

## Item 12

### Questions on Notice with Answers

#### Skating Facilities in the City

1. By Councillor Scott

##### Question

In December 2013, the City resolved to “accelerate investigations for additional skate facilities at Green Square and Sydney Park”. In April 2015, Council further resolved to proceed with the scoping of skating facilities at Johnston’s Creek and Sydney Park, and to implement “skateable moments in the Green Square area, including Gunyama Park and Green Square Aquatic Centre, the South Sydney Hospital site and Matron Ruby Park”. This was affirmed in November 2015.

Please provide details of location and features of any planned or completed skate facilities at each of the following locations, and the planned timeline for their completion:

- Johnston’s Creek;
- Sydney Park;
- Gunyama Park and Green Square Aquatic Centre;
- South Sydney Hospital site; and
- Matron Ruby Park.

Please provide details of any skating facilities projects which were commenced after December 2013, and which have been completed as of November 2018.

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#### Answer by the Lord Mayor

##### Johnstons Creek

The new skate park at Johnstons Creek Parklands is a street style plaza. Located adjacent to the Crescent, it is part of the new open space on the Crescent Lands. The construction tender is anticipated to be awarded in December 2018, with an expected construction program of one year.

##### Sydney Park

The proposed skate park in Sydney Park is located on Sydney Park Road adjacent to the cycling centre. It will be inclusive with a range of challenges for all abilities and wheeled sports. It will include a skate plaza, including street-style elements and transitions, small bowl and large flow bowl for advanced skaters.

Tenders have been received for the construction of this facility. A report seeking approval from Council to reject and negotiate the tender offers received was considered at the 12 November 2018 Corporate, Finance, Properties and Tenders Committee meeting. Approval will be sought at the 19 November 2018 Council meeting. The expected construction program is 15 months, which would follow the successful negotiation of tenders received.

### **Gunyama Park and Green Square Aquatic Centre**

A small skate bowl is proposed in Gunyama Park as part of the Stage 2 works. A report seeking approval from Council to commence construction works in early 2019 for Stage 2 works is proposed for the December 2018 meeting.

There is no skate facility at the South Sydney Hospital Site or at Matron Ruby Grant.

Since December 2013, the City has developed an urban skate parks program, which identified two priority projects:

- The Crescent Lands at Johnston's Creek; and
- Sydney Park Skate Facility.

### **Redfern Park – Youth Plaza**

Works to upgrade the skate plaza, including modifications and improvements to the skateable elements, informed through consultation with the local skate community, were completed in October 2017.

Planning is currently underway to install an additional new skate ramp within the plaza. A concept plan has been prepared and consultation is ongoing with local skaters. The new ramp is expected to be installed in 2019.

### **Drying Green Park**

2. By Councillor Scott

#### **Question**

As per the 2018/19 Quarter 1 Review – Delivery Program 2017–2021 Report, the Drying Green Park project is proceeding with an alternative delivery model.

Please detail:

- why the delivery model was changed; and
- the proposed alternative delivery model.

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#### **Answer by the Lord Mayor**

As advised at the Council meeting of 13 August 2018 (Item 6.7), the City could not accept the preferred contractor's proposed changes to the contract in regards to ground settlement. They were significantly and materially different to what Council understood the proposed contractor had provided at the time of awarding the tender. Therefore, it was necessary to reject the preferred contractor offer and retender.

The revised delivery model directly addresses the risk of future ground settlement issues, and divides the project into three stages:

- Stage 1: Request for Tender for an early works design package including additional comprehensive geotechnical investigation, site remediation and foundation design.

- Stage 2: Request for Tender for construction of the early works to include civil construction of site specific footings for existing ground conditions and remediation. This will directly address ground settlement tolerances and mitigate the risk of future subsidence.
- Stage 3: Request for Tender for design and construction of the above ground works (landscaping and building works) by a specialist contractor.

### **Pedestrian Journey Times**

3. By Councillor Scott

#### **Question**

The City has highlighted decreasing waiting times and journey times for pedestrians as a priority in the 2018/19 Quarter 1 Review – Delivery Program 2017–2021.

Please detail:

- how many alternatives to pedestrian intersection crossings have been researched or considered;
- how many have been unable to proceed, and where, with reasons; and
- how many will be able to proceed, and where, with reasons.

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#### **Answer by the Lord Mayor**

Since the adoption of the Walking Strategy and Action Plan, the City has been working on multiple fronts to reduce walking times for pedestrians. These include:

##### **Advocating for reduced waiting times at signalised intersections**

As reported in the 2018/19 Quarter 1 Review – Delivery Program 2017–2021, the NSW Government has reduced the phase time for most Central Sydney intersections from 110 seconds to 90 seconds. The Lord Mayor has subsequently written to the Minister for Roads on 8 November 2018 to request an expansion of this trial to cover the entire City of Sydney local government area. Roads and Maritime Services has not yet responded to this letter.

##### **Installing missing pedestrian crossing legs at signalised intersections**

The City has long advocated for the inclusion of missing pedestrian crossing legs at signalised intersections. In March 2017, the City wrote to Roads and Maritime Services with a list of the 30 priority locations for installing these missing crossings. The City and Roads and Maritime Services met to identify a short list of six sites to action. Two intersections have been completed to date, with another four being collaboratively addressed over the coming couple of years.

### **Increasing the number of countdown timers**

Since Roads and Maritime Services and the Centre for Road Safety installed the first countdown timers, the City has advocated for an increase in locations. This has mainly been done informally, but the request was formalised in a letter from the Lord Mayor to the Minister for Roads on 8 November 2018. There has been a minimal increase in the number of countdown timers installed in the City of Sydney since the first roll out. Roads and Maritime Services funding for further roll out of countdown timers ended in 2016. Roads and Maritime Services has not yet responded to the Lord Mayor's letter.

### **Installing capital works to assist with ease of pedestrian crossing**

The City improves pedestrian connectivity in a large number of capital works projects. So far this financial year a raised pedestrian crossing at Danks Street, Waterloo, has been installed and planning has commenced for three more in the Green Square area. The City has a standing budget of \$600,000 for the installation of Continuous Footway Treatments and other pedestrian improvements within Central Sydney.

### **Delivering through site links**

The City also works with developers to introduce through site links within new developments in urban renewal areas to reduce the size of the blocks in old industrial areas.

### **Speed reduction**

In February 2018, the City received conditional approval for two 40km/h zones and an approval for a further zone. The zone in Alexandria was installed in March 2018. The City has been working with Roads and Maritime Services since to consider the options for meeting the conditions of the Kings Cross and Waterloo/Green Square approvals. The City is working towards having Green Square works completed and the 40km/h speed zone installed this financial year, with Waterloo and Kings Cross following in the next couple of years.

## **Recycling Crisis**

### **4. By Councillor Scott**

#### **Question**

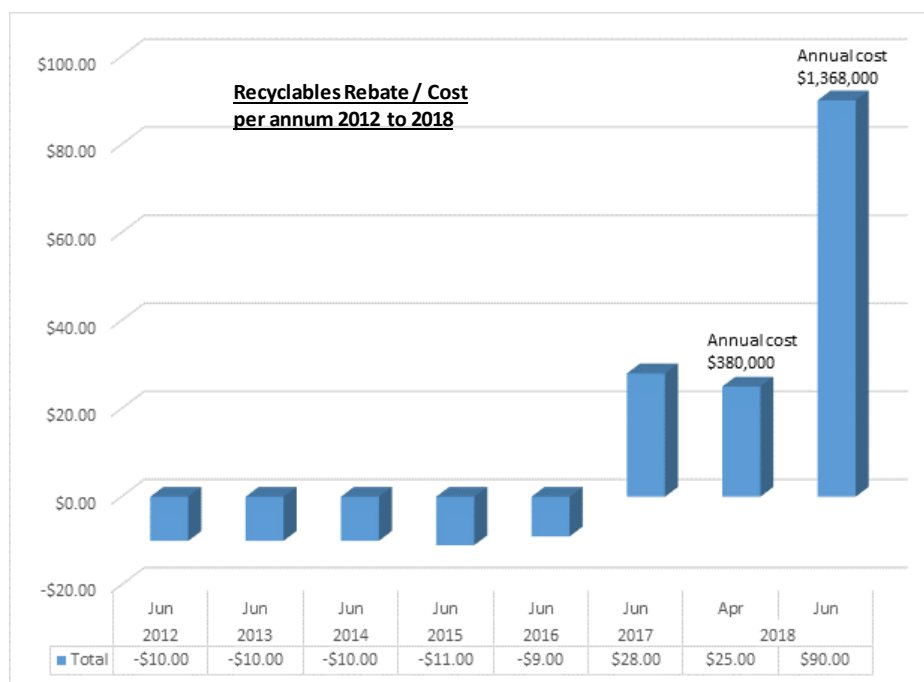
Recycling processing costs have been subject to ongoing increases due to the effects of the China National Sword Policy.

1. Please detail the increased costs incurred by the City that are associated with the China Sword crisis and reasons for them.
2. Please detail, since the City began recording the rates, the annual rates and quantum of recycling in the City of Sydney. Where possible, please also detail the recycling rates as a proportion of the City's entire waste collection stream that is collected.

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### Answer by the Lord Mayor

The following graph illustrates the projected financial costs that may be incurred due to the increase cost of \$65 per tonne as of June 2018.



The rate of waste diverted from landfill for the Local Government Area as at June 2018 is approximately 67 per cent. Since 2012/13, the City's domestic recycling (yellow-lid bin) has averaged approximately 14,615 tonnes each year with an average of 67.8 per cent diverted from landfill.

Year	Total Recycling Tonnes	Total Waste Tonnes	Total % diverted from Landfill
2012-13	15,010	61,022	65.7%
2013-14	14,785	63,882	68.3%
2014-15	14,805	64,620	68.7%
2015-16	14,375	67,042	69.5%
2016-17	14,670	66,301	67.9%
2017-18	14,045	64,005	66.8%

## Alcohol Free Zones

5. By Councillor Scott

### Question

Broken down by year, please detail the total number of alcohol free zones in the City of Sydney on 31 December, between 2004 and 2018.

By what percentage have alcohol free zones in the City increased between 31 December 2004 and 31 December 2018?

Broken down by year, since 2004, please detail how many alcohol free zones were requested by category (e.g. NSW Police, private residents, initiated by the City)?

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### Answer by the Lord Mayor

An answer to the first question will be provided via CEO update. To provide answers to the remainder would require an onerous use of staff time.

## Overweight Vehicles on Maddox Street

6. By Councillor Chung

### Question

On April 23 2018, the City received advice from Roads and Maritime services that Council Rangers now had the authority to enforce infringement notices to vehicles violating the weight limit on City of Sydney roads, particularly Maddox Street, Alexandria.

Can the Lord Mayor please provide an update of the following data related to ranger patrols on Maddox Street, Alexandria, since 7th May 2018:

1. What is the total amount of operational hours that has been dedicated to this enforcement?
2. What is the total amount of 'static patrol' hours that rangers have spent in Maddox Street?
3. What is the average time period that rangers have been based at Maddox Street on a patrol day?
4. How many vehicles have been detected subject to the '3 Tonne - No Truck' signage?
5. How many letters of demand (infringement notices) have been issued?
6. Could the Lord Mayor please provide a monthly summary of how many static hours were undertaken by rangers and how many infringement notices were issued from April to October 2018?

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**Answer by the Lord Mayor**

1. Ordinance Rangers = 744 hours (this includes travel, set-up, patrols and administration). In addition to this, Parking Rangers (who cannot enforce weight limits) also attend and patrol Maddox Street three times a week.
2. Ordinance Rangers have implemented 372 hours (3 hour static patrols).
3. For Ordinance Rangers, 3 hours commencing 7.30am, 11am or 2.30pm.
4. 0 vehicles were detected and investigated.
5. After investigation, 51 letters of demand were sent and 33 infringements were issued to date. Further infringements are pending.
- 6.

	<b>Static Patrols (hours)</b>	<b>Penalty Notices</b>
April (after April 24 when authorisation was granted)	21	Penalty notices for April were issued in May.
May	54	9
June	51	7
July	63	3
August	51	1
September	48	13
October	60	0

## Return and Earn Reverse Vending Machine

7. By Councillor Chung

### Question

In the July 18 CEO Update, an update was provided on the Return and Earn Reverse Vending Machines in the City. At that stage, there was not a suitable site identified to locate a Reverse Vending Machine (RVM) and staff were coordinating with TOMRA Cleanaway and the Network Operator to discover potential sites for a RVM.

1. What further discussions has the City of Sydney had with Property NSW regarding the request to support site RVMs on NSW Government-owned land in the LGA?
2. Since July 2018, what sites have been recommended as suitable RVM locations following investigations by TOMRA?
3. Can the Lord Mayor please identify if there are any future key events where a RVM could be utilised?
4. Can the Lord Mayor please advise what progress has been made regarding agreements, through discussions with Better Buildings Partnership, to site RVMs on any available commercially owned and in the LGA.
5. What City of Sydney owned or controlled sites have been considered for a RVM?

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### Answer by the Lord Mayor

1. Through TOMRA/Cleanaway's correspondence with Property NSW, the City has been told that there are not any suitable sites that Property NSW can recommend to site RVMs in the LGA.
2. TOMRA have investigated approximately three sites (including the car park at 52 Wilson Street in Newtown, the car park at 29 Wilson Street in Newtown, and the car park on the corner of Erskineville Rd and Septemus Street, Erskineville (owned by the Anglican Church). The first two sites were deemed not suitable due to their close proximity to residential dwellings (the RVM kiosks generate high levels of noise during collection). TOMRA/Cleanaway was unable to obtain approval for siting the RVMs from the owners of the third site.
3. The City is working with TOMRA/Cleanaway to trial collecting beverage containers in TOMRA/Cleanaway provided mobile garbage bins at local City events.
4. After initial staff discussions with members of the Better Building Partnerships, the City is not aware of any RVMs that have since been sited on their land. There has been one RVM sited on commercially owned land in the LGA which is at The Cannery, 61 Mentmore Avenue, Rosebery.
5. Since July 2018, additional sites that have been considered include Ian Thorpe Aquatic Centre, Erskineville Oval, Sydney Park (car park), Victoria Park (car park), the car park at 52 Wilson Street Newtown, the car park at 29 Wilson Street Newtown, Ultimo Community Centre and Jubilee Park. These sites were deemed not suitable due to the sites not being able to accommodate the anticipated extra vehicle traffic that the RVMs would attract and the removal of parking spaces that the RVMs would require.



## **Alternative Waste Treatment**

8. By Councillor Scott

Question

Please detail the financial and other implications for the City of Sydney of the NSW Government's decision to cease alternative waste treatment (AWT) outputs in NSW.

S129275

### **Answer by the Lord Mayor**

The financial implications of the NSW Government's decision relating to alternative waste treatment are not yet known. City staff will provide a CEO Update regarding any implications to putrescible waste processing when these impacts are certain.