

**REPORT OF THE STRATEGY/POLICY FORUM (73.89)**

Held on 21 August 2001

**SF.036 945.00.00  
2001/2002 CAPITAL WORKS PROGRAM  
PROGRAM: TRANSPORT SERVICES****Footpath Paving Program**

An allocation of \$367,000 has been provided in the 2001/2002 Capital Works Program for footpath paving works (Account No T5001.907 – Adopted Footpath Program). Expenditure of this allocation on the projects listed in the following Schedule A is recommended.

These projects satisfy the criteria adopted by Council in July 1992 for high priority projects where:

- The footpath paving is in the vicinity of high pedestrian generators such as shops, schools, retirement villages, etc
- The need is established by a prominent existing track or where there is a major problem where large numbers of pedestrians are forced to walk along the carriageway or road shoulder.

**2001/2002 SCHEDULE A  
FOOTPATH PROGRAM**

No	Suburb	Street	Location	Length (M)	Estimated Cost \$
1	Avoca Beach	Cape Three Points Road	Yodalla Place to Avoca Drive – Provide footpath/K&G/property access (west side)	150	60,000
2	Bar Point	Kalinda Road	Public Walkway between Lots 30&31 from Public Reserve	45	12,000
3	Copacabana	Del Mar Drive	Stair connection to Pueblo Street (opposite Chico Street)	90	50,000
4	Daleys Point	Maitland Bay Drive	Footpath both sides to proposed refuge 30 metres north of Daleys Avenue	170	16,000
5	Ettalong	Schnapper Road	Complete footpath, Flathead Road to Ocean View Road (east side)	170	7,000
6	Kariong	Arunta Street	Taranna Road to Langford Drive (west side)	250	10,000
9	Kincumber	Gladys Manley Avenue	No 10 to Algona Avenue (south side)	90	7,000
10	Koolewong	Glenrock Parade	No 140 to No 146 including K&G to existing	150	27,000
11	Narara	Goonak Parade	Connect Goonak Pde to Karina Drive – Cycleway on exist track through reserve	150	40,000

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No	Suburb	Street	Location	Length (M)	Estimated Cost \$
12	Tascott	Glenrock Parade	Melaleuca Crescent to Brisbane Water Drive (incl part K&G) (north side)	300	27,000
13	Wamberal	Dover Road	Connect McGee Avenue with footpath in accessway/widen exist steps	65	10,000
14	Wamberal	Aldinga Drive	No 31 driveway to Tumby Road (north side)	210	10,000
15	West Gosford	Henry Kendall Street	From Coles to end of street	190	13,000
16	Woy Woy	Hillview Street	Dulkara Road to Nambucca Drive (west side)	330	12,000
17	Woy Woy	Woy Woy Road	Rawson Road to Phegans Street (east side)	400	21,000
18	Woy Woy	Rawson Road	Railway Street to Paton Street (south side)	120	8,000
19	Wyoming	Day Street	Pedestrian laneway to Orange Parade opposite Alan Davidson Park	65	20,000
20	Wyoming	Renwick Street	Pacific Hwy to Glencoe Ave - No 8 to No 30 inclusive (west side)	230	12,000
21	Wyoming	Darryl Road	Chamberlain Road (bus stop) to Walker Road (east side)	100	5,000
TOTAL					\$367,000

**Kerb and Gutter Missing Link Program**

Included in the 2001/2002 Budget is an allocation of \$100,000 (T0001.900 – Minor Kerb and Gutter Isolated) for the construction of short sections of kerb and guttering. These “missing links” can require high maintenance, cause drainage problems, limit parking and create hazards for vehicle and pedestrian traffic.

The projects targeted are in residential areas where provision of this facility is unlikely to occur in conjunction with future developments.

Schedule B lists the recommended projects for the 2001/2002 Program.

**SCHEDULE B  
2001/2002 MISSING LINK K&G PROGRAM**

No	Suburb	Street	Location	Length (M)	Estimated Cost \$
1	East Gosford	Carrol Avenue	Henry Parry Drive to Bayview Avenue (north side)	60	7,500
2	Green Point	Aroona Road	Avoca Drive to Marilyn Parade (south side)	60	10,000
3	Kincumber	Davies Street	Arakoon Street to Wilima Street (both sides)	110	19,000
4	Point Clare	Welwyn Grove	Jindalee Avenue to Collard Road (south side)	170	27,000

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No	Suburb	Street	Location	Length (M)	Estimated Cost \$
5	Umina Beach	Augusta Street	West Street to The Esplanade – missing sections (west side)	70	12,500
6	Woy Woy	Vidler Avenue	No 2 to Dwyer Avenue/ footpath extending into Rawson Road	100	24,000
TOTAL					100,000

**Minor Capital Works Program**

Included in the 2001/2002 Budget is a \$100,000 allocation for Various Urgent Works – Account No T0001.900.

The proposed works listed below in Schedule C are recommended for inclusion in the 2001/2002 Program. They are projects considered to be beyond the scope of routine maintenance expenditure and encompass various urgent works which typically involve:

- elimination of road flooding hazards
- elimination of pedestrian and traffic hazards
- construction of “missing link” works such as joining sealed sections of roadway
- minor upgrading works to reduce high maintenance demands

**SCHEDULE C  
2000/2001 MINOR CAPITAL WORKS PROGRAM**

No	Suburb	Street	Location	Length (M)	Estimated Cost \$
1	Blackwall	Baldwin Close	Retaining wall ----- To establish footpath profile. – Cnr Booker Bay Rd, No 1 Baldwin Close	30	15,000
2	Empire Bay	Wanawong Close	Seal road, and provide turning facility	50	10,000
3	Lisarow	Pacific Highway	Seal local access road from Teralba Street	135	15,000
4	Point Clare	Coolarn Avenue	Wendy Dr to Brisbane Water.Dr. K&G/Drainage (east)	100	20,000
5	Point Frederick	Albany Street	Road lowpoint collection system near Lot D, DP 151795 to Duke Street (west)	90	20,000
6	Springfield	Meadow Road	Remaining unsealed section serving properties	180	20,000
TOTAL					100,000

**Car Park Sealing/Linemarking Program**

Included in the 2001/2002 Budget is \$50,000 allocation for car park sealing and linemarking – Account No T9001.911.

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The projects listed in Schedule D are recommended to eliminate problems of high maintenance, limited parking and hazards for vehicle and pedestrian traffic.

The projects targeted are in residential areas where a high demand for parking is experienced.

**SCHEDULE D  
2001/2002 CAR PARK SEALING/LINEMARKING PROGRAM**

No	Suburb	Street	Location	Length (M)	Estimated Cost \$
1	Avoca Beach	Avoca Drive	Heazlett Park carpark adjacent to Bowtell Garage		10,000
2	Holgate	Wattle Tree Road	Provide road base and indented parking bay to formalise school parking	130m <sup>2</sup>	11,000
3	North Avoca	North Avoca Parade	Fronting and adjacent to Surf Club – full reconstruction	450	16,000
4	Springfield	Willow Road	Extend kerb and guttering and reconstruct footpath to formalise school parking	49	13,000
TOTAL					50,000

**Bus Stop Improvement Program**

Included in the 2001/2002 Budget is a \$50,000 allocation for bus stop improvements – Account No T7001.910.

The recommended projects listed below in Schedule E have been selected after consideration of the following issues:

- construction of new bus bays/facilities where appropriate
- improvements/widening of existing bus stops
- relocation of existing bus stops based on safety considerations
- overall safety for bus users

**SCHEDULE E  
2001/2002 BUS STOP IMPROVEMENT PROGRAM**

No	Suburb	Street	Location	Length (M)	Estimated Cost \$
1	Erina Heights	Carlton Road	Corner of Milina Road – strengthen shoulder and seal – school bus	30	5,000
2	Lisarow	Parsons Road	Corner Pacific Highway both sides of road – strengthen shoulder & seal	40	10,000
3	Springfield	Wells Street	South side – relocate the existing from the west side of Meadow Road to the east side – including shoulder widening	20	5,000

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No	Suburb	Street	Location	Length (M)	Estimated Cost \$
4	Springfield	Wells Street	North side – relocate the existing from the west side of Meadow Road to the east side – provide K&G, road base & indented bay	25	20,000
5	Umina	Ocean Beach Road	Cnr Veron Road – indented bus bay	20	10,000
TOTAL					50,000

**LATMS Program**

An allocation of \$100,000 has been provided as part of Council's Capital Works Program for 2001/2002 for the construction of Local Area Traffic Management devices (Account No T4001/906 – Local Area Traffic Management Study).

Expenditure of this allocation on the projects listed in the following Schedule F is recommended.

**SCHEDULE F  
2001/2002 LATMS PROGRAM**

No	Suburb	Street	Location	Length (M)	Estimated Cost \$
1	Copacabana	Del Monte Place/ Pampas Avenue	Local area roundabout		32,000
2	Copacabana	Copacabana Drive/ Helen Avenue	Investigate intersection improvements		2,000
3	Davistown	Kincumber Crescent/ Pine Avenue	Intersection treatment		4,000
4	Ettalong Beach	Bourke Road/ Memorial Avenue	Change priority		30,000
5	Green Point	Sun Valley Road/ Greenvale Road	Local Area Roundabout		32,000
TOTAL					100,000

**Traffic Facilities Program**

An allocation of \$100,000 has been provided as part of Council's recurrent expenditure for construction of traffic facilities (Account No T4001.438 – Traffic Facilities Improvement Program).

Expenditure of this allocation on the projects listed in the following Schedule G is recommended.

**SCHEDULE G  
TRAFFIC FACILITIES PROGRAM**

No	Suburb	Street	Location	Length (M)	Estimated Cost \$
1	Wyoming	Renwick Street	Construct turning bays at entry to Wyoming Shopping Centre		8,000

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No	Suburb	Street	Location	Length (M)	Estimated Cost \$
2	Blackwall	Memorial Avenue	Construct pedestrian facility near Bogas Service Station		8,000
3	Ettalong Beach	Barrenjoey Road/ Karingi Street	Improvements to existing pedestrian crossing (kerb blisters)		7,000
4	Gosford	Showground Road	Construct roundabout and pedestrian facility at Faunce Street West		20,000
5	Gosford	William Street	Extend concrete median adjacent to Parkside Plaza		2,000
6	Gosford	Dane Drive/ Georgiana Terrace	Construct concrete median in Georgiana Terrace		2,000
7	Peats Ridge	Peats Ridge Road	Upgrade intersection with Kilpa Road		10,000
8	Springfield	Willow Road	Construct pedestrian facility and concrete footpath paving		10,000
9	Springfield	Lock Avenue	Close Lock Avenue at its intersection with Wells Street		5,000
10	Umina Beach	Veron Road	Construct concrete median adjacent to school bus bay		6,000
11	Umina Beach	Ocean Beach Road/ Veron Road	Construct right turn bay and pedestrian refuges		15,000
12	West Gosford	Racecourse Road	Construct kerb blisters at existing pedestrian crossing Henry Kendall High		5,000
13	Wyoming	Jarrett Street	Construct concrete median		2,000
TOTAL					100,000

**Other Unfunded Projects**

Other projects that have not been included in the above programs, where further consideration has been requested by Council, have been estimated as follows:

**1 Footpath Program**

- |   |   |          |
|---|---|----------|
| a | Mt Ettalong Road, Umina<br>from Cowper Road to Etta Road  | \$45,000 |
| b | Chamberlain Road, Wyoming<br>from Maya Street to Legacy House<br>including kerb & gutter construction | \$50,000 |
| c | Aldinga Road, Wamberal<br>from Benwerrin Road to Tumbi Road   | \$ 5,000 |
| d | Wilkie King Avenue, Saratoga  | \$15,000 |

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**2 Kerb & Gutter**

Collard Road, Point Clare  
from Brisbane Water Drive to Brentwood Av           \$65,000

These works will be listed for consideration in Council's quarterly Capital Works Budget Review or included in the 2002/03 Capital Works Program.

**Financial Impact Statement**

Adoption of the recommended projects in Schedules A, B, C, D, E, F, and G will have nil impact on Council's 2001/2002 Budget.

The allocations listed in each schedule have been reduced where appropriate in anticipation of adjacent property owner contributions to footpath paving and kerb and gutter being recovered and applied to respective projects.

THE STRATEGY/POLICY FORUM RECOMMENDS that:

- A The 2001/2002 Capital Works Program funds of \$367,000 for the Footpath Program be allocated to the projects and the amounts indicated in Schedule A.
- B The 2001/2002 Capital Works Program funds of \$100,000 for Missing Links Program be allocated to the projects and the amounts indicated in Schedule B.
- C The 2001/2002 Capital Works Program funds of \$100,000 for the Minor Capital Works Program be allocated to the projects and in the amounts indicated in Schedule C.
- D The 2001/2002 Capital Works Program funds of \$50,000 for Car Park Sealing/Linemarking Program be allocated to the projects and in the amounts indicated in Schedule D.
- E The 2001/2002 Capital Works Program funds of \$50,000 for the Bus Stop Improvement Program be allocated to the projects and in the amounts indicated in Schedule E.
- F The 2001/2002 Capital Works Program funds of \$100,000 for the LATMS Program be allocated to the projects and in the amounts indicated in Schedule F.
- G The 2001/2002 Capital Works Program funds of \$100,000 for the Traffic Facilities Program be allocated to the projects and in the amounts indicated in Schedule G.
- H The other unfunded works mentioned in the body of the report be listed for consideration in the quarterly budget review.

**SF.037****98.95.02****KERB AND GUTTER STRATEGY – WOY WOY/UMINA/ETTALONG BEACH & YATTALUNGA/SARATOGA/DAVISTOWN**

PROGRAM: TRANSPORT SERVICES

**Introduction**

The Transport Services and Works Operations element of the 2000-2005 GOSFORD CITY STRATEGIC PLAN SP-1 (page 69) includes the following as part of its Action Plans:-

## T(13) KERB AND GUTTER

- Develop strategy for kerb and gutter for Yattalunga, Saratoga, Davistown – 2000/01
- Develop strategy for kerb and gutter for Umina/Woy Woy area of the Peninsula – 2000/01

The Action Plan to develop a strategy for kerb and gutter in these areas has been relisted in the draft 2001-2006 GOSFORD CITY STRATEGIC PLAN SP-2 to be undertaken in 2001/02.

This report is made with a view to obtaining Council's approval in-principle to a recommended draft kerb and gutter strategy, with a further report to be made later in 2001 providing more complete details including lists of works, maps and costings based upon the approval in-principle given.

This report endeavours to strike a balance between road upgrading continuing on the basis of past streetscape treatments and strategies, and possibly introducing improvement options which may lead to more attractive community public areas. In doing so the report has been structured to provide details of the following in both localities:

- Background information – road maintenance and construction issues.
- Where is kerb and gutter required?
- What treatment is appropriate?
- How much will the program of works cost?
- When will the program of works be delivered?

**Background information – road maintenance and construction**a General locality information

The following information is provided on issues affecting the two (2) localities.

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i *Yattalunga/Saratoga/Davistown*

- Topography – generally medium landform grades (2-7%) in Yattalunga and Saratoga, generally flat grades (less than 1%) in Davistown.
- Stormwater drainage – Yattalunga and Saratoga street and Council drains are generally effective, ponded water usually only apparent close to Brisbane Water. Davistown street and Council drains have generally flat grades, drain slowly, and may pond water.
- Property zonings – all residential property zoned 2(a) Residential (ie no medium density zoning).
- Transportation profile – high dependence on private motor cars. Not serviced by main regional bus routes. One access road to locality.
- Traffic type – predominantly cars, larger vehicles are principally service vehicles and buses.
- Road maintenance issues where there is no kerb and gutter
  - significant road pavement edge wear on all classifications of road
  - general lack of road shoulders, particularly in Yattalunga and Saratoga
  - routine grading and/or clearing of street open drains to minimise stormwater ponding
  - groundwater penetration often reduces pavement life, causing potholing

ii *Umina/Woy Woy peninsula*

- Topography – generally flat grades, (less than 1%), sand formation
- Stormwater drainage – irregular runoff from private properties to streets as a result of localised irregular land formation. Effective soakage from permeable areas due to sand formation. Many areas of the peninsula have either inadequate or no street and Council drains. Street and Council drains have flat grades, drain slowly, and may pond water.
- Property zonings – approximately 60% of residential property is zoned 2(a) Residential, the remaining 40% 2(b) Residential
- Transportation profile – good access to train and bus systems from the northern end of the peninsula, declining bus service and greater reliance upon private cars towards the southern end of the peninsula
- Traffic type – predominantly cars, larger vehicles principally service vehicles and cars.
- Road maintenance issues where there is no kerb and gutter

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- some road pavement edge wear on local roads
- routine grading of road shoulders/open drains to minimise stormwater ponding, particularly where unsatisfactory piped street drainage systems

b The purposes of providing kerb and gutter or a similar treatment

Kerb and gutter, or a similar treatment as discussed in section 4 of this report, is provided for many of the following purposes:

- delineation of the edge of the carriageway to enhance safety for both vehicles and pedestrians
- facilitate the control and collection of stormwater runoff
- minimise edge wear to the road pavement
- facilitate the erection of regulatory signs for speed and parking
- support the construction of an adjacent concrete footpath
- guide traffic to and through an intersection or localised safety facility such as a pedestrian refuge.
- discourage parking on footways in high turnover or otherwise well regulated areas such as CBDs, shops, schools, community building and near transport interchanges.
- enhanced safety where there is traffic flow in a kerbside lane

**Where is kerb and gutter required?**

A Plan which is tabled shows the following detail for Yattalunga/Saratoga/Davistown and Umina/Woy Woy respectively:-

- a Existing kerb and gutter
- b required kerb and gutter (or other treatment)
- c 2(b) Residential (medium density) zonings

The approximate length of kerb and gutter (or other road pavement edge support treatment) required is as follows:-

Yattalunga/Saratoga/Davistown

36.3 km	2(a) Residential frontage
<u>0 km</u>	2(b) Residential frontage
36.3 km	

Umina/Woy Woy peninsula

72.2 km	2(a) Residential frontage
<u>53.3 km</u>	2(b) Residential frontage
125.5 km	

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**What treatment is appropriate?**

In reconstructing or upgrading streets there are a number of streetscape treatment options available in the provision of “kerb and gutter”. The selection of the most appropriate treatment for each street should take into consideration such matters as:-

- the local environment
- functionality of the street eg bus routes, kerbside traffic flow
- topographical constraints
- stormwater drainage constraints
- construction costs and available sources of funding
- likely demand for on-street parking

Anecdotal evidence suggests that there is a growing feeling within the community that there may be more appropriate streetscape treatments in certain areas than “standard” kerb and gutter with full width road pavement. The following information is provided in support of this assertion:-

- The Pretty Beach, Wagstaffe and District Progress Association has recently written to Council indicating that kerb and gutter is not in keeping with the scenic quality of their area and is not wanted.
- Council Policy DO.16 Pearl Beach includes the policy statement that:-
  - “6 Council retain the existing street formations within Pearl Beach.
  - In order to achieve this, it will be necessary to establish appropriate hydraulic section for roadside drainage systems and stabilise the channel of the drains by:-
    - forming suitable cross sections and grades, minimise tree removal and vegetate drainage channels.
    - using hard structures in the channel base to prevent scouring on steeper non mowable locations.
    - where appropriate, establishing road side traps to localise silt flow.”
- Recent discussions with representatives of the McMasters Beach Progress Association have indicated that the Association favours an alternative treatment to kerb and gutter in some areas of McMasters Beach.
- Streets built recently through subdivision in this and other local government areas where an alternative to kerb and gutter such as roll-top kerbing is provided have proved functional and are well regarded by the street residents.

The following “kerb and gutter” options are worthy of consideration when Council upgrades roads:-

- i “Traditional” kerb and gutter

This is considered to be the most appropriate option in:

- commercial zonings

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- all roads from State Road down to “Collector” classification (ie other than “Local Roads”)
- where kerbing is necessary to support the construction of a footpath
- where kerbing is necessary to control stormwater runoff and drainage systems are available to take concentrated flows from gutters
- where firm regulation of parking is necessary such as near transport interchanges.

Traditional kerb and gutter is also considered desirable in most 2(b) residential zoned areas in view of the potential for greater numbers of parked cars

ii Kerb only, (ie no gutter section)

No appreciable benefit is seen in constructing kerb only as an alternative to full kerb and gutter. The saving in concrete cost is largely offset by additional pavement costs and the kerb section may not be as robust as kerb and gutter.

iii Flush-to-ground edge strips

In certain circumstances there are distinct benefits in constructing flush-to-ground concrete edge strips. It would appear to address the aesthetic concerns raised in relation to Pearl Beach, Pretty Beach/Wagstaffe and MacMasters Beach cited earlier in this report whilst addressing the issue of pavement edge wear.

Edge strips would appear appropriate in low traffic volume residential roads where grassed shoulders can be maintained and stormwater drainage can be effectively collected.

Edge strips have in the past only been used by Council in very localised situations eg adjacent to a single block medium density residential development where the collection of stormwater runoff by kerb and gutter would generate disposal problems at the end of the kerb and gutter.

iv Roll-top kerb

This is a flexible streetscape treatment and has been successfully used in new subdivision streets and in the reconstruction of Trafalgar Avenue. May be supplemented by the construction of standing pads for cars as in Trafalgar Avenue.

Roll-top kerb is considered a less intrusive treatment than traditional kerb and gutter, whilst retaining most of the benefits of kerb and gutter.

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## v “V” drain

Successfully used in the Gosford CBD as a “pedestrian friendly” treatment, providing particularly good street access for the disabled. More suited to use in a CBD than in a residential zoning application.

The selection of the appropriate streetscape treatment, including the appropriate width and alignment of the carriageway, must take account of traffic planning issues such as adopted Local Area Traffic Management Schemes (LATMS) and other traffic safety facilities. The selected alignment will also take account of topographical features in the street and aesthetic considerations such as the opportunity for the cluster planting of street trees.

It is recommended that a further report be provided to Council identifying a draft kerb and gutter or similar treatment as discussed above for each street in Yattalunga/Saratoga/Davistown and the Umina/Woy Woy peninsula with a view to inviting community comment. The draft masterplan to accompany the report would identify opportunities for less intrusive streetscape treatments, related issues such as the selection of suitable street tree species would also be addressed.

**How much will the program of works cost?**

It has been Council’s policy over several decades to construct the road shoulder adjacent to any new kerb and gutter or similar treatment. This strategy avoids stormwater runoff running along in front of the kerb and gutter, eroding the shoulder and undermining the kerb and gutter. As a consequence, it is inappropriate to consider the cost of constructing kerb and gutter without considering the cost of the essential related construction works.

Indicative estimates of cost at Attachment A have been prepared based upon generalised assumptions of pavement width, kerb and gutter or alternative treatment and stormwater drainage costs for various categories of road. These indicative estimates are intended to be confirmed in the proposed further report to Council.

**When will the program of works be delivered?**

The key elements to be considered in estimating how long it will take to fully construct all streets in both localities are the total cost of the desired works as determined by the indicative estimate at Attachment A to this report and the possible sources and quantum of funds available for reconstruction work.

a Possible funding sources

## i Capital Works Program

## 2001/02 Capital Works Program

The Transport Program element of the Capital Works Program is the principal source of funding for kerb and gutter construction. The funding is allocated to the full reconstruction of specific streets, typically 15-25% of the overall allocation is spent on the actual kerb and gutter item.

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The Transport Program categories of the Capital Works Program which are associated with the delivery of kerb and gutter are as follows:

- TO Sub-regional Roads
- TO Collector Road
- TO Local Roads

The funding allocated by Council in the 2001/02, 2002/03 and 2003/4 Transport Program Capital Works Programs within the categories of Sub-Regional Road, Collector Road and Local Road in the two localities has been listed in Attachment B.

Whilst this type of calculation may not be entirely representative, it is reasonable to conclude from the three (3) year allocations shown at Attachment B that the following amounts could be anticipated to be available for full road reconstruction projects involving the delivery of kerb and gutter in an “average” year in the two localities from the Transport Program element of the Capital Works Program within the current financial regime.

Yattalunga/Saratoga/Davistown	\$500,000 per year
Umina/Woy Woy peninsula	\$880,000 per year

ii Developers of properties zoned 2(b) Residential

The developers of properties zoned 2(b) Residential (ie medium density) are currently required pursuant to Section 80(a) of the Environmental Planning and Assessment Act (EP&A Act) 1979 to provide kerb and gutter and constructed road shoulder adjacent to the property being developed.

As indicated in section 3 above of this report, there is in the order of 53.3 km of kerb and gutter to be provided by developers in the Umina/Woy Woy peninsula in association with medium density residential development. A problem to date in the provision of kerb and gutter by developers is both the negative appearance and drainage impact of the construction of many isolated sections of kerb and gutter, and the cost to Council when it elects to fund “missing link” sections which would otherwise ultimately be linked up by developers.

It is recommended that the current practice of seeking the construction of kerb and gutter as a Section 80(a) matter, ie, as a condition of development consent, be replaced by Council establishing a Section 94 Contributions Plan for kerb and gutter within the full 2(b) Residential zoning. Kerb and gutter could then be constructed street by street as contributions become available. Whilst this strategy will increase the Section 94 Contributions payable in respect of Umina/Woy Woy peninsula properties, it will be offset by the fact that the developer will no longer be required to actually construct these roadworks in association with the development. Some developers may favour the construction of kerb and gutter and road shoulder at the time the development proceeds as this may improve the marketability of their development.

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However, Council is frequently left with an isolated section of kerb and gutter which may unsatisfactorily concentrate stormwater runoff and not tie in with ultimate construction. A phasing out of the “missing links” kerb and gutter program in this locality is also recommended as these sections would be built from Section 94 Contributions.

There is no land zoned 2(b) Residential in Yattalunga/ Saratoga/Davistown, hence developer contributions are not available in this locality.

b Summary

On the assumption that the recommendations made earlier in this report are endorsed the following delivery periods for the construction of kerb and gutter or alternative treatment are foreseen.

i Yattalunga/Saratoga/Davistown

\$10.0M (indicative cost of works)  
 ÷ \$ 0.5M/year Capital Works Program funding  
 20 years to complete locality

ii Umina/Woy Woy peninsula

2(a) Residential zoned areas

Were all the average annual funding currently allocated to the Umina/Woy Woy peninsula to be focused entirely on the 2(a) Residential zoned areas the following equation would apply.

\$17.7M (indicative cost of all kerb and gutter or equivalent works)  
 ÷ \$0.88M/year Capital Works Program funding  
 20 years to complete 2(a) zoned area

2(b) Residential zoned areas

All remaining kerb and gutter and associated roadworks to be funded through a proposed Section 94 Contributions Plan.

The rate of completion of works will be totally reliant upon the rate of development of medium density housing.

### Conclusions

- a The estimated time for the delivery of kerb and gutter in association with full road reconstruction in both the Yattalunga/ Saratoga/ Davistown and Umina/Woy Woy peninsula localities could be within two (2) decades if Council continues its current funding regime.

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The delivery of full road construction in two (2) decades is reliant upon the availability of trunk drainage systems into which the street drainage systems may discharge. This appears to be a potentially greater problem in the Umina/Woy Woy peninsula, and can be investigated in association with the proposed further report to Council. The availability of trunk drainage systems may be a factor in setting project delivery priorities.

Options Council may wish to consider the reduce the delivery time include:

- i the allocation of a greater proportion of available capital works funding to roadworks in these and possibly other localities.
  - ii an investigation be undertaken of lower cost alternatives in designing streets, particularly the abandonment of the construction of wide carriageways principally to facilitate kerb side parking.
  - iii an investigation be undertaken of lower cost alternatives in the construction of streets, although available options will be limited as materials and plant represent the bulk of costs.
- b The community should be consulted on the most appropriate streetscape treatments in their locality, taking account of such matters as the local environment, functionality of the street, topography, stormwater drainage constraints, construction costs and the likely demand for on-street parking. Such community consultation can effectively be undertaken through the public exhibition of a streetscape masterplan specifying each proposed streetscape treatment within a locality.
  - c The streetscape masterplan recommended in (b) for each locality be supported by preliminary estimates of cost for each street and a recommendation on implementation priorities.
  - d A Section 94 Contributions Plan be established for the provision of kerb and gutter and associated road shoulder construction adjacent to all properties zoned 2(b) Residential in the Umina/Woy Woy peninsula in lieu of the current requirement that this be constructed as a condition of development consent pursuant to Section 80(a) of the EP&A Act.
  - e Expenditure within the Transport Program element of the Capital Works Program on the Umina/Woy Woy peninsula be principally focussed upon the provision of kerb and gutter and associated road shoulder construction adjacent to properties zoned 2(a) Residential.

**Financial Impact Statement**

The financial impact of the recommendation is addressed throughout the report.

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## THE STRATEGY/POLICY FORUM RECOMMENDS that:

- A Options for reducing the estimated time for the delivery of kerb and gutter and associated full road reconstruction in both the Yattalunga/Saratoga/Davistown and Umina/Woy Woy peninsula localities be investigated.
- B A further report be made to Council in November 2001 tabling a draft streetscape masterplan showing a proposed treatment for every street where kerb and gutter is not currently constructed and incorporating Water Sensitive Urban Design principles (LLCCREMS), in Yattalunga/Saratoga/Davistown and the Umina/Woy Woy peninsula prior to community consultation on the proposed treatment.
- C The further report pursuant to B incorporate preliminary estimates of cost for each street and a recommendation on implementation priorities.
- D The strategy of obtaining contributions for kerb and gutter and the associated road shoulder by way of a Section 94 Contributions Plan for Umina/Woy Woy peninsula land zoned 2(b) Residential zoned land be endorsed.
- E The allocation of Capital Works Program funding for road reconstruction involving the provision of kerb and gutter in the Umina/Woy Woy peninsula be principally focused up on the areas zoned Residential 2(a).
- F A strategy for Kerb and Gutter construction in the Narara Valley and Coastal planning precincts be presented to Council in February 2002.

## ATTACHMENT A TO SF.037

**INDICATIVE CONSTRUCTION COSTS****a Unit Costs**Sub-Regional Roads (6.5m half width costs)

		\$/lineal m
1	K&G (incl exc, base)	80
2	Road shoulder (3.5m, incl exc, base, AC)	230
3	Central resheet (3m x 50mm AC)	60
4	Stormwater drainage	75
5	Utilities/contin (15%)	65
	<u>less K&amp;G recovery</u>	(35)
		475

Collector Roads (5.5m half width cost)

		\$/lineal m
1	K&G (incl exc, base)	80
2	Road shoulder (2.5m, incl exc, base, AC)	155
3	Central resheet (3m x 30mm AC)	35
4	Stormwater drainage	55
5	Utilities/contin (15%)	50
	<u>less K&amp;G recovery</u>	(35)
		340

Local Roads (half width)

		\$/lineal m
1	K&G (equivalent)	80
2	Road shoulder (1m, incl exc, base, AC)	60
3	Central resheet (3m x 30mm AC)	35
4	Stormwater drainage	55
5	Utilities/contin (15%)	35
	<u>less K&amp;G recovery</u>	(35)
		230

**b Total Costs****i Yattalunga/Saratoga/Davistown**

Category	Half road length (km)	Unit Cost \$M/km	Cost (\$M)
Sub-regional	2.53	0.475	1.20
Collector	10.32	0.340	3.51
Local	23.40	0.230	5.38
	36.25		10.00

## ATTACHMENT A TO SF.037 CONTD

ii Umina/Woy Woy peninsula

## 2(a) Residential

Category	Half road length (km)	Unit Cost \$M/km	Cost (\$M)
Sub-regional	1.02	0.475	0.48
Collector	7.48	0.340	2.54
Local	63.67	0.230	14.64
	72.17		17.66
			say \$17.7M

## 2(b) Residential

Category	Half road length (km)	Unit Cost \$M/km	Cost (\$M)
Sub-regional	1.10	0.475	0.52
Collector	2.95	0.340	1.00
Local	49.20	0.230	11.31
	53.25		12.83
			say \$12.8M

## ATTACHMENT B TO SF.037

**TRANSPORT AND ROADS PROGRAM**

Projects allocated funding in the 2001/02, 2002/03 and 2003/04 Capital Works Program.

Yattalunga/Saratoga/Davistown

		\$000's
• Davistown Road (S-R)	2001/02	250
• Davistown Road (S-R)	2002/03	250
• Davistown Road (S-R)	2003/04	400
• Henderson Road (C)	2001/02	300
• Henderson Road (C)	2003/04	300
		1,500

The \$1.5M total represents 19.1% of the total available funding of \$7.25M allocated in these categories over 3 years

Umina/Woy Woy Peninsula

		\$000's
• Bourke Road (S-R)	2001/02	65
• Dunban Road (S-R)	2001/02	185
• Dunban Road (S-R)	2002/03	300
• Springwood Street (C)	2001/02	175
• Springwood Street (C)	2002/03	200
• Springwood Street (C)	2003/04	300
• Brisbane Avenue (C)	2002/03	100
• Brisbane Avenue (C)	2003/04	225
• Ryans Road (C)	2001/02	190
• Ryans Road (C)	2002/03	140
• Osborne Avenue (L)	2001/02	100
• Gallipoli Avenue (L)	2001/02	200
• Wellington Street (L)	2003/04	350
		2,645

The \$2.645M total represents 33.7% of available funding of \$7.25M allocated in these categories over 3 years

Legend

Sub-Regional Roads	(S-R)
Collector Roads	(C)
Local Roads	(L)

**SF.038****236.00****MANAGEMENT AUDIT REPORT – INVESTED FUNDS**

PROGRAM: FINANCE (CS.123)

**Introduction**

The Strategy/Policy Forum noted that this matter was deferred from the Council meeting on 26 June 2001.

**Background**

Council at its meeting held on 22 May 2001 requested a report on the statement by KPMG in the original Management Audit Report that Council may have too much money invested and advice on what funds are available for additional works.

The last audited financial report of the Council revealed that cash and investments totalled \$98.514m as at 30 June 2000 and that these assets were subject to external and internal restrictions. Council's auditor BDO stated in the report that these cash assets were restricted in their use and therefore not available for general Council operations. However Council does have the discretion to revise its internal restrictions.

External restrictions are imposed by the Local Government Act and Regulations, eg Sections 409 and 504, while internal restrictions are imposed by Council resolution. Disclosure of these restrictions is required by the Australian Accounting Standards and the Department of Local Government.

**Conclusion**

Council's external restrictions include:-

	\$m
Specific Purpose Loans – Financial Strategy	18.421
Workers' Compensation insurance	5.126
Other self insurance	.560
Security deposits	3.064
Contractors' deposits	1.465
Developers' contributions	
Section 94	19.485
Coastal Open Space	.279
Sewerage	10.691
Water	13.792
RTA contributions	.405
Specific purpose grants	3.072
Domestic waste management	.402
Contributions to specific works	<u>2.869</u>
<b>Total External Restrictions</b>	<b><u>\$79.631</u></b>

Council does not have discretion to use these externally restricted funds for any purpose other than the above.

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Council's internal restrictions include:-

	\$m
Employee Leave Entitlements	1.735
Waste Disposal Facility	2.586
Industrial land development	.226
Property development	.754
Drainage Levy	.060
CBD Levy	.888
Financial Strategy (committed)	8.224
Sewerage asset replacement	.399
Water asset replacement	3.702
Baker Street Parking Station	<u>.309</u>
<b>Total Internal Restrictions</b>	<b><u>\$18.883</u></b>

Transfers to these internal restrictions have occurred as a result of Council budget decisions to provide cash for future liabilities and specific projects and purposes and hence are not available for additional works.

#### Financial Impact Statement

The recommendation does not impact upon Council's financial position.

THE STRATEGY/POLICY FORUM RECOMMENDS that:

- A The information be noted.
- B A further report be brought back to a Strategy/Policy Forum detailing the funds available in the various Contribution Plans and the purposes for which they were raised (\$19.485 million), together with details as to any difficulties with expending funds and options for expenditure.
- C The further report also to detail how Council may alter Contribution Plans should it so desire.

## SF.039

## 849.92.60

#### HEALTH MANAGEMENT IN GOSFORD CITY RESERVES – SYRINGE DISPOSAL

PROGRAM: RECREATION

#### Issue

The ongoing management of disposed intravenous syringes in some passive recreation and natural area reserves.

With the intention for Council to become proactive in minimising the chances of reserve visitors and bush regeneration volunteers of encountering used syringes, it is proposed:

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- 1 that additional disposal bins be established at strategic locations at two nominated reserves (Trafalgar Avenue, Umina and Warrawilla Street, Wyoming), and
- 2 that a process be identified to efficiently guide the future needs of reserves in relation to this important public health matter.

**Background****1 Additional Disposal Bins**

In response to ongoing management concerns, CCAHSS has identified two potential locations that warrant the placement of a syringe disposal bin.

The first is in the Woy Woy South/Umina area. More specifically the public reserve (Passive Recreation) located on the corner of Alma Avenue and Trafalgar Avenue. Many of the community agencies located in this area including the fire station, the school and community centres have been collecting used syringes from their premises and contacting CCAHS to collect them. CCAHS are willing to provide this service however, calls from the local community have grown notably in recent months in response to the distress caused by the increase of dumped syringes in the reserve.

The Woy Woy area has lost its last chemist where people were able to return used injecting equipment. The only place available to accept used injecting equipment is at Umina After Hours Pharmacy, the Woy Woy Hospital Cleanaway bin or the Pelican Park syringe disposal bin. There is no adequate disposal option in the Woy Woy South to Umina area.

Council maintenance crews now check the Trafalgar Avenue reserve for used syringes.

The second location is a natural area reserve along Warrawilla Street, Wyoming. The scenario is similar to the previous one in that adequate disposal options are minimal and the locality's chemist has moved. Used syringes are being found in the area where bush regeneration volunteers are working. This area is also popular for bushwalking.

Associated with this issue is the 'Urban Renewal' project being operated by the NSW Department of Housing for Wyoming. In general terms, the aim of this project is to improve the living environment for residents. In conjunction with Central Coast Area Health Service, the Department of Housing and Council, a local residents action group is monitoring the number and pattern of disposed syringes with the purpose of identifying the need for a formal disposal bin and a potential location.

**2 Disposal Bin Strategy for Public Reserves**

The disposal of used syringes in some public reserves is becoming a concern to reserve managers. The well being of visitors to public recreation reserves is Council's highest priority, particularly in relation to those reserves with children's play equipment.

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The provision of syringe disposal bins is consistent with the three tiered approach to drug use flowing from the NSW State Government 1999 Drug Summit. The three tiers of this strategy are as follows:

- a Improved police response and resourcing to reduce drug importation.
- b Development and implementation of harm minimisation strategies.
- c Provide safe disposal options for drug users.

It is important to note that the strategies outlined above do not in any way seek to condone the use of illegal drugs, rather they are aimed at the minimisation of the impacts of drug use such as accidental needle stick injury. Both the Central Coast Area Health Service and Council hold the community's outrage (agree with the community that it is unacceptable) that people should litter reserves in this way. However we need to have the infrastructure in place to deal with this type of waste in an effective and safe manner. Furthermore, the introduction of additional syringe disposal bins in problem areas also provides a safe disposal option for other medical waste, such as diabetic injecting equipment.

CCAHS are in the process of restructuring its service. The organisation is attempting to reorientate its service toward a more personal focus. Improved education is another important objective. CCAHS anticipate that its review of service will result in marked improvements to issues such as syringe disposal in public places.

### **Proposed Changes**

#### **Disposal Bin Strategy for Public Reserves**

It is prudent to acknowledge that the need for syringe disposal bins for particular public reserves will continue to some degree. Given the potential impacts to public health as a result, it is important for reserve managers to act swiftly and proactively. To this end the following process is proposed:

##### *Reserve Syringe Disposal Bin Identification Process*

- A Reserve identified as having an issue of discarded injecting equipment. This is generated from maintenance crew reports, reserve inspections and/or reports from Central Coast Area Health Service.
- B On-site inspection involving the Reserve Manager and representative from CCAHS. This meeting to determine the need for a syringe disposal bin and possible location.
- C The Reserve Manager to provide the Director-Works with a memo outlining the health issue confronting the reserve (number of discarded syringes found in the identified location) and the recommended action (ie. syringe disposal bin).
- D Upon approval from the Director – Works, Reserve Manager to organise the installation of the Syringe Disposal Bin.

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- E Reserve Manager to monitor the use of the bin, improvement to the reserve, community feedback.

**Financial Impact Statement**

The recommendation will not impact on Council's working fund.

THE STRATEGY/POLICY FORUM RECOMMENDS that Council endorse the Reserve Syringe Disposal Bin Identification Process.



