

Reports of the City Works Committee Meeting held at 7.30pm on Tuesday, 3 December 2013.

APOLOGIES

ACKNOWLEDGEMENT OF LAND

DECLARATIONS OF INTEREST

Pecuniary Interests

Non Pecuniary – Significant Interests

Non Pecuniary – Less than Significant Interests

ITEM	TITLE	PAGE
1.	TECHNICAL SERVICES	3
1.1	Traffic Committee	3
1.2	Ben Lomond Road Bridge over Bow Bowing Channel Minto - Pedestrian Safety Concerns	27
1.3	Gilchrist Drive - Bridge Footpath	31
1.4	Ballantrae Drive and Stranraer Drive St Andrews - Parking and Safety Improvements	34
1.5	Smiths Creek Leumeah - Stormwater Improvement Works	37
2.	OPERATIONAL SERVICES	42
2.1	Graffiti Action Day 2013	42
3.	ASSETS AND SUPPLY SERVICES	48
3.1	T12/08 Grounds Maintenance of Gardens and Open Spaces at Park Central	48
3.2	T13/20 Alarm, Access Control and CCTV Camera - Repairs, Installations and Maintenance	53
3.3	T13/21 Building Maintenance	58
4.	EMERGENCY SERVICES	63
	No reports this round	63
5.	GENERAL BUSINESS	63
19.	CONFIDENTIAL ITEMS	63
19.1	Confidential Report Directors of Companies	63

Minutes of the City Works Committee held on 3 December 2013

Present

His Worship the Mayor, Councillor C Mead
Councillor P Lake (Chairperson)
Councillor F Borg
Councillor G Brticevic
Councillor W Glynn
Councillor P Hawker
Director Business Services - Mr M Sewell
Director Community Services - Mrs L Deitz
Acting Director City Works - Mr G Mitchell
Acting Manager Assets and Supply Services - Mr W Miller
Acting Manager Communications and Marketing - Ms A King
Manager Compliance Services - Mr P Curley
Manager Executive Services - Mr N Smolonogov
Manager Financial Services - Mrs C Mears
Acting Manager Governance and Administration - Mrs B Naylor
Manager Healthy Lifestyles - Mr M Berriman
Manager Information Management and Technology - Mrs S Peroumal
Manager Library Services - Mr G White
Manager Operational Services - Mr A Davies
Manager Property Services - Mr J Milicic
Manager Technical Services - Mr K Lynch
Executive Assistant - Mrs K Peters

Apology (Hawker/Borg)

That the apology from Councillor Dobson be received and accepted.

CARRIED

Note: Councillor A Chanthivong has been granted a leave of absence from Council, incorporating all formal Council and Committee meetings until Tuesday 12 August 2014.

Acknowledgement of Land

An Acknowledgement of Land was presented by the Chairperson Councillor Lake.

DECLARATIONS OF INTEREST

There were no Declarations of Interest at this meeting.

NOTE: His Worship the Mayor, was incorrectly recorded as being in attendance at the City Works Committee Meeting held 3 December 2013.

1. TECHNICAL SERVICES

1.1 Traffic Committee

Reporting Officer

Manager Technical Services

Attachments

1. Minutes of the Local Traffic Committee Meeting held on 31 October 2013 (contained within this report)
2. Minutes of the Campbelltown Traffic Committee Meeting held on 31 October 2013 (contained within this report)

Purpose

To seek Council's endorsement of the recommendation arising from the Local Traffic Committee and Campbelltown Traffic Committee meeting held 31 October 2013.

Report

RECOMMENDATIONS OF THE LOCAL TRAFFIC COMMITTEE HELD ON 31 OCTOBER 2013

Reports listed for consideration

LTC 13/32 Woodhouse Drive, Proposed pedestrian refuge and kerb blisters

1. That Council implements the proposed pedestrian refuge, kerb blisters and associated signs and linemarking as stipulated in the body of the report.
2. That Council install a bus zone at the current bus stop and parking restrictions adjacent to the postal box located immediately north of the proposed refuge.

LTC 13/33 Gilchrist Drive Extension

1. That Council endorse the SMEC Urban Traffic Management Plan 70459.99.C115 for Gilchrist Drive extension incorporating the amendments as identified in the body of the report.
 2. That Council remove the pavement arrows on the approach entries to the roundabout of Gilchrist Drive and Englorie Park Drive.
-

LTC 13/34 Jacaranda Avenue Bradbury School Drop off Pick up Review

1. That Council trial the amendments to the parking restrictions outside Bradbury Public School as described in the body of the report for a 6 month trial with the view of undertaking a further assessment
2. That Council's Officers collaborate with Bradbury Public School in providing education to parents in the use of the Drop-off and Pick-up Zone.

General Business

LTC 13/35 Goldsmith Avenue, Campbelltown

1. That Council support the proposal in principle.
2. That a further report be presented to the Traffic Committee once detailed plans and supporting information is provided by the developer.

LTC 13/36 Macquarie Fields Traffic Reporting

That the information be noted.

LTC 13/37 Pendegast Avenue, Minto

That the information be noted

RECOMMENDATIONS OF THE CAMPBELLTOWN TRAFFIC COMMITTEE HELD ON 31 OCTOBER 2013

CTC 13/34 Hurley St RailCorp

That Council write to Sydney Trains (RailCorp) to seek explanation and reason for not implementing the previous recommendation of the Traffic Committee as described in the body of the report.

CTC 13/35 Parliament Road signals

That Council forward turning movement and pedestrian counts to the Roads and Maritime Services to assess the removal of the LTOR and simultaneously determine the efficiency of the intersection.

CTC 13/36 St James and St Davids Road Varroville

1. That Council not support the reduction of the current 70km/h speed zone in St James Road, Varroville at this time.
 2. That Council seek the assistance of NSW Police to undertake random traffic patrols in St James Road and St Davids Road, in particular, on a Friday afternoon and Saturdays late mornings to late afternoon.
 3. That Council's Road Safety Officer undertake random speed monitoring of the area over the next six months.
-

General Business

Nil

Officer's Recommendation

That the recommendations of the Local Traffic Committee and Campbelltown Traffic Committee as detailed in the Minutes of the meeting held on 31 October 2013 be adopted.

Committee's Recommendation: (Borg/Brticevic)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 10 December 2013 (Lake/Borg)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 271

That the Officer's Recommendation be adopted.

ATTACHMENT 1



LOCAL TRAFFIC COMMITTEE MINUTES

31 October 2013

LOCAL TRAFFIC COMMITTEE

Traffic matters related to the functions delegated to councils under the *Transport Administration Act 1988*.

Minutes Summary

ITEM	TITLE
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LOCAL TRAFFIC COMMITTEE MINUTES

- | | |
|-----------|---|
| 1. | ATTENDANCE |
| 2. | APOLOGIES |
| 3. | CONFIRMATION OF MINUTES |
| 4. | BUSINESS ARISING FROM MINUTES |
| 5. | REPORTS LISTED FOR CONSIDERATION |
| LTC 13/32 | Woodhouse Drive, Proposed pedestrian refuge and kerb blisters |
| LTC 13/33 | Gilchrist Drive Extension |
| LTC 13/34 | Jacaranda Avenue Bradbury School Drop off Pick up Review |

6. LATE ITEMS

No reports this round

7. GENERAL BUSINESS

- | | |
|-----------|------------------------------------|
| LTC 13/35 | Goldsmith Avenue, Campbelltown |
| LTC 13/36 | Macquarie Fields Traffic Reporting |
| LTC 13/37 | Pendegast Avenue, Minto |

8. DEFERRED ITEMS

No reports this round

LOCAL TRAFFIC COMMITTEE MINUTES

Traffic matters related to the functions delegated to Councils under the *Transport Administration Act 1988*.

Minutes of the Local Traffic Committee held on 31 October 2013

1. ATTENDANCE

Campbelltown City Council

Councillor G Greiss (Chairperson)
Manager Technical Services - Mr K Lynch
Coordinator Traffic and Road Design - Mr A Arora
Team Leader Traffic Investigation - Mr F Sirc
Graduate Engineer – Ms A Hannah
Administrative Assistant - Mrs S Dower

Roads and Maritime Services

Mr J Suprain

Police Representatives

Senior Constable M Davies
Senior Sergeant M Cotton

Bus Companies

Busways – Mr S Grady
Interline – Mr B East

Representatives of Member for Macquarie Fields

Mr R James

Acknowledgement of Land

An Acknowledgement of Land was performed by the Chairperson Councillor Greiss.

2. APOLOGIES

Nil

3. CONFIRMATION OF MINUTES

The minutes of the previous meeting held on 3 October 2013 were recommended by the City Works Committee on 3 December 2013 and adopted by Council at its meeting on 10 December 2013.

4. BUSINESS ARISING FROM MINUTES

No reports this round

5. REPORTS LISTED FOR CONSIDERATION

LTC 13/32 Woodhouse Drive, Proposed pedestrian refuge and kerb blisters

Previous Report: LTC 12/40
Electorate: Campbelltown
Author Location: Traffic and Road Design Unit

Attachments

1. Concept Design Plan 12486

Background (08/10/13)

Council had submitted a funding proposal to the NSW Governments 2013-14 Nation Building Black Spot Program for the installation of a traffic control device on Woodhouse Drive approximately 115m south of Wickfield Circuit. Subsequently, Council was successful in receiving \$36,500 for the project to be completed by 30 June 2014.

According to the RMS accident database for the five year period (2006 – 2011), three accidents had occurred along Woodhouse Drive between the intersections of Dickens Road and Wickfield Circuit.

Located adjacent to the proposed traffic facility is a shopping centre on one side of Woodhouse Drive and a park on the other. The park acts as a main pedestrian route heading towards the shops and the nearby local schools. On the shopping centre side of the road (west side) there is a bus stop providing access to Campbelltown and the rail line. The location of these facilities promotes pedestrian activity.

The contributing factors causing these accidents included speeding vehicles and pedestrians proceeding in carriageways where it is difficult to cross the full width of the roadway in one stage.

A detailed concept plan has been prepared for the installation of a pedestrian refuge and kerb blisters 115m south of Wickfield Circuit. The proposed treatment comprises of a new pedestrian refuge and kerb blisters with kerb ramps and holding rails designed as per the RMS Technical Directions. The refuge is preceded by a double barrier (BB) line incorporating painted chevrons extending 30m on either side. New line marking, sign posting, modification to the existing lines and installation of a concrete blister in the centipede is also proposed as part of this design.

The proposed pedestrian refuge is designed to promote safer and orderly traffic and pedestrian movement in the area. The following lists the key advantages of the pedestrian traffic/facility.

Improved pedestrian safety:

- This new refuge will act as a staging area for pedestrians to take refuge and cross the road safely. This accommodates the problem of the pedestrian crosswalk in one stage and any necessary signs.
- The installation of the physical aid within the roadway will also help to reduce the conflict between vehicles and pedestrians and help simplify the decisions that both pedestrians and drivers have to make.

Decreased speeding and more orderly traffic movement:

- The refuge and kerb extension will create a roadway restriction designed to provide a visual and physical break-up of the continuity of the street and to reduce vehicle speeds.
- The approach line marking and signposting will ensure vehicles are safely guided past the island. The modification of the lane marking will also provide a safer space for a smooth lane transition around the island.

Officer's Recommendation

That Council implements the proposed pedestrian refuge, kerb blisters and associated signs and linemarking as stipulated in the body of the report.

Discussion (31/10/2013)

The Bus company representative requested that a bus zone be installed rather than the current bus stop on the north bound lane of Woodhouse Drive immediately north of the proposed refuge to ensure that vehicles do not park within the bus area.

The Committee discussed the matter but also resolved to install parking restriction signage around the postal box which is immediately adjacent to the bus stop. The Committee believes the inclusion of both these zones would further enhance the safety of the pedestrian refuge facility.

Recommendation of Local Traffic Committee

1. That Council implements the proposed pedestrian refuge, kerb blisters and associated signs and linemarking as stipulated in the body of the report.
 2. That Council install a bus zone at the current bus stop and parking restrictions adjacent to the postal box located immediately north of the proposed refuge.
-

LTC 13/33 Gilchrist Drive Extension

Previous Report: LTC 23/05
Electorate: Wollondilly
Author Location: Traffic and Road Design Unit

Attachments

1. Gilchrist Drive extension site plan
2. Urban Smec Traffic Management Plan 70459.99.C115

Background (31/10/2013)

Stockland Developments is presently constructing the extension of Gilchrist Drive that links the road from Englorie Park Drive to Hidcote Road as part of the Seniors Living Development. This completes the connection of Gilchrist Drive to Menangle Road.

A Smec Urban plan showing signs and line marking details is presented to the Committee for its endorsement. The salient features of the plan are;

1. Maintain the lane configuration of Gilchrist Drive from the Menangle Road direction providing two lane divided lane road, 3.5m lanes and 1.2m wide median, a 1.5m cycle path and 2.4m parking shoulder area.
2. Provision of kerb side blisters in the parking shoulder lane with white on black unidirectional hazard markers.
3. Pedestrian crossing point in the roundabout splitter island west of Englorie Park Drive matching the existing southwest footpath of Englorie Park Drive to a new path on the northern side of Gilchrist Drive.

In reviewing the plan it is recommended that the pavement arrows on the approach to the roundabout be removed from their plan. As the roundabout is designed for sign lane with a dedicated cycle lane, it is recommended that Council review the pavement arrows on all approaches to the roundabout due to the final completion of the third leg. The existing pavement arrows are to be removed. The other corrections to the plan are the replacement of the C1 continuity line with a C4 Bicycle lane continuity line and the reorientation of the sight board on the roundabout.

Officer's Recommendation

1. That Council endorse the Smec Urban Traffic Management Plan 70459.99.C115 for Gilchrist Drive extension incorporating the amendments as identified in the body of the report.
 2. That Council remove the pavement arrows on the approach entries to the roundabout of Gilchrist Drive and Englorie Park Drive.
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Discussion (31/10/2013)

The Committee discussed the matter and supported the recommendation as presented.

Recommendation of the Local Traffic Committee

1. That Council endorse the Smec Urban Traffic Management Plan 70459.99.C115 for Gilchrist Drive extension incorporating the amendments as identified in the body of the report.
 2. That Council remove the pavement arrows on the approach entries to the roundabout of Gilchrist Drive and Englorie Park Drive.
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LTC 13/34 Jacaranda Avenue Bradbury School Drop off Pick up Review

Previous Report: TC 166/01
Electorate: Wollondilly

Author Location: Traffic and Road Design Unit

Attachments

1. Plan showing parking restriction amendments in Jacaranda Avenue

Background (31/10/2013)

Council Officers have met with the Principal of Bradbury Public School to address concerns about traffic congestion, safety of school children and concerns of the crossing supervisor and parents due to the traffic movement and shortage of pick up and drop off zones in Jacaranda Avenue outside the school.

It was informed by the school Principal that the parents driving north from St Johns Avenue direction queue up in Jacaranda Avenue (before the pedestrian crossing) to wait to weave into the short 26m Drop-off and Pick-up zone which cause blockage to the through traffic. This blockage of the road makes other motorists impatient and they overtake the vehicles by crossing the double barrier lines. This manoeuvre is not only illegal but is also unsafe as children and the pedestrian supervisors are unable to make a judgement about the speed of approaching motorists.

The issue of motorists overtaking vehicles at the school frontage had been a problematic issue in the past due to mini buses waiting to use the bus zone on the departure side of the crossing. The previous 35m school bus zone was extended to 58.5m due to the number of mini-buses using the site. Recent observation surveys undertaken by Council staff found that not as many mini buses were using the zone. The school bus zone is serviced by one school bus and a mini bus. On different days the two buses are separated by time especially in the morning period. The arrivals of the buses are outside the peak drop-off and pick up periods of 8:45 to 9:00am and 2:50 to 3:10pm when parent activity is at maximum.

The available road frontage on the departure of the pedestrian crossing to Tallowood Cr is approximately 170m comprising of no stopping zone, driveways, school bus zone, unrestricted parking for 5 to 6 vehicles and a bus stop. The parking restriction is predominantly taken up by the school bus zone and bus stop area.

In 2006 Council, under delegated authority, installed two short sections of drop-off and pick-up zones due to the demand by parents. The recent survey revealed that there is a greater demand for kiss and ride parking provisions, although some parents are misusing the No Parking zone as a parking area.

It is recommended that as a trial Council increases the Drop-off and Pick-up zone on the approach to the pedestrian crossing and reduces the school bus zone on the departure side of the crossing. The following is proposed:

1. Increase the Drop-off and Pick-up zone (No Parking 8-9:30am, 2:30-4pm School Days) on the northbound approach to the pedestrian crossing from 26m to 56m. This will leave about 11m between the end of the zone and the speed zone gateway for unlimited parking.
2. Reduce the school bus zone on the departure side of the crossing from 58.5m to 28m. This will provide an increase of 30m unrestricted parking beyond the bus zone for parent parking, which compensates for the loss of parking area with the extension of the Drop-off and Pick-up zone.
3. That Council's Officers undertakes an education program in collaboration with Bradbury Public School to advise parents of the parking requirements for the Drop-off and Pick-up zone.

Officer's Recommendation

1. That Council trial the amendments to the parking restrictions outside Bradbury Public School as described in the body of the report for a 6 month trial with the view of undertaking a further assessment
2. That Council's Officers collaborates with Bradbury Public School in providing education to parents in the use of the Drop-off and Pick-up Zone.

Discussion (31/10/2013)

The Committee discussed the matter and supported the recommendation as presented.

Recommendation of the Local Traffic Committee

1. That Council trial the amendments to the parking restrictions outside Bradbury Public School as described in the body of the report for a 6 month trial with the view of undertaking a further assessment
 2. That Council's Officers collaborates with Bradbury Public School in providing education to parents in the use of the Drop-off and Pick-up Zone.
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6. LATE ITEMS

No reports this round

7. GENERAL BUSINESS

LTC 13/35 Goldsmith Avenue, Campbelltown

Previous Report: Nil
Electorate: Campbelltown
Author Location: Traffic and Road Design Section

Background (31/10/13)

The Manager Technical Services presented preliminary traffic plans for Goldsmith Avenue, Campbelltown. He highlighted that the area adjacent to the University building is being proposed as a 40Kph high pedestrian area and that two marked pedestrian crossings are proposed within the area. The Manager Technical Services also pointed out that the plans currently submitted do not have sufficient detail to allow the committee to consider the matter in detail.

The Committee discussed in principle the concept and concurred with the proposal but did request further detail and information be presented back to the Traffic Committee once provided by the developer.

Recommendation of Local Traffic Committee

1. That Council support the proposal in principle.
 2. That a further report be presented to the Traffic Committee once detailed plans and supporting information is provided by the developer.
-

LTC 13/36 Macquarie Fields Traffic Reporting

Previous Report: Nil
Electorate: Campbelltown
Author Location: Traffic and Road Design Section

Attachments

1. Nil

Background (31/10/2013)

Police provided an update on road related police activity in the area.

Recommendation of Local Traffic Committee

That the information be noted.

LTC 13/37 Pendegast Avenue, Minto

Previous Report: Nil
Electorate: Campbelltown
Author Location: Traffic and Road Design Section

Attachments

1. Nil

Background (30/10/2013)

The Busways representative advised the bus route through Pendegast Avenue, Minto will close on 8 November 2013, all services will be diverted to Townson Avenue, Minto. The Busways representative further advised there were concerns with the bus route being returned to the proposed route within the development due to safety concerns around bus turning paths.

Recommendation of Local Traffic Committee

That the information be noted

8. DEFERRED ITEMS

No reports this round

There being no further business the meeting closed at 10.00am.

G Greiss
CHAIRPERSON

ATTACHMENT 2



CAMPBELLTOWN TRAFFIC COMMITTEE MINUTES 31 October 2013

CAMPBELLTOWN TRAFFIC COMMITTEE

Traffic related items to Council requiring technical advice and are outside of the Delegation functions issued to councils by the Road and Maritime Services.

Minutes Summary

ITEM TITLE

CAMPBELLTOWN TRAFFIC COMMITTEE MINUTES

- 1. ATTENDANCE**
- 2. APOLOGIES**
- 3. CONFIRMATION OF MINUTES**
- 4. BUSINESS ARISING FROM MINUTES**
- 5. REPORTS LISTED FOR CONSIDERATION**

CTC CTC 131031 Hurley St RailCorp
13/34

CTC CTC 131031 Parliament Road signals
13/35

CTC CTC 131031 St James and St Davids Road Varroville
13/36

- 6. LATE ITEMS**

No reports this round

- 7. GENERAL BUSINESS**

No reports this round

- 8. DEFERRED ITEMS**

No reports this round

CAMPBELLTOWN TRAFFIC COMMITTEE MINUTES

Traffic related items to Council requiring technical advice and are outside of the Delegation functions issued to Councils by the Road and Maritime Services.

Minutes of the Campbelltown Traffic Committee held on 31 October 2013

1. ATTENDANCE

Campbelltown City Council

Councillor G Greiss (Chairperson)
Manager Technical Services - Mr K Lynch
Coordinator Traffic and Road Design - Mr A Arora
Team Leader Traffic Investigation - Mr F Sirc
Graduate Engineer – Ms A Hannah
Administrative Assistant - Mrs S Dower

Roads and Maritime Services

Mr J Suprain

Police Representatives

Senior Constable M Davies
Senior Sergeant M Cotton

Bus Companies

Busways – Mr S Grady
Interline – Mr B East -

Representatives of Local Members of Macquarie Fields

Mr R James

2. APOLOGIES

Nil at time of print.

Acknowledgement of Land

An Acknowledgement of Land was presented by the Chairperson Councillor Greiss

3. CONFIRMATION OF MINUTES

The minutes of the previous meeting held on 3 October 2013 were recommended by the City Works Committee on 3 December 2013 and adopted by Council at its meeting on 10 December 2013.

4. BUSINESS ARISING FROM MINUTES

No reports this round

5. REPORTS LISTED FOR CONSIDERATION

CTC 13/34 Hurley St RailCorp

Previous Report: CTC 11/30
Electorate: Campbelltown
Author Location: Traffic and Road Design Unit

Attachments

1. Nil

Background (31/10/2013)

Council has received an email from the Project Support Officer of Sydney Trains (Railcorp), Campbelltown compound seeking approval from Council to exit the driveway located at the traffic lights of Hurley Street and Dumaresq Street without amendments to the traffic lights.

Council had previously addressed this issue endorsing the recommendations of the Campbelltown Traffic Committee meeting held 2 June 2011, which included the following:

1. That Council approve in principle the left turn entry and left turn egress from the RailCorp land at the intersection of Dumaresq Street and Hurley Street.
2. RailCorp to seek Roads and Traffic Authority approval for the modified traffic signal design.
3. RailCorp submits to Council for approval detailed plans of the design of the entry and egress.

To date Sydney Trains (Railcorp) have not progressed the Traffic Committee recommendations and is now requesting Council again to consider the original request.

It is recommended that Council write to Sydney Trains (Railcorp) to seek explanation and reason for not implementing the previous recommendation of the Traffic Committee.

Officer's Recommendation

That Council write to Sydney Trains (Railcorp) to seek explanation and reason for not implementing the previous recommendation of the Traffic Committee as described in the body of the report.

Discussion (31/10/2013)

The Committee discussed the matter and supported the recommendations as presented. The Committee requested that Sydney Rail coordinate a meeting with Council and Roads and Maritime Services to discuss the issue.

Recommendation of Campbelltown Traffic Committee

1. That Council write to Sydney Trains (Railcorp) to seek explanation and reason for not implementing the previous recommendation of the Traffic Committee as described in the body of the report.
-

CTC 13/35 Parliament Road signals

Previous Report: CTC 07/70
Electorate: Macquarie Fields
Author Location: Traffic and Road Design Unit

Attachments

Photos of intersection courtesy of Google Street view

Background (31/10/2013)

Council is in receipt of concerns from a local resident regarding the non-compliance by motorists turning left from Parliament Road at its signals with Saywell Road in regards to the 'Left Turn on Red Permitted After Stopping' (LTOR) control. The resident has suggested the manoeuvre as unsafe for pedestrians.

The resident has advised that he had experienced four times over two months that when he was crossing with a pedestrian green light that drivers turning left out of Parliament have failed to give way and had to wait for the next green pedestrian signal. He also advised that his wife while walking their 3 year old daughter commenced crossing the road when a car turning left failed to stop and hit her (3 May 2011). Council has noted that this accident was not listed on the Roads and Maritime Services accident database and may not have been reported to the Police.

A report was previously presented to the Committee at its meeting of 18 October 2007 reviewing a number of pedestrian concerns surrounding the subject intersection but not in relation to the LTOR from Parliament Road. The accident history reported at the time, 5 year ending 2005, noted seven accidents of which none related to pedestrian movements.

A review of the current accident history for the five year period ending June 2012 shows 10 accidents had occurred with one relating to a pedestrian accident. This incident occurred when a motorists heading southbound in Saywell Road at 5:50am, 5 February 2009, collided with a pedestrian crossing at the lights on the western side of Atchison Road. In general there were no repeated patterns of accident with all 10 accidents occurring differently.

In investigating the traffic behaviour at the signals a CCTV camera was placed to monitor the intersection in particular pedestrian behaviour. It was found that the pedestrian movements at the crossings are higher in number than previously counted in 2007. There is a heavy high school component crossing Saywell Road (Atchison Road) approximately 70 to 80 children crossing in a peak 15 minute afternoon period on route to the train station. Approximately 60% of vehicles are turning left from Parliament Road of which 45% are turning on the LTOR control.

Video observations show that a high proportion of vehicles turning left from Parliament Road are not stopping at the stop line but make their initial stop within the pedestrian crossing. Motorists turning left tend to stop closer within the intersection to obtain a better sight distance up Atchison Road. Although there were no evidence of motorists not giving way to pedestrians the potential of a direct conflict is possible.

In removing the LTOR it is likely that the signal operations would become less efficient requiring more green time to Parliament Road traffic to cater for the volume. More green time on Parliament Road will mean less green time on the major thoroughfare of Atchison and Saywell Roads. It is recommended that Council forward turning movement and pedestrian counts to the Roads and Maritime Services with the view of determining whether the removal of the LTOR would impact the operations greatly.

Officer's Recommendation

That Council forward turning movement and pedestrian counts to the Roads and Maritime Services to assess the removal of the LTOR and simultaneously determine the efficiency of the intersection.

Discussion (31/10/2013)

The Committee discussed the matter and supported the recommendations as presented.

Recommendation of Campbelltown Traffic Committee

That Council forward turning movement and pedestrian counts to the Roads and Maritime Services to assess the removal of the LTOR and simultaneously determine the efficiency of the intersection.

CTC 13/36 St James and St Davids Road Varroville

Previous Report: TC 3/04, 135/04
Electorate: Macquarie Fields
Author Location: Traffic and Road Design Unit

Attachments

Nil

Background (31/10/2013)

Council has been requested to review the speed limit on St James and St Davids Roads, Varroville with the view of requesting the Roads and Maritime Services to change the speed zone authorisation from 70km/h to 60km/h.

In 2004 Council had requested twice RMS (the then Roads and Traffic Authority) to re-evaluate the speed limit on St James and St Davids Roads. The RMS advised Council that it had re-investigated the site and found that it is a two lane sealed road in good condition with abutting development set well back from the edge of the road. The sight distance is very good from the Y-intersection of the two roads. Access to the road from adjoining properties is limited with approximately 100m between driveways. An analysis of crashes was examined by RMS at the time and was concluded that under the speed zoning guidelines a reduction to 60km/h was not justified.

In undertaking a speed limit review Council has recently written to 21 residents of the St James Road and St Davids Road precinct seeking comment on speeding and traffic related issues. Council received 4 responses in total: 2 have supported a reduction from 70km/h to 60km/h, 1 has no objection to a change and 1 has strongly objected to the proposal. One of the responses has suggested that the speed limit should be brought down to an urban speed limit of 50km/h. The objector to the proposal has suggested that there has not been a road safety incident in the area for 25 year and further stated that 'occasionally some cars do speed on this road, but they are hoons and reducing the limit will make no difference to their behaviour'.

Council had recently installed a speed classifier counter in St James Road, approximate half way between St Andrews Road and St Davids Road. Average traffic volume recorded is approximately 200 vehicles per day, with average speeds of 56.5 and 55.8km/h, northbound and southbound respectively. The 85th percentile speeds are 66.6 and 65.8km/h, respectively, which are below the posted 70km/h speed limit. Approximately 8% of motorists exceed the speed limit with 1% exceeding 80km/h. These higher speeds were generally recorded during the day.

In reviewing the accident history for a seven year period ending June 2012, only one accident was recorded in the top precinct area which occurred on 25 February 2009 at 8:45am when a 17year old male driver lost control in St Andrews Road, 45m west of St James Road. No injury was involved in this accident.

The key indicators as described above, including the previous advice from the Roads and Maritime Services, suggests that a speed limit reduction is not warranted at this time.

The speed results indicate that the majority of motorists are travelling under the speed limit with higher speeds occurring on a Friday afternoon and Saturday late morning to late-afternoon. It is recommended that Council seek the assistance of NSW Police with the view of undertaking random patrols during Fridays and Saturdays.

Officer's Recommendation

1. That Council not support the reduction of the current 70km/h speed zone in St James Road, Varroville at this time.
2. That Council seek the assistance of NSW Police to undertake random traffic patrols in St James Road and St Davids Road, in particular, on a Friday afternoon and Saturdays late mornings to late afternoon.

Discussion (31/10/2013)

The Committee discussed the matter and supported the recommendations as presented. The Manager Technical Services advised that Councils Road Safety Officer will undertake random speed monitoring of the area over the next six months.

Recommendation of Campbelltown Traffic Committee

1. That Council not support the reduction of the current 70km/h speed zone in St James Road, Varroville at this time.
 2. That Council seek the assistance of NSW Police to undertake random traffic patrols in St James Road and St Davids Road, in particular, on a Friday afternoon and Saturdays late mornings to late afternoon.
 3. Councils Road Safety Officer undertake random speed monitoring of the area over the next six months.
-

6. LATE ITEMS

No reports this round

7. GENERAL BUSINESS

No reports this round

8. DEFERRED ITEMS

No reports this round

There being no further business the meeting closed at 10:00am.

G Greiss
CHAIRPERSON

1.2 Ben Lomond Road Bridge Over Bow Bowling Channel Minto - Pedestrian Safety Concerns

1.2 Ben Lomond Road Bridge over Bow Bowling Channel Minto - Pedestrian Safety Concerns

Reporting Officer

Manager Technical Services

Attachments

Locality plan (contained within this report)

Purpose

To provide Council with information and various options on possible pedestrian safety improvements to the north side of Ben Lomond Road bridge, across the stormwater channel at Minto.

History

Council has received concerns from the community in regards to pedestrian safety access over the Ben Lomond Road bridge, as pedestrians continue to cross the bridge on the northern side. Although Council has erected advisory and warning signs on the approaches to the bridge, as well as blocking access from the nature strip, some pedestrians continue to cross on this side.

Report

Ben Lomond Road is a four lane road between Campbelltown Road, St Andrews Road and Townsend Avenue, except for the bridge over the main drain and its approaches. The bridge has two lanes for west bound traffic and one lane for east bound traffic. There is pedestrian access across the bridge on the southern side of the bridge only. On the northern side, there is a water main located on top of the bridge deck adjacent to the east bound travel lane. The water main is protected by a guard rail.

On the southern side of the bridge there is a 3m wide concrete pedestrian footpath on the bridge with 1.2m footpaths on both approaches to the bridge from Campbelltown Road to Airds Road and then onto Minto station. There is no concrete footpath provided on the northern side of Ben Lomond Road from Campbelltown Road to Airds Road.

At the traffic lights on Campbelltown Road, a pedestrian crossing facility is provided giving access to the footpath on the southern side of Ben Lomond Road not the northern side.

1.2 Ben Lomond Road Bridge Over Bow Bowling Channel Minto - Pedestrian Safety Concerns

Council officers have investigated the site, noting the following:

- a. adequate signage is in place leading up to the bridge both on east and west approaches, advising pedestrians to use the footpath on the south side of the bridge
- b. both sides of the bridge on the northern side have physical barriers restricting access to the bridge
- c. there is adequate footpath on the south side with appropriate refuge islands/splitter islands near the roundabout at Airds Road and Holmes Road.

Despite signage and good pedestrian access on the southern side of the road, pedestrians are compromising their own safety and the safety of other road users by either walking on the road or walking on top of the water mains on the north side of the bridge. From brief observations, it is noted that it is the minority of pedestrians that cross on the northern side. It is also noted that if pedestrians are coming from the residential area to the west they must have also crossed Campbelltown Road outside the provided pedestrian access facilities at Campbelltown Road.

To eliminate these concerns, Council has the following options (see attached plans):

1. provide the widening to Ben Lomond Road between Holmes Road and Airds Road. This will involve construction of a new two lane bridge and pedestrian footpath to the north of the existing bridge. Extensive study of the site would be required for the detailed design. An estimate of cost to provide the bridge would be approximately \$3m
2. construct a footbridge to the north of the existing bridge, clear of the future east bound road bridge. The estimated cost for the design, construction and link up paths would be approximately \$500,000
3. erect more signage to encourage pedestrians to use the pedestrian access on the southern side of bridge and provide additional landscaping and pedestrian fencing to restrict access to the northern side of the bridge. These works are estimated cost of \$30,000
4. undertake no further works on site at this stage and monitor the area. Commence the detailed concept design of option one above using \$30,000 from the current traffic budget to undertake the necessary geotechnical reports and design investigations.

It is recommended that Council accept option four which will allow the development of design investigations, concept plans, geotechnical reports from the available budget.

Officer's Recommendation

1. That Council commence detailed concept design of the extension of the Ben Lomond bridge over the main drain.
 2. That Council allocate \$30,000 from the current traffic budget to undertake design investigations for the extension.
-

1.2 Ben Lomond Road Bridge Over Bow Bowing Channel Minto - Pedestrian Safety Concerns

Committee's Recommendation: (Glynn/Hawker)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 10 December 2013 (Lake/Borg)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 271

That the Officer's Recommendation be adopted.

1.2 Ben Lomond Road Bridge Over Bow Bowling Channel Minto - Pedestrian Safety Concerns

ATTACHMENT 1



1.3 Gilchrist Drive - Bridge Footpath

Reporting Officer

Manager Technical Services

Attachments

Locality plan (contained within this report)

Purpose

To provide Council with information and various options on the proposed footpath improvements at Gilchrist Drive Bridge.

History

The Gilchrist Drive Bridge is two separate bridges with two lanes of traffic on each with a narrow emergency footpath, 970mm wide on the left hand side of each of the bridges. There are no pedestrian footpath linkages on either approach to the bridges. The nearest pedestrian crossing point over the rail corridor would be at Macarthur Station which is heavily utilised by the TAFE and university students.

With the proposed upgrade to the Goldsmith intersection, which is located on the western side of Gilchrist Drive to the north of the rail corridor, the pedestrian and cycleway links to the pedestrian bridge at the station will be further enhanced. This may be the preferred desire line for people wishing to access the shopping centre.

Report

Council officers have investigated the site and note that the current footpath is only 970mm wide and is only suitable for emergency access.

The following options were explored and are as follows:

1. construct a new footbridge alongside of the western side of the existing Gilchrist Avenue road bridge. This project would require appropriate engineering design, as well as seeking approval from RailCorp and TFNSW and based on past experience could be very time consuming. The works would be estimated to cost in the order of \$4.5m. A detailed cost benefit analysis would need to be undertaken prior to proceeding with this option.
 2. widen the existing footpath on the bridge from 970mm to 1200mm. To do this the lanes will have to be narrowed from 4.1m to 3.75m. This will allow for a jersey kerb to be constructed along the full length of the bridge providing a safety barrier for pedestrians. The gap between the new jersey kerb and existing kerb would be in-filled with concrete to provide the additional width of footpath.
-

It would also be required to provide anti-throw screens along the bridge to prevent footpath users discarding rubbish or objects onto the rail tracks. To provide this, Council will be required to liaise with RailCorp and TfNSW. This option is time restrictive and would add more dead load on the bridge structure which would need further investigation prior to any final decision being made to undertake the works. The works would be at an estimated cost of \$100,000 for each footpath, with the western side of Gilchrist Avenue providing the better pedestrian linkage.

3. do not provide pedestrian access as there is a good link to southern side of the rail corridor along Goldsmith Avenue and over the Macarthur railway station which is only about 150m away from the intersection. This link is well connected to all the facilities and has no safety concerns. This link is very well lit with street lights making it safer for both pedestrians and cyclist. This link will be further enhanced once the upgrade to Goldsmith Avenue has been completed.

It is recommended that the most appropriate action would be option three as there is an existing pedestrian link which can be used while the development surrounding the University of Western Sydney is ongoing. This existing pedestrian link provides safe access to and from the University via Goldsmith Avenue to Macarthur Railway station.

Officer's Recommendation

That Council not provide a pedestrian link on Gilchrist Avenue Bridge at this stage with further consideration to be given once the University of Western Sydney development is completed.

Committee's Recommendation: (Brticevic/Glynn)

That the Officer's Recommendation be adopted.

Amendment: (Brticevic/Glynn)

That subject to funding being available Council widen the existing footpath on the south bridge on Gilchrist Drive as outlined in option two of the report.

CARRIED

Council Meeting 10 December 2013 (Lake/Borg)

That the Committee's Recommendation be adopted.

Council Resolution Minute Number 271

That the Committee's Recommendation be adopted.

Note: Councillor Mead asked that his name be recorded in opposition to the resolution in regard to Item 1.3 - Gilchrist Drive - Bridge Footpath

ATTACHMENT 1



1.4 Ballantrae Drive and Stranraer Drive St Andrews - Parking and Safety Improvements

Reporting Officer

Manager Technical Services

Attachments

Concept plan (contained within this report)

Purpose

To provide Council with information on proposed safety improvements at the intersection of Ballantrae Drive and Stranraer Drive, St Andrews.

History

Council at the meeting of 14 May 2013 (CTC13/10) City Works item 1.1, resolved that Council investigate the safety concerns regarding the pre-school at Ballantrae Drive and Stranraer Drive, St Andrews.

Council officers contacted the Director of the St Andrews Children's Neighbourhood Centre who raised concerns regarding the possible loss of control by vehicles speeding on Ballantrae Drive. It was further identified that there is no parking adjacent to the child care centre. The current parking arrangements, makes it very difficult for parents to drop off and pick up children as they have to walk considerable distance with their children to access the centre.

The centre has a play area located close to this corner with minimal setback. It was also observed that the children's rest area is also located on this corner.

Report

Council officers undertook a detailed investigation of the site. Council CCTV was installed to observe parking behaviour and pedestrian movements. A speed radar was also installed to record the speeds on Ballantrae Drive.

Generally, it was observed that drivers adhered to the 40kph school speed zone with no recorded high speeds. It was also noted that vehicles heading in an easterly direction did demonstrate higher speeds.

There is a pedestrian crossing facility adjacent to the centre in Ballantrae Drive which is well used. Only minor incidents were observed of people crossing Stranraer Drive at the corner of Ballantrae Drive.

1.4 Ballantrae Drive And Stranraer Drive St Andrews - Parking And Safety Improvements

Although there is a minimal risk of a vehicle accident at the corner of Ballantrae Drive and Stranraer Drive, the result could be severe due to the high pedestrian volumes at school time and the close proximity of the children's play area.

It is proposed to install a guard rail around the south east corner (as per attached sketch) as a safety measure, as well as discouraging pedestrians who cross at the corner rather than using the crossing facility. The cost of the works will be in the order of \$8000 and can be funded from the current traffic budget.

To address the parking difficulties near the centre, it is proposed to review the bus zone adjacent on Ballantrae Drive. It was observed that this area is underutilised and may provide some opportunity for time restricted parking to be provided. It is further proposed to present a modified bus zone area layout to St Andrews Public School, St Andrews Children's Neighbourhood Centre, and the bus companies that will provide a satisfactory outcome for the required amenity for all parties.

Once the consultation is completed, a final proposal with detailed plans will be reported to the Local Traffic Committee for comment and possible endorsement.

Officer's Recommendation

1. That Council approve the construction of guard rail on the south east corner of Stranraer Drive and Ballantrae Drive, St Andrews.
2. That a draft plan be prepared for the modification of the bus zone in Ballantrae Drive at Stranraer Drive and consultation with affected parties be undertaken with a further report to be presented to the Local Traffic Committee.

Committee's Recommendation: (Hawker/Brticevic)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 10 December 2013 (Lake/Borg)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 271

That the Officer's Recommendation be adopted.

1.4 Ballantrae Drive And Stranraer Drive St Andrews - Parking And Safety Improvements

ATTACHMENT 1



1.5 Smiths Creek Leumeah - Stormwater Improvement Works

Reporting Officer

Manager Technical Services

Attachments

1. Site photos (contained within this report)
2. Concept design plan (contained within this report)

Purpose

To seek Council's support for the removal of material build-up of existing vegetation within the stormwater system and the construction of an easily maintained creek line to improve the waterways performance and amenity of Smiths Creek, Leumeah.

History

The section of Smiths Creek between Old Leumeah Road and the railway corridor (adjacent to Council's carpark) is the only unformalised section of creek, between Pembroke Road and the Bow Bowing Main Channel. This area creates an impediment to stormwater flows and is responsible for much of the flooding of the adjoining carpark and upstream areas during times of heavy rainfall.

Stormwater flows into Smiths Creek at Leumeah Station are quite large (94m³/s). The upstream catchment includes Ruse, most of Airds and Leumeah. While a series of upstream detention basins will mitigate flows, it is still predicted that significant flows will be generated causing flooding in the local area of Council's carpark.

The channel that is upstream of the site (between Pembroke Road and Old Leumeah Road) is a formalised concrete channel which conveys the flood waters with great efficiency. From the rail corridor to the connection with Bow Bowing Creek, Smiths Creek is formalised with a combination of culverts, concrete channels and formalised grass channels. The formalised nature of the creek ensures that the flood waters move efficiently and with little impediment to flow as possible.

Report

Existing channel

The section of Smiths Creek that is downstream of Old Leumeah Road to the rail corridor is highly unstable. In the smallest of storms, the existing vegetation creates an impediment to flow which increases the chance of flooding in the immediate vicinity.

Within this section of the Smiths Creek over recent years, there has been a build-up of material and vegetation which causes restrictions to the stormwater flows. The proposal is to remove these restrictions which will involve clearing the build-up material and vegetation within the creek. The creek will be streamlined so as to convey the stormwater flows more efficiently.

The predominant vegetation in Smiths Creek are willows (*Salix Babylonica*). Willows are an environmental weed, notorious for their invasiveness, potential for spread and environmental impacts. The presence of the willows creates the major restriction in the creek system. A condition assessment of the willows in the creek has been undertaken and they are found to be in poor health.

The attachments provided show the creek when viewed from the access road to the tennis club looking upstream and from Old Leumeah Road looking downstream. Additional site photographs will be tabled at the Council meeting.

Proposal treatment

It is proposed to formalise the creek corridor with a combination of a hardened (low flow) floor with landscaped bank areas. High flows will be provided via a native grassed and vegetated channel similar to which exists further upstream in the creek.

The clearing and reshaping of the creek will allow stormwater flows to be conveyed through this section of the creek in a similar manner to sections upstream and downstream. This activity will reduce the incidence of flood and further creek erosion.

Sufficient land exists at this location to create a visually amenable space with high quality vegetation. The landscaping will be designed to minimise impediments and will create visual corridors through the site. As this area should only experience flood flows infrequently, it will be easy to maintain.

It will be necessary to prepare a Review of Environmental Factors to ensure all environmental considerations are addressed before, during and after the works. A concept plan is attached showing the major elements of the proposed works. A preliminary estimate of \$310,000 has been determined for these works. An amount of \$174,000 was allocated as part of this year's Better Towns Program with monies coming from the Stormwater Levy. The balance of works are proposed to be completed as part of the 2014-2015 Stormwater Levy Program.

Officer's Recommendation

1. That Council endorses the concept plan (Job No 12501) for Smiths Creek Leumeah between Old Leumeah Road and the rail corridor.
 2. That the works be completed as part of the 2013-2014 Better Towns Program with the final stage of works being considered as part of the 2014-2015 Better Towns Program.
-

Committee's Recommendation: (Glynn/Hawker)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 10 December 2013 (Lake/Borg)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 271

That the Officer's Recommendation be adopted.

ATTACHMENT 1

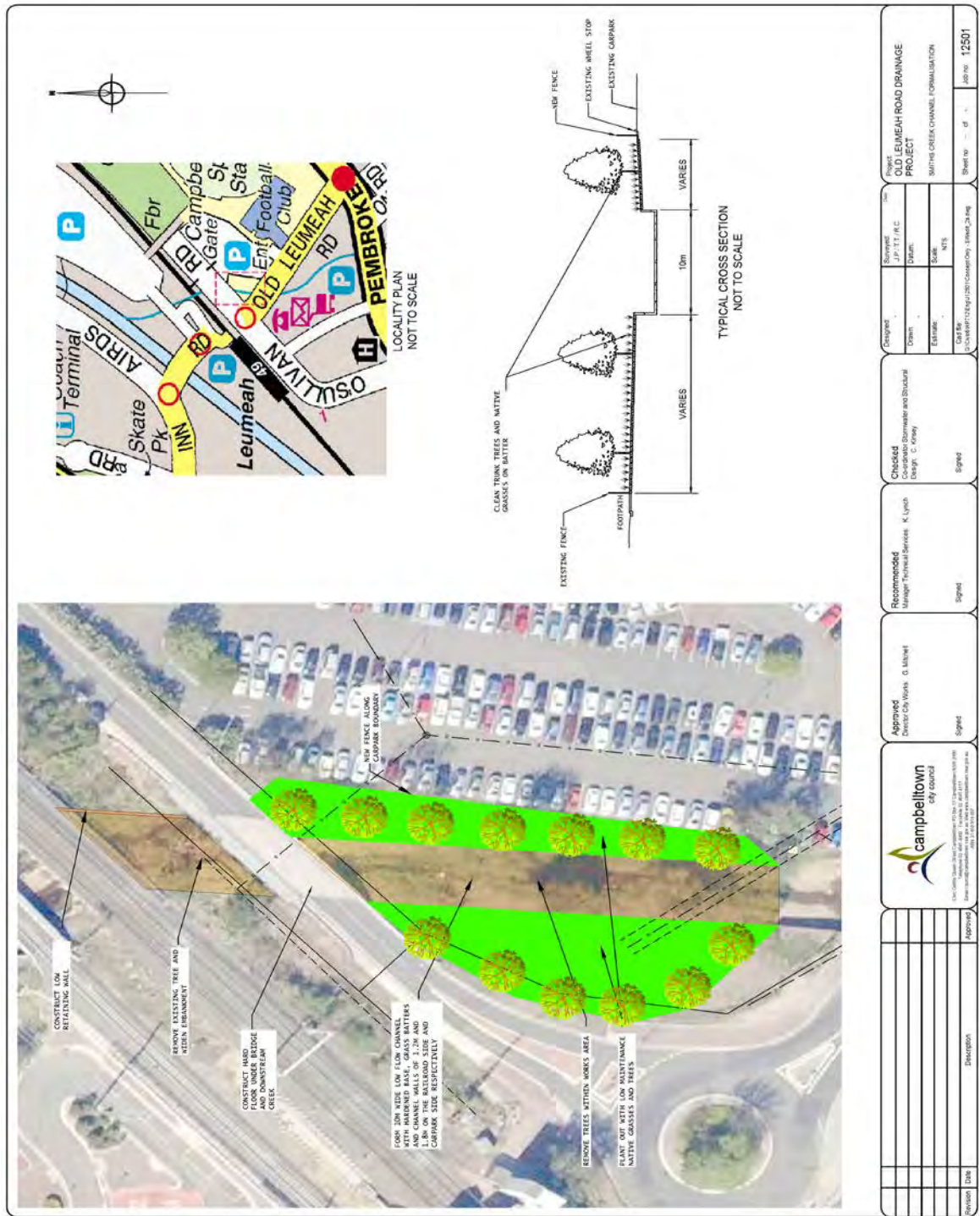


Photo 1 – Smiths Creek viewed from the existing channel at Old Leumeah Road, looking downstream.



Photo 2 – Smiths Creek viewed from the access road to Campbelltown Tennis Club, looking upstream.

ATTACHMENT 2



2. OPERATIONAL SERVICES

2.1 Graffiti Action Day 2013

Reporting Officer

Manager Operational Services

Attachments

Photographs (contained within this report)

Purpose

To report on the Graffiti Action Day event held Sunday 20 October 2013.

History

Graffiti Action Day is an annual, community based program designed to encourage residents and community groups to work with Council and eliminate graffiti at selected public areas.

Campbelltown City Council has hosted the annual event in conjunction with Rotary Down Under Incorporated since 2010.

Report

Council hosted its third annual Graffiti Action Day on Sunday 20 October 2013. Three sites regularly targeted by graffiti vandals and selected for Graffiti Action Day were Treelands Walk Reserve Ingleburn, Fullwood Reserve, Eagle Vale and Dumaresq Street Car Park Campbelltown.

This year has been Council's most successful graffiti removal event since its formation in 2010, attracting a number of local volunteers, community groups, government authorities and Council employees. Collectively, more than 400 square metres of graffiti was removed on the day confirming what a significant and tangible impact such an initiative can have on the city.

A majority of the equipment and materials required for the event such as rollers, trays, paint brushes and paint were supplied and delivered by Rotary Down Under. Council provided refreshments for all the volunteers which were greatly appreciated on the hot day.

The positive community response has demonstrated that graffiti vandalism is a concern to residents and they are willing to assist in ensuring a safe and pleasing environment in which to live.

Officer's Recommendation

That the information be noted.

Committee's Recommendation: (Brticevic/Borg)

That the Officer's Recommendation be adopted.

CARRIED

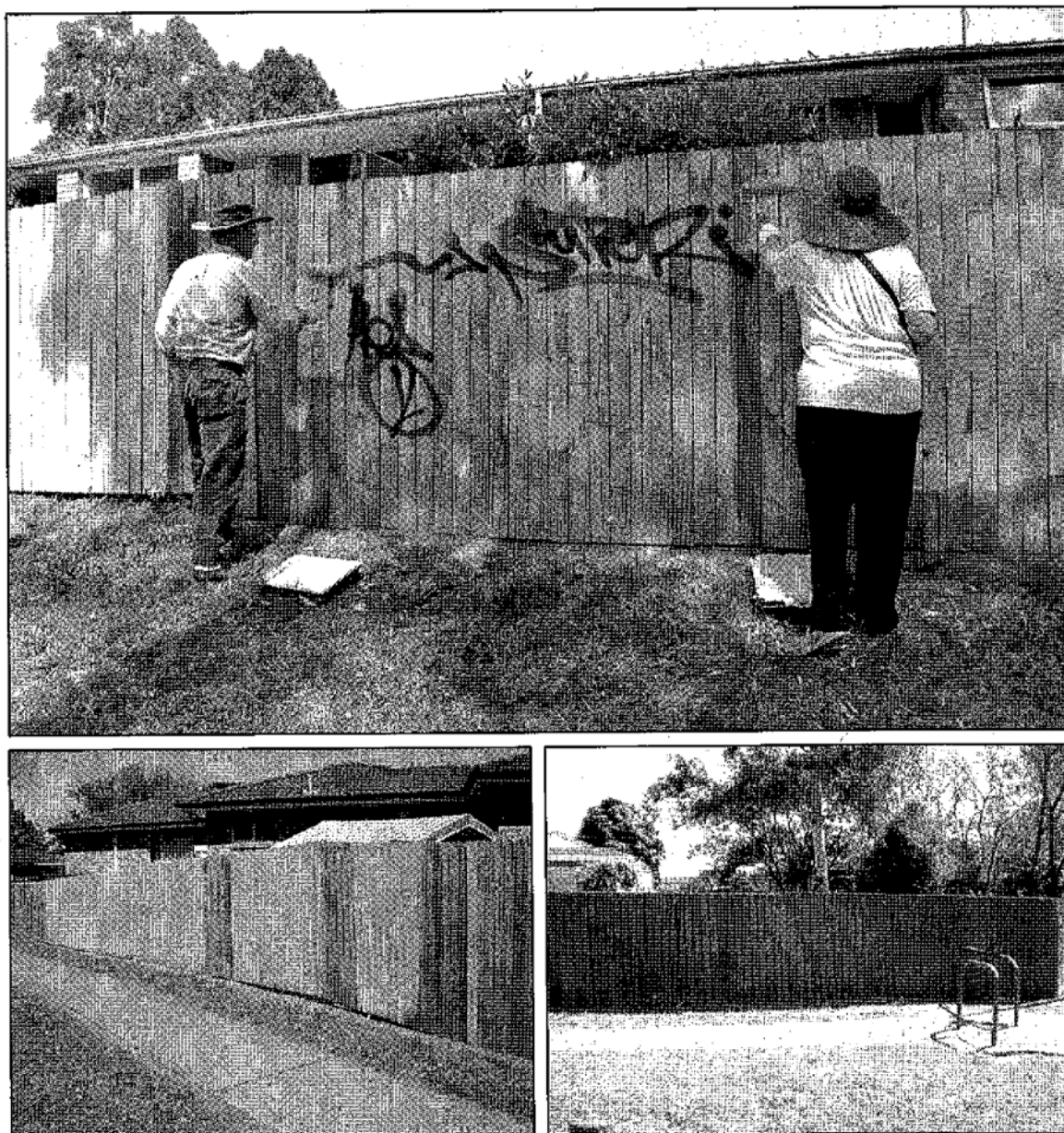
Council Meeting 10 December 2013 (Lake/Borg)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 271

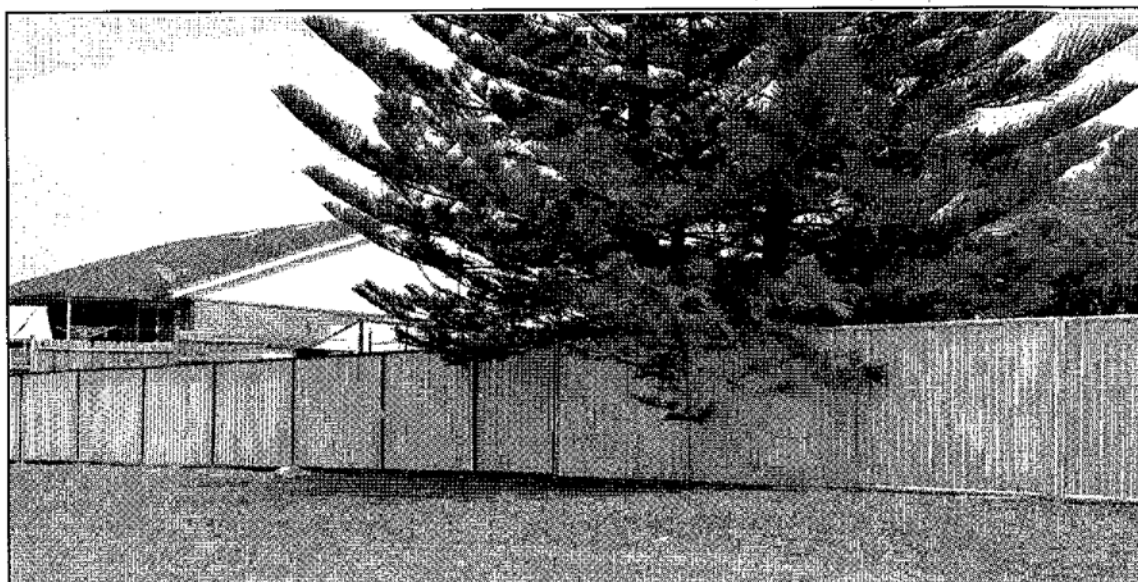
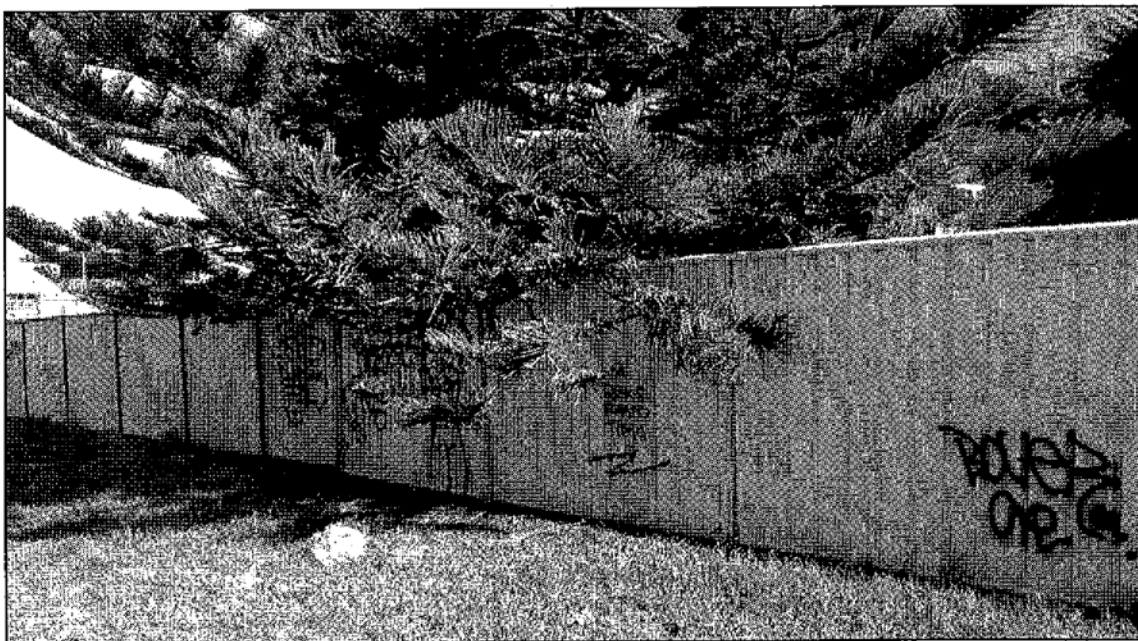
That the Officer's Recommendation be adopted.

ATTACHMENT 1



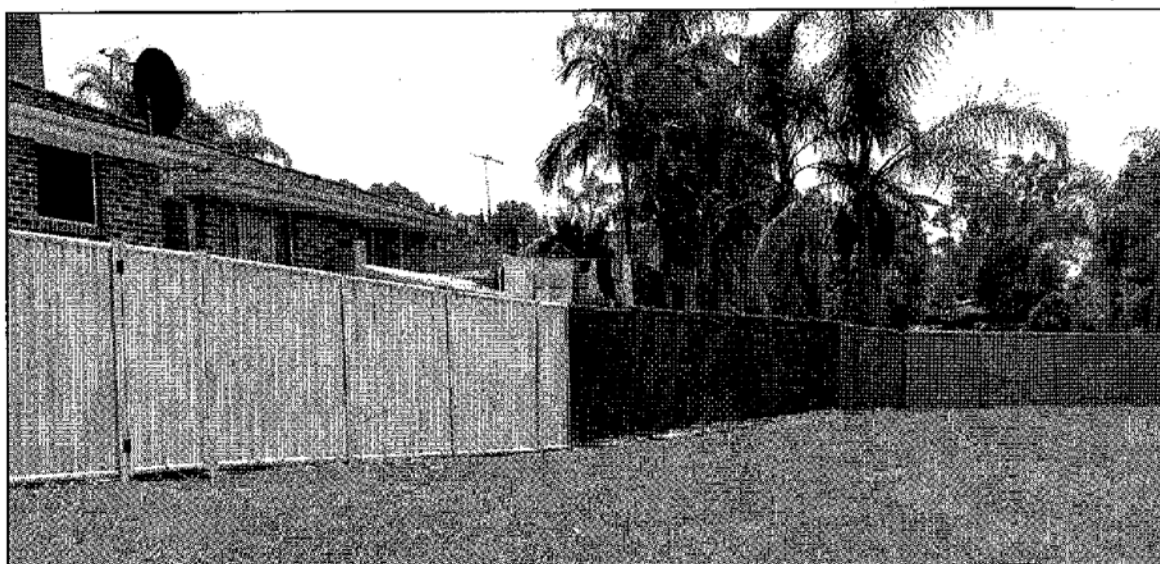
PHOTOGRAPH

SUBJECT: Graffiti Removal Day 2013
Site 1 – Treelands Walk Reserve Ingleburn



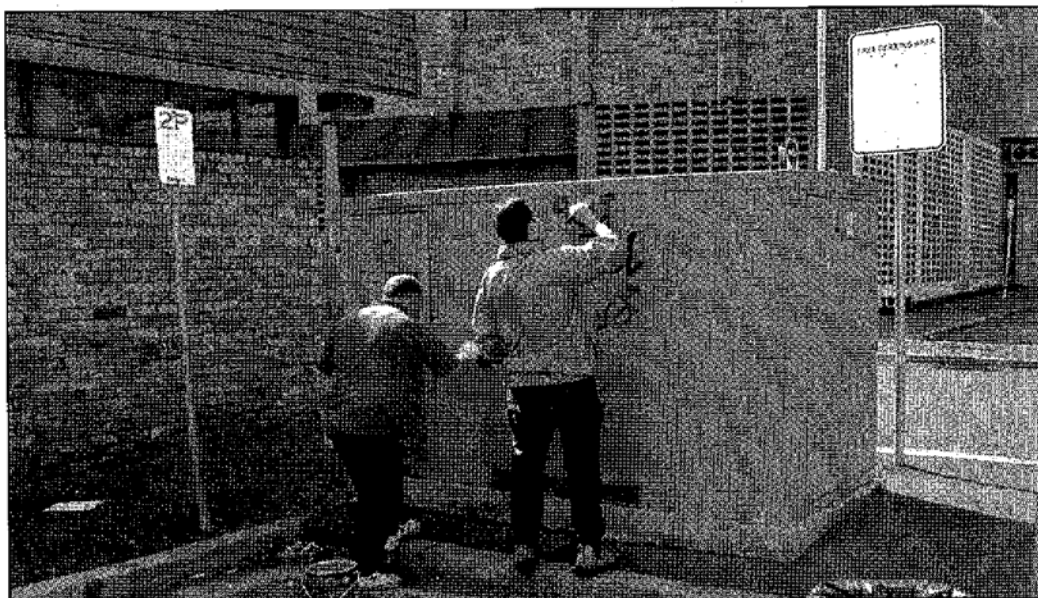
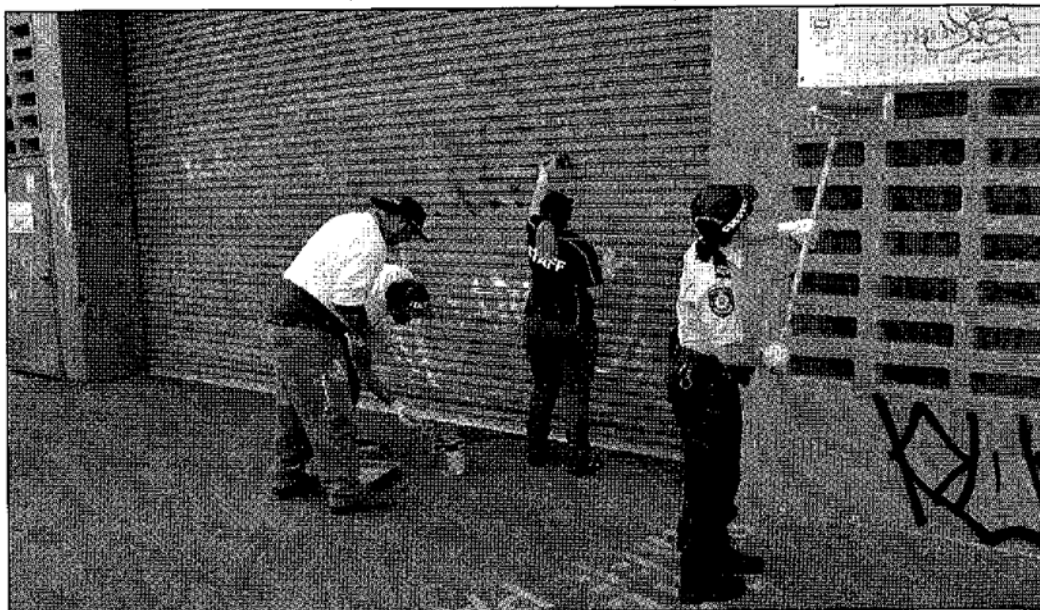
PHOTOGRAPH

SUBJECT: Graffiti Removal Day 2013
Site 2 – Fullwood Reserve Eagle Vale



PHOTOGRAPH

SUBJECT: Graffiti Removal Day 2013
Site 2 – Fullwood Reserve Eagle Vale



PHOTOGRAPH

SUBJECT: Graffiti Removal Day 2013
Site 3 - Dumaresq Street Car Park Campbelltown

3. ASSETS AND SUPPLY SERVICES

3.1 T12/08 Grounds Maintenance of Gardens and Open Spaces at Park Central

Reporting Officer

Acting Manager Assets and Supply and Manager Operational Services

Attachments

The following confidential attachment has been distributed to Councillors under separate cover as numerous tenderers have indicated that the contents of their tender are commercial-in-confidence:

Evaluation and Pricing Matrix

Purpose

To advise Council of the tenders received for the provision of grounds maintenance of gardens and open spaces at Park Central and recommend that Council accept the tender submitted by Marsupial Landscape Management Pty Ltd.

History

The Manager Operational Services has identified a requirement for a contract for the provision of grounds maintenance for gardens and open spaces at Park Central. The expenditure was anticipated to exceed the legislative threshold of \$150,000 over the term of the contract therefore a public tender process was required.

Report

Legislation

This tender process was conducted in accordance with the *Local Government Act 1993*, the *Local Government (General) Regulation 2005* and Council's Procurement Policy and Procedures.

Contract Expenditure

Funds for these works are allocated in Council's budget.

Contract Term

The term for this contract will be for a period of three years with an option to extend for 12 months and an additional option to extend for a further 12 months.

Advertising of Tenders

Tenders were advertised in The Sydney Morning Herald, The Macarthur Advertiser and The Macarthur Chronicle in the weeks commencing 19 and 26 August 2013. Tenders were also advertised on Tenderlink and Council's website. The Ingleburn and Campbelltown Chambers of Commerce and Industry were notified.

Tenders Received

Tenders closed on Tuesday 10 September 2013. Twenty on-time responses were received from the following organisations:

- Descas Landscapes Pty Ltd
- G.J Leadbeatter & K Leadbeatter t/as Carefree Property Maintenance
- Green Options Pty Ltd
- ILC Group Pty Ltd
- J&JJ Developments Pty Ltd
- Jeff Martin Property Maintenance Pty Ltd
- The Trustee for Jims Mowing Sydney Unit Trust (Hasadu Services P/L t/as Jims Mowing Sydney)
- Landscape Solutions Maintenance Pty Ltd
- Laurie Waters t/as Garden Connections
- Macarthur Disability Services Ltd
- The Trustee for the Mark Bonnell Family Trust t/as Fair Repairs Australia
- Marsupial Landscape Management Pty Ltd
- New Link Pty Ltd
- Newleaf Community Renewal
- RichmondPRA t/as Enterpraise
- Skyline Landscape Services Pty Ltd
- Standby Forty-Six Pty Ltd
- Swetha International Pty Ltd
- Waratah Lawncare and Garden Management Pty Ltd
- Wingecarribee Shire Council.

Tender Document

Organisations were requested to submit the following information with their tender response:

- company details
 - company experience, particularly as it relates to the Services
 - details of recent similar works
 - details of subcontractors and their experience, particularly as they relate to the Services
 - details of staff and resources, including trade certifications
 - details of specifications for plant and equipment, including maintenance and service records
 - references
 - pricing
 - insurances
-

- environmental practices
- WHS management systems
- conflict of interest declaration
- additional terms of contract, if proposed.

Evaluation Process

The Evaluation Panel, consisting of officers from Operational Services and Human Resources evaluated the tenders against the following weighted assessment criteria:

- company experience and subcontracting
- resources
- suitability of pricing
- Work Health and Safety
- environmental commitment.

The Evaluation Panel used Council's standard 0-10 scoring system for all non-pricing criteria with 10 being the highest score.

The Work Health and Safety and Environmental Practices criteria were assessed on the basis of unsatisfactory, satisfactory or exceptional.

The scoring of tendered prices was based on the total monthly price for the Services.

Shortlisting of Tenders

The Request for Tender process allows for a short listing process to occur at Council's discretion. This process excludes a Tender from further consideration at any stage of the evaluation process on a range of conditions.

Due to the large number of tenderers, the Evaluation Panel elected to shortlist on the basis of an acceptable monthly price based on Council's available budget. Any tenderer that did not submit an acceptable monthly price were not considered further.

Organisations Not Short Listed

As a result of the shortlisting process, the following companies are not recommended as they submitted a monthly price that exceeded Council's budget:

- Descas Landscapes Pty Ltd
 - ILC Group Pty Ltd
 - J&JJ Developments Pty Ltd
 - Jeff Martin Property Maintenance Pty Ltd
 - The Trustee for Jims Mowing Sydney Unit Trust Hasadu Services P/L t/as Jims Mowing Sydney
 - Laurie Waters t/as Garden Connections
 - Newleaf Community Renewal
 - Skyline Landscape Services Pty Ltd
 - Wingecarribee Shire Council.
-

Swetha International Pty Ltd submitted a pricing structure that did not conform to the information requested in the Request for Tender.

Short Listed Organisations

The following organisations were short listed:

- G.J Leadbeatter & K Leadbeatter t/as Carefree Property Maintenance
- Green Options Pty Ltd
- Landscape Solutions Maintenance Pty Ltd
- Macarthur Disability Services Ltd
- Marsupial Landscape Management Pty Ltd
- New Link Pty Ltd
- RichmondPRA t/as Enterpraise
- Standby Forty-Six Pty Ltd
- The Trustee for the Mark Bonnell Family Trust t/as Fair Repairs Australia
- Waratah Lawncare and Garden Management Pty Ltd.

Recommendation of the Evaluation Panel

Marsupial Landscape Management Pty Ltd are recommended for the provision of grounds maintenance of gardens and open spaces at Park Central as they:

- provided comprehensive details of their company experience with similar sized council's and other large contracts, confirmed through reference checks with the Sydney Airport Authority and Warringah Council maintaining high profile garden areas and open spaces
- provided comprehensive details on their capacity to perform the services
- provided sufficient detail of their resources to undertake the services, including detailed specifications of plant and equipment
- tendered the best overall submission for provision of the services, of the short listed organisations.

RichmondPRA t/as Enterpraise submitted the lowest price but are not recommended for the following reasons:

- Enterpraise's experience in high profile parks was not as suitable as the recommended tenderer
- although references were reasonable, they did not provide details of suitable experience when compared with the recommended tenderer
- Enterpraise's capacity to perform the works and resources that were not as suitable as the recommended tenderer
- the Evaluation Panel did not consider there to be an advantage to Council for accepting the lowest price.

The remaining shortlisted companies were more expensive than the recommended tenderer.

Assurance of the Process Undertaken

In accordance with Council's Procurement Procedures, a Tender Review Panel, consisting of members of Council's Executive reviewed the Tender to assure the process was undertaken in a manner that was fair, transparent and resulted in the best value outcome to Council.

Management of Proposed Contract

The contractor will be subject to contract management and safety reviews throughout the duration of the contract in accordance with Council's contract management requirements.

Officer's Recommendation

1. That Council accept the offer of Marsupial Landscape Management Pty Ltd for the provision of grounds maintenance of gardens and open spaces for Park Central for a period of three years with an option to extend for 12 months and an additional option to extend for a further 12 months.
2. That the Contract documents be executed under the Common Seal of Council.
3. That the unsuccessful Tenderers be notified of the results of tender process.

Committee's Recommendation: (Glynn/Hawker)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 10 December 2013 (Lake/Borg)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 271

That the Officer's Recommendation be adopted.

3.2 T13/20 Alarm, Access Control And CCTV Camera - Repairs, Installations And Maintenance

3.2 T13/20 Alarm, Access Control and CCTV Camera - Repairs, Installations and Maintenance

Reporting Officer

Acting Manager Assets and Supply Services

Attachments

The following confidential attachment has been distributed to Councillors under separate cover as numerous tenderers have indicated that the contents of their tender are commercial-in-confidence:

Evaluation and Pricing Matrix

Purpose

To advise Council of the tenders received for alarm, access control and CCTV camera repairs, installations and maintenance and recommend that Council accept the tender submitted by Get Smart Technology Pty Ltd.

History

Council previously requested tenders for T13/11 Alarm, Access Control and CCTV Camera Maintenance Services. Council, at the meeting on 16 July 2013, resolved to decline to accept all tenders received and to re-scope the services required and invite fresh tenders in the near future.

Report

Legislation

This tender process was conducted in accordance with the *Local Government Act 1993*, the *Local Government (General) Regulation 2005* and Council's Procurement Policy and Procedures.

Contract Expenditure

Funds for these works are allocated in Council's budget.

Contract Term

The term for this contract will be for a period of two years with an option of extension for 12 months.

Advertising of Tenders

Tenders were advertised in The Sydney Morning Herald, The Macarthur Advertiser and The Macarthur Chronicle in the weeks commencing 23 and 30 September 2013. Tenders were also advertised on Tenderlink and Council's website. The Ingleburn and Campbelltown Chambers of Commerce and Industry were notified.

Tenders Received

Tenders closed on Tuesday 15 October 2013. Eleven on-time responses were received from the following organisations:

- ACG Electronic Solutions Pty Ltd
- Ausgroup Australia Pty Ltd
- Akbar Enterprises Pty Ltd
- Endura Security Pty Ltd
- Get Smart Technology Pty Ltd
- Group 1 Security Pty Ltd
- Group Security Solutions Pty Ltd
- Integrity Security Pty Ltd
- JLM Integrated Technologies Pty Ltd
- Paul-Tec (Australia) Pty Ltd
- Runnymede Group Pty Ltd.

Tender Document

Organisations were requested to submit the following information with their tender response:

- company details
 - company experience, particularly as it relates to the Services
 - details of recent similar works
 - capability to perform the Services
 - details of subcontractors and their experience, particularly as they relate to the Services
 - details of proposed methodology to demonstrate understanding of requirements
 - references
 - pricing
 - insurances
 - environmental practices
 - WHS management systems
 - conflict of interest declaration
 - additional terms of contract, if proposed.
-

Evaluation Process

The Evaluation Panel, consisting of officers from Assets and Supply and Information Management and Technology evaluated the tenders against the following weighted assessment criteria:

- company experience and capability to perform the services
- proposed methodology
- suitability of standard pricing
- work health and safety
- environmental commitment.

The Evaluation Panel used Council's standard 0-10 scoring system for all non-pricing criteria with 10 being the highest score.

The Work Health and Safety and Environmental Practices criteria were assessed on the basis of unsatisfactory, satisfactory or exceptional.

The scoring of tendered prices was based on historic information for the hourly rate to perform ad-hoc works during normal working hours and annual periodic maintenance.

Recommendation of the Evaluation Panel

Get Smart Technology Pty Ltd is recommended for the provision of alarm, access control and CCTV camera repairs, installations and maintenance as they:

- provided suitable details of their company experience
- provided suitable details of their capability to perform the Services
- provided suitable responses to each of the proposed methodology requirements to demonstrate an understanding of the requirements and how they intend to meet those requirements
- tendered the lowest hourly rates and pricing for periodic maintenance.

Tenders Not Recommended

ACG Electronic Solutions Pty Ltd is not recommended as they provided a price that was significantly greater than the recommended tenderer.

Akbar Enterprises Pty Ltd is not recommended as they provided a price that was greater than the recommended tenderer.

Ausgroup Australia Pty Ltd is not recommended as they:

- provided unsatisfactory details on the proposed methodology
- provided a price that was significantly greater than the recommended tenderer

Endura Security Pty Ltd is not recommended as they provided a price that was significantly greater than the recommended tenderer.

3.2 T13/20 Alarm, Access Control And CCTV Camera - Repairs, Installations And Maintenance

Integrity Security Pty Ltd is not recommended as they provided a price that was significantly greater than the recommended tenderer.

JLM Integrated Technologies Pty Ltd is not recommended as they:

- provided unsatisfactory details of their proposed methodology
- provided a price that was significantly greater than the recommended tenderer

Group 1 Security Pty Ltd is not recommended as they:

- did not provide any details of their experience or capability to perform the services
- did not provide details of their proposed methodology
- provided a price that was significantly greater than the recommended tenderer

Group Security Solutions Pty Ltd is not recommended as they provided a price that was significantly greater than the recommended tenderer.

Paul-Tec Australia Pty Ltd is not recommended as they provided a price that was significantly greater than the recommended tenderer.

Runnymede Group Pty Ltd is not recommended as they:

- provided details on their experience and capability to perform the services that was not as suitable as the recommended tenderer
- provided a price that was greater than the recommended tenderer

Assurance of the Process Undertaken

In accordance with Council's Procurement Procedures, a Tender Review Panel, consisting of members of Council's Executive reviewed the Tender to assure the process was undertaken in a manner that was fair, transparent and resulted in the best value outcome to Council.

Management of Proposed Contract

The contractor will be subject to contract management and safety reviews throughout the duration of the contract in accordance with Council's contract management requirements.

Officer's Recommendation

1. That Council accept the offer of Get Smart Technology Pty Ltd for the provision of alarm, access control and CCTV camera repairs, installations and maintenance for a period of two years with an option of extension for 12 months.
 2. That the Contract documents be executed under the Common Seal of Council.
 3. That the unsuccessful Tenderers be notified of the results of tender process.
-

Committee's Recommendation: (Borg/Hawker)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 10 December 2013 (Lake/Borg)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 271

That the Officer's Recommendation be adopted.

3.3 T13/21 Building Maintenance

Reporting Officer

Acting Manager Assets and Supply Services

Attachments

The following confidential attachment has been distributed to Councillors under separate cover as numerous tenderers have indicated that the contents of their tender are commercial-in-confidence:

Evaluation and Pricing Matrix

Purpose

To advise Council of the tenders received for building maintenance and recommend that Council accept the tenders submitted by ProGroup Management Pty Ltd and Thomas & Coffey Ltd.

History

Council had a contract for the provision of building maintenance that has expired. As Council continues to utilise these services and expenditure over the term of the contract historically exceeds the legislative threshold, Council invited tenders for the new contract.

Report

Legislation

This tender process was conducted in accordance with the *Local Government Act 1993*, the *Local Government (General) Regulation 2005* and Council's Procurement Policy and Procedures.

Contract Expenditure

Funds for these works are allocated in Council's budget.

Contract Term

The term for this contract will be for a period of two years with two one year options to be exercised at Council's discretion.

Advertising of Tenders

Tenders were advertised in The Sydney Morning Herald, The Macarthur Advertiser and The Macarthur Chronicle in the weeks commencing 2 and 9 September 2013. Tenders were also advertised on Tenderlink and Council's website. The Ingleburn and Campbelltown Chambers of Commerce and Industry were notified.

Tenders Received

Tenders closed on Tuesday 24 September 2013. Nine on-time responses were received from the following organisations:

- Acland Group Pty Ltd
- M. Duran & R. Sidorenko t/a Adapt a Homes
- Atlantis Pty Ltd
- Auscorp Constructions Pty Ltd
- Claim Central Pty Ltd t/a Siemens Group Pty Ltd
- Every Trade Building Services Pty Ltd
- Lube Mitrevski
- ProGroup Management Pty Ltd
- Thomas & Coffey Limited

Tender Document

Organisations were requested to submit the following information with their tender response:

- company details
- references
- company experience and subcontracting details
- nominated staff
- emergency situation response time
- price
- insurances
- WH&S management systems
- environmental practices
- conflict of interest declaration
- additional terms of contract protecting the tenderer's business requirements.

Evaluation Process

The Evaluation Panel, consisting of officers from Assets and Supply Services and Business Assurance evaluated the tenders against the following weighted assessment criteria:

- experience of the company and subcontractors
 - nominated staff
 - suitability of standard pricing
 - work health and safety
 - environmental commitment.
-

The Evaluation Panel used Council's standard 0-10 scoring system for all non-pricing criteria with 10 being the highest score.

The Work Health and Safety and Environmental Practices criteria were assessed on the basis of unsatisfactory, satisfactory or exceptional.

The scoring of tendered prices was determined based on the hourly rate for miscellaneous maintenance services and repairs during business hours per hour, per tradesperson inclusive of CPI over the contract term if applicable.

Recommendation of the Evaluation Panel

The Evaluation Panel recommended two companies to act as a panel for the provision of Services.

ProGroup Management Pty Ltd are recommended as they:

- detailed satisfactory experience in the provision of similar services
- detailed satisfactory details of their nominated staff
- submitted satisfactory work health, safety and environmental documentation
- provided a competitive tendered price to Council
- had satisfactory service levels and capabilities confirmed by reference checks with Parramatta City Council and Sydney Institute of TAFE.

Thomas Coffey Ltd are recommended as they:

- detailed satisfactory experience in the provision of similar services
- detailed satisfactory details of their nominated staff
- submitted satisfactory work health, safety and environmental documentation
- provided a competitive tendered price to Council
- had satisfactory service levels and capabilities confirmed by reference checks with Wollongong Council and Transfield Services.

Tenders Not Recommended

Acland Group Pty Ltd are not recommended as they:

- did not provide satisfactory details of their nominated staff as requested in the Request for Tender document.
- provided pricing that was not as competitive as the recommended tenderers.

M. Duran & R. Sidorenko t/a Adapt a Homes are not recommended as they:

- did not provide satisfactory details of their company experience in the provision of similar services
 - did not provide satisfactory details of their nominated staff as requested in the Request or Tender document.
 - provided pricing that was not as competitive as the recommended tenderers.
-

Atlantis Pty Ltd are not recommended as they:

- did not provide satisfactory details of their company experience in the provision of similar services
- did not provide satisfactory details of their nominated staff as requested in the Request for Tender document.
- provided pricing that was not as competitive as the recommended tenderers.

Auscorp Constructions Pty Ltd are not recommended as they:

- did not provide satisfactory details of their company experience in the provision of similar services
- did not provide satisfactory details of their nominated staff as requested in the Request for Tender document.

Claim Central Pty Ltd t/a Siemens Group Pty Ltd are not recommended as they:

- did not provide satisfactory details of their company experience in the provision of similar services
- did not provide satisfactory details of their nominated staff as requested in the Request for Tender document.
- did not provide satisfactory work health and safety and environmental documentation
- provided pricing that was not as competitive as the recommended tenderers.

Every Trade Building Services Pty Ltd are not recommended as they:

- did not provide satisfactory details of their company experience in the provision of similar services
- did not provide satisfactory details of their nominated staff as requested in the Request for Tender document.
- provided pricing that was not as competitive as the recommended tenderers.

Lube Mitrevski is not recommended as he:

- did not provide satisfactory details of company experience
- did not provide satisfactory details of nominated staff as requested in the Request for Tender document.
- did not provide satisfactory work health and safety and environmental documentation.

Assurance of the Process Undertaken

In accordance with Council's Procurement Procedures, a Tender Review Panel, consisting of members of Council's Executive reviewed the Tender to assure the process was undertaken in a manner that was fair, transparent and resulted in the best value outcome to Council.

Management of Proposed Contract

The contractors will be subject to contract management reviews throughout the duration of the contract in accordance with Council's contract management requirements.

Officer's Recommendation

1. That Council accept the offer of ProGroup Management Pty Ltd and Thomas & Coffey Ltd for the provision of building maintenance for a period of two years with two one year options to be exercised at Council's discretion.
2. That the Contract documents be executed under the Common Seal of Council.
3. That the unsuccessful Tenderers be notified of the results of tender process.

Committee's Recommendation: (Glynn/Brticevic)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 10 December 2013 (Lake/Borg)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 271

That the Officer's Recommendation be adopted.

4. EMERGENCY SERVICES

No reports this round

5. GENERAL BUSINESS

Nil.

Confidentiality Motion: (Glynn/Hawker)

That the Committee in accordance with Section 10 of the *Local Government Act 1993*, move to exclude the public from the meeting during discussions on the items in the Confidential Agenda, due to the confidential nature of the business and the Committee's opinion that the public proceedings of the Committee would be prejudicial to the public interest.

CARRIED

19. CONFIDENTIAL ITEMS

19.1 Confidential Report Directors of Companies

Reason for Confidentiality

This report is **CONFIDENTIAL** in accordance with Section 10A(2)(c) of the *Local Government Act 1993*, which permits the meeting to be closed to the public for business relating to the following: -

- (c) information that would, if disclosed, confer a commercial advantage on a person with whom the council is conducting (or proposes to conduct) business

There being no further business the meeting closed at 8.17pm.

P Lake
CHAIRPERSON
