

CITY OF DARWIN

ENVIRONMENT & INFRASTRUCTURE COMMITTEE

TUESDAY, 18 JUNE 2013

MEMBERS: Member R I Elix (Chairman); The Right Worshipful, The Lord Mayor, Ms K M Fong Lim; Member S J Niblock; Member K J Worden; Member G Lambrinidis.

OFFICERS: Chief Executive Officer, Mr B Dowd; General Manager Infrastructure, Mr L Cercarelli; Executive Manager, Mr M Blackburn; Manager Design, Planning and Projects, Mr D Lelekis; Manager Infrastructure Maintenance, Mr K Smith; Team Coordinator Development & Waste Management, Mrs J Welshman; Executive Assistant, Miss A Smit.

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Committee's Responsibilities

- | | |
|----------------------------|----------------------|
| * Car Parking | * Public Facilities |
| * Council Buildings | * Roads |
| * Drainage | * Street Lighting |
| * Environmental Management | * Traffic Management |
| * Parks and Reserves | * Urban Enhancement |
| * Plant Management | * Waste Management |

THAT effective as of 16 April 2012 Council pursuant to Section 32 (2)(b) of the Local Government Act 2008 hereby delegates to the Environment & Infrastructure Committee the power to make recommendations to Council and decisions relating to Environment & Infrastructure matters within the approved budget.

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1. MEETING DECLARED OPEN

2. APOLOGIES AND LEAVE OF ABSENCE

2.1 Apologies

2.2 Leave of Absence Granted

3. DECLARATION OF INTEREST OF MEMBERS AND STAFF

4. CONFIDENTIAL ITEMS

4.1 Closure to the Public for Confidential Items

Common No. 1944604

(/)

COMMITTEE'S DECISION

THAT pursuant to Section 65(2) of the Local Government Act and Regulation 8 of the Local Government (Administration) Regulations the meeting be closed to the public to consider following Items:-

| <u>Item</u> | <u>Regulation</u> | <u>Reason</u> |
|-------------|-------------------|---|
| C15.1 | 8(c)(i) | Information that would, if publicly disclosed, cause commercial prejudice to, or confer an unfair commercial advantage on any person. |

DECISION NO.21\() (18/06/2013)

4.2 Moving Open Items Into Confidential

Common No. 1944604

4.3 Moving Confidential Items Into Open

Common No. 1944604

5. WITHDRAWAL OF ITEMS FOR DISCUSSION

(/)

COMMITTEE'S DECISION

THAT the Committee resolve under delegated authority that all Information Items and Officers Reports to the Environment & Infrastructure Committee Meeting held on Tuesday, 18 June, 2013, be received and considered individually.

DECISION NO.21\() (18/06/13)

6. CONFIRMATION OF MINUTES PERTAINING TO THE PREVIOUS ENVIRONMENT & INFRASTRUCTURE COMMITTEE MEETING

(/)

COMMITTEE'S DECISION

THAT the Committee resolve that the minutes of the previous Environment & Infrastructure Committee Meeting held on Tuesday, 21 May, 2013, tabled by the Chairman, be received and confirmed as a true and correct record of the proceedings of that meeting.

DECISION NO.21\() (18/06/13)

7. BUSINESS ARISING FROM THE MINUTES PERTAINING TO THE PREVIOUS ENVIRONMENT & INFRASTRUCTURE COMMITTEE MEETING

7.1 Business Arising

8. INFORMATION ITEMS

Nil

9. OFFICERS REPORTS

**ENCL: ENVIRONMENT & INFRASTRUCTURE
YES COMMITTEE/OPEN**

AGENDA ITEM: 9.1

CITY OF DARWIN BIKE PLAN BRIEF

REPORT No.: 13TS0133 DL:mm COMMON No.: 2476277

DATE: 18/06/2013

Presenter: Drosso Lelekis, Manager Design, Planning and Projects

Approved: General Manager Infrastructure, Luccio Cercarelli

PURPOSE

The purpose of this report is to present to Council a proposed brief for the development of a Bike Plan for the Municipality of Darwin.

LINK TO STRATEGIC PLAN

The issues addressed in this Report are in accordance with the following Goals/Strategies of the City of Darwin 2012 – 2016 as outlined in the 'Evolving Darwin Towards 2020 Strategic Plan':-

Goal

2 Vibrant, Flexible and Tropical Lifestyle

Outcome

2.1 Improved access and connectivity

Key Strategies

2.1.1 Improve the pathway and cycle networks and encourage cycling and walking

KEY ISSUES

- It is important to develop a Municipality wide Bike Plan tailored for Darwin that is regularly referred to, evolves over its life and leads to successful measureable outcomes in terms of catering for cyclists.
- The Bike Plan would be an integral part of the City of Darwin's strategy for catering for cyclists both in the present and for the life of the plan.
- The City of Darwin has undertaken a study entitled Darwin Bike Lanes Feasibility Review to assist in informing Council on the feasibility of providing on-road cycle lanes within the Darwin CBD. This document does not provide priorities in terms of the installation of cycle lanes along particular routes and will become a reference document in the development of the Bike Plan.
- The Bike Plan must include the development of a clear action plan to guide Council and the community in the delivery of cycling infrastructure.
- A proposed brief for the Bike Plan is provided for Council's endorsement.

RECOMMENDATIONS

THAT it be a recommendation to Council:-

- A. THAT Report Number 13TS0133 DL:mm entitled City of Darwin Bike Plan Brief, be received and noted.
- B. THAT Council endorse the Bike Plan brief included as **Attachment A** to Report Number 13TS0133 DL:mm entitled City of Darwin Bike Plan Brief and proceed with the development of the Bike Plan.
- C. THAT a request for an additional \$60,000 required for the development of a City of Darwin Bike Plan, as identified in Report Number 13TS0133 DL:mm be referred to the 2013/14 First Quarter Budget Review.

BACKGROUND

At the Ordinary Council Meeting on 30 April 2013, Council resolved as follows:

City Of Darwin Bike Plan – April Update

Report No. 13TS0054 DL:ab (23/04/13) Common No. 2476277

- A. *THAT Report Number 13TS0054DL:ab entitled City of Darwin Bike Plan – April Update, be received and noted.*
- B. *THAT a consultancy brief for the City of Darwin Bike Plan be developed and presented to a future Council meeting for endorsement.*

DECISION NO.21\1026 (30/04/13)

Carried

In order to encourage cycling as an alternative form of transport within the Municipality of Darwin, it is important to provide a safe and efficient network of bicycle lanes and/or shared paths.

There is an extensive shared path network and several exclusive cycle lanes across Darwin within public open spaces and road reserves under the care and control of the City of Darwin or the Northern Territory Government.

“The National Cycling Strategy 2011-2016 was published in September 2010. The Strategy has been developed as a coordinating framework identifying the responsibilities of all levels of government, community and industry stakeholders to encourage more people to get on their bicycles and start riding for a better life.

The strategy recognises that increasing the number of people who ride a bike for transport and recreation has a host of benefits to individuals and society.

The vision of the Strategy is to double the number of people cycling in Australia by 2016. To measure performance towards this target, the Australian Bicycle Council

commissioned research to obtain baseline data on cycling participation in Australia in 2011.”

Source: Australian Bicycle Council.

The National Cycling Strategy can be viewed at www.austroads.com.au/abc.

Council also recognises the importance of cycling to the community and the need to have a clear and defined strategy in the delivery of community cycling infrastructure. As such, Council has provided funding in 2012/13 for the development of a City of Darwin Bike Plan.

This report provides a proposed brief for the development of a Bike Plan for the municipality of Darwin (**Attachment A**) for Council's endorsement.

DISCUSSION

Bicycle Network Victoria has developed a workbook as a practical guide for local governments developing bike plans. This workbook has been developed over a number of years utilising various sources and will be used as a reference document within the City of Darwin's Bike Plan brief. The Bicycle Network website and workbook can be viewed at www.bicyclenetwork.com.au.

According to Bicycle Network, an effective Bike Plan:

- i. Will be informed and guided by data that will allow a before and after comparison of particular projects and an evaluation of the plan as a whole;
- ii. Will be used throughout its life to answer basic questions such as:
 - Why are we doing this? What are we trying to achieve?
 - Where are we up to?
 - What is working well?
 - What should we do next?
- iii. Will encapsulate the corporate knowledge and help bridge the gaps caused by the inevitable change of personnel;
- iv. Must be tailored. Although most chapter headings in a plan can be the same from council to council, each local government authority will need a plan that reflects their context, their aims, their culture and capabilities;
- v. Will be regularly referred to, evolve over its life and lead to successful measurable outcomes that are highly valued by the community.

The Bike Plan should also consider and reflect the objectives detailed within the Australian Government's National Cycling Strategy.

Consideration must also be given to other sources of information and issues such as the experiences of other local government authorities and that of local stakeholders taking into account the local Darwin context and the City of Darwin's goals and objectives.

It is important that the City of Darwin consider all road and public space users and involve as many representative organisations as appropriate in the development of its own cyclist study/strategy or Bike Plan.

The Bike Plan will consider design issues, missing linkages, community and stakeholder consultation, encouragement programs to increase the use of cycle facilities, relationship to current and future land uses, signage and line marking and treatments at road and road-related areas intersections, bicycle parking and end or trip facilities and other issues.

A common theme from research indicates that a critical component of a successful Bike Plan is the development of an action plan to suit the local context and this will be a required outcome of the consultancy brief developed. The action plan should articulate proposed works, priorities, timeframes and costs of these works.

The Bike Plan must take into account riding for different purposes and at different intensities. The Bike Plan needs to consider existing riders and the future potential rider profile. Part of this process needs to identify what Council considers to be its rider profile and what is desirable. This is important as it will guide the development of the Bike Plan and any associated actions.

Bicycle Network has identified four (4) riding domains being:

- Commuting;
- Fitness;
- Recreation; and
- Local trips.

Other jurisdictions have had as many as six (6) to eight (8) riding domains.

The Darwin CBD Parking Strategy review acknowledges the need for bicycle parking throughout the Darwin CBD and to ensure this and other issues are taken into consideration, there would be an inter-relationship between the CBD Parking Strategy and any Bike Plan.

The Darwin (CBD) Bike Lanes Feasibility Review will be a reference document within the study and provide useful information and assist in informed decision making regarding the formulation of the Bike Plan.

City of Darwin officers have had preliminary discussions with Northern Territory Government representatives regarding the project. Given that the bicycle network for Darwin should be integrated and linked, a working relationship between the City of Darwin and the Northern Territory Government is considered an important element of the project.

Council staff are progressing the preparation of a consultancy brief for the development of a Bike Plan for Darwin, with consideration of information from various sources, including but not limited to; Bicycle Network, the Australian Bicycle

Council and other local governments. The proposed brief, included as **Attachment A** to this report, is presented to Council for endorsement.

Way Forward

Below is the approximate timeline for the delivery of this project, as determined at the time of writing this report. The actual timelines for the delivery of the Bike Plan will be determined on receipt and acceptance of the proposals submitted.

| Task | Date/Duration for Completion | Status |
|--|-------------------------------------|--|
| • Discussion with NTG representatives | Ongoing | Commenced |
| • Endorsement of Bike Plan brief by Council | June 2013 | Proposed brief submitted for Council's endorsement |
| • Call for Proposals | July 2013 | |
| • Assessment of Proposals and Award of Project | September 2013 | |
| • Development of Bike Plan, including stakeholder consultation | September - November 2013 | |
| • Endorsement of Bike Plan by Council for Community engagement | November 2013 | |
| • Broader Community engagement | November 2013 – end of January 2014 | |
| • Adoption of Bike Plan by Council | February/March 2014 | |
| • 2014/15 Budget Submission based on outcomes of Bike Plan | March 2014 | |

The key elements of a Bike Plan include, but are not limited to the following:

1. *Scoping the Plan*
 - determine size of the Bike Plan;
 - decide on roles in producing the Bike Plan;
 - identify expertise required; and
 - determine the budget for the Bike Plan.
2. *Thinking about Bike Riding*
 - consider the four (4) riding domains (i.e. commuting, fitness, local trips, recreation);
 - consider riding for transport or recreation;
 - consider riding at “moderate” or “high” intensity;

- consider users of facilities;
 - determine “targets” for engagement process; and
 - identify significant “problems” that a Bike Plan can address.
3. *Determine the Context*
- consider the “social, economic and physical context” of the Bike Plan; and
 - consider the “strategic and planning context” of the Bike Plan.
4. *Measure and Understand*
- measure and understand the level of bicycle riding in the area covered by the bike plan;
 - establish a baseline and set meaningful targets;
 - measure the impact of initiatives in the bike plan;
 - evaluate the impact of the base plan by comparing with the baseline;
 - understanding should be both quantitative (e.g. how many riders are parked at a destination) and qualitative (e.g. how do riders feel about taking a certain route);
 - include a description of the types and levels of bicycle riding in the area covered by the plan - quantitative tools include visual counts, use of permanent counters, video data, counting tubes across paths; self-reporting (e.g. ABS data); data from others (e.g. bicycle accident data from police, data on bicycle theft from police and insurance companies) - qualitative tools include online and face to face surveys, reference groups (including local riders and rider groups and council officers and elected officials) and surveys of non-riders on what may encourage them to begin riding or ride more often; employ tools specific to transport and recreational rider domains; and
 - establish a current rider profile map using the rider domains (i.e. transport, recreation, fitness, etc.) and determine the desired rider profile map.
5. *Determine the Infrastructure Network*
- establish inventory of existing infrastructure network and usage;
 - identify planned infrastructure network upgrades;
 - “fill in the gaps” in the network based on the desired rider profile map (consider coverage, distance, destinations, catchment size, continuity, utilisation, maintenance); and
 - determine the scope of additional new infrastructure upgrades required.
6. *Community Engagement*
- the bike plan should include community engagement initiatives to stimulate positive behavioural change and/or modify negative behaviours targeting the relevant rider domain(s);
 - engagement programs can be formal or informal and large scale or small scale;
 - typical programs for transport domain cyclists include maps and other information, Ride to Work and Ride to School programs and risk reduction programs (e.g. involving helmets, lights and traffic signals compliance);

- typical elements for recreation domain cyclists include challenging bike rides, maps and local events and festivals;
- typical programs for stimulating positive behavioural change include mode shift, increased physical fitness and activity and social connection programs; typical programs for modifying negative behaviours include those involving traffic regulations, local laws, theft, driver/rider behaviour on narrow roads, parking and potential conflict with other users on shared paths;
- preparation of a list of engagement opportunities linked to the rider domains and development of the required community engagement programs; and
- the engagement process must include the Northern Territory Government, who is the other provider of cyclist related infrastructure within the Darwin Municipality.

7. *Setting out the Bike Plan*

- set a budget for each stage of the bike plan (funding sources may include internal funding, grants and development contributions);
- build an implementation chart that identifies projects and costs and priorities; and
- set targets based on the initiatives in the implementation chart (consider how much difference will the project make? What demand will the project yield? How effective will the engagement process be?).

8. *Designing the Evaluation and Communications Process*

- the evaluation answers questions such as: did Council do what they said they would do? Were the projects completed on time and on budget? Did the projects have the effects anticipated? What do bike riders and residents think about the outcomes?
- the evaluation process - project evaluation (gauge rider and community views), annual evaluation report (to monitor progress against the Bike Plan), full Bike Plan review periodically (did the Plan achieve what it was meant to? If no-why not? Are updates required? Is the Bike Plan still relevant?); and
- the communications process after the establishment of the Bike Plan includes communication and reporting, communications plan (e.g. Councillors undertaking regular bike tours, engagement with other Council staff, engagement with local riders and bicycle groups), internal reporting (on progress to date), establishing a communications and reporting schedule.

9. *Write the Executive Summary and Implementation Plan*

- provide a high level summary of the content and intent (eg. what Council strategies are relevant) of the Bike Plan in an executive summary; and
- identify the optimum mix of initiatives that can be delivered within annual and overall budgets (say over a number of years) in the implementation plan.

10. *Complete the Bike Plan, Seek Approval and Endorsement*

- once finalised, the Bike Plan should be embedded within Council's decision making processes;
- seek to integrate the Bike Plan into the Northern Territory Planning Scheme;
- integrate the Bike Plan into relevant/related strategy documents; and
- the approval and endorsement of the Bike Plan will set the strategic direction for bicycle planning within the area covered by the Plan and also assist in communication with external stakeholders.

It is important that the City of Darwin consider all road and public space users and involve as many representative organisations as appropriate in the development of the Bike Plan.

The City of Darwin's Bike Plan should consider design issues, missing linkages, community and stakeholder consultation, encouragement programs to increase the use of cycle facilities, relationships to current and future land uses, signage and line marking and treatments at road and road-related areas, intersections, bicycle parking, end of trip facilities and other issues.

CONSULTATION PROCESS

A comprehensive Bike Plan for Darwin would involve an extensive community engagement process.

In preparing this report, the following City of Darwin officers were consulted:

- Recreation and Open Space Coordinator

In preparing this report, the following External Parties were consulted:

- Northern Territory Government's Department of Transport
- Bicycle Network Victoria
- Australian Bicycle Council

POLICY IMPLICATIONS

The City of Darwin supports the use of alternative transport in the Darwin Municipality and strives to achieve a comprehensive cycle/shared path network.

The community engagement plan for the comprehensive Bike Plan for Darwin would be in accordance with the City of Darwin's Community Consultation Policy (Policy No: 025).

BUDGET AND RESOURCE IMPLICATIONS

Council has an allocated budget of \$50,000 in the 2012/2013 Budget for this project.

A 2012/2013 Fourth Quarter budget variation submission will be recommended to Council for an additional \$60,000 to be added to the 2012/2013 budget for this project. This would bring the allocation in 2012/2013 to \$90,553 for this project. A carry forward of this funding to 2013/2014 will be required.

It is estimated that the Bike Plan described in the draft brief included as **Attachment A** to this report, will cost up to \$150,000 to produce. Consequently, it is estimated that an additional \$60,000 will be required to produce this Bike Plan.

In addition, the community consultation on the adopted Bike Plan will need to be funded. The amount of funding required will be determined by the level and type of engagement. This amount will need to be considered once the Draft Bike Plan is developed and will be the subject of a further report to Council.

There is potential, given the synergy of the project, to seek joint-funding from the Northern Territory Government to include areas under their care and control within Darwin and ensure the Bike Plan is truly a Darwin Bike Plan, with linkages coordinated and developed in a strategic and planned manner.

City of Darwin officers will continue to have discussions with the Northern Territory Government representatives regarding this project and to seek joint-funding. Council will be informed on the outcome of these discussions.

RISK/LEGAL/LEGISLATIVE IMPLICATIONS

The safety of cyclists travelling along routes within the Municipality would be improved by providing safe on and off-road facilities and these facilities would likely encourage cycling as an alternative safe mode of travel to the motor vehicle.

ENVIRONMENTAL IMPLICATIONS

“Benefits of Cycling

The National Cycling Strategy aims to double the number of people who ride a bicycle in Australia by 2016.

Increasing the number of people riding a bicycle for transport and recreation will benefit Australia by improving health, productivity, the environment and community livability.

More people riding a bicycle will:

- *Help reduce urban traffic congestion (estimated to cost Australia \$20 billion a year by 2020 if we do nothing);*

- *Improve air quality and reduce noise in our neighbourhoods and cities (making us healthier and happier);*
- *Reduce the carbon emissions from transport (currently responsible for 15% of Australia's carbon footprint and increasing);*
- *Get more people in the community healthier and fitter and so reduce the cost we all bear for inactivity (estimated to now cost Australians more than \$13.8 billion each year).*

Riding a bicycle for transport and recreation benefits individuals by:

- *Improving their health and wellbeing (regular bicycle riding makes you happier, healthier and live longer);*
- *Reducing personal and family expenses (ditching one family car and cycling to work can save up to \$800 a month);*
- *Saving time, especially on short trips (when travel time is measured from door to door journeys up to 5 km are generally faster by bicycle);*
- *Connecting people to their community and environment;*
- *Providing people of all ages with a sense of freedom and fun.*

Even if you don't ride a bicycle, you benefit when others do with less congestion, a cleaner environment and healthier, more liveable communities. "

Source: Australian Bicycle Council.

Supporting alternative modes of transport to the motor vehicle, such as bicycles, would have positive environmental implications.

COUNCIL OFFICER CONFLICT OF INTEREST DECLARATION

We the Author and Approving Officers declare that we do not have a Conflict of Interest in relation to this matter.

DROSSO LELEKIS
MANAGER DESIGN, PLANNING
AND PROJECTS

LUCCIO CERCARELLI
GENERAL MANAGER
INFRASTRUCTURE

For enquiries, please contact Drosso Lelekis on 8930 00414 or email:
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Attachments:

Attachment A: Draft Brief for City of Darwin Bike Plan

ATTACHMENT A

BRIEF

CITY OF DARWIN BIKE PLAN

PURPOSE/BACKGROUND AND OBJECTIVES

In order to encourage cycling as an alternative form of transport and recreation within the Municipality of Darwin, it is important that a safe and efficient network of bicycle lanes and/or shared paths be provided throughout the City. The Bike Plan will be integral to the City of Darwin's strategy for catering for cyclists, at the present time and for the life of the plan. It will also refer, be referred to and coordinate with other City of Darwin and Northern Territory policies including those for transport, tourism, recreation, planning and health.

The Municipality wide Bike Plan should be tailored for Darwin that-

- is regularly referred to;
- evolves throughout its life; and
- leads to successful, measureable outcomes in terms of catering for the needs of cyclists, both existing and potential.

There is an existing, extensive network of shared paths and several exclusive cycle lanes across Darwin within public open spaces and road reserves, under the care and control of the City of Darwin or the Northern Territory Government.

Given that the bicycle network for Darwin should be integrated and linked, a working relationship between the City of Darwin and the Northern Territory Government is considered an important element of the project. Accordingly, it is crucial that the Northern Territory Government be included as a key stakeholder with regard to the development of the Bike Plan. In addition to the infrastructure owners, engagement with various stakeholders and interest groups is considered important.

The preparation of this Draft Brief is the next step in identifying the context, scope and any additional elements applicable to the project.

SCOPE OF WORK

Methodology

The following key elements/methodology are provided, however it is envisaged that these will be expanded upon in proposals submitted.

1. *Scoping the Coverage of the Bike Plan*

The City of Darwin Bike Plan will cover all of the on and off-road cyclist routes within the entire Municipality of Darwin, either under the care and control of the City of Darwin or the Northern Territory Government. It will also include consideration of

shared or mixed traffic streets and places where bike riders share the space with motor vehicles or/and pedestrian, usually at slow speeds and traffic volumes.

2. *Determine Bike Riding Profile to be adopted for Bike Plan and Key Stakeholders*

The Bike Plan should consider the four (4) riding domains being-

- commuting (riding to work, university, usually by adults);
- fitness (riding at higher intensities, usually on-road by adults);
- local trips (trips to school, shops and friends by all members of the community especially children, family groups and older people), and
- recreation (usually on traffic free, scenic routes).

The number of rider domains could be extended to include others throughout the life of the project.

The Bike Plan should consider -

- riding for transport or recreation;
- riding at “moderate” or “high” intensity, and
- users of facilities.

In addition, “targets” (e.g bicycle user groups and other entities) for the engagement process should be identified.

The key stakeholders in the project (including local cyclist groups, the City of Darwin and Northern Territory Government), should be consulted to identify significant “issues” that the Bike Plan can address (e.g. planning for cycling and integration with other recreation and transport modes, facility widths, missing routes, treatments at road crossings, signage/pavement marking, end of trip facilities).

The Bike Plan will take into account the different people, purposes and intensities for riding. The network needs to consider existing riders and the future potential rider profile. Part of this process needs to identify what the City of Darwin and Northern Territory Government consider to be the rider profile for the Bike Plan and what is desirable. This will guide the development of the Bike Plan and any associated actions.

3. *Determine the Context*

Considerations should include-

- the “social, economic and physical context” of the Bike Plan, and
- the “strategic and planning context” of the Bike Plan.

Other contexts should be included as identified.

4. *Measure and Understand*

The Bike Plan should measure and understand the level of bicycle riding in the Municipality of Darwin. Understanding should be of a quantitative (e.g. how many riders are parked at a destination) and a qualitative (e.g. how do riders feel about taking a certain route) nature.

A description of the types and levels of bicycle riding in the area covered by the plan should be included. Quantitative tools may include visual counts, use of permanent counters, video data, counting tubes across paths; self-reporting (e.g. ABS data, Cycling Participation Survey); data from others (e.g. bicycle accident data from police, data on bicycle theft from police and insurance companies).

Qualitative tools may include on-line and face to face surveys (bikescope surveys, riderlog app data), reference groups (including local riders and rider groups, City of Darwin and Northern Territory Government officers and elected officials) and surveys of non-riders on what may encourage them to begin riding. Tools specific to transport and recreational rider domains should be employed.

A current rider profile for the City should be established using the rider domains (i.e. transport, recreation, fitness, etc.) and the desired rider profile map determined.

The Bike Plan should consider existing bike count information from Super Tuesday, Northern Territory Government's Department of Transport bike counts and ABS Journey to Work Data for Darwin.

5. *Determine the Existing Infrastructure Network and Policies and Upgrading Required*

An inventory of the existing infrastructure network (including both the City of Darwin and Northern Territory Government's facilities) and usage will need to be established for the project. This inventory should also identify any planned infrastructure network upgrades.

The Bike Plan should aim to "Fill in the gaps" in the existing network based on the desired rider profile map (consider coverage, distance, destinations, catchment size, continuity, utilisation, maintenance). The scope and costs of any additional new infrastructure upgrades required should be determined. . Also take advantage of future developments and works/projects that could incorporate cycling to improve and expand conditions for riding.

The Bike Plan should consider end of trip facilities, bicycle parking provision at key destinations (eg. Casuarina and Darwin CBD), treatments at intersections with roads and road-related areas and integration with cycling networks with public transport (to encourage bus/bike transport). Consideration should be given to a share bicycle program, hubs where bikes can be hired / returned.

The Bike Plan should reference the Northern Territory Government/City of Darwin 2009 Cycle Path Network Review and detailed audit of cycling infrastructure in Darwin and community consultations undertaken as part of the above mentioned review.

6. *Rider/Other Stakeholder Engagement*

The Bike Plan will-

- create and implement rider engagement initiatives to stimulate positive behavioural change and/or modify negative behaviours targeting the relevant rider domain(s);
- develop and implement a large scale formal rider engagement program for the relevant rider domain(s) and cyclist groups;
- typical programs for transport domain cyclists may include maps and other information, Ride to Work and Ride to School programs and risk reduction programs (e.g involving helmets, lights and traffic signals compliance);
- typical elements for recreation domain cyclists may include challenging bike rides, maps and local events and festivals;
- typical programs for stimulating positive behavioural change may include mode shift, increased physical fitness and activity and social connection programs;
- typical programs for modifying negative behaviours may include those involving traffic regulations, local laws, theft, driver/rider behaviour on narrow roads, parking and potential conflict with other users on shared paths;

A list of engagement opportunities linked to the rider domains and required engagement programs should be created and implemented.

The engagement process must include the City of Darwin and Northern Territory Government (including stakeholders or departments within these bodies), who are the providers of cyclist related infrastructure within the Darwin Municipality and all of the cyclist groups operating in the Darwin (including Bicycle NT, Darwin Cycling Club, Cycling NT, Darwin Triathlon Club, Darwin Off-Road Cyclists and any others identified during the project). Schools/Northern Territory Government Department of Education, major employers and major destinations (such as the Charles Darwin University and private and public Hospitals should also be consulted regarding cycling issues.

It is important that all road and public space users be considered and that as many representative organisations as appropriate be involved in the development of the Bike Plan.

Consideration must also be given to other sources of information and issues, such as the experiences of other local government authorities and that of local

stakeholders, taking into account the local Darwin context and the City of Darwin's goals and objectives. In addition, the Bike Plan should consider and reflect the objectives detailed within the Australian Government's National Cycling Strategy.

Information from various sources, including but not limited to, Bicycle Network, Australian Bicycle Council and other local governments, should be considered as part of the engagement process.

Consultation with the broader community on the final Bike Plan will be undertaken by the City of Darwin and the Northern Territory Government and is not included in the scope of this brief.

The Bike Plan may outline a communications process to be undertaken after the establishment of the Bike Plan, including communication and reporting, communications plan (e.g. engagement with local riders and bicycle groups), internal reporting (on progress to date), establishing a communications and reporting schedule. This could include the establishment of ongoing consultation (e.g. Bicycle Advisory Group) and recommendations on its structure, meeting schedule and members.

7. Upgrading Implementation Program, Costs and Prioritisation

An implementation program that identifies projects and costs, priorities and policies will be required to be created or modified. This program should identify the optimum mix of initiatives to be delivered (say over a number of years) and prioritise these initiatives in the implementation plan and associated bicycle works plan.

The main issues for consideration in the setting of priorities are -

- what difference will the project or policy make?
- what demand will the project/policy yield?
- how effective will the engagement process be?

The Bike Plan must consider design issues, missing linkages, community and stakeholder consultation outcomes, encouragement programs to increase the use of cycle facilities, relationships to current and future land uses, signage and line marking, treatments at road and road-related areas, intersections, bicycle parking and end of trip facilities among a range of other issues.

The Bike Plan must include the development of a clear action plan to guide Council and the community in the delivery of cycling infrastructure. The action plan should articulate proposed works, priorities, timeframes and the costs of these works.

8. Built-in Evaluation Process for Actions Implemented

The evaluation would answers questions such as: did Council do what they said they would do? Were the projects completed on time and on budget? Did the projects have the effects anticipated? What do bike riders, residents and other stakeholders think about the outcomes?

The evaluation process may include - project evaluation (gauge rider and community views), annual evaluation report (to monitor progress against the Bike Plan), full Bike Plan review periodically (did the Plan achieve what it was meant to? If no-why not? Are updates required? Is the Bike Plan still relevant?);

9. *Provide Executive Summary*

A high level summary of the content and intent (eg. what Council strategies are relevant) of the Bike Plan should be provided in an executive summary.

WRITE-BACK BRIEF (INCLUDING METHODOLOGY, MILESTONES AND TIMELINES)

A write-back brief is to be submitted with the proposal, containing but not necessarily limited to the following:

- the methodology;
- project milestones;
- project time lines;
- costs;
- degree of local content;
- the consulting team;
- experience of team;
- stakeholder engagement plan; and
- any other information considered relevant to the development of the Bike Plan.

DELIVERABLES/PROJECT OUTPUT

The following should be provided as part of the project output –

- Two (2) digital copies of the preliminary and final Bike Plan report;
- Two (2) hard copies of the preliminary and final Bike Plan report.

APPROXIMATE PROJECT MILESTONES AND TIMEFRAMES

The approximate project milestones and timeframes for the Bike Plan is as follows -

| Milestone | Timeframe |
|--|---|
| Commence work on Bike Plan | Within 2 weeks of award of project |
| Development of Bike Plan, including stakeholder consultation | Within 12 weeks of award of project |
| 50% Review and Meeting for Draft Report | Within 6 weeks of award of project |
| 90% Review and Meeting for Final Draft Report | Within 6 weeks of completion of 50% review |
| Submission of Final Draft Bike Plan for Community Consultation | Within 2 weeks of completion of 90% review |
| Finalisation of Bike Plan pending outcomes of Community Consultation | Within 2 weeks of communication of broader community consultation outcomes by COD |

BASE MATERIAL TO BE PROVIDED

The winning consultancy will be provided with maps showing existing City of Darwin and Northern Territory Government cyclist networks.

ADDITIONAL INFORMATION

The Bike Plan developed should reference the National Cycling Strategy and the Northern Territory Government's Cycle Path Overview (Darwin and Alice Springs).

| | | |
|--|--|-------------------------|
| ENCL: NO | ENVIRONMENT & INFRASTRUCTURE COMMITTEE/OPEN | AGENDA ITEM: 9.2 |
| TREE REMOVAL, POWER AND WATER CORPORATION PARAP TRUNK SEWER UPGRADE | | |
| REPORT No.: 13TS0136 JW:le | COMMON No.:2063922 | DATE: 18/06/2013 |

Presenter: Team Coordinator Development & Waste Management,
Joy Welshman

Approved: General Manager Infrastructure, Luccio Cercarelli

PURPOSE

The purpose of this report is to assess the request for two (2) trees to be removed by Power and Water Corporation to facilitate the installation of the Parap Trunk Sewer Upgrade.

LINK TO STRATEGIC PLAN

The issues addressed in this Report are in accordance with the following Goals/Strategies of the City of Darwin 2012 – 2016 as outlined in the 'Evolving Darwin Towards 2020 Strategic Plan':-

Goal

1. Collaborative, Inclusive and Connected Community

Outcome

- 1.4 Improved relations with all levels of government and significant stakeholders

Key Strategies

- 1.4.1 Actively engage with all levels of government to coordinate efficiencies and develop opportunities

KEY ISSUES

- Power and Water Corporation's current sewer infrastructure isn't meeting demands.
- Power and Water Corporation has designed an upgrade of sewer infrastructure in Parap.
- Council officers have been working with Power and Water Corporation designers regarding the best possible alignment for this infrastructure.
- Power and Water Corporation has requested the removal of two (2) trees to facilitate installation of the sewer along Playford Street, Parap

RECOMMENDATIONS

THAT it be a recommendation to Council:-

- A. THAT Report Number 13TS0136: entitled Tree Removal, Power and Water Corporation Parap Trunk Sewer Upgrade be received and noted.
- B. THAT Council approves the removal of one (1) street tree adjacent 11 Parsons Street and one (1) tree adjacent 40 Playford Street to facilitate the Parap Trunk Sewer Upgrade subject to;
 - i) One (1) new tree being planted adjacent to 11 Parsons Street;
 - ii) One (1) new tree being planted adjacent to 40 Playford Street;
 - iii) Power and Water Corporation advising residents of planned removal and replanting;
 - iv) All works being undertaken at Power and Water Corporations expense, and
 - v) All works being undertaken to the satisfaction of the General Manager Infrastructure.

BACKGROUND

Power and Water Corporation is currently upgrading sewer infrastructure throughout the Darwin municipality, which is currently nearing capacity. The Parap Trunk Sewer upgrade is a link connecting the Larrakeyah Sewer upgrade, which has been completed, with the Ludmilla treatment plant and further to the proposed East Point Sewer upgrade. To date Power and Water Corporation has upgraded the Larrakeyah and CBD area and has proposed works in Parap, Mitchell Street, Barneson Street, The Gardens and East Point, which are still pending.

Power and Water Corporation and Council officers have been in discussions regarding the alignment of the sewer in Playford Street for the last 18 months. The alignment, which is proposed to run parallel with Playford Street on the racecourse side, is the least invasive and has less impact on trees compared to previous alignment options. The alignment is restricted, due to the requirement of adequate grade for the sewer to operate efficiently.

The alignment will encroach on two (2) trees which Power and Water Corporation has requested to be removed. Council has undertaken a "Tree Risk Assessment" on these two (2) trees in accordance with Australian Standard for Tree Protection AS4970.

DISCUSSION

To facilitate the installation of the Parap Trunk Sewer project connecting Ross Smith Avenue to the Ludmilla treatment plant on Dick Ward Drive, Power and Water Corporation has undertaken numerous investigations to determine the least invasive route and have determined an alignment along Playford Street is the preferred option.

Site Plan



Council has negotiated the alignment through an area (island) of trees at the intersection of Freer Street and Playford Street to avoid a particular significant *Milkwood*. This alignment will require the removal of a medium sized *Melaleuca argentea* adjacent 40 Playford Street (#1 on image above).

The second tree (#2 on image above) is at the end of Playford Street at the Parsons Street intersection, adjacent 11 Parsons Street. The original alignment would necessitate the removal of two (2) significant *Melaleuca argentea*'s. Officers have negotiated the alignment to only require the rear tree to be removed, which has been identified as being in poor health.

Council Technical Staff, including an arborist, have been working closely with Power and Water Corporation to consider all options to minimise tree loss and impact.

In this case, the sewer alignment has been designed to have the minimum impact on existing trees with the least detriment to the community. In choosing this alignment, Council will lose two (2) trees of lesser value while retaining three (3) significant trees and two (2) smaller trees that were on the original proposed alignment.

It is recommended that one (1) tree adjacent 11 Parsons Street and one (1) tree adjacent 40 Playford Street be removed at Power and Water Corporation's expense and replaced with two (2) trees in locations nearby each removal.

It is anticipated that with continued Power and Water Corporation sewer upgrades programmed in the coming years, there will be further requests for tree removals. Each situation will need to be assessed and the best possible outcome for Council, the community and the environment needs to be achieved.

CONSULTATION PROCESS

In preparing this report, the following City of Darwin officers were consulted:

- Senior Arborist
- Technical Officer, Development & Permits
- Acting Technical Officer, Development & Permits

In preparing this report, the following External Parties were consulted:

- Power and Water Corporation
- Northern Territory Government – Department of Infrastructure

POLICY IMPLICATIONS

Council's Policy Number 050 – Trees on Verges - Conservation

BUDGET AND RESOURCE IMPLICATIONS

Power and Water Corporation has advised that the trees would be removed and replaced at their cost. A Works Permit would be required to undertake these works.

RISK/LEGAL/LEGISLATIVE IMPLICATIONS

There is a risk that the removal of healthy specimen trees will create a precedent for further tree removal applications.

ENVIRONMENTAL IMPLICATIONS

The loss of trees from the urban forest will have an impact. This needs to be balanced with the ongoing need to upgrade infrastructure to meet community needs. The replanting of trees to provide for the future urban forest will assist in mitigating some of the impact in the long term.

COUNCIL OFFICER CONFLICT OF INTEREST DECLARATION

We the Author and Approving Officers declare that we do not have a Conflict of Interest in relation to this matter.

JOY WELSHMAN
TEAM COORDINATOR
DEVELOPMENT & WASTE
MANAGEMENT

LUCCIO CERCARELLI
GENERAL MANAGER
INFRASTRUCTURE

For enquiries, please contact Joy Welshman on 8930 0413 or email:
j.welshman@darwin.nt.gov.au

**ENCL: ENVIRONMENT & INFRASTRUCTURE
NO COMMITTEE/OPEN**

AGENDA ITEM: 9.3

TREE REMOVALS FOR TELECOMMUNICATION INFRASTRUCTURE

REPORT No.: 13TS0115 JW:le

COMMON No.: 1602059

DATE: 18/06/2013

**Presenter: Team Coordinator Development & Waste Management,
Joy Welshman**

Approved: General Manager Infrastructure, Luccio Cercarelli

PURPOSE

The purpose of this report is to assess a request from Telstra for the removal of five (5) trees in Malak to facilitate the installation of the National Broadband Network.

LINK TO STRATEGIC PLAN

The issues addressed in this Report are in accordance with the following Goals/Strategies of the City of Darwin 2012 – 2016 as outlined in the 'Evolving Darwin Towards 2020 Strategic Plan':-

Goal

1. Collaborative, Inclusive and Connected Community

Outcome

- 1.4 Improved relations with all levels of government and significant stakeholders

Key Strategies

- 1.4.1 Actively engage with all levels of government to coordinate efficiencies and develop opportunities

KEY ISSUES

- The National Broadband rollout commenced in the Northern Territory approximately 18 months ago.
- Council officers have been working with the National Broadband Company on the rollout.
- A number of sites have been identified by Telstra as having damaged sub-surface infrastructure due to trees that will not allow the cable to be installed.
- Telstra has requested the removal of five (5) trees that have caused damage to underground infrastructure.
- It will be recommended that Council only approve the removal of one (1) tree and that Telstra consider alternative solutions.

RECOMMENDATIONS

THAT it be a recommendation to Council:-

- A. THAT Report Number 13TS0115 JW:le entitled Tree Removals for Telecommunication Infrastructure be received and noted.
- B. THAT Council only approves the removal of one (1) tree at 28 Darwent Street, Malak, in order to facilitate the National Broadband Network rollout, as identified in Report Number 13TS0115, on the condition that a tree be replanted within the verge at Telstra's cost.
- C. THAT Telstra be advised that their request to remove four (4) trees at 164 Malak Crescent, 17 Abbott Crescent and 52 Darwent Street, Malak is not approved and that alternate solutions are to be implemented by Telstra.

BACKGROUND

Since the announcement of a high speed internet broadband connection within Australia approximately 18 months ago, Council has been working with the National Broadband Network Company (NBN Co) to determine the best process for installation of the network within Darwin. To undertake the installations NBN Co undertook design of infrastructure around existing Telstra network where possible.

This process included the design being undertaken by NBN Co, with Telstra remediating the existing infrastructure to be used and NBN Co taking possession of the sites to install the optic fibre cable. In most cases it has taken 12 months of planning and remediation before any cables were laid.

The Darwin municipality has been divided into eight (8) areas for the rollout. To date, the CBD and areas of Stuart Park have been surveyed, remediated and cables laid. The connections into properties are now being undertaken in the CBD. Works have proceeded to the Northern Suburbs where survey of current Telstra infrastructure has highlighted blockages in Telstra conduits caused by tree roots encroaching on existing Telstra infrastructure.

An application has been received from Telstra for the removal of five (5) trees in Malak. Council has undertaken a "Tree Risk Assessment" on these five (5) trees in accordance with Australian Standard for Tree Protection AS4970.

DISCUSSION

Following the design and investigation into an appropriate route for the cable in Malak, Telstra have identified five (5) locations where existing conduits have been crushed by large tree roots and have requested the trees be removed.

The tree locations are:

- 64 Malak Crescent - *Eucalyptus alba*;
- 52 Darwent Street - *Eucalyptus miniata* and *Eucalyptus alba*;
- 28 Darwent Street - *Calopyllum inophyllum* (Beauty Leaf), and
- 17 Abbott Crescent - *Eucalyptus alba*.



Officers have advised Telstra of Council's policy and procedure in relation to tree removal. Telstra have advised that removal of the trees is the only possible solution in these cases. In other instances of service providers requiring reinstatement of infrastructure in the same alignment as the trees, the following methods have been undertaken:

- Under boring of these trees,
- Non-invasive trenching, i.e. use of a suction truck around the roots,
- Offset the alignment to the kerb or road.

Telstra have advised these options are not viable in the locations identified for the five (5) trees in Malak.

An inspection of all five trees was undertaken by Council's Arborist using Australian Standard for Tree Protection AS4970.

In line with Council's Tree Preservation Policy, the benefits of retaining the trees include;

- Aesthetics;
- Shade;
- Reduced heat sinks;
- Wildlife corridors;
- Carbon emission reduction, and
- Contributions to the amenity and community of an area.

The benefits of the National Broadband rollout include;

- High speed internet access;
- Enable businesses to compete at national and international levels;
- Ability to download larger files and programs more quickly;
- Provides stimulus to Telecommunications sector, and
- Invests in Australia's future.

It is recommended that four (4) of the five (5) trees be retained due to the condition of and value placed upon these assets by Council and the Community. The fifth tree at 28 Darwent Street, Malak is recommended for removal on the basis of poor health. It is recommended that Telstra replace this tree with a suitable and appropriately planted replacement species.

It will be incumbent on Telstra to find a suitable solution to installing the required infrastructure without removing these trees and any future trees that are requested to be removed but fail to meet policy conditions for tree removal.

It is anticipated that the National Broadband Rollout will be in progress for another four (4) to five (5) years and that works in the suburbs may see an increase in the request for tree removals. Based on this assumption it is recommended to write to Telstra and NBN Co informing them of Council's current policies and position in relation to tree removal and to advise that all application for tree removal will follow the process of being reviewed by Council.

CONSULTATION PROCESS

In preparing this report, the following City of Darwin officers were consulted:

- Damian Coombs, Senior Arborist
- Tony Mischefski, Technical Officer, Development and Permits
- Parks Technical Officer

In preparing this report, the following External Parties were consulted:

- Telstra
- Service Stream (NBN Contractor)

POLICY IMPLICATIONS

Council Policy Number 050 – Trees on Verges – Conservation.

BUDGET AND RESOURCE IMPLICATIONS

Telstra has advised that any trees approved for removal would be removed and replaced at their cost. A works permit to undertake these works would be required.

RISK/LEGAL/LEGISLATIVE IMPLICATIONS

There is a risk that the removal of healthy specimen trees will create a precedent for further tree removal applications.

ENVIRONMENTAL IMPLICATIONS

The loss of trees from the urban forest will have an impact. This needs to be balanced with the ongoing need to upgrade infrastructure to meet community needs. The replanting of trees to provide for the future urban forest will assist in mitigating some of the impact in the long term.

COUNCIL OFFICER CONFLICT OF INTEREST DECLARATION

We the Author and Approving Officers declare that we do not have a Conflict of Interest in relation to this matter.

JOY WELSHMAN
TEAM COORDINATOR
DEVELOPMENT & WASTE
MANAGEMENT

LUCCIO CERCARELLI
GENERAL MANAGER
INFRASTRUCTURE

For enquiries, please contact Joy Welshman on 8930 0413 or email:
j.welshman@darwin.nt.gov.au

**ENCL: ENVIRONMENT & INFRASTRUCTURE
YES COMMITTEE/OPEN**

AGENDA ITEM: 9.4

ON STREET CARPARKING LOT 1739 ALBATROSS STREET, WINNELLIE

REPORT No.: 13TS0116 JW:le

COMMON No.: 2513795

DATE: 18/06/2013

**Presenter: Team Coordinator Development & Waste Management,
Joy Welshman**

Approved: General Manager Infrastructure, Luccio Cercarelli

PURPOSE

The purpose of this report is to outline a proposal received from the owner of Lot 1739 Albatross Street, Winnellie for the construction of 12 on-street car parking bays in front of their property.

LINK TO STRATEGIC PLAN

The issues addressed in this Report are in accordance with the following Goals/Strategies of the City of Darwin 2012 – 2016 as outlined in the 'Evolving Darwin Towards 2020 Strategic Plan':-

Goal

1. Collaborative, Inclusive and Connected Community

Outcome

- 1.2 Desirable places and open spaces for people

Key Strategies

- 1.2.3 Ensure accessibility and connectivity of spaces

KEY ISSUES

- Council has received a request from the owners of Lot 1739 Albatross Street, Winnellie to construct a total of 12 on-street public car parking bays.
- On-street car parking bays within Albatross Street exist at present at other locations.
- Any on-street car parks will be owned by Council and be considered public parking.

RECOMMENDATIONS

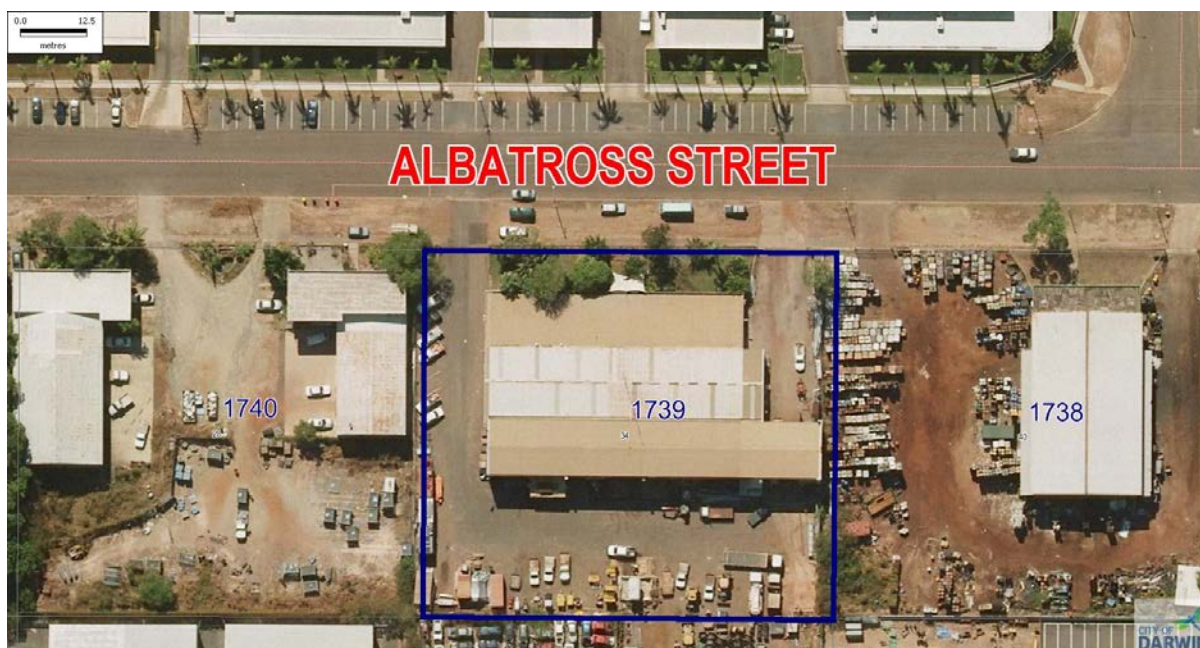
THAT it be a recommendation to Council:-

- A. THAT Report Number 13TS0116: entitled On Street Car Parking Lot 1739 Albatross Street Winnellie, be received and noted.
- B. THAT Council approve the construction of 12 on-street public car parking bays and additional landscaping within Albatross Street, Winnellie in front of Lot 1739, subject to the following conditions:
 - i) The design and construction be undertaken in accordance with City of Darwin Parking Policy Number 003 Design Criteria and to the satisfaction of the General Manager – Infrastructure, City of Darwin, at no cost to Council.
 - ii) The on-street car parking bays will be owned and managed by City of Darwin as public car parks.
 - iii) The verge area adjacent the car parks and surrounding the allotment is to be landscaped by the developer to the satisfaction of the General Manager – Infrastructure, at no cost to Council.
 - iv) The public on-street car parking will not be set aside or reserved for the development within Lot 1739 Albatross Street, Winnellie or any subsequent consolidated allotment.
 - v) A security bond of 5% of the construction cost, as determined by the General Manager – Infrastructure, will be required from the developer for the entire defects and maintenance period.
 - vi) The defects and maintenance period will be for a period of 24 months from the date of practical completion as approved by the General Manager – Infrastructure, City of Darwin.
- C. THAT City of Darwin pursuant to Section 32(2) of the Local Government Act 2008 (as amended) hereby delegates to the Chief Executive Officer, the power to finalise the design, construction and final acceptance by Council of public on-street car parking and verge landscaping within Albatross Street, Winnellie in front of Lot 1739.

BACKGROUND

Council has been approached in relation to the construction of a total of 12 on-street public car parking bays and landscaping along Albatross Street frontage of Lot 1739, Winnellie. The verge is currently bare dirt with no landscape features.

Site Plan



DISCUSSION

Council has received a request from the owners of Lot 1739 Albatross Street, Winnellie to construct a total of 12 on-street car parking bays along Albatross Street frontage and to improve the landscaped area (**Attachment A**).

The Applicant's intention is to upgrade the verge to enhance the street frontage and provide formal parking for the business. There is currently no development application for this lot.

The Applicant has been informed of Council's requirements and policy in relation to on-street parking in relation to services, landscaping and signs along the road reserve.

This proposal is very similar to a number of others approved in the vicinity. The impact is considered to be minimal and to have no detrimental effect on Albatross Street, due to the width of the road and verge and the location of the site. Albatross Street currently contains similar on-street parking along its length.

Officers have assessed the application and recommend the approval of construction of the proposed 12 car parking bays and proposed landscaped area (**Attachment A**).

Council Policy Number 003 – Car Parking – General states:

Parking Schemes Within Road Reserves

1. *Council does not generally approve the Parking Schemes within the road reserve where a need is demonstrated in relation to a private development.*
2. *Developers who elect not to provide parking within their property as required under the NT Planning Scheme will be required to pay an up-front payment in accordance with the NT Planning Act.*
3. *However, Council, in considering a request to construct and use parking facilities on Council land, would take into account the following matters:*
 - 3.1 *The degree of public benefit offered by the proposal, which may be in the form of additional and/or upgraded car park facilities available for public use.*
 - 3.2 *The impact of the proposal on the streetscape.*
 - 3.3 *Future car parking needs and impact of the proposal on orderly growth and development in the area.*
 - 3.4 *Any other matter as it sees fit.*

(Extract Policy Number 003)

Council has previously approved the construction of public on-street parking spaces within the Winnellie area. These spaces are owned by Council and available for use by the general public. The spaces are not directly linked to or reserved by a particular development. Council manages the parking as it does all its public parking.

CONSULTATION PROCESS

In preparing this report, the following City of Darwin officers were consulted:

City of Darwin - Manager Design, Planning and Projects

POLICY IMPLICATIONS

Council Policy Number 003 – Car Parking – General as discussed in paper.

BUDGET AND RESOURCE IMPLICATIONS

Initial costs will be borne by the developer with ownership and maintenance reverting to Council after the defects period.

The estimated cost to construct 12 on-street parking spaces and required landscaping is \$22,000. All costs are to be borne by the developer.

RISK/LEGAL/LEGISLATIVE IMPLICATIONS

Design will be in accordance with Council's requirements, relevant design standards and traffic standards.

ENVIRONMENTAL IMPLICATIONS

The developer will be required to landscape the verge as part of the construction of the on-street parking bays.

COUNCIL OFFICER CONFLICT OF INTEREST DECLARATION

We the Author and Approving Officers declare that we do not have a Conflict of Interest in relation to this matter.

JOY WELSHMAN
TEAM COORDINATOR
DEVELOPMENT & WASTE
MANAGEMENT

LUCCIO CERCARELLI
GENERAL MANAGER
INFRASTRUCTURE

For enquiries, please contact Joy Welshman on 8930 0413 or email:
j.welshman@darwin.nt.gov.au

Attachments:

Attachment A: Plan of proposed on street car parking bays

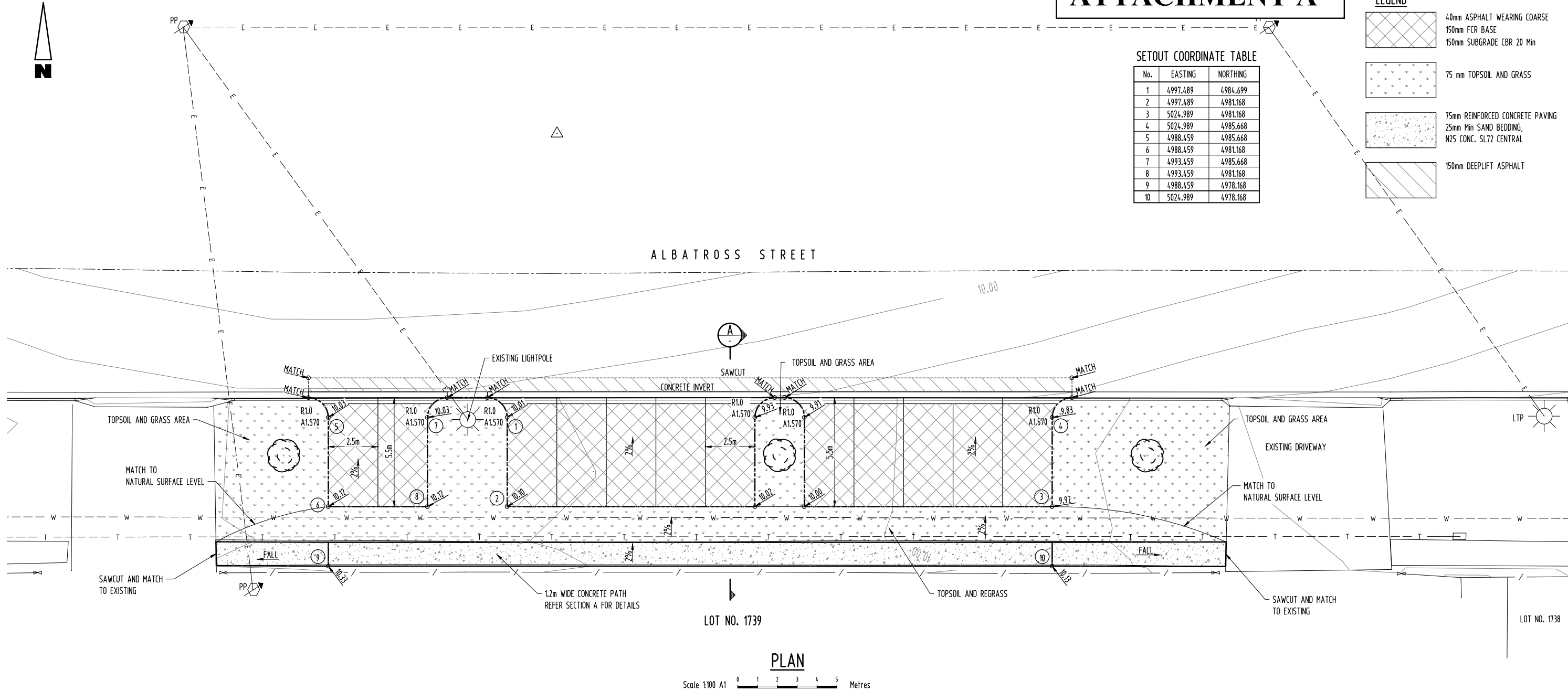
ATTACHMENT A

LEGEND

- 40mm ASPHALT WEARING COARSE
150mm FCR BASE
150mm SUBGRADE CBR 20 Min
- 75 mm TOPSOIL AND GRASS
- 75mm REINFORCED CONCRETE PAVING
25mm Min SAND BEDDING,
N25 CONC. SL72 CENTRAL
- 150mm DEEPLIFT ASPHALT

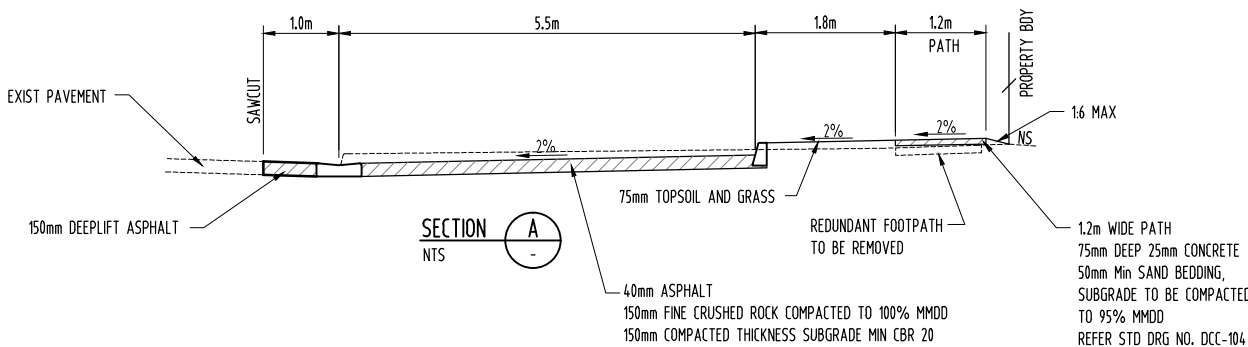
SETOUT COORDINATE TABLE

| No. | EASTING | NORTHING |
|-----|----------|----------|
| 1 | 4997.489 | 4984.699 |
| 2 | 4997.489 | 4981.168 |
| 3 | 5024.989 | 4981.168 |
| 4 | 5024.989 | 4985.668 |
| 5 | 4988.459 | 4985.668 |
| 6 | 4988.459 | 4981.168 |
| 7 | 4993.459 | 4985.668 |
| 8 | 4993.459 | 4981.168 |
| 9 | 4988.459 | 4978.168 |
| 10 | 5024.989 | 4978.168 |



PLAN

Scale 1:100 A1 0 1 2 3 4 5 Metres



PRELIMINARY

WARNING
BEWARE OF UNDERGROUND SERVICES

The locations of underground services are approximate only and their exact position should be proven on site. No guarantee is given that all existing services are shown.

| | | | | | | | | | | | | | | | | | | | | | |
|----|----------|---------|--------------------|--|--|--------------------------------|--|--|--|---|--|--|--|----------------|--|-----------------|--|---------------------|--|--------|--|
| | | | | COPYRIGHT The concepts and information contained in this document are the copyright of BYRNE DESIGN. Use or copying of the document in whole or in part without the written permission of BYRNE DESIGN constitutes an infringement of copyright. | | CLIENT WOLPERS GRAHL | | byrne design ABN 78 124 388 192 P.O.Box 43420 Casuarina NT 0811 Ph. 08 89418113 Fax: 08 89418201 | | PROJ. MANAGER DRAWN MJ DESIGNED SPB | | TITLE ALBATROSS STREET WINNELLIE CARPARK EXTENSION LAYOUT, GRADING PLAN AND SECTION | | SCALE AS SHOWN | | PROJECT No 1286 | | DRAWING No 1286-C02 | | AMDT B | |
| B | 04/06/13 | SPB | COMMENTS ADDRESSED | | | | | | | | | | | | | | | | | | |
| A | 24/05/13 | SPB | ISSUED FOR COMMENT | | | | | | | | | | | | | | | | | | |
| No | DATE | INITIAL | | AMENDMENT | | | | | | | | | | | | | | | | | |

**ENCL: ENVIRONMENT & INFRASTRUCTURE
YES COMMITTEE/OPEN**

AGENDA ITEM: 9.5

MALAK OVAL TRAINING LIGHTS

REPORT No.: 13TS0088 DC:mm COMMON No.: 313949

DATE: 18/06/2013

Presenter: Manager Design, planning & Projects, Drosso Lelekis

Approved: General Manager Infrastructure, Luccio Cercarelli

PURPOSE

The purpose of this report is to provide an update on a Council proposal to install training lights at Malak Oval, Malak and the commencement of community consultation for this proposal.

LINK TO STRATEGIC PLAN

The issues addressed in this Report are in accordance with the following Goals/Strategies of the City of Darwin 2012 – 2016 as outlined in the 'Evolving Darwin Towards 2020 Strategic Plan':-

Goal

2 Vibrant, Flexible and Tropical Lifestyle

Outcome

2.3 Increased sport, recreation and leisure experiences

Key Strategies

2.3.5 Enhance and improve services and facilities which encourage healthy lifestyle choices

KEY ISSUES

- A project to introduce training lights at Malak Oval, Malak exists as a new initiative in the Council adopted 2012/13 Capital Works Program.
- A total of \$300,000 has been allocated over two (2) years with \$150,000 contained within 2012/13.
- A concept design for the proposed works involving High Intensity Discharge (HID) has been produced and the cost estimate is \$306,058 (excluding GST).
- For the purposes of comparison, a cost estimate has also been provided utilising light emitting diode (LED) light fittings and this is of the order of \$570,000.
- A community consultation plan has been developed for this training lighting proposal.
- It is recommended that community consultation commence.

RECOMMENDATIONS

THAT it be a recommendation to Council:-

- A. THAT Report Number 13TS0088 DC:mm entitled Malak Oval Training Lights, be received and noted.
- B. THAT Council endorse the commencement of community consultation in relation to the high intensity discharge sodium (HID) proposal for Malak Oval, as shown in **Attachment A** to Report Number 13TS0088 DC:mm entitled Malak Oval Training Lights.
- C. THAT a further report be presented to Council outlining the outcomes of the community consultation for Council's consideration.

BACKGROUND

A new Initiative exists in the Council adopted 2012/13 Capital Works Program to provide lighting at the Malak Oval for the purposes of training after day-light hours.

Council has allocated a total of \$300,000 over two (2) financial years for the delivery of this project. The 2012/2013 Capital Works Program includes an allocation of \$150,000.

Currently NT Soccer is a major user of the facility. This report deals with how to progress the infrastructure relating to this project. Consideration will need to be given to an operating plan of management for users, including associated fees and charges.

DISCUSSION

A concept design for the works, involving high intensity discharge (HID), **Attachment A** and accompanying cost estimate is provided as **Attachment B** to this report. The estimated cost of the HID proposal is \$306,058 (excluding GST). The estimated cost for an LED lighting proposal is of the order of \$570,000 (excluding GST).

The concept design for the lighting was developed based on the Australian Standard lighting requirements for amateur soccer, which is a lighting level of 100 Lux, given they are a major user at present.

The HID training light proposal for Malak Oval involves four (4) lighting poles, 28 metres in height, each with six (6) Metal Halide luminaires (light fittings).

Council, in conjunction with consulting electrical engineers, also review the possibility of utilising LED luminaires.

The investigations revealed that the availability of LED luminaires powerful enough for this type of application is not confirmed. In addition, little information is known about their performance history in this type of application.

Preliminary discussion with a number of local lighting suppliers has indicated that the use of LED luminaires in this case may not be applicable, as they would not conform to the design requirements.

The conclusion of the investigations is that metal halide fittings are still the current choice for lighting of sportsgrounds due to the proven sturdiness of the light fittings, uniform colour rendering and predictable lamp life.

It will be recommended that on this project Council utilise HID luminaires as shown in the concept plan, **Attachment A**.

CONSULTATION PROCESS

In preparing this report, the following City of Darwin officers were consulted:

- Senior Community Engagement Officer
- Recreation and Open Space Coordinator

In preparing this report, the following External Parties were consulted:

- Townes Chappell Mudgway Pty Ltd (Consulting Engineers)
- Advanced Lighting
- Gerard Lighting
- Adelaide City Council
- Purkinje Pty Ltd

A community consultation plan has been developed for this project and is included as **Attachment C** to this report. A map, showing the properties immediately affected by the lighting proposal is incorporated into the consultation plan.

Views will be sought in the consultation process on issues including, but not limited to, the actual lighting layout and the hours of operation of the lights. Stakeholders will include the adjoining residents and current users of the oval.

It will be recommended that Council proceed to community consultation and that a further report on the outcomes be presented to Council.

POLICY IMPLICATIONS

The community consultation plan produced for this project was developed in line with the City of Darwin's Policy No. 25 Community Consultation Policy.

A Sports Field Plan is being developed to guide the future use, development and management of the sporting fields and ovals within the City of Darwin's care and control over the next ten (10) years. This Plan will include consideration of all aspects of operations and infrastructure required to meet existing and future community needs. The objectives of this Plan are to provide a strategic approach to increase the capacity of facilities, improve the process for the equitable allocation of

field sports, and to determine realistic prioritised recommendations to guide future resource allocation.

BUDGET AND RESOURCE IMPLICATIONS

The Council has allocated a total of \$300,000 over two (2) financial years. An amount of \$150,000 has been allocated within the 2012/2013 financial year. The estimated cost of the project utilising HID luminaires is \$306,058 (including GST). An estimate of \$4,000 has been expended to date. Final costs will be subject to consultation outcomes, final design and construction price.

It is anticipated that current funding shortfalls would be considered at a budget quarterly review.

There will be an increase in operational costs if the lights are installed. This will include electricity, repairs and maintenance. These costs will be subject to hours of operation.

Council could consider a user pay system as part of its operation plan of management. Currently clubs pay an oval hire charge which could be adjusted to include some or all cost recovery for the lighting operation. No ovals at present, under the care and control of the City of Darwin, have lights. Therefore there is no scheduled lighting fee. A charging and operation regime for the management for Malak Oval will be considered in future reports to Council.

RISK/LEGAL/LEGISLATIVE IMPLICATIONS

Residents adjoining the oval object may object to the installation of lighting.

ENVIRONMENTAL IMPLICATIONS

The introduction of lighting at Malak Oval may affect the amenity of residents in the area and this will need to be minimised where possible through design. Lighting the oval will increase the opportunity to utilise the facility, whereby promoting healthy activities.

COUNCIL OFFICER CONFLICT OF INTEREST DECLARATION

We the Author and Approving Officers declare that we do not have a Conflict of Interest in relation to this matter.

DROSSO LELEKIS
MANAGER DESIGN, PLANNING
& PROJECTS

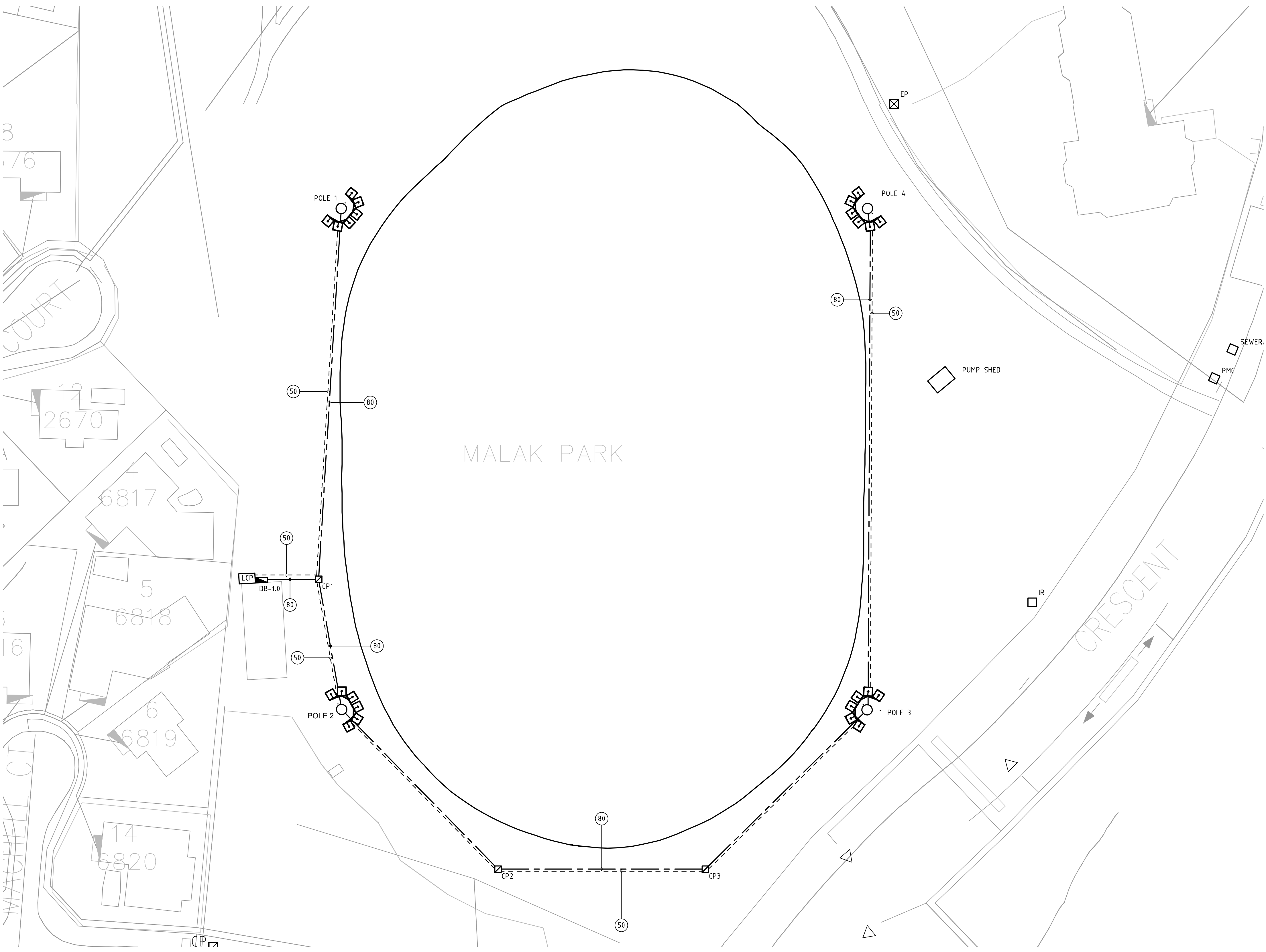
LUCCIO CERCARELLI
GENERAL **MANAGER**
INFRASTRUCTURE

For enquiries, please contact Drosso Lelekis on 8930 0414 or email: d.lelekis@darwin.nt.gov.au.

Attachments:

- Attachment A:** Malak Oval Training HID Lighting Concept Design
- Attachment B:** Cost Estimate for Malak Oval Training HID Lighting Proposal
- Attachment C:** Community Consultation Plan for Malak Oval Training Light Proposal

ATTACHMENT A



LIGHTING LAYOUT
SCALE 1500 @ A1

LEGEND



6 X 2000W MH FLOODLIGHTS 'THORN CHAMPION' OR EQUIVALENT MOUNTED ON 2 METRE WIDE CROSSARM FITTED TO GALV. STEEL LIGHTING POLE
POLES P1 TO P4 TO BE 28M HIGH
PROVIDE ALL FOOTINGS AND RAGBOLT ASSEMBLIES
POLES, FOOTINGS AND FIXTURES TO BE SUITABLE FOR REGION C TERRAIN CATEGORY 2 CONDITIONS
POLES TO BE FITTED WITH REMOVABLE PANEL AT BASE FOR MOUNTING OF CONTROL GEAR.



600 x 600 POLYCRETE CABLE PIT FITTED WITH CLASS B LID



NEW DISTRIBUTION BOARD, TO REPLACE EXISTING



LIGHTING CONTROL PANEL



DENOTES SIZE AND QUANTITY OF CONDUITS


----- COMMS CONDUIT HD uPVC WHITE

————— LV CONDUIT HD uPVC ORANGE

| LUMINAIRE LOCATION SUMMARY | | | | | | | |
|----------------------------|-------|------|-------|-------|-------|--------|------|
| SCENE: OVAL – 100LUX | | | | | | | |
| LUM No | LABEL | POLE | X | Y | Z | ORIENT | TILT |
| 1 | F2(2) | 1 | 60.8 | -55.5 | 28.25 | 118 | 4 |
| 2 | F2(3) | 1 | 60.1 | -56.2 | 28.25 | 135 | 2 |
| 3 | F2(3) | 1 | 59.5 | -57 | 28.25 | 140 | 2 |
| 4 | F2(2) | 1 | 58.9 | -57.8 | 28.25 | 187 | 2 |
| 5 | F2(3) | 1 | 58.2 | -58.5 | 28.25 | 205 | 0 |
| 6 | TBC | 1 | TBC | TBC | TBC | TBC | TBC |
| 7 | F2(3) | 2 | -58.2 | -58.5 | 28.25 | 335 | 0 |
| 8 | F2(2) | 2 | -58.9 | -57.8 | 28.25 | 353 | 2 |
| 9 | F2(3) | 2 | -59.5 | -57 | 28.25 | 40 | 2 |
| 10 | F2(3) | 2 | -60.1 | -56.2 | 28.25 | 45 | 2 |
| 11 | F2(2) | 2 | -60.8 | -55.5 | 28.25 | 62 | 4 |
| 12 | TBC | 2 | TBC | TBC | TBC | TBC | TBC |
| 13 | F2(2) | 3 | -60.8 | 55.5 | 28.25 | 298 | 4 |
| 14 | F2(3) | 3 | -60.1 | 56.2 | 28.25 | 315 | 2 |
| 15 | F2(3) | 3 | -59.5 | 57 | 28.25 | 320 | 2 |
| 16 | F2(2) | 3 | -58.9 | 57.8 | 28.25 | 7 | 2 |
| 17 | F2(3) | 3 | -58.2 | 58.5 | 28.25 | 25 | 0 |
| 18 | TBC | 3 | TBC | TBC | TBC | TBC | TBC |
| 19 | F2(3) | 4 | 58.2 | 58.5 | 28.25 | 155 | 0 |
| 20 | F2(2) | 4 | 58.9 | 57.8 | 28.25 | 173 | 2 |
| 21 | F2(3) | 4 | 59.5 | 57 | 28.25 | 220 | 2 |
| 22 | F2(3) | 4 | 60.1 | 56.2 | 28.25 | 225 | 2 |
| 23 | F2(2) | 4 | 60.8 | 55.5 | 28.25 | 242 | 4 |
| 24 | TBC | 4 | TBC | TBC | TBC | TBC | TBC |
| TOTAL QUANTITY: 24 | | | | | | | |

NOT FOR CONSTRUCTION

| Revisions | | |
|-----------|----------|-------------------|
| | | |
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| | | |
| | | |
| | | |
| - | 04.04.13 | PRELIMINARY ISSUE |



TOWNES CHAPPELL MUDGWAY
PTY. LTD.

Consulting Engineers

A.C.N. 082 239 709 A.B.N. 76 873 547 377
Structural, Mechanical, Electrical & Hydraulic
GPO Box 2990 Darwin 0801
17-19 Lindsay Street, Darwin N.T.
Tel : (08) 89234400
Fax : (08) 89234444
Email : tcmnt@bigpond.net.au

Project

MALAK OVAL FLOODLIGHTING
MALAK CRESENT

Client

CITY OF DARWIN

Sheet Title

MALAK OVAL
SPORTS LIGHTING LAYOUT

PRELIMINARY

ELECTRICAL DRAWING

CAD File No: D9222

Plot Date: 04/04/13

North

Designed
KF

Drawn
WP

Date
APR 2013

Checked
KF

Scale
1:500@A1

A1

Issue

Drawing No.
D9222/E1

43

-

PROJECT : Malak Oval Lighting
Sports Lighting to Amature Soccer Level - 100Lux

Job No.

D9222

Date:

4/Apr/13

| Description | Qty | Unit | Rate | Amount |
|---|-----|-------|-------------|---------------------|
| LV INSTALLATION | | | | |
| Cable Pits & Pillars | | | | |
| New Switchboard DB1.0 | 1 | ea | \$ 5,000.00 | \$5,000.00 |
| Sand Pit | 0 | ea | \$350.00 | \$0.00 |
| Cable pit with Gatic Cover | 0 | ea | \$20,000.00 | \$0.00 |
| Polycrete Cable Pit | 5 | ea | \$1,000.00 | \$5,000.00 |
| Distribution Fused Pillar | 0 | ea | \$2,500.00 | \$0.00 |
| URD pillars | 0 | ea | \$1,500.00 | \$0.00 |
| LV Cabling/installation | | | | |
| Trenching in rock | 0 | m | \$180.00 | \$0.00 |
| Trenching (In normal ground) | 425 | m | \$65.00 | \$27,625.00 |
| Stabilised fill/sand | 38 | Cub.m | \$25.00 | \$950.00 |
| Shallow trench concrete slab | 0 | m | \$25.00 | \$0.00 |
| Conduit (100mm) | 0 | m | \$22.00 | \$0.00 |
| 4 x 1c 240sqmm aL. | 0 | m | \$85.00 | \$0.00 |
| 4 x 25mm | 0 | m | \$45.00 | \$0.00 |
| Road Crossings - 9m wide | 0 | ea | \$3,500.00 | \$0.00 |
| SUB-TOTAL | | | | \$38,575.00 |
| LIGHTING | | | | |
| New Light - Thorn Champion | 24 | ea | \$2,000.00 | \$48,000.00 |
| 28m Pole, Footing and rag polt assembly | 4 | ea | \$24,000.00 | \$96,000.00 |
| Replace Light Poles | 0 | ea | \$2,000.00 | \$0.00 |
| Cabling - 4x1c 16sqmm | 550 | m | \$22.00 | \$12,100.00 |
| 80mm Conduits | 425 | m | \$20.00 | \$8,500.00 |
| SUB-TOTAL | | | | \$164,600.00 |
| CONTROLS | | | | |
| Control panel, cabling and control gear | 1 | ea | \$5,000.00 | \$5,000.00 |
| 50mm comms conduits | 425 | ea | \$12.00 | \$5,100.00 |
| 80mm Conduits | 0 | m | \$20.00 | \$0.00 |
| SUB-TOTAL | | | | \$10,100.00 |
| LIGHTNING PROTECTION | | | | |
| Finnial and Earthing (1 per pole) | 4 | ea | \$3,000.00 | \$12,000.00 |
| SUB-TOTAL | | | | \$12,000.00 |
| ADDITIONAL WORK | | | | |
| On Existing Cable | 0 | m/h | \$80.00 | \$0.00 |
| Existing Apparatus (Remove Existing DB) | 16 | m/h | \$95.00 | \$1,520.00 |
| Reinstatement - concrete/bitumen | 0 | sqm | \$120.00 | \$0.00 |
| SUB-TOTAL | | | | \$1,520.00 |
| POWER & WATER CHARGES | | | | |
| PowerWater Test &Commission Charge | 1 | Item | \$10,000.00 | \$10,000.00 |
| SUB-TOTAL | | | | \$10,000.00 |
| CONTINGENCY AND MARGINS | | | | |
| Project Budget Cost | | | | \$236,795.00 |
| Add Contingency 10% | | | | \$260,474.50 |
| Add Contractors Margin 17.5% | | | | \$306,057.54 |
| G.S.T.10% | | | | \$30,605.75 |
| TOTAL | | | | \$336,663.29 |

Exclusions:

Road crossings and footpath cutting
Powdercoating
Works on existing park, pathway or street lighting
Craneage
Works to/reinstatement of the existing playing field
Carpark lighting

ATTACHMENT C



Community Consultation Plan Level 3 - Participate

Proposed Malak Oval Training Lights

May 2013
version 0.2

1. BACKGROUND

The City of Darwin maintains a number of public sports grounds and ovals throughout the municipality that are available for use by sporting organisations, community groups and the general public. In its 2012-2013 Municipal Plan, the City of Darwin outlined a number of “new initiatives” including the installation of lighting at the Malak Oval to extend training sessions into the evening.¹

The Malak Oval is located on Lot 2284, corner of Darwent Street and Malak Crescent, Malak. It is used by the Football Federation NT for soccer games and training sessions.

The ground is located in an urban area, with housing and a local shopping centre nearby. The Malak Childcare Centre is adjacent to the ground as are the recreation areas Malak Park and Holzerland Park.

Training lights enable sporting organisations to offer opportunities to train out of the heat of the day. Lighting also increases access to sporting fields, extending the hours that facilities are available to user groups.

2. SCOPE

The aim of this Community Consultation Plan is to obtain public feedback on Council’s proposal to install training lights at the Malak Oval, Malak.

3. POTENTIAL ISSUES

The Malak Oval is utilised by the Football Federation NT for soccer games and training. The proposal is to install lights to extend the hours of training only.

There may be concern in the community that the installation of training lights will have a negative impact on local amenity, for example, light spill.

In addition, some residents may have concerns that the installation of training lights is a first step in establishing evening games or other night-time events at the oval and may cause additional problems, such as increased traffic.

The planned purpose of installing lights at the Malak Oval is to increase the useability of the ground for training purposes only and this will be effectively communicated to residents and all stakeholders as part of the consultation process.

¹ 2012-2013 *Municipal Plan*, City of Darwin

4. APPROACH

The Community Consultation Plan is consistent with the City of Darwin's Community Consultation Policy (025). Initiatives such as lighting of sporting ovals has been identified as a Level 3 – Participate consultation process in the policy, requiring a effective consultative methods to be undertaken over a six week period.

A Level 3 Plan – Participate ensures those who will be immediately affected by the proposal have an opportunity to express concerns and aspirations regarding the development. A Level 3 consultation also guarantees Council will provide feedback on the extent the public influenced the decision.²

Following Council's consideration, a subsequent phase will be implemented to inform the community of Council's decision and next steps as these apply.

5. STAKEHOLDERS

Stakeholders have an interest in being informed about the proposal and also have valuable opinion to contribute to the process. Consistent with Council's policy, consultation is a two-way process. It allows Council access to points of view and provides the community with information and context to better understand the decision making process and related constraints that may exist.

The stakeholders of this proposal are those residents, individuals and groups who will be immediately affected by the development. (Refer to attached map).

Stakeholders for the project are:

- Residents who reside within 500 metres of Malak Oval (refer to Attachment A);
- Football Federation NT;
- Malak Oval User Groups;
- Malak Childcare Centre;
- Malak Shopping Centre Property Owner;
- Malak Shopping Centre businesses and tenants;
- Waters Ward Aldermen; and
- Local member.

6. METHOD

The scope of the Community Consultation process is very specific and a series of tools and materials will be developed to capture public opinion and comment on the proposal.

In particular, the community consultation process will seek to identify resident and stakeholder preferences and/or limitations for hours of operation of lights, including such variables as days of the week and seasonal factors.

² *Community Consultation Policy No. 025, Section 6 Consultation Categories, City of Darwin, 2011.*

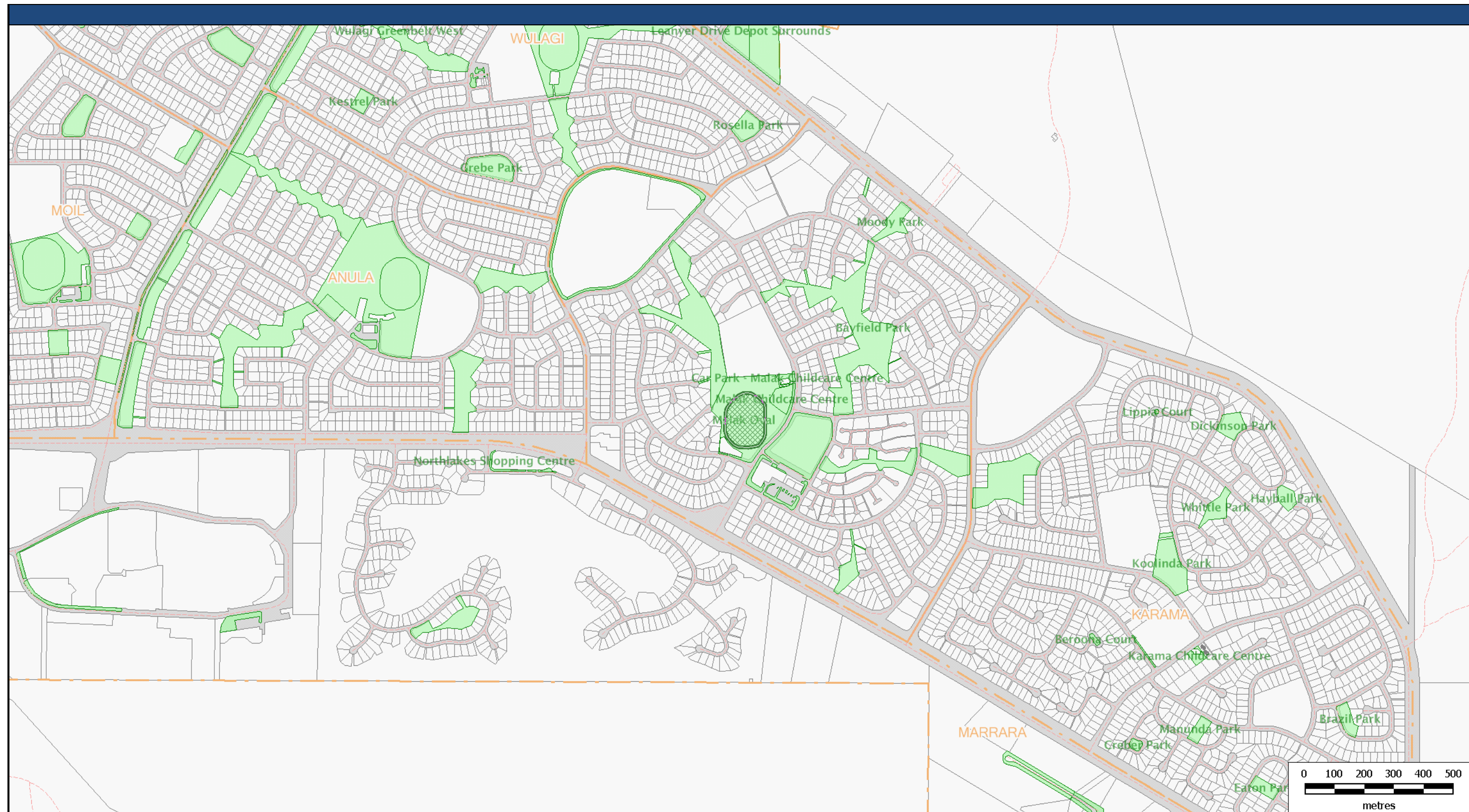
Information will be made available to the community in the form of;

- direct correspondence (where applicable);
- Technical and concept design plans, including light spill plans as necessary;
- Media Releases and print media advertising;
- Fact Sheets and Frequently Asked Questions (FAQ's);
- Information Display at the Karama Public Library; and
- Website and social media platforms.

Feedback will be received by Council through written and oral submissions to the specific Council email account established for the project.

7. REPORTING

At the conclusion of the community consultation process a comprehensive report documenting activities, the extent and breadth of public participation and a summary of submissions received will be prepared and presented to Council for its information and consideration. The report will also provide a summary of actions and evaluate the effectiveness of communication strategies.



Contact Details
Postal Address: GPO Box 84 Darwin, NT 0801
Phone: 8930 0300, Fax: 8930 0311, E-mail: dcc@darwin.nt.gov.au

Disclaimer
This map is a representation of the information currently held by the City of Darwin. While every effort has been made to ensure the accuracy of the product, Council accepts no responsibility for any errors or omissions. Any feedback on omissions or errors would be appreciated.

**ENCL: ENVIRONMENT & INFRASTRUCTURE
YES COMMITTEE/OPEN**

AGENDA ITEM: 9.6

LED FLASHING LIGHT PANELS IN SCHOOL ZONES

REPORT No: 13TS0071 PC:ab

COMMON No.: 2467918

DATE: 18/06/2013

Presenter: Manager Design, Planning and Projects, Drosso Lelekis

Approved: General Manager Infrastructure, Luccio Cercarelli

PURPOSE

The purpose of this report is to present a proposal to Council to undertake a trial of solar powered LED flashing light panels in existing School Zones as an education, awareness and speed control tool.

STRATEGIC PLAN IMPLICATIONS

The issues addressed in this Report are in accordance with the following Goals/Strategies of the City of Darwin 2012 – 2016 as outlined in the 'Evolving Darwin Towards 2020 Strategic Plan':-

Goal

2 Vibrant, Flexible and Tropical Lifestyle

Outcome

2.1 Improved access and connectivity

Key Strategies

2.1.3 Manage the road network to meet community needs

KEY ISSUES

- Council is committed to improving the safety of its road network and undertakes various programs to achieve this.
- Speeding in, and the safety of the school zones is commonly raised by the community.
- A trial of LED Flashing Lights to increase driver awareness is being recommended to supplement Council's existing engineering and education programs.

RECOMMENDATIONS

THAT it be a recommendation to Council:-

- A. THAT Report Number 13TS0071 PC:ab entitled Flashing Lights Panels In School Zones, be received and noted.
- B. THAT Council endorse the trial of LED flashing light panels for school zones as identified within Report Number 13TS0071 PC:ab entitled LED Flashing Light Panels In School Zones.

DISCUSSION

The City of Darwin is committed to maintaining and improving the safety of its road network and undertakes regular monitoring and annual programs to maintain and improve road safety. The installation of LED flashing light panels is considered a potential option as an educational and awareness tool towards managing speed and improving road safety within School Zones.

Within the municipality of Darwin, there are approximately 232 existing School Zone signs. The layout of these existing signs can vary from location to location depending on their size, type of fixings and the particular sign arrangement.

While these existing school zone signs are prominent, and are displayed and erected in accordance with the relevant Standards and Guidelines, some motorists are unaware that they have entered a School Zone and as such, fail to slow down to the posted 40 Km/hr speed.

The 40 Km/hr speed limit is in force in School Zones between the hours of 7:00am to 5:00pm on school days.

The aim of the School Zones is to provide a safer road environment for students and other road users in general during school hours. Council staff have investigated a proposal to attach LED flashing light panels onto the existing School Zone sign posts to help improve this situation.

The aim of the flashing lights is to further alert drivers that they are about to travel through a School Zone and should proceed with added caution.

It is envisaged that the introduction of LED flashing light panels upon the existing School Zone signage would provide an additional visual aid for motorists approaching a School Zone to that already provided by the existing School Zone warning and speed limit signs. It is expected that this would further alert drivers that they are approaching a School Zone and of the need to proceed with particular caution whilst travelling through the area.

The current LED flashing light panels proposed for trial are shown in Attachment A. Final design and layout may vary depending on location, final supplier of product and costs.

Given the large number of existing School Zone signs (232) and the fact that this concept is new to Darwin, it is recommended that a trial use of the LED flashing light panels be implemented as the best approach. This would enable Council to assess the reliability, effectiveness and maintenance requirements of the product, prior to considering their further deployment.

Plan for Placement and Set-Up of the Flashing Light Panels

To determine the effectiveness of the LED flashing light panels, it is recommended that a trial be conducted at two (2) separate School Zones for a period of approximately nine (9) months concluding in March 2014, to allow a wet season test. A further site would be the “control site” and LED flashing light panels would not be deployed at this site, however it will be monitored for the same period.

Prior to the installation of the LED flashing light panels, conventional traffic counters would be located along the ‘trial’ roads to provide the base data (traffic speeds) for each of the selected sites.

This base data would then be used to gauge the effectiveness of the LED flashing Light Panels by comparing the difference in the measured traffic speeds before, during, and after the trial period.

The proposed treatment for each of the sites would be as follows:

Site 1 – “Control Site”, No LED Flashing Lights

This site would be regarded as the ‘control site’ and used as the ‘base line’ to gauge driver behaviour under normal conditions during the trial period. This site would be along a main road within an existing School Zone and employ conventional traffic counters to measure vehicle speeds. No LED flashing light panels would be erected at this site.

Conventional traffic counters would be deployed at this site to match the timeframes for traffic controllers at the two (2) trial sites, as outlined below.

Site 2 – Option 1 – LED Flashing Light Panels - Arrangement 1

The LED flashing light panels at this site would be programmed to operate during the sign-posted School Zone times of 7:00am to 5:00pm on school days. Conventional traffic counters would be installed for a week prior to the installation of the LED flashing light panels trial, for a week one (1) month into the trial period and then for a week every two (2) months thereafter until completion of the trial.

Site 3 – Option 2 – LED Flashing Light Panels - Arrangement 2

The LED flashing light panels at this site would be programmed to operate only during the peak school arrival and departure times of 7:00am to 9:00am and 2:00pm to 3:30pm on school days and would only flash between these peak times.

Conventional traffic counters would be installed for a week prior to the installation of the LED flashing light panels, for a week one (1) month into the trial period and then for a week every two (2) months thereafter until completion of the trial.

All traffic data will be collected during school terms. The data collected during the trial period will allow Council to determine the effectiveness of the LED flashing lights on speed over the short to long term.

Trial Sites

The following sites are recommended for the purposes of the LED flashing light panel trials:

Site 1 - Larrakeyah Primary School, Packard Street, Larrakeyah;

Site 2 - Millner Primary School, Sabine Road, Millner, and

Site 3 - Wanguri Primary School, Wanguri Terrace, Wanguri.

The proposed trial sites have been selected due to various similar characteristics, however other sites could be utilised.

Interpretation of Results

The effectiveness of the LED flashing light panels will be determined by comparing the traffic speed data collected at the three (3) sites before, during and after the trial period. The comparison of this data will provide a clear indication on:

- Whether the deployment of the LED flashing light panels result in a reduction of vehicle speeds and whether it is sustained, and
- If and how the different LED flashing light panel operating time regimes employed in the trials influence vehicle speeds.

A further report will be presented to Council in April 2014 with the findings of the trial.

CONSULTATION PROCESS

In preparing this report, the following City of Darwin officers were consulted:

- Team Leader Design
- Design Technical Officer

Consultation will also be undertaken with the relevant schools and Government prior to the trial and installation of the LED flashing light panels.

POLICY IMPLICATIONS

No pending implications have been identified.

BUDGET AND RESOURCE IMPLICATIONS

The initial cost of the flashing light panels is in the order of \$3,000 per panel. The total cost to supply and install four (4) flashing light panels, two (2) for each trial site, is therefore estimated at \$12,000.

There will be costs associated with the traffic monitoring of the trial sites in the order of \$5,000.

Funding for this trial will be from the 2013/2014 budget programs.

If successfully and fully deployed, the cost to convert all school zones would be in the order of magnitude of \$696,000. Consideration would need to be given to staging and roll out programs based on road hierarchy, risks, available funding and trial results.

Alternate sources of funding should also be considered.

RISK/ LEGAL/ REPRESENTATIVE IMPLICATIONS

Increasing driver awareness may result in a safer road environment. There is a risk that in the event the trial results do not demonstrate a sustained reduction in speed in school zones, the community may desire the roll out of the program, regardless.

ENVIRONMENTAL IMPLICATIONS

There is a potential reduction in vehicle speeds and hence a safer road environment through School Zones as the result of the installation of LED flashing light panels.

COUNCIL OFFICER CONFLICT OF INTEREST DECLARATION

We the Author and Approving Officers declare that we do not have a Conflict of Interest in relation to this matter.

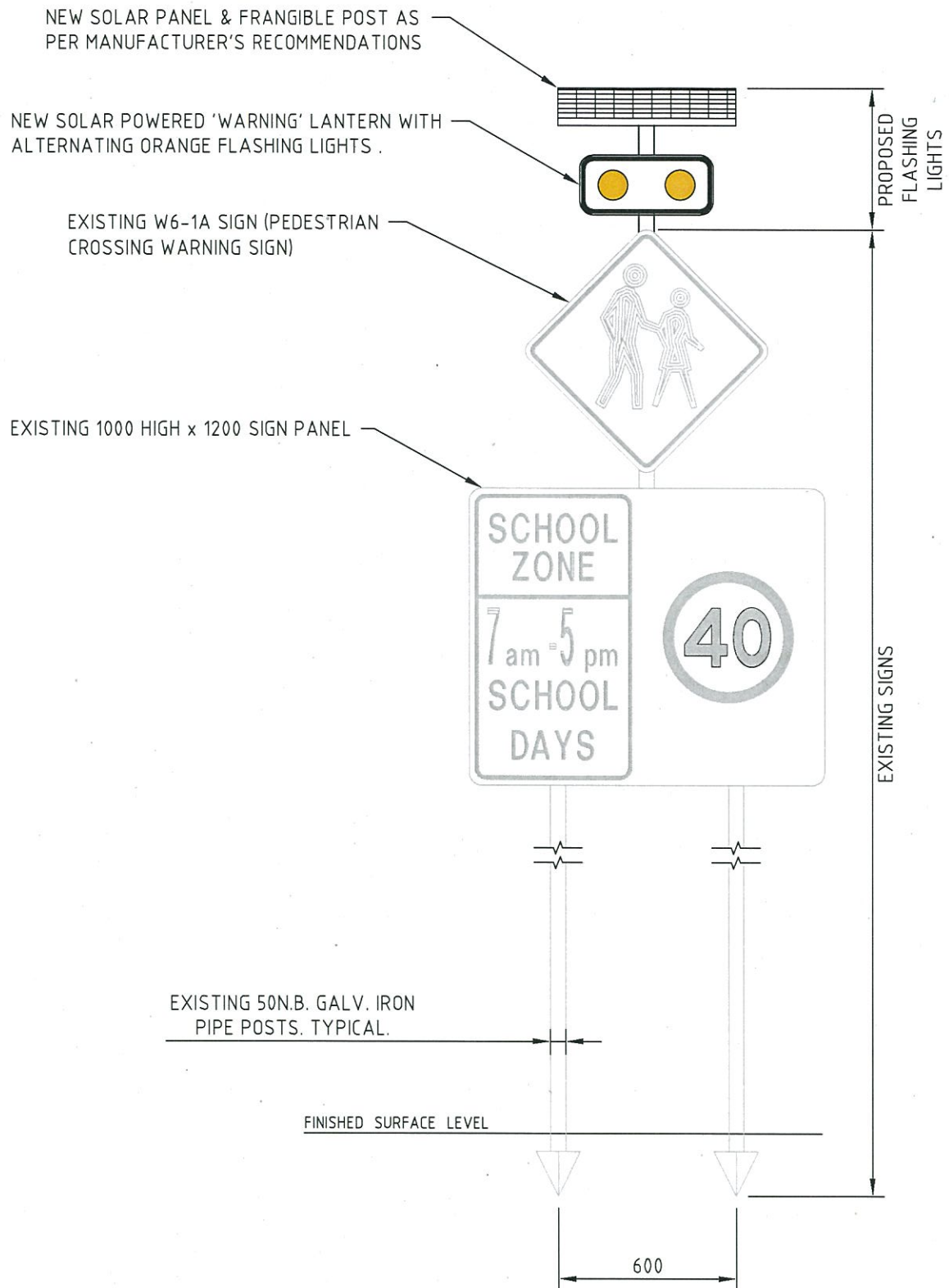
DROSSO LELEKIS
MANAGER DESIGN, PLANNING
AND PROJECT

LUCCIO CERCARELLI
GENERAL MANAGER
INFRASTRUCTURE

For enquiries, please contact Drosso Lelekis on 8930 0414 or email:
d.lelekis@darwin.nt.gov.au.

Attachments:

Attachment A: Drawing of the Proposed Flashing Light Panels



COD CAD FILE: K:\Traffic Management\School Speed Limit Zones\Proposed Improvised 40km-hr PSL Signs - 2012\Attach A - Proposed Flashing Lights on Ex School Zone Signs.dwg

| | | | |
|-----------------|--------------------|---|--------------------------------|
| DRAWN Z.VOGT | DESIGNED Z.VOGT | PROPOSED FLASHING LIGHTS ATTACHMENTS TO EXISTING SCHOOL ZONE SIGNS ELEVATION DETAIL AND NOTES | |
| SCALE NTS | CHECKED - | | |
| APPROVED | DATE APR. '13 | | |
| | SHEET 1 OF 1 | SHEET SIZE: A4 | DRAWING No. ATTACH A AMENDT. A |

**ENCL: ENVIRONMENT & INFRASTRUCTURE
NO COMMITTEE/OPEN**

AGENDA ITEM: 9.7

**NIGHTCLIFF POOL PUMP ROOM THERMAL HEATING AND WATER MANAGEMENT
SYSTEM - UPDATE**

REPORT No.: 13TS0139 KS:nf

COMMON No.: 1957047

DATE: 18/06/2013

Presenter: Manager Infrastructure Maintenance, Kerry Smith

Approved: General Manager Infrastructure, Luccio Cercarelli

PURPOSE

The purpose of this report is to provide Council with an update of progress on the renewal of the Nightcliff Pool pump room, water management system and solar thermal heating of pool water.

LINK TO STRATEGIC PLAN

The issues addressed in this Report are in accordance with the following Goals/Strategies of the City of Darwin 2012 – 2016 as outlined in the 'Evolving Darwin Towards 2020 Strategic Plan':-

Goal

1. Collaborative, Inclusive and Connected Community

Outcome

- 1.4 Improved relations with all levels of government and significant stakeholders

Key Strategies

- 1.4.1 Actively engage with all levels of government to coordinate efficiencies and develop opportunities

KEY ISSUES

- Nightcliff Pool pump house and water management system is in need of a refurbishment and upgrade.
- Current water management systems including sanitisation, filtration and water turnover rates will be improved through this upgrade.
- The progress of the project has relied on approval of part funding from the Northern Territory Government.
- Since funding approval was finalised in February 2013, design and documentation has progressed.
- A request for quotation for supply and delivery of a thermal blanket closes on 21 June 2013.

RECOMMENDATIONS

THAT it be a recommendation to Council:-

THAT Report Number 13TS0139 KS:nf entitled Nightcliff Pool Pump Room Thermal Heating and Water Management System - Update, be received and noted.

BACKGROUND

Given the age and degradation of the existing Nightcliff Pool pump house, it was identified that replacement was required in accordance with sound asset management practice and to meet water management requirements.

A budget of \$200,000 is included within Councils 2013/14 Capital Works Program.

In April 2013 Council resolved;

Nightcliff Pool Pump Room Thermal Heating and Water - Management System

Report No. 13TS0089KS:nf (23/04/13) Common No. 1957047

- A. *THAT Report Number 13TS0089 KS:nf entitled Nightcliff Pool Pump Room Thermal Heating and Water Management System, be received and noted.*
- B. *THAT Council endorse the location of the new Nightcliff Pool Pump Room in accordance with location B contained within Report Number 13TS0089 KS:nf entitled Nightcliff Pool Pump Room Thermal Heating and Water Management System.*
- C. *THAT Council endorse the purchase and implementation of a thermal blanket with motorised rollers as the heating system for the Nightcliff Pool.*

DECISION NO.21\1021

(30/04/13)

Carried

DISCUSSION

Design and documentation, for this project to be tendered for construction, is progressing and it is public tenders will be called late July 2013.

The design will include a new pool pump room with a contemporary energy efficient water filtration system to meet or exceed current water turnover standards. The system will also reduce chemical use and reduce water consumption through backwash operation.

The location of the pump room is to be below ground level and adjacent to the current kiosk and change room buildings in accordance with Council's decision, (Decision Number 21/1021).

Request for quotations has been called for the supply and delivery of a thermal blanket with motorised rollers and closes on 21 June 2013. The blanket will help maintain a higher water temperature through cooler months and reduce water loss through evaporation.

It is anticipated that works on the installation of the blanket will commence late July 2013, subject to quotations received.

Consideration is also being given to the energy and efficiency of the toddler pool pump and adjustment to hours of operation and will be subject to available funding and viability.

CONSULTATION PROCESS

In preparing this report, the following External Parties were consulted:

- Dempsey Consolidated Pty Ltd, Nightcliff Pool Operations.

POLICY IMPLICATIONS

Nil assessed

BUDGET AND RESOURCE IMPLICATIONS

The approved project budget is \$650,000.

RISK/LEGAL/LEGISLATIVE IMPLICATIONS

Current standards for Building Code of Australia and Public Health Guidelines for Aquatic Facilities will be met with the upgrade to the facility.

ENVIRONMENTAL IMPLICATIONS

This project will see greater energy efficient infrastructure, reduced chemical use and reduced water use which will greatly improve the environmental impact of the facility.

COUNCIL OFFICER CONFLICT OF INTEREST DECLARATION

We the Author and Approving Officers declare that we do not have a Conflict of Interest in relation to this matter.

KERRY SMITH
MANAGER INFRASTRUCTURE
MAINTENANCE

LUCCIO CERCARELLI
GENERAL MANAGER
INFRASTRUCTURE

For enquiries, please contact Kerry Smith on 8980 3654 or email:
k.smith@darwin.nt.gov.au.

**ENCL: ENVIRONMENT & INFRASTRUCTURE
YES COMMITTEE/OPEN**

AGENDA ITEM: 9.8

LEE POINT ROAD UPGRADE PROJECT– UPDATE JUNE 2013

REPORT No.: 13TS0128 ND:kb COMMON No.: 2413422

DATE: 18/06/2013

Presenter: Manager Assets, Nadine Douglas

Approved: General Manager Infrastructure, Luccio Cercarelli

PURPOSE

The purpose of this report is to provide Council with an update of the Lee Point Road upgrade.

LINK TO STRATEGIC PLAN

The issues addressed in this Report are in accordance with the following Goals/Strategies of the City of Darwin 2012 – 2016 as outlined in the 'Evolving Darwin Towards 2020 Strategic Plan':-

Goal

2 Vibrant, Flexible and Tropical Lifestyle

Outcome

2.1 Improved access and connectivity

Key Strategies

2.1.3 Manage the road network to meet community needs

KEY ISSUES

- Lee Point Road has been in its current form for over 40 years and was originally designed to enable the construction of a new, second carriageway.
- The Developer Contribution Plan for Lee Point Road is in place and money is being received from Muirhead Developers (normal contribution).
- The Northern Territory Government has provided funding of \$5 million.
- The project includes;
 - Duplication from Vanderlin Drive towards Tambling Terrace including intersection upgrades,
 - Installation of Traffic Lights at Tambling Terrace and VRD Drive,
 - Road upgrade from Tambling Terrace to the first Muirhead access road (Asche Street).
- The Lee Point Road Duplication and Upgrade project design and tender documentation phase has been completed for the original design layout.
- A communication plan to inform stakeholders about the road design was carried out in March.

- Due to public feedback Council has agreed to defer the installation of the proposed Canaris Street traffic lights as part of this construction project, however, all related sub-surface infrastructure will be installed.
- Public feedback was also received from concerned Lee Point Road residents who would lose the opportunity to park on the road if an on road cycle lane is installed in front of their properties.
- The scope of works has been increased to include further duplication to the first Muirhead intersection (Asche Street). This requires additional funding of around \$750,000 which will be determined following the tender process.
- The street lights have been discussed in separate reports, with the outcome that both High Pressure Sodium (HPS) and Light Emitting Diode (LED) luminaires will be included in the tender documentation.
- Power and Water Corporation (PWC) has approved the use of PECAN 200W LED luminaires for the Lee Point Road project.
- Council has decided to alter the current design to include an additional parking lane on the Wanguri side. This is now in the design phase.

RECOMMENDATIONS

THAT it be a recommendation to Council:-

THAT Report Number 13TS0113LC:kb entitled Lee Point Road Upgrade - Update May 2013, be received and noted.

BACKGROUND

Over the last 12 months Council has made the following decisions related to the upgrade of Lee Point Road;

Lee Point Road Upgrade – Northern Territory Government Funding

Report No. 12TS0228ND:KB (11/12/12) Common No. 248448

- A. *THAT Report Number 12TS0228ND:KB entitled Lee Point Road Upgrade – Northern Territory Government Funding, be received and noted.*
- B. *THAT Council endorse the scope of Lee Point Road upgrade works as the duplication of the carriageway from Vanderlin Drive to VRD Drive, as outlined in Report Number 12TS0228ND:KB entitled Lee Point Road Upgrade – Northern Territory Government Funding.*

DECISION NO.21\721 (11/12/12)

Carried

Muirhead Developer Contribution Payment, Timing And Works Request

Report No. 12TS0166ND:KB (30/10/12) Common No. 248448

- A. THAT Report Number 12TS0166ND:KB entitled Muirhead Developer Contribution Payment, Timing And Works Request, be received and noted.
- B. THAT Council support in principle the proposal made by Defence Housing Australia to undertake construction of works subject to contribution payment being received as outlined in Report Number 12TS0166ND:KB entitled Muirhead Developer Contribution Payment, Timing And Works Request within the 2013 dry season.
- C. THAT City of Darwin pursuant to Section 32 (2) of the Local Government Act 2008 (as Amended) hereby delegates to the Chief Executive Officer be delegated to finalise with Defence Housing Australia the agreed amount of advance payment to be made, and the timing of works, in accordance with the Lee Point Road Developer Contribution Plan for Roadworks.

DECISION NO.21\585 (30/10/12)

Carried

Lee Point Road Upgrade – February Update – Design and Communication Plan

Report No. 13TS0002ND:KB (19/02/13) Common No. 2413422

- A. THAT Report Number 13TS0002ND:KB entitled Lee Point Road Upgrade – February Update – Design And Communication Plan be received and noted.
- B. THAT Council endorse the preliminary concept design as shown in **Attachment C** of Report Number 13TS0002ND:kb entitled Lee Point Road Upgrade – February Update – Design And Communication Plan.
- C. THAT further reports be prepared on the detail and options to increase the scope of works for the duplication as described within the report and the outcomes of the Community Communication.

DECISION NO.21\837 (26/02/13)

Carried

Lee Point Road Upgrade – Update March 2013

Report No. 13TS0006ND:KB (19/03/13) Common No. 2413422

- A. THAT Report Number entitled , be received and noted.
- B. THAT Council endorse the Lee Point Road duplication works to include Tambling Terrace and then continue to just beyond the first Muirhead access roundabout as discussed in Report Number 13TS0006ND:kb entitled Lee Point Road Upgrade – Update March 2013. This additional section of duplication will

be included in the tender documentation for the whole Lee Point Road duplication and upgrade project as a separable portion of works.

- C. *THAT following the receipt of tenders a further report be prepared regarding the additional separable portion of works that includes the tendered costs and a commitment of funding made for the works if the cost is considered feasible.*
- D. *THAT Council supports in principle the installation of exercise equipment along the Leanyer side of Lee Point Road alongside the shared path with further detail to be provided subject to funding being identified within the 2013/14 budget.*

DECISION NO.21\917 (26/03/13)

Carried

Lee Point Road Upgrade Street Lighting Options – Additional Information

Report No. 13TS0078ND:KB (19/03/13) Common No. 2413422

- A. *THAT Report Number 13TS0078 ND:kb entitled Lee Point Road Upgrade Street Lighting Options – Additional Information, be received and noted.*
- B. *THAT Council go to tender for the Lee Point Road upgrade project using both the 250W HPS and 200W PECAN LED luminaires.*
- C. *THAT a further report to Council be prepared following PWC approvals and conditions, completing design and whole of life cost evaluation, and receiving tenders to determine the type of luminaire to be used for the Lee Point Road upgrade project.*

DECISION NO.21\837 (26/02/13)

Carried

Lee Point Road Upgrade – Update April 2013

Report No. 13TS0077ND:KB (19/03/13) Common No. 2413422

- A. *THAT Report Number 13TS0077 LC:kb entitled, Lee Point Road Upgrade - Update April 2013, be received and noted.*
- B. *THAT the proposal of the bike lane on the western side of Lee Point Road be further investigated.*
- C. *THAT City of Darwin pursuant to Section 32 (2) of the Local Government Act 2008 (as amended), hereby delegates to the Chief Executive Officer, the power to finalise the design, excluding the above ground infrastructure for the traffic lights at Canaris Street, tender documentation and proceed with the calling of tenders for the Lee Point Road upgrade project in accordance with Report Number 13TS0077 LC:kb entitled Lee Point Road Upgrade - Update April 2013.*

DECISION NO.21\1018 (30/04/13)

Carried **64**

Lee Point Road Cycle Lane and Parking Petitions

Report No. 13TS0112 ND:kb (21/05/13) Common No. 2413422

- A. THAT Report Number 13TS0112 ND:kb entitled Lee Point Road Cycle Lane and Parking Petition, be received and noted.
- B. THAT further analysis be undertaken in relation to option 6 which includes provision for a dedicated on road cycle lane and parking lane on the north bound lane of Lee Point Road.

DECISION NO.21\1115 (28/05/13)

Carried

Lee Point Road Upgrade – Update May 2013

Report No. 13TS0113LC:kb (21/05/13) Common No. 2413422

THAT Report Number 13TS0113LC:kb entitled Lee Point Road Upgrade – Update May 2013, be received and noted.

DECISION NO.21\1114 (28/05/13)

Carried

Lee Point Road Bike and Parking Lane Option Investigation

Report No. 13TS0134ND:kb (11/06/13) Common No. 2413422

- A. THAT Report Number 13TS0134 ND:kb entitled Lee Point Road Bike and Parking Lane Option Investigation, be received and noted.
- B. THAT Council proceed with the redesign and construction of the Lee Point Road Upgrade Project commencing in 2013 with the inclusion of an on-road parking lane in front of Wanguri properties, in addition to the on-road cycle lane, from Vanderlin Drive to Tambling Terrace as detail within Report Number 13TS0134 ND:kb.

(Minutes unconfirmed)

The scope of work is in line with the Developer Contribution Plan for Lee Point Road, which was gazetted on 2 January 2013.

The use of LED luminaires for street lighting has been approved (**Attachment A**) by Power and Water Corporation. The design has also been completed for the LED luminaires and will be included in tender documentation.

The work is planned to be carried out in the 2013 dry season. The original design was completed in April 2013 and tender documentation prepared.

The original design between Vanderlin Drive and Tambling Terrace is now undergoing a redesign to include an additional parking lane adjacent to Wanguri properties.

DISCUSSION

The upgrade of Lee Point Road was scheduled to commence in June 2013. The design based on the Developer Contribution Plan was completed and presented to Council and the community over March and April 2013.

The original design of the duplication from Vanderlin Drive to Tambling Terrace is in line with the Developer Contribution Plan for Roadworks and involves the following;

- Construction of a second carriageway (to become the inbound carriageway) with two (2) traffic lanes in each direction,
- Upgrade of associated infrastructure such as lighting and stormwater infrastructure,
- Construction of a new shared path, remaining on the Leanyer side,
- On-road bicycle lanes for both carriageways.

The duplication will see the existing verge on the Wanguri side remain in its current form as much as possible, with verge improvement as required. The Leanyer side will have a reduced verge but still much more than current minimum standards and the existing trees behind properties will remain and a new shared path constructed.

LED Lighting was presented in a previous report with the decision to explore the use of PECAN 200W LED luminaires as a replacement for HPS luminaires. Council met with, and wrote to Power and Water Corporation requesting the approval of the PECAN 200W luminaires, which were selected based on the intensive research and trials that the Adelaide City Council had undertaken. Power and Water Corporation has approved the use of the LED luminaires for this project with no specific conditions applied. There is the risk that Power and Water Corporation may choose to change the luminaires to another type if the LED is not suitable for maintenance. The letter from Power and Water Corporation is included in **Attachment A**.

Council decided at the June 1st Ordinary Council Meeting that the design would be altered to include a parking lane adjacent to the Wanguri properties. This requires a complete redesign for the section between Vanderlin Drive and Tambling Terrace. The redesign will include finalising lane widths, verge treatments and treating the any conflict with the existing services such as the water main.

Construction Community Communication Plan

A communication plan will be implemented for the construction phase of the Lee Point Road duplication and upgrade works.

Before construction starts, the Council will provide stakeholders with detailed information about the project and the impact it might have on them. This will include people who are recorded on our stakeholder database, affected residents, road users and the broader community.

The tender, and contract, will include requirements specific to community concerns such as dust control, traffic management and work hours. The detail of how the contractor will implement these things is part of the tender evaluation where all of these things, including staging of works, are considered.

A full communication plan will be developed prior to the commencement of construction works.

Timeframe and the Way Forward

The following table summarises the milestones and current status.

| Milestone | Date(s) | Comment |
|--|-----------------------------|--|
| Survey of site | January 2013 | Completed |
| Preliminary Design Package, including presentation plans | February 2013 | Completed |
| Community Communication - design | March 2013 | Completed |
| Design and tender documentation (original) | May 2013 | Completed |
| Amended Design and tender documentation | June 2013 | Design will take 3-4 weeks |
| Tender Period – advertising, assessment and awarding | July 2013 | 3 week advertising period |
| Community Communication – construction | July /August 2013 | To commence as soon as contractor is engaged |
| Construction works | August 2013 to January 2014 | 6 month construction period estimated, this doesn't include consideration for the wet season |

Due to the redesign now underway, the tender documentation will require the Tambling Terrace to Asche Street intersections to be constructed first. If the wet season restricts working over November to March then some portions of the construction may be rescheduled to be constructed in the 2014 dry season.

CONSULTATION PROCESS

The community communication and feedback period for the Lee Point Road Upgrade Project was undertaken over March 2013. The communication plan focussed on showing residents and road users the proposed design for Lee Point Road and giving them an opportunity to provide feedback and raise any concerns that they may have.

There were a range of concerns and comments received from residents and stakeholders over the communication period. There were two main concerns noted from residents and road users;

- Parking on Lee Point Road (Wanguri)
- Three (3) sets of traffic lights

The traffic lights at Canaris Street have been deferred from this year's project, with the below ground infrastructure to be installed.

The parking lane adjacent to Wanguri residents is now being included in the design.

All stakeholders that have been included on the communication registry will be updated with the current status of the works.

There will be a separate communication plan written for the construction period in conjunction with the successful contractor, as outlined in the discussion section of this report.

POLICY IMPLICATIONS

Council's Policy Number 25 for Community Consultation was used as a basis for the Communication Plan.

BUDGET AND RESOURCE IMPLICATIONS

The works in line with the Developer Contribution Plan are being funded from a combination of revenue, developer contributions and NTG funding. The approximate value of this work is \$7.7 million.

The following additional works/scope have been estimated to cost;

- Extended duplication from Tambling Terrace to Asche Street - \$750,000
- Use of LED luminaires for street-lighting - \$200,000
- Addition of parking lane adjacent to Wanguri properties - \$450,000

The final extent of all costs won't be known until tenders are received, after which Council will be presented with the final costs regarding the increased duplication and the LED luminaires for decision.

The funding source(s) for any additional costs is also yet to be determined.

RISK/LEGAL/LEGISLATIVE IMPLICATIONS

The legislative requirements regarding the Developer Contribution Plan are being met, with the developer contributions being received funding the approved scope of works.

There are risks associated with costs, timeframe and design. However these are all being addressed and minimised as they arise wherever possible.

In particular there is the risk that changes to the design will result in the project not being completed (in full) over the 2013 dry season. This will be addressed as tenders are received as tenderers are required to submit a proposed methodology.

During the construction there are risks associated with traffic management and consultation with the community, in particular the adjacent residents. This will be identified in the consultation plan.

ENVIRONMENTAL IMPLICATIONS

The design has been developed with the intention to minimise the impact on the existing vegetation and provide the best opportunity for cyclists to use the road for travel.

The reconstruction of the off road shared path will also contribute to encouraging recreational cyclists and pedestrians. The road is also part of a bus route, for which pedestrian access and movement has been considered.

The median between the carriageways will be vegetated as much as possible, as will the verge areas. The established trees in the land directly behind the Leanyer properties will be minimally impacted on, and new vegetation will be designed to tie in to these existing trees.

COUNCIL OFFICER CONFLICT OF INTEREST DECLARATION

We the Author and Approving Officers declare that we do not have a Conflict of Interest in relation to this matter.

NADINE DOUGLAS
MANAGER ASSETS

LUCCIO CERCARELLI
GENERAL MANAGER
INFRASTRUCTURE

For enquiries, please contact Nadine Douglas on 8930 0417 or email: n.douglas@darwin.nt.gov.au.

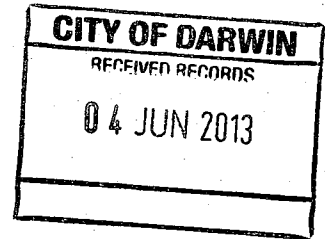
Attachments:

Attachment A: LED Luminaire Letter from Power and Water Corporation

ATTACHMENT A

PowerWater

Record No: D2013/253730
Container No: F2012/3687
DCC#: 2413422ND:kb



Mr Luccio Cercarelli
General Manager Infrastructure
Darwin City Council
GPO Box 84 Darwin NT 0810

Dear Mr Cercarelli

Re: Upgrade Lee Point Road – Street Lighting

Thank you for your letter of 14 May 2013 regarding the upgrade of Lee Point Road street lighting. Power and Water Corporation applaud the commitment of Darwin City Council to provide an environmentally sustainable city through the consideration of LED street lighting for the above project. We would also like to acknowledge and thank you for the consultation conducted on this issue to date.

Power and Water Corporation approve of the use of 200W PECAN LED luminaries on a trial basis for the upgrade project specified above. We acknowledge that the repair/replacement decision beyond the warranty period will be at the discretion of Power and Water as the maintainer of the asset.

Power and Water Corporation do not wish to contribute to the capital cost of this project. Previously, Power and Water has provided "in kind" support for LED trials to assist in identifying alternatives to upgrade existing installations. As the maintainer of streetlights this is of clear interest to us and appropriate. The pole spacing of Pecan lights required to meet the V3 lighting category is smaller when compared to High Pressure (HP) Sodium and as a result not a viable replacement alternative for existing installations.

Thank you for efforts on this matter and we look forward to working toward a sustainable future.

Yours sincerely

A handwritten signature in black ink, appearing to read 'J. Greenwood'.

John Greenwood
Acting General Manager Power Networks

24 May 2013

GPO Box 3596 Darwin NT 0801

**ENCL: ENVIRONMENT & INFRASTRUCTURE
YES COMMITTEE/OPEN**

AGENDA ITEM: 9.9

BERRIMAH NORTH DEVELOPER CONTRIBUTION PLAN UPDATE

REPORT No.: 13TS00127 ND:kb COMMON No.: 1928454

DATE: 18/06/2013

Presenter: Manager Assets, Nadine Douglas

Approved: General Manager Infrastructure, Luccio Cercarelli

PURPOSE

The purpose of this report is to update Council on the status of the Developer Contribution Plan for Roadwork and Stormwater Drainage Berrimah North, Boulter Road.

LINK TO STRATEGIC PLAN

The issues addressed in this Report are in accordance with the following Goals/Strategies of the City of Darwin 2012 – 2016 as outlined in the 'Evolving Darwin Towards 2020 Strategic Plan':-

Goal

2 Vibrant, Flexible and Tropical Lifestyle

Outcome

2.1 Improved access and connectivity

Key Strategies

2.1.3 Manage the road network to meet community needs

KEY ISSUES

- The Northern Territory Government adopted the Berrimah North Area Plan into the Northern Territory Planning Scheme in October 2009. The Area Plan allows for the rezoning of community purpose land to single and multiple dwelling residential which has the potential to change the type and volume of traffic using Boulter Road.
- Depending on the rate of development, an upgrade of Boulter Road from rural to urban cross section will be required within the next six (6) years, including the construction of two (2) additional intersections in accordance with the Area Plan.
- A Developer Contribution Plan for Berrimah North ('the Plan') has been developed to ensure financial contribution for the upgrade is received from current and future developments in the region. The extent of the region, the works and cost estimates are all included in the Plan.
- A 28 day exhibition period was completed from 11 February to 11 March 2013 with two (2) submissions being received.

- A number of Development Applications have been received by the Northern Territory Government (NTG) which are resulting in questions regarding the Berrimah North Area Plan,
- Due to the issues being raised, a review of the current draft Developer Contribution Plan is underway to consider the impact of potential permanent access and stormwater drainage to Boulter Road from all lots.

RECOMMENDATIONS

THAT it be a recommendation to Council:-

THAT Report Number 13TS00127 ND:kb entitled Berrimah North Developer Contribution Plan Update, be received and noted.

BACKGROUND

Boulter Road was constructed in the 1980's as a secondary collector, single carriageway road from Vanderlin Drive to Amy Johnson Avenue, providing access to residential, commercial and industrial lots. The road was constructed as a rural cross section in a 30 metre wide road reserve. The rural cross section means that there are table drains and shoulders, rather than kerbing and underground drainage.

In October 2009, the Northern Territory Government adopted the Berrimah North Area Plan (**Attachment A**) into the Northern Territory Planning Scheme. This Area Plan provides the opportunity for much of the privately owned land surrounding Boulter Road to be rezoned from Community Purpose (CP) to Multiple Residential (MR) and Single Dwelling (SD) Residential with potential for sub-division. This could result in significant in-fill of residential lots within the region, including additional roads and infrastructure.

Council has adopted the draft Berrimah North – Stormwater and Roadworks Contribution Plan;

Berrimah North – Stormwater and Roadworks Contribution Plan

Report No. 12TS0136ND:lm (20/11/20125) Common No. 1928454

- THAT Report Number 12TS0136 entitled Berrimah North – Stormwater and Roadworks Contribution Plan, be received and noted.*
- THAT Council adopt the Developer Contribution Plan for Roadwork and Stormwater Drainage Berrimah North as per **Attachment C** in Report Number 12TS0136 entitled Berrimah North – Stormwater and Roadworks Contribution Plan for an exhibition period of 28 Days.*
- THAT following the 28 day exhibition period, that a further report be written summarising feedback received and including the final draft of Developers Contribution Plan for Berrimah North for adoption.*

This report updates Council on the current status of the Berrimah North Developer Contribution Plan.

DISCUSSION

The 28 day exhibition period was from 11 February to 11 March 2013. In this period, two (2) submissions were received and have been responded to.

Council has been requesting that all Development Permits issued for properties within the Policy Area to date have a condition relating to the payment of a financial contribution towards the future upgrade of Boulter Road. This condition is then required to be completed to the Council's and the Northern Territory Government's satisfaction prior to clearance of any Development Permit.

Contribution Plan

The contribution plan, in draft form, was endorsed by Council prior to a 28 day exhibition period.

The scope of works for Boulter Road includes;

- Widening of the road pavement from 7.4m to 13.5m;
 - Including 1.5m wide on-road cycle lanes in each direction, and
 - Vehicle road width of 10.4m which caters traffic and public transport provisions.
- New asphalt surfacing, underground stormwater drainage and street lighting;
- Roundabouts constructed at new subdivision access point, 2 have been included to correspond with the Area Plan, and
- 1.2m wide shared paths on both sides of Boulter Road.

The timing of constructing the upgrade will be determined by the rate of development within the contribution area. There are currently four (4) development permits for development within the contribution zone, and based on the rate of four (4) per year, the upgrade would be required within the next six (6) years.

The draft Developer Contribution Plan was exhibited for 28 days, during which there were two (2) responses received. These have been responded to in the interim until the status of the Berrimah North Area Plan is resolved.

Area Plan Review

Through discussions with developers and Council, the Northern Territory Government is reviewing the Berrimah North Area Plan. This is largely due to the staggered development that is occurring along Boulter Road, making it difficult for developers to know whether they need to allocate parcels of land for road reserve and/or stormwater drainage.

This affects Council in terms of stormwater drainage and access directly on to Boulter Road. The current Berrimah North Area Plan indicates that direct, permanent

road access would be through two (2) roundabouts at locations approximate to those shown on the Area Plan. If this were to change, Boulter Road would be required to have more direct access. This is currently being investigated by Council staff, with the intention to develop guidelines around the number and type of accesses each current lot would be able to have.

The overall road layout of Boulter Road and the stormwater implications of direct access will also be considered in the review.

It is unknown whether the Northern Territory Government will change the Area Plan, however it is believed that it is a benefit to Council and Developers if the impact of any changes are understood and then can be reflected in the Developer Contribution Plan prior to adoption. It will also allow Council to make more informed decisions regarding current Development Applications.

If the draft Developer Contribution Plan is deemed to require changing either by a change in the Berrimah North Area Plan, or through the review, then Council will be presented a new Draft Developer Contribution Plan for adoption. This would then have another 28 day exhibition period.

The Developer Contribution Plan costs will also be re-assessed to ensure they're current.

CONSULTATION PROCESS

A 28 day exhibition period was undertaken from 11 February to 11 March 2013 with two (2) submissions being received over that time. All owners were written to over this period and advertisements placed in the Northern Territory News. The draft Developer Contribution Plan was also placed on Council's website and a hard copy was available for review at the Civic Centre. This is in accordance with the *Local Government Act*.

If the Developer Contribution Plan requires changing, then it would be presented to Council for adoption as an updated draft and then undergo a 28 day exhibition period, before going back to Council. This would be advertised in the same way as the previous exhibition period.

POLICY IMPLICATIONS

The Developer Contribution Plan for Roadworks: Berrimah North will not be a separate policy. Following the final adoption and gazettal, it is enforceable under the Northern Territory Planning Act and will apply to all developments within the specified policy area.

BUDGET AND RESOURCE IMPLICATIONS

The expected cost of upgrading Boulter Road as per the current draft Developer Contribution Plan is shown in the table below. This is based on 2012 rates and will be reviewed.

| Total Upgrading | Total Capital Cost |
|------------------------|---------------------------|
| Boulter Road Upgrade | \$6,585,000 |
| Intersection Upgrades | \$1,299,000 |
| Total - DCC | \$7,884,000 |

Over the 937,840 square metres of the policy area, this equates to \$8.41 per square metre of developed area.

RISK/LEGAL/LEGISLATIVE IMPLICATIONS

The Developer Contribution Plan for Berrimah North has been developed in accordance with the Northern Territory Planning Act and other legal requirements.

The Developer Contribution Plan takes effect following an exhibition period which is to be not less than 28 days and the publication of notice in the Gazette, subject to Council adopting the Plan. Once the final document is endorsed by Council following the exhibition period, there is no further opportunity for third party appeal, or to amend the Plan.

As the adoption of the current Plan is on hold, there is the risk that developments will be completed prior to a Developer Contribution Plan being in place. This is considered a low consequence risk as all Development Permits issued in the Policy Area require a payment or agreement to be reached with Council.

ENVIRONMENTAL IMPLICATIONS

Environmental issues will be considered as part of the final design, including opportunities to improve the availability for alternative travel methods to be used along Boulter Road.

Most of the impacts are considered to be positive, such as;

- More efficient traffic flow, reducing congestion
- Improved pedestrian network
- Improved bicycle network, both on and off road

There is minimal existing vegetation within the road reserve, the upgrade proposal includes landscaping of the road reserve to improve the amenity of the area.

COUNCIL OFFICER CONFLICT OF INTEREST DECLARATION

We the Author and Approving Officers declare that we do not have a Conflict of Interest in relation to this matter.

NADINE DOUGLAS
MANAGER ASSETS

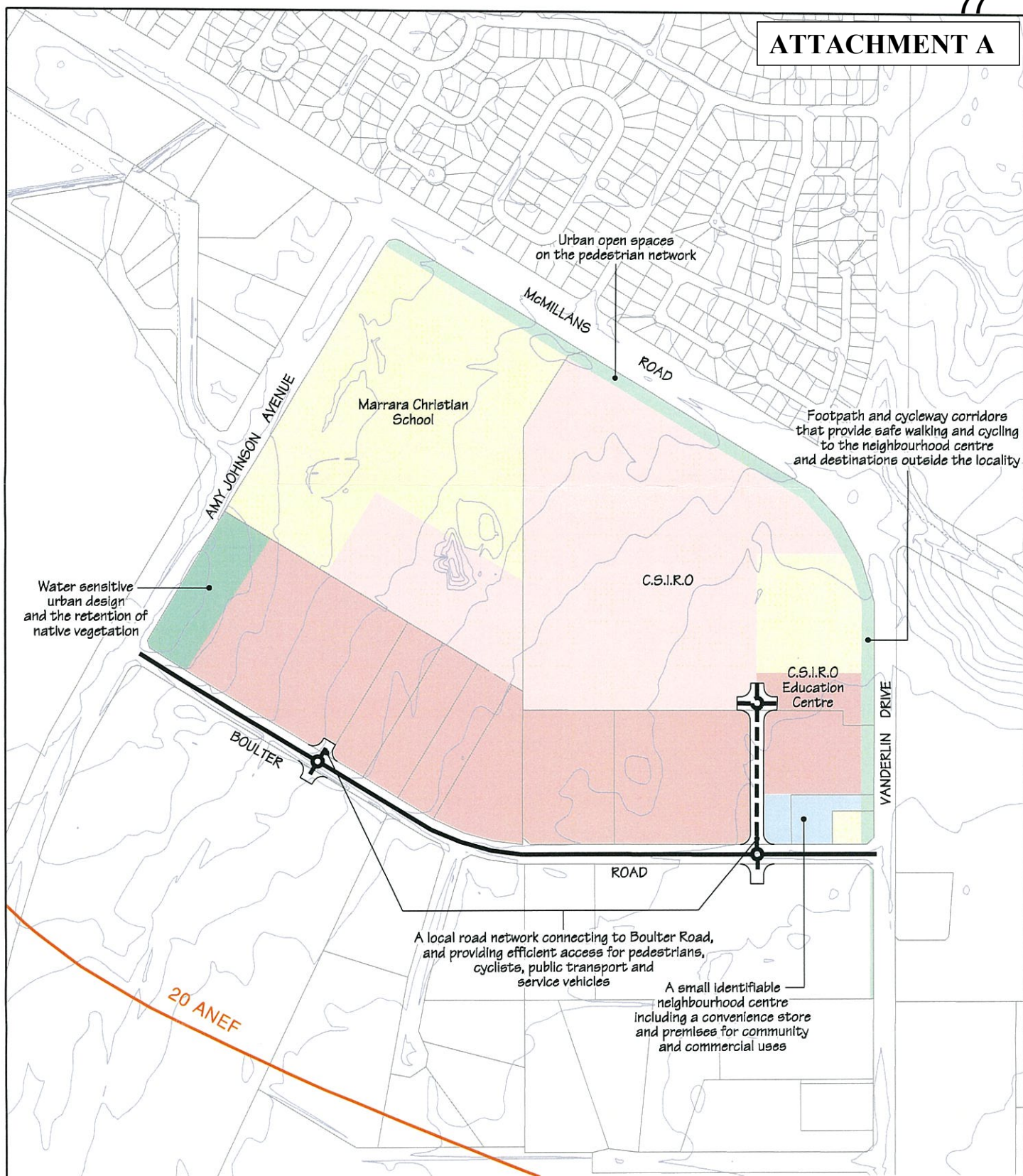
LUCCIO CERCARELLI
GENERAL MANAGER
INFRASTRUCTURE

For enquiries, please contact Nadine Douglas on 8930 0417 or email:
n.douglas@darwin.nt.gov.au.

Attachments:

Attachment A: Berrimah North Area Plan (current)

ATTACHMENT A

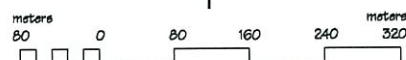


Legend

| | |
|--|-------------------------------|
| | Single Dwelling Residential |
| | Multiple Dwelling Residential |
| | Community Purpose |
| | Commercial |
| | Public Open Space |
| | Conservation |

Berrimah North Area Plan

October 2009



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Berrimah North Area Plan.dgn

9. OFFICERS REPORTS

9.10 City of Darwin Coastal Erosion Management Plan
Report No. 13TS0018 DC:mm Common No. 2072884

(Distributed via USB Stick)

**ENCL: ENVIRONMENT & INFRASTRUCTURE
NO COMMITTEE/OPEN**

AGENDA ITEM: 9.11

CBD PARKING ADVISORY COMMITTEE - MEMBERSHIP FROM 1 JULY 2013 - 30 JUNE 2015

REPORT No.: 13TS0140 LC:mm COMMON No.: 2032755

DATE: 18/06/2013

Presenter: General Manager Infrastructure, Luccio Cercarelli

Approved: Chief Executive Officer, Brendan Dowd

PURPOSE

The purpose of this report is to advise Council that the term of the external members appointed to the City of Darwin CBD Parking Advisory Committee expires on 30 June 2013 and to seek endorsement to call for new nominations.

LINK TO STRATEGIC PLAN

The issues addressed in this Report are in accordance with the following Goals/Strategies of the City of Darwin 2012 – 2016 as outlined in the 'Evolving Darwin Towards 2020 Strategic Plan':-

Goal

2 Vibrant, Flexible and Tropical Lifestyle

Outcome

2.1 Improved access and connectivity

Key Strategies

2.1.4 Provide parking facilities to meet community needs

KEY ISSUES

- The current term of the external members appointed to the CBD Parking Advisory Committee expires 30 June 2013.
- The new term of membership would be 1 July 2013 – 30 June 2015.
- No change to Committee composition or Terms of Reference is being recommended.
- The report recommends Council seek nominations from the relevant external member organisations and a community representative.

RECOMMENDATIONS

THAT it be a recommendation to Council:-

- A. THAT Report Number 13TS0140 LC:mm entitled CBD Parking Advisory Committee - Membership From 1 July 2013 - 30 June 2015, be received and noted.
- B. THAT the composition of the City of Darwin CBD Parking Advisory Committee for the term of 1 July 2013 - 30 June 2015 be as follows:
 - Lord Mayor (Chairperson);
 - Up to seven (7) Elected Members;
 - One (1) NT Property Council of Australia representative;
 - One (1) NT Chamber of Commerce representative;
 - One (1) Tourism Top End representative;
 - One (1) Urban Development Institute of Australia (UDIA) NT;
 - One (1) Community representative;
 - Two (2) Northern Territory Government Representatives, being:
 - Department of Lands, Planning and the Environment – Chief Executive Officer or their nominated representative, and
 - Department of Transport – Chief Executive Officer or their nominated representative.
- C. THAT the Chief Executive Officer write to the following organisations:
 - NT Property Council of Australia;
 - NT Chamber of Commerce;
 - Urban Development Institute of Australia (UDIA) NT;
 - Tourism Top End; and
 - Northern Territory Government – Department of Lands, Planning and the Environment;

requesting the required number of nominations for a term of two (2) years being 1 July 2013 – 30 June 2015, to the City of Darwin CBD Parking Advisory Committee, for consideration by Council.
- D. THAT Council seek expressions of interest from the community for the position of Community Representative on the City of Darwin CBD Parking Advisory Committee for a term expiring on 30 June 2015, as detailed in Report Number 13TS0140 LC:mm.
- E. THAT Council write to all current members and their member organisations, including the community representative of the CBD Parking Advisory Committee, advising them of the conclusion of their term on 30 June 2013 and thanking them for their involvement and contribution.

BACKGROUND

Council's current composition of the CBD Parking Advisory Committee is as follows:

- Lord Mayor (Chairperson);
- Up to seven (7) Elected Members;
- One (1) NT Property Council of Australia representative;
- One (1) NT Chamber of Commerce representative;
- One (1) Tourism Top End representative;
- One (1) Urban Development Institute of Australia (UDIA) NT;
- One (1) Community representative;
- Two (2) Northern Territory Government Representatives, being:
 - Department of Lands, Planning and the Environment – Chief Executive Officer or their nominated representative, and
 - Department of Transport – Chief Executive Officer or their nominated representative.

The current term of external members concludes on 30 June 2013.

DISCUSSION

At its 1st Ordinary meeting on 11 June 2013, Council resolved that the following elected members as representatives on the CBD Parking Advisory Committee for the term of 1 July 2013 to 30 June 2015:

- Lord Mayor (Chair)
- Elected Members:
 - Alderman R Lesley;
 - Alderman R K Elix;
 - Alderman J M Anictomatis;
 - Alderman H I Galton;
 - Alderman G S Haslett;
 - Alderman SJ Niblock, and
 - Alderman R Knox.

The current endorsed arrangement is that a minimum of two (2) meetings per year will be held and that external members be appointed for a two (2) year term. No change is proposed to the Terms of Reference, term of appointment of external members, composition of the Advisory Committee, or minimum frequency of meetings per annum.

It is proposed that Council write to all existing members advising the conclusion of their term on the Committee and thanking them for their involvement and contribution.

It will be recommended that Council write to the external member organisations on the Committee seeking nomination of a representative to the Committee for a term expiring on the 30 June 2015.

Furthermore, it will be recommended that Council publicly advertise for nominations for the position of Community Member on the Advisory Committee.

The nominations will be presented to Council.

CONSULTATION PROCESS

A public call for a community representative will be undertaken.

POLICY IMPLICATIONS

There are no policy implications.

BUDGET AND RESOURCE IMPLICATIONS

There are no budget implications.

RISK/LEGAL/LEGISLATIVE IMPLICATIONS

No implications have been identified.

ENVIRONMENTAL IMPLICATIONS

No implications have been identified

COUNCIL OFFICER CONFLICT OF INTEREST DECLARATION

We the Author and Approving Officers declare that we do not have a Conflict of Interest in relation to this matter.

LUCCIO CERCARELLI
GENERAL MANAGER
INFRASTRUCTURE

BRENDAN DOWD
CHIEF EXECUTIVE
OFFICER

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10. GENERAL BUSINESS