



Community & Environment Committee

Agenda: *Community & Environment Committee*

Date: *Monday 26 May 2008*

Time: *6.00pm*

Outline of Meeting Protocol & Procedure:

- The Chairperson will call the Meeting to order and ask the Committee/Staff to present apologies or late correspondence.
- The Chairperson will commence the Order of Business as shown in the Index to the Agenda.
- At the beginning of each item the Chairperson will ask whether a member(s) of the public wish to address the Committee.
- If person(s) wish to address the Committee, they are allowed four (4) minutes in which to do so. Please direct comments to the issues at hand.
- If there are persons representing both sides of a matter (eg applicant/objector), the person(s) against the recommendation speak first.
- At the conclusion of the allotted four (4) minutes, the speaker resumes his/her seat and takes no further part in the debate unless specifically called to do so by the Chairperson.
- If there is more than one (1) person wishing to address the Committee from the same side of the debate, the Chairperson will request that where possible a spokesperson be nominated to represent the parties.
- The Chairperson has the discretion whether to continue to accept speakers from the floor.
- After considering any submissions the Committee will debate the matter (if necessary), and arrive at a recommendation (R items which proceed to Full Council) or a resolution (D items for which the Committee has delegated authority).

Delegated Authority (“D” Items):

- Community Services and Programmes.
- Health.
- Liquor Licences.
- Fire Protection Orders.
- Residential Parking Schemes (surveillance and administration).
- Traffic Management (Traffic Committee Recommendations).
- Waverley/Woollahra Process Plant.
- To require such investigations, reports or actions as considered necessary in respect of matters contained within the Business Agendas (and as may be limited by specific Council resolution).
- Confirmation of the Minutes of its Meeting.
- Any other matter falling within the responsibility of the Community and Environment Committee and not restricted by the Local Government Act or required to be a Recommendation to Full Council as listed below.
- Library Services
- Licensing.
- Regulatory.
- Waste Minimisation

Recommendation only to the Full Council (“R” Items):

- Such matters as are specified in Section 377 of the Local Government Act and within the ambit of the Committee considerations.
- Matters which involve broad strategic or policy initiatives within responsibilities of the Committee.
- Matters requiring the expenditure of moneys and in respect of which no Council vote has been made.
- Matters delegated to the Council by the Traffic Authority of NSW.
- Matters not within the specified functions of the Committee, or which are not the subject of a Business Agenda (current or past).
- Matters reserved by individual Councillors, in accordance with any Council policy on "safeguards".
- Parks and Reserve Plans of Management (Strategies, Policies and Objectives)
- Residential Parking Schemes - Provision and Policies

Committee Membership:

7 Councillors

Quorum:

The quorum for a Committee meeting is 4 Councillors.

WOOLLAHRA MUNICIPAL COUNCIL

Notice of Meeting

22 May 2008

To: His Worship The Mayor, Councillor Geoff Rundle, ex-officio
Councillors Tanya Excell (Chair)
Anthony Boskovitz
Marcus Ehrlich
Andrew Petrie
Isabelle Shapiro (Deputy Chair)
Fiona Sinclair King
John Walker

Dear Councillors

Community & Environment Committee Meeting – 26 May 2008

In accordance with the provisions of the Local Government Act 1993, I request your attendance at a Meeting of the Council's **Community and Environment Committee** to be held in the **Council Chambers, 536 New South Head Road, Double Bay, on Monday 26 May 2008 at 6.00pm.**

Gary James
General Manager

Additional Information Relating to Committee Matters

Site Inspection

Other Matters

Meeting Agenda

Item	Subject	Pages
1	Leave of Absence and Apologies	
2	Late Correspondence	
3	Declarations of Interest	

Items to be Decided by this Committee using its Delegated Authority

D1	Confirmation of Minutes of Meeting held on 12 May 2008	1
D2	Paddington Traffic Working Party Meeting held 1 May 2008	2
D3	Emergency Revival Courses – 95.G	8
D4	Natural Environment Principal Activity – 3 rd Quarter Management Plan Review – 827.G 04-07	11
D5	Parks & Public Space Principal Activity – 3 rd Quarter Management Plan Review – 827.G 04-07	28

Items to be Submitted to the Council for Decision with Recommendations from this Committee

R1	Parking Sign Installation Review & Policy – 255.G	40
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Item No: D1 Delegated to Committee
Subject: **Confirmation of Minutes of Meeting held on 12 May 2008**
Author: Les Windle, Manager - Governance
File No: See Council Minutes
Reason for Report: The Minutes of the Meeting of Monday 12 May 2008 were previously circulated. In accordance with the guidelines for Committees' operations it is now necessary that those Minutes be formally taken as read and confirmed.

Recommendation:

That the Minutes of the Community and Environment Committee Meeting of 12 May 2008 be taken as read and confirmed.

Les Windle
Manager - Governance

Item No: D2 Delegated to Committee
Subject: **Paddington Traffic Working Party Meeting held - 1 May 2008**
Author: Warwick Hatton, Director – Technical Services
File No: 445.G PT7
Reason for Report: To update Council on the issues being currently considered by the Paddington Traffic Working Party.

Recommendation:

That the Minutes of the Paddington Traffic Working Party meeting held on Thursday, 1 May 2008 be received and noted.

Alan Opera
Manager – Engineering Services

Warwick Hatton
Director – Technical Services

ANNEXURES:

A. Paddington Traffic Working Party Minutes 1 May 2008.

Paddington Traffic Working Party Minutes

Thursday, 1 May 2008

Present:

Cr K Huxley (Chairperson)	Woollahra Municipal Council
Mr W Hatton	Woollahra Municipal Council
Mr A Opera	Woollahra Municipal Council
Mr F Rotta	Woollahra Municipal Council
Ms M Tranter	Woollahra Municipal Council
Mr B Morrison	The Paddington Society
Mr T van Drempt	STA – State Transit Authority
Mr S Thomas	RTA – Roads & Traffic Authority
Ms H Johnson	RTA – Roads & Traffic Authority
Ms R Attuell	Clover Moore MP representative
Ms T Nardone	Clover Moore MP representative

Apologies

Mr A Boss BIKEast representative

Jersey Road at Moncur Street – Pedestrian crossing

The pedestrian crossing across Jersey Road at Moncur Street is a Stage 2 item of the PAMP program and the design is listed to be included in next year's budget.

Cr Huxley requested that an additional pedestrian crossing across Hargrave Street, near Jersey Road/ Moncur Street, be added to the PAMP program. The Committee raised safety concerns about locating a pedestrian crossing too close to a roundabout. Mr Opera advised the Committee that pedestrian counts would be required to determine whether this location meets the RTA warrants.

Recommendation:

- A. That the need for an additional pedestrian crossing across Hargrave Street, near Jersey Road/ Moncur Street be investigated.
- B. That pedestrian counts be conducted.
- C. That the RTA's Traffic Management Section be consulted if necessary regarding pedestrian warrants.

Glenmore Road and Campbell Avenue – Pedestrian crossing and road narrowing

This project is listed in the current Works Program and is currently being designed for construction.

The Committee discussed the following elements of the design: road width, loss of parking, and a raised or level pedestrian crossing.

Ms Attuell asked the Committee to consider removing some of the islands for aesthetic reasons. Mr Rotta advised that removing the islands on the approach to the crossing would require the installation of 20 metres of No Stopping, and significant loss of parking. Ms Johnson objected to removal of the islands as they create a physical barrier to protect pedestrians at the crossing. With parking in high demand in Paddington, the possibility of vehicles parking over the crossing, or reversing over the crossing presents a likely hazard to pedestrians. Cr Huxley supported the 2 islands for a more balanced appearance. Mr Opera added that pram ramps will be installed at the pedestrian crossing and so the islands either side of the pram ramp would have a well balanced appearance.

The Committee agreed that the kerb extensions are to be constructed using the same materials as the existing footpaths at this location and that Paddington mix would also be an appropriate treatment for these facilities.

Recommendation:

- A. That the concept plan proceed to detailed design for construction
- B. That the final plans for construction be circulated to the Committee for comment.
- C. That the material used for the kerb extensions is to be Paddington mix, or asphalt to match the existing footpath.
- D. That the material to be used for the islands be Porphyry Sets (where space permits).

Paddington 40kph – Review

The RTA has identified that traffic speeds remain excessive in the following streets: Hargrave Street, Cascade Street, Neild Avenue/ Brown Street and Macdonald Street.

Ms Johnson advised the Committee that the RTA would agree to the Council proposal to introduce “40” pavement markings at existing sign locations and in a few new locations as the next phase. All “40” painted on the road surface must be supplemented with speed limit signs. Mr. Morrison agreed that size “A” signs accompanied by road surface markings would be sufficient. Ms Johnson advised these measures will be implemented within the next month, and that traffic speeds will be monitored to determine effectiveness. Ms Johnson also advised that typical speed reduction when new signs are installed is only 2-3 kph and that further speed reduction measures would be likely.

Recommendation:

- A. That “40” be painted on the road surface as indicated in the attached diagrams, and that all 40kph signs are to remain size “A”.
- B. That the RTA implement these measures within the next month, and monitor traffic speeds for effectiveness.

- C. That it be noted that if these road markings and signage do not achieve the required reduction in speeds, the RTA will require traffic calming devices to be installed.

Further measures – Speed devices

In view of C. above, Council's Traffic Section and the RTA's Road Safety Section have investigated additional traffic facilities for these streets, and the concept plans were presented to the Committee for review.

The RTA considered that vertical deflection facilities spaced no more than 80 metres apart would be the most suitable measure for traffic speed reduction, noting that lateral deflection options such as chicanes would not be possible as there is insufficient road width to achieve the required lateral shift for speed reduction. Vertical deflection devices are also preferred to retain parking. Each speed device will need to be accompanied by advisory "speed hump 25 km/h" signs facing both directions of traffic.

The option preferred by Council Officers is to install 75mm high speed cushions made from recycled rubber. These devices bolt to the road, and so can be removed if the measure is unsuccessful. They are pre-fabricated with white "piano-key" markings for visibility, and will extend across the full width of the road so drivers do not attempt to swerve around them. The rubber material has the advantage of generating less noise as vehicles drive over them. Mr. Morrison strongly approved of this option from a heritage view as they are removable.

Cr Huxley strongly objected to the rubber speed cushions due to aesthetic reasons, and the desire for consistency of such devices throughout Paddington. Cr Huxley would prefer to install a raised threshold similar to those in Gurner Street.

The Committee considered the draft plans and proposed the following:

Cascade Street

- Install 1 new speed device centrally located between Glenmore Road and Sutherland Avenue, 55 metres south of the Glenmore Road intersection.
- Install 1 new speed device immediately south of Sutherland Avenue, 60 metres south of the speed device above. A pedestrian crossing has recently been installed at grade approximately 65 metres south of this new speed device.

Note: There was full support from the Committee regarding the proposed locations.

Neild Avenue and Brown Street

- Install 3 new speed device equally spaced at 80 metre intervals between Macdonald Street and the Lawson Street pedestrian crossing. The northern most speed device is to be located 80 metres south of the Lawson Street pedestrian crossing.

Note: There was full support from the Committee regarding the proposed locations.

Macdonald Street

- Install a new raised pedestrian crossing west of Brown Lane (subject to approval) or install a new speed device centrally located between Brown Street and the Liverpool Street pedestrian crossing.
- Convert the existing pedestrian crossing located at the eastern side of the Liverpool Street intersection to a raised pedestrian crossing.

Note: State Transit objected to the number of raised devices proposed on MacDonal Street.

Hargrave Street West

- Install 1 new speed device centrally located at the existing narrowing, 72 metres west of the Elizabeth Street intersection.
- Install 1 new speed device centrally located between Cascade Street and the existing narrowing, 68 metres east of Cascade Street.

Note: State Transit objected to the number of raised devices proposed on Hargrave Street.

Hargrave Street East

- Install 1 new speed device centrally located between Elizabeth Street and Taylor Street, 90 metres east of the pedestrian crossing at Elizabeth Street.
- Convert the existing pedestrian crossing at the eastern side of the Taylor Street intersection to a raised pedestrian crossing.
- Install a new raised pedestrian crossing between Jersey Road and Point Piper Lane (subject to approval) or install a new speed device located between Jersey Road and the Taylor Street pedestrian crossing.

Note 1: State Transit objected to the number of raised devices proposed on Hargrave Street.

Note 2: Ms. Johnson advised that if speed reductions are not satisfactory following introduction of these measures, the RTA may require the raising of the pedestrian crossing near the Elizabeth Street roundabout.

Recommendation:

- A. That the modified plans be recirculated to Committee members to provide comments.
- B. That the final plans be presented at the June Woollahra Traffic Committee meeting.

Loading Zone in Glenmore Road at Fiveways - Review

Cr Huxley raised the issue of vehicles parking incorrectly in the recently constructed loading zone at the Fiveways. The median restricts the lane width at this point and has resulted in a number of side-scraping incidents when vehicles attempt to drive past the loading zone containing incorrectly parked vehicles. Frequently these vehicles are also observed to not be loading or unloading and therefore should not be in the loading zone.

This matter has been before the Woollahra Traffic Committee on 6 March 2008, and Council is in the process of canvassing local shopkeepers to establish their requirements.

Considering that the loading zone is being abused, the Committee suggested relocation of the loading zone to the northern side of Heeley Street. This would result in the loss of one resident parking space.

Mr. Hatton advised that upon removal of the current Loading Zone, the bollards would need to be removed and the kerb reconstructed.

Recommendation:

- A. That the PTWP is of the view that the loading zone in Glenmore Avenue at the Fiveways should be relocated to Heeley Street.
- B. That the STA be requested to write a formal letter to Council outlining the impact that this Loading Zone has on the buses along Glenmore Road.
- C. That it be noted that the shopkeepers in this area are currently being canvassed regarding potential locations for the Loading Zone.
- D. That the PTWP's recommendation and the results of the community consultation be taken into account in the report to the June meeting of the Woollahra Traffic Committee.

Next Meeting

Next monthly meeting will be scheduled for July, 2008 – meeting to be held as required.

There being no further business, the meeting concluded at 12.10pm.

Note: Further discussions – Speed Cushions vs Thresholds

Following the meeting a further discussion was held between Cr. Huxley and Messrs. Hatton, Opera and Rotta regarding the issue of the preferred form of speed devices to be installed. It was agreed that taking into account the concerns expressed by the STA, and the views of other members it would be recommended that thresholds would be installed on the bus routes (i.e. Hargrave Street and MacDonald Street) and speed cushions would be installed on non-bus routes (i.e. Cascade Street and Neild Avenue/Brown Street).

Item No: D3 Delegated to Committee
Subject: **Emergency Revival Courses**
Author: Susan Turner, Manager Community Development
File No: 95.G
Reason for Report: Response to a Notice of Motion

Recommendation:

- A. That Council receives the information on First Aid Courses.
- B. That Council enter into discussions with St Johns Ambulance and Red Cross and free use of Council owned facilities for the provision of First Aid Courses in the 2008-09 financial year.
- C. That Council promote training opportunities for First Aid Courses that are available in the local area.

Background:

At the Community and Environment Committee meeting on April 28th 2008 a Notice of Motion was adopted:

That a report be brought promptly to Council on the feasibility and costs to Council, in consultation with the St Johns Ambulance or any other not for profit education provider, conducting free, accessible and well publicised public education courses on emergency revival and first aid for parents and other residents of the municipality.

Summary of Course Information:

A number of providers have been contacted including St Johns Ambulance to ascertain the availability and costs of emergency revival and first aid training courses in the Woollahra area.

St Johns Ambulance and Red Cross are the more commonly known providers for a range of First Aid Courses. St Johns Ambulance provides courses that include Senior First Aid, Emergency First Aid, Cardio-Pulmonary Resuscitation (CPR), Occupational First Aid, Caring for Kids, Remote Area- First Aid and Sports First Aid.

Red Cross also provide a range of courses that include Basic First Aid, Senior First Aid, Occupational First Aid, Basic Cardiopulmonary Resuscitation and Basic Aid for Child Care.

A relevant course for residents and especially parents is the Senior First Aid training course which teaches the fundamental principles, knowledge and skills to enable the first aider to provide emergency care for injuries and illnesses, in the home or the workplace. On successful completion of this course participants will be issued with a first aid certificate which will be valid for three years.

The Basic First Aid offered by Red Cross is also relevant, with this course providing the first aider with the knowledge and skills to carry out emergency first aid for life threatening injuries and illnesses, as well as to provide first aid care for injuries and illnesses in the home or in the workplace. The general course content covers the chain of survival, assessing the situation, signs of life, performing CPR, demonstrating the use of an automated external defibrillator, care of the unconscious person, special techniques for children and infants, CPR in special circumstances, breathing emergencies including choking and asthma, shock, severe allergic reaction, bleeding and wound care, infection control and the reporting procedures.

There are no prerequisites for this course. The current industry standard is for this course to be updated every 3 years with the CPR component being updated every 12 months. The course duration is a minimum of 8 hours with assessment covering a demonstration of practical skills, role plays, case studies and a written quiz. On successful completion of this course participants will be issued with a Statement of Attainment for the nationally recognised unit of competency from the Health Training Package, HLTF201A - Provide Basic Emergency Life Support.

The Sydney Children's Hospital's Community Child Health Service also provides short Parenting Workshops that focus on Practical Information on CPR and First Aid – Safety in the Home. These training courses have also been provided in venues outside the hospital campus and hosted by community organisations e.g. the Benevolent Society. The cost of the workshops are subsidised, however they are subject to a means test.

Fee Structure:

Provider	Course	Duration	Fees
St Johns Ambulance	Senior First Aid	Two days (18 hours)	\$165 per attendee
Red Cross NSW	Senior First Aid	Two days (16) hours	\$160 per attendee
Eastern Suburbs Community College	Senior First Aid (provided through St Johns)	Two days (18 hours)	\$186 per attendee

St Johns Ambulance also provides Senior First Aid onsite training which charges \$2650.00 per group (Includes all Equipment) with participants of minimum 12 and maximum 24. The duration is 2 days (18 hours).

The obtainment of First Aid knowledge and training is relevant for all local residents and especially families with young children to respond to emergencies and save lives. The key training providers offer courses at reasonable prices and run courses regularly throughout the year. There has been no indication to date that there is a requirement for provision of free training however Council could assist through promotion and a fee waiver of local venue use if training providers would like to offer courses locally.

Council is well positioned to provide information on the availability of First Aid courses and providing opportunities of subsidised or free venue hire in a number of Council owned facilities. The costs of the fee waiver would be minimal and compliant with the existing venue hire practise that makes provision for free use for a number of organisations, such as Holdsworth Community Centre and the Playgroup Association.

Proposal:

It is recommended that Council promote the training opportunities that are available in the local area for local residents to increase their proficiency in First Aid. The promotion would be through existing outlets that include the local paper and website.

It is also recommended that Council enter into discussions with St Johns Ambulance and the Red Cross to offer free use of Council owned facilities for the provision of First Aid training courses for the 2008-09 financial year. This would have the benefit of courses being offered close to home and make it more accessible for local residents.

Consultation:

The Director of the Woollahra PreSchool has previously consulted with parents of children attending the PreSchool to identify their interest, comments and need for First Aid training. Parents have been responsive and keen to increase their knowledge and confidence in actioning First Aid, however have not identified that the course charges are a barrier to participation. In particular there has been suggestions that training courses be run at times that parents are able to attend which includes weekends and at venues that are local and therefore easily accessible.

Identification of Income & Expenditure:

There is no budget item in the draft 2008 -2009 for the provision of First Aid Courses. This proposal would have no impact on the budget.

Conclusion:

The provision of First Aid training courses is seen as an important and highly relevant to local residents. Whilst there has been no indication that there is a need for the provision of free training in the local area it is a good opportunity for Council to promote courses and make provision for the use of venues locally for easy access for residents.

Susan Turner
Manager Community Development

Kylie Walshe
Director Community Services

Item No: D4 Delegated to Committee

Subject: **Natural Environment Principal Activity - 3rd Quarter Management Plan Review**

Author: Warwick Hatton - Director Technical Services
Allan Coker - Director Planning and Development

File No: 827.G 04-07

Reason for Report: To review the status of works, services and Notices of Motions for the Management Plan principal activity of Natural Environment for the three months ending 31 March 2008.

Recommendation

- A. That the status of projects for the Natural Environment principal activity be noted.
- B. That the variations to projects be agreed subject to adoption of the relevant budget variations included in the separately reported quarterly financial review.

Background:

Section 407(1) of the Local Government Act requires that Council review the progress of the adopted management plan on a quarterly basis. Included with this report is the third quarterly review of Principal Activity No 2 of the Management Plan, which is "Natural Environment". This principal activity has the following sub- activities:

- 2.1 Environmental Protection
- 2.2 Stormwater Systems (including Floodplain Management & Environmental Monitoring)
- 2.3 Tree Management
- 2.4 Waste Services
- 2.5 Street Cleaning
- 2.6 Bush Regeneration
- 2.7 Harbour Facilities
- 2.8 Sustainability Education

Included as an Annexure to this report is:

- 1. The Natural Environment Principal Activity of the Management Plan with detailed comments on the status of items in each sub activity.
- 2. Any uncompleted adopted "Notices of Motion" related to the Natural Environment principal activity.

The Annexure includes all the details, whereas, set out in the following part of this report is a commentary on variations, changes, exception, completed work, achievements, etc. The purpose being to provide Councillors with a snapshot on the key influences or issues arising from this quarterly review.

"Notices of Motion", which have a major impact on approved Management Plan core activities and projects, have been included in the management plan as variations so as to facilitate the changing of priorities in an orderly and transparent manner.

Comments on budget variations, where they are material or have an impact on the program of works or projects, may be included in this report. However, the budget review and confirmation of any changed forecast will be considered in a separate budget report, which reviews the overall financial position of the Council at the end of the quarter.

Following is the commentary on each sub-activity.

2.1 Environmental Protection

The draft Woollahra Energy Savings Action Plan (ESAP) was completed and presented to Community and Environment Committee on the 31 March 2008 for endorsement of the final draft status. The Community and Environment Committee and Council endorsed the draft ESAP in March/April 2008. The draft ESAP will be submitted to the Minister of Utilities for approval prior to finalisation.

The Detailed Feasibility Study (DFS) of 14 of Council's highest energy using sites, undertaken as a part of negotiating and Energy Performance Contract, has been completed. The technical information contained DFS was used to complete the investigations for the Energy Savings Action Plan. The study identified energy conservation projects at seven of Council's highest energy using sites. Council is currently negotiating to enter into an Energy Performance Contract with the contractor to implement the projects identified in the DFS.

A graphic designer has completed the formatting of the Woollahra State of the Environment (SoE) Report 2006/2007, for print and distribution. A copy of the report has been sent to schools and community groups in our local government area.

Work progresses on the Urban Sustainability Grant for the Eastern Suburbs Ecological Footprint Project. Scoping has commenced on the minor project, which will focus on reducing residential energy use.

2.2 Stormwater Systems

The Flood Study in Rushcutters Bay has been completed and adopted by Council. A copy of the completed Flood Study Report is posted on Council's website. A consultant has commenced the Rushcutters Bay Floodplain Management Study and Plan. We have received an offer of grant to conduct this floodplain management study and plan and applied for further grant funding for the upcoming 2008/09 financial year.

The Flood Study in Double Bay has been completed and adopted. A consultant's brief has been developed and quotations called for the Double Bay Floodplain Management Study and Plan. We have received an offer of grant to conduct this floodplain management study and plan and applied for further grant funding for the upcoming 2008/09 financial year.

The Flood Study in Rose Bay has been completed and a draft report is being finalised for Public Exhibition. We have received an offer of grant to conduct this floodplain management study and plan and applied for further grant funding for the upcoming 2008/09 financial year.

Details of specific drainage works are included with Principal Activity No 8 of the Management Plan - Environmental, Infrastructure & Stormwater Works Program.

2.3 Tree Management

During this quarter we processed 120 applications for pruning or removal of trees protected by the Tree Preservation Order and assessed 144 development applications related to tree management issues. We serviced 309 applications for pruning or removal of street or park trees, and carried out new or replacement tree planting at 40 locations.

A draft Street Tree Masterplan has been developed as part of the Vegetation Management Strategy (VMS). The Street Tree Masterplan is proposed to be presented to the VMS Working Party early in the mid-year, and subsequently to the Community & Environment Committee. This will also consider issues related to views. The Noxious Weed Policy, Strategy and declarations / species lists have been approved by Council.

Data collection is completed for the street asset management project. Annual condition surveys are under way. The asset inventory of trees in parks is under way.

2.4 Waste Services

We continued to work with our recycling contractor to implement educational programs targeted at recycling initiatives for Multiple Unit Dwellings and other areas of poor recycling.

The changes to the Paddington West Woollahra collection service will commence on 2 June and should improve recycling rates and reduce waste sent to landfill.

2.5 Street Cleaning

A review of the street cleaning schedules and rosters is taking place and will be finalised in June 2008.

The new schedules will provide a higher standard of cleanliness to all streets, lanes and public walkways.

Included in this review is the level of service currently being provided to all bus shelters.

2.6 Bush Regeneration

The bush regeneration schedules were successfully completed for the quarter.

Staff are currently preparing a web-page for material relating to the Noxious Weed Policy, Strategy and declarations.

Bushcare volunteer programs continued in Harbourview Park, Gap Park, Trumper Park and Cooper Park. Promotional material, training days, and the WMC website have helped us recruit to our current level of 48 volunteers.

2.7 Harbour Facilities

Council has resolved to proceed with the detailed design for the reconstruction and upgrading of the Watsons Bay Baths including the submission of a Development Application for the works. We have engaged specialist consultants including a disability access expert to assist in preparing the DA submission. The DA will be submitted in the fourth quarter and applicable grant funding will be sought.

2.8 Sustainability Education

In February 2008 the third issue of Council's 'Our Environment' newsletter was published on the website and distributed to schools and interested residents. The newsletter outlined Council's current and planned sustainability projects and activities.

Preparations were made for an environmental stall to be held at the Parsley Bay Centenary in March. Unfortunately this event did not go ahead due to rain.

Planning was undertaken to expand Council's sustainability workshop program, offered free of charge to local residents. A new workshop, EcoChoices, was organised and scheduled for April and June. In addition, a talk on sustainable design by Michael Mobbs was organised and held in March.

The Term 1 meeting of the Eastern Suburbs Schools Sustainability Network (ESSSN) was held on 28 February at host school Vaucluse Primary School, attended by 25 local teachers and parents. The network is a joint initiative of Woollahra and Waverley Councils and will continue to meet once per school term.

Warwick Hatton
Director Technical Services

Allan Coker
Director Planning & Development

Annexures:

1. March 2008 Quarterly Review of Principal Activity – Natural Environment

Item No: D5 Delegated to Committee
Subject: **Parks & Public Space Principal Activity -
3rd Quarter Management Plan Review**
Author: Warwick Hatton - Director Technical Services
File No: 827.G 04-07
Reason for Report: To review the status of works, services and projects and Notices of Motion for the Management Plan principal activity of Parks and Public Space for the three months ending 31 March 2008. .

Recommendation:

- A. That the status of projects for the Parks and Public Space principal activity be noted.
- B. That the variations to projects be agreed subject to adoption of the relevant budget variations included in the separately reported quarterly financial review.

Background:

Section 407(1) of the Local Government Act requires that Council review the progress of the adopted management plan on a quarterly basis. Included with this report is the third quarterly review of Principal Activity No 4 of the Management Plan, which is "Parks & Public Space". This principal activity has the following sub- activities:

- 4.1 Open Space Management
- 4.2 Open Space Asset Management
- 4.3 Open Space Maintenance & Construction
- 4.4 Park Facilities

Included as an Annexure to this report is:

- 3. The Parks & Public Space Principal activity of the Management Plan with detailed comments on the status of items in each sub activity.
- 4. Any uncompleted adopted "Notices of Motion" related to the Parks and Public Space principal activity.

The Annexure includes all the details, whereas, set out in the following part of this report is a commentary on variations, changes, exception, completed work, achievements, etc. The purpose being to provide Councillors with a snapshot on the key influences or issues arising from this quarterly review.

"Notices of Motion", which have a major impact on approved Management Plan core activities and projects, have been included in the management plan as variations so as to facilitate the changing of priorities in an orderly and transparent manner.

Comments on budget variations, where they are material or have an impact on the program of works or projects, may be included in this report. However, the budget review and confirmation of any changed forecast will be considered in a separate budget report, which reviews the overall financial position of the Council at the end of the quarter.

Following is the commentary on each sub activity:

4.1 Open Space Management

This quarter we processed 706 park hire approvals and 22 filming and photography approvals.

Investigations have continued on issues arising from Notices of Motion including review of security lighting in parks and carparks. Reports regarding these items will be presented to Council next quarter.

A Community Gardens Steering Group was formed and successfully oversaw the formation of an Association. A design for the Community Garden will be developed and works commence next quarter.

The results of a 12 month management trial at the Royal Hospital for Women Park was concluded and reported to Council for adoption.

4.2 Open Space Asset Management

Updating of Plans of Management for Trumper Park, Cooper Park and Foreshore Parks is under way. The Trumper Park Plan of Management will be presented to Council next quarter.

Following a series of public consultation sessions regarding the development of the Gap Park Masterplan a plan was developed, reported to Council and placed on public exhibition. The outcome of the public submission process was presented to Council and adopted.

Tender documents for the Christison Park water saving project were completed, tenders advertised and a contract awarded. Works on the project will commence next quarter.

New play equipment was installed at Cooks Paddock.

Specialist restoration advice has been received regarding the preservation of the Dunbar Anchor and an update report was presented to Council in March.

Data collection for the parks asset management project is nearing completion including asset inventory and condition surveys for landscape and infrastructure assets in our parks and reserves.

The asset inventory of street trees has been completed and Parks Staff are now preparing for an annual condition survey of these street trees. The data collection project for trees in parks has commenced.

4.3 Open Space Maintenance & Construction

All cyclic open space maintenance schedules were completed to standard this quarter. All programmed garden bed and sportsground renovations were satisfactorily completed.

A complete review of the horticultural and bush regeneration schedules was completed this quarter allowing further refinements to the weekly maintenance programs.

Landscaping works were completed for Five Ways and for the corner of Suttie and Manning Streets. Landscaping and pathway improvements for Rose Bay Seawall promenade were completed this quarter.

4.4 Park Facilities

All scheduled maintenance to park and open space areas was completed to standard.

A DA was prepared and submitted for the installation of a shade structure for Spring Street playground.

New dinghy storage facilities have been installed at Tingira Memorial Park, Gibsons Beach Reserve and Marine Parade.

Grant funding has been received for:

- installing a computerised floodlight and irrigation system for all of our sportsgrounds (\$22,000)
- Cooks Paddock Playground (\$19,000)
- Relocation of Trumper Park sightscreens (\$10,000)

Warwick Hatton
Director Technical Services

ANNEXURES:

1. March 2008 Quarterly Review of Principal Activity: Parks and Public Space
2. March 2008 Quarterly Review of Outstanding Notices of Motion – Parks and Public Space

Item No: R1 Recommendation to Council
Subject: **Parking sign installation review & policy**
Author: Armodee Reece, Administration Officer – Engineering Services
File No: 255.G
Reason for Report: To review parking sign policy and the number of signs being installed.

Recommendation:

- A. That Council’s Traffic Section continue to apply the Parking Signs Policy in its assessment of requests for signposting.
- B. That Council’s Rangers continue to enforce statutory restrictions in accordance with the Australian Road Rules, to minimise the necessity for additional signposting.

Background:

In November 2005, Council adopted a Parking Signs Policy to govern the manner in which Council’s Traffic Section considered requests for signposting from Councillors, residents, members of the public, community groups, Council’s Rangers, emergency services, the Police and RTA.

The intention behind this policy was to regulate the manner in which Council considered the installation of signposting with a view to minimising signposting wherever possible, while remaining in compliance with the Australian Road Rules requirements, Council’s delegation from the RTA for management of local roads and RTA Technical Directives. This document also enabled Council’s Traffic Section to respond to requests for signposting in a uniform manner.

Parking Signs Policy (copy attached)

There are seven categories listed in the Parking Signs Policy:

- A. Driveways
- B. Statutory Restrictions
- C. Superfluous Signs
- D. Use of Power Poles, Sewer Vents etc
- E. Standardisation of restrictions
- F. Enforcement
- G. Distance Between Signs

The overriding principles applied to signposting for each of these categories is mandatory (or statutory) restrictions and traffic safety. In places where statutory restrictions can be enforced in accordance with the Australian Road Rules, signposting is not installed unless a specific safety hazard is identified. Consideration for signposting is also given in locations where repeated enforcement of the statutory restrictions has proven ineffective.

Categories C, D, E, F and G all result from Council’s intention to minimise signposting and have resulted in the Traffic section applying these principles during the consideration of requests for signposting.

Installation of New Signs

Council's Traffic Section receives an average of 450 letters per annum, the majority of which are requests for traffic facilities to manage parking and traffic flow on local roads. All of these requests require investigation by the Traffic Engineer to determine if a traffic device is required to minimise traffic hazards or to regulate parking.

Requests to install, alter or remove signposting must be referred to the Local Traffic Committee, in accordance with Council's delegation from the RTA, and then referred to Council's Community & Environment Committee for approval prior to implementation. The majority of sign requests are considered as part of Item Y1: Parking Restriction Changes on each Agenda.

An assessment of recent Agendas indicates that an average of ten items are considered as part of Y1: Parking Restriction Changes each month. Of these, the majority fall into the following categories:

- a review of existing restrictions and necessary corrections to make the parking zones legal and enforceable
- corrections to signposting where signs are missing
- the provision of traffic warning signs (such as pedestrian crossing signs, concealed driveway, No Through Road etc) that are necessary to assist in the management of traffic
- signposting of statutory restrictions in locations where a safety hazard is considered to exist or repeated illegal parking is not deterred by enforcement

Of these Y1 Items, new restrictions are usually listed when Council has received evidence of a safety hazard or where the matter/location has been raised by a number of residents over a period of time. Council's Traffic Section utilises a correspondence database to track traffic issues and locations to identify trends that may require consideration for traffic devices.

A sample set using the Local Traffic Committee Agendas for March, April and May 2008 indicated a total of 26 Y1 Items. Of these, 20 related to signage, which in many cases require two signs to create a parking zone (start and finish signage for the zone). Eleven of these Y1 Items required new signage. In nine cases, Council staff were able to implement changes that only required the replacement or adjustment of existing signage, thereby eliminating the need for additional new signage.

It is considered that of the average 450 letters investigated by the Traffic section per annum, only 10% of these will be considered by the Local Traffic Committee for provision of some type of traffic device, including signs, linemarking or physical devices such as kerb extension and thresholds. In the majority of instances, Council's Parking Signs Policy is used to advise residents and applicants that signposting will not be considered, particularly to deal with the large number of requests for signposting of No Parking restrictions across driveways.

Review of Signposting by Area

In addition to individual requests for signposting, Council's Traffic Section is also undertaking reviews by street and by area and incorporating the principles of the Parking Signs Policy as part of this process.

In 2007, a number of reports in relation to the phasing out of No Standing restrictions were referred to the Local Traffic Committee. Existing No Standing restrictions were reviewed by suburb, and signposting was recommended for alteration to No Parking or No Stopping based on safety considerations. As part of this review, a large number of superfluous signs were removed and zones were amalgamated where possible, power poles were used for signposting and a uniform approach was adopted for the use of certain restrictions. For instance, No Stopping was only utilised where required by statutory restrictions (eg 10 metres No Stopping from an intersection) or where a safety hazard existed. During this audit, all signs were individually inspected, and a number of other signs were identified for correction.

An area-based review of resident parking zones is also underway, with areas Woollahra 1 and Woollahra 2 already reviewed. Again, superfluous signs have been identified for removal and new signs with uniform information such as zone information, hours of operation etc are being adopted.

Entire street reviews have also been conducted, such as Greenoaks Avenue, Darling Point and Mansion Road, Bellevue Hill. In these instances, signposted restrictions and traffic warning signs have all been reviewed to reconfigure restrictions to maximise parking, to minimise signs and to utilise power poles for signposting.

Works Zones

The installation of Works Zones has not been considered as part of the above. Works Zone signs are approved for installation as a short-term measure to facilitate construction works and minimise impact on local residents by getting construction vehicles in and out quickly. This temporary signposting is necessary as it is the only method Council can apply under the Australian Road Rules to manage this type of traffic facility.

Conclusion:

Parking restrictions and some traffic management can only be effectively managed through the use of signs on local roads. Council's Parking Signs Policy has been effectively used by Council's Traffic Section to minimise signposting and maintain a consistent approach to signs used. In the instance of parking restrictions, these can only be managed by Council's Rangers when signs are legally installed, uniform in wording and located within an appropriate distance of associated signs to create a parking zone. In many instances, Council must comply with the Australian Road Rules, Council's RTA delegation and RTA Technical Directives by installing the required signposting for a traffic facility, such as a pedestrian crossing, which requires No Stopping restrictions on the approach and departure on both sides of the crossing as well as appropriate pedestrian crossing warning signs. Such a device utilises a large number of signs that will be concentrated in one location but cannot be implemented in any other way.

The current Parking Signs Guidelines are being applied by Council's Traffic Section in reviewing all requests for traffic facilities and it is considered that the number of signs being recommended for installation is appropriate.

Armodee Reece
Administration Officer – Engineering Services

Warwick Hatton
Director Technical Services

Annexure:

1. Parking Signs Guidelines



Parking Signs

Guidelines

Version #: 1 of 1
Prepared by: A Opera
Approval by:
Approved date:
Responsible Officer: Team Leader – Traffic & Transport

Introduction

These guidelines cover the installation of all parking signs within the Municipality of Woollahra and shall be taken into consideration whenever:

- New parking restrictions are installed,
- Damaged or worn signs are replaced as part of a maintenance regime,
- Parking schemes (e.g. Resident parking Schemes, Meter Parking) are reviewed
- Replacement signage is installed (e.g. to meet ARR provisions).

It should be noted that the following guidelines conform with the provisions of the Australian Road Rules, Council's delegation from the RTA, and the RTA's technical directives.

Guidelines

A. DRIVEWAYS

In general parking restrictions shall not be signposted across, adjacent or opposite to a driveway unless at least one of the following conditions apply:

- i. A serious traffic hazard exists which will be lessened by the introduction of parking restrictions.
 - ii. Access in any direction is not possible unless restrictions are introduced.
 - iii. Access is considered by Council to be essential (e.g. for driveways to hospitals, fire stations, ambulance centres, residences with emergency personnel on call, etc.).
 - iv. There is a proven history of illegal parking, and other measures such as the painting of pavement lines either side of the driveway have proven to be unsuccessful.
-

Notwithstanding the above, Council may decline to install parking restriction signage across, adjacent or opposite a driveway in locations which are isolated, where enforcement cannot be assured, or in locations where the signposting will be ineffective.

B. STATUTORY RESTRICTIONS

Statutory restrictions which apply to pedestrian crossings, intersections, Bus Zones, Traffic Signals, Mail Zones, etc. shall be signposted under the following conditions:

- i. Signposting of the restrictions is mandatory,
- ii. Council's Traffic Committee has recommended the introduction of signposting.
- iii. The RTA has requested the introduction of signposting on any section of classified road, or on local roads at the site of pedestrian crossings or traffic signals.
- iv. A serious traffic hazard exists which will be lessened by the signposting of statutory restrictions.

All new or replacement signposting shall comply with the RTA's technical directives.

C. SUPERFLUOUS SIGNS

In planning the introduction of new parking restrictions or the maintenance of existing signposted restrictions, due consideration shall be given to the following criteria:

- i. Before signposting new parking restrictions, due consideration is to be given to the existing layout of parking restrictions on the same side of the street and extending to the next intersection in either direction. To ensure the efficient use of signs and the use of the least number of signs, it may be necessary to consider the rationalization of existing parking restrictions.
- ii. In performing maintenance of damaged, lost or faded signs, due consideration is to be given to the existing layout of signs and the position of adjacent signage on the same side of the street and extending to the next intersection in either direction. Where it may be practical for signs to be removed or relocated, the matter is to be referred to the Traffic & Transport Section for investigation.

For example, two separate banks of parking restrictions in a street have over time been joined by the introduction of new parking restrictions in the centre, previously unrestricted section. At that

time, no attempt was made to rationalise existing signposting and therefore signs have been installed as detailed in Fig. 1 below. Under the proposed guidelines, opportunity may exist to adjust/relocate signs and posts as detailed in Fig.2, resulting in a net reduction of parking signs and/or stems in the street.

Fig. 1 - Current

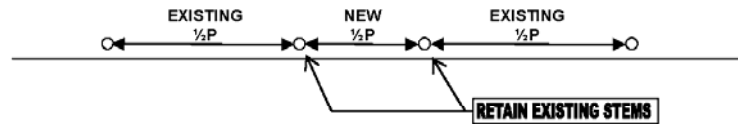
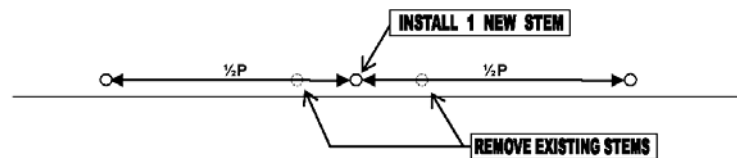


Fig. 2 - Proposed



D. USE OF POWER POLES, SEWER VENTS, etc.

Advantage is to be taken wherever possible to use existing "permanent" structures for the installation of signs (e.g. Power Poles, Sewer Vents, public fences, walls or rock faces, etc.).

Signs shall not be attached to private property without the written approval of the owner.

In mounting signs on a structure, due consideration must be given to the long-term nature of the structure.

E. STARDARDISATION OF RESTRICTIONS

Signs are to be standardized for:

i. DESIGN.

All signs within a street or local area shall be of standard design to reduce visual pollution and to reduce confusion for motorists. For example, 45° angle parking signs come in either horizontal or vertical format, and with "rear to kerb", "front to kerb" or both designations.

ii. HOURS OF OPERATION

The hours of operation of parking restrictions within a street, across a precinct, or across the Municipality, shall be standardized wherever practical. There should be a consistency

of restrictions and signposting within an area and, wherever practical, signs shall operate for the same period.

Notwithstanding the above however, parking restrictions shall reflect the parking demand and turnover for specific attractors (e.g. shopping centre, tourist attractors, commuter facilities, recreational facilities, schools, churches, child care centres, hospitals, clubs, pubs, etc.).

The use of "7 Day" or "Mon-Sun" designation is to be discontinued. No designation of days on signs is now accepted practice to designate full time period restrictions.

All Work Zones, School Bus Zones and other part-time restrictions, shall where practical, be standardized across the Municipality.

NOTE: The span of hours for period parking and part-time restrictions for various precincts will be assessed as part of the review of parking schemes throughout the municipality, and these guidelines will be updated at that time.

iii. **TYPE OF RESTRICTION**

When introducing new parking restrictions consideration shall be given to the current parking demand and turnover within the whole street. As necessary, existing restrictions shall be modified and/or new restrictions shall be introduced which reflect the current parking demand.

In addition, a graduated pattern of restrictions will be adopted with increasing length of restriction at distance from the major attractor (e.g. from ½P to 2P to unrestricted as you go further from the centre of a shopping centre). Unless multiple attractors are present within the one precinct, restrictions will follow the graduated pattern.

F. ENFORCEMENT

Parking restrictions shall only be introduced if enforcement of the restrictions can be assured. In considering the introduction of parking restrictions due consideration shall be given current resource levels and local conditions. Signposting shall not be installed if adequate enforcement is not considered practicable.

The following exceptions shall apply:

- Mandatory restrictions.
- Restrictions serving emergency services in any location.
- Restrictions introduced for safety reasons.
- Locations recommended by the Traffic Committee or Council's Enforcement Officers.

G. DISTANCE BETWEEN SIGNS

The preferred maximum distance between signs shall be set at 30-40 metres as detailed below:

- In normal circumstances the maximum distance between signs shall be 30 metres.
- This may be increased up to 40 metres in locations where the additional spacing will reduce the number of signs to be installed provided that sight distance is adequate.

Under no circumstances shall the distance between signs exceed 40 metres.