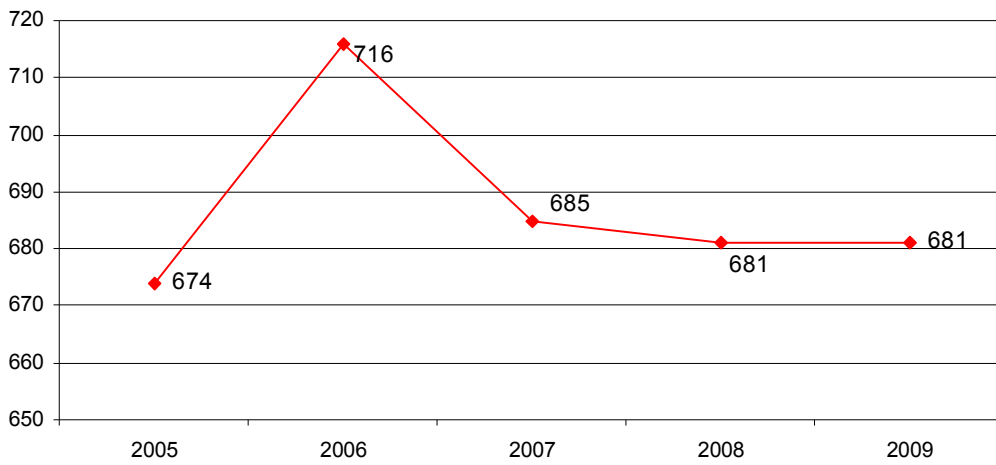
The total number of crashes in Randwick in 2009 was **681**, this is exactly the same as the previous year and shows that crashes may have begun to plateau.

The number of casualty crashes (ie a crash where someone has been either injured or killed) is **328**, less than half the total number of crashes. This is a trend that is going up over the past five years. Correspondingly, tow-away crashes (where no one was hurt) is **353**. This is showing a gradual downward trend over the last four years.

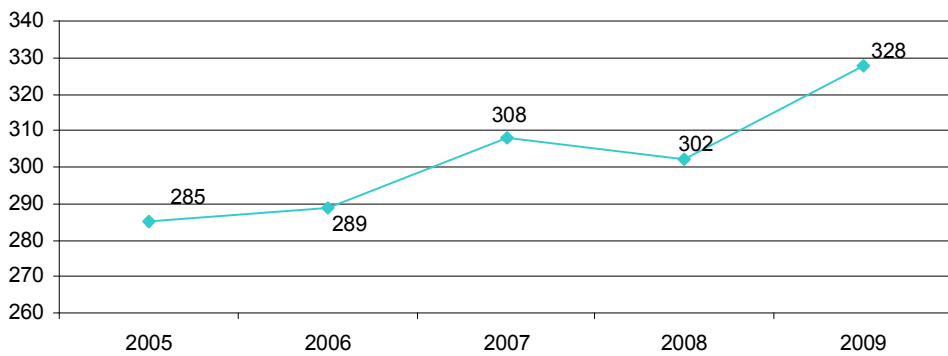
Unfortunately there were two fatalities in 2009. A male pedestrian aged 23 was on the carriageway on High Street, Randwick when he was run over by a truck. It was early in the morning, 5.30am and conditions were dry and fine, although light would be low at that time of day. The second fatality was a woman aged 76 who was on the carriage way in Shackel Ave when a vehicle undertook a reverse park manoeuvre, again the day was dry and fine and the time was 4.30pm

Randwick has the same rates of fatigue and alcohol involvement in crashes, when compared to the state and Sydney rates. However, *speed* is more than half the percentage of NSW. This is increased slightly on the previous year, but still lower than the years before that.

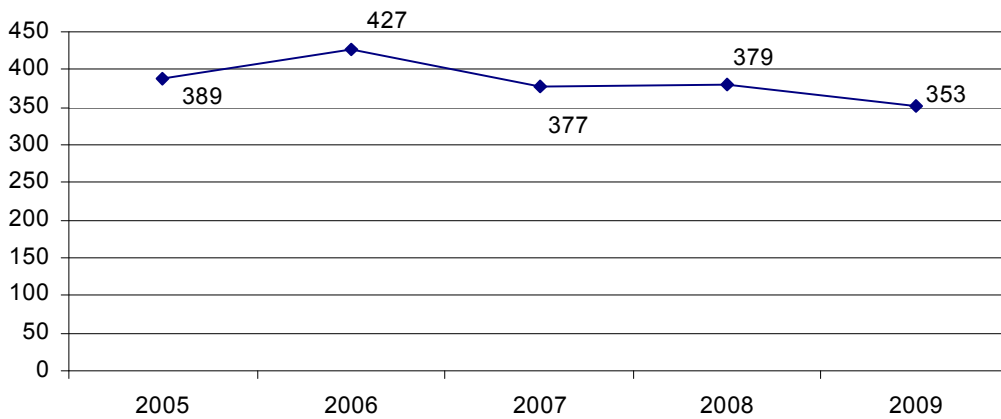
Randwick - total crashes over 5 years



Randwick - casualty crashes over 5 years

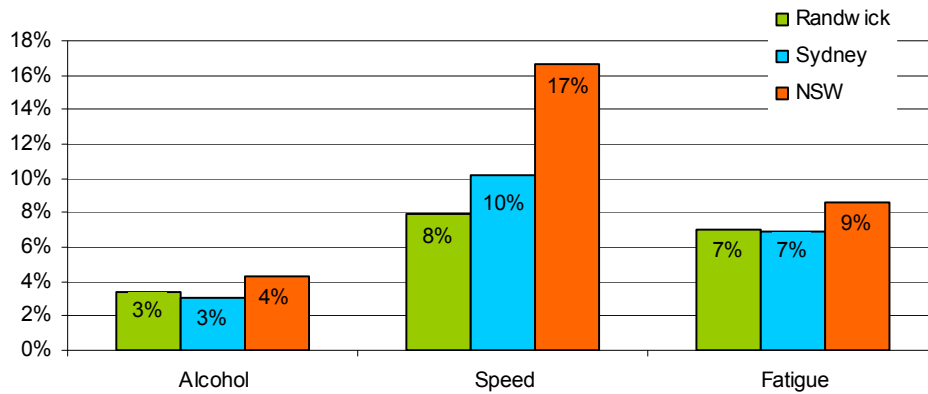


Randwick - towaway crashes over 5 years



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2009 Contributing factors compared



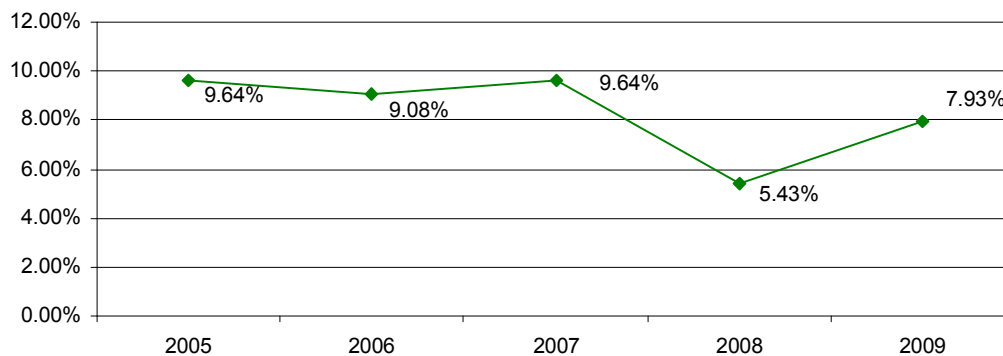
Crashes that involve speed

In 2009 there was another increase in the number of crashes that had speed as a factor. We can observe a high of 9.64% of all crashes in 2007 to a low of 5.43% in 2008 (almost half of the previous year) or in actual figures from 66 down to 37 representing a drop of 46%, but this has increased again in 2009.

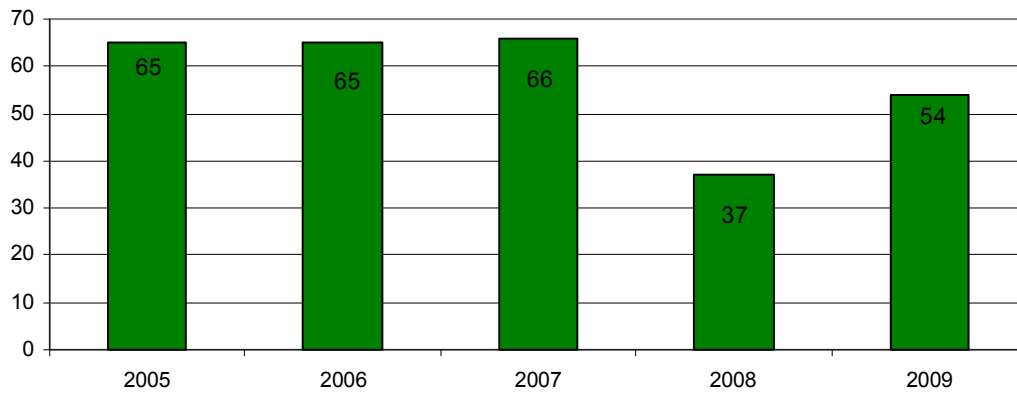
From a previously steady trend, to observe such a definite drop was exciting, but this has proved to be a “blip” on the radar with the increase to nearly 8% in 2009. This is 17 more crashes with speed as a factor. Although still lower than in previous years.

The age groups over represented in speed related crashes are the 17 - 25 year olds (35%) but also the 30 - 39 year olds (15%) and the 40 - 49 year olds have also shown an increase in the last year.

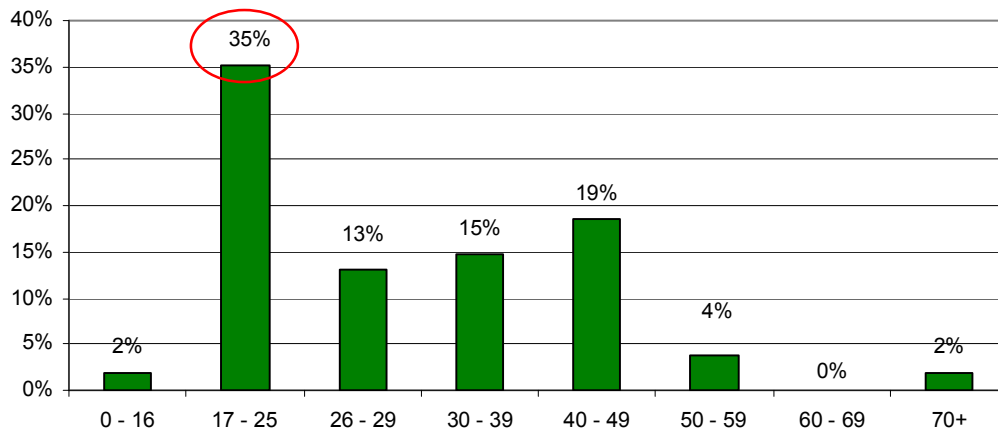
**Crashes with speed as a factor
(% of all crashes in Randwick)**



Total crashes with speed as a factor over 5 years

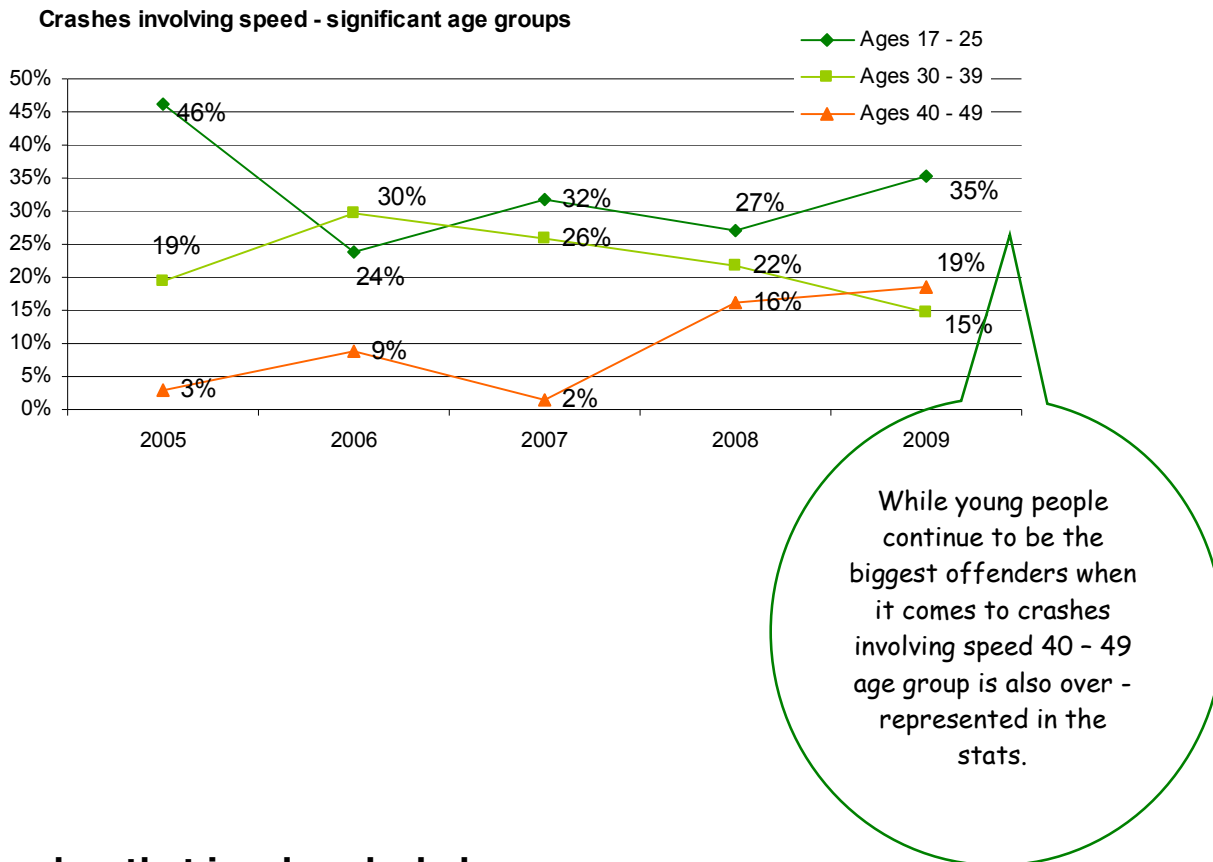


2009 crashes where driver was speeding by age



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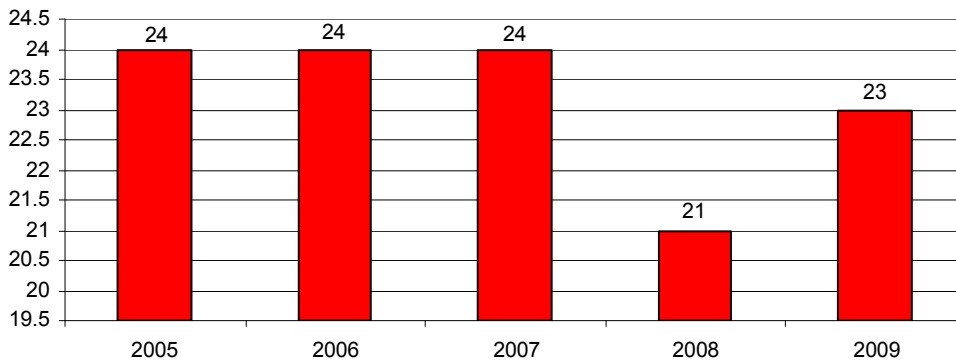


Crashes that involve alcohol

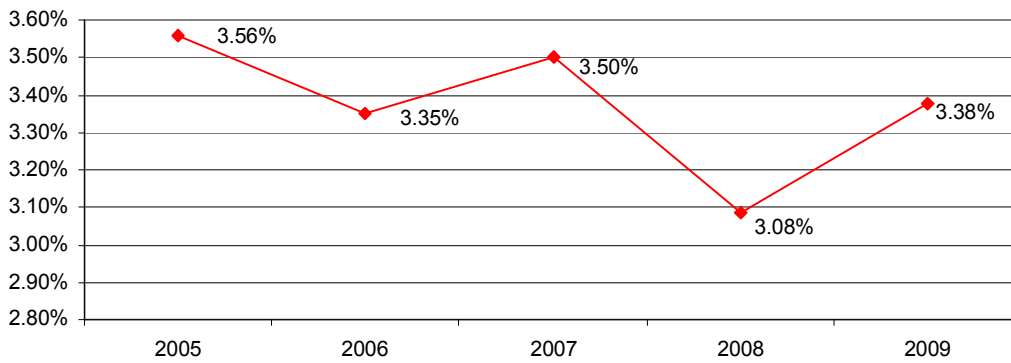
Over the past five years the incidents of alcohol related crashes have remained fairly steady. In actual numbers this represents a range of only 3, with 24 crashes in 2005 and drop to 21 in 2008 and an increase of only 2 in 2009 (23). This remains on par with Sydney region and is still 1% lower than NSW as a whole.

An interesting statistic for 2009 shows that no one age group is over represented in alcohol related crashes in Randwick City, in fact, ages 17 to 25, 26 to 29, 30 to 39 and 40 to 49 year olds each represent 22% of crashes!

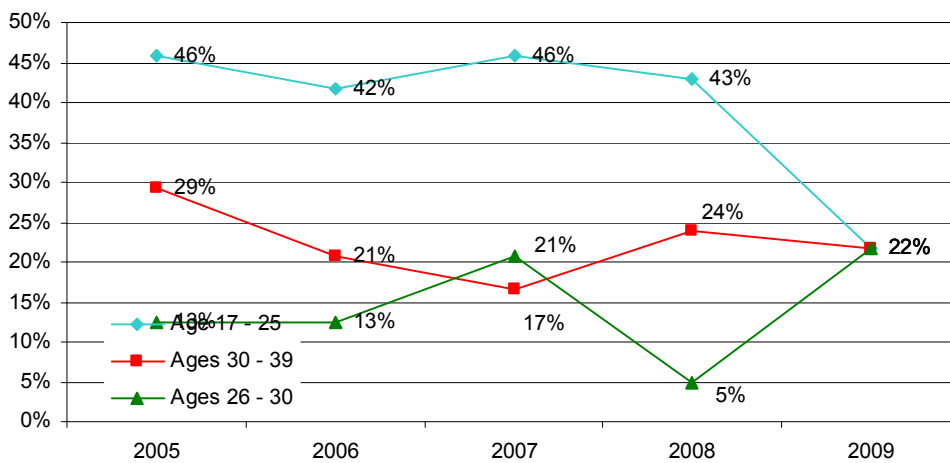
Total crashes with illegal BAC of controller



Crashes with alcohol as a factor (as a % of all crashes in Randwick)

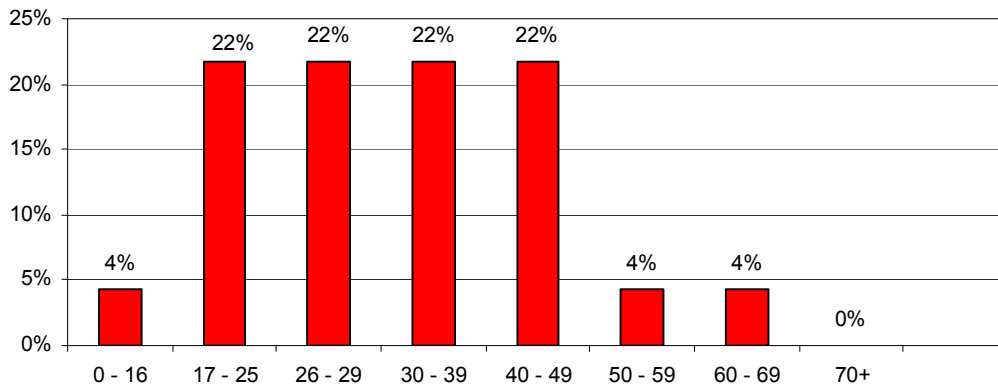


Crashes with illegal BAC (significant age groups)



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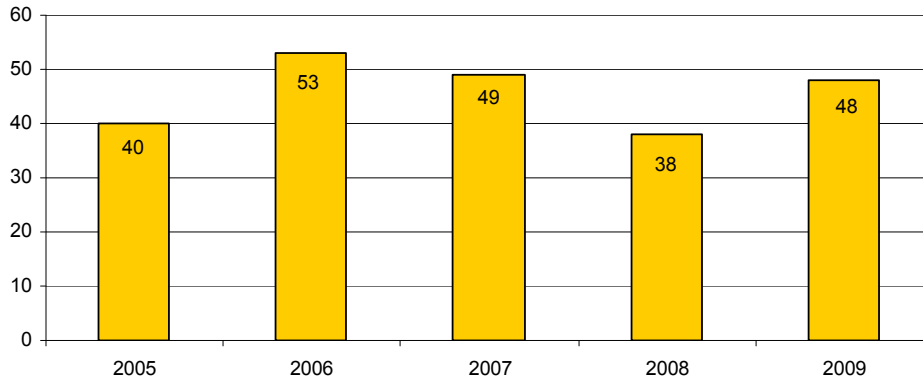
2009 Randwick controllers with illegal BAC by age group



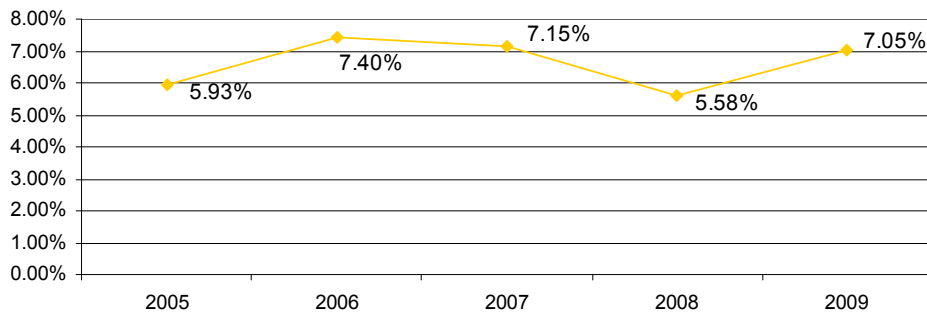
Crashes that involve fatigue

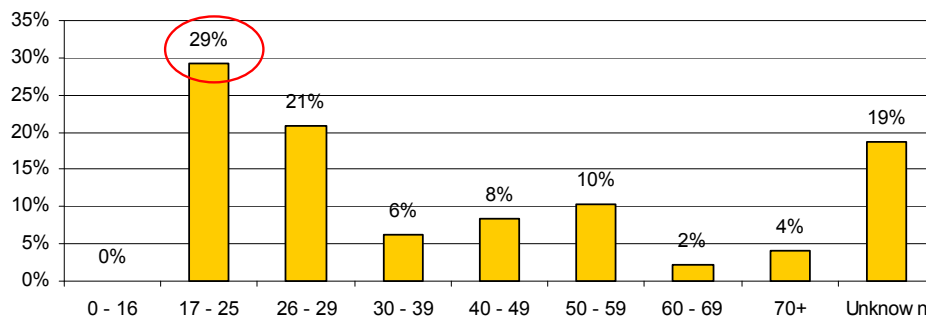
Over the past years there had been a gradual decrease in the number of crashes with fatigue as a factor in the City of Randwick, but in 2009 this increased again to a total of 48 crashes. This is still down from the peak in 2006 (53). The difficulty with addressing fatigue related crashes is that more than nearly 20% of them are unknown ages, ie we don't know who they are, so campaigns are difficult to focus.

Total crashes with fatigue as a factor



Crashes with fatigue as a factor (as a % of all crashes in Randwick)



2009 Crashes by age with fatigue as a factor**Casualties in Randwick**

The number of casualties (injuries and fatalities) in Randwick City in 2009 has increased from the previous year.

17 – 25 year olds represent 19% of all casualties and the 30 – 39 year olds represent 20%. When this is compared by gender 11% of casualties are male aged 17 – 25 and 11% are males aged 30 – 39. If this is compared across the state and region, proportionally Randwick has almost the same casualties across both Sydney region and NSW.

The casualties in the dominant age groups has decreased in 2009 and casualties now spread more evenly across the ages.

The next graph (age group of casualties compared) shows that the high numbers of casualties are in the 26 – 39 age group. When road users types are compared Randwick stands out for the high proportion of pedestrians (17%) that have been injured or killed and the high numbers of cyclists (17%) that have been injured or killed. Randwick is statistically lower on driver and passengers casualties.

Motor cyclist casualties are also higher than the region and state, by about 2%.

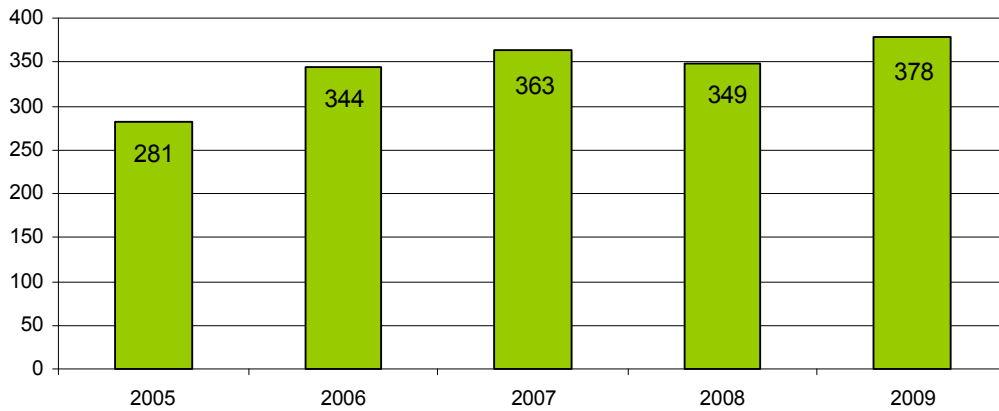
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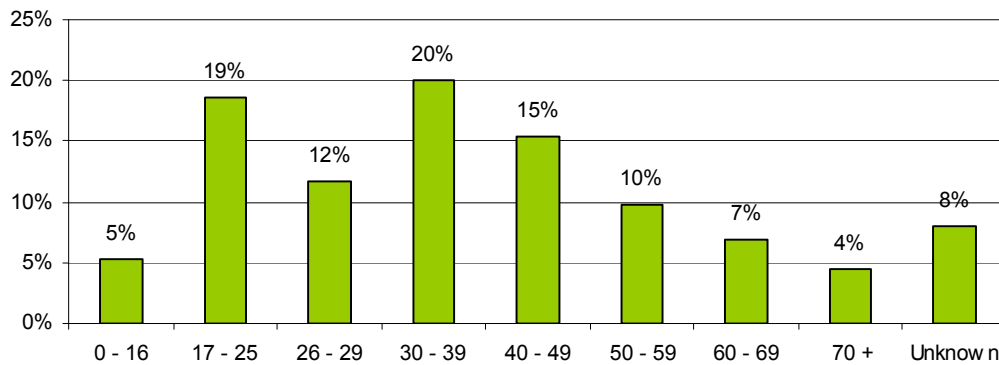
Injury crashes compared to casualties (over 5 years)



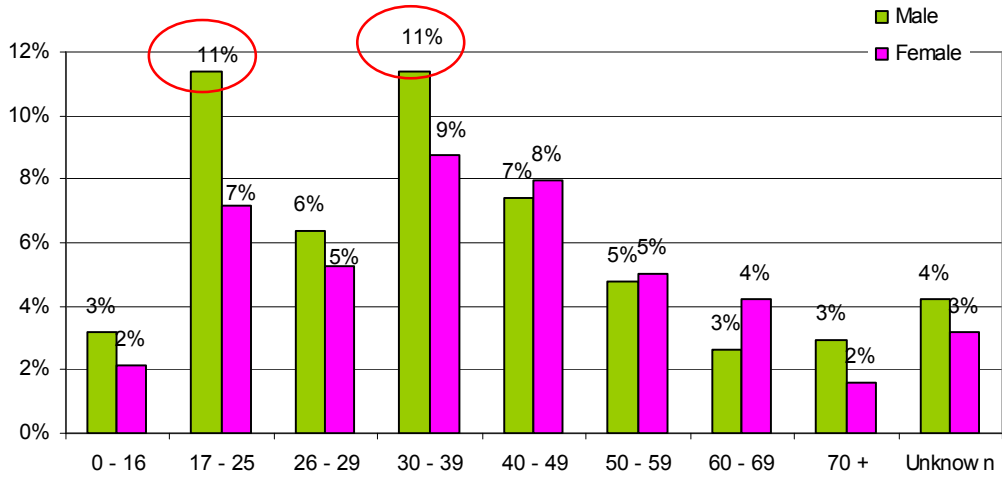
Casualties in Randwick over 5 years



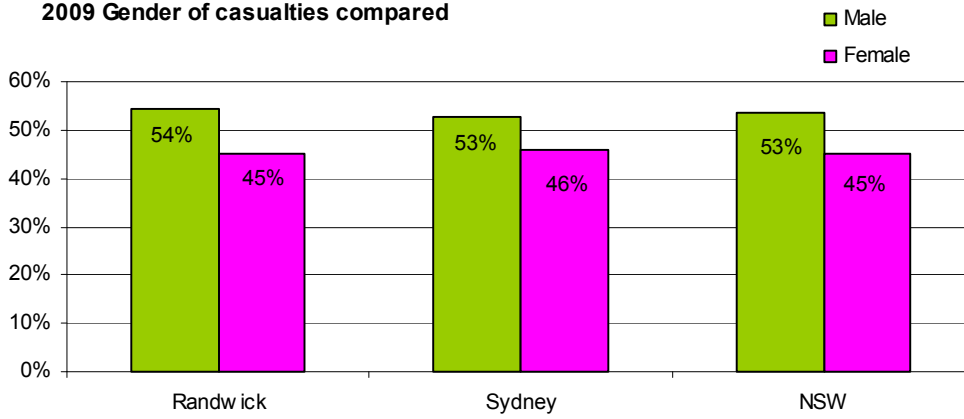
2009 injuries in Randwick by age



2009 Casualties by age - gender comparison



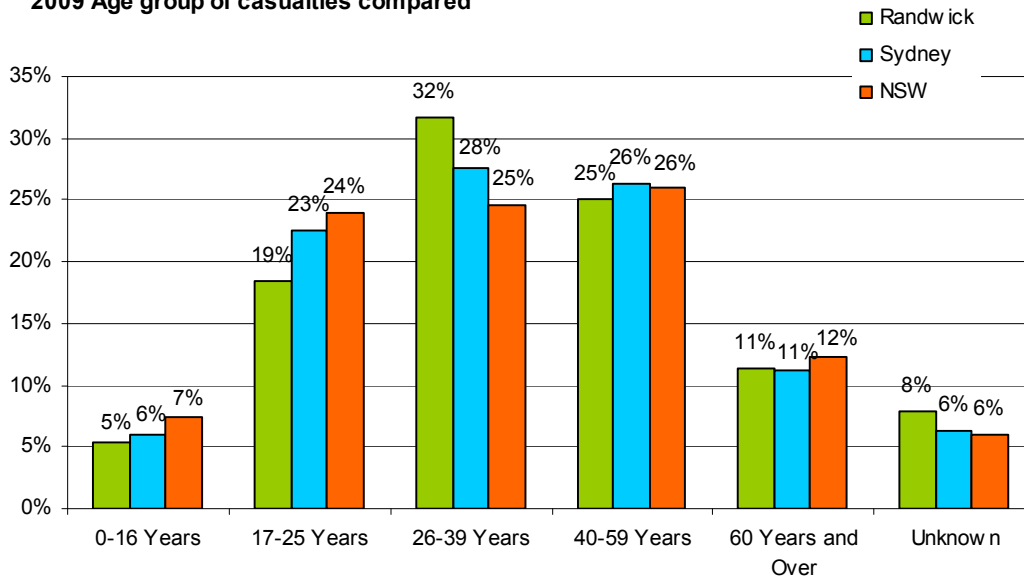
2009 Gender of casualties compared



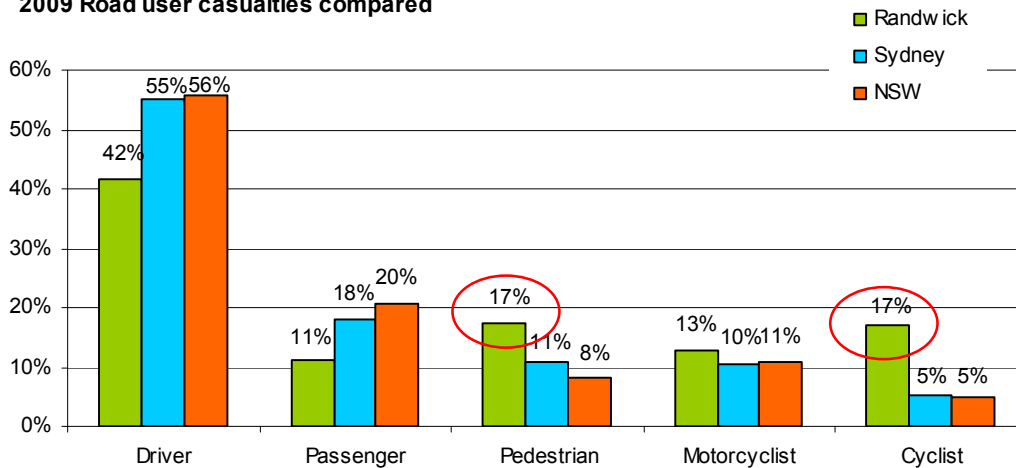
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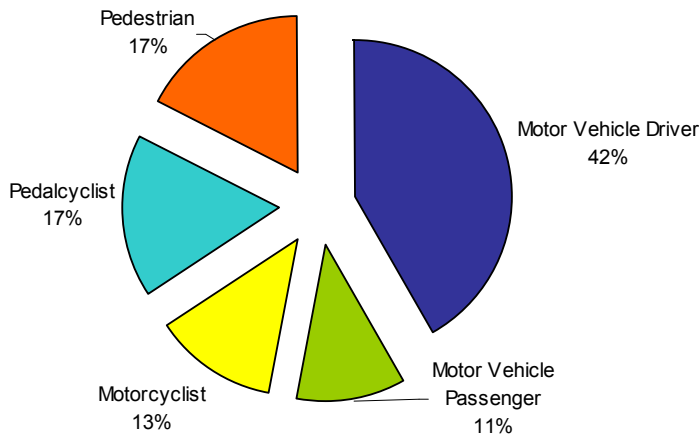
2009 Age group of casualties compared



2009 Road user casualties compared

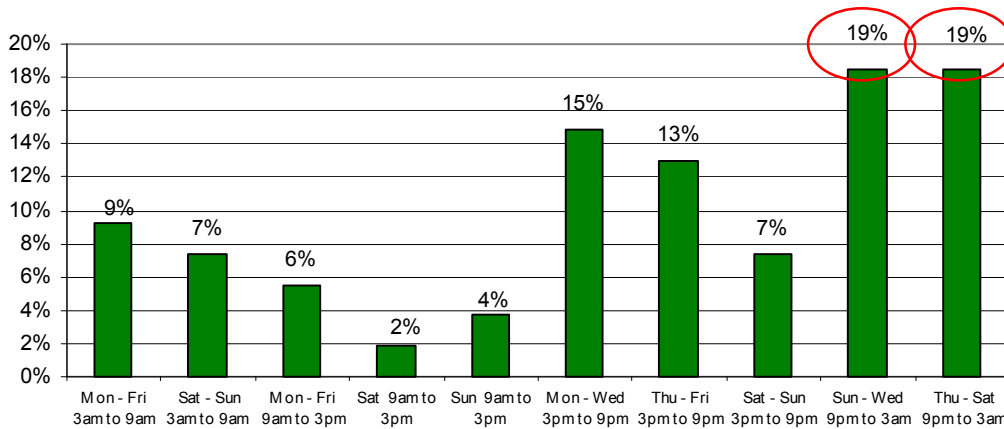


2009 Casualties in Randwick by Road User Class



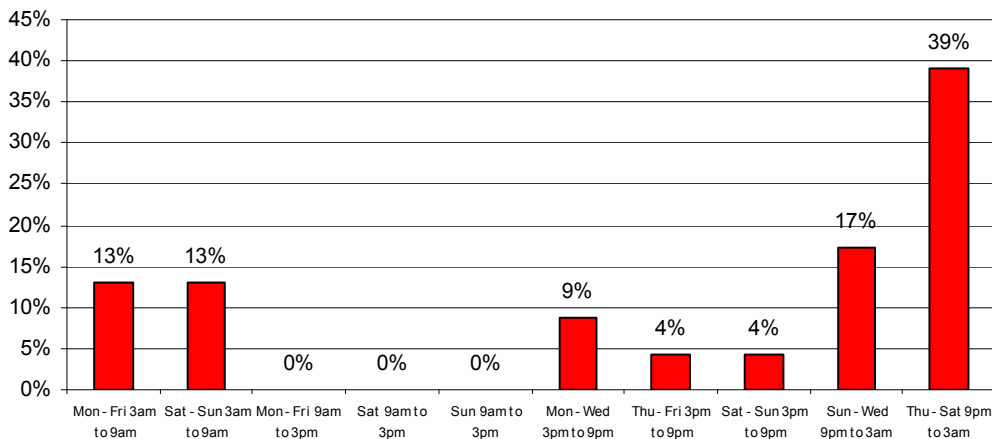
Times of crashes

2009 Times of crashes involving speed



38% of crashes with speed as a factor occur between 9pm and 3am every day. This could be because there are less cars on the road at this time allowing people to drive faster. When you combine fatigue related crashes which are quite high at the same time, you could suspect that there might be a correlation.

2009 Times of crashes involving alcohol

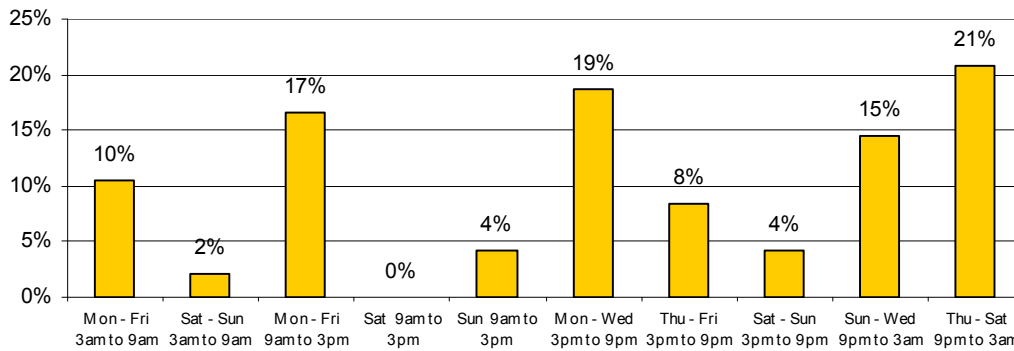


Unsurprisingly alcohol related crashes mainly occur from Thursdays to Fridays between 9pm and 3am.

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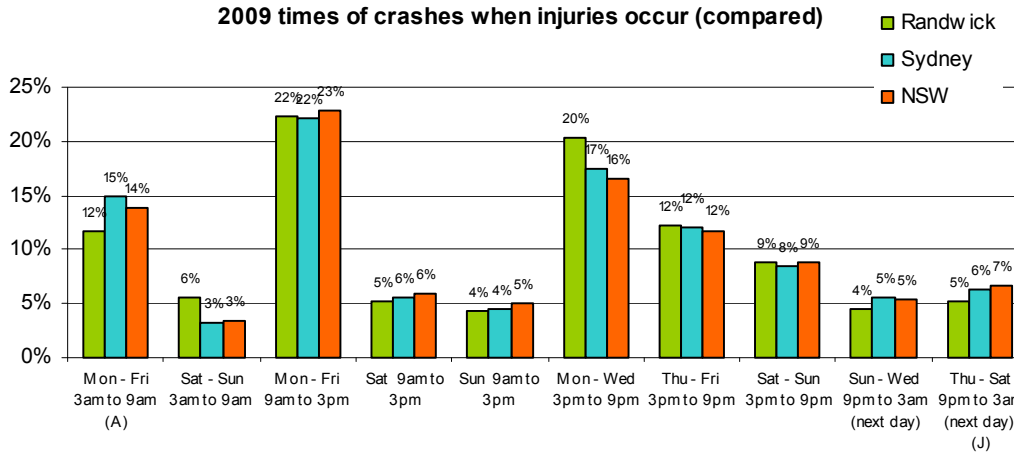
W28/11

2009 Times of crashes with fatigue as a factor



Fatigue related crashes have a greater distribution across the week, although 21% do occur Thursday to Saturday 9pm – 3pm and if you combine the same time throughout the rest of the week it represents 36%.

2009 times of crashes when injuries occur (compared)

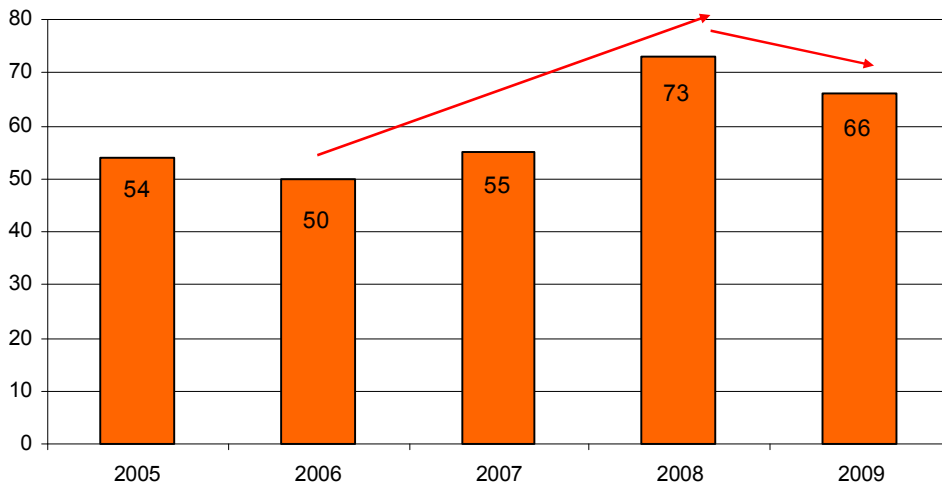


Generally the times when people are injured in Randwick are comparable to that of the region and state.

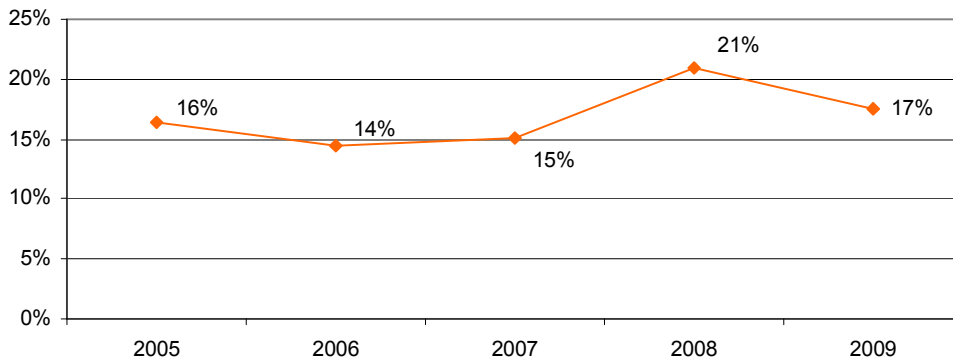
Crashes that involve pedestrians

Unfortunately the numbers of pedestrian casualties in Randwick has increased quite dramatically over the past three years, from a total of 50 in 2006 representing 14% of all casualties to 73 in 2008 representing 21% of all casualties. Thankfully in 2009 this has dropped to 66 pedestrian casualties.

Pedestrian casualties over 5 years (actual number)



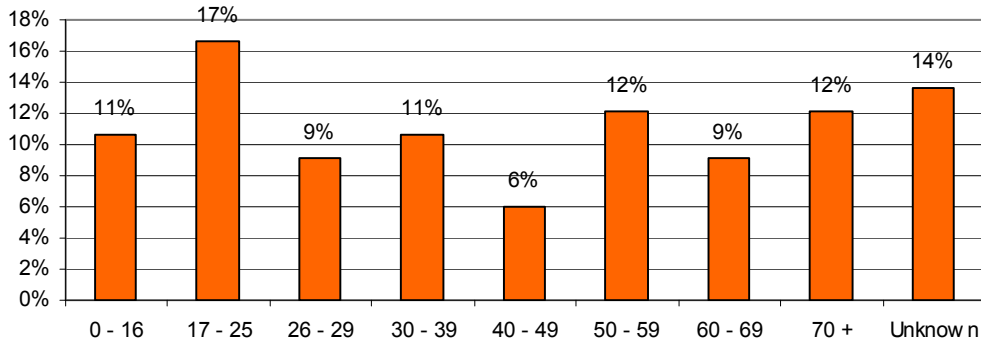
Pedestrian casualties over 5 years (% of all casualties in Randwick)



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2009 pedestrian casualties by age
(% of all casualties in Randwick)

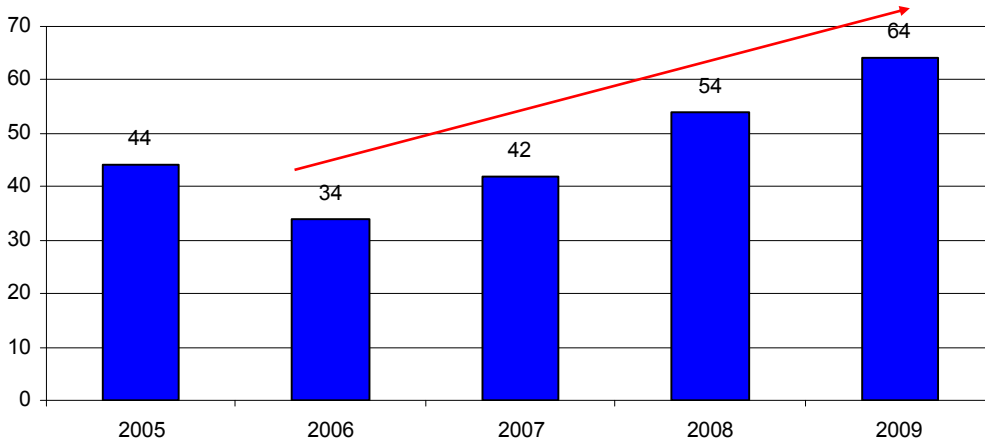


The pedestrians that have been injured the most in Randwick City are the 17 – 25 year olds representing 17% of all pedestrian casualties. But this is actually evenly spread across the age groups and no dominate age group can really be highlighted. However if 60-69 age group is combined with 70+ this represents 21% of all pedestrian injuries and could be considered over-represented in this category.

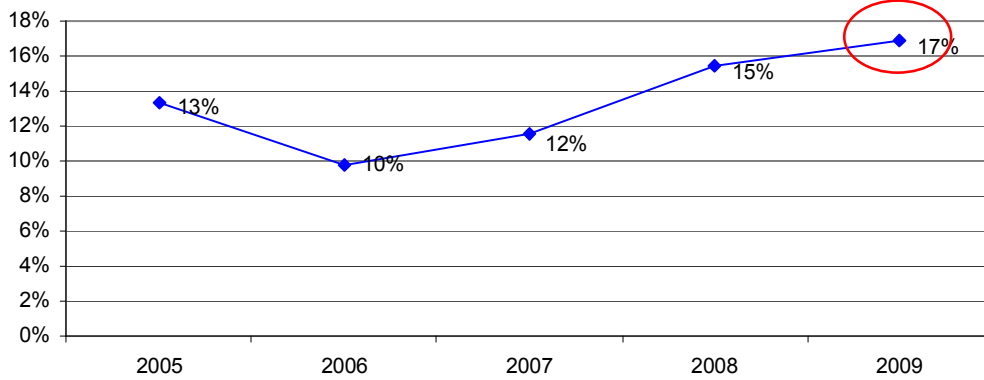
Crashes that involve cyclists

The numbers of cyclist casualties has also increased over the past four years. 2009 shows the highest number of casualties Randwick City has had in the past 5 years. This is a total increase of 30 since the low of 34 in 2006 and represents a 53% increase.

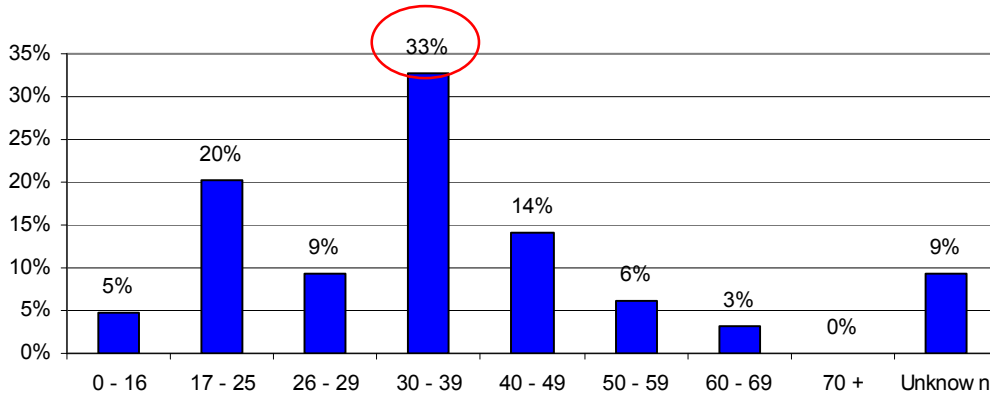
Cyclists injured over 5 years in Randwick



Casualties by Road User Class (cyclists) over 5 years

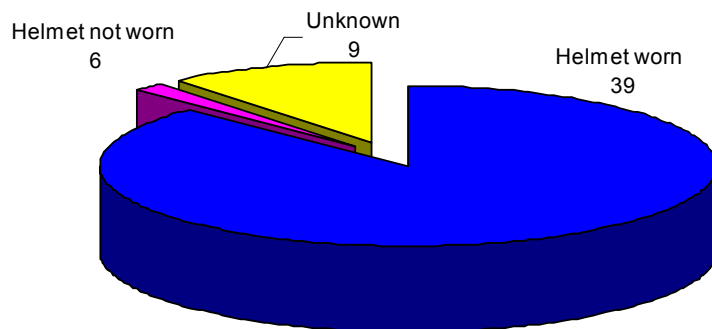


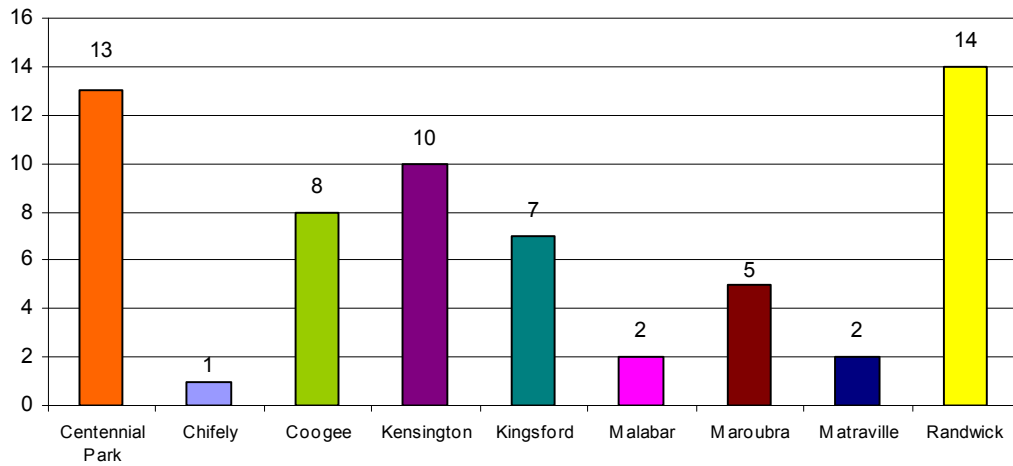
2009 Cyclist casualties by age



30 – 39 year olds represent the highest number of cyclist casualties in 2009 representing 33% of all injuries.

2009 Helmet usage in cyclist casualties



2009 Pedal crash by location**Key target areas for 2011 – 2012**

Key target areas for 2011 – 2012 will be:

- Cyclists
- Pedestrians
- Child restraints
- Speeding
- Drink Driving

W28/11

ROAD SAFETY ACTION PLAN 2011 - 2012**RTA ISSUE – PEDESTRIAN SAFETY****Project Title:** Pedestrian Strategy**Project no:** 11827**Link to Randwick City Plan****Key area:** Places for People**Objective:** Outcome: A liveable city.**Strategy:** Our town centres, beaches, public places and streets are safe, inviting, clean and supports a recognisable image of our City**Stakeholders:** RTA, Council, Schools, Liquor Accord, Police**Proposed Dates:** July 2011 – June 2012**Target group:** Drivers in local streets**Project Funding:** \$5,000 – RTA \$5,000 – Council

Objectives	Strategy	Evaluation
<ul style="list-style-type: none"> ▪ To reduce the incidents and severity of pedestrian crashes in the City of Randwick ▪ To co-ordinate existing pedestrian related projects into one multi-pronged strategy. ▪ To deliver comprehensive information to the local community about councils program. 	<ul style="list-style-type: none"> ▪ Create an umbrella banner project to connect and co-ordinate various pedestrian focused activities in the City of Randwick. ▪ Co-ordinate a project committee to identify current pedestrian safety related activities and create a strategic approach to delivering outcomes. Committee members could include: Access Committee coordinator, Traffic Engineer, RSO, Sustainable Transport officer, RTA, Capital works engineer, Liquor Accord Project Officer, Police etc. ▪ Identify activities planned for 2011 – 2012 delivery including; footpath upgrades, Access committee report recommendations, bus stop upgrades, 40km implementation, PAMP implementation, school zone parking plans, Seniors presentations, installation of Bike / Pedestrian shared path facilities, and Liquor Accord activities. ▪ Follow up from Intersection Audits report from 2011-2012. ▪ Develop and print Watch out cars about crash maps for placement in bus shelters. ▪ Develop a media strategy to promote activities and create awareness of issues. Include: advertisements and mayors message in local paper 	<ul style="list-style-type: none"> ▪ Reduction in the number or severity of pedestrian crashes ▪ Numbers attending presentations ▪ Media take up of information ▪ Projects completed and implemented

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RTA ISSUE – SPEED**Project Title:** SLOW DOWN in Randwick**Project no:** 11816**Link to Randwick City Plan****Key area:** Moving Around**Objective:** Outcome: Integrated and accessible transport**Strategy:** Residential amenity is protected by appropriate traffic management**Proposed Dates:** July 2011 – June 2012**Target group:** Drivers in local streets**Project Funding:** \$3,000 – RTA \$4,000 – Council**Stakeholders:** RTA, Randwick City Council, NSW Police, local residents

Objectives	Strategy	Evaluation
<ul style="list-style-type: none"> ▪ Reduce the incidents of speeding in local streets ▪ Increase awareness among motorists of 50km / hour speed limits in local streets 	<ul style="list-style-type: none"> ▪ Identification of 5 local streets with a relatively high number of speed related crashes. ▪ Review resident complaints and requests to address speed issues in local streets (Traffic Committee) ▪ Undertake speed counts in local streets to document the extent of the problem. ▪ Printing of fluorescent SLOW DOWN in my street bin stickers ▪ If speeding is identified as an issue – distribute SLOW DOWN in my street bin stickers. ▪ Hire a VMS radar trailer for placement on local streets ▪ Work with Traffic police to establish a series of roads / speed target days. ▪ Evaluation reply paid postcard letter box dropped to residents in streets with speed displays. ▪ Follow up speed counts to identify any behaviour changes. ▪ Develop media release and local photo opportunity to increase awareness through local newspapers. 	<ul style="list-style-type: none"> ▪ Reduction in the speed of cars traveling in local streets (accessed from follow up speed counts) ▪ Resident perception of speed in local streets (feedback letterbox drop) ▪ Media take up of information

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RTA ISSUE – SEAT BELTS**Project Title:** Child restraint checking – Vouchers**Project no:** 11818**Link to Randwick City Plan****Key area:** A sense of Community**Objective:** Outcome: An informed and engaged community**Strategy:** Council actively promotes the services offered by other agencies**Stakeholders:** RTA, RCC and local restraint fitters**Proposed Dates:** July 2011 – June 2012**Target group:** Parents of children under the age of eight**Project Funding:** \$3,000 – RTA \$3,000 – Council

Objectives	Strategy	Evaluation
<ul style="list-style-type: none"> ▪ To improve the safety of children in vehicles by checking child occupant restraint fittings ▪ To provide practical advice to parents about the new laws and the use of capsules, restraints and booster seats ▪ Encourage the use of local authorised restraint checkers / fitters. 	<ul style="list-style-type: none"> ▪ Roll over voucher program from 2010-2011 ▪ Use RTA artwork for promotion of the day. Promotion could include local paper advertising, posters & flyers in local child care centres, the hospital and early childhood health centres. ▪ RTA brochures and any other current restraint information materials will be sent to parents with their voucher. ▪ Use local authorised restraint checkers to deliver services. ▪ Feedback mechanism to be developed include reply paid survey with voucher ▪ Offer available to local residents and people who work in the City of Randwick. 	<ul style="list-style-type: none"> ▪ Response from public to free voucher offer. ▪ Redemption rate of vouchers to restraint checkers. ▪ Feedback from restraint checkers about restraints and fittings. ▪ Survey feedback from public about restraint checkers

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RTA ISSUE – SAFETY AROUND SCHOOLS

Project Title: School Safe

Project no: 11826

Link to Randwick City Plan

Key area: Places for People

Objective: Outcome: A liveable City.

Strategy: The safety of our community is paramount and is acknowledged and supported through proactive policies, programmes and strategies.

Stakeholders: Council, Police, School principals, School P&F groups

Proposed Dates: July 2011 – June 2012 (During school terms)

Target group: School Communities, particularly vulnerable road users, including students, parents, carers and vehicle controllers in the local area

Project Funding: No RTA funding

Objectives	Strategy	Evaluation
<ul style="list-style-type: none"> ▪ To create awareness and increase knowledge among parents and carers of road safety rules around schools ▪ Assist in the development of good habits when dropping off and picking up children from schools. ▪ To provide schools with resources to help them promote Road Safety messages to parents and school community. 	<ul style="list-style-type: none"> ▪ Distribution of information brochures to schools ▪ Kindergarten Orientation presentations offered to schools ▪ Develop a new safety around schools brochure to be distributed to parents. ▪ Work with rangers to address enforcement around schools. Undertake regular monitoring of school zones. ▪ Work with identified school community to educate parents and carers of appropriate pick-up and parking procedures through a variety of communication methods appropriate to that school community. ▪ Address parking signage problems around schools to improve parking facility with engineers eg installation of Kiss and Go zones. ▪ Media releases & photo opportunities to create awareness of issues. 	<ul style="list-style-type: none"> ▪ Number of schools targeted and resources distributed ▪ Ranger assessment of behavioural changes ▪ Media take up of information

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RTA ISSUE – YOUNG DRIVERS**Project Title:** GLS Workshops**Project no:** 11792**Link to Randwick City Plan****Key area:** Places for People**Objective:** Outcome: A liveable City.**Strategy:** The safety of our community is paramount and is acknowledged and supported through proactive policies, programmes and strategies.**Stakeholders:** Council, RTA, Parents, Supervising drivers, Schools**Proposed Dates:** 24 August 2011 & 14 March 2012**Target group:** Learner Drivers**Project Funding:** \$1500 - RTA

Objectives	Strategies	Evaluation
<ul style="list-style-type: none"> ▪ To raise awareness among parents and supervisors of the importance of supervised driving practices. ▪ To provide parents and supervisors with strategies to help their teen age learners to drive safely under the new L Plate scheme. ▪ To increase compliance with the Learner Driver Log Book 	<ul style="list-style-type: none"> ▪ Most parents requesting these workshops have expressed a willingness to travel from neighbouring council areas. ▪ Local High Schools have been contacted and have expressed a willingness to promote the workshops through parent newsletters sent to parents at the beginning of each term. ▪ Council has made a commitment to conduct these workshops twice a year. ▪ Council will host these workshops at a time and place suitable to most parents. 	<ul style="list-style-type: none"> ▪ Attendance at workshops ▪ Survey's completed at workshops

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Works Report No. W29/11



Subject: Buildings for our Community - Baker Park Toilet Project Public Exhibition

Folder No: PROJ/10586/2011

Author: Sarah Harmston, Buildings for our Community Project Officer

Introduction

Council, at its Ordinary Council Meeting held on 28 June 2011, resolved (Notley-Smith/Nash):

'That Council, for the Baker Park toilet building project, undertake public exhibition for the proposed concept design and that the outcome of the public exhibition is then reported to Council.'

Issues

The community consultation for the Baker Park toilet building was held from the period from 4 to 15 July 2011. The Consultation Plan included the following:

- leaflet distribution to neighbouring streets;
- on site signage boards at the Baker Park playground and tennis court;
- information on the Randwick City Council website;
- leaflet distribution to Coogee Public School and Coogee Randwick RSL;
- email contact with parties interested in Baker Park that were identified during the Buildings for our Community consultation period.

A total of 14 responses were received during and after the closing of the exhibition period.

Of these submissions, 12 were supportive of the proposal. Two of these submissions of support suggested drinking fountains be included; three requested other improvements to Baker Park; two submissions requested appropriate and safe lighting, two further submissions requested improvements to pedestrian safety on Dudley Street. It is further noted that six of the supportive submissions praised the design of the toilet block building.

Two submissions were received that raised concerns regarding the proposal. These focussed on the operational arrangements for the toilet block and its capacity to attract backpackers to the park if left unlocked overnight. There were also concerns that the surrounding trees be protected.

As a result of the consultation process, some minor changes have been incorporated into the design. These are:

- a new drinking fountain installed to the outside of the building;
- an external bench and electrical outlet adjacent to the seating area;

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- an underground rainwater tank.

Relationship to City Plan

The relationship with the City Plan is as follows:

Outcome 3:	An Informed and Engaged Community.
Direction 3a:	A community involved in shaping and enhancing our City.
Outcome 5:	Excellence in Recreation and Lifestyle Opportunities.
Direction 5a:	Maximise opportunities for residents and visitors to enjoy both active and passive open space uses.

Financial impact statement

There are no financial impacts to the project associated with this report.

Conclusion

It is evident from the feedback received that the majority of the community views the proposed toilet block as a welcome addition to Baker Park. This is particularly evident in the submissions received from parents associated with the Coogee Public School.

Recommendation

That Council proceed with design development and the preparation of a Development Application for the Baker Park toilet building project.

Attachment/s:

1. Consultation Submission Summary Table

**Baker Park Toilet Building
PROJ/10575/2011
Consultation submissions summary table**

No	Respondent	Issues	Response to Issues
1 .	D01318298	1. Excellent idea 2. Toilets should be locked between sunrise and sunset to avoid inappropriate use 3. Will blue lights be installed to discourage drug users?	Facilities to be open between 6-8am until sunset daily, limited access anticipated to deter overnight stayers. Council will consider installing blue lights and ancillary features during the design development phase of the project.
2 .	D01318275	1. Writing on behalf of Byron St residents who have concerns regarding the proposal. 2. Hours of opening? 3. Who will open and close the facility? 4. Who do we contact with operational concerns? 4. Who will hold the keys? 5. Are there any plans in place to deter backpackers from parking, staying and using the toilets?	Facilities to be open between 6-8am until sunset daily, limited access anticipated to deter overnight stayers. Council's Open Space team to open and clean toilets daily. A security consultant will close the facility at night. Should a problem arise it is suggested that residents contact Council's Call Centre on 1300 722 542 or after hours on 9963 1665.
3 .	D01318256	6. Can Council assure us that there are no plans for showers to be installed now or in the future? 7. Will the nearby RSL Club have any input into the running and using of the toilets? 8. Will valued nearby trees be protected?	Access keys will not be distributed externally, except disabled toilet access (on request). Council has no plans to install showers as part of this project. The Randwick Coogee RSL lease the tennis courts and as well as park users, the tennis court users will also have access to the facilities. The existing fig trees will be preserved and carefully managed during the construction of this facility.

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4 .	D01318258	1. I support the new toilet block 2. Can playground and cricket pitch remain available during construction?	At this stage, Council plans to have the playground and cricket pitch remain open.
5 .	D01318165	1. I welcome the new toilets: sorely needed, fantastic design, sympathetic to context, great initiative, local families and tennis players will definitely use and appreciate. 2. Make sure well lit for safety and to deter "undesirables".	External lighting included to improve surveillance within this section of park.
6 .	D01318142	1. Strongly support proposal, looks good, about time we had a toilet block in the park. Park more popular as a result. Kids at Coogee P.S. will benefit from facility.	
7 .	D01318133	1. Excellent facility, long overdue, total support, valuable asset.	
8 .	D01317893	1. Toilets look great. 2. Good if grass area between playground and tennis courts could be resurfaced/returfed. Also new surface to cricket pitch required.	Central open area of park will be returfed if budget allows, once building is complete.
9 .	D01317860	1. Congratulations, good use of rates, kids won't need to leave the park for toilets, design looks great. 2. Please include drinking fountains in design, make sure sink and taps are kid friendly. 3. Good if few netball rings included in the park for CPS sports program and local kids. 4. Pedestrian island needed in Dudley St btwn Howard and Higgs – speeding cars unsafe for walk to school.	Drinking fountain and child friendly fittings considered in design. Dudley St safety – forwarded to RCC Integrated Transport section for consideration. Netball rings – forwarded to RCC Landscape Design team for consideration.

10.	D01317798	1. Look great, well positioned, long awaited, outlet for extra play space for CPS, appreciated.	
11.	D01317788	1. Thanks, appreciated. Live in the area, children go to Coogee Public School.	
12.	D01317750	1. Thanks, essential for community and Coogee Public School. 2. Drinking fountain/s incorporated - welcome addition.	Drinking fountain will be considered.
13.	D01317728	1. Look fantastic, welcome addition. 2. Can they be moved further away from the playground because of odours? 3. Can the seats for watching the kids in the playground be separated from the toilet block because of odours?	Located adjacent existing tennis courts, short walking distance from children's playground. Will be maintained daily. Council will consider additional seating within park, including close to playground if budget allows.
14.	D01318110	1. Welcome the toilets, appreciate RCC work in Baker Park, Coogee Bch and Coogee Bch toilets. 2. Intersection at Dudley St and Carr St and Carrington Rd treacherous and higher priority than toilets.	Dudley St safety – forwarded to RCC Integrated Transport section for consideration.

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