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### CONFIDENTIAL ITEMS

The following items either in whole or in part may be considered in Closed Meeting for the reasons stated.
A portion of this report is confidential for the reason of Section 10A (2): (d) commercial information of a confidential nature that would, if disclosed:

(i) prejudice the commercial position of the person who supplied it, or
(ii) confer a commercial advantage on a competitor of the council, or
(iii) reveal a trade secret.

and in accordance with Section 10A (1) the meeting may be closed to the public.
49 TRAFFIC COMMITTEE MEETING 5/2002

Purpose:
To confirm minutes from the Traffic Committee Meeting held on 3 July, 2002.

Recommendation:

**T.39 – Upper Orara Road, Upper Orara – Speed Limits** (1773 / 502930 [417244])

That 60km/h speed zone be installed on Upper Orara Road and Dairyville Road, Upper Orara, as per Plan T.39.

**T.40 – School Crossing, James Small Drive, Korora - Parking Restrictions** (1777 / 502780 [424125])

That the ‘No Stopping’ sign adjacent the Korora School Crossing in James Small Drive, Korora, be relocated, as per Plan T.40.

**T.41 – Intersection Taylors Creek Road / Mt Coramba Forest Road, Bucca – ‘Give Way’ sign** (1777 / 510810 / 510800 [429586])

That a ‘Give Way’ sign be installed on Taylors Creek Road, Bucca, at its intersection with Mt Coramba Forest Road, as per Plan T.41.

cont’d
T.42 – West High Street, Coffs Harbour - Reconstruction (509970)

That the traffic and parking plans for the reconstruction of West High Street, Coffs Harbour, be approved as per Plan T.42, with the addition of painted guide lines on the road for right-turn lanes.

T.43 – B-Double Routes, Coffs Harbour (500020 / 500300)

That:

1. Bucca Road from the Pacific Highway to Coramba Road, Nana Glen, be designated as an approved B-Double route.

2. Gleniffer Road, Bonville, be approved for operators of B-Double logging trucks for a period of 12 months from 1st August 2002.

T.44 – Intersection Pacific Highway and James Small Drive, Korora (511410 / 502780)

That:

(a) '80 Ahead' signs be installed on the Pacific Highway, Korora, for traffic travelling south.

(b) The right-hand turn at James Small Drive, Korora, be banned during peak times, between 7.30am – 9.00am and 3.00pm – 5.30pm.
Present: Graham Carthew, Roads and Traffic Authority  
Sgt John Patacko, Police Traffic Branch  
Peter West, Coffs District Taxi Network  
Cr Bill Palmer, Coffs Harbour City Council  
George Stulle, Coffs Harbour City Council  
Jodie Evans, Coffs Harbour City Council  
Ann Graham, Secretary

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T.39 – Upper Orara Road, Upper Orara – Speed Limits (1773 / 502930 [417244])

Consideration to a request for a reduction in speed limit to 40 km/h on Upper Orara Road, Upper Orara, in front of the Upper Orara Hall, Church and Rural Fire Service.

Recommended: that 60km/h speed zone be installed on Upper Orara Road and Dairyville Road, Upper Orara, as per Plan T.39.

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T.40 – School Crossing, James Small Drive, Korora - Parking Restrictions (1777 / 502780 [424125])

Consider a request to change the parking restrictions adjacent the Korora School Crossing in James Small Drive, Korora.

Recommended: that the ‘No Stopping’ sign adjacent the Korora School Crossing in James Small Drive, Korora, be relocated, as per Plan T.40.

Reason: To minimise the impact on on-street parking.

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T.41 – Intersection Taylors Creek Road / Mt Coramba Forest Road, Bucca – ‘Give Way’ sign (1777 / 510810 / 510800 [429586])

Consider a request for a ‘Give Way’ sign to be installed at the intersection of Taylors Creek Road and Mt Coramba Forest Road, Bucca, as the configuration of this intersection has changed from a T-intersection.

Recommended: that a ‘Give Way’ sign be installed on Taylors Creek Road, Bucca, at its intersection with Mt Coramba Forest Road, as per Plan T.41.

Reason: Intersection warrants installation of signposting.

cont’d
T.42 – West High Street, Coffs Harbour - Reconstruction (509970)

Reconsider plans for reconstruction of West High Street, Coffs Harbour.

Recommended: that the traffic and parking plans for the reconstruction of West High Street, Coffs Harbour, be approved as per Plan T.42, with the addition of painted guide lines on the road for right-turn lanes.

Reason: The proposed linemarking and lane configuration provides the most efficient layout in terms of balance between road safety and intersection capacity.

T.43 – B-Double Routes, Coffs Harbour (500020 / 500300)

Consider a request for introduction of B-double logging trucks to operate on current timber haulage routes on Bucca Road, Bucca and Gleniffer Road, Bonville.

Recommended: that:

1. Bucca Road from the Pacific Highway to Coramba Road, Nana Glen, be designated as an approved B-Double route.

2. Gleniffer Road, Bonville, be approved for operators of B-Double logging trucks for a period of 12 months from 1st August 2002.

T.44 – Intersection Pacific Highway and James Small Drive, Korora (511410 / 502780)

Consider restricting traffic turning right from James Small Drive, Korora, onto Pacific Highway, following the collapse of the road bridge in James Small Drive.

Recommended: that:

(a) '80 Ahead' signs be installed on the Pacific Highway, Korora, for traffic travelling south.

(b) The right-hand turn at James Small Drive, Korora, be banned during peak times, between 7.30am – 9.00am and 3.00pm – 5.30pm.

The next Traffic Committee meeting will be held on Tuesday, 30 July 2002, commencing at 11.00am.
MOVE SCHOOL ZONE 'NO STOPPING' SIGN NORTHERLY TO NEXT DRIVEWAY AS SHOWN

EXISTING SCHOOL CROSSING POLES AND LINEMARKING

EXISTING 'NO STOPPING' SIGN

RELOCATE 'NO STOPPING' SCHOOL ZONE SIGN NORTHERLY TO THE NEXT DRIVEWAY AS SHOWN

TRAFFIC INSTRUMENT T-40 2002
RELOCATE 'NO STOPPING' SIGN JAMES SMALL DRIVE, KORORA
INSTALL NEW 'GIVE WAY' SIGN ON TAYLORS CREEK ROAD AT ITS INTERSECTION WITH MT. CORAMBA FOREST ROAD

TRAFFIC INSTRUMENT
T-41 2002
NEW 'GIVE WAY' SIGN
TAYLORS CREEK ROAD. BUCCA
PAINTED RIGHT HAND LANEMARKING

PLAN VIEW

TRAFFIC INSTRUMENT
T-42 2002
RIGHT TURN LANEMARKING
WEST HIGH STREET, COFFS HARBOUR

ADDITION OF PAINTED GUIDE LINES ON ROAD FOR RIGHT TURN LANES AT THE INTERSECTION OF WEST HIGH STREET WITH THE PACIFIC HIGHWAY.
Purpose:

To report minutes of the Coastal Estuary Management Committee Meeting held on 18 June, 2002.

Description of Item:

All items were of a routine nature except for the following resolutions of the Committee, which require consideration of Council:

1. Campbells Beach Coastline Hazard Management Plan

    CEMAC14 that Council write to the Coastal Council, through DLWAC, to establish their position regarding the final adoption of the Campbells Beach Coastline Hazard Management Plan.

    CEMC14 has arisen because of uncertainties surrounding the Coastal Council and the Department of Land and Water Conservation’s attitude to the provision of a rock wall to protect properties in Emerald Avenue, Sapphire. This wall is proposed in the draft Campbells Beach Coastline Hazard Management Plan which was ready for adoption by Council well over a year ago.

    The major issue with the wall is that it will need to be located at least in part on the public reserve in front of the properties. The Coastal Council is concerned about maintaining public access on the beach. Amendments to the Coastal Protection Act 1979 which have passed through the NSW Legislative Assembly will have a bearing on gaining approval to locate the wall on the reserve.

    The amendments deal specifically with emergency property protection on beaches and the protection of beach amenity and access. They will require Council to prepare a Coastal Emergency Management Plan for Campbells Beach.

    Council has little option but to wait for the amendments to pass.

    CEMAC15 that a representative of the State Emergency Service be invited to join the CEMC.

    CEMAC15 has arisen because the State Emergency Service is to be given responsibility for providing emergency property protection in coastal erosion events so their input into the development of coastal management plans is vital.

Recommendation:

1. Council note the minutes of the Coastal Estuary Management Committee Meeting of 18 June, 2002.

2. That further action on the adoption of the draft Campbells Beach Coastline Hazard Management Plan await the passage through the NSW Parliament of amendments to the Coastal Protection Act, 1979.

3. That a representative of the State Emergency Service be invited to join the CEMC.
The meeting of the Coastal Estuary Management Advisory Committee (CEMAC) commenced at 4.05pm.

Present:  
- Councillor Bill Palmer, Coffs Harbour City Council (Chairperson)
- Councillor Cath McKimm, Coffs Harbour City Council
- Mr John Rowe, Coffs Harbour City Council
- Ms Dee Wallace, Community Representative
- Mr Graham Ashton, Community Representative
- Dr Charles Phipps, Community Representative
- Mr Frank Kennedy, Community Representative
- Mr Bruce Petersen, Community Representative
- Ms Anna Sedlak, Waterways Authority of NSW
- Mr Robert Kasmarik, Department of Land & Water Conservation (DLWC)
- Mr David Greenhalgh, Marine Parks Authority
- Mr David Clayton, Coffs Harbour City Council
- Ms Neville Green, Coffs Harbour City Council

Observers:  
- Mr Russ Glover, Coastcare Facilitator
- Mr Peter Jelliffe, Consultant
- Miss Wendy Carter, Coffs Harbour City Council

Apologies:  
- Councillor Alph Williams, Coffs Harbour City Council
- Councillor Ian Ovens, Coffs Harbour City Council
- Mr Graeme Ryder, Waterways Authority of NSW
- Ms Libby Sterling, Marine Parks Authority
- Ms Kay Morrison, Community Representative
- Mr Tony Blue, Coffs Harbour City Council

1. APOLOGIES

CEMAC11 RECOMMENDED that the apologies received from Cr Williams, Cr Ovens, Mr Ryder, Ms Sterling and Mr Blue be accepted.
2. CONFIRMATION OF MINUTES

CEMAC12 RECOMMENDED that the minutes of the Coastal Estuary Management Advisory Committee meeting of 5 March, 2002, be confirmed, subject to the following change:

Page 4, 8a) Moonee Creek Estuary Management Process Study

New Development will accommodate 7,000 residents, not 1,700 as previously stated.

3. BUSINESS ARISING

a) Cunninghams Creek

Mr Kasmarik advised that the unauthorised low level crossing over Cunninghams Creek has been referred to NSW Fisheries and that no further information is available at this stage.

b) Arrawarra Creek Interim Estuary Management Strategy

Mr Kasmarik advised that there is no further progress to be reported at this stage.

Mr Glover also advised that none of the ICOLLs (Intermittently Closing and Opening Lakes and Lagoons) have closed as of yet, which is probably due to the storms in February lowering the openings.

CEMAC13 RECOMMENDED that the information be noted.

4. PROGRESS REPORT

a) Campbells Beach Coastline Hazard Management Plan

Mr Rowe summarised works to date on the draft Campbells Beach Coastline Management Plan, in particular delays in its adoption to date, which have arisen due to concern from Department of Land and Water Conservation (DLAWC) over the construction of a rock wall on public reserve.

Following unsuccessful requests to DLAWC for clarification of their requirements, Council wrote to the Minister. The Minister’s reply was vague, stating “methods of protecting homes in Emerald Avenue that have minimal impact on the beach need to be considered”. It implied, but did not state that the proposed rock wall has more than "minimal impact".
In the interim, Coastal Council staff have advised that foreshadowed changes to the Coastal Policy will require Council to have an emergency plan in place in the event of severe coastal erosion, which will be particularly relevant to Campbells Beach.

At the request of Council, Mr Lord from DLAWC attended the November, 2001 CEMAC Meeting and urged Council to look at the other options to protect properties at Emerald Avenue (including beach nourishment voluntary purchase). He reinforced the need to develop an emergency management plan.

Since the last CEMC meeting discussions have been held with Emerald Avenue resident’s representative Mr John Watson and his consultant Geoff Slattery. Buy back is not supported and not considered affordable. Beach nourishment is also not supported. Residents are prepared to contribute to the cost of the wall and to negotiate to have the wall footprint within private property, however encroachment on public reserve will still be unavoidable.

Discussion followed on the options available, however it was noted that these were premature without clarification from the Coastal Council on their requirements, who have been evasive to date.

Mr Glover offered to contact the Coastal Council with the aim of ascertaining their position.

It was also noted that the State Emergency Service should be represented on the committee, given the responsibility they have in preparing and implementing Emergency Management Plans.

CEMAC14 RECOMMENDED that Council write to the Coastal Council, through DLWAC, to establish their position regarding the final adoption of the Campbells Beach Coastline Hazard Management Plan.

CEMAC15 RECOMMENDED that a representative of the State Emergency Service be invited to join the CEMC.

b) Bonville Creek Estuary

The draft EMP has been rewritten and distributed to DLWC staff and within Council for review. A final draft will be presented to the committee when this internal review is complete.

c) Moonee Estuary Management Plan

Since the last meeting Council has applied for, been offered, and accepted a grant for this Management Plan. A brief to engage a consultant is being prepared.

CEMAC16 RECOMMENDED that the information be noted.
5. **REPORT BY PETER JELLIFFE ON WATER QUALITY TESTING**

Mr Jelliffe outlined the preliminary findings of his study into Council’s Water quality testing program and results, including data from faecal sterol testing, which identifies the source of faecal contamination.

Further analysis is to be undertaken, after which time the results will be made available.

**CEMAC17 RECOMMENDED** that the information be noted.

6. **BEACH ACCESS : SOUTH PARK BEACH**

Mr Kennedy raised concerns over potential public liability issues related to the access to South Park Beach, opposite the Yacht Club. This was identified as the responsibility of DLAWC.

Mr Kasmarick will refer the problem to Helmut Rangger.

**CEMAC18 RECOMMENDED** that the information be noted.

7. **GENERAL BUSINESS**

a) **Estuary Watch**

Mr Glover advised the committee that a combined Coastcare funding application had been successful for an Estuary Watch Program, which will include the appointment of a project officer and development of community education and monitoring programs that can be used scientifically.

b) **Beach Cleaning**

Mr Glover presented the committee with a report from the Central Coast Community Environment Network “Is a Clean Beach a Lifeless Beach?”

c) **Coastal Lakes Report**

Miss Carter tabled the Final Report of the Healthy Rivers Commission’s Independent Inquiry into Coastal Lakes.

d) **Marine Parks Authority**

Mr Greenhalgh introduced himself to the committee. He represents the Marine Parks Authority and is involved in environmental assessment of local projects.

**CEMAC19 RECOMMENDED** that the information be noted.
8. FUTURE STUDIES

The following projects are recommended
a) Completion of Bonville Creek Estuary Management Plan
b) Finalisation of Campbells Beach Coastline Hazard Management Plan
c) Completion of Moonee Estuary Management Plan
d) Commencement of Korora Beach Coastal Hazard Management Plan

CEMAC20 RECOMMENDED that the information be noted.

8. NEXT MEETING

The meeting concluded at 5.25pm.

The next meeting of the CEMAC will be held at 4.00pm on Tuesday, 20 August 2002.
John Harrison describes himself as the man who was Mayor of Gosford for 9 years. He is a man with a passion for the coast and in particular Umina and Ettalong Beaches. Every day for the past 15 years John has walked the beaches morning and afternoon for about 2 hours. In the course of that walking he has picked up rubbish, made observations and began recording and noting what he has seen. Recently, he gave a presentation to the CCCEN on his observations. It was so interesting and informative we wanted to share his story.

The Scene: early morning, a beautiful coastal beach in summer, the beach cleaning machine arrives and proceeds to interrupt the solitude by rattling through the sands, the birds fly away....

In the course of his walks, John collects rubbish along Ocean and Umina beaches. It is amazing to be told that over 75,000 pieces of litter, over 3000 bottles and cans (over three tonnes) have been removed in a year. All of this material comes from littering and the careless disposal of waste.

Although litter accumulates daily Council staff and contractors attend the beach only two or three times a week during the season. On these beaches about 80% of the litter arrives on the tide twice daily and from stormwater drains, the Hawkesbury River, from Pittwater and boats.

Graph 1: Bags of litter accumulating between Council visits

From the bar chart the litter accumulating during the beach cleaning season from September to May may be observed. To give some idea of the relative appearance of the beach John notes that "5 bags makes the beach untidy, 15 makes it filthy". In fact, you never see most of this litter because it is removed manually by community beach walkers, who also remove dangerous objects daily.

...John collects rubbish along Ocean and Umina beaches.... It is amazing to be told that over 75,000 pieces of litter, over 3000 bottles and cans (over three tonnes) have been removed in a year.
John then started to question; "If beaches that are being cleaned by a machine are so untidy, "How well do the machines work?"

**Why Use A Machine?**

A machine is expected to be an efficient and cost effective way of removing litter in that it removes buried material and dangerous objects. In fact, examination of the rakings from this beach shows little rubbish - only seaweed (predominantly sea grass), a few sticks, leaves and sand. All of this is natural organic material that gives life to the beach. Beach cleaning machines appear to do extensive ecological damage by disturbing sands on the beach and removing these materials.

When an experiment was conducted to see if this machine could remove syringes - probably the most feared danger - it only removed 30% of those occurring within 25 millimetres (one inch) of the surface and none buried slightly deeper. This meant that the machine is only on average 12% efficient in removing syringes.

When we examine whether the Council team with its machine actually clean the beach better than the voluntary hand cleaners, the answer is no. Consider Graph 2. The graph shows litter accumulation the day before, during and after cleaning machine visits. Note that a bag contains more than 100 pieces of litter.

There is no statistical difference between the days, which suggests that the Council with its machinery does not remove litter or dangerous objects better than hand cleaning. It just looks better until the next high tide.

Dangerous materials collected by hand in the period 1st Sept 2000 - 31st Aug 2001, included: syringes (26), broken glass (>200bits) and wood with protruding nails (81). These materials occur all year around and the response time for cleaning may exceed 4 months. In fact only on a few occasions did the council team attend within 24 hrs of the dangerous materials being deposited.

The use of machines damages the intertidal zone causing death of the small insects, worms and crustaceans which form a part of the food chain for birds and fish. It removes sea grass and sand needed for dune formation causing beach erosion, it breaks the crust formed on the beach adding to wind blown sand loss. The question then has to be asked...

**Are beach cleaning machines causing accelerated beach erosion?**

Over the past 20yrs it is estimated up to 10,000 cubic metres of sand from Umina and Ocean beaches have been taken to the tip. This fills up the tip with sand. Landfill is charged at $45/tonne, giving an additional cost of $450,000 for dumping to landfill. This does not include the cost for other beaches.
The Manual for Coastal Dune Management (DLWC, 2001) states: "Particularly significant impacts occur between high water mark and established dune vegetation line, where pioneer plants grow and may be readily damaged or killed by vehicles. Biological activity in this area is high, often initiating development of incipient foredunes that are vital to the stability and growth of the entire dune system. Beach erosion may be much more severe if it is damaged repeatedly" (p.29).

Hence, John questions; if machining beaches does so much damage, are there alternatives?

But first...

What about the birds?

It was observed in Swansea Bay (Wales) when mechanical cleaning replaced hand cleaning that the bird life on the beach fell to 25% of its previous level. On another Welsh beach, amphipods (sand hoppers) occurred 100-200 per sample on the hand cleaned section whereas in the machined area < 5 per sample were found. (New Scientist 25 July 1998)

Consider graphs 3 and 4.

Graph 4: Average number of birds seen on the strand during morning and evening walks

Graph 4 shows the average increase in bird numbers in the days following cleaning.

Is Hand Cleaning a Cost Effective and Ecologically Sustainable Method of Beach Cleaning?

John investigated this problem further and found that Gosford City Council spends $124,727 (2000) per year removing rubbish from the City’s beaches with the beach cleaning machine. Currently, the council employs three men and two supervisors part time, a Surf Rake and driver, a truck and a four wheel drive utility.

As Umina and Ettalong Beaches comprise about 12% of the city’s beaches, the estimated cost of cleaning by machine is approximately $15,000 per year. This occurs only between September and April or 60% of the year, and rarely at weekends.
Weekends are when the public usually go to the beach and is the time when the maximum numbers of bottles occur in the litter.

As the beach cleaning machines are indiscriminate in collection and sorting, the product contains litter, bottles, cans as well as vegetative matter, mainly seaweed and sand. This is then deposited at land-fill tips. There is no recycling of anything.

An alternative approach would be to spend the $125,000 dollars to pay 4 men $600 per week for a full year to hand clean beaches. (The Central Coast certainly needs the job! Ed.)

A further refinement suggested by John follows:

"It takes an average 40 minutes to walk and remove the litter from 1.8km of Umina beach. Consider the cost of hand cleaning all beaches once daily every day of the year at this rate and allowing flexible time for holidays and weekends. Theoretically, to clean the City’s entire 15.25 km of beaches manually (as described) would cost $40,000 and no beach damage or dune damage would occur. Recycling of bottles and cans would be possible, with minimal waste to landfill and removing dangerous material every day of the year."

Manual hand cleaning of beaches could produce:
- Reduced costs to ratepayers;
- Less environmental damage
- Less waste, more recycling;
- Safer beaches
- Less sand and weed to landfill;
- More seabirds, healthier seashores;
- Cleaner beaches, healthier dunes;
- Reduced beach erosion, and;
- Sustainable jobs.

**CCCEN wants to see:** Research and trials into beach cleaning techniques in conjunction with an Environmental Impact Assessment. This should produce alternative approaches. It is a management, social and an environmental issue. The winners could be the environment, job seekers, birds, fish, accountants and ratepayers.
INTRODUCTION OF 30KM/HR SPEED ZONES

Purpose:

To report on planning and assessment for introduction of 30km/hr speed zones in “Main Street” areas.

Description of Item:

Council at its meeting held on 14 February, 2002 resolved that:

- Planning and assessment for introduction of 30km/hr speed zones on the following roads be carried out and traffic management works submitted for funding to the 2002/2003 Management Plan as required.
  - High Street, Coffs Harbour Jetty (Camperdown/Hood Streets to Collingwood Street).
  - Beach Street, Woolgoolga (Fawcett Street to Queen Street, i.e. Police Station pedestrian crossing to VRO Hall).
  - Ocean Parade, Park Beach (Park Beach Road to Viaduct; when Hogbin Drive extension complete)
  - First Avenue, Sawtell (south of Eleventh Avenue to Sawtell Caravan Park).

These roads represent “Main Streets” through business areas outside the Coffs Harbour CBD. For completeness Coramba Road through Coramba should be included in the review.

Issues:

Coramba

As part of the rural Lands Strategic Plan process, public consultation has taken place and the recommendation that has come from this process was:

To reduce the speed limit to 40km/hr from Gale Street to the Railway Bridge.

Further consultation with community, Councillors and government departments is to be undertaken in regard to the Strategic Plan and until this has taken place the above recommendation cannot be put in place. The Master Plans are to include streetscape and traffic calming works and these are also done in conjunction with the Local Area Traffic Management Scheme (LATM). It is anticipated that work would be carried out in this financial year.

High Street Coffs Harbour Jetty

It is proposed that Council undertake the following process to assist Council and the Traffic Committee with its decision to review the speed limits in this area:

July

Install traffic classifiers on High Street covering the areas of Camperdown, Hood and Collingwood Streets.

August

Review results of traffic speed and volumes provided by the classifiers. Community consultation to be undertaken.

September

Report compiled with results and recommendations made to Traffic Committee.
51 Introduction of 30km/hr Speed Zones (cont’d)

Beach Street, Woolgoolga

On review of the Woolgoolga Town Centre Study, no reference was made to reducing the speed limit. However, in the current work being done on the Woolgoolga Master Plan it has been raised as an issue to consider once the design work has been completed. Proposed works will include central medians, kerb blisters and streetscape improvements which would support a reduction in speed zone. Consultation has taken place with the Chamber of Commerce to date and once the design work has been completed, costings will be prepared. Further consultation will take place with Councillors and full public consultation after that. The revised speed limit should be reviewed as part of this process. Works are to commence on this project in September/October, 2002.

Ocean Parade, Park Beach

Council is currently developing the Master Plan for this area. Streetscape and traffic calming plans covering the areas from Orlando Street to Macauleys Headland car park will be developed and presented for comment over the next few months. As part of this design a review of the speed zone would be appropriate and should be included in the public consultation program over the next few months.

First Avenue, Sawtell

Council’s Planning Department is currently working on the Sawtell Master Plan and has had one community workshop and three working group sessions. The proposed physical works include work on the entrances into the main street area which would support a reduction in speed zones.

The Sawtell Master Plan has been presented to Councillors and will be put on public exhibition for two months and will be reviewed by Council staff after this period and reported on.

Statutory Requirements:

Speed zones are imposed exclusively by the Roads and Traffic Authority. Council cannot impose or alter speed zones without consent from the RTA.

NSW Traffic Legislation has been amended to allow 40km/hr speed zones which can only be imposed at a timed “school zone” or as part of a Local Area Traffic Management Scheme (LATM).

The only circumstances under the current legislation which you can reduce the speed zone is in conjunction with a LATM.

Economic Implications:

Master Plans – Coramba, Sawtell, Woolgoolga and Park Beach.

If streetscape works which support a reduction in speed zone are adopted for these areas, costs associated with signposting of the new zones will be minor and could be incorporated into the Master Plan budgets.

High Street, Jetty

Depending on the results and consultation process and the Traffic Committee review, changes to signposting to the High Street area can be undertaken from the 2002/03 Traffic Facilities vote.
Introduction of 30km/hr Speed Zones (cont’d)

Recommendation:

1. Master Plan Areas – Coramba, Sawtell, Woolgoolga and Park Beach.
   The reduction of speed zones be considered as part of each respective plan and the
   results presented to Traffic Committee.

2. High Street, Coffs Harbour Jetty
   Traffic studies and community consultation be commenced for the reduction of speed
   in the High Street area and results brought back to Traffic Committee.
52  WORKS BRANCH REPORT

Purpose:

To advise Council of the progress of construction and maintenance programs undertaken by Works Branch up to 28 June, 2002.

Description of Item:

1. **Completed Works**
   - Footpath construction Diamond Head Drive, Sandy Beach
   - Footpath construction Beach Street, River St to Short St, Woolgoolga
   - Footpath construction at Wirrabilla Drive, Toormina
   - Repair batter slips at Orlando Street roundabout
   - Park Avenue water main renewal, Earl Street to Gordon Street.

2. **Works in Progress**
   - Stormwater management works, various locations
   - Hogbin Drive widening from Stadium Drive to Boambee Creek bridge
   - High Street pavement rehabilitation between Jarrett Street and Boambee Street
   - Piping of open storm water drain at 4 Arrawarra Beach Road, Arrawarra.
   - Cycleway construction on the Pacific Highway from Halls Road to Cook Drive.
   - Footpath construction at Park Beach Road between Phillip and York Streets.
   - Footpath construction at High Street adjacent to Dibbs Street.
   - Timmsvale Road Bridge Reconstruction.
   - Bridge over Pine Brush Creek - James Small Drive, Korora

Expressions of interest from design consultants have been received and a local consultant de Groot & Benson has been engaged to provide a design for the new bridge within an accelerated timeframe.

An interim report showing budget versus expenditure for the 2001/2002 Capital Works Program is attached for Council’s information. Please note that the expenditure figures are not complete as all the costs to year’s end have not been finalised.

3. **Operations and Maintenance**

Attached are a series of graphs indicating expenditure trends for operations and maintenance programs to mid June 2002. Overall operating expenditure is within budget trends and it is expected that final total 2001/2002 expenditure will be within total budget allowances.

cont’d
Recommendation:

1. That Council note the progress report on construction and maintenance works undertaken by Works Branch up to 28 June, 2002.

2. That Council note that individual program expenditures are being monitored to ensure that the total program costs for 2001/2002 are contained within the approved budget.
## Works Branch-Construction Projects Budget/Expenditure

### 01/2002 Program

**INTERIM:** as at 30th June, 2002

<table>
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<th>Description</th>
<th>Budget</th>
<th>Actual Expenditure</th>
<th>% Project Complete</th>
<th>% Costs Expended</th>
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<td><strong>Local Roads</strong></td>
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<tr>
<td>Stadium Drive Construction - Stage 2</td>
<td>$258,000</td>
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</tr>
<tr>
<td>Sealed Roads Reseals</td>
<td>$506,000</td>
<td>$512,870</td>
<td>100%</td>
<td>101%</td>
</tr>
<tr>
<td>Sealed Roads Reseals - Asphalt</td>
<td>$5,872</td>
<td>$5,999</td>
<td>100%</td>
<td>102%</td>
</tr>
<tr>
<td>Sealed Roads Rehabilitation</td>
<td>$695,862</td>
<td>$393,053</td>
<td>68%</td>
<td>56%</td>
</tr>
<tr>
<td>Gravel Resheets</td>
<td>$103,000</td>
<td>$101,060</td>
<td>100%</td>
<td>98%</td>
</tr>
<tr>
<td>Federal Roads to Recovery</td>
<td>$370,538</td>
<td>$348,009</td>
<td>98%</td>
<td>94%</td>
</tr>
<tr>
<td>Dust Sealing</td>
<td>$200,000</td>
<td>$198,488</td>
<td>100%</td>
<td>99%</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td>$2,139,272</td>
<td>$1,818,540</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Regional Roads</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Coramba Rd Realignment, Redhill</td>
<td>$32,525</td>
<td>$39,255</td>
<td>100%</td>
<td>121%</td>
</tr>
<tr>
<td>Hogbin Drive Extension - Stage 1</td>
<td>$1,457,396</td>
<td>$1,397,714</td>
<td>99%</td>
<td>96%</td>
</tr>
<tr>
<td>Hogbin Dr Widening Albany St to Airport Dr</td>
<td>$593,984</td>
<td>$590,755</td>
<td>100%</td>
<td>99%</td>
</tr>
<tr>
<td>Hogbin Dr Upgrade, Stadium Dr to Bombee Ck</td>
<td>$500,000</td>
<td>$384,000</td>
<td>73%</td>
<td>77%</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td>$2,583,905</td>
<td>$2,411,724</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Drainage</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Drainage Impts / Nuisance Flooding</td>
<td>$295,945</td>
<td>$120,579</td>
<td>43%</td>
<td>41%</td>
</tr>
<tr>
<td>Stormwater Management Plan Works</td>
<td>$347,257</td>
<td>$190,415</td>
<td>58%</td>
<td>55%</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td>$643,202</td>
<td>$310,994</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Bridges</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Major Repairs / Reconstructions</td>
<td>$197,473</td>
<td>$72,255</td>
<td>40%</td>
<td>37%</td>
</tr>
<tr>
<td>Sawtell Rd Bridge, Boambee Ck</td>
<td>$95,901</td>
<td>$97,593</td>
<td>100%</td>
<td>102%</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td>$293,374</td>
<td>$169,848</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Footpaths / Cycleways / Tourist Information Centre</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Footpath Construction, (including RTA Pamps.)</td>
<td>$388,900</td>
<td>$301,711</td>
<td>80%</td>
<td>78%</td>
</tr>
<tr>
<td>Cycleway Projects</td>
<td>$280,392</td>
<td>$131,000</td>
<td>45%</td>
<td>47%</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td>$669,292</td>
<td>$432,711</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Water Mains</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mains Renewals</td>
<td>$328,149</td>
<td>$253,458</td>
<td>80%</td>
<td>77%</td>
</tr>
<tr>
<td>Mains Extensions</td>
<td>$50,000</td>
<td>$27,633</td>
<td>56%</td>
<td>55%</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td>$378,149</td>
<td>$281,091</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Streetcleaning

Date

Expenditure

Actual 00/01

Budget 01/02

Actual 01/02

Drainage

Date

Expenditure

Actual 00/01

Budget 01/02

Actual 01/02

Coffs Harbour Boatramp

Date

Expenditure

Actual 00/01

Budget 01/02

Actual 01/02

Plant & Mechanical Services

Date

Expenditure

Actual 00/01

Budget 01/02

Actual 01/02

Total Programs

Date

Expenditure

Actual 00/01

Budget 01/02

Actual 01/02
Purpose:

To advise on adjustments to the Local Roads Rehabilitation Program.

Description of Item:

Following the review of the Roads to Recovery Program and funding of the High Street - Earl Street to Curacoa Street project under that program, the allocated $50,000 for the project under the Local Roads Rehabilitation is now available for an additional Local Roads project.

The nominated project for that funding is Diamond Head Drive - Bridge to Sandy Beach Drive. This project was originally identified in the 2002/2003 Management plan as a project in the 2004/2005 financial year. In reviewing the condition of the roadway and being the main road into Sandy Beach warrants this project being nominated.

The budget estimate for the project is $90,000 and it is proposed that the project be undertaken as a carry over project with the 2003/2004 financial year.

In undertaking the inclusion of the Diamond Head Drive project no project has been removed from the 2002/2003 program.

Economic Implications:

No additional funds are required.

Implementation Date / Priority:

In order to accommodate the balance of the project funding, the Diamond Head Drive project is planned to commence in June 2003.

Recommendation:

That Council adopt the revised Local Roads Rehabilitation Program to include the Diamond Head Dr - Bridge to Sandy Beach Drive project as follows:

<table>
<thead>
<tr>
<th>2002/2003 Pavement Investigation</th>
<th>$25,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Park Beach Rd Plaza Entrance - Phillip St</td>
<td>$192,465</td>
</tr>
<tr>
<td>Park Beach Rd York St Intersection</td>
<td>$30,000</td>
</tr>
<tr>
<td>University entrance Hogbin Dr to 150m east</td>
<td>$50,000</td>
</tr>
<tr>
<td>Beach St, Woolgoolga Wharf to Queen</td>
<td>$94,500</td>
</tr>
<tr>
<td>James Small Dr Highway to Korora Bay Dr (Marked Areas)</td>
<td>$113,355</td>
</tr>
<tr>
<td>Little St Market St-Park Ave</td>
<td>$141,680</td>
</tr>
<tr>
<td>Isles Dr SH10 to end</td>
<td>$85,000</td>
</tr>
<tr>
<td>Earl St High St to Albany St</td>
<td>$50,000</td>
</tr>
<tr>
<td>Diamond Head Dr Bridge - Sandy Beach Dr</td>
<td>$50,000</td>
</tr>
</tbody>
</table>
Purpose:

To report on tenders received for the annual supply and delivery of aggregates and recommending the award of contract.

Description of Item:

Tenders were called and closed on 27 June, 2002 for the supply and delivery of aggregates for the 2002/2003 financial year. In order that Council gains the best value for the supply of aggregates, the tender was divided into two parts. Three tenders were received as follows:

<table>
<thead>
<tr>
<th>Tenderer</th>
<th>Part 1</th>
<th>Part 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. CSR Limited</td>
<td>$188,940.00</td>
<td>$58,987.00</td>
</tr>
<tr>
<td>2. Coastal Homesites</td>
<td>$201,355.00</td>
<td>$49,150.20</td>
</tr>
<tr>
<td>3. T G Jung Quarries</td>
<td>$233,695.00</td>
<td>$69,646.50</td>
</tr>
</tbody>
</table>

Recommended Tender

Part 1 of the tender is for supply in the Coffs Harbour/Sawtell area and Part 2 is for supply in the Woolgoolga/Northern Beaches area. In the 2001/2002 financial year CSR Limited was awarded Part 1 of the contract and Coastal Homesites (operating from Morgans Road Quarry) Part 2. Both quarries provided good product and service to Council.

Tenders were evaluated in accordance with Council's policy, based on weighted criteria for tender price, experience, financial capacity and local business address.

Economic Implications:

The funds for supply and delivery of aggregate are available within the 2002/2003 works program.

Recommendation:

1. That Council accept the tender of CSR Limited, ACN 000 001 276 for Part 1, Contract 02/03-92-TO, Supply and Delivery of Aggregate, at the rates tendered, on the basis that:
   a) The tender is the most advantageous following application of Council’s Tender Evaluation System.
   b) The Tenderer has the necessary experience in similar works and his ability and performance are satisfactory.
   c) The Tenderer’s financial references are satisfactory.

cont’d
2. That Council accept the tender of Coastal Homesites Pty Ltd, ACN 000 925 744 for Part 2, Contract 02/03-92-TO, Supply and Delivery of Aggregate, at the rates tendered, on the basis that:
   a) The tender is the most advantageous following application of Council’s Tender Evaluation System.
   b) The Tenderer has the necessary experience in similar works and his ability and performance are satisfactory.
   c) The Tenderer’s financial references are satisfactory.
3. Contract documents be completed under Seal of Council.
Purpose:

To report on tenders received for the annual supply and delivery of bitumen sealing works and recommending the award of contract.

Description of Item:

Tenders were called and closed on 27 June, 2002 for the supply and delivery of bitumen sealing works for the 2002/2003 financial year. Four tenders were received as follows:

<table>
<thead>
<tr>
<th>Tenderer</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Pioneer Road Services</td>
<td>$788,889.00</td>
</tr>
<tr>
<td>2. Boral Asphalt</td>
<td>$817,542.00</td>
</tr>
<tr>
<td>3. CSR Emoleum</td>
<td>$1,386,840.50</td>
</tr>
</tbody>
</table>

Recommended tenderer

Issues:

Pioneer Road Services and Boral Asphalt both received the highest score after application of Council’s tender evaluation. Pioneer Roads Services has provided a superior service compared to Boral when undertaking the contract on previous occasions. Pioneer’s price is also $28,653.00 lower than Boral’s price.

Economic Implications:

Funds for the supply and delivery of bitumen sealing works are available within the 2002/2003 works program.

Recommendation:

1. That Council accept the tender of Pioneer Road Services ACN 000 538 689 for Contract 02/03-91-TO, Supply and Delivery of Bitumen Sealing Works, at the rates tendered for the following reasons:
   a) The tender is most advantageous tender after application of Council’s Tender Value Selection System and consideration of the tenderer’s price and performance.
   b) The tenderer has the necessary experience in similar works and his ability and performance are satisfactory.
   c) The tenderer’s financial references are satisfactory.

2. The contract documents be completed under Seal of Council

L T Ford
Acting Director of Engineering