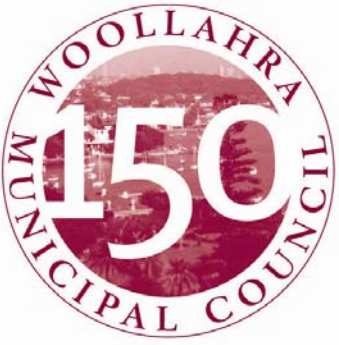


Community & Environment Committee



Agenda: *Community & Environment Committee*

Date: *Monday 23 August 2010*

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).

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 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,
- Matters reserved by individual Councillors in accordance with any Council policy on "safeguards" and substantive changes.
- Parks and Reserves Plans of Management (Strategies, Policies and Objectives).
- Residential Parking Schemes - Provision and Policies.

Delegated Authority (“D” Items)

- Community Services and Programs.
- Library Services
- Health.
- Licensing.
- Liquor Licences.
- Regulatory.
- Fire Protection Orders.
- Residential Parking Schemes (surveillance and administration).
- Traffic Management (Traffic Committee Recommendations).
- Waste Minimisation.
- 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 Meetings.
- 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 above.
- Statutory reviews of Council's Delivery Program and Operational Plan.

Committee Membership:

7 Councillors

Quorum:

The quorum for a Committee meeting is 4 Councillors.

WOOLLAHRA MUNICIPAL COUNCIL

Notice of Meeting

19 August 2010

To: His Worship The Mayor, Councillor Andrew Petrie ex-officio
Councillors Sean Carmichael (Chair)
Anthony Boskovitz
Nicola Grieve
Susan Jarnason
Greg Medcraft
Isabelle Shapiro
Susan Wynne (Deputy)

Dear Councillors

Community & Environment Committee Meeting – 23 August 2010

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 23 August 2010 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 9 August 2010	1
D2	Woollahra Local Traffic Committee Minutes – 10 August 2010 – 595.5G 2010	2
D3	Alcohol-Free Zones NYE 2010 – 1031.G	6
D4	Public Art Dvisory Committee Minutes – 1160.G Public Art	10
D5	Edgecliff Road to Bondi Junction – Pedestrian Linkages – 255.G / T1480	15
D6	Delivery Program 2009 to 2013 and Operational Plan 2009/10 (DPOP) Quarterly Progress Report June 2010 – Goals (1) – A connected and Harmonious Community, (2) A Supported Community, (3) – A Creative and Vibrant Commujity, (5) – A Liveable Place, (7) – Protecting Our Environment and (8) – Sustainable Use of Resources – 1229.G * See Annexure1 distributed separately	24

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

Item No: D1 Delegated to Committee
Subject: **Confirmation of Minutes of Meeting held on 9 August 2010**
Author: Les Windle, Manager - Governance
File No: See Council Minutes
Reason for Report: The Minutes of the Meeting of Monday 9 August 2010 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 9 August 2010 be taken as read and confirmed.

Les Windle
Manager – Governance

Item No: D2 Delegated to Committee
Subject: **Woollahra Local Traffic Committee Minutes – 10 August 2010**
Author: Tom O’Hanlon – Director, Technical Services
File No: 595.G 2010
Reason for Report: For the Committee to consider the recommendations of the Woollahra Local Traffic Committee.

Recommendation:

- A. That the Recommendation Y7 contained in the minutes of the extraordinary meeting of the Woollahra Traffic Committee held by email on Tuesday 10 August 2010 be adopted.
 - B. That the Traffic Committee items be funded as outlined in Annexure 1.
-

Tom O’Hanlon
Director - Technical Services

Annexure 1

<u>Traffic Item</u>	<u>Title</u>	<u>Funding</u>
Y7	Knox Street, between Bay Street and Goldman Lane, Double Bay – Temporary Road Closure	All costs associated with the closure to be borne by the applicant

Woollahra Local Traffic Committee Minutes

The extraordinary meeting of the Woollahra Local Traffic Committee (Meeting No.07a/10) was held by email on Tuesday 10 August 2010.

1. Attendance

Committee Members:

Present: Mr Tom O'Hanlon (Chairman) (Woollahra Municipal Council)
Mr Kyle Wells (Roads and Traffic Authority)
Const Louise Tsolakakis (Rose Bay Police - Traffic)
Mr John Giblin (Peter Debnam MP Representative)

2. Traffic Matters on Local Roads – Recommendation to C&E for Consideration

Item No: Y7 Traffic Matters on Local Roads – Recommendation to C&E for consideration.

Subject: **Knox Street, Between Bay Street and Goldman Lane, Double Bay - Temporary Road Closure**

Author: Frank Rotta – Traffic Engineer

File No: 269.

Reason for Report: Request from the Double Bay Partnership for a temporary road closure of Knox Street between Bay Street and Goldman Lane on Thursday, 16 September 2010 from 12 midnight to 6pm.

Committee Vote: Unanimous Support

Recommendation:

- A. That approval be granted for the temporary road closure of Knox Street, Double Bay between Bay Street and Goldman Lane, Double Bay for the “Double Bay Partnership and 2GB Outdoor Broadcast Event” from 12 midnight-6.00pm on Thursday 16 September, 2010.
- B. That the above special event be categorised as a Category 3 event.
- C. That the approval of the above event and the associated road closure be subject to the following conditions :
 - i. The applicant must submit an Activity Application to Council’s Compliance Section for approval and must comply with any conditions of consent.
 - ii. The applicant must obtain approval for the event from Police by completing a “Notice of Intention to Hold a Public Assembly” and “Notice of Temporary Road Closure” application.
 - iii. The applicant must submit a Traffic Management Plan prepared by an RTA accredited traffic consultant to Council at least 14 days prior to the event. Council will advise the RTA’s Sydney Transport Management Centre (TMC) of the temporary road closure.

- iv. The applicant must inform all business proprietors, residents and other occupants in the vicinity of the proposed activities, at least fourteen (14) days before the event via a letterbox drop and an advertisement placed in the local paper at least seven (7) days before the event.
 - v. The applicant must supply and erect any barriers and traffic signs necessary for the road closure and remove them at the completion of the event.
 - vi. Council must be indemnified against all claims for damage or injury that may result from either the activities or from the occupation of part of the public way during the activities. A copy of Public Liability Insurance Cover to the value of \$10,000,000 shall be provided to Council prior to the event and Council must be listed as interested party on the insurance.
 - vii. Council must be reimbursed for the cost of repair of any damage caused to Council property as a result of the activities.
 - viii. The applicant must inform all Emergency Services of the proposed road closure (that is NSW Police, Fire Brigade, Ambulance, SES and the RTA) and must maintain a four-metre emergency vehicle lane at all times, with all services (eg. fire hydrants) remaining free of any obstruction.
 - ix. Noise created by use of equipment or activity must be controlled as required by the "Protection Of The Environment Operations (Noise Control) Regulation 2000".
 - x. The applicant must make arrangements to remove all waste from the site at the end of the event.
 - xi. Woollahra Council reserves the right to cancel this approval at any time.
-

Tom O'Hanlon
Chair

Item No: D3 Delegated to Committee
Subject: **Alcohol-Free Zones NYE 2010**
Author: Paul Fraser, Team Leader - Open Space & Recreation Planning
File No: 1031.G
Reason for Report: Establishment of Alcohol-Free Zones for New Years Eve 2010

Recommendation:

- A. That Council declare the roads stated within the body of the report as Alcohol-Free Zones from 12.01am on 31 December 2010 - 12 Midday on 1 January 2011, in accordance with *Section 644 to 644C of the Local Government Act 1993*.
- B. That Council staff publish the public notice and notify relevant stakeholders providing an opportunity for representations from the community.

Background:

On the 27 April 2010, Council adopted the proposed management strategy for the management of New Years Eve (NYE) 2010 of Woollahra's NYE sites with the following resolutions;

- A. *That Council make Yarranabbe Park an Alcohol free area for New Year's Eve.*
- B. *That Council continue to resource contract cleaning and security for our popular NYE sites.*
- C. *That Council continue with an alcohol free site at McKell Park.*
- D. *That Council continue to work with other local land managers and the Police on issues such as traffic control and communication.*
- E. *That Council and the Police work closely on communication messages for the 2010 event with a large lead time to allow for resident notification.*
- F. *That Council lobby the State and Federal Governments to continue their education of young people when it comes to the consumption of alcohol.*

A working party consisting of Council Staff, the Rose Bay Local Area Command (RBLAC), National Parks and Wildlife Service, State Property Authority, Roads and Traffic Authority and the State Transit Authority have met numerous times to discuss the management of NYE 2010.

In 2009, in consultation with the RBLAC, Council staff initiated the process of declaring certain roads in Darling Point and Rushcutters Bay as alcohol-free zones in accordance with *Section 644 of the Local Government Act 1993*. On 14 December 2009 Council adopted the following resolution;

- A. *That in accordance with Section 644B of the Local Government Act 1993, selected roads in Darling Point as shown on the attached map (Annexure 1), be established as an Alcohol-Free Zone, from 12.01am on 31 December 2009 to 12 Midday on 1 January 2010.*
- B. *That Council erect signage at the entrances to the Alcohol Free Zone and at intervals throughout the zone prohibiting the consumption of alcohol in the zone.*

As part of the management of NYE 2009 these Alcohol-Free Zones proved to be a success and allowed the RBLAC to control an enforceable area along the precinct of Yarranabbe Park and McKell Park and assist in the management of crowd behaviour within the area and surrounding streets.

Alcohol Free-Zones for NYE 2010:

In consultation with the RBLAC, staff are again recommending that the following roads in Darling Point and Rushcutters Bay be established as alcohol-free zones from 12.01am on 31 December 2010 - 12 Midday on 1 January 2011 in accordance with *Section 644 of the Local Government Act 1993*:

- New South Head Road (Along the precinct of Rushcutters Bay Park)
- New Beach Road
- Darling Point Road (From the intersection of Mona Road and Greenoaks Avenue to Darling Point Reserve)
- Yarranabbe Road
- Goomerah Crescent
- Hampden Avenue
- Bennett Avenue
- Thornton Street

This will provide the Police an enforceable area to control along the precinct of Yarranabbe Park (including Sir David Martin Reserve), Rushcutters Bay Park and McKell Park which are all alcohol free sites and assist in the management of crowd behaviour within the area and surrounding streets. The Police have stressed that this is an integral part of the planning phase to assist in the new arrangements proposed for NYE 2010.

Section 644 of the Local Government Act 1993 states the following;

644A Public consultation on proposal to establish alcohol-free zone

- (1) *After preparing a proposal under section 644, the council may, by notice published in a newspaper circulating in the area as a whole or in a part of the area that includes the zone concerned:*
 - (a) *declare that it proposes to establish an alcohol-free zone, indicating the location of the zone and the proposed period or special events for which it will operate, and*
 - (b) *state the place at which, the dates on which and the times during which a copy of the proposal may be inspected, and*
 - (c) *invite representations and objections from persons and groups within the area, indicating that any representations or objections by them must be made within 14 days after the date on which the notice is published.*
- (2) *The council must give a copy of its proposal to each of the following persons, indicating that any representations or objections by the person must be made within 30 days after the date on which the copy is given:*
 - (a) *the officer in charge of the police station within or nearest to the proposed alcohol-free zone,*
 - (b) *each holder of a licence in force under the Liquor Act 1982 for premises that border on, or adjoin or are adjacent to, the proposed alcohol-free zone,*
 - (c) *each secretary of a registered club under the Registered Clubs Act 1976 that borders on, or adjoins or is adjacent to, the proposed alcohol-free zone.*
- (3) *If required to do so by the guidelines in force under section 646, the council must also give a copy of its proposal to the Anti-Discrimination Board, indicating that any representations or objections by the Board must be made within 40 days after the date on which the copy is given.*
- (4) *The council must consider all representations and submissions that are duly made to it under this section.*

644B Establishment of alcohol-free zones

- (1) *After complying with the procedures set out in sections 644 and 644A, the council may, by resolution, adopt a proposal (with or without modifications) to establish an alcohol-free zone.*
- (2) *The resolution has the effect of establishing the alcohol-free zone in accordance with the terms of the resolution.*
- (3) *After making the resolution, the council must, by notice published in a newspaper circulating in the area as a whole or in a part of the area that includes the zone concerned:*
 - (a) *declare that an alcohol-free zone has been established, and*
 - (b) *specify the period (or, in the case of a zone established for one or more special events, the day or days) for which the alcohol-free zone is to operate.*
- (4) *An alcohol-free zone may be re-established from time to time, in accordance with this Part, for further periods each not exceeding 4 years.*

There are significant benefits to having these roads alcohol-free zones to assist with management of sites at Yarranabbe Park (including Sir David Martin Reserve), Rushcutters Bay Park and McKell Park. The Police have stated that the alcohol free zones will deter crowds gathering in surrounding streets of the Darling Point and creating a nuisance to surrounding residents and the Police. The Police and delegated officers will have the power to seize and tip out or otherwise dispose of alcohol without the need to issue a warning.

Conclusion:

As adopted by Council, there will be a variety of changes in the management of Yarranabbe Park, including Sir David Martin Reserve and Rushcutters Bay Park sites for NYE 2010. For the first time these sites will be made alcohol free with the Police and Security to provide enforcement. These alcohol free zones are essential to the management of these sites, including McKell Park, Darling Point and will assist with the enforcement of alcohol restricted areas.

Paul Fraser
Team Leader – Open Space & Recreation
Planning

Tom O’Hanlon
Director – Technical Services

ANNEXURES:

1. Alcohol-Free Zone Map

Item No: D4 Delegated to Committee
Subject: **Public Art Advisory Committee Minutes**
Author: Jo Jansyn, Cultural Development Coordinator
File No: 1160.G Public Art
Reason for Report: To table the minutes of the Public Art Advisory Committee meeting held on 4 August 2010.

Recommendation:

- A. That the minutes of the Public Art Advisory Committee meeting held on Wednesday 4 August be noted and endorsed.

Background:

This report outlines the meeting held by the Public Art Advisory Committee (PAAC) on 4 August 2010.

Watsons Bay Baths Public Art Project

The Watsons Bay Baths Public Art Project Expressions of Interest Brief was circulated to Public Art Advisory Committee Members for their reference. A Working Party of the Public Art Advisory Committee will provide input on received Expressions of Interest which are due for submission by Friday 27 August.

What Does Watsons Bay Mean to You? Community Art Project

An afternoon tea was held on Thursday 22 July in Watsons Bay Library to 'reveal' how the local community has interpreted the theme 'What does Watsons Bay mean to you?' onto wooden stools. With support of the Public Art Advisory Committee, this project was facilitated collaboratively between Cultural and Community Development and involved 24 participants, aged 4 to 70 plus, from Miroma, Vacluse Public School, Bushcare, the Public Art Advisory Committee and Vaughan Village. All participants have a connection to or live in Watsons Bay.

Public Art Trust

The Public Art Advisory Committee aim to conduct further research into the feasibility of establishing a local Public Art Trust with Trust models based on examples that currently operate within other local government authorities.

Conclusions

The Watsons Bay Baths Public Art Project Expressions of Interest process has commenced with submission due by Friday 27 August. Due to a significant number of apologies for the August Public Art Advisory Committee, several agenda items including temporary art installations as well as the feasibility of establishing a Public Art Trust and have been carried forward to the next meeting scheduled for November 2010.

Jo Jansyn
Cultural Development Coordinator

Vicki Munro
Acting Director – Community Services

ANNEXURES:

1. Minutes of the Public Art Advisory Committee meeting, Wednesday 4 August 2010
-

Item No: D5 Delegated to Committee
Subject: **Edgecliff road to Bondi Junction – Pedestrian Linkages**
Author: Frank Rotta - Traffic Engineer
File No: 255.G / T148
Reason for Report: To respond to a Council request to review pedestrian linkages between Edgecliff Road and Bondi Junction.

Recommendation:

- A. That Council request the RTA to consider the installation of Traffic Control Signals at the Newland Street/Edgecliff Road intersection,
- B. That a design be prepared for the installation of concrete medians, refuges and pedestrian-proof fencing in Edgecliff Road between Magney Street and Rowe Street, as detailed in this report,
- C. That the design be referred to the Woollahra Traffic Committee for consideration,
- D. That subject to the Woollahra Traffic Committee's concurrence to the design a further report be referred to the Corporate and Works Committee for consideration of funding for these works.

Background:

At its meeting held on 24 May, 2010, Council resolved:

- A. *“That a report be brought to the Community and Environment Committee reviewing pedestrian linkages between Edgecliff Rd and the Bondi Junction bus/train interchange with particular regard to Vernon and Newland Sts.*
- B. *That in undertaking the review council officers note that there is a high volume of pedestrian traffic in the area, including school children, commuters and elderly residents destined for the Bondi Junction interchange and therefore:*
 - i. *consider what if any steps can be taken to improve sightlines between vehicles and pedestrians; and*
 - ii. *consider the provision of safe pedestrian crossings.”*

This matter was previously investigated in 2005 when Council considered pedestrian safety in Edgecliff Road. A pedestrian survey of the section of Edgecliff Road between Queen Street and Bathurst Street showed that pedestrian activity between Queen Street and Magney Street was negligible and therefore the introduction of pedestrian facilities in Edgecliff Road west of Magney Street was not considered to be warranted. Further, the investigation found that ample pedestrian facilities exist in Edgecliff Road east of Bathurst Street

In December, 2005, Council considered a recommendation of the Woollahra Traffic Committee in relation to this matter and subsequently resolved:

- A. *“That pedestrian and vehicular movements are considered insufficient to justify action being taken to provide a pedestrian crossing in Edgecliff Road west of Magney Street. The crossing movements observed west of Robinson Lane are movements largely diverted from crossing points further east on Edgecliff Road.*
- B. *That a proposal for improved pedestrian facilities in Edgecliff Road between Magney Street and Bathurst Street be developed and referred to April 2006 Traffic Committee meeting for consideration.”*

The succeeding investigation therefore focused on Edgecliff Road between Magney Street and Bathurst Street where the majority of pedestrian traffic was concentrated. Following consideration by the Traffic Committee in 2006, Council installed in 2007/08 a combination of painted and concrete medians in Edgecliff Road between Magney Street and Bathurst Street. The installation of these medians improved pedestrian safety by permitting pedestrians to cross half of the carriageway at a time with the medians providing a safe refuge for pedestrians after crossing to the centre of the road.

No other pedestrian facilities were considered to be necessary at that time.

Issues:

Following Council’s resolution of 24 May, 2010, pedestrian traffic in this area has been re-examined. The findings have been separated into two sections, namely, pedestrian traffic along/across Section A - Grafton Street and pedestrian traffic along/across Section B - Edgecliff Road (See Annexure 1 for a plan of the locations referred to in this report). There are a number of pedestrian links between these two streets (See Annexure 2 – Pedestrian Routes) including streets, laneways, parkland and even public carpark areas and each of these various links have been found to be very accessible to pedestrians as they provide adequately paved routes.

Section A - Grafton Street:

Note: Grafton Street is in the Waverley Council LGA.

Location 1 - Vernon Street/Grafton Street

This is a T-intersection with low pedestrian movements. The majority of pedestrian movements occur on the eastern leg of the intersection as pedestrians filter down from/to Bondi Junction and the bus/rail interchange. Traffic volumes in both Vernon Street and in Grafton Street between Vernon Street and Newland Street are relatively low and pedestrians have no difficulty in crossing either street.

No sight distance problems are evident at this intersection.

Two of the three legs have paved footpaths which are readily accessible. Pram ramps are not installed on the north-western corner, but are not proposed at this time as no footpath is provided or is necessary on the northern side of Grafton Street west of the intersection (i.e. adjacent to the Syd Einfeld Drive retaining wall).

Location 2 - Newland Street/Grafton Street

This intersection is fully controlled by traffic signals with pedestrian facilities covering all four legs of the intersection. No further pedestrian facilities are necessary.

All paths are adequately paved and no sight distance problems are evident at this intersection.

Location 3 - Grosvenor Street/Grafton Street

This intersection is fully controlled by traffic signals with pedestrian facilities covering all four legs of the intersection. No further pedestrian facilities are necessary.

All paths are adequately paved and no sight distance problems are evident at this intersection.

Traffic volumes between Locations 2 and 3 are high due to the pick-up/drop off zone for the bus/rail interchange on the southern side of Grafton Street. This section is, however, controlled by a center median pedestrian-proof fence which prevents pedestrians from crossing Grafton Street mid-block. All pedestrian traffic therefore uses one of the controlled crossing points at either end.

Some pedestrians filter from Grosvenor Street across Grafton Street and through the carpark under Syd Einfeld Drive to Rowe Street or Dawson Lane. These pedestrian numbers are low and adjoining footpaths are adequately paved.

Disability access is limited, however, it is not intended to improve accessibility as it is not proposed to encourage the use of these back-routes by disabled persons. Suitable safe access for disabled persons is available at Grosvenor Street (see Location 10 below) and is proposed to be introduced at Newland Street (see Location 7 below).

Location 4 - Adelaide Street/Grafton Street

This is a T-intersection controlled by a roundabout. Pedestrian facilities include a pedestrian crossing in the northern leg and refuge islands in the western and southern legs. Whilst roundabouts are not normally pedestrian friendly, this intersection is particularly pedestrian friendly as adequate facilities have been provided adjacent to the roundabout at safe crossing points. All adjacent paths are adequately paved and sight distance is satisfactory. Therefore, it is considered that no further pedestrian facilities are necessary.

The Westfield site occupies the southern side of Grafton Street between Locations 3 and 4 and whilst pedestrian access from Westfield is limited, an on-demand pedestrian crossing has been installed mid-block. Nevertheless most pedestrians use the signalised pedestrian crossings at either end. No further pedestrian facilities are necessary. All paths are adequately paved.

Some pedestrians filter across Grafton Street and through the carpark under Syd Einfeld Drive to Junction Street or Dyson Lane. These pedestrian numbers are low and adjoining footpaths are adequately paved.

North-south disability access is available via Junction Street and this leads to safe disabled access at the Junction Street/Edgecliff Road intersection (See Location 11 below).

Section B - Edgecliff Road:

Note: At Locations 5-9 pedestrian volumes are individually low and a warrant for a pedestrian crossing does not exist at any individual location. Cumulatively, however, a significant number of pedestrians cross Edgecliff Road between Locations 5 and 9.

Location 5 - Magney Street/Edgecliff Road

This is a T-Intersection with high vehicle volumes on Edgecliff Road and very low vehicle volumes on Magney Street which is a dead-end street.

Whilst the introduction in 2007/08 of a combined 1.4 metre wide concrete and painted median between Magney Street and Vernon Street has improved pedestrian access and safety across Edgecliff Road, pedestrian amenity can still be improved at this location.

Sight distance for pedestrians crossing Edgecliff Road from north to south is limited at Magney Street but improves as pedestrians move east towards Vernon Street. An acceptable level (i.e. >40 metres) is achieved at the Vernon Street intersection and it is proposed to encourage pedestrians to cross at this location. It is proposed therefore to extend the existing concrete median between Magney Street and Vernon Street and to include a cut-out in the median and pram ramps at the Vernon Street intersection to facilitate pedestrian access across Edgecliff Road. This will also prevent motorists from cutting across the ends of the median which are currently in paint and which represents a hazard for pedestrians.

All adjacent paths are adequately paved.

Location 6 - Vernon Street/Edgecliff Road

This is a T-Intersection with high vehicle volumes on Edgecliff Road and moderate volumes on Vernon Street.

The 1.4 metre wide painted median which was previously introduced between Vernon Street and Newland Street has improved pedestrian safety, however, investigation has shown that a large number of eastbound motorists illegally drive across this painted median to access the service station on the southern side of Edgecliff Road. This represents a significant pedestrian hazard as these vehicles impede sight lines of pedestrians at the refuge adjacent to the service station driveway. It is recommended that the existing painted median between Vernon Street and the Newland Street roundabout be replaced with a concrete median. The existing pedestrian refuge immediately west of the roundabout is considered to be satisfactory and should not to be relocated or altered.

All paths are adequately paved and no sight distance problems are evident at this intersection.

Location 7 - Newland Street/Edgecliff Road

This intersection is controlled by a roundabout. Pedestrian facilities include a formal pedestrian refuge island on the western leg and splitter islands on the other three legs which facilitate pedestrian access across these roads. Edgecliff Road and Newland Street exhibit very high traffic volumes whilst Harkness Street is a low volume dead-end street.

It is considered that a major redesign of the Newland Street intersection is required to improve pedestrian safety as the current situation is extremely hazardous for pedestrians.

It is recommended that the intersection be signalized to accommodate the high vehicle volumes and to improve pedestrian safety. It should be noted that this is a busy and important arterial/sub-arterial link for both north-south and east-west traffic.

It is proposed that this matter be referred to the RTA for consideration as a future location for traffic signal installation. Realistically, however, if signalization is found to be warranted by the RTA it will take several years to gain approval and installation. It is proposed therefore to introduce a short-term solution which will improve pedestrian safety. It is possible to introduce pedestrian-proof fencing on the south-western and south-eastern corners of the intersection to direct pedestrians away from the roundabout thereby improving safety. This would be similar to the treatment which is in place at the Bathurst Street/Edgecliff Road intersection (see Location 9 below).

It is proposed that a design for the aforementioned treatments at/between Locations 5, 6, & 7 be prepared and referred to the Woollahra Traffic Committee for consideration.

All paths are adequately paved.

Location 8 - Rowe Street/Edgecliff Road

This is a T-Intersection with high vehicle volumes on Edgecliff Road and low-vehicle volumes on Rowe Street. Whilst some pedestrians filter down from/to Grafton Street via Rowe Street the predominant pedestrian link is from Newland Street to Bathurst Street and it is not intended to promote Rowe Street as an alternate route to Newland Street. The proposed short-term treatment identified in Location 7 above would include a refuge island east of the roundabout which would provide improved pedestrian access across Edgecliff Road.

All paths are adequately paved and no sight distance problems are evident at this intersection.

Location 9 - Bathurst Street/Edgecliff Road

This is a T-Intersection controlled by a roundabout. Pedestrian-proof fencing exists at the intersection to direct pedestrians away from the roundabout for safety reasons.

A pedestrian refuge is provided north of the intersection to facilitate pedestrians crossing Bathurst Street and this is to be retained. Whilst pedestrian refuges are not provided on the eastern and western legs, kerb blisters and splitter islands facilitate pedestrian crossing of Edgecliff Road within 10 metres of the roundabout.

This intersection is a significant east-west and north-south vehicle link but generally works well under the control of a roundabout. Signalisation of this intersection is likely to come into consideration by the RTA in the future, however, this would be of far less importance than signalization of the Newland Street/Edgecliff Road intersection.

The number of pedestrians crossing Edgecliff Road in this location is very low as most pedestrians cross near Newland Street (Location 7) or at the signalized intersection of Grosvenor Street (Location 10). It is not intended to promote pedestrian crossing of Edgecliff Road at Bathurst Street and therefore no additional pedestrian facilities are proposed.

Sight distance is not ideal in Bathurst Street, however, no scope is available to improve this situation unless the intersection is signalized or pedestrians are banned from crossing at this location. At present pedestrians are directed by fencing to cross north of the roundabout and this improves the reaction time available to both motorists and pedestrians.

All paths are adequately paved, however, existing pram ramps in Bathurst Street are at excessive grade. This matter will be investigated as part of the 2010/2011 capital works pram ramp program.

Location 10 - Grosvenor Street/Edgecliff Road

This T-Intersection is fully controlled by traffic signals with pedestrian facilities covering all three legs of the intersection. No further pedestrian facilities are necessary.

All paths are adequately paved, however, a pram ramp is required on the south-western corner of this intersection and the existing pram ramps at the intersection are at excessive grade. Pram ramps are also required at the intersection of Grosvenor Street and Davis Lane to improve access from Grafton Street. These matters will be investigated as part of the 2010/2011 capital works pram ramp program.

No sight distance problems are evident at this intersection.

Location 11 - Junction Street/Edgecliff Road

This T-intersection is fully controlled by traffic signals with pedestrian facilities covering the eastern and southern legs of the intersection. No further pedestrian facilities are necessary. All paths are adequately paved and no sight distance problems are evident at this intersection.

Location 12 - Adelaide Street/Edgecliff Road

This intersection is fully controlled by traffic signals with pedestrian facilities covering all four legs of the intersection. No further pedestrian facilities are necessary. All paths are adequately paved and no sight distance problems are evident at this intersection.

Street Lighting

All of the streets and intersections as shown on the Plan in Annexure 1 were the subject of night inspections. Two locations were found to require globe maintenance and a request has been forwarded to Energy Australia to carry out these works. Light readings were taken at all intersections and these were found to be adequate lit.

Conclusion:

A number of north-south pedestrian links exist between the Bondi Junction bus/rail interchange and Edgecliff Road. Whilst most of these links are adequately catered with good sight distance, satisfactory paving and lighting and suitable pedestrian facilities, it is considered that additional facilities are required at some locations to improve the safety of pedestrians on these routes (see Annexure 3 for proposed civil works).

Significant pedestrian hazards exist on the western, southern and eastern legs of the Newland Street/Edgecliff Road intersection and a request should be made to the RTA to signalise this intersection. Action can be taken by Council at its own cost and as an interim measure to improve safety by the installation of pedestrian-proof fencing to direct pedestrian traffic away from the intersection. This action is recommended as the installation of Traffic Signals, if approved by the RTA, will be a long-term proposal.

The existing concrete/painted median in Edgecliff Road between Magney Street and Rowe Street has improved safety for pedestrians, however, further improvement is considered to be necessary in the form of additional concrete medians and refuge islands as detailed in this report.

It is recommended that a design and estimate of cost be prepared for the abovementioned proposed facilities in Edgecliff Road and that this design be referred to the Woollahra Traffic Committee for consideration.

Frank Rotta
Traffic Engineer

Tom O'Hanlon
Director, Technical Services

Annexures:

1. Plan of Locations
2. Pedestrian Routes
3. Proposed Civil Works

Item No: D6 Delegated to Committee

Subject: **Delivery Program 2009 to 2013 and Operational Plan 2009/10 (DPOP) Quarterly Progress Report June 2010 – Goals (1) – A Connected & Harmonious Community, (2) – A Supported Community, (3) – A Creative & Vibrant Community, (5) – A Liveable Place, (7) – Protecting Our Environment & (8) – Sustainable Use of Resources**

Author: Vicki Munro – Acting Director Community Services
Tom O’Hanlon – Director Technical Services

File No: 1229.G

Reason for Report: To review the status of the Priorities and Actions in Council Delivery Program 2009 to 2013 and Operational Plan 2009/10 for the three months ending 30 June 2010.

Recommendation:

That the June 2010 Quarterly Progress Report on Goal 1 (A connected & harmonious community), Goal 2 (A supported community), Goal 3 (A creative & vibrant community), Goal 5 (A liveable place), Goal 7 (Protecting our environment) and Goal 8 (Sustainable use of resources) of Council’s Delivery Program 2009 to 2013 and Operational Plan 2009/10, noting any revised completion dates and the status report on Outstanding Notices of Motion, be received and noted.

Background:

In June 2009 Council adopted the Delivery Program 2009 to 2013 and Operational Plan 2009/10 (DPOP) in line with the Integrated Planning & Reporting Legislation.

The Integrated Planning & Reporting Legislation was assented to on 9 October 2009 and as a consequence of the legislation, the Local Government Act 1993 was amended to require Council to report on the progress of its Delivery Program at least every six (6) months. In response to the amendments and in order to ensure that Council’s reporting to the community remains transparent, timely and manageable under the new legislation, progress reports on the Delivery Program and Operational Plan will be presented quarterly for the end of September, December, March and June each year.

The framework for quarterly progress reports is consistent with the structure of Council’s now adopted Community Strategic Plan, Delivery Program and Operational Plan, all of which have been developed around the following broad interrelated Themes and supporting Goals:

Theme: Community well-being
Goal 1: A connected and harmonious community.
Goal 2: A supported community.
Goal 3: A creative and vibrant community.

Theme: Places and spaces
Goal 4: Sustainable built form.
Goal 5: A liveable place.
Goal 6: Moving around.

Theme: A healthy environment

- Goal 7: Protecting our environment.
Goal 8: Sustainable use of resources.

Theme: Local prosperity

- Goal 9: Community focused economic development.

Theme: Community leadership and participation

- Goal 10: Working together.
Goal 11: A well managed Council.

Annexure 1 to this report is Council's June 2010 Quarterly Progress Report for Goals 1, 2, 3, 5, 7 and 8, being most relevant to the Community & Environment Committee.

Progress comments for all Delivery Program 2009 to 2013 Priorities and Operational Plan 2009/10 Actions are provided in the tables of Annexure 1. Council staff update these comments on an ongoing basis for internal management purposes with the comments then collated at the end of the quarter for reporting to Council and the community. Generally, actions included in the Operational Plan 2009/10 relate to the current financial year, however there are a number of actions that extend beyond June 2010, as indicated in the Target Date column.

The final column in the tables headed "Updated Comments" may contain a tick to indicate that the comments relating to that Action have been updated since the previous quarterly report to Council. This will enable Councillors and other readers of the report to easily identify where an Action status has been updated. Further, where Action target dates are recommended for amendment, these are highlighted in the progress comment column within Annexure 1.

In line with a previously adopted Notice of Motion, the status of outstanding Notices of Motion are also submitted to the Committee for consideration as the final schedule in Annexure 1, also linked to the above Goals.

Conclusion:

It is recommended that the June 2010 Quarterly Progress Report on Goal 1 (A connected & harmonious community), Goal 2 (A supported community), Goal 3 (A creative & vibrant community), Goal 5 (A liveable place), Goal 7 (Protecting our environment) and Goal 8 (Sustainable use of resources) of Council's Delivery Program 2009 to 2013 and Operational Plan 2009/10 and the report on Outstanding Notices of Motion be received and noted.

Vicki Munro
Acting Director Community Services

Tom O'Hanlon
Director Technical Services

Annexures:

- 1 DPOP Quarterly Progress Report June 2010 and Outstanding Notices of Motion for Goal 1 (A connected & harmonious community), Goal 2 (A supported community), Goal 3 (A creative & vibrant community), Goal 5 (A liveable place), Goal 7 (Protecting our environment) and Goal 8 (Sustainable use of resources) – *distributed separately*.

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FOR THE INFORMATION OF COUNCILLORS**

