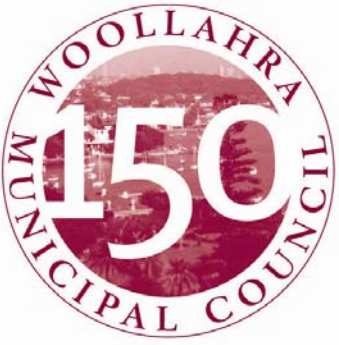


Community & Environment Committee



Agenda: *Community & Environment Committee*

Date: *Monday 28 June 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

24 June 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 – 28 June 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 28 June 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 7 June 2010	1
D2	Community Safety Committee – 1041.G	2
D3	Public Art Advisory Committee Minutes – 1160.G Public Art	12
D4	Notice of Motion – Community Buses – 900.G	19
D5	Dog Dropping Facilities – 271.G	29

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

R1	Minutes of the Floodplain Risk Management Committee (FPRMC) Meeting held on Wednesday 19 May 2010 and Recommendations – 626.G	33
R2	Chiswick Gardens Plan of Mangement – 390.G	44

Item No: D1 Delegated to Committee
Subject: **Confirmation of Minutes of Meeting held on 7 June 2010**
Author: Les Windle, Manager - Governance
File No: See Council Minutes
Reason for Report: The Minutes of the Meeting of Monday 7 June 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 7 June 2010 be taken as read and confirmed.

Les Windle
Manager – Governance

Item No: D2 Delegated to Committee
Subject: **Community Safety Committee**
Author: Nick de Brett
File No: 1041.G
Reason for Report: Revised Terms of Reference for the Community Safety Committee and the minutes of the Community Safety Committee meeting of 12 May 2010 for the Committee's consideration and endorsement.

Recommendation:

- A. That the revised Terms of Reference for the Community Safety Committee be endorsed.
 - B. The minutes of the Community Safety Committee meeting of 12 May 2010 be noted.
-

Background:

At its meeting of 12 May 2010, the Community Safety Committee considered the Committee Terms of Reference that it had previously adopted at its meeting in October 2005. A number of changes were agreed to. Both the previous and newly revised Terms of Reference are annexures.

Proposal:

That the revised Terms of Reference and minutes of the Committee's meeting of 12 May 2010 be endorsed, with the revised Terms of Reference having the following amendments:

- **Role:** include 'Undertake specific projects as decided by the Committee with working parties drawn from the Committee membership to steer projects'.
- **Exclusions:** open the first paragraph with 'Except where these issues have an impact on public safety'.
- **Membership:** In place of "The Committee to include up to 5 residents (ideally one from each Ward)" add 'The Committee to include residents, preferably from each Ward'.
- **Reporting:** Add 'The schedule of meetings will be placed on Council's website'.

Consultation:

Consideration of revisions to the Community Safety Committee Terms of Reference was undertaken by the Committee.

Conclusion:

The revised Terms of Reference for the Community Safety Committee were considered and agreed to by members of the Committee. Among their provisions is a stronger focus on community safety issues in the Woollahra community. Also included is a provision for the Committee's activities to be set by Woollahra Council's Delivery Program and Operational Plan and a clearer membership process is also included. An additional role of the Committee will be to undertake specific projects as decided by the Committee with working parties drawn from the Committee membership to steer projects.

Nick de Brett
Community Development Officer

Linda Porter
Acting Manager Community Development

Kylie Walshe
Director Community Services

Annexures:

- Annexure 1** Community Safety Committee Terms of Reference adopted in October 2005.
- Annexure 2** Revised Community Safety Committee Terms of Reference.
- Annexure 3** Minutes of the Community Safety Committee 12 May 2010

Item No: D3 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 9 June 2010 and to provide a recommendation on the allocation of the Section 94A funding contribution identified as part of the 2010/2011 budget process.

Recommendation:

- A. That the minutes of the Public Art Advisory Committee meeting held on Wednesday 9 June be noted and endorsed.
- B. That the \$100,000 Section 94A contribution to public art, currently identified in Council's 2010/2011 draft budget, be allocated as follows: Rose Bay Chalk Walk \$30,000 and Watsons Bay Bath public art project \$70,000.

Background:

This report outlines the meeting held by the Public Art Advisory Committee (PAAC) on 9 June 2010.

Terms of Reference

A Terms of Reference document for the Public Art Advisory Committee was originally developed as part of Council's Public Art Implementation Plan (adopted October 2006, reviewed and adopted October 2009). As a number of new members have recently been appointed to the PAAC, the Terms of Reference were tabled for discussion and clarification. It was agreed by the PAAC that an identified objective to investigate all suitable funding sources for public art such as grants and benefactors will be further explored by PAAC members.

It was advised by PAAC that there is more scope on the Committee for appointment of community representatives with appropriate expertise.

2010/11 Public Art Program

Council considered allocation of funding to public art through the 2010/11 budget process with the draft budget currently identifying an allocation of \$100,000 from Section 94A contributions.

Through previous 2010 PAAC meetings and in conjunction with Council's Technical Services Division, the development of two key public art projects have been identified for the 2010/11 financial year. The public art projects which have been prioritised for development and implementation are the Rose Bay Chalk Walk and a Watsons Bay Bath public art component.

The Rose Bay Chalk Walk project has been initiated to link to Council's 150 year anniversary celebrations. This project has previously been noted and endorsed by the Community and Environment Committee, most recently on 27 April and 22 March 2010. A Working Party of PAAC has been established to advise on the project development.

An opportunity to implement a public art project as part of the Watsons Bay Bath upgrade was identified through consultation with Council's Technical Services Division and supported by PAAC. A Working Party of PAAC has been established to provide advice on the project development.

It is recommended that, in the 2010/2011 financial year, \$30,000 of the Section 94A contribution to public art be allocated to the Rose Bay Chalk Walk project and \$70,000 be allocated to the Watsons Bay Baths public art project

Conclusions

Terms of Reference for the Public Art Advisory Committee were reconfirmed at the June meeting. The Public Art Advisory Committee were in full support of the Rose Bay Chalk Walk project and a Watsons Bay Bath public art project as priority projects for the 2010/2011 financial year. It is recommended that the \$100,000 Section 94A contribution to public art, currently identified in 2010/11 draft budget, be allocated to the implementation of the Rose Bay Chalk Walk and Watsons Bay Bath public art project.

Jo Jansyn
Cultural Development Coordinator

Kylie Walshe
Director – Community Services

ANNEXURES:

1. Minutes of the Public Art Advisory Committee meeting, Wednesday 9 June 2010.

Item No: D4 Delegated to Committee
Subject: **Notice Of Motion - Community Buses**
Author: Alan Opera, Manager Engineering Services
Susan Turner, Manager Community Development
File No: 900.G
Reason for Report: Investigation of the provision of a community bus service through the suburbs of the Woollahra Municipality.

Recommendation:

- A. That Council not pursue the introduction of a community bus service.
- B. That Council continue to lobby the State Government on the current identified shortcomings of public transport services in the municipality.

Background:

Council adopted a Notice of Motion at the Community and Environment meeting on Monday 6 April 2009 which stated:

“That Council investigate the provision of 2-3 community buses which will run daily and which operate on a continuous loop through the adjoining suburbs in the Woollahra municipality to the hub at Double Bay. One model proposed for the provision of these community buses is that used by Manly Council in the provision of their three HOP SKIP and JUMP buses that provide a free and convenient local service for residents of the municipality. The provision of such a service in Woollahra will do much to enhance our move towards both social and environmental sustainability and community building”

(Note: The full Notice of Motion is attached as Annexure 1.)

Council has also adopted a strategy to “*Promote provision of better more integrated public and community transport*” in the Delivery Program and Operational Plan 2009-13. The following priority and action have been identified:

- Priority 6.3.4 Provide community transport connections between neighbourhoods and town centres.*
- Action 6.3.4.1 Report on the feasibility of providing a community shuttle bus between neighbourhoods and community nodes to provide a free and convenient local service for residents.*

Previous Research:

Council has previously attempted to address community transport/traffic issues by consultation with residents and public transport patrons. This research has been in the form of market research and Community Transport Forums.

Market Research Report:

In 2006, Council commissioned a market research report to address parking and traffic congestion caused by people driving to the Rose Bay ferry wharf. The aim of this research was to quantify the demand for ferry services from Lyne Park and or Watsons Bay to the City, in order for Council to be able to approach Sydney Ferries with a demand for increasing ferry services.

The report identified numbers and the origin destination of existing ferry patrons as well as their views on existing public transport services. The survey also obtained patrons' transport patterns (i.e. walk to Lyne Park, car, car share, bus, etc.) and their views on the provision of a private bus service to/from Lyne Park (i.e. a Council run service). As a result of this market research Council officers approached Sydney Ferries to increase the ferry services to/from Lyne Park and Watsons Bay but no progress was made due to funding constraints on Sydney Ferries.

Whilst this report was specifically aimed at ferry services some of the information obtained from this report is pertinent to the feasibility of providing community buses throughout the Municipality. The Lyne Park research showed that whilst there was some support from public transport patrons for a private bus service, the period of demand was limited to morning and afternoon peak hours and the service would only be supported if a reliable and speedy service was provided.

The study estimated that the introduction of an appropriate bus service had the potential to reduce the number of people travelling to the wharf by car by around 80 per day from the prevailing average maximum of 450 cars per day.

However, it was considered that such a bus service could be problematic as:

- The people likely to use such a service are widely dispersed throughout the South Head peninsula.
- A service that covered this whole area was unlikely to provide a better alternative than existing bus services. To meet the demand, this service would have to at least in part replicate the existing public transport service.
- The above is exacerbated by the need to provide the service over the peak periods of a one and a quarter hour period in the morning and a two hour period in the evening.

In summary, this study found that the spread of patrons was too broad an area for a speedy and reliable bus service to be introduced.

Community Transport Forums:

During 2007/2008, Council held three "Tackling Transport Community Forums". They provided local residents with the opportunity to raise concerns and issues regarding transport in the Woollahra area. The Forums also included State Government representatives from the State Transit Authority/Sydney Buses, Sydney Ferries, NSW Ministry of Transport (MoT) and local community organisations.

These forums culminated in a submission dated 14th August 2008 from Council to the MoT in response to the State Government's draft bus review. The submission noted that the proposed bus network changes for the eastern suburbs at the time offered no improvement to public transport within the Woollahra LGA.

Council's submission identified a number of points with the more relevant points identified below:

- The State Government should be providing sufficient assistance and funding through the MoT to the bus service operators (Sydney Buses in the case of the Woollahra Municipality) so they can provide the valuable and much needed services to residents rather than continually rationalising the available transport options, which make it more difficult to travel to the required destinations using public transport.
- Residents reported that they felt they were "forced to use cars" due to the lack of direct bus routes to their destinations or due to inadequate service on existing routes. This included problems with both the frequency and the timing of existing public transport.
- Methods to improve this would be to increase the number of direct services, the frequency of bus services on existing routes, and introduce integrated, combined and or timed tickets so residents are not disadvantaged by paying multiple fares to their destinations.
- The public transport gap most commonly identified is a bus service linking the Woollahra LGA, in particular Rose Bay, Double Bay and Watsons Bay, to the University of NSW and hospitals in Randwick.
- The existence of a usable and reliable bus service which truly reflects the demands of the general public is an essential public service in an urban environment.

The submission concluded that the MoT should conduct a thorough review of public transport in the Woollahra LGA and surrounds, genuinely taking into account the requirements of the community. Whilst Council's submission was received by the MoT, no changes were made to the bus review to reflect the concerns expressed by Council and the residents of Woollahra.

Current Situation – Woollahra:

A review of the current provision of community buses and community transport in Woollahra has revealed a pilot project in 2009 and the ongoing provision of services by Holdsworth Community Centre and Services (HCCS) and Sir Roden and Lady Cutler Charities to aged and people with disabilities.

South East Sydney Community Transport Study - Brokerage Innovation Project:

Extensive research was undertaken in the South Eastern Sydney region resulting in a 2009 Regional Community Transport Service pilot for fully mobile aged people living in the defined project area. Holdsworth Community Centre and Services (HCCS) participated in the pilot for the Woollahra LGA.

Sydney Metro Community Transport Inc (SMCT) submitted an expression of interest to the MoT which approved funding through the Home and Community Care Program (HACC) for this Brokerage Innovation project. The aim of the project was to enhance the range of low cost community transport services, and assess the service and funding models. The project group included the MoT, Community Transport Division, Holdsworth Community Centre and Services, Councils and the Transport Network Associates.

A service objective was to maintain a travel time of less than 60 minutes to minimise client concerns about travel time being too long compared with existing individual transport services. Another service objective was to test demand responsive services. Key project outcomes included a set of service standards, GIS mapping of route options and demand assessment using recent trips data on client travel.

Recommendations of the Pilot Project:

Some of the main recommendations are outlined below:

1. Project risk management

Any changes to the current provision to HACC funded community transport services need to manage potential risks, liabilities and costs.

2. Corridor Assessment

To achieve an adequate level of demand to justify shuttle bus services, route planning needs to focus on major trip generators within a corridor, such as large and medium multi purpose shopping centres rather than on single facilities such as hospitals. Regular weekly attractions, such as at shopping centres, community centres, cinemas and clubs, need to be identified to achieve the base level of demand required to justify new shuttle services.

3. Public Bus Service

Minimising duplication with scheduled public bus services is essential. However, in some locations shuttle bus services need to stop at existing bus stops used by scheduled public bus services, especially in shopping centres where other stop locations were not available.

4. Demand

A survey of clients before and during shuttle bus start up should be undertaken where services have not previously existed to improve confidence level in proposed shuttle services and fine tune route and service levels after commencement. To assess changes in community transport demand, patterns and plan service improvements, a more accessible software platform is needed to extract and analyse data. The currently used trips software platform does not provide adequate service planning capabilities. It was recommended that the MoT Community Transport Division convene talks with Transport Data Centre (TDC) to assess the options, such as incorporating community transport data into TDC's GIS platform.

5. Models of service, route design and standards performance

Preferred service performance objectives should be established for each shuttle service, such as service frequency, reliability, driver plus passenger assistant, bus accessibility and safety for mobile clients eg appropriate steps, hand holds and wheel chair access.

6. Model of service

A model of service needs to be developed based on key characteristics of the area being considered for shuttle bus services including demographics and distribution of existing clients, distribution of trip attractors, extent of mobility limitations of HACC clients, topographic constraints limiting route options and walking access, road network issues, including traffic congestion.

Woollahra Service Area Component of Pilot:

As outlined, HCCS participated in the above pilot using their community buses to operate a bus service for Woollahra residents linking Watsons Bay, Vaucluse, Rose Bay, Double Bay, Edgecliff, Woollahra and Paddington with shopping centres and medical facilities in the local area (including St Vincent's Hospital) and Bondi Junction. The service was scheduled for Tuesdays and Fridays from 8.40am-9.30am to 4.30pm-5.00pm. Council contributed \$10,000 for the HCCS part in the pilot project. This was a free service accessible by all seniors, with priority given to people who are frail, or have difficulty accessing other forms of transport.

Results of the Woollahra pilot area indicated the demand for the service was much lower than anticipated with few regular patterns emerging. In hindsight HCCS was overly ambitious in trying to provide a universal service operating to a very limited timetable which was insufficient to build a regular client following. It also highlighted the difficulty in providing a service that did not result in lengthy trips throughout the Municipality. As trips, with stops, from one end of the Municipality to another were very lengthy this was prohibitive for use by many people.

HCCS Service provision:

HCCS currently provides a range of services including community transport to seniors and people with a disability. In particular, mini-buses and station wagons are used to provide an affordable, accessible community transport service to medical and social appointments for people who do not have access to private transport or find it difficult to use public transport. Council contributes recurrent annual funding with \$720,000 being contributed for 2009/2010; the organisation allocates a proportion of this funding to its community transport service. This service is also funded by the MoT.

Resulting from the South East Sydney Community Transport pilot, HCCS has now received recurrent funding from HACC to provide a community transport bus service. It will specifically focus on the HACC target group, namely the frail aged and people with disabilities and their carers. In accordance with the funding, it will be a flexible community access transport program, will respond to client need and, initially, will not operate to a timetable as a generic transport service and will not be for medical related transport. It will most likely run on Tuesdays only within a limited area with higher demand. The medical appointments will be catered for by existing community transport services by HCCS and Sir Roden and Lady Cutler transport services.

Sir Roden and Lady Cutler Charities:

Sir Roden and Lady Cutler Charities, operating from the Council owned facility EJ Ward Community Centre, provides a community transport service for the seriously ill, elderly, needy and disabled for medical appointments. This service crosses local government boundaries to take patients to hospitals and doctors outside their areas.

Apart from Council's financial contribution to HCCS for services that include community transport for the aged and younger people with a disability, Council does not manage any community transport services.

Community Bus Services – other Council areas:

Investigation has been undertaken regarding the provision of community bus services by other Councils. A number of Councils provide a community shuttle bus service within their local government areas that makes provision for all age groups in the community and/or some only targeting the aged and people with a disability.

North Sydney:

North Sydney Council provides a bus service to address the needs of those who have a disability, are less mobile, socially isolated or experience barriers to using public transport. This service runs twice a week taking in a route from a major North Sydney retirement village to the Neutral Bay shops and North Sydney swimming pool and costs \$1.50 per one way trip.

Mosman:

Mosman Council runs a free summer shuttle bus between Spit Junction and Balmoral Beach via Mosman Junction on weekends in January and February to encouraged residents and visitors to the area to leave their cars at home or park in one of the car parks.

Manly:

Manly Council, as identified in the Notice of Motion, also operates a community bus service with a specified bus route and timetable using four buses. The bus service comprises four bus routes covering the Manly Local Government Area. Three of the routes receive a daily bus service and one route receiving a service from Monday to Friday. In addition, there is a Monday to Friday half day service to take passengers to Warringah Mall. The Manly bus service uses three 21 seater Toyota Coasters, one of which is wheelchair modified and a 24 seater Mitsubishi Fuso. It employs a pool of casual bus drivers. The service is free to all users and donations are invited. Bus services operate during the day from 7.00am to 6.25pm, with the exact times varying for different routes. Many of these routes repeat the set route every 30 minutes, resulting in a very regular, reliable service.

The service started in March 2006 and by mid 2009 had carried one million passengers. Information from Manly Council indicates that the elements that have contributed to its success include:

- The Manly local government area is compact and built up and the four bus routes do not cover great distances.
- The service operates 7 days a week and is frequent.
- While the buses have dedicated stops, they also stop anywhere along their routes on a hail and ride basis.
- The drivers and users are friendly and older people find the service easy to use.

It must be noted that the success of the Manly service relies on the ability of the service to be quick and reliable. Due to the size and topography of the Manly Local Government Area, the community bus service operates from a central location, where each trip is a maximum of 15 minutes from the start of each route to the end.

The table below provides details of the cost of the service as provided by Manly Council. The administration of the bus service is additional to other duties of a single full time Council Officer and is reported to take up 40% of that Officer's total work time.

Manly Community Bus Service - Annual Operational Cost for the Service for 2008/2009

Total casual bus driver salary costs	\$360,000
Fuel and oil for 4 buses	\$44,000
Parts, servicing, repairs for 4 buses	36,000
Total registration costs for 4 buses	\$2,400
Depreciation for 4 buses	\$34,000
Full comprehensive insurance for 4 buses	\$2,400
CTP for 4 buses	\$1,432
Estimated 40 % administration salary component based on \$60,000 per annum full time salary	\$24,000
Total expenditure	\$504,232
Sponsorship (includes \$100,000 from NRMA)	\$250,000
Passenger donations	\$35,000
Total income	\$285,000
Net expenditure	\$219,232

Proposal:

In determining the role of Council in the provision of a community bus service, Council must consider whether it is truly feasible to provide a service that is quick, convenient and free for use by all residents. In contrast to the model implemented by Manly Council, the Woollahra Local Government Area is not compact and has many more destinations that residents wish to access than those in Manly. Due to traffic congestion, the time taken to move from one location to another can be quite extensive, especially with stops along the way to pick up and drop off passengers. This issue was clearly identified in the 2006 research on transport to Rose Bay Wharf with the provision of a community bus service seen as problematic as the service would need to cover the many varied collection points. It concluded that a community bus service was unlikely to provide any better alternative than existing bus services. It is envisaged that a service to provide bus routes as listed in the Notice of Motion would need to tackle this same issue.

The Notice of Motion proposes two to three buses fuelled by gas, hybrids or biodiesel, seating 21-24 passengers, servicing 4 circular routes spread across the Woollahra Municipality, 3 of them also taking in Bondi Junction in the Waverley Municipality and all of them intersecting at Double Bay.

Should Council wish to pursue the provision of a community bus service, it must be noted that Council does not own any community buses or have administrative resources dedicated to the management of community bus services. The Notice of Motion proposal will therefore involve the cost of purchasing buses in the first instance. For example, the government approved price for a 21 seater Toyota Coaster is currently \$102,835 (inc GST) or \$99,182 less GST. The cost of a wheelchair modification would be approximately \$35,000 per bus.

Therefore, based on the costings supplied by Manly Council, a notional start-up first year costing and a recurrent second year costing for Council for a similar service would be as follows:

**Estimated First Year and Second Year Costs for a Council Community Bus Service
Estimations Based on 3 Community Buses**

FIRST YEAR	
3 Toyota Coaster buses @ \$102,835	\$308,505
Wheelchair modification -3 buses x \$35,000	\$105,000
Total casual bus driver salary costs	\$360,000
Fuel and Oil for 3 buses	\$33,000
Parts, servicing, repairs for the 3 buses	\$27,000
Total registration costs for 3 buses	\$1,800
Depreciation for 3 buses	\$25,500
Full comprehensive insurance for 3 buses	\$1,800
CTP for 3 buses	\$1,074
Estimated 40 % administration salary component based on \$60,000 per annum full time salary	\$24,000
Total first year expenditure	\$887,679
SECOND YEAR	
Total casual bus driver salary costs	\$360,000
Fuel and Oil for 3 buses	\$33,000
Parts, servicing, repairs for the 3 buses	\$27,000
Depreciation for 3 buses	\$25,500
Total registration costs for 3 buses	\$1,800
Full comprehensive insurance for 3 buses	\$1,800
CTP for 3 buses	\$1,074
Estimated 40 % administration salary component based on \$60,000 per annum full time salary	\$24,000
Total second year expenditure	\$474,174

The costing is for 3 buses as predicated in the Notice of Motion. However, the complexity of the routes and the time required to cover them indicates that up to 6 or 7 buses may be required to keep the times between buses on a particular route at a reasonable level. Other considerations include the costs for the administration and management of the service, and an annual contingency that would need to be accumulated as provision for the future replacement of buses. The fuel costs may be substantial given the extended distances that would be involved given the extended geographic layout of the LGA. There would also be significant complexity in the preparation of routes because of the extensive number of possible pickup points along the length of the LGA.

The Notice of Motion stipulates that no cost is to be incurred by Council in the provision of a community bus service; all cost incurred in provision of buses, maintenance and running costs to be achieved through sponsorship and naming rights for these community buses and that if sponsorship does not meet the full running costs incurred in the provision of the buses, that a small charge be applied or a gold coin donation invited. Sponsorship and naming rights opportunities have not yet been investigated as it was felt premature to take such action at this stage.

There are two options that Council may consider:

Option 1:

That Council not introduce a community bus service and continue to lobby the State Government on the current identified shortcomings of public transport services in the Municipality with a view to improvements that ensure services that are consistent with the needs of the Woollahra community.

Option 2:

That Council continue to lobby the State Government and resolve to fund a feasibility study on the demand for an additional Community Bus Service for all residents. The study would include market research indicating demand, preferences of route and service planning, administrative requirements along with a marketing and sponsorship strategy.

Consultation

Consultations with the Woollahra community has previously been undertaken between June 2007 and July 2008 through the three community forums Council conducted on public transport titled "Tackling Transport Community Forums". Additional discussions were undertaken with HCCS and Manly Council to clarify the current status of their community transport services.

However there has been no community consultation that measures the demand for a community bus service in the Municipality and an analysis of favoured destinations and usage patterns. To achieve a successful and well patronized service which adds value to the local community a feasibility study would be required.

Identification of Income and Expenditure

No provision is currently available in the 2009/2010 budget for a feasibility study on providing a community bus service, with no budget allocation for a community bus service in the draft 2010/2011 budget.

If Council approves Option 2 as outlined in the proposal then a budget allocation for 2010/11 will be required, estimated to be in the vicinity of \$70,000 for the engagement of a consultant.

Conclusion:

Existing community bus services cater for the needs of the HACC target group which covers frail older people, people with disabilities and their carers. Whilst there has been an addition to the provision of services to this group through the community bus service by HCCS there will always be a need to continually monitor and advocate for appropriate transport services for this vulnerable group.

Considering the issues raised in this report, it is a decision of Council as to the role it wishes to have in the provision of a community bus service. Should Council wish to pursue the introduction of a community bus service in the local area then a feasibility study will be required prior to any planning or commitment of resources by Council.

However, the introduction of a community bus service as proposed in the Notice of Motion covering the Local Government Area and part of the Waverley Municipality, can be foreseen to incur a major ongoing cost for Council both in the start-up phase and through annual recurrent costs. Based on the experience of the 2006 survey for Rose Bay Wharf and the Holdsworth Community Centre & Services pilot project, it would also be difficult to provide a convenient and quick service to all the pick-up points and destinations within the Local Government Area. Based on previous research it would also be difficult to introduce a community bus service that would not duplicate the existing public transport routes.

The Notice of Motion suggests four routes all intersecting at Double Bay as in a three leaf clover however practically it would be difficult to offer a quick and timely bus service with this route design in place.

It is noted that Council has already identified in the Delivery Plan and Operation Program 2009-13 a major action to “*review and critique bus, train and ferry services and linkages between services and lobby State Government*”.

It is therefore proposed that Council not pursue the introduction of a community bus service and continue to lobby the State Government on the current identified shortcomings of public transport services in the municipality.

Susan Turner
Manager Community Development

Alan Opera
Manager Engineering Services

Kylie Walshe
Director Community Services

Tom O’Hanlon
Director Technical Services

ANNEXURES:

Annexure 1: Notice of Motion

Item No: D5 Delegated to Committee
Subject: **Dog Dropping Facilities**
Author: Paul Fraser, Team Leader - Open Space & Recreation Planning
File No: 271.G
Reason for Report: To investigate the feasibility of placing "Dog Dropping" bag dispensers in all our major dog parks.

Recommendation:

- A. That Council install dog bag dispensers at our three main off-leash dog parks for a trial period of 6 months to determine the success and manageability of servicing the dispensers and any direct issues relating to littering and misuse.
- B. That Council continue with educational programs in regards to promoting responsible pet management and ownership.

Background:

Woollahra Council has 34 parks where dogs are permitted either on or off-leash. Within the Municipality, the Council has classified these areas as suitable for walking dogs.

The problem and responsibility of picking up dog faeces is a wide-spread problem throughout most Council areas. The *Companion Animals Act 1998* states;
'If a dog defecates in a public place, the owner of the dog must immediately remove the dog's faeces and properly dispose of them.'

A notice of motion was adopted on 25 May 2009 and is as follows:

That a report be brought to the appropriate committee outlining the feasibility of placing "Dog Dropping" bins in all of our major dog parks which:

- 1) Allow dog owners to throw away their dog droppings easily*
- 2) Provides bags for dog owners to use to collect their dog's droppings.*

The report should also outline:

- a) The feasibility of collecting this waste everyday or provide an appropriate solution to collecting this waste*
- b) The possibility of selling advertising on the bags we provide to dog owners to pick up their droppings which would serve to offset the cost of installing the bins and any other work involved in the administration of this service.*

Under the Act, it is the responsibility of the owner to have direct control of their dog at all times which includes the removal and disposal of its faeces. This responsibility should include having bags with you to collect and dispose of faeces at all times. In practice, however, it is apparent that a number of dog owners are not cleaning up after their animals within parks and streets of Woollahra.

Council has previously considered the possible provision of dog dropping facilities within our parks; however our past position has been to encourage dog owners to be responsible for their own supply of bags for the management of their dog's waste. Many dog owners walk their animals to the park and therefore should carry bags at all times, including the period of time prior to reaching the park via streets and laneways. Research confirms that dogs will defecate shortly after becoming active. It is believed that the best way to encourage a long-term shift in behaviour of removing dog waste is by encouraging people leave their front door with their own bags.

Additionally, many other councils who supply dog dropping facilities report increased vandalism either by damage to the bin installation itself or the misuse of bags, contributing to litter throughout the park including bags tied in trees and found in waterways. It is recommended that if Woollahra is to consider providing dog dropping facilities that this is done on a trial basis as the potential "on costs" could be considerable.

Feasibility of Dog Bag Dispensers

Council staff have investigated the feasibility of providing dog bag dispensers within Council's 24 hour off-leash parks, being Yarranabbe Park, Steyne Park (Northern End) and Lighthouse Reserve. Council has previously adopted that these areas are suitable for unrestricted off-leash dog use and the possibility of installing dog bag dispensers would likely complement these areas.

The cost of providing and installing dog bag dispensers and dog bags within the stated parks is relatively low. The approximate costs for the installation of dog dispensers and purchasing of dog bags are as follows;

	Cost \$	Comments
Dog Bag Dispenser	\$50 - \$100 per dispenser	Installed on existing bins
Dog Bags (oxo-biodegrading)	\$49 - \$79 per carton of bags	Each carton has 2000 bags

There would be an on-going cost for the supply and replacement of dog bags and the regular maintenance of the infrastructure and the associated costs would need to be absorbed by Council. Staff would be required to refill the dispensers which could result in the dispensers needing to be refilled on a daily basis to ensure bags are available 24 hours a day, 7 days a week. All major parks are on a daily rubbish pick up service which would allow refilling of dispensers by staff. It is envisaged that the dispenser refilling would not impact significantly on the waste services daily runs.

The bags proposed are bio-degradable and relatively friendly to the environment using a technology known as TDPA oxo-biodegrading technology. This is the most practical and economical product that makes plastics biodegrade relatively quickly in different disposal environments.

The installation of dog bag dispensers does have obvious pitfalls in relation to the dog owner's responsibility, the environment, and misuse including the following;

- Under the Companions Animals Act 1998, owners of dogs should have complete control of their dog including if the dog defecates in a public place, the faeces should be immediately removed and properly disposed of.

- It would be more beneficial to encourage a long-term shift in dog owner's responsibilities of removing dog waste by owners supplying their own bags before leaving their residence. By providing dog dispensers, parts of the responsibility of managing dog waste shifts to Council as we would be responsible for the servicing of the dispensers.
- By providing bag dispensers, dog owners may become reliant on the bags being available at the park at all times, thus, increasing the likelihood of people not taking their own bags with them leading to an increase in defecation within the streets and parks.
- Although the bags would be bio-degradable the additional plastic bag usage may have the detrimental effect of additional rubbish littered throughout the parks and waterways.
- The potential improper use of the bags, vandalism of the dispensers and littering of used bags.

Although there are some potential issues associated with dog bag dispensers, installing them into 24 hour off-leash parks would complement these areas and may reduce the amount of dog waste left by irresponsible dog owners.

Garbage Bins

Throughout the majority of Council's parks there are existing bins available for use for dog waste and general litter. The number and location of garbage bins has previously been considered sufficient especially within the 24 hour dog off-leash parks and any proposed dog bag dispensers could be attached to existing bins.

Council's Waste Department and Open Space and Trees Department regularly assess the need for any further bins resulting from overflow or general litter being deposited within our parks. If required, Council staff will assess the need for additional bins within the 24 hour dog off-leash parks in consultation with Council's Companion Animal Officer.

Collection of Waste

Council's garbage bins in our major parks are serviced daily, as part of the Council's waste management schedule. At smaller parks, bins are emptied at least every second day. Council's Waste Department have reported that the current schedule is meeting the need of the community and is regularly assessed. Collecting waste everyday from all parks would have a major impact on Council resources including additional staff required, however the additional refilling of dog bags at a few selected bins should not significantly add to the existing schedules.

Advertisement on Bags

Staff do not believe that advertising on dog bags is worth pursuing or feasible due to the limited exposure presented to businesses. Council's Communications Department knows from their own experience in working with pet shops, pet related retailers and vets through the '*people and pets*' initiatives and similar events, that the advertising budget for most small businesses is very limited. Some businesses were hesitant to release up to \$150 for an advertisement to be placed in the local newspaper which had already partially been subsidised by Council.

Most advertising incentives for businesses rely on the fact that the advertising medium closely aligns with the product or service of the business. The advertising incentive is greater when the shelf life of the advertising medium is long and distribution is greater than one person or one exposure. In the case of dog bags the bag goes from the dispenser or the dog owners pocket to the ground and then into the nearest bin. The bags therefore offer very little by way of favorable business association and very little in terms of exposure for the business. It is not an ideal advertising platform.

Conclusion:

As reported, the installation of dog bag dispensers at the major dog parks is feasible and a relatively low cost to Council. It is recommended that Council limit the installation of dispensers to the 24 hour off-leash parks on a 6 month trial period to determine the overall success and manageability of servicing them and any direct issues relating to littering and misuse. Upon the success of the 6 month review, staff may decide to continue with the dispensers and increase the installation to other parks; mainly Council's restricted dog off-leash parks.

It is our opinion that Council staff should continue their focus on the long-term shift in behaviour and responsibilities of pet owners, in particular owners of dogs, and the proper removal of their pets waste. We need to encourage owners to be responsible for their own supply of bags which would alleviate the need for dispensers and move the responsibility back onto the owner. Educational programs should be continued including 'Puppies in the Park' events, distribution of the People and Pets Flip Guide and via Council's website.

Council garbage bins are located within the majority of our parks located strategically to encourage the general public to dispose of their rubbish properly including dog waste. Council staff regularly assesses the need for further bins and will revisit this, especially within Council's major dog off-leash parks. Council's Waste Department have reported that their current service schedule to park bins is meeting the demand and will continue to regularly assess the situation and provide additional pick-ups during peak periods including public holidays.

Finally, the advertisement on bags offers very little or favourable exposure time to a business and does not prove an ideal advertising platform.

Paul Fraser
Team Leader – Open Space and Recreation

Tom O'Hanlon
Director Technical Services

ANNEXURES:

NIL

Item No: R1 Recommendation to Council
Subject: **Minutes of the Floodplain Risk Management Committee (FPRMC) Meeting held on Wednesday 19 May 2010 and Recommendations**
Author: Michael Casteleyn – Technical Services
File No: 626.G Committee
Reason for Report: To report on the outcomes of the Floodplain Risk Management Committee meeting, held Wednesday, 19 May 2010, and recommend further actions.

Recommendation:

- A. That the minutes of the FPRMC meeting, 19 May 2010, be noted.
- B. That the following recommendations included in the Minutes of the FPRMC meeting be adopted:
- i. That the Rose Bay Flood Study be adopted.
 - ii. That the Rose Bay Catchment Floodplain Risk Management Study and Plan be commenced.
 - iii. That an itemised report be produced as a matter of priority detailing Council's proposed action plan for mitigating flooding of the Cecil Street area.
 - iv. That it be noted that an on-site meeting was held with residents of the Cecil Street area and Councillors on 8 June, 2010.
 - v. That all other recommendations contained in the Minutes to the FPRMC be noted

Summary:

A meeting of the FPRMC was held in the Committee Room of the Council Chambers on Wednesday, 19 May 2010. The minutes of the meeting (including the reports presented to the FPRMC) are attached as Annexure 1. The minutes provide an update on various issues related to the Floodplain Management Program.

The Committee received progress reports on the Woollahra Floodplain Management Program, Flood Studies and Floodplain Risk Management Studies for Double Bay, Rose Bay and Rushcutters Bay Catchments as well as reports on Cecil Street and Watsons Bay Drainage Study. A summary of these matters are outlined in the Minutes.

It should be noted that as recommended by the FPRMC a public meeting with residents of the Cecil Street area and Councillors was held on 8 June, 2010. At the meeting Council's flood management consultant detailed Council's proposed flood mitigation measures. The proposed measures involve creating an overland flow path and a brief for the design is currently being prepared.

Identification of Income & Expenditure:

Quotations will be called for item B(ii) and this will be funded from existing allocation for floodplain study & management plan for Rose Bay.

Item B(iii) will be the subject of a further report to Corporate & Works Committee following completion of the Rushcutters Bay Flood Risk Management Plan and detailed design.

Recommendations A, B (i), (iv) and (v) do not have any direct financial impacts on Council's adopted budgets.

Michael Casteleyn

Tom O'Hanlon

Design Engineer

Director Technical Services

Annexures:

1. Minutes of the FPRMC meeting, held on Wednesday, 19 May 2010, including report presented to the Committee.

Item No: R2 Recommendation to Council
Subject: Chiswick Gardens Plan of Management
Author: Tom O'Hanlon - Director Technical Services
File No: 389.G
Reason for Report: To recommend the adoption of the Chiswick Gardens Plan of Management

Recommendation:

- A. That Council adopt the Chiswick Gardens Plan of Management as the primary management planning instrument for Chiswick Gardens.
- B. That the recommendation of the Committee be considered by the Council on 28 June 2010 as a matter of urgency.

A report on the Chiswick Gardens Plan of Management was submitted to the Community and Environment Committee on 7 June 2010 where the Committee recommended the following:

“That consideration of the report be deferred to the next Community & Environment Committee meeting in accordance with the recommendation contained in the late correspondence.”

The report to the community & Environment Committee meeting on 7 June 2010 is repeated below.

Background:

Council, at its meeting of Monday 22 March 2010, resolved the following;

- A. *That Council place the draft Plan of Management (PoM) for Chiswick Gardens (Annexure 1) on public exhibition for not less than 28 days and that submissions be received for a period of not less than 42 days from the date the plan is placed on exhibition, in accordance with Section 38 of the Local Government Act 1993.*
- B. *That Council hold a public hearing to categorise community land in accordance with Section 36 (4) of the Local Government Act 1993 in conjunction with the public exhibition period of the draft PoM.*
- C. *That Council considers submissions received and, where appropriate, incorporates changes in a Final Plan of Management to be further considered by Council.*

The Chiswick Gardens Draft Plan of Management (PoM) was placed on public exhibition from 31 March 2010 for a period of 28 days, in accordance with Section 38 of the *Local Government Act 1993*. Submissions were received for a period of 42 days from the first day of public exhibition in accordance with the Act. This was advertised by notices in the *Wentworth Courier*, a letter distributed to all adjoining residents of the Gardens, information provided on Council's website (Have Your Say section) and signage within the Gardens.

In addition to the public exhibition of the draft PoM, Council is required to categorise community land when developing a PoM to reflect the current and intended use of the land. A public hearing was held on Wednesday 28 April 2010 as an opportunity for residents and park users to comment on the categorisation proposal being:

Area	Categorisation
Building and curtilage	General Community Use
Garden bed, lawns, turf, paths and toilet building	Park

The proposed land categorisation was illustrated and included as part of the information package (Annexure 2).

Ms Sandy Hoy, Principal of Parkland Environmental Planners, presided as an independent chairperson for the public hearing which 11 people attended. The chairperson's report is attached as Annexure 3.

Discussion:

Council received a total of 29 submissions (Summary as Annexure 1) during the public exhibition period with the main issues and Council's responses referred to below:

Categorisation of Community Land

Concerns were raised that the proposed categorisation of the building and curtilage, as General Community Use, would allow usage of the building to expand to the southern part of the park which is currently under utilised and fenced off to the general public. Some residents were concerned that any increase of the building's footprint would be detrimental to the park and the amenity of surrounding residents.

There was support for the whole site to be categorised as Park.

Response

The backyard area, at the rear of the current building, has been associated with the building and formed part of the leased area of past lessees. The backyard area is currently separated from the gardens and parkland by a fence and plantings and was identified for storage and waste service purposes (service courtyard). At the DCC meeting of 21 April 2008 for DA726/2007, the Committee added I.3 (Operation of Restaurant) which stated:

'All activities relating to the operation of the restaurant are to remain within the Licensed Area of the property'.

The Licensed Area has been identified by the Licensing Authority to include the whole ground floor and first floor, including the ground floor terrace (but excluding the service courtyard).

Any use of this service courtyard area other than for storage or service purposes or any proposed amendments to the building that is contrary to the current Development Consent would need a Development Application or Section 96 to the current consent. Furthermore any proposed lease will be structured in such a way as to prohibit this area from any dining / commercial use. In response to this the PoM has been amended with the deletion of the action:

'investigate expanding the outdoor area for restaurant/ park use'.

The area proposed for General Community Use is in keeping with the prior development consents and previous leased footprint. It is recommended that this categorisation is adopted as this best fits the building and service courtyard area that forms part of the previous lease. Any changes to the use of the service courtyard area or building amendments would be dealt with via the Development Application process, whereby the community will be able to comment.

It should be noted that a PoM is not required to deal with planning issues relating to the operation of any business or community facility within the building.

DA726/2007 65 Ocean St, Woollahra

Residents made reference to the above DA for the Pruniers Restaurant for alterations and additions to restaurant including infilling windows and new dance floor. There was some concern relating to why this DA was not referred to in the draft PoM. The DA was a subject of extensive community consultation and conditions were imposed to ensure the approved development would not have an adverse impact on the amenity of adjoining residents.

Response

The approved plans for 726/2007/1 show that the proposed dance floor at the rear of the building, with access to the service courtyard, was not approved. This DA was not referred to in the draft PoM because a PoM should guide the Council in the management and planning of the area. Any consent issues for the building are dealt with via the appropriate planning processes.

Possible Intensification of Building Use

Concerns over possible intensification of the building as a restaurant or other use was raised. The associated issues that intensification may cause included: noise pollution; traffic and parking congestion; loss of parkland and peaceful amenity; increased rubbish; and the possibility of an extension of operating hours.

Some residents were also concerned that the building may be used as a Function Centre for large parties and late night gatherings. It was stated that the previous operator of the restaurant had increased the usage of the building for functions resulting in additional disturbances to surrounding residents.

Response

The Development Consent states that the restaurant must operate solely in the Licensed Area (as previously discussed). The hours of usage are also stated in DA 366/2000 as:

'The hours of operation are limited to the following:

Monday to Saturday 12:00pm to 11:30pm

Sunday 12:00pm to 10:30pm'.

Any changes to the use of the building away from the current consent including DA366/2000 Place of Public Entertainment, would require a new Development Application or Section 96 modification to be submitted and exhibited to the community for comment. All associated issues would need to be dealt with as part of any new application or modification to the existing consent.

Public Toilet re-opening

There were concerns that the re-opening of the public toilet would be detrimental to the park attracting anti-social behaviour. It was stated that the toilet was originally closed as it became a haven for drug users and anti-social behaviour.

Response

There is a lack of public toilets throughout Woollahra. The closest amenities to Chiswick Gardens are either Lough Playing Fields (approx. 1km) or Trumper Oval (approx. 1.5km). Both toilets are opened by either Council's security contractor or Council's park staff in the morning and closed at dusk. We have had no recent reported incidents of drug use or anti-social behaviour at any of Council public toilets that has needed to be acted upon.

The construction, maintenance and caretaking of the proposed toilets could be a requirement of any future lessee for the building which would be regulated by Council.

It is recommended that the Plan of Management be amended to include the wording 'Investigate the feasibility to reinstate the public toilets taking into consideration the community need and response'.

Vegetation Management

There were concerns about the thinning of some vegetation along Ocean Street as it provides a wind break and privacy from Ocean Street.

Response

The draft PoM states that the collection of flora is botanically, culturally and visually of great significance to the Municipality. Council will continue to assess the health and make up of the vegetation and investigate the thinning or removing where appropriate.

Park Infrastructure

There were comments relating to more seating and the retention of the entrance pergola.

Response

The draft PoM states that park furniture, particularly seating, will be upgraded or replaced as appropriate. In relation to the pergola the PoM states that to ensure the safety of garden users Council investigates appropriate actions to the pergola including either removal, redesign or rebuilding in its current location.

Support for the re-opening of the building as a restaurant / café or similar

There was support for the building to re-open as a restaurant / café with the assumption that it does not develop into a function centre and does not extend further into the park.

Response

Comments noted.

Conclusion:

Annexure 1 outlines issues raised in submissions and where applicable proposed amendments to the advertised PoM. The PoM, with recommended amendments as identified in Annexure 1, is submitted to Council for adoption (Annexure 4).

Tom O'Hanlon
Director Technical Services

ANNEXURES:

1. Summary of submissions on draft Plan of Management and responses
2. Public Hearing Information Pack and Map
3. Public Hearing Report, Ms Sandy Hoy, Parkland Environmental Planners, May 2010
4. Chiswick Gardens Plan of Management Version 2, June 2010 (distributed separately)

**POLITICAL DONATIONS DECISION MAKING FLOWCHART
FOR THE INFORMATION OF COUNCILLORS**

