

Reports of the City Works Committee Meeting held at 7.30pm on Tuesday, 23 February 2010.

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	Vehicle Theft	31
1.3	School Zone Improvements - Update	33
1.4	Kellicar Road and Narellan Road Intersection, Campbelltown - Intersection Upgrade	36
2.	OPERATIONAL SERVICES	39
2.1	Tallowood Crescent, Bradbury - Tree Removal Requests	39
2.2	49b Lionel Street, Ingleburn - Appeal for Tree Removal	42
3.	ASSETS AND SUPPLY SERVICES	48
3.1	Inclusion of Sustainability and Allocation of Local Preference in Council's Tender and Contract Processes	48
3.2	Refurbishment of Council's Customer Service Centre	52
4.	EMERGENCY SERVICES	54
4.1	Joint Local Emergency Management Committee	54
4.2	Community Education - Emergency Preparedness	57
4.3	Rural Fire Service AIDER Program	59
4.4	Bush Fire Shelters	61
5.	GENERAL BUSINESS	63
Nil.		63
11.	CONFIDENTIAL ITEMS	63
	No reports this round	63

Minutes of the City Works Committee held on 23 February 2010

Present His Worship the Mayor, Councillor A Rule (Chairperson)
Councillor A Chanthivong
Councillor W Glynn
Councillor P Hawker
Councillor M Thomas
Director Business Services - Mr M Sewell
Director City Works - Mr J Hely
Manager Assets and Supply Services - Mr G Mitchell
Manager Business Assurance - Ms M McIlvenny
Manager Compliance Services - Mr A Spooner
Manager Corporate Support - Mr S Kelly
Manager Cultural Services - Ms L Havilah
Manager Customer Service - Mr I Hudson
Manager Emergency Services - Mr J Dodd
Manager Executive Services - Mr N Smolongov
Manager Financial Services – Ms C Mears
Manager Healthy Lifestyles - Mr M Berriman
Manager Information and Technology - Mr S McIlhatton
Manager Library Services - Mr G White
Acting Manager Operations - Mr A Davies
Manager Property Services - Mr J Milicic
Manager Waste and Recycling Services - Mr P Macdonald
Executive Assistant - Mrs J Loomes

Apology (Chanthivong/Glynn)

That the apology from Councillors Borg, Dobson and Lake be received and accepted.

CARRIED

Acknowledgement of Land

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

DECLARATIONS OF INTEREST

There were no Declarations of Interest at this meeting.

1. TECHNICAL SERVICES

1.1 Traffic Committee

Reporting Officer

Manager Technical Services

Attachments

1. Minutes of the Local Traffic Committee meeting held on 4 February 2010
2. Minutes of the Campbelltown Traffic Committee meeting held on 4 February 2010

Purpose

To seek Council's endorsement of the recommendations arising from the Local Traffic Committee and Campbelltown Traffic Committee meeting held on 4 February 2010.

Report

RECOMMENDATIONS OF LOCAL TRAFFIC COMMITTEE MEETING 4 FEBRUARY 2010

Reports Listed for Consideration

LTC 10/1 The Kraal Drive, Blair Athol - Signposting at pedestrian refuge

1. That Council approves the Design plan 12192, Sheet 2 of 2 for installation of pedestrian refuge facility and associated changes to the signposting in The Kraal Drive, Blair Athol.
2. That the respondent to the consultation process is advised of Council's decision.

LTC 10/2 Traffic Facilities - Delegated approvals six months summary for the period ending 31 December 2009

That Council endorses the minor traffic facility works undertaken as listed in the Attachment.

LTC 10/3 Hyde Parade, Campbelltown - Pedestrian Crossing Concerns

1. That Council provides a marked pedestrian crossing in Hyde Parade, Campbelltown at the existing mid-block pedestrian refuge as noted in the Design Plan 12084 Rev C.
 2. That Council officers undertake further review of the area in 6 months to determine the usage patterns of crossing.
 3. That the concerned residents and the Retirement Village Management be advised of Council's decision.
-

LTC 10/4 Minto Road, Minto - Provision of traffic calming facilities south of Stafford Street

1. That Council endorses the provision of speed cushions and associated linemarking in Minto Road, Minto, south of Stafford Street as indicated in the Design Plan 118804 Sheet 1A.
2. That Council write to adjoining businesses and neighbouring residencies regarding the facility before they are installed.

RECOMMENDATIONS OF CAMPBELLTOWN TRAFFIC COMMITTEE MEETING 4 FEBRUARY 2010

Reports Listed for Consideration

CTC 10/1 Macquarie Road, Macquarie Fields - Temporary Road Closure for Cycle Races

1. That Council endorses the closure of Macquarie Road, Macquarie Fields, between Henderson Road and Fields Road on Sunday mornings, 6.45am to 10.30am, on the days indicated in the body of the report, subject to the Roads and Traffic Authority endorsing the Traffic Management Plan.
2. That Council submit the Traffic Management Plan to the Roads and Traffic Authority for endorsement.

CTC 10/2 Junction Road, Leumeah - Songkran Buddhist Fete 2010

1. That the traffic management arrangements for the Songkran Buddhist Fete 2010 be approved subject to:
 - (a) provision of amended plans as indicated in the report.
 - (b) payment by the applicant for advertising of the proposed traffic changes for the event.
2. That Council forward the Special Event Transport Management Plan to the Roads and Traffic Authority for their endorsement.

General Business

CTC 10/3 Upgrade on Progress of F5

That the information be noted.

CTC 10/4 Car Parking at Campbelltown Hospital

That the information be noted.

CTC 10/5 Campbelltown Bus Interchange - Repairs to Pavement

That the information be noted.

CTC 10/6 Status of Parking Restrictions within 1km of Parking Stations

That the information be noted.

**CTC 10/7 Hurley Street, Campbelltown - Proposed Signalised Pedestrian Crossing
outside Campbelltown Mall**

That Council proceed with the traffic signal design and construction of the associated civil works as proposed in Option 2 of the Design Plan 12190.

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 4 February 2010 be adopted.

Committee's Recommendation: (Chanthivong/Hawker)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 2 March 2010 (Rule/Lake)

That the Officer's Recommendation be adopted.

Council Minute Resolution Number 30

That the Officer's Recommendation be adopted.

ATTACHMENT 1



LOCAL TRAFFIC COMMITTEE MINUTES

4 February 2010

LOCAL TRAFFIC COMMITTEE

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

Minutes Summary

ITEM	TITLE	PAGE
LOCAL TRAFFIC COMMITTEE MINUTES		
1.	ATTENDANCE	
2.	APOLOGIES	
3.	CONFIRMATION OF MINUTES	
4.	BUSINESS ARISING FROM MINUTES	
5.	REPORTS LISTED FOR CONSIDERATION	
LTC.10/1	The Kraal Drive, Blair Athol - Signposting at pedestrian refuge	
LTC.10/2	Traffic Facilities - Delegated approvals six months summary for the period ending 31 December 2009	
LTC.10/3	Hyde Parade, Campbelltown - Pedestrian Crossing Concerns	
LTC.10/4	Minto Road, Minto - Provision of traffic calming facilities south of Stafford Street	
6.	LATE ITEMS	
No reports this round		
7.	GENERAL BUSINESS	
No reports this round		
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 4 February 2010

1. ATTENDANCE

Campbelltown City Council

Councillor P Lake (Chairperson)
Acting Manager Technical Services - Mr K Lynch
Coordinator Traffic and Road Design - Mr A Fernando
Team Leader Traffic Investigation - Mr F Sirc
Senior Engineer Traffic- Mr M Arya
Administrative Assistant - Mrs S Lambert

Roads and Traffic Authority

Mr D Lance

Police Representatives

Nil

Bus Companies

Busways - Mr S Grady
Interline - Mr B East

Representatives of State Member of Parliament

Representing Member for Campbelltown - Mr J Duncan

2. APOLOGIES

New South Wales Police Force representative
Representative of Member for Camden - Mr R James

In the absence of the New South Wales Police Force representative it was suggested that a copy of the Minutes be forwarded to the Police representative and any comments be requested to be forwarded to Administrative Assistant. If comments were not received within two weeks, the Minutes are considered as accepted by the New South Wales Police Force.

3. CONFIRMATION OF MINUTES

The Minutes of the previous meeting held on 17 December 2009 were adopted by Council at its meeting on 9 February 2010.

4. BUSINESS ARISING FROM MINUTES

No reports this round

5. REPORTS LISTED FOR CONSIDERATION

LTC.10/1 The Kraal Drive, Blair Athol - Signposting at pedestrian refuge

Previous Report: LTC 09/49

Electorate: Campbelltown

Author Location: Traffic and Road Design Unit

Attachments

Design Plan 12192, Sheet 2 of 2 (Under separate cover)

Background (04/02/2010)

A report was presented to the Traffic Committee at its meeting of 8 October 2009 regarding proposed traffic management measures in the Kraal Drive, Blair Athol. The proposal had a provision of a pedestrian refuge in The Kraal Drive at the frontage of community centre in John Kidd Reserve. The Traffic Committee resolved that adjoining residents be requested to comment on the proposal of changing parking restrictions at the proposed pedestrian refuge.

In December 2009, Council wrote to the adjoining three residents and only one response has been received. The resident is concerned for loss of on-street parking amenities and fear of getting infringements, and loss of property value. The resident suggested relocating the pedestrian refuge away from his property or to restrict length of 'No Stopping' restrictions.

Relocating pedestrian refuge from the proposed location is not supported as it links with the existing pedestrian and bicycle paths.

The kerb blisters are proposed as a pedestrian refuge with edge line marking. It is, therefore, suggested that 'No Stopping' restrictions on the northbound approach to pedestrian refuge is reduced to 10m. This change is unlikely to affect pedestrian safety.

It is also proposed to relocate the existing bus stop from the common property boundary of 48 and 50 to east of pedestrian refuge to further enhance the on-street parking amenity of local residents. The bus stop would be in close vicinity of the community centre. With the provision of 'Bus Zone' signage vehicle parking within the bus zone could be avoided. This proposal is supported by the local bus company, BUSWAYS.

Discussion (04/02/2010)

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

Recommendation of Local Traffic Committee

1. That Council approves the design Plan 12192, Sheet 2 of 2 for installation of pedestrian refuge facility and associated changes to the signposting in The Kraal Drive, Blair Athol.
 2. That the respondent to the consultation process is advised of Council's decision.
-

LTC.10/2 **Traffic Facilities - Delegated approvals six months summary for the period ending 31 December 2009**

Previous Report: LTC 09 / 38
Electorate: Campbelltown & Macquarie Fields
Author Location: Traffic and Road Design Unit

Attachments

Summary Statement

Background (04/02/2010)

The Traffic Committee at its meeting of 25 March 2003 supported a delegated authority to the Manager Technical Services for issuing work instructions of minor nature to parking controls, centreline markings, minor traffic devices (without resident objection), guide and advisory signs after obtaining delegation approvals from its voting members. The Committee also resolved that a list of work instructions issued under the delegation for every quarter is presented to the Committee for endorsement. As numbers of instructions issued in each quarter are very limited, it was decided by the Committee to receive half yearly reports to the Traffic Committee.

During the last six months period ending 31 December 2009, seven works instructions were issued based on delegated approvals by the Roads and Traffic Authority and the NSW Police Force.

The Committee is provided with the attached Summary Statement of traffic facilities instructions issued in the last six months 1 July 2009 until 31 December 2009. It is suggested that the Committee endorse the attachment.

Discussion (04/02/2010)

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

Recommendation of Local Traffic Committee

That Council endorses the minor traffic facility works undertaken as listed in the Attachment.

LTC.10/3 Hyde Parade, Campbelltown - Pedestrian Crossing Concerns

Previous Report: CTC 08/61, LTC 09/06, CTC 07/69, CTC 09/10

Electorate: Campbelltown

Author Location: Traffic and Road Design Unit

Attachments

1. Email correspondence from the Macarthur Village (Illawarra Retirement Trust)
2. Design Plan 12084 Rev C (To be tabled)

Background (04/02/2010)

A report was presented to the Campbelltown Traffic Committee at its meeting on 16 October 2008, presenting pedestrian and traffic survey results to determine the reduced warrant criteria for a marked crossing in Hyde Parade, Campbelltown.

The survey results undertaken in October 2007 and October 2008 indicated a marked increase in the pedestrian and traffic flow in Hyde Parade, which indicated PV factor of 47,480 in the vicinity of the mid-block refuge island and the hospital entrance.

The Committee recommended that Council write to the Roads and Traffic Authority seeking their approval for a reduced warrant criteria for the provision of a marked crossing in Hyde Parade, Campbelltown.

Accordingly Council had written to the Roads and Traffic Authority (RTA) and had received a response.

The RTA advised at the time that the documentation does not match the criteria for a reduced warrant at a marked crossing, and did not support a marked crossing.

The results presented indicated pedestrians crossing at a number of locations other than the provided pedestrian refuge mid-block and an increased number of people dropping off within 'NO STOPPING' zones allowing people to walk straight across at random locations.

The RTA confirms that without fencing or similar restrictions mid-block, it is unlikely that the vast majority of pedestrians would make use of the proposed formalised crossing.

The RTA has since withdrawn the Guidelines for Signs and Linemarking which included the warrant criteria for a marked crossing.

Hyde Parade has a mixture of retirement villages, medical practise, café, restaurant the other businesses. There is over 600 residents living in the retirement villages of which a considerable number cross Hyde Parade on a daily basis. The age of the residents and the nature of the medical practises mean that the mobility of users of the street is possibly on average lower than your average street. Although the mid-block refuge does give the opportunity to cross the road one half at a time it does not give the level of confidence that a pedestrian crossing does.

Council continue to receive concerns from the residents, shoppers, elderly persons living or using medical, office or shopping facilities in the vicinity of Hyde Parade, Campbelltown.

The Macarthur Village Management have raised a number of concerns with Council (Attachment 1) including the request for a marked pedestrian crossing. Other issues raised involve the management of traffic within the Retirement Village.

In considering this matter Council refers to the draft version of the Australian Standard for Pedestrian Control and Protection (DR 09182) which proposes the following conditions as appropriate to be met for the installation of mid-block pedestrian crossings:

- (i) No more than one lane of moving traffic in any one direction shall be encountered by a pedestrian using a crossing.
- (ii) There shall be adequate sight distance between approaching vehicles and pedestrians about to use the crossing for the former to be able to stop in time to give way to the latter. This shall be achieved primarily by means of parking restrictions near the crossing. Kerb extensions may also be required to achieve this sight distance where kerbside parking is frequent.
- (iii) The speed limit on approach to the crossing is 50km/hr or lower and the 85th percentile speed does not exceed 60km/hr.
- (iv) Crossings shall not be used on arterial roads.

NOTE: The above are requirements which need to be met before a crossing is installed. There are no warrants for the provision of crossings. Road authorities may have pedestrian or combined pedestrian/vehicle volume warrants for mid-block pedestrian crossings (zebra).

For the purposes of the Roads Act 1993, Campbelltown City Council is a road authority and may adopt its own warrant criteria for the provision of a marked crossing. In this case, where a high volume of elderly pedestrians are involved it is appropriate to consider the adoption of a warrant criteria of a PV factor of 49,000 for the provision of a marked pedestrian crossing.

Discussion (04/02/2010)

The Roads and Traffic Authority representative raised no objections to the marked pedestrian crossing in Hyde Parade but asked if pedestrian fencing would be erected.

The Acting Manager Technical Services advised that the pedestrian behaviour at the site will be monitored following installation of the marked pedestrian crossing and further action will be taken if necessary.

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

Recommendation of Local Traffic Committee

1. That Council provides a marked pedestrian crossing in Hyde Parade, Campbelltown at the existing mid-block pedestrian refuge as noted in the Design Plan 12084 Rev C.
 2. That Council Officers undertake further review of the area in 6 months to determine the usage patterns of crossing.
 3. That the concerned residents and the Retirement Village Management be advised of Council's decision.
-

LTC.10/4 **Minto Road, Minto - Provision of traffic calming facilities south of Stafford Street**

Previous Report: CTC 09/38; LTC 09/24
Electorate: Campbelltown
Author Location: Traffic and Road Design Unit

Attachments

Copy of Plan 11084, Sheet 1A (To be tabled)

Background (04/02/2010)

Reports were presented to the Traffic Committee at its meetings of 14 May 2009 and 11 June 2009 regarding speeding concerns in the Minto Road shopping precinct. Traffic classifiers were installed and the results were presented to the Traffic Committee at its meeting of 11 June 2009. The Committee was advised that motorists in Minto Road are travelling at speeds higher than the General Urban Speed Limit (GUSL) of 50km/h, however, the speeds are consistent with speeds in other local streets within the LGA. The Traffic Committee endorsed its previous recommendations of 14 May 2009, for Council to include sections of Minto and Redfern Roads between Stafford Street and Surrey Street, in a 40K high pedestrian precinct. Consideration of a high pedestrian activity precinct requires additional traffic calming devices at the entry from the Stafford Street end.

Council Officers undertook design investigations for the provision of a low cost speed cushion to be installed south of Stafford Street noted in the attached plan No. 11084, Sheet 1A. Speed cushions will act as speed hump for cars and other light vehicles. These cushions are so placed that it does not impact on buses and other heavy vehicles in the street.

It is suggested that Council endorses the design Plan 11084, Sheet 1A for the provision of speed cushion in Minto Road, south of Stafford Street. As the proposed location is within the commercial precinct it is appropriate that Council advises adjoining businesses and neighbouring residences of the facility before installing the speed cushions.

For the information of the Committee, according to the Roads and Traffic Authority's accident database of the last five year period (2004-2008) four accidents have happened in Minto Road between Redfern Road and Stafford Street. Three of these accidents happened during business hours and one loss-of-control type accident happened in the early morning period (2am). The business period accidents involved performing a 'U' turn movement, moving into or getting out of kerb side parking and exiting from the off street parking. Only one of the four accidents resulted in injury and other were tow-away accidents.

Discussion (04/02/2010)

The Design Plan 11804 Sheet 1A was tabled (not Plan No. 11084 as incorrectly noted in the Agenda), for the Committee's discussion. The Design Plan also included traffic calming edge linemarking in Minto Road between Stafford Street and Redfern Road.

The Acting Manager Technical Services explained that a further plan will be presented to the Traffic Committee for improvement of the existing traffic calming facilities in Redfern Road as part of the upgrade works of the Netball Complex and associated parking improvements.

The Interline Bus representative requested information on the speed cushions as Interline buses use Minto Road. He was advised of the location and type of speed cushions to be installed.

Recommendation of Local Traffic Committee

1. That Council endorses the provision of speed cushions and associated linemarking in Minto Road, Minto, south of Stafford Street as indicated in the Design Plan 11804 Sheet 1A.
 2. That Council write to adjoining businesses and neighbouring residencies regarding the facility before they are installed.
-

6. LATE ITEMS

No reports this round

7. GENERAL BUSINESS

No reports this round

8. DEFERRED ITEMS

No reports this round

P Lake
CHAIRPERSON

ATTACHMENT 2



CAMPBELLTOWN TRAFFIC COMMITTEE MINUTES

4 February 2010

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 Traffic Authority.

Minutes Summary

ITEM	TITLE	PAGE
CAMPBELLTOWN TRAFFIC COMMITTEE MINUTES		
1.	ATTENDANCE	
2.	APOLOGIES	
3.	CONFIRMATION OF MINUTES	
4.	BUSINESS ARISING FROM MINUTES	
5.	REPORTS LISTED FOR CONSIDERATION	
CTC.10/1	Macquarie Road, Macquarie Fields - Temporary Road Closure for Cycle Races	
CTC.10/2	Junction Road, Leumeah - Songkran Buddhist Fete 2010	
6.	LATE ITEMS	
No reports this round		
7.	GENERAL BUSINESS	
CTC.10/3	Update on Progress of F5	
CTC.10/4	Car Parking at Campbelltown Hospital	
CTC.10/5	Campbelltown Bus Interchange - Repairs to Pavement	
CTC.10/6	Status of Parking Restrictions within 1km of Parking Stations	
CTC.10/7	Hurley Street, Campbelltown - Proposed Signalised Pedestrian Crossing outside Campbelltown Mall	
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 Traffic Authority.

Minutes of the Campbelltown Traffic Committee held on 4 February 2010

1. ATTENDANCE

Campbelltown City Council

Councillor P Lake (Chairperson)
Acting Manager Technical Services - Mr K Lynch
Coordinator Traffic and Road Design - Mr A Fernando
Team Leader Traffic Investigation - Mr F Sirc
Senior Engineer Traffic- Mr M Arya
Administrative Assistant - Mrs S Lambert

Roads and Traffic Authority

Mr D Lance

Police Representatives

Nil

Bus Companies

Busways - Mr S Grady
Interline - Mr B East

Representatives of State Member of Parliament

Representing Member for Campbelltown - Mr J Duncan

2. APOLOGIES

New South Wales Police Force representative
Representative of Member for Camden - Mr R James

In the absence of the New South Wales Police Force representative it was suggested that a copy of the Minutes be forwarded to the Police representative and any comments be requested to be forwarded to Administrative Assistant. If comments were not received within two weeks, the Minutes are considered as accepted by the New South Wales Police Force.

3. CONFIRMATION OF MINUTES

The Minutes of the previous meeting held on 17 December 2009 were adopted by Council at its meeting on 9 February 2010.

4. BUSINESS ARISING FROM MINUTES

No reports this round

5. REPORTS LISTED FOR CONSIDERATION

CTC.10/1 Macquarie Road, Macquarie Fields - Temporary Road Closure for Cycle Races

Previous Report: CTC 09/03, 08/02, 07/06, 06/03

Electorate: Macquarie Fields

Author Location: Traffic and Road Design Unit

Attachments

Correspondence from Macarthur Triathlon Club together with attachments.

Background (04/02/2010)

Council is in receipt of a request from the Macarthur Triathlon Club for extending the previous approval of temporary road closures to conduct cycle races in Macquarie Road, Macquarie Fields, between Henderson and Fields Roads till 30 June 2010. Further road closure may not be necessary in future following completion of an off-road cycling track from funding received under a Federal Grant. It is planned for the track to be constructed in Macquarie Road Reserve adjoining Macquarie Road, Fields Road and Henderson Road.

Initially in February 2007 the Traffic Committee considered a report regarding the 'Duathlon/ Triathlon' events comprising swimming and running leg to be held on Sunday mornings from 7.30am to 10.30am for the 12 month period ending 31 March 2008. The Committee in subsequent meetings and on further requests from the Macarthur Triathlon Club endorsed the Macquarie Road closure till 31 March 2010. Council supported the Traffic Committee recommendations and the Roads and Traffic Authority (RTA) endorsed the Macquarie Road Closure following Council submitting traffic management plan for the endorsement.

Council has received another request from the Macarthur Triathlon Club seeking Council approval to continue with the temporary Macquarie Road closures for another three months period ending 30 June 2010. During this period the following three events are proposed:

- 18 April 2010
- 23 May 2010
- 20 June 2010

The applicant has provided copies of Traffic Control Plans, Police approval and Public Liability insurances for the period ending 30 June 2010.

The event has been organised on a regular basis since 6 August 2006. Council has not received comments on the event from residents, motorists, bus companies, emergency services, Police, and the RTA regarding the temporary Macquarie Road closures. It is suggested that Council grant approval for continuing the temporary Macquarie Road closures from Henderson Road to Fields Road for another three month period ending 30 June 2010.

Discussion (04/02/2010)

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

Recommendation of Campbelltown Traffic Committee

1. That Council endorses the closure of Macquarie Road, Macquarie Fields, between Henderson Road and Fields Road on Sunday mornings, 6.45am to 10.30am, on the days indicated in the body of the report, subject to the Roads and Traffic Authority endorsing the Traffic Management Plan.
 2. That Council submit the Traffic Management Plan to the Roads and Traffic Authority for endorsement.
-

CTC.10/2 Junction Road, Leumeah - Songkran Buddhist Fete 2010

Previous Report: CTC. 08/83, 08/04, 07/03

Electorate: Campbelltown

Author Location: Traffic and Road Design Unit

Attachments

1. Submitted TCP Diagram 1 Position of Traffic Controllers (Extract TMP)
2. Submitted TCP Diagram 2 Temporary Pedestrian Crossing Point (Extract TMP)
3. Submitted TCP Diagram 3 Traffic Delineation Lines (Extract TMP)
4. Submitted TCP Diagram 4 Junction Road Width (Extract TMP)
5. Submitted TCP Diagram 6 Advance Traffic Notice signs (Extract TMP)

Background (04/02/2010)

The Mahamakut Buddhist Foundation has forwarded a Special Event Traffic Management Plan (SETMP) application for the management of traffic surrounding the Annual Songkran Fete to be held on Sunday 11 April 2010. (This report is reproduced in part as per 2009 report). The original SETMP will be tabled at the meeting.

The Buddhist Foundation has been organising this Fete for a number of years and has been using Biehler Reserve opposite their property as a temporary car parking area. Over the years this Fete has become an important community event and attracts patrons from the ACT and Victoria. Use of Biehler Reserve as a parking area has resulted in increased pedestrian activities across Junction Road causing traffic congestion and delay to motorists unrelated to the event. Using feedback received from the NSW Police Force at the end of the 2004 event, Council has been working with the event organisers to provide safer pedestrian and traffic management.

After several years of using a particular traffic management company the Buddhist Foundation has employed Traffic Management Australia to manage traffic control in Junction Road and the surrounding streets in the vicinity of Leumeah Road and Peter Meadows Road, for the 2008 and 2009 events. Site inspections during the previous two events indicate that the traffic management works undertaken by the traffic control companies were acceptable and it is proposed to implement the same traffic control layout in this year's event. This includes an exit from Biehler Reserve parking area in Leumeah Road using a temporary nature strip or footpath crossing. Access to the temporary parking area will be either from the Leumeah High School grounds or directly from Junction Road, which will be used exclusively for entry only. Qualified traffic controllers will control the pedestrian crossing point in Junction Road.

The event has been classified as a class 2 event requiring event organisers to prepare and submit a traffic management plan on the approved form and to liaise with the Police, public utility and emergency services.

The submitted Plan for 2010, Section 3.8 TCP Diagram 6, shows the implementation of additional W6-2 Pedestrian Crossing Ahead/ Slow Down warning signs 30 metres on the approach to the temporary crossing point in Junction Road, approximately 90 metres south of Leumeah Road. Council is seeking further amendments requiring additional W6-1 Pedestrian warning and G9-9 Reduced Speed signs for the approaches to the roundabout in both Peter Meadows Road and Hansens Road.

As the event is a Class 2 Special Event it is recommended that Council request the applicant to cover the cost of the Public Notice newspaper advertisement.

Discussion (04/02/2010)

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

Recommendation of Campbelltown Traffic Committee

1. That the traffic management arrangements for the Songkran Buddhist Fete 2010 be approved subject to:
 - (a) provision of amended plans as indicated in the report.
 - (b) payment by the applicant for advertising of the proposed traffic changes for the event.
2. That Council forward the Special Event Transport Management Plan to the Roads and Traffic Authority for their endorsement.

6. LATE ITEMS

No reports this round

7. GENERAL BUSINESS

CTC.10/3 Update on Progress of F5

Previous Report: Nil
Electorate: All Electorates
Author Location: Traffic and Road Design Unit

Attachments

Nil

Discussion (04/02/2010)

The representative of the State Member for Campbelltown asked for an update on the progress of the F5 and a completion date.

The Roads and Traffic Authority representative advised that he would provide further advice at the next Traffic Committee Meeting, following consultation with Project Manager responsible for the project.

Recommendation of Campbelltown Traffic Committee

That the information be noted.

CTC.10/4 Car Parking at Campbelltown Hospital

Previous Report: CTC 09/48
Electorate: Campbelltown
Author Location: Traffic and Road Design Unit

Attachments

Nil

Discussion (04/02/2010)

As discussed at a previous Traffic Committee on 3 September 2009, the Interline Bus Representative advised once again of difficulties experienced for buses, with cars blocking the turning area at the main entrance at Campbelltown Hospital.

The Interline representative advised that a letter would be forwarded to the Chief Executive Officer of Campbelltown Hospital to request that the turning area be reviewed with regard to better signage, layout and/or monitor usage of the entrance area.

Recommendation of Campbelltown Traffic Committee

That the information be noted.

CTC.10/5 Campbelltown Bus Interchange - Repairs to Pavement

Previous Report: CTC 09/48

Electorate: Campbelltown

Author Location: Traffic and Road Design Unit

Attachments

Nil

Discussion (04/02/2010)

The Busways representative requested that thanks be forwarded to Council and staff members for the cooperation and assistance between Council and the Bus Companies during the recent closure of the Campbelltown Bus Interchange.

Recommendation of Campbelltown Traffic Committee

That the information be noted.

CTC.10/6 Status of Parking Restrictions within 1km of Parking Stations

Previous Report: Nil
Electorate: All Electorates
Author Location: Traffic and Road Design Unit

Attachments

Nil

Discussion (04/02/2010)

The Roads and Traffic Authority representative was asked the status of parking restrictions within 1km of parking stations.

The Roads and Traffic Authority representative advised that he was awaiting advice from the Corporate Section of the RTA.

Recommendation of Campbelltown Traffic Committee

That the information be noted.

CTC.10/7 **Hurley Street, Campbelltown - Proposed Signalised Pedestrian Crossing outside Campbelltown Mall**

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

Attachments

Nil

Discussion (04/02/2010)

The Committee was advised that as part of the bus review, there are more buses travelling in Hurley Street requiring the issue of pedestrian safety be addressed in the vicinity of Campbelltown Mall.

In consultation with the Roads and Traffic Authority (Bus Network) two design options have been developed to provide pedestrian signals just south of the indented bus bay for southbound traffic. The proposal is to provide signals for staged crossing with either a north or south stagger for northbound lanes.

It was noted that an additional bus stop will need to be introduced for northbound traffic as current bus stops are about 250m away from the Mall entry. The bus companies supported the introduction of a new stop and further monitoring of bus stops north of this location.

The general practice is to provide a bus stop on the departure side of the signals (for northbound buses in Hurley Street), however, in this case, a bus stop on the departure side may encourage commuters to cross Hurley Street using the U-turn bay.

Two options were presented to the Committee and it was suggested to adopt Option 2 of the proposal, where a bus stop can be safely introduced on the approach to the signals. It was also noted that pedestrian fencing will be introduced within the median to prevent unsafe crossing of pedestrians at random locations.

It was explained that the existing U-turn bay shortened by the proposal is necessary to maintain demand for northbound traffic exiting the Shopping Centre.

Recommendation of Campbelltown Traffic Committee

That Council proceed with the traffic signal design and construction of the associated civil works as proposed in Option 2 of the Design Plan 12190.

8. DEFERRED ITEMS

No reports this round

P Lake
CHAIRPERSON

1.2 Vehicle Theft

Reporting Officer

Manager Technical Services

Attachments

1. Guide for Local Communities (to be tabled)
2. Various Pamphlets (to be distributed under separate cover)

Purpose

To advise Council of the resources available from The National Motor Vehicle Theft Reduction Council (NMVTRC) to assist in the prevention of vehicle theft within the local community.

Report

The National Motor Vehicle Theft Reduction Council (NMVTRC) has forwarded to Council a copy of its new publication "Tackling Vehicle Theft: A Guide for Local Communities".

The NMVTRC have advised they have a range of free resources available to local government that can be used for local campaigns to raise awareness of vehicle theft and educate motorists on securing their vehicles. The NMVTRC state that local campaigns promote the idea that preventing car crime is a shared responsibility and provide an ideal opportunity for community organisations and residents to come together to reduce the risk of theft.

Council has a number of these pamphlets available at its counters and has also run several campaigns in liaison with the NMVTRC to supply and fit immobilisers free of charge to local residents.

Council also runs its own programs and advertising campaigns through its Road Safety and Crime Prevention Officers. Liaison is undertaken with Centre Management at the Mall and Macarthur Square regarding signage to ensure patrons are aware of this issue. Council also places signage in and around its public car parks.

Council is also an active member of the Campbelltown Crime Prevention Planning Committee where a number of key community stakeholders meet to discuss and implement strategies to combat crime within the City including car theft.

Further information regarding this topic can be obtained from www.carsafe.com.au.

It is considered appropriate that the information available from the NMVTRC be promoted on Council's website and Compass throughout the year.

Officer's Recommendation

That Council provide information on its website and Compass to link to the National Vehicle Theft Reductions Council to advise the community of the resources and information developed to assist in prevention of vehicle theft in the local area.

Committee's Recommendation: (Hawker/Thomas)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 2 March 2010 (Rule/Lake)

That the Officer's Recommendation be adopted.

Council Minute Resolution Number 30

That the Officer's Recommendation be adopted.

1.3 School Zone Improvements - Update

Reporting Officer

Manager Technical Services

Attachments

List of Sites with Existing Flashing Lights.

Purpose

To advise Council on status of improvements to School Zones by flashing lights.

History

Council has been regularly advised, through the Traffic Committee report, on the progress of the Roads and Traffic Authority undertaking School Zone improvements by installing flashing lights.

Report

In 2003, flashing lights were first installed in Jacaranda Avenue, Bradbury by the Roads and Traffic Authority as part of its flashing light trials at 43 school zones in the State. Due to inconclusive results of the trial, the trial period was extended to an additional 100 more school zones in the State. Following the success of the trial, in 2007, the NSW Minister for Roads announced that 400 additional school zones would have flashing lights in the following four years. In December 2009, 366 school zones in the State were protected with flashing lights warning system.

By 2009, five school zones encompassing ten schools in the Campbelltown LGA were installed with the flashing lights. Streets with flashing lights in the school zones and adjoining schools are listed in the Attachment.

In January 2010, Council was advised by the Roads and Traffic Authority that another two school zones would be installed with the flashing lights during the period February to June 2010. The streets and the schools affected by the new flashing lights are:

1. Leumeah Road, Leumeah - Leumeah High School
2. Harold Street, Macquarie Fields - Macquarie Fields High School

The flashing lights at Leumeah Road will improve pedestrian safety as the 2008 traffic counts indicate that 85th percentile speed in the school zone area is exceeding 70km/h and more than 75% motorists are driving in excess of signposted speed limit to 60km/h (CTC 08/57).

In 2007, Council wrote to the Roads and Traffic Authority requesting the Authority to undertake school zones improvements at the following 12 locations. These locations are in addition to school zone improvements the Roads and Traffic Authority has implemented in recent years.

-
1. Sackville Street, Ingleburn - Sackville Street Public School
 2. Waminda Avenue, Campbelltown - Campbelltown East Public School
 3. Crispsparkle Drive, Ambarvale - Thomas Acres Public School
 4. Copperfield Drive, Rosemeadow - Ambarvale Public School
 5. Burrendong Road, Leumeah - Leumeah Public School
 6. Browne Street, Campbelltown - St Peters Anglican School
 7. Howe Street, Campbelltown - St Peters Anglican School
 8. Lindesay Street, Campbelltown - Campbelltown Public School and St Johns Primary School
 9. Belmont Road, Glenfield - Glenwood Public School
 10. Harrow Road, Glenfield - Glenwood Public School
 11. Junction Road, Ruse - Ruse Public School,
 12. Epping Forest Drive, Kearns - Kearns Public School

It is suggested Council again writes to the Roads and Traffic Authority to include the following sites of concern in their future school zone improvements on a priority basis.

It should be noted that in 2009 a request was received to investigate an extension of this program which is being sponsored by a private company. Relevant staff have made contact with this company and are pursuing the potential options available to Council. At the conclusion of these discussions and investigations a briefing will be provided to Council.

Officer's Recommendation

1. That the information be noted.
2. That Council again write to the Roads and Traffic Authority requesting the inclusion of 12 additional school zone sites as indicated in the report in their future School Zone Flashing Lights Program on a priority basis.
3. That Council write to the local State members seeking their support in accelerating the program of installation of flashing lights in the Campbelltown LGA.

Committee's Recommendation: (Glynn/Chanthivong)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 2 March 2010 (Rule/Lake)

That the Officer's Recommendation be adopted.

Council Minute Resolution Number 30

That the Officer's Recommendation be adopted.

ATTACHMENT 1

List of School Zones with Flashing Lights

S No	Street	Suburb	School	Status
1	Jacaranda Avenue	Bradbury	Bradbury Public School	Existing
2	Jacaranda Avenue	Bradbury	Sherwood Hills Christian School	Existing
3	Moore-Oxley Bypass	Campbelltown	Campbelltown North Public School	Existing
4	Moore-Oxley Bypass	Campbelltown	Campbelltown Performing Arts High School	Existing
5	Moore-Oxley Bypass	Campbelltown	Beverley Park Special School	Existing
6	Junction Road	Leumeah	Leumeah High School	Existing
7	Leumeah Road	Leumeah	Leumeah High School	Proposed
8	Harold Street	Macquarie Fields	Macquarie Fields High School	Proposed
9	Harold Street	Macquarie Fields	James Meehan High School	Existing
10	Pembroke Road	Minto	Minto Public School	Existing
11	Pembroke Road	Minto	Sarah Redfern High School	Existing
12	Pembroke Road	Minto	Sarah Redfern Primary School	Existing

1.4 Kellicar Road and Narellan Road Intersection, Campbelltown - Intersection Upgrade

Reporting Officer

Manager Technical Services

Attachments

1. Roads and Traffic Authority information on Safety Camera Installation (Red Light and Speed Cameras)
2. Listing of Safety Camera Sites in NSW (to be distributed under separate cover)
3. Area Plan of Works (to be tabled).

Purpose

To update Council on the current status of upgrade works at the Narellan Road and Kellicar Road intersection.

History

Council at its meeting of 29 September 2009 noted the information regarding the advice received from the Roads and traffic Authority of fund allocation to upgrade Narellan Road and Kellicar Road intersection. The works include a dual right turn from Kellicar Road into Narellan Road turning towards the F5 Freeway and Camden. Council was advised that the anticipated commencement of works is mid 2010.

Report

In a recent advise from the Roads and Traffic Authority (RTA) indicated that the main work will involve the relocating of the central median in Kellicar Road (in both directions) to improve both right turns as well as kerb works in the southern direction (shopping centre side) of Kellicar Road to provide the improved left turn facility (northbound traffic). Included in this works will be the installation of a further pedestrian crossing facility on Narellan Road.

It has also been advised that the RTA plans to distribute a community update newsletter in March/April to adjoining property owners. The section of Kellicar Road (linking Hurley Street and Camden Road) north of the Narellan Road intersection is a local road and the RTA advised that they would liaise with Council on design of relocating the central median.

The funding of the project is staggered over two years i.e. the Roads and Traffic Authority plans to complete the project by 30 June 2011.

In addition, Council is also advised that the Roads and Traffic Authority will be installing a safety camera ("red light and speed camera") in Kellicar Road on the southbound approach to the Narellan Road intersection. Civil and electrical works are complete and camera installation works are in progress.

The Roads and Traffic Authority will also be upgrading red light camera in Moore-Oxley Bypass at Broughton Street intersection into safety camera. Safety camera has dual functionality of a red light and speed cameras.

Council will continue to be informed on the necessary improvements required at the intersection of Kellicar Road and Narellan Road. It is suggested that the RTA be requested to implement the improvement works as early as practical.

Officer's Recommendation

1. That the information be noted.
2. That Council write to the Roads and Traffic Authority to request the project be implemented as early as practical in the funding time frame.

Committee's Recommendation: (Thomas/Hawker)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 2 March 2010 (Rule/Lake)

That the Officer's Recommendation be adopted.

Council Minute Resolution Number 30

That the Officer's Recommendation be adopted.

ATTACHMENT 1



[Skip to content](#)

Roads and Traffic Authority, NSW

Safety cameras

[Home](#) > [NSW Centre for Road Safety](#) > [Speeding](#) > [Safety cameras](#)

Safety cameras

For technical safety camera inquiries phone 131 782 or email Camera_Enforcement@rta.nsw.gov.au or write to Roads and Traffic Authority, PO Box 973, Parramatta CBD NSW 2124.

For all safety camera infringement inquiries contact the State Debt Recovery Office on 1300 138 118.

For a copy of the infringement image visit the State Debt Recovery Website www.sdرو.nsw.gov.au

In This Section

▫ [Safety camera FAQs](#)

Related links:

[Speed advertising campaign](#)
[Fixed speed cameras](#)



New safety cameras are being introduced to make intersections safer by enforcing both speeding and red-light offences.

Safety cameras use digital technology that is capable of detecting both red-light and speeding offences and will be replacing the current outdated wet-film red-light cameras that began operating in 1988. Safety cameras will be installed at 200 locations over four years.

The purpose of safety cameras is to reduce the number of crashes at traffic lights.

Crashes that result from drivers running red-lights can be particularly severe because they often involve the front of a vehicle impacting with the side doors of another vehicle. Passengers and drivers are not as well protected from side impacts as frontal impacts.

Evaluations of camera enforcement of red-light offences conducted in Australia and overseas have shown this type of enforcement is clearly effective in reducing casualty crashes at intersections.

When the evaluations were considered together it is estimated that camera enforcement of red-light offences reduces the number of casualty crashes at intersections by around 30 per cent.

Speeding increases the risk of a crash and the severity of the crash outcome, the risk of causing death or injury in an urban 60km/h speed zone increases rapidly even with relatively small increases in speed. Speeding through an intersection is an extremely risky behaviour and puts other road users at risk.

The use of cameras to enforce speeding has proven road safety benefits. An independent evaluation of the NSW fixed speed camera program found that at sites where speed cameras have been installed there has been a 70 per cent reduction in speeding resulting in a 90 per cent decline in fatalities and a 23 per cent reduction in injuries.

Safety cameras will be installed at sites which meet specific criteria. These criteria are based on the number of crashes and cost to the community of crashes at a location. This ensures safety cameras are installed at intersections that need them most. The addition of speed enforcement will provide an additional road safety benefit at the camera location.

There will be no new offences or penalties for speeding, running a red-light or speeding through a red-light. Drivers who commit a red-light or red arrow offence will receive the current penalties for these offences. Drivers who commit a speeding offence will receive the relevant speeding penalty.

All intersections with safety cameras installed will be signposted with the new safety camera sign.

Penalties and the law

The laws relating to offences at traffic lights are described in *Part 6, Traffic lights, traffic arrows and twin red lights of Road Rules 2008*.

Speeding and traffic light offences attract both fines and demerit points. High level speeding can also result in licence suspension. Click [here](#) for further details of penalties for red-light and speeding offences.

(1) Retting, R.A., Ferguson, S.A., Hakkert, A.S., 2003. *Effects of Red-light Cameras on Violations and Crashes: A Review of the International Literature, Traffic Injury Prevention, 4:17-23*

Files

▫ [Safety camera locations](#)
Location of the initial 50 safety cameras.

[↑ Back to top](#)

[NSW Government website](#) | [Terms of Use](#) | [Online Privacy Policy](#) | [Copyright](#) | [Feedback](#) | [Sitemap](#)

© Roads and Traffic Authority (NSW) Last Updated: 18 December 2009

2. OPERATIONAL SERVICES

2.1 Tallowood Crescent, Bradbury - Tree Removal Requests

Reporting Officer

Manager Operational Services

Attachments

Locality Plan.

Purpose

To update Council on concerns raised by residents regarding the footpath trees in Tallowood Crescent, Bradbury.

History

Council at its meeting 9 February 2010 requested that the trees in Tallowood Crescent be inspected at a future Briefing night due a number of residents raising concerns regarding the trees planted in the footpath area. An inspection was undertaken on Tuesday 16 February 2010.

Report

Concerns raised by residents relate to the close proximity of the trees to each other, damage being caused by the root systems to kerb, gutter and road surfaces. The difficulty of establishing lawns and gardens and the amount of leaf/branch litter accumulating on residents' roofs and properties.

Council has also received several requests in the past from requesting removal of trees. Two of these issues were reported to Council and removal was not recommended. The main reasons given for the removal requests relate to the size of the trees and damage being caused to infrastructure. All inspections undertaken at the various addresses revealed that the trees were in a healthy condition with no horticultural reasons for removal. Accordingly approval for removal of the trees was not granted.

Council at its meeting of 17 November 2009 requested a report investigating the feasibility of adopting a tree management strategy to assist the community where large trees may pose a threat to residents and their properties. In addition Council has also requested that the current tree preservation Policy be reviewed.

It is considered appropriate that the tree management strategy for Tallowood Crescent be developed as part of the current review process for tree management and that the local community be extensively consulted.

Officer's Recommendation

1. That Council review this issue further when considering the adoption of the tree management strategy.
2. That the resident of Tallowood Crescent, Bradbury be informed of Council's resolution.

Committee's Recommendation: (Chanthivong/Glynn)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 2 March 2010 (Rule/Lake)

That the Officer's Recommendation be adopted.

Amendment: (Borg/Chanthivong)

1. That Council review this issue further when considering the adoption of the tree management strategy.
2. That the residents of Tallowood Crescent, Bradbury be informed of Council's resolution.
3. That Council be provided with a separate report in response to the recent request for the removal of the tree at 39 Tallowood Crescent, Bradbury.

Council Minute Resolution Number 30

That the above amendment be adopted.

ATTACHMENT 1




GenaWare
Locate. Enquire. Empower.

Scale 1 : 2432
Date : Wed 17 Feb



Tree Issues Raised With Council Tallowood Crescent, Bradbury

DISCLAIMER: This map has been produced from Council records. If you intend to rely on the information shown you should contact Campbelltown City Council for verification. This map should not be reproduced without permission.

campbelltown
city council



NORTH.

-  Previous Removal Requests
-  Most recent removal request

2.2 49b Lionel Street, Ingleburn - Appeal for Tree Removal

Reporting Officer

Manager Operational Services

Attachments

1. Locality Plan.
2. Photographs.
3. Arborists Report (to be tabled).

Purpose

To advise Council of an Appeal received regarding a decision not to grant approval for the removal of a tree on private property.

History

In March 2009 Council inspected a tree located on private property at 49b Lionel Street, Ingleburn following lodgement of an Application for Tree Removal/Pruning. The reasons given for removal were due to the tree's height and lifting of the resident's driveway pavers.

An inspection was undertaken by Council's Tree Inspector and the approval was granted to undertake pruning only as there was some minor deadwood present.

In January 2010 the resident contacted Council and advised that he would like to Appeal Council's decision regarding the tree. The resident referred to a Tree Hazard Assessment Report that was organised independently. Accordingly, a further review of the tree was undertaken in January 2010 and it was again determined that there were no horticultural reasons to remove the tree.

Correspondence was forwarded to the resident advising that removal was not supported however the resident could have the matter determined by Council if he was not satisfied with this outcome. In February 2010 the resident contacted Council and requested that the matter be reported to Council for determination of the Tree Removal Application.

Report

The tree is a mature Angophora Floribunda (rough-barked apple) approximately 18 metres in height. The tree is located approximately 5 metres from the dwelling with some branches overhanging by 3 metres above the building. Reinspection revealed that the tree had new flushes of growth. There was no visual evidence of significant deadwood, dieback, insect damage, stress cracks, structural defects or cavities. The tree had been pruned away from electrical wires possibly by the electrical authority however not to the detriment of the tree. There was some minor deadwood present and the resident was granted approval to undertake pruning.

In regard to the damage to the resident's paved driveway, the paving has been laid directly onto the ground and the edges of the paving are not secured by a border allowing lateral movement and splaying of the pavers. Some minor lifting is evident and appears consistent with subsurface tree roots. However this is considered a minor displacement.

The independent Tree Hazard Assessment Report received by the Applicant and forwarded to Council in support of the request for removal provides details on the subject tree's assessment, including:

- The Angophora Floribunda (rough-barked apple) to be a mature, good condition with good vigour and form and rate at the highest value for sustainable retention index value with a medium to long term potential
- The tree being assessed at a high significance in the landscape
- The tree should be considered for retention, and being classified as of high significance in the landscape should be given high priority for retention.

The recommendations from the independent consultant are summarised as follows:

1. The subject tree is safe for retention with a medium estimated life expectancy being that greater than 15 - 40 years.
2. The tree is situated in an exposed location with readily identifiable targets and is tending to age class senescent and should be removed while it is structurally sound and can be undertaken safely, as the potential for branch failure and collapse in full or part is unpredictable with the risk of hazard increasing with age and each successive pruning or branch shedding episode.
3. The subject tree should be removed and replaced.
4. The subject tree should be replaced with a suitable small tree at the front of the site such as Lagerstroemia "Indian Sumer".

Summary

The tree is a prominent feature of the streetscape and retention value is strong. The tree has reached its full height and is healthy with no horticultural reasons for removal. The damage to the resident's driveway is minimal however the consultant identifies certain issues which could be considered for the removal of the subject tree. Accordingly, it is recommended that the tree be retained.

Officer's Recommendation

That an inspection of the tree be undertaken before making a decision on the Tree Removal Application.

Committee Note: Mr Van Der Kolff addressed the Committee in support of the tree removal.

Committee's Recommendation: (Hawker/Glynn)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 2 March 2010 (Rule/Lake)

That the Officer's Recommendation be adopted.

Council Minute Resolution Number 30

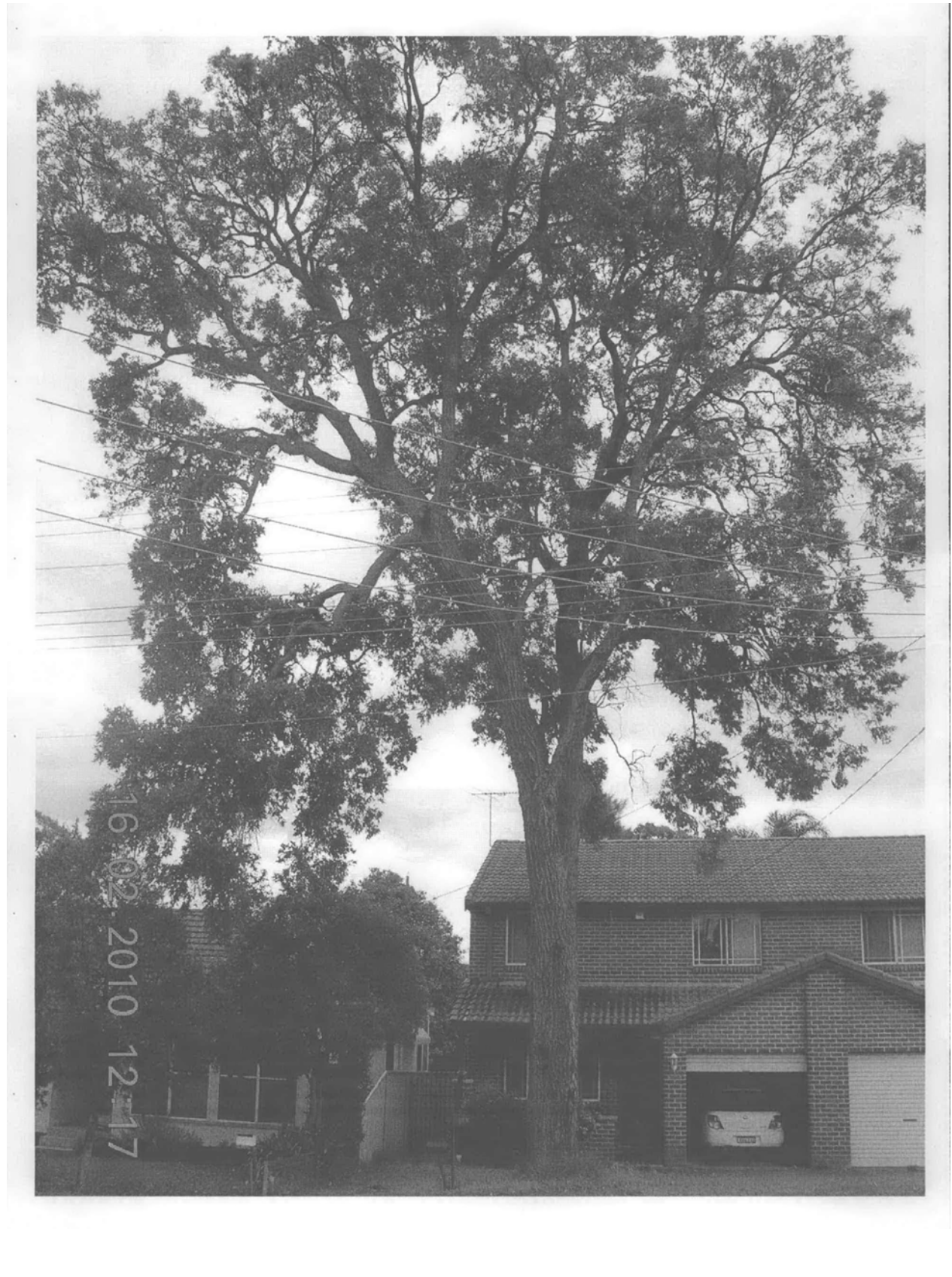
That the Officer's Recommendation be adopted.

ATTACHMENT 1



 <p>Scale 1 : 780 Date : Wed 17 Feb</p>	<p>49B Lionel Street, Ingleburn Tree Removal Appeal</p> <p><small>DISCLAIMER: This map has been produced from Council records. If you intend to rely on the information shown you should contact Campbelltown City Council for verification. This map should not be reproduced without permission.</small></p>	 <p> NORTH.</p>
--	---	---

ATTACHMENT 2





3. ASSETS AND SUPPLY SERVICES

3.1 Inclusion of Sustainability and Allocation of Local Preference in Council's Tender and Contract Processes

Reporting Officer

Manager Assets and Supply Services

Attachments

Nil.

Purpose

To provide information to Council on the Inclusion of Sustainability and Allocation of Local Preference in Council's Tender and Contract Processes for the procurement of goods and services.

Report

Sustainability

Currently Council has a Tender and Quotation process that provides a commitment to Sustainability.

Included in Council's Request for Tender or Quotation documents is a Ecologically Sustainable Development clause.

Clause 5.7 Environmental Sustainable Practices

Council is committed to encouraging its contractors to develop, implement and maintain effective environmental sustainable management practices, consistent with the principles of Ecologically Sustainable Development (ESD), and encouraging their use of Environmental Management Systems.

Tenderers are to attach to their tender response details of the environmental and sustainability initiatives and policies that are applicable to the proposed works or supply of goods and services:

Environmental Policy;

Waste Reduction Policy and evidence of waste reduction practices;

Details of any environmental audits or monitoring programs, if applicable;

Records of induction, instruction and/or training on environmental awareness;

Procedures to respond to an environmental accident or emergency for work required under the Contract; and Details of environmental initiatives recently implemented in the organisation e.g. use of alternative fuels, recycling measures, water and electricity conservation and/or the purchase of products that are sustainable and environmentally safe or contain a recycled content.

This information is then evaluated as part the criteria of assessment to find the most suitable applicant.

In addition, Council's Procurement Coordinator is a member of the Local Government Procurement Sustainability group who meet regularly to ensure that their contracts for goods and services include sustainability and environmental requirements in the assessment criteria.

Local Preference

If Local, State and Federal Governments are considering local preference schemes it is important to be aware that the Australian Consumer and Competition Commission, National Competition Council, the Trade Practices Act 1974 and the Fair Trading Act 1987 (NSW) consider local preference as anti-competitive and therefore does not condone this activity.

NSW and Victorian Government Procurement sections, and Local Government Councils, have previously introduced local preference schemes have often had to remove preference as they couldn't apply it equally across all contracts.

Local Government Councils are governed by the Local Government Act "General" Tendering Regulations 2005 and the recently released "Tendering Guidelines for NSW Local Government 2009". Under Section 1.6 of the Tendering Guidelines it discourages local preference schemes as it is believed that it does provide an environment for anti-competitiveness and raises concerns about defensibility, accountability and probity.

The Independent Commission Against Corruption has conducted a number of inquiries both at local and State Government levels in to the procurement practices of various authorities. It is highlighted by ICAC as a result of these inquiries that there should be no preference given to any one contractor under any circumstances as this can be seen as embracing anti-competitive behaviour which is in breach of the Trade Practices Act 1974.

The ACCC provide a mechanism to apply for exemption from the competitive rule under Section 151AS of the Trade Practices Act 1974. This application is on a one-off basis and would not support an overall exemption in providing preferences to local suppliers in the tender evaluation process. It is recommended should Council wish to further examine the opportunity for implementing a local preference in the tender process that a legal opinion be obtained.

Tendering and Assessment Process with Regard to Local Preference

Council contracts above \$150,000 must be tendered unless exempt by the Local Government Act. An evaluation plan is developed and approval must be given by resolution of Council. The evaluation plan must include evaluation criteria and tenderer's responses are measured against the criteria. Typically a criteria of assessment contains around six to seven measurable components that tenderers are adjudicated against.

With regard to criteria of assessment, some Council contracts have included a measurable component that reflected a local preference as part of a criteria assessment. However as this was only one criteria against the other criteria it is not the deciding factor in the awarding of the contract.

Council has not adopted a local preference scheme where a tenderer was solely selected because the tenderer resided in Council's LGA. For example, where a local response requirement is included for performance rather than locality.

Council has a requirement for tenderers to respond to works within a contracted timeframe. With respect to glazing, plumbing and electricals Council asks for a 60 minute response time to cater for emergency situations.

In most cases, tenderers who reside outside the area fail to meet this requirement. In many occasions, successful tenderers have their business in the Macarthur area. In particular, ninety percent of the tenderers for Council's contracts for building trades reside in the Macarthur area.

Summary

The Department of Local Government Tendering Guidelines recommends that Council seek legal opinion if it wants to adopt a local preference policy to ensure that it does not breach the Trades Practices Act 1974, the Fair Trading Act 1987 and any other various international trade agreements.

Officer's Recommendation

1. That Council staff will continue to ensure that environmental and sustainable conditions are always included in Council's tenders.
2. That a legal opinion be obtained in developing a Local Preference Policy in the tender evaluation process should Council wish to proceed.

Committee's Recommendation: (Hawker/Glynn)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 2 March 2010 (Rule/Lake)

That the Officer's Recommendation be adopted.

Council Minute Resolution Number 30

That the Officer's Recommendation be adopted.

3.2 Refurbishment of Council's Customer Service Centre

Reporting Officer

Manager Assets and Supply Services

Attachments

Layout plans (to be distributed under separate cover).

Purpose

The purpose of this report is to provide information on the refurbishment of Council's Customer Service Centre.

History

In accordance with Council's strategy to provide a centralised customer service facility a briefing was provided on 2 December 2009 by the architects, Sketch Design, for the redesign and construction of the customer service area located on the ground floor. The redesign incorporated new service counter, a greeting desk, new children's services area, meeting rooms, remodelling of the front foyer and entry with LCD information displays and self service PC's. Rugs with Aboriginal designs will highlight the visitor waiting area whilst the overall character of the foyer will be maintained.

Report

Council has access to the New South Wales Government's, Department of Commerce. Contracts for provision of goods and services. Providers to these contracts are subject to rigid qualification process to gain acceptance as preferred suppliers to NSW and Local Government.

NSW Government Contract 368 provides a panel of work station and interior design services contractors for NSW and Local Governments. Council staff contacted providers for quotes for the required works in the Customer Service Area.

The successful company was Crest Office Interiors for the provision of the proposed works. The Company has provided a program of nine weeks to complete the works. Construction will be scheduled on weekends to minimise any disruption to the staff and customer service functions.

The works are scheduled to commence at the end of February and are planned to be completed by June 2010.

As presented to Councillors at the December briefing night, the proposed improvements will address a number of facets for the community and staff including:

- The provision of significant improvements of the amenity for the community
- Provision of improved customer facilities at the point of entry to the Council
- Implementation of appropriate security management arrangement for visitors and staff
- A defined entry and support area for Childrens Services
- The greeting desk will provide the initial point of contact and will also have a critical part during emergencies and security management.

In summary, it is anticipated that the objective of providing the community and staff with an appropriate safe and efficient positive customer service experience will be achieved.

Officer's Recommendation

That the information be noted.

Committee's Recommendation: (Thomas/Hawker)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 2 March 2010 (Rule/Lake)

That the Officer's Recommendation be adopted.

Council Minute Resolution Number 30

That the Officer's Recommendation be adopted.

4. EMERGENCY SERVICES

4.1 Joint Local Emergency Management Committee

Reporting Officer

Manager Emergency Management

Attachments

Minutes of the Joint Local Emergency Management Committee held on the 10 December 2009 at Camden (distributed under separate cover).

Purpose

To advise Council of the outcome of the Joint Local Emergency Management Committee meeting held on the 10 December 2009.

Report

This meeting was the Joint Local Emergency Management Committee (DEMC) included Campbelltown, Camden and Wollondilly Councils. Representatives attended the meeting from the all Councils, as well as the Ambulance Service, NSW Police, NSW Fire Brigade (NSWFB), State Emergency Service (SES), Rural Fire Service (RFS) and Welfare.

The key issues that were discussed included:

The emergency planning in place for the Scout Jamboree in January 2010 and in particular the operational structure in place to manage major evacuation due to bushfire risk.

Operational activity for the past 3 months of all agencies are highlighted as follows:

NSW Police

- Police received reports of 23 fires at Airds and one in Macquarie Fields. Some arrests made
- Attended Tabletop Exercise at Picton Emergency Operations Centre

NSW RFS

- Attended motor vehicle accident on Picton Road
 - Neighbourhood Safer Places progressing
 - Emergency Warning System being implemented
 - Attended Tabletop Exercise at Picton Emergency Operations Centre
-

District Emergency Management Officer

- Advice provided on implementation of new recovery arrangements for recovery coordination work
- Review of District Engineering Plan progressing
- Details to be sent to members from State Emergency Operations Controller
- Information to be sent to members on catastrophic fire ratings
- Ensure permission is gained from land owners for Neighbourhood Safer Places sites

SES

- Teams deployed to the north floods and assistance provided with fires in the far north
- Assisted Macarthur RFS with scenario exercise
- Preparing for Scout Jamboree to be held at Cataract in January 2010

Campbelltown Council

- Hazard reduction mowing of Asset Protection Zones being undertaken in Smith Creek to Georges River
- Construction of underground water tanks continuing
- Discussion regarding lack of emergency procedures at Wedderburn Airfield. Correspondence forwarded to Wollondilly Council regarding concern with safety of airfield and lack of emergency procedures and safety checks

Wollondilly Council

- Construction of SES station
- Reviewing sites for Neighbourhood Safer Places
- Emergency Operations Centre desk top exercise on earthquakes undertaken in November
- Upgrading of water cart for use by RFS

Camden Council

- Progressing Draft Local Flood Plan
- Emergency Risk Management Plan being completed
- Reviewing sites for Neighbourhood Safer Places
- New SES headquarters handed over to SES in November

NSWFB

- Information provided to Committee on changes to the Rescue Board
- Increase in calls regarding brown snake incidents

Ambulance Service NSW

- Organising Scout Jamboree 2010
- Attending major incidents in support of NSW RFS and NSW FB
- Special Operations: rescue people through rapid response/program

Emergency risk management plans and the Macarthur Bush Fire Risk Management Plans progress was reported and discussed.

Following recent heatwave events in other states a discussion on the management of heatwave events and the role of agencies in such an event was discussed and advice provided by the Department of Health on ways to assist the community:

- The buddy system (phone a buddy)
- Issue of health warnings
- Referral to Lifeline, Red Cross, Salvation Army and Social Service
- Police assistance
- Hospital screening systems
- Availability of life support for over 60's

The majority of Neighbourhood Safer Places assessments submitted to the Rural Fire Service have now been approved and will be sign posted once the signs are available.

Officer's Recommendation

That the information be noted.

Committee's Recommendation: (Hawker/Glynn)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 2 March 2010 (Rule/Lake)

That the Officer's Recommendation be adopted.

Council Minute Resolution Number 30

That the Officer's Recommendation be adopted.

4.2 Community Education - Emergency Preparedness

Reporting Officer

Manager Emergency Management

Attachments

Nil.

Purpose

To outline the Emergency Awareness Community Education Strategy developed by the Local Emergency Management Committee (LEMC) to ensure the community of Campbelltown is better prepared to face an emergency

History

The LEMC is formed under the State Emergency and Rescue Management Act to analyse risk facing the community, develop disaster plans and to implement treatment options to manage those risks. The LEMC comprises all the key emergency service agencies and is chaired by the Director City Works.

Report

In 2009 the LEMC identified the need for a coordinated approach to community education that would not only raise the awareness of the community to be disaster prepared but present a coordinated approach that would have a higher exposure and better utilise resources.

A Community Education Group has been formed and has developed a Emergency Awareness Community Education Strategy for Campbelltown. The strategy includes a range of actions including joint participation in community events such as Ingleburn and the Fishers Ghost Festival, joint community education with schools and community groups and a series of articles in each edition of Compass promoting emergency preparedness.

Shortly the Federal Government will make available funding under the Natural Disaster Resilience Grants Scheme and an application will be made to fund an emergency preparedness kit comprising a number of emergency preparedness fact sheets in a document folder that can then be used as part of a home emergency kit to store vital documents. The kit will be distributed to the community through community education events and activities and will include fact sheets on the following:

- Home Emergency Kit
- Home Escape Plans
- Bushfire Survival Plans

Officer's Recommendation

That the information be noted.

Committee's Recommendation: (Thomas/Hawker)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 2 March 2010 (Rule/Lake)

That the Officer's Recommendation be adopted.

Council Minute Resolution Number 30

That the Officer's Recommendation be adopted.

4.3 Rural Fire Service AIDER Program

Reporting Officer

Manager Emergency Management

Attachments

Nil.

Purpose

To outline the NSW Rural Fire Service program to assist infirm, disabled and elderly residents in the preparation and protection of their properties against fire (AIDER program).

Report

The Assist Infirm Disabled and Elderly Residents (AIDER) Program undertakes hazard mitigation works at properties of aged and disabled people living on bush fire prone land.

AIDER is targeted at vulnerable people who have limited domestic support available from family, relatives, friends or other services. Clients will include those with varying mental health conditions that impact on their capacity to deal with bush fire hazards effectively.

The program will be administered through the Regional Office of the Rural Fire service with eligibility being determined by the property being bush fire prone land and the person being infirmed, elderly or disabled.

AIDER provides eligible residents free assistance with things like clearing gutters, thinning vegetation, removing leaf and tree debris, trimming branches from around and overhanging the home, mowing or slashing long grass.

It is considered appropriate that Council promote the AIDER program to the sections in the local community who would benefit.

Officer's Recommendation

That Council provide a reference and link on its web page to promote the NSW Rural Fire Service program to assist infirm disabled and elderly residents on properties at risk of bush fire.

Committee's Recommendation: (Glynn/Chanthivong)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 2 March 2010 (Rule/Lake)

That the Officer's Recommendation be adopted.

Council Minute Resolution Number 30

That the Officer's Recommendation be adopted.

4.4 Bush Fire Shelters

Reporting Officer

Manager Emergency Management

Attachments

Details of draft standards (to be tabled).

Purpose

To outline the draft standards currently being considered on private bushfire shelters.

History

The 2009 Victorian Bushfire Royal Commission (VBRC) in investigating the cause and response to the fires recommended that future regulation for private bushfire shelters be considered. This was based on evidence presented to the VBRC that a well designed and constructed shelter can provide a level of protection from a bushfire while the fire front passes.

Report

Following the Victorian fires in early 2009, Council received a number of enquiries from Campbelltown residents in fire prone areas on the use of bush fire shelters or fire bunkers.

The Australian Building Codes Board is calling for public comment on the draft technical standards for private bushfire shelters.

In response to Victorian Bush Fires Royal Commission 2nd Interim Report recommendation, new building standards for private bushfire shelters have been developed under the Building Code of Australia (BCA). The draft standards are performance-based and deal with the design and construction of private bushfire shelters.

The draft technical standard contains five sections being:

- Design Standards (Section 1)
- Design Requirements (Section 2)
- Design Considerations (Section 3)
- Acceptable Metrics (Section 4)
- Ancillary Information (Section 5)

The draft standard does not provide a comprehensive building solution but provides important general information as well as specific data relevant to the design of a private bushfire shelter.

A private bushfire shelter must not be considered as a stand alone solution to bushfire risks but may be a part of a broad package of measures that when combined make up a sound bushfire survival plan.

Reports will continue to be presented to Council on the progress of

- Bushfire Risk Management Plans
- Neighbour Safer Places during emergencies
- Bushfire Survival Plans
- Bushfire hazard reduction Strategies
- Activities by the Rural Fire Service on education and advice on protection of properties

The information and guidelines when available will be made available through Council's web page and Compass Circular.

Officer's Recommendation

That the information be noted.

Committee's Recommendation: (Glynn/Chanthivong)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 2 March 2010 (Rule/Lake)

That the Officer's Recommendation be adopted.

Council Minute Resolution Number 30

That the Officer's Recommendation be adopted.

5. GENERAL BUSINESS

Nil.

11. CONFIDENTIAL ITEMS

No reports this round

A Rule
CHAIRPERSON
