

Reports from the City Works Committee Meeting held at 7.30pm on Tuesday, 17 August 2010.

APOLOGIES

ACKNOWLEDGEMENT OF LAND

DECLARATIONS OF INTEREST

Pecuniary Interests

Non Pecuniary – Significant Interests

Non Pecuniary – Less than Significant Interests

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Minutes of the City Works Committee held on 17 August 2010

Present His Worship the Mayor, Councillor A Rule
Councillor P Lake (Chairperson)
Councillor F Borg
Councillor A Chanthivong
Councillor S Dobson
Councillor W Glynn
Councillor P Hawker
Acting Director Business Services - Ms M McIlvenny
Director Community Services - Ms L Deitz
Director City Works - Mr J Hely
Manager Assets and Supply Services - Mr G Mitchell
Manager Customer Service - Mr I Hudson
Manager Emergency Services - Mr J Dodd
Manager Executive Services - Mr N Smolonogov
Manager Financial Services – Ms C Mears
Manager Healthy Lifestyles - Mr M Berriman
Manager Human Resources - Mr B Mortimer
Manager Library Services - Mr G White
Acting Manager Operations - Mr R Weeding
Manager Property Services - Mr J Milicic
Executive Assistant - Mrs D Taylor

Apology (Dobson/Glynn)

That the apology from Councillor Thomas be received and accepted.

CARRIED

Acknowledgement of Land

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

Welcome

The Committee welcomed the Macarthur Zone Manager for the NSW Rural Fire Service, Mr Jason Heffernan.

DECLARATIONS OF INTEREST

Declarations of Interest was made in respect of the following item:

Pecuniary Interests

Non Pecuniary – Significant Interests

Non Pecuniary – Less than Significant Interests

Councillor Chanthivong - Item 3.1 - Roads and Traffic Authority - Acceptance of Grants - Councillor Chanthivong advised that he is an employee with the Roads and Traffic Authority and that he had no involvement with the correspondence received from the RTA on this matter.

1. TECHNICAL SERVICES

1.1 Traffic Committee

Reporting Officer

Acting Manager Technical Services

Attachments

1. Minutes of the Local Traffic Committee Meeting held on 29 July 2010
2. Minutes of the Campbelltown Traffic Committee Meeting held on 29 July 2010

Purpose

To seek Council's endorsement of the recommendations arising from the Local Traffic Committee and Campbelltown Traffic Committee Meeting held on 29 July 2010.

Report

RECOMMENDATIONS OF THE LOCAL TRAFFIC COMMITTEE 29 JULY 2010

Reports Listed for Consideration

LTC 10/14 Traffic Facilities - Delegated Approvals in Six Month Summary for the Period Ending 30 June 2010

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

LTC 10/15 Minto Renewal Development Stages 5 and 6 - Signs and Markings

That Council approve the sign and marking provision for Minto Renewal Stages 5 and 6 with amendments as indicated in the body of the report and as shown on plans, Minto Renewal Cardno Plans No. 284144-2. Sheets 501 to 504.

LTC 10/16 Railway Parade, Glenfield - Glenfield Transport Interchange Roadworks Design Report

1. That Council approves the provision of a roundabout at the Railway Parade and Trafalgar Street intersection.
 2. That Council approves the change in direction of traffic flow in Magee Lane from northerly direction to the southerly direction and in the parking areas off Magee Lane.
 3. That Council approves in principal to the provision of traffic signals at the Railway Parade and Salisbury Avenue intersection incorporating 'No Right Turn' manoeuvre for the northbound traffic in Railway Parade, Glenfield.
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4. Further reports be submitted to Council on the proposed linemarking and signposting associated with road/traffic works being undertaken as part of the Glenfield Station upgrade works.

LTC 10/17 Wickfield Circuit, Ambarvale - Road Safety Concerns

1. That Council installs double barrier 'BB' line in Wickfield Circuit and Woodhouse Drive, Ambarvale, as indicated in the attached plan.
2. That Council installs line-o-dots delineation at the 90° bend in Wickfield Circuit, Ambarvale.
3. That Council provide yellow edge line at Wickfield Circuit and Woodhouse Drive intersection, Ambarvale, to deter motorists parking closer to the intersection.
4. That Council advises the concerned resident of its action.

RECOMMENDATIONS OF THE CAMPBELLTOWN TRAFFIC COMMITTEE 29 JULY 2010

Reports Listed for Consideration

CTC 10/29 Investigation for the 2011 - 2012 National Building Blackspot Funding Program

That Council submit projects that meet the funding criteria from the list of intersections described in the body of the report.

CTC 10/30 2010 Fishers Ghost Festival - Special Event

1. That Council prepares and submit a Special Event Traffic Management Plan and associated Traffic Control Plans to the Roads and Traffic Authority for approval, as described in the report.
 2. That on endorsement of the Special Event Traffic Management Plan by the Roads and Traffic Authority, Council undertakes temporary road closure on 6 November 2010 for the Street Parade, on 13 November 2010 for the Street Fair, and from 4 November 2010 to 14 November 2010 for the Carnival as indicated in the body of report.
 3. That Council provide advance notice signs on all approach roads for the Street Parade and the Street Fair as indicated in the Special Event Traffic Management Plan to remind motorists of the road closures.
 4. That Council not to provide preferential access to any businesses in Queen Street on-street parking area prior to the commencement of Street Parade of 6 November 2010.
 5. That all affected businesses and residents are advised of the traffic arrangements.
 6. That Council installs temporary 'No Parking' signs in Bland Street, Bradbury, as indicated in the body of report.
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7. That Council installs temporary disabled parking signs in Bradbury Oval as indicated in the Plan 12020, Sheet 1A for the duration of the event from 4 November 2010 to 14 November 2010.
 8. That Council installs temporary 'No Stopping' signs in Lawn Avenue at The Parkway intersection, Bradbury, as indicated in the Plan 11782.
 9. That Council writes to the NSW Police Force seeking assistance in enforcing parking restrictions along Moore-Oxley Bypass and The Parkway across the frontage of Bradbury Oval during the special event on the Oval and to assist with the Hurley Street and Camden Road intersection during the Street Parade event of 6 November 2010.

CTC 10/31 Art Gallery Road, Campbelltown - 2010 Christmas Carol Special Event

1. That Council forward a Special Event Traffic Management Plan for the 2010 Christmas Carols event to the Roads and Traffic Authority for endorsement.
2. That Council advertise the road closure of Art Gallery Road, Campbelltown and on its website as noted in the body of report.

CTC 10/32 Hurley Street, Campbelltown - 2010 New Year's Eve Celebrations Special Event

1. That further discussions be held with the Event Committee about the impacts of proposed closure of Hurley Street at 5.00pm.
2. That Council submit a Special Event Transport Management Plan to the Roads and Traffic Authority for endorsement of road closures associated with New Year's Eve celebrations in Koshigaya Park as described in the report.
3. That Council advertise the road closures in association with the event.

General Business

CTC 10/33 Campbelltown Show

That the Acting Manager Technical Services to make further enquiries and advise the next meeting of the Traffic Committee.

CTC 10/34 Campbelltown Railway Interchange - Maintenance of Bus Shelters

That the information be noted.

CTC 10/35 Freedom of Entry Parade - 20 November 2010

That the information be noted.

CTC 10/36 Hurley Street, Campbelltown - Parking of Buses

That the information be noted.

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 29 July 2010 be adopted.

Committee's Recommendation: (Dobson/Chanthivong)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 24 August 2010 (Lake/Dobson)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 160

That the Officer's Recommendation be adopted.

ATTACHMENT 1



LOCAL TRAFFIC COMMITTEE MINUTES

29 July 2010

LOCAL TRAFFIC COMMITTEE

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

Minutes Summary

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	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 29 July 2010

1. ATTENDANCE

Campbelltown City Council

Acting Manager Technical Services - Mr K Lynch (Chairperson)
Acting Coordinator Road Design - Mr D Gonzalez
Senior Engineer Traffic- Mr M Arya
Administrative Assistant - Mrs S Lambert

Roads and Traffic Authority

Mr D Lance

Police Representatives

Senior Constable K Toby
Sergeant M Cotton

Bus Companies

Busways - Mr S Grady
Interline - Mr B East

Representative of State Member of Parliament

Representing Member for Campbelltown - Mr J Duncan

The Acting Manager Technical Services performed the Acknowledgement of Land.

2. APOLOGIES

Councillor P Lake
Sergeant M Madgwick

3. CONFIRMATION OF MINUTES

The Minutes of the previous meeting held on 1 July 2010 were adopted by Council at its meeting on 20 July 2010.

4. BUSINESS ARISING FROM MINUTES

No reports this round

5. REPORTS LISTED FOR CONSIDERATION

LTC.10/14 Traffic Facilities - Delegated Approvals in Six Month Summary for the Period Ending 30 June 2010

Previous Report: LTC 10/2

Electorate: Campbelltown and Macquarie Fields

Author Location: Traffic and Road Design Unit

Attachments

Summary Statement

Background (29/07/2010)

The Traffic Committee at its meeting of 25 March 2003 supported a delegated authority to the Acting Manager Technical Services for issuing work instructions of a 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 be presented to the Committee for endorsement every six month.

During the last six months period ending 30 June 2010, seven delegated approval requests were issued and six works instructions have already been issued based on the delegated approvals by the Roads and Traffic Authority and the NSW Police Force. Work instructions on the final delegated approval is currently being finalised.

The Committee is provided with the attached Summary Statement of traffic facilities instructions issued in the last six months 1 January 2010 to 30 June 2010. It is suggested that the Committee endorse the attachment.

Discussion (29/07/2010)

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.10/15 **Minto Renewal Development Stages 5 and 6 - Signs and Markings**

Previous Report: LTC. 10/9
Electorate: Campbelltown
Author Location: Traffic and Road Design Unit

Attachments

Local Traffic Committee report 11 March 2010 LTC. 10/9

Background (29/07/10)

At its meeting of 11 March 2010 the Local Traffic Committee addressed a report regarding signs and markings associated with plans for the Minto Renewal Landcom development Stages 5 and 6.

The Committee expressed some concerns with details on the plans and asked if the plans could be further assessed.

In conjunction with previous advice Council Officers have made amendments to the plans, shown in red, which will be tabled at the meeting. A number of minor linemarking additions and parking restrictions have been added.

It is noted that the new roundabout intersection at Guernsey and Grampian Avenues is located approximately 35 metres south of the existing intersection of Guernsey Avenue and Durham Street. It is recommended that a median island be positioned in Durham Street at its intersection with Guernsey Avenue to control lane discipline for traffic exiting the roundabout. Additional delineation/ centreline should be provided at this intersection to transition and align the road dividing line to the roundabout.

It is also recommended that the Give Way to Pedestrians signs be removed from the intersection of Grampian Avenue and Howitt Place.

It is also suggested that the signage associated with the off-road shared footway (R8-2A and R7-4A) are stencilled on the footway instead of posts and signs.

The three speed thresholds placed in Grampian Avenue are to meet Council's requirements and appropriately line marked to Australian Standards. Should the surface of these devices be paved or given a textured surface the devices shall be accommodated with pedestrian barriers as per RTA Technical Direction TDT 2001/04.

Discussion (29/07/2010)

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

Recommendation of Local Traffic Committee

That Council approve the sign and marking provisions for Minto Renewal Stages 5 and 6, with amendments as indicated in the body of the report and as shown on plans, Minto Renewal Cardno Plans No. 284144-2. Sheets 501 to 504.

LTC.10/16 Railway Parade, Glenfield - Glenfield Transport Interchange Roadworks Design Report

Previous Report: CTC. 10/9, CTC. 09/89, CTC. 09/86, CTC. 09/53

Electorate: Macquarie Fields

Author Location: Traffic and Road Design Unit

Attachments

Nil

Background (29/07/2010)

Council has received a copy of a Detailed Design Report at its 70% design stage for the Road and Streetscape works in association with Glenfield Railway Station upgrades. The design is being undertaken by Glenfield Junction Alliance (GJA) for Transport Construction Authority (TCA formerly TIDC). The report that contains over 330 pages including appendices and plans will be tabled at the meeting.

The proposed road redesign adjacent to Glenfield Rail Station has been required to analyse the overall changed road layout required by the additional railway line. The report also reviewed the traffic flow through the centre in terms of ease of vehicle movements, pedestrian safety and bus movements.

Consultants to GJA have submitted draft design plans on completion of 70% design stage and have requested Council comments on them. Council officers are evaluating the plans and comments will be forwarded to the consultants for incorporation and submitting updated plans.

The GJA Consultants in their plans, after analysing various options, have proposed:

1. A roundabout at the Railway Parade and Trafalgar Street intersection.
 2. Reversing one-way traffic flow in Magee Lane from northerly direction to the southerly direction.
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3. Traffic signals at the Hosking Crescent and Railway Parade intersection with no right turning manoeuvre from Railway Parade into Hosking Crescent.
 4. Improvements at the intersections with Belmont Road and Salisbury Avenue, Glenfield.

This proposal was presented to the Committee early in the year along with the construction scheduling. On review of the detailed plans it is believed that the ban of the right turn in Hosking Crescent will be essential to allow a smoother flow of traffic through the centre. This banned manoeuvre has required an alternate access into the shopping area. To facilitate this it is proposed to construct a roundabout at the corner of Trafalgar Street and Railway Parade. This roundabout will also have traffic calming affects along Railway Parade. Once in Trafalgar Street to allow access to the carparks it is necessary to reverse the flow of Magee Lane. Vehicles that normally accessed this area from the east will have to change their approach and make their way to Trafalgar Street.

Based on the detailed design report and the draft plans it is suggested that the Traffic Committee endorse construction of a roundabout at the Railway Parade and Trafalgar Street intersection and reversing traffic flow in Magee Lane from northerly direction to southerly direction.

Reversing traffic flow in Magee Lane will also require reversing the flow within the two parking areas off Magee Lane. This is to reduce conflict between turning and through vehicles. All other traffic conditions within Magee Lane and the parking areas will remain.

These works and associated linemarking and signposting will be undertaken by GJA as part of the Glenfield Station upgrade works. Further reports will be presented to the Committee on the signposting of the centre and construction timetable.

Council officers are currently reviewing the proposed intersection treatment works at Belmont Road and Salisbury Avenue and these will be reported to a future Traffic Committee meeting.

Discussion (29/07/2010)

The Acting Manager Technical Services advised that GJA has previously addressed the Traffic Committee and Council at its Briefing Night regarding the works they will be undertaking in Railway Parade, Glenfield with regard to the update of Glenfield Railway Station.

GJA have advised that traffic signals will be installed at the Railway Parade and Hosking Crescent intersection banning a right turn into Hosking Crescent. The Roads and Traffic Authority has formally provided approval for the installation of the traffic signals at this location. Access to Hosking Crescent will be via Trafalgar Street. This requires traffic flow in Magee Lane to be reversed from northbound to southbound to facilitate access to Hosking Crescent from Railway Parade. This will also affect traffic flow in two parking areas having access from Magee Lane.

The Acting Manager Technical Services advised that this report is to seek Traffic Committee approval to the following:

1. A roundabout at Railway Parade and Trafalgar Street intersections.
 2. Reversing traffic flow in Magee Lane and the two parking area.
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3. Traffic signals at the Railway Parade and Hosking Crescent intersections

The Acting Manager Technical Services advised that Council officers will assess plans at the Belmont Road and Salisbury Avenue intersections and comments will be forward to GJA and reviewed plans will be reported to the Traffic Committee at a future meeting.

The Interline Bus representative expressed concerns that the bus zone is not long enough to cater for their services.

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

Recommendation of Local Traffic Committee

1. That Council approves the provision of a roundabout at the Railway Parade and Trafalgar Street intersection.
2. That Council approves the change in direction of traffic flow in Magee Lane from northerly direction to the southerly direction and in the parking areas off Magee Lane.
3. That Council approves in principal to the provision of traffic signals at the Railway Parade and Salisbury Avenue intersection incorporating 'No Right Turn' manoeuvre for the northbound traffic in Railway Parade, Glenfield.
4. Further reports be submitted to Council on the proposed linemarking and signposting associated with road/traffic works being undertaken as part of the Glenfield Station upgrade works.

LTC.10/17

Wickfield Circuit, Ambarvale - Road Safety Concerns

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

Attachments

Sketch Plan (DW2749219)

Background (29/07/2010)

At the Traffic Committee meeting of 1 July 2010 a NSW Police Force representative advised that vehicles were observed parking in Wickfield Circuit, Ambarvale, closer to the intersection with Woodhouse Drive (south intersection). The parked vehicles affect sight distance for left turning vehicles into Wickfield Circuit. Council has also received concerns from residents in the street about driver behaviour. The most recent letter raised concerns of drivers crossing to the wrong side of the road at the intersections.

Wickfield Circuit is a loop road off Woodhouse Drive, Ambarvale, and forms 'T' intersections at both ends. The 90° bend on the south side has an extended cul-de-sac. From the end of the cul-de-sac there is an access way for the Park which provides easy access between Jiniwin Place and Woodhouse Drive. Wickfield Circuit is approximately 12m wide.

There is currently no linemarking or parking signposted in Wickfield Circuit. There is a gap in linemarking in Woodhouse Drive in the section between Wickfield Circuit and Throsby Way (south intersections).

Observation Survey

Council officers undertook a traffic observation survey at Wickfield Circuit. The results indicate the following:

1. Estimated Average Daily Traffic (ADT) in Wickfield Circuit at its southern intersection with Woodhouse Drive as 1200 vehicles/day.
2. ADT at the intersection of Wickfield Circuit is estimated as 1500 vehicles/day.
3. The major traffic flow in Wickfield Circuit appears to be from vehicles moving between Jiniwin Place and Woodhouse Drive, Ambarvale.
4. Vehicles were observed parking along the southern kerb in Wickfield Circuit in close proximity to the 10m mandatory restrictions.
5. Vehicles were not observed parking along the northern kerb in Wickfield Circuit between the petrol station driveway and Woodhouse Drive intersection.
6. In the morning and the afternoon peak periods approximately 70 pedestrians crossed Wickfield Circuit at the Woodhouse Drive intersection. Majority of the pedestrians were high school students.

In 2009, Council installed traffic classifiers at two locations in Woodhouse Drive, Ambarvale. Based on the traffic count survey Average Daily Traffic (ADT) in Woodhouse Drive at the Wickfield Circuit (south) intersection is approximately 12,800 vehicles a day.

Accident Details

The Roads and Traffic Authority's accident database of the latest five year period ending June 2009 indicates two accidents in Wickfield Circuit. Both were non casualty accidents and vehicles were towed away. In 2006, a right turning vehicle into property driveway collided with a straight through vehicle in the afternoon school peak period. In the second accident a northbound motorist lost control at the 90° bend. The 2009 accident happened in the night time, past midnight and could be speed related.

Based on the observation survey, accident history and site inspection the following suggestions are made to address road safety concerns.

1. Provide double barrier 'BB' line in Woodhouse Drive, Ambarvale, in the missing section between Wickfield Circuit and Throsby Way.
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2. To delineate traffic manoeuvres at intersections in Wickfield Circuit 'BB' linemarking is proposed at the following locations.
 - a. approx. 12m at the southern intersection with Woodhouse Drive
 - b. approx. 15m at the northern intersection with Woodhouse Drive
 - c. approx, 22 and 25m at the Wickfield and Wickfield Circuits intersection as indicated in the attached sketch plan.
 3. A row of line-o-dots at the 90° bend to improve delineation.
 4. Yellow edge linemarking at Wickfield Circuit and Woodhouse Drive intersection to mark statutory 'No Stopping' restrictions at corners to deter motorists parking closer to the intersection.

Discussion (29/07/2010)

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

Recommendation of Local Traffic Committee

1. That Council installs double barrier 'BB' line in Wickfield Circuit and Woodhouse Drive, Ambarvale, as indicated in the attached plan.
2. That Council installs line-o-dots delineation at the 90° bend in Wickfield Circuit, Ambarvale.
3. That Council provide yellow edge line at Wickfield Circuit and Woodhouse Drive intersection, Ambarvale, to deter motorists parking closer to the intersection.
4. That Council advises the concerned resident of its action.

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

29 July 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

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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 29 July 2010

1. ATTENDANCE

Campbelltown City Council

Acting Manager Technical Services - Mr K Lynch (Chairperson)
Acting Coordinator Road Design - Mr D Gonzalez
Senior Engineer Traffic- Mr M Arya
Administrative Assistant - Mrs S Lambert

Roads and Traffic Authority

Mr D Lance

Police Representatives

Senior Constable K Toby
Sergeant M Cotton

Bus Companies

Busways - Mr S Grady
Interline - Mr B East

Representative of State Member of Parliament

Representing Member for Campbelltown - Mr J Duncan

The Acting Manager Technical Services performed the Acknowledgement of Land

2. APOLOGIES

Councillor P Lake
Sergeant M Madgwick

3. CONFIRMATION OF MINUTES

The Minutes of the previous meeting held on 1 July 2010 were adopted by Council at its meeting on 20 July 2010.

4. BUSINESS ARISING FROM MINUTES

No reports this round

5. REPORTS LISTED FOR CONSIDERATION

CTC.10/29 Investigation for the 2011 - 2012 National Building Blackspot Funding Program

Previous Report: CTC 09/64

Electorate: Campbelltown

Author Location: Traffic and Road Design Unit

Attachments

Nil

Background (29/07/2010)

Council has received correspondence from the Roads and Traffic Authority (RTA) inviting nominations for the 2011-2012 National Building Blackspot Program. Nominations will close on 20 August 2010.

Criteria for the nominations are:

1. Three casualty crashes over a period of 12 months (at intersections - Blackspots) or 0.2 casualty crashes/km/year if the road length is greater than 3km Blacklength.
2. BCR (Benefit Cost Ratio) based on 5 years crash data (July 2004 to June 2010) and includes relevant casualty crashes being treated.
3. Minimum BCR of 2.0, based on the total cost of the project including any contribution from Council, if applicable.
4. Minimum project nomination of \$20,000 in urban and \$10,000 in rural area.
5. Maximum funding limit of \$100,000 applies.
6. Safety and speed camera's are not considered to be eligible projects.

In addition any project on the state road, any proposal for traffic control signals should be designed and reviewed by the RTA prior to submitting nominations. Also, any proposal to change speed limits must have written RTA support. The RTA need to check for warrants and guidelines before the nominations.

Accident Assessment

Council Officers have undertaken an assessment of the RTA's accident database for the latest five year period ending 30 June 2009 to identify suitable sites and to confirm the sites previously identified in the year 2009. Emphasis has been on the blackspots rather than on blacklengths as blackspot accidents are approximately 68% of the total accidents and approximately 47% (32% of the total accidents) of them are casualty accidents. Casualty accidents are approximately 46% of the total accidents.

Based on the Severity Index (SI) of the streets having at least three casualty accidents in the last 12 month period are being considered for the 2011-2012 Blackspot funding submission. SI is calculated by weighting fatality accidents by 3; casualty accidents by 1.8 and tow-away accidents by 1.0.

The following is a list of intersections with the highest Severity Index.

	Street	Cross Street	Intersection Control	SI 2010	S1 2009
1	Kellicar Road	Narellan Road	Traffic Signal	10.8	7.2
2	Gilchrist Drive	Kellicar Road	Traffic Signal	9.0	14.4
3	Narellan Road	Gilchrist Drive / Blaxland Road	Traffic Signal	9.0	3.6
4	Campbelltown Road	Raby Road	Roundabout	7.2	3.6
5	Collins Promenade	Eagleview Road		7.2	1.8
6	Campbelltown Road	Queen Street/ Moore-Oxley Bypass	Traffic Signal	7.2	5.4
7	Blaxland Road	Campbelltown Road	Traffic Signal	7.2	10.8
8	Rose Payten Drive	Pembroke Road	Traffic Signal	6.6	5.4
9	Chester Road	Collins Promenade	Roundabout	5.4	1.8
10	Kellicar Road	Bolger Street	Traffic Signal	5.4	5.4
11	Campbelltown Road	Williamson Road	Roundabout	5.4	1.8
12	Blaxland Road	Rose Street	Roundabout	5.4	1.8
13	Broughton Street	Lindesay Street	Roundabout	5.4	0.0
14	Badgally Road	Blaxland Road	Traffic Signal	5.4	3.6
15	Broughton Street	Moore-Oxley Bypass	Traffic Signal	5.4	3.6

Intersections indicating a decreasing trend in the SI

- Gilchrist Drive and Kellicar Road
- Blaxland Road and Campbelltown Road

This is attributed to intersection upgrade completed in the year 2008 and 2009.

Intersections indicating an increasing trend in the SI

- Kellicar Road and Narellan Road
 - Narellan Road, Gilchrist Drive and Blaxland Road
 - Campbelltown Road and Raby Road
 - Collins Promenade and Eagleview Road
 - Campbelltown Road, Queen Street and Moore-Oxley Bypass
 - Rose Payten Drive and Pembroke Road
 - Chester Road and Collins Promenade
 - Campbelltown Road and Williamson Road
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- Blaxland Road and Rose Street
 - Broughton Street and Lindesay Street
 - Badgally Road and Blaxland Road
 - Broughton Street and Moore-Oxley Bypass

Of the intersections showing an increase in the Severity Index these intersections need to be considered:

- Kellicar Road and Narellan Road, dual right turning manoeuvre from Kellicar Road into Narellan Road heading west - works have commenced.
- Collins Promenade and Eagleview roundabout works are scheduled for the current financial year.
- Narellan Road, Gilchrist Drive and Blaxland Road dual left turning lane in Gilchrist Drive and a left turning lane into Blaxland Road works have been completed.

The following intersections are being further analysed against the blackspot funding criteria. The intersections that qualify for the funding criteria will form part of Council submission to Federal Blackspot funding. These intersections are:

- Campbelltown Road and Raby Road
- Campbelltown Road, Queen Street and Moore-Oxley Bypass
- Rose Payten Drive and Pembroke Road
- Chester Road and Collins Promenade
- Kellicar Road and Bolger Street
- Campbelltown Road and Williamson Road
- Broughton Street and Moore-Oxley Bypass
- Broughton Street and Lindesay Street
- Badgally Road and Blaxland Road
- Blaxland Road and Rose Street

Results of the further investigation on the above listed sites will be presented to the Traffic Committee at a future meeting.

Discussion (29/07/2010)

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

Recommendation of Campbelltown Traffic Committee

That Council submit projects that meet the funding criteria from the list of intersections described in the body of the report.

CTC.10/30 2010 Fishers Ghost Festival - Special Event

Previous Report: CTC 09/95, 09/57
Electorate: Campbelltown
Author Location: Traffic and Road Design Unit

Attachments

1. Traffic Control Plans for the Street Parade and the Street Fair (DW 2740860 and 2740767)
2. Traffic Management Plan for the Street Parade and the Street Fair (DW 274 and 2740763)
3. Traffic Control Plans for the Carnival (DW 27401861)
4. Copy of Plans 11782 and 12020, Sheet 1A
5. Draft 2010 Fisher's Ghost Checklist for Traffic Management (To be tabled)

Background (29/07/2010)

Council will be holding its annual Fisher's Ghost Festival from Thursday, 4 November 2010 to Sunday, 14 November 2010 in the Campbelltown CBD. Most of the events will be off-street except for the Street Parade of 6 November 2010 and the Street Fair of 13 November 2010. These are on-street events requiring road closures and traffic management measures.

A part road closure and traffic management measures are also suggested in Bland Street, Bradbury, for the off-street Carnival event in the Bradbury Oval. The road closure and traffic management will operate on two weekends between 5pm-11pm on Fridays and 1pm-11pm on Saturdays and Sundays.

STREET PARADE - 6 NOVEMBER 2010

The Fisher's Ghost Street Parade will be held between 1.00pm and 4.30pm and the streets affected with road closures are indicated in the attached draft Checklist.

Parade Assembly Area

As in previous years the street parade will assemble in the Showground parking area located at the end of King Street and the Broughton Street (East) parking area.

Since the 2009 event the Broughton Street (East) parking area has been extended. It is intended to accommodate all floats of the 2010 event in the Broughton Street (East) parking area and only the walking participants to assemble in the Showground parking area. However, Showground Parking Area will also be available as a float assembly area if required.

Access to Parade Assembly Area

Float participants will access Broughton Street (East) assembly area from Moore-Oxley Bypass and from Queen Street till 12pm. In comparison, 'No Right Turn' manoeuvre from Moore-Oxley Bypass into Broughton Street will be activated from 11.00am instead of 7am as in previous years. This will allow alternative access to the floats accessing the Broughton Street Parking area. Traffic control measures will be in place from 11.00am in Moore Oxley Bypass to restrict right turning manoeuvres into Broughton Street. These restrictions will remain in place till the conclusion of the event at approximately 5pm.

Access to the Broughton Street parking area through Queen Street by the float participants will also be available till 12pm. A left turning manoeuvre from Queen Street into Broughton Street will be available to access Broughton Street (East) parking area. Crash barriers will be installed diagonally at the Broughton and Queen Streets intersection just after midday.

Walking participants will access the Showground parking area via King Street only.

Access to Local Residents and Businesses

1. Access to local residents and businesses in King Street will be available at all times. On-street parking will not be available to the parade participants.
2. Access to businesses in Browne Street and the Campbelltown Bowling Club will be available at all times through Howe Street.
3. Till midday access to Browne Street will also be available from Queen Street via Broughton Street and Appey Lane.
4. In the afternoon access to Browne Street will only be through Moore-Oxley Bypass and Howe Street.
5. Vehicles leaving Browne Street after 11.00am will perform a 'U' turn at the Appey Lane intersection for the outward journey via Moore-Oxley Bypass.
6. During the event access to Appey Lane will be via Browne Street only. As Appey Lane is a one-way street, a temporary two-way movement in Appey Lane will be allowed from noon till the end of road closures and the restoration of normal traffic. This will provide access to the rear of affected Queen Street businesses.
7. Access to businesses and residents in Broughton Street, between Howe Street and Queen Street will be available till 12pm via Queen Street and till 11am via Moore-Oxley Bypass. On-street parking will not be available in this section.
8. Businesses in Queen Street north of Broughton Street will not be affected by the road closures.

On-street Parking

In Warby and Iolanthe Streets on-street parking will be available to participants and their support vehicles. Motorists parking in these streets will have to observe signposted parking restrictions.

Temporary changes to existing parking restrictions in Queen Street south of Cordeaux Street to Allman Street will not be signposted, however, Council staff and Rangers will barricade angle parking and on-street parking spaces early on the day. Council will seek assistance from local businesses and the Main Street Association in advising businesses and motorists not to leave vehicles parked overnight on 5 November 2010 in the angle parking area.

In previous years, Council provided four angle parking spaces at the frontage of the newsagency in Queen Street for use by their customers. In the debrief following the 2009 event Council's Compliance Section raised their concerns of providing four parking spaces for use by the newsagent which required additional resources for enforcement. The Operational Services representative advised that vehicles parked in those spaces were not going to the newsagent and were visiting other businesses in the area. The Main Street Ambassador also advised that other business owners have raised their concerns regarding preferential treatment to one business. Based on the feedback received the Traffic Committee resolved not to provide four angle parking spaces for use by the newsagency.

Parade Route

1. Floats for the Parade will assemble in the Broughton Street (East) and the Showground parking areas (as an overflow), and walking participants will assemble in the Showground parking area.
2. Floats and walking participants will travel from the Showground parking area in a southerly direction to Broughton Street via the access laneway between numbers 32 and 36.
3. Floats and walking participants will turn right into Broughton Street and will join with the float participants from the Broughton Street (East) parking area.
4. A united procession will then proceed in a westerly direction to Queen Street where the Parade will turn left into Queen Street to travel south (past Campbelltown Mall).
5. The parade will terminate in Camden Road near Koshigaya Park.
6. In Camden Road, after turning right participants on floats will disembark on the westbound carriageway outside the Campbelltown Catholic Club. All walking and float participants will continue into Koshigaya Park to disperse.
7. Parade participants will be instructed not to distribute pamphlets and other materials.

Traffic Management Measures

Compared to previous years:

1. No traffic management measures are proposed in Warby Street and Iolanthe Street intersections with Queen Street.
 2. Access into Warby Street will only be available through Queen Street. Part road closure will exist at the intersection with Moore-Oxley Bypass.
 3. Crash barriers will be installed diagonally at the Broughton and Queen Streets intersection just after midday.
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4. Appey Lane will turn into two-way movement from midday till normal traffic is restored.
 5. Queen Street section between Browne Street and Railway Street will be closed from early morning for setting up stage.
 6. Route buses use Queen, Dumaresq, Railway and Cordeaux Streets to access the Campbelltown Railway Interchange. The local bus company, Busways, is a major bus operator through the Campbelltown CBD. As in previous years, Busways buses will operate through Dumaresq Street till 12pm. Busways has agreed to detour all buses after 12 noon via Chamberlain, Queen and Broughton Streets to access Campbelltown Railway Interchange.
 7. In previous years Council provided temporary kerb blister in Chamberlain Street at the Queen Street intersection to assist buses in making a safe left turning manoeuvre from the middle lane. In discussion with Busways it has been decided not to provide temporary kerb blister in Chamberlain Street, if required, Busways will divert the route through Moore-Oxley Bypass and Queen Street intersection.
 8. Normal traffic in the road closed area will be restored after removal of all temporary structures and cleaning the area.
 9. The NSW Police Force assistance is sought for traffic management at the Hurley Street, Kellicar Road and Camden Road intersection preventing parade floats clogging Camden Road.

Temporary road closures will be phased in at various times and these are summarised in the draft checklist and in accordance with the Traffic Control Plans.

STREET FAIR - 13 NOVEMBER 2010

The Street Fair as part of the annual event will be held in Mawson Park on Saturday, 13 November 2010 from 10am to 2.30pm. The event will be mainly in Queen Street and will be restricted in the area north of Dumaresq Street. Traffic in Queen Street, south of Dumaresq Street, will remain unaffected. Street and street sections affected with the road closures are;

1. Queen Street - Browne Street to Dumaresq Street
2. Railway Street - Short Street to Dumaresq Street
3. Cordeaux Street - Queen Street to Carberry Lane
4. Patrick Street - Queen Street to Short Street

A stage will be placed in Mawson Park.

Road closures are proposed between 7am and 4pm to allow time for setup, pack down and clean up.

Bus stops in Queen Street (fronting Court House) and in Cordeaux Street (fronting Mawson Park) will be signposted to advise commuters to use the alternative bus stops at the Campbelltown Railway Interchange.

Stallholders will be permitted to access the road closure area within the designated times via Cordeaux Street and Railway Street.

All vehicles, not part of the event, will be removed by 9.30am.

No vehicular access except emergency vehicles shall be available through the road closure area.

Busways has agreed to re-route buses servicing the Queen Street and the Cordeaux Street bus stops. Temporary notice signs will be placed at all bus stops, in advance, advising bus patrons to use alternative bus stops.

In accordance with the Roads and Traffic Authority's (RTA) 'Special Event Planning and Resource Matrix' the Street Parade and the Street Fair are classified as Class 2 events. A Transport Management Plan will be prepared and submitted to the RTA for endorsement.

It is suggested, as part of the Transport Management Plan, Council advertise temporary road closures for the event in local papers and Council website at least 28 days prior to the events.

CARNIVAL IN BRADBURY OVAL - FRIDAY, 5 NOVEMBER 2010 TO SUNDAY, 14 NOVEMBER 2010

The Carnival in Bradbury Oval is part of the annual Fisher's Ghost Festival and includes Fisher's Gigs, rides, live entertainment and fireworks. The events happen on Friday, Saturday and Sunday afternoons for two consecutive weekends. Traffic management will be undertaken in the following streets.

Bland Street, Bradbury

Council at its meeting of 9 February 2010 resolved that a full road closure of Bland Street be included in the overall 2010 Street Management Plan. As part of the traffic management for the Carnival, Bland Street between Lewis Street and the Oval will be closed for the duration of the event as has been done in previous years.

In planning for the closure of Bland Street between Lewis Street and Hoddle Avenue, it was determined that to close this road would hinder a popular kiss and ride area. The closure would also cause issues for traffic coming to the end of Lewis Street, although advise of road closure, having to turn around. The issue raised at last years debrief was the congestion in this part of Bland Street with the parked cars.

In order to provide for the kiss and ride whilst maintaining a better traffic flow it is recommended that 'No Stopping' signs be provided on both sides of Bland Street from Lewis Street to Hoddle Avenue. These will be in force on Friday from 5.00pm - 11.00pm and Saturday and Sunday between 1.00pm and 11.00pm.

The Parkway, Bradbury

At a Council meeting a suggestion was made to consider kiss and ride provision in The Parkway in close proximity of Bradbury Oval. 'No Parking' restrictions of approximately 30m each exists near the access road into Bradbury Oval and adjacent to the pedestrian access opposite Lawn Avenue, Bradbury. The 'No Parking' restriction does allow for the kiss and ride provision and this will be clearly articulated with appropriate signage on the days. Therefore, additional temporary 'No Parking' restrictions are not propose, however, Council Rangers will be requested to enforce 'No Parking' restrictions in The Parkway. Requirement of additional 'No Parking' restrictions will be discussed in this years debrief and if necessary increased 'No Parking' shall be considered for the 2011 and onward events.

Lawn Avenue, Bradbury

Council Rangers at the 2008 debrief have requested 'No Stopping' restrictions in Lawn Avenue at its intersection with The Parkway. The Traffic Committee endorsed the request and 'No Stopping' restrictions as indicated in Council Plan 11782 were provided for the 2009 event. Council Rangers support the temporary restrictions and will be implemented in the 2010 event also.

Bradbury Oval

In the 2009 event, six additional temporary disabled parking spaces were provided in Bradbury Oval as indicated in the Council Plan 12020, Sheet 1A. These parking spaces are in addition to the disabled parking spaces provided in the basketball courts. Temporary disabled parking spaces will be installed for the duration of the event, 4-14 November 2010.

Moore-Oxley Bypass, Bradbury

In previous years Council's Compliance Officers have requested for the NSW Police Force assistance in addressing parking issues along Moore-Oxley Bypass and The Parkway especially during the fireworks in Bradbury Oval. It is suggested that Council seek the NSW Police Force assistance in enforcing parking restrictions along Moore-Oxley Bypass and The Parkway, Bradbury.

Discussion (29/07/2010)

The Busways representative advised that during the Street Parade the route buses will be re-routed along Moore Oxley Bypass and Queen Street to access Campbelltown Road rather than Chamberlain Street as in previous years. The Committee supported the suggestion.

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

Recommendation of Campbelltown Traffic Committee

1. That Council prepares and submit a Special Event Traffic Management Plan and associated Traffic Control Plans to the Roads and Traffic Authority for approval, as described in the report.
 2. That on endorsement of the Special Event Traffic Management Plan by the Roads and Traffic Authority, Council undertakes temporary road closure on 6 November 2010 for the Street Parade, on 13 November 2010 for the Street Fair, and from 4 November 2010 to 14 November 2010 for the Carnival as indicated in the body of report.
 3. That Council provide advance notice signs on all approach roads for the Street Parade and the Street Fair as indicated in the Special Event Traffic Management Plan to remind motorists of the road closures.
 4. That Council not to provide preferential access to any businesses in Queen Street on-street parking area prior to the commencement of Street Parade of 6 November 2010.
 5. That all affected businesses and residents are advised of the traffic arrangements.
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6. That Council installs temporary 'No Parking' signs in Bland Street, Bradbury, as indicated in the body of report.
 7. That Council installs temporary disabled parking signs in Bradbury Oval as indicated in the Plan 12020, Sheet 1A for the duration of the event from 4 November 2010 to 14 November 2010.
 8. That Council installs temporary 'No Stopping' signs in Lawn Avenue at The Parkway intersection, Bradbury, as indicated in the Plan 11782.
 9. That Council writes to the NSW Police Force seeking assistance in enforcing parking restrictions along Moore-Oxley Bypass and The Parkway across the frontage of Bradbury Oval during the special event on the Oval and to assist with the Hurley Street and Camden Road intersection during the Street Parade event of 6 November 2010.

**CTC.10/31 Art Gallery Road, Campbelltown - 2010 Christmas Carol
Special Event**

Previous Report: CTC 09/55

Electorate: Campbelltown

Author Location: Traffic and Road Design Unit

Attachments

Traffic Control Plan (DW 2739374)

Background (29/07/2010)

Council, as in previous years, proposes its annual Christmas Carols event on Saturday, 4 December 2010 at the Campbelltown Arts Centre. This requires temporary road closure of Art Gallery Road in a mid-block section between Old Menangle Road and the roundabout adjacent to the Catholic Club's AquaFit Centre. The road closure is proposed from 12.00pm midday to 12.00am midnight. This requires submission of a Special Event Transport Management Plan (SETMP) to the Roads and Traffic Authority (RTA) for endorsement.

The proposed event is categorised as a Class 3 event in accordance with the RTA's event matrix as the event does not impact on local or major traffic and transport systems and does not disrupt the non-event community in the immediate vicinity.

The proposed road closure of 4 December 2010 affects access to the Campbelltown Art Centre only. Access to the Aqua Fit Centre will be available via Appin Road and Old Menangle Road.

Administrative, performer support and emergency vehicles will be permitted within the road closure area for parking and deliveries. Art Gallery Road, in essence, will be closed with the view to eliminating conflict between pedestrians and through traffic.

Accredited Council staff will manage the road closure.

Parking will be promoted at the Bradbury Park parking area across Moore Oxley Bypass, which has approximately 170 parking spaces. A further approximately 1230 informal parking spaces will be available in the grassed area and on the playing fields.

Parking for people with disability, support vehicles of the performers and VIPs will be located in the off-street parking area located south of the Art Centre and having access from the closed section of Art Gallery Road.

Council is also seeking support from the NSW Police Force for the event.

Council will submit a SETMP to the RTA providing a copy of the Traffic Control Plan showing the road closure and associated signage. Council will advertise the temporary road closure in local papers at least 28 days and a week prior to the event. The traffic management measures will also be advertised on Council website in association with the promotion of the event.

Discussion (29/07/2010)

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

Recommendation of Campbelltown Traffic Committee

1. That Council forward a Special Event Traffic Management Plan for the 2010 Christmas Carols event to the Roads and Traffic Authority for endorsement.
2. That Council advertise the road closure of Art Gallery Road, Campbelltown, and on its website as noted in the body of report.

CTC.10/32 Hurley Street, Campbelltown - 2010 New Year's Eve Celebrations Special Event

Previous Report: CTC 09/56

Electorate: Campbelltown

Author Location: Traffic and Road Design Unit

Attachments

1. Traffic Management Plan (DW 2739376)
2. Traffic Control Plans (DW 2739375)

Background (29/07/2010)

The New Year's Eve celebrations for the year 2010 will be held on Monday, 31 December 2010 in Koshigaya Park, Campbelltown. This is an annual event.

For the event the following road closures are proposed which are similar to the last year's event;

- Camden Road - from the roundabout at the Catholic Club access driveway to Hurley Street
- Hurley Street - from Camden Road to the Campbelltown Mall access road roundabout
- Kellicar Road - from Camden Road to Narellan Road

Queen Street will remain open and the traffic heading towards Camden will detour via Appin Road. Access to the Catholic Club via Queen Street and Appin Road through Camden Road will remain unaffected. Right turning traffic from the Catholic Club will detour via Queen Street or Appin Road or Moore Oxley Bypass.

The road closures are planned to commence from 5pm and continue until 12.30am. The event is proposed to commence at 7pm with fireworks at 9pm and midnight.

Entertainment will be provided during the course of the evening, and music will continue to play after the midnight fireworks to assist in reducing the immediate exodus of people.

The event will operate in a similar fashion as the previous year event, with food stalls and entertainment to be in Koshigaya Park to encourage spectators to stay within the confines of the Park.

The following arrangements will be implemented as in the previous year and includes feedback comments made at the end of the last year event.

Advertising:

- Advance warning signs on all approaches to the road closure to promote detour routes at least seven days in advance
- Advertisements in local newspapers shall be approximately 28 days and a week prior to the event.
- Emergency services, public authorities and transport organisations should be advised of the event at least 28 days prior to the event.
- The event is also advertised on Council's website in a lead time to the event.

Traffic Management:

- The event can be categorised as Class 2 event in accordance with the RTA's event matrix.
 - The event does not impact on local or major traffic.
 - The eastern side of Camden Road between Queen Street and the Catholic Club driveway will be left open, allowing access to the Club.
 - The Transport Management Plan (TMP) will be forwarded to the Roads and Traffic Authority for endorsement.
 - It is suggested that a left in and left out restriction with temporary central median closure at the Art Gallery Road and Appin Road intersection be provided to reduce queuing and congestion.
-

Parking:

- Existing parking facilities in Campbelltown CBD, Campbelltown Market Fair and adjacent to the Campbelltown Art Centre would be adequate for the event.
- Parking for people with disabilities will be provided in the parking area adjacent to Koshigaya Park, Campbelltown.

Security:

- Security personnel, in addition to Police resources will be used for crowd management.
- The Police, Security personnel and Council Rangers will enforce the existing Alcohol Free Zone in Koshigaya Park and in the surrounding road closure areas.
- Reserved parking will not be provided except for special invitees in the Koshigaya parking area.

Council staff will liaise with Campbelltown Mall and the Catholic Club seeking their support for the event. The NSW Police Force and other emergency services will be approached regarding allocation of their resources.

Council will liaise with other affected businesses in Queen Street and may seek a temporary extension of trading time for fast food outlets in Queen Street south of Bradbury Avenue.

Discussion (29/07/2010)

The Busways representative requested that road closure in Hurley Street and Kellicar Road be deferred to 6.00pm instead of the proposed 5.00pm closure. The Hurley Street and Kellicar Road section is part of the strategic bus route of Region 2 and 15. In the one hour period 5.00pm to 6.00pm, 32 Busways buses and a few Interline buses will be affected.

The Bus Companies agree that the 5.00pm road closure will only impact the southbound bus services and there are no issues in detouring northbound buses from 5.00pm onwards.

The Traffic Committee agreed that discussions take place with the event organisers for the 6.00pm road closures in Hurley Street and Kellicar Road.

Recommendation of Campbelltown Traffic Committee

1. That further discussions be held with the Event Committee about the impacts of proposed closure of Hurley Street at 5.00pm.
 2. That Council submit a Special Event Traffic Management Plan to the Roads and Traffic Authority for endorsement of road closures associated with New Year's Eve celebrations in Koshigaya Park as described in the report.
 3. That Council advertise the road closures in association with the event.
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6. LATE ITEMS

No reports this round

7. GENERAL BUSINESS

CTC.10/33 Campbelltown Show

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

Attachments

Nil

Discussion (29/07/2010)

The New South Wales Police Force representative asked if the Committee were aware of any plans for the 2010 Campbelltown Show.

The Acting Manager Technical Services advised that he believed that discussions were being held with the Show Society and the Harness Club and he would make further enquiries.

Recommendation of Local Traffic Committee

That the Acting Manager Technical Services to make further enquiries and advise the next meeting of the Traffic Committee.

CTC.10/34 Campbelltown Railway Interchange - Maintenance of Bus Shelters

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

Attachments

Nil

Discussion (29/07/2010)

The Busways representative advised that a number of panels at Bus Ranks A and B at Campbelltown Railway Interchange required maintenance.

The Acting Manager Technical Services advised that Council were replacing the art work and the panels would be replaced.

Recommendation of Campbelltown Traffic Committee

That the information be noted.

CTC.10/35 Freedom of Entry Parade - 20 November 2010

Previous Report: Nil

Electorate: Campbelltown

Author Location: Traffic and Road Design Unit

Attachments

Nil

Discussion (29/07/2010)

The Australian Army 17th Signal Regiment have requested that a Freedom of Entry Parade be held in Campbelltown on 20 November 2010.

A number of proposed routes have been identified. Detailed assessment of the route has yet to be undertaken.

The Committee will be advised further as soon as information is received.

Recommendation of Campbelltown Traffic Committee

That the information be noted.

CTC.10/36 Hurley Street, Campbelltown - Parking of Buses

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

Attachments

Nil

Discussion (29/07/2010)

The Committee were advised of a number of complaints received regarding buses frequently parked along Hurley Street both for long periods of time and not in accordance with signposting. Buses are also leaving headlights on causing visibility issues for motorists.

The Busways representative advised that he would speak to drivers concerned. The Committee were advised that these issues have been raised in the past with the drivers and they are aware infringement notices could be issued.

Recommendation of Campbelltown Traffic Committee

That the information be noted.

8. DEFERRED ITEMS

No reports this round

P Lake
CHAIRPERSON

1.2 Ingleburn Railway Station - Provision of Lifts and Additional Commuter Car Parking

Reporting Officer

Acting Manager Technical Services

Attachments

Letter from Minister for Transport dated 11 July 2010.

Purpose

To advise Council of the response received from the Minister for Transport regarding a request for the provision of lifts and additional commuter car parking at Ingleburn Railway Station

History

At Council's meeting dated 9 February 2010 a petition with over 1600 signatures was presented by the Ingleburn Bowling and Recreation Club Co-Op Ltd requesting the provision of lifts at Ingleburn Railway Station.

Report

The Minister for Transport has advised that approximately \$27 million is being spent on the Easy Access Program in the 2010/2011 financial year. 120 of the 307 CityRail stations are now accessible and the Government is working towards improving accessibility of train stations for everyone in the community. RailCorp works with key NSW disability groups to inform and prioritise its program.

Stations are being upgraded as part of the Easy Access Program based on a number of weighted criteria including:

- Patronage
 - Strategic importance to the network
 - Potential growth
 - Bus services
 - Car parking
 - Shopping
 - Walking access
 - Access to medical facilities
 - Access to educational facilities
 - Tourism
 - Rail interchanges/terminating stations within and between lines and proximity to alternative accessible stations.
-

The Minister has also advised that CityRail will monitor the situation at Ingleburn and encourages customers requiring assistance in accessing Ingleburn Station to contact the station direct to discuss their needs.

Council also advised the Minister of the limited commuter parking at Ingleburn. The Minister confirmed that when funding priorities are being considered that Council's request for additional commuter car parking at Ingleburn Station will be taken into consideration.

In a recent meeting with representatives of the Ingleburn Chamber of Commerce and Industry the issue of the need for the provision of easy access to the Ingleburn Station and the lack of commuter parking was raised by the Chamber.

Officer's Recommendation

1. That the information be noted.
2. That Council write to the Petitioners advising of the response received from the Minister for Transport.
3. That Council advise the Ingleburn Chamber of Commerce and Industry of the response from the Minister for Transport regarding the issue of easy access and the need for additional commuter parking at Ingleburn Station.

Committee's Recommendation: (Borg/Hawker)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 24 August 2010 (Lake/Dobson)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 160

That the Officer's Recommendation be adopted.

ATTACHMENT 1



John Robertson MLC
Minister for Transport
Minister for the Central Coast

ML10/02772

Mr Paul Tosi
General Manager
Campbelltown City Council
PO Box 57
CAMPBELLTOWN NSW 2560

Dear Mr Tosi

Thank you for your correspondence concerning Ingleburn Station. I apologise for the delay in responding.

The NSW Government is working hard to upgrade existing train stations to ensure our passengers have safe, modern and accessible facilities.

There is approximately \$27 million being spent for the Easy Access program in the 2010/11 financial year.

Easy Access upgrades typically include installing:

- lift(s) and/or ramp(s);
- CCTV coverage and improved lighting;
- tactile ground surface indicators; and
- an accessible toilet and, in some cases, accessible car spaces.

I am advised that 120 of the 307 operational CityRail stations are accessible, with over 76% of passengers using one or more accessible stations.

The Government is working towards improving the accessibility of our train stations for everyone in the community – including people with disabilities, the elderly and passengers with prams and young children. RailCorp works with key NSW disability groups to inform and prioritise its program.

Stations are being upgraded as part of the Easy Access Program based on a number of weighted criteria including (but not limited to): patronage; strategic importance to the network; potential growth; bus services; car parking; shopping; walking access; access to medical facilities; access to educational facilities; tourism; rail interchanges/terminating stations within and between lines; and proximity to alternative accessible stations.

The cost involved in constructing new, or extending existing station facilities can be substantial and with many other projects across the rail network also needing funding, priorities must be directed to those areas where the need is greatest. Accessibility upgrades at rail stations currently have an average cost of more than \$7.5 million.

- 2 -

ML10/02772

CityRail regularly assesses the needs of its customers and will monitor the situation at Ingleburn. CityRail encourages customers requiring assistance in accessing Ingleburn Station to contact the station direct to discuss their needs.

The NSW Government is very supportive of commuters leaving their cars at selected railway stations and travelling by train to their destination.

The Premier announced on 21 February, 2010 that the Government will spend more than \$400 million over the next ten years to provide commuter car parks and interchanges under the **Metropolitan Transport Plan: Connecting the City of Cities**.

The NSW Government is already delivering 7,000 additional car spaces, with nearly 30 commuter car parks either completed or under construction across the CityRail network.

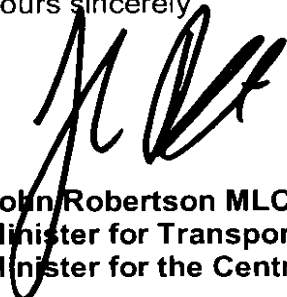
The opening of a 160 space commuter car park at Wentworthville in May 2009 marked the completion of the first project of the Government's Commuter Car Park Program. Under this program new commuter car parks have also been opened at Seddon Park, Helensburgh, Campbelltown, Holsworthy, Tuggerah, Windsor and Werrington.

Work is also well underway on new commuter car parks at Morisset, Woonona and Katoomba all of which are scheduled for completion later this year.

The Council can be assured that when funding priorities are next being considered, its request for additional commuter carparking at Ingleburn Station will be taken into consideration.

I trust this information is of assistance.

Yours sincerely



John Robertson MLC
Minister for Transport
Minister for the Central Coast

11/7/10

1.3 Graffiti Offenders - Payment of Fines

Reporting Officer

Acting Manager Technical Services

Attachments

Letter from NSW Attorney General dated 7 July 2010.

Purpose

To advise Council of the response received from the NSW Attorney General regarding the rate of payment for graffiti fines.

History

Council at its meeting of 4 May 2010 resolved to write to the NSW Attorney General regarding the rate of \$30 per hour to be imposed by the Court to pay off fines for graffiti vandalism and requesting that consideration be given to offenders paying off their fines at a lesser rate per hour.

Report

The Office of the Attorney General has advised that the aim of the graffiti work is to provide more benefit to the broader community than the payment of the fine due in part to the fact that often graffiti offenders are young people without the financial resources to pay a fine and whose fines are often paid by a parent. The graffiti clean up work ensures that offenders suffer a consequence as a result of their destructive behaviour.

The Attorney General has noted Council's concern regarding the rate of the fine repayment and advises that the current rate of \$30 per hour has been set to encourage offenders to volunteer to work off the penalty by removing graffiti from community assets rather than simply paying a monetary fine.

In the majority of cases where community assets have been attacked by graffiti offenders, the cost of cleaning significantly exceeds the level of fines being issued. At the current rate adopted by the Government it would be more effective for the fine amount to be provided to Council to assist in funding the repair of the damage done to its assets.

To date Council has participated in the program of graffiti offenders being allocated to work with Council staff for a period reflecting the fine value.

Officer's Recommendation

That the information be noted.

Committee's Recommendation: (Chanthivong/Dobson)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 24 August 2010 (Lake/Dobson)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 160

That the Officer's Recommendation be adopted.

ATTACHMENT 1



New South Wales

OFFICE OF THE ATTORNEY GENERAL

Ms Lindy Deitz
A/General Manager
Campbelltown City Council
PO Box 57
CAMPBELLTOWN NSW 2560

AG 10/03473
FILE10/000738
MATTER10/004211

07 JUL 2010

Dear Mr Deitz

I refer to your letter to the Attorney General, the Honourable John Hatzistergos MLC, concerning the rate at which graffiti offenders are able to pay off their fine through graffiti removal work. The Attorney General has asked me to respond on his behalf.

As you are aware, under the current graffiti clean up scheme, an offender who has been found guilty of a graffiti related offence and receives a fine will have \$30 deducted from the amount of that fine for every one hour of graffiti clean up work performed. In effect, this allows the fine to be paid in the form of physical labour that is of benefit to the community.

I note that graffiti clean up work is of more utility to the broader community than the payment of a fine. In part, this is because often graffiti offenders are young people who do not have the financial resources to pay a fine and whose fines are often paid by a parent. Graffiti clean up work ensures that offenders suffer a consequence as a result of their destructive behaviour. While I have noted Council's concern that the rate of fine repayment through the scheme is too high, it is important to recognise that the rate of \$30 per hour has been set to encourage offenders to volunteer to be subject to a penalty which is more beneficial to the community.

I trust this information is of assistance.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Barry Collier', written over a large, stylized flourish.

Barry Collier MP
Parliamentary Secretary
Assisting the Attorney General

1.4 Minutes of the Community Safety Sub Committee Meeting held on 15 July 2010

Reporting Officer

Acting Manager Technical Services

Attachments

Minutes of the Community Safety Sub Committee meeting held on 15 July 2010.

Purpose

To seek Council's endorsement of the minutes of the Community Safety Sub Committee meeting held on 15 July 2010.

Report

Detailed below are the recommendations of the Community Safety Sub Committee. Council officers have reviewed the recommendations and they are now presented for Council's consideration. There are no recommendations that require an individual recommendation of Council.

Recommendations of the Community Safety Sub Committee

Reports listed for consideration

7.1 Summary of Crime Statistics for the LGA

That the information be noted.

7.2 Safety Audits conducted throughout the LGA

That the information be noted.

7.3 Mobile Billboard - CaRS Trailers

That the information be noted.

7.4 Operation Bounceback

That the information be noted.

7.5 Anti-Social Issues at Council's Playing Fields

That the information be noted.

8.1 Community Safety Sub Committee Membership

That the information be noted.

8.2 Position Vacant - Macquarie fields Police

That the information be noted.

8.3 Campbelltown Police

That the information be noted.

8.4 Treelands Walk, Ingleburn

That the information be noted.

8.5 Motorised Pushbikes

That the information be noted.

Officer's Recommendation

That the Minutes be noted.

Committee's Recommendation: (Dobson/Borg)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 24 August 2010 (Lake/Dobson)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 160

That the Officer's Recommendation be adopted.

ATTACHMENT 1

Minutes of the Community Safety Sub Committee

Held Thursday 15 July 2010

in Committee Room 3

1. Acknowledgement of Land

An Acknowledgement of Land was presented by Gary Potts.

2. Attendance and Apologies

Attendance: Councillor Mollie Thomas (Chairperson)
Bryan Doyle - Chief Inspector - Campbelltown Police
Ben Gilholme - Representative from Youth Advisory Sub Committee
Keith Kent - Community Representative
Sharynne Freeman - Community Representative
Jorge Montano - Community Representative
Gary Potts - Representative from Aboriginal Advisory Sub Committee
Kylie Willis - Housing NSW
Patrick Paroz - Superintendent - Macquarie Fields Police

Also in Attendance Paul Kremer - Senior Sergeant - Campbelltown Police
John Hely - Director City Works - Campbelltown City Council
Lindy Deitz - Director Community Services - Campbelltown City Council
Bruce McCausland - Manager Community Resources and Development - Campbelltown City Council
Kevin Lynch - Acting Manager Technical Services - Campbelltown City Council
Amanda Fisher - Community Safety Officer - Campbelltown City Council
Deborah Taylor - Executive Support - Campbelltown City Council

Apologies: Councillor Fred Borg
Members Bill Hall - Ingleburn Chamber of Commerce
Maureen Fairless - Main Street Coordinator
Pat McGowen - Campbelltown Chamber of Commerce
Bob Timmis - Housing NSW
Sgt Mick Ward - Serving Officer from Police Citizens Youth Club

Apologies: Mr Geoff Corrigan MP - Member for Camden
Observers Ray James - Representing Mr Geoff Corrigan
Dr Andrew McDonald MP - Member for Macquarie Fields
Hon Chris Hayes MP - Federal Member for Werriwa
Hon Graeme West MP - Member for Campbelltown
Hon Pat Farmer MP - Federal Member for Macarthur

Sub Committee's Recommendation (Doyle/Freeman)

That the information be noted.

CARRIED

3. Declarations of Interest

There were no Declarations of Interest made at this meeting.

Welcome and Introduction

Councillor Thomas welcomed all Sub Committee members to the Community Safety Sub Committee meeting. All Sub Committee members gave a brief introduction.

4. Confirmation of the Notes of the Previous Meeting held 13 May 2010

Purpose

To provide the Community Safety Sub Committee with a copy of the notes from the Community Safety Sub Committee Meeting held 13 May 2010.

Report

Due to a lack of a quorum at the meeting scheduled for 13 May 2010 informal notes were recorded. The notes as outlined in the attached document are presented for the information of Community Safety Sub Committee members.

Officer's Recommendation

That the information be noted.

Sub Committee's Recommendation (Gilholme/Kent)

That the information be noted.

CARRIED

5. Business Arising from Previous Minutes

Nil.

6. Correspondence

Nil.

7. Reports

7.1 Summary of Crime Statistics for the LGA

Purpose

To provide the Community Safety Sub Committee with an update of crime trends or issues that may be of concern.

Report

Representatives from Campbelltown and Macquarie Fields Local Area Commands will present a summary of crime trends for the LGA.

Officer's Recommendation

That the information be noted.

Sub Committee Note: The Sub Committee was presented with a summary of crime statistic results for the Campbelltown and Macquarie Fields Local Area Commands.

The majority of key crime measures show a decrease. There have been some peaks for robberies and sexual assaults which have been responded to with some targeted policing of key suspects.

Sub Committee's Recommendation (Thomas/Potts)

That the information be noted.

CARRIED**7.2 Safety Audits conducted throughout the LGA****Purpose**

To provide the Community Safety Sub Committee with an update of the results from the safety audit conducted at Minto on 6 May 2010 and Leumeah on 23 June 2010.

Report

Two safety audits were conducted during May and June 2010. Council along with representatives from Macquarie Fields and Campbelltown LAC and community members participated in the two audits.

The issues identified during the audits have been forwarded to the appropriate agencies for rectification.

Officer's Recommendation

That the information be noted.

Sub Committee Note: It was noted that further updates would be provided to the Community Safety Sub Committee regarding the finalisation of the recommendations contained within the Safety Audit Reports.

The Director City Works also noted that Council was in receipt of correspondence detailing some concerns regarding the Minto Safety Audit that he would forward to Macquarie Fields Police for investigation.

Sub Committee's Recommendation (Doyle/Montano)

That the information be noted.

CARRIED

7.3 Mobile Billboard - CaRS Trailers

Purpose

To provide the Community Safety Sub Committee with an update on the development of a purpose built trailer to promote safety messages throughout the LGA.

Report

As previously reported Council is currently undergoing a process of acquiring a new trailer to house billboard type signage. The information to be displayed on the trailer will include messages that promote Community Safety/Crime Prevention, Road Safety and Emergency Readiness and Response to the Community.

The objectives of the project are to:

- Increase awareness of Community Safety issues.
- Increase awareness of Crime Prevention strategies.
- Promote Road Safety Information and Programs.
- Promote Emergency Readiness and Response messages.

Funds have been allocated to purchase the Community and Road Safety (CaRS) trailers through Council's Operation Bounce Back grants. It is anticipated that these trailers will be operational in August 2010.

Council was unsuccessful in its application for funding through the NRMA Community Grants program to manufacture the community education signage for the CaRS trailers.

Officer's Recommendation

That the information be noted.

Sub Committee Note: Council's Acting Manager Technical Services advised that the first of the trailers were received but due to some technical errors they were not available for the Committee members to observe at the meeting. It was noted that the new trailers should be available for the next Community Safety Sub Committee Meeting.

Sub Committee's Recommendation (Potts/Willis)

That the information be noted.

CARRIED

7.4 Operation Bounce Back

Purpose

To provide the Community Safety Sub Committee with an update on the Operation Bounce Back project.

Report

Council has received funding from the National Motor Vehicle Theft Reduction Council (NMVTRC) to run the Operation Bounce Back Program from July to December 2010. The total value of the funding provided by the NMVTRC is \$35,000. This includes \$20,000 worth in engine immobiliser vouchers, \$5,000 worth in NMVTRC education resources and \$10,000 for the actual implementation of the project.

Council will co-ordinate efforts to minimise motor vehicle theft through the installation of immobilisers (supplied by NMVTRC) to owners of 'high risk' vehicles and also educate the community about theft prevention.

The project will consist of the following activities:

- Project launch
- Promotion of project
- Community education campaign
- Development of promotional resource
- Offer and installation of immobilisers
- Evaluation of project

Council will directly distribute the vouchers to the community. This will be done through a media campaign identifying previous victims of crime or owners of high risk vehicles. Members of the community will be required to attend Council with their proof of ownership (registration papers) in order to claim a voucher for an Australian Standard approved engine immobiliser to the value of \$200 supplied by NMVTRC.

The program will be evaluated using performance indicators as well as success measures identified in the application process.

Officer's Recommendation

That the information be noted.

Sub Committee's Recommendation (Doyle/Gilholme)

That the information be noted.

CARRIED

7.5 Anti-Social Issues at Council's Playing Fields

Purpose

To provide the Community Safety Sub Committee with advice regarding reported anti-social issues at Council's playing fields.

Report

At Council's meeting on 25 May 2010 it was advised that residents have reported that there have been a number of syringes found at Hurley Park. Council staff contacted the Soccer Club who plays out of Hurley Park, the Club reported that while doing inspections before games on the weekends they have found 12 needles and a number of spoons in the bushes.

Council's Maintenance Teams have been made aware of the issue and staff will continue to monitor the area.

It was requested by Council that this information be brought to the attention of Police through the Community Safety Sub Committee.

Officer's Recommendation

That the information be noted.

Sub Committee's Recommendation (Potts/Freeman)

That the information be noted.

CARRIED

8. General Business

8.1 Community Safety Sub Committee Membership

Information was provided to the Sub Committee noting the attendance of Members from 12 March 2009 to 13 May 2010 inclusive. It was noted that there has been no representation from the Ingleburn Chamber of Commerce, Campbelltown Chamber of Commerce and the Mainstreet Association. In accordance with the Sub Committee guidelines, follow up letters will be forwarded to these members regarding their continued membership on the Community Safety Sub Committee.

Sub Committee's Recommendation (Thomas/Kent)

That the information be noted.

CARRIED

8.2 Position Vacant - Macquarie Fields Police

Patrick Paroz advised that the Macquarie Fields Command are currently advertising for a Multicultural Community Liaison Officer.

Sub Committee's Recommendation (Paroz/Montano)

That the information be noted.

CARRIED

8.3 Campbelltown Police

Bryan Doyle advised that there have been recent changes to the South West Region Police and that Campbelltown now has a new Commander, Supt Brett Henderson.

Sub Committee's Recommendation (Doyle/Willis)

That the information be noted.

CARRIED

8.4 Treelands Walk, Ingleburn

Ben Gilholme advised that the lighting is poor along Treelands Walk in Ingleburn and asked whether there has been an increase in criminal activity in the area.

Patrick Paroz advised that the area had been an ongoing issue for some time however had recently improved due to extra patrols and neighbourhood door knocking.

Council's Acting Manager Technical Services advised that this area would be the subject of a future safety audit.

Sub Committee's Recommendation (Gilholme/Kent)

That the information be noted.

CARRIED

8.5 Motorised Pushbikes

Jorge Montano requested an update on the issue of motorised pushbikes with the Local Government Area.

The Director City Works advised that this would be the subject of a report at the next Community Safety Sub Committee meeting.

Sub Committee's Recommendation (Montano/Freeman)

That the information be noted.

CARRIED

Next meeting of the committee will be held on 16 September 2010 at 12.30pm in Committee Room 3.

Councillor Mollie Thomas
Chairperson

1.5 Birunji Creek, Marsden Park - Bank Stabilisation

Reporting Officer

Acting Manager Technical Services

Attachments

Copy of Plans for proposed creek stabilisation and litter control works in Marsden Park on Birunji Creek downstream of Therry Road (to be tabled).

Purpose

To advise Council of a grant offer of \$50,000 from Sydney Metropolitan Catchment Authority (SCCMA) for the construction of a litter management device and bank stabilisation in Birunji Creek, Marsden Park.

History

Birunji Creek is located partially within Marsden Park and this report deals with the section immediately downstream of Therry Road, Campbelltown.

In recent years improvement works have been carried out up stream of the top pond in Marsden Park. These works provided protection to the stormwater detention basin wall outlet from large branches and trees debris that wash out of the bushland area immediately up stream. Associated with this work was a modification to the existing grate on the basin outlet. The basin outlet grates were designed to stop and capture materials (branches, rubbish etc) preventing them getting to the downstream pond areas whilst allowing stormwater flows to pass.

These improvements were seen as the first stage in works that are required to treat the flows entering Marsden Park. The velocity of flows and quality of the water has also been identified as an issue. Council staff have been reviewing the stormwater detention basins within Ambarvale to determine if these basins could hold more water in a storm event and slowly release this water to the downstream areas therefore reducing the peak of the volume of water entering Marsden Park.

The Implementation Plan included in the Plan of Management for Marsden Park recently endorsed by Council has identified pollution loads and unstable bank areas as being of immediate priority for attention in order to protect this sensitive bushland area. Protection in this area will also reduce the polluted load entering the pond system as well as reducing soil deposition into the ponds within Marsden Park.

The proposed works have been developed to assist in addressing the following criteria from the Plan of Management:

- 5.1.3 a) Implement bank stability works subject to hydraulic design to ensure no loss of conveyance is associated with the works or the long term presence of the works.
-

-
- 5.1.4a) Species that will be used for revegetation of informal planting areas are to be species recorded in the Cumberland Plain Woodland vegetation associated at the top of Marsden Park.
 - 5.1.4b) Provide planting that restricts public access around wetlands with grasses and ground cover species selected from the Cumberland Plain Woodland vegetation association.
 - 5.2.1c) Investigate the installation of stormwater pollution control devices within the Catchment that will reduce the annual loads of chemicals, nutrients, sediment and litter reaching wetlands.
 - 5.2.2b) Monitor culverts and water control devices and remove blockages.

Council officers have been working with officers from the Sydney Metropolitan Catchment Management Authority (SMCMA) regarding the preparation of the Marsden Park Plan of Management (PoM). The SMCMA through this work could see benefit in the works identified in the plan and have offered grant funding for part of the works.

Report

In order to assist in the appearance of the ponds within the Marsden Park area and to allow them to function more effectively, the area immediately downstream of Therry Road has been identified as requiring immediate attention.

This area is subject to high flows from the upstream pipe network through the Ambarvale detention basin system. High litter loads are also experienced due to the upstream catchment land uses. Immediately downstream of Therry Road, the creek banks are near vertical and in the event of major storms, experience high flows and high velocities. These flows have been destabilising the banks and have caused significant undercutting to the embankment over time.

Construction of these works will reduce the litter load that currently passes through the bushland area within the upper Marsden Park detention basin and the downstream ponds within the Park. This litter requires removal by hand and is labour intensive. Additionally, the works will assist in stabilising the creek banks and minimising erosion and loss of vegetation. Areas that are currently "bare" will be revegetated with appropriate species to ensure the ability of the creek to convey flood waters is not compromised.

Plans showing the layout of the proposed works have been included in the Attachment to this report.

The proposed works will involve the construction of a "rock pool stilling pond" immediately downstream of the outlet pipes under Therry Road. From this pond the water will flow over an area filled with various sized sandstone boulders. These boulders will further reduce the flow velocities for most storm events. From this area the water will flow through a grated litter structure before crossing another rock bed and then entering the natural stream. Through this area the embankments of the creek will be battered back and lined with rock to prevent further scouring and destabilisation. The embankment will also be heavily planted with suitable species of the Cumberland Plain Woodland. A small access track for maintenance vehicles will be constructed from the end of Parkside Drive. This track will be constructed of crushed sandstone and will be in keeping with the surrounding area. It is expected the area in general will need to be accessed on a monthly basis for cleaning maintenance of the structure.

Council submitted an Expression of Interest for funding for these works. This application was considered favourably by the SMCMA and Officers have been liaising in the subsequent months to ensure a proposal acceptable to both parties was prepared.

The proposed works are consistent with the objectives set out in the Plan of Management and consist of:

- Removal of litter and sediment build up at the outlet of the upstream pipe network.
- Installation of a rock lined stilling basin to address velocity issues in more frequent events.
- Flattening of the slopes of the creek line to a more stable angle and vegetation with approximately 8000 appropriate grasses, shrubs and tree species (as tube stock) from the Cumberland Plain Woodland Vegetation Association.
- Installation of additional rock stabilisation up to 150m downstream of the Therry Road culverts.
- Installation of a litter rack and access track for maintenance.
- Consolidation of planting until plants are established.

There is significant pedestrian usage of the underpass passing under Therry Road from the Ambarvale area, linking to informal wear paths located either side of the natural bushland area. Council Officers have investigated linking options to formalise these paths and connecting them into the path network of Marsden Park. These paths will enable walkers to view this significant bushland area which will also increase visual surveillance in the area. The stabilisation of the creek in this area is important, the provision of this walkway as well as improving the quality of the bushland area will enhance this objective.

An estimate for the construction of these works has been prepared and is of the order of \$130,000. Grant funding from the SMCMA amounting to \$50,000 has been received subject to Council approval. To allow this project to proceed, additional funding of \$80,000 will need to be allocated to the works. This additional funding is identified in the current year's Stormwater Levy monies.

Officer's Recommendation

1. That Council allocate \$80,000 from the Stormwater Levy towards the project.
2. That Council accept the \$50,000 grant funding from the Sydney Metropolitan Catchment Management Authority for the construction of a litter trap and bank stabilisation of Birunji Creek within Marsden Park.

Committee's Recommendation: (Chanthivong/Hawker)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 24 August 2010 (Lake/Dobson)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 160

That the Officer's Recommendation be adopted.

1.6 Footpath Construction Program 2010/2011

Reporting Officer

Acting Manager Technical Services

Attachments

1. List of Outstanding Footpath Requests by Priority (to be tabled)
2. List of Outstanding Footpath Requests by Suburb (to be tabled)

Purpose

To adopt the projects to be included in the 2010/2011 Footpath Construction Program.

History

Council has adopted a Footpath Strategy, which identifies a range of criteria to be used to determine the overall priority of various requests that Council receives for new footpaths. This Strategy also identifies a more sustainable coordinated approach to the development of the footpath network.

Council is also currently reviewing the Footpath Strategy and Pedestrian Access Mobility Plan. Once adopted by Council, these will form the basis for further developing the footpath network in the future.

In assessing requests for new footpaths, Council takes into account the following:

- Whether there is an obvious wear path in the existing footpath, caused by pedestrian activity;
- How close the footpath is to high pedestrian activity areas, such as schools or shopping centres;
- Whether the footpath completes a missing link in the footpath system;
- Whether elderly or disabled pedestrians use the footpath;
- Whether the existing footpath surface creates a hazard for pedestrians; and
- How much vehicle traffic occurs along the route;

Report

Funds of \$250,000 have been allocated in the adopted 2010/2011 Budget for new footpath construction.

The identified highest priority projects arising from Council's assessment are as follows:

LOCATION	LENGTH metres	PROJECT COST \$
Macquarie Avenue, Campbelltown East side - Patterson to Waminda Avenue	134	12,090
Blaxland Road, Campbelltown West side - Narellan Road to The Kraal Drive	510	53,350
Jaggers Place, Ambarvale South side - Woodhouse Drive	136	11,840
Broughton Street, Campbelltown West side - 66 Broughton Street to Moore Oxley Bypass	80	6,920
Lindesay Street, Campbelltown West side - Craig Avenue to Angle Road	120	13,000
Macquarie Avenue, Campbelltown East - Valley Road to Lawson Street	125	11,325
Centenary Park, Campbelltown 96 Broughton Street to 131 Macquarie Avenue	300	26,900
Lagonda Drive, Ingleburn East side - 21 Lagonda Avenue to Chester Road	286	28,630
Norfolk Street, Ingleburn Southern side - Nardoo Street to Carlisle Street	70	7,370
Amundsen Street, Leumeah West side - Leumeah Road to Debenham Avenue	175	16,275
Broughton Street, Campbelltown West side - Macquarie Avenue to Waminda Avenue	400	35,400
Chester Road, Ingleburn North side - Maserati Drive to existing	100	9,900
Bensley Road, Macquarie Fields West side - Azalea Street to Picnic Grove	200	17,000
Total	2636	250,000

Officer's Recommendation

That Council adopt the 2010/2011 Footpath Construction Program as described in the body of the report.

Committee's Recommendation: (Glynn/Borg)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 24 August 2010 (Lake/Dobson)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 160

That the Officer's Recommendation be adopted.

2. OPERATIONAL SERVICES

No reports this round

3. ASSETS AND SUPPLY SERVICES

3.1 Roads and Traffic Authority - Acceptance of Grants

Reporting Officer

Manager Asset and Supply Services

Attachments

Letter of Advice - Grants - Roads and Traffic Authority dated 9 July 2010.

Purpose

To formally accept grant offers for various programs from the Roads and Traffic Authority (RTA), and to enter into the Block Grant Agreement with the Authority.

Report

Council has been formally advised of the overall funding program proposed by the Roads and Traffic Authority for various projects and programs, totalling \$1,010,000 in grant funds.

Comments on the programs are provided as follows:

Traffic Management	Coronation Park, Minto – Cyclepath	\$50,000
Road Safety Program	Campbelltown LGA Road Safety program – 50/50 funded	\$54,000
Regional Roads	Broughton Street and Kellicar Road	\$222,000
Block Grants	The traffic component is used for the maintenance of traffic signs and line marking	\$287,000
	The roads component is used for maintenance activities on Regional Roads	\$272,000
	The supplementary Road component is used for Regional Roads pavement maintenance	\$125,000
Grants Total		\$1,010,000

The appropriate matching funds have been provided in Council's 2010/2011 Budget for the above projects and programs.

As part of the Block Grants for Regional Roads, Council is also required to enter into a formal agreement for payment of the Block Grant Funds.

Officer's Recommendation

1. That Council accept the Roads and Traffic Authority's grant offers as identified in the report, in conjunction with the associated grant offer conditions.
2. That the 2010/2011 Block Grant Agreement be signed by the General Manager and returned to the Roads and Traffic Authority.

Committee's Recommendation: (Hawker/Dobson)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 24 August 2010 (Lake/Dobson)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 160

That the Officer's Recommendation be adopted.

ATTACHMENT

Our Reference: 765414
Contact: Mr Doug Lamont
Telephone: 8849 2110
Date: 9th July 2010



The General Manager
CAMPBELLTOWN CITY COUNCIL
DX 5114
CAMPBELLTOWN

JUL16'10 00:21:03 RPA

Attention: Dick Webb
Manager Technical Services

SUBJECT: 2010_2011 Program Funding

Dear Sir/Madam

Please find attached a list of funding allocations to CAMPBELLTOWN CITY COUNCIL for 2010_2011 following the release of the NSW State Budget. The amounts shown in the attached table are for all projects to be undertaken by Councils. Projects to be undertaken by the RTA are not included in the list.

The funding includes Block Grant and REPAIR Program funding allocations to assist Council to manage its Regional Roads. The Minister for Roads has also included a Supplementary Roads allocation under the Block Grant to be used at Council's discretion for works on Regional Roads.

The 2010_2011 Regional Road Block Grant Agreement applies to all funds for works accepted for the Block Grant components.

The funding listed in the attached table includes the provision of various Local Road initiatives for both road safety and amenity related projects. The table does not include funding allocations under the AUSLINK Blackspot Programme as these have already been announced officially by the Federal Government.

Individual program managers will be contacting council with regards to details of specific work and any special arrangements that might apply.

Council Funding and Project Acceptance:

The funds are provided in accordance with the Authority's document "*Arrangements with Councils for Road Management*" (<http://www.rta.nsw.gov.au/doingbusinesswithus/lgr/index.html>) and require Council's formal acceptance of both the funding allocations and commitment to the works. Under the current Memorandum of Understanding (MOU) with Council advice of Council's acceptance and commitment to the work(s) is required by 1 October 2010. Failure to comply might be interpreted that the work(s) will not be proceeding and the funds could be withdrawn and re-allocated.

Claim for Payments:

Payments to Council will follow the same format as last year, namely, Council has only to submit a claim for payment using the Recipient Created Tax Invoice (R.C.T.I) and not a Tax Invoice. However, claims for payment for works covered by the Regional Road Block Grant Agreement are not required as the Authority will make quarterly payments to Council during the 2010_2011 financial year as outlined in the Memorandum of Understanding (MOU). For the Traffic Route Lighting Subsidy the Authority will forward the payment automatically to Council towards the end of the 2010_2011 financial year.

Council can issue invoice for Claim for Payments under the Local Government Road Safety Program (LGRSP) as follows,

- 80% of total allocation upon the receipt of Council's acceptance letter
- 20% of total allocation around 31st May 2011

In your submission of claims please include the project number on the claim form as listed next to the project on the attached list.

Project Completion:

Council is reminded that in line with the Memorandum of Understanding the State funded works should be targeted for completion no later than mid May 2011. **However, projects with Program Position number commencing with 26__ should be undertaken as a matter of urgency.** These projects are safety related and any delay could expose Council to litigation should an accident occur that could otherwise have been prevented. Desirably the works should be completed in the 2010 calendar year.

Please note that the advice of funds now contained on the attached sheet is for actual value of work and does not include GST - the 10% GST component will be added when the RTA makes payment.

A copy of the Memorandum of Understanding (MOU), which includes the Program Management Cycle, Key Requirements under the MOU and Project Pro-formas, is available on the RTA Internet Web Site

<http://www.rta.nsw.gov.au/doingbusinesswithus/trafficfacilities/localcouncils/memorandumofunderstanding.html>

Yours faithfully



Mario Pace
A/Council Liaison & Regional Projects Manager

CAMPBELLTOWN CITY COUNCIL

2010_2011 Program Funding

*ONLY for Projects undertaken by Council.
 Does NOT include projects undertaken by RTA*

Traffic Management Section: Contact Doug Horne 8849 2934

PROJECT	PROGRAM POSITION	PROJECT DESCRIPTION	RTA ALLOCATION
T/04430	27304	Coronation Park, Minto - Cyclepath	\$ 50,000
TOTAL			\$50,000

Road Safety: Contact Paul Murray 8849 2361

PROJECT	PROGRAM POSITION	PROJECT DESCRIPTION	RTA ALLOCATION
082789	16106	Campbelltown LGA Road Safety program Funded 50/50	\$ 54,000
TOTAL			\$54,000

Regional Roads: Contact Doug Lamont 8849 2110

PROJECT	PROGRAM POSITION	PROJECT DESCRIPTION	RTA ALLOCATION
A/01898/21/B	22602	Broughton St Campbelltown	\$ 125,000
A/01898/21/K	22602	Kellicar Rd;Narellan to Camden Rds	\$ 97,000
098458	27504	Block Grant TRAFFIC FACILITIES	\$ 287,000
A/04687	22601	Block Grant ROADS	\$ 272,000
A/04689	22604	Block Grant Supplementary Road Component	\$ 125,000
TOTAL			\$906,000

TOTAL Allocation	\$1,010,000
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3.2 Annual Asset Rehabilitation Renewal Program for 2010/2011

Reporting Officer

Manager Assets and Supply Services

Attachments

Infrastructure Asset Renewal Booklet (to be tabled)

Purpose

To provide information related to the Infrastructure Assets Renewal Program for the 2010/2011 financial year.

History

Each year, Council undertakes works related to the rehabilitation/renewal of Civic and Civil infrastructure assets. The funding estimates are generated by analysis of condition assessment and cost. This allows staff to link risk or prioritisation methods for each asset category against the agreed levels of service.

Report

The 2009/2010 expenditure was of the order of \$7.01m. The 2010/2011 adopted Budget expenditure is estimated at the level of \$8.861m. The additional funding represents a percentage increase of 26% over last year's funding with the main areas of roads and buildings. The amounts do not include the Federal Government Stimulus funding as these initiatives are not regular funding sources.

The attachment provides specific detail of all maintenance/renewal works that are planned for 2010/2011. Of the \$8.861m, Council attracts \$2.89m in grant funding from Federal and State Government sources. A summary of works for each asset category is as follows:

Kerb and Gutter Works for Road Rehabilitation	\$60,000
Kerb and Gutter General Repair Works	\$260,000
Stormwater Channel Repairs	\$50,000
Drainage Pits Maintenance	\$50,000
Bridge and Culvert Maintenance	\$200,000
Footpath Reconstruction and Maintenance Program	\$250,000
Car Park Repair Program	\$150,000
Parks and Reserves Repair Program	\$250,000
Play Equipment Maintenance and Replacement Program	\$521,000
Road Pavement Rehabilitation Program	\$4,860,000
Building and Recreational facilities	\$2,210,000
Total	\$8,861,000.00

The levels of condition are provided in the following table. All assets are rated using this system and this allows staff to identify funding needs versus funding required.

Level	Condition
1	Failed
2	Poor
3	Satisfactory
4	Good
5	Excellent

This years funding of \$8.861m will maintain Council assets level to “Poor” to “Satisfactory” standard. Council’s Asset system has the ability to forecast the cost of funding at different levels if the Community expected level of service changes from the currently funded standards.

The funding provided for this years rehabilitation renewal program is an increase over last years to the amount of \$1.851m and this funding will be focused in the area of Council buildings and roads.

Officer's Recommendation

That the information be noted.

Committee’s Recommendation: (Hawker/Chanthivong)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 24 August 2010 (Lake/Dobson)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 160

That the Officer's Recommendation be adopted.

4. EMERGENCY SERVICES

4.1 Rural Fire Service Activity Report

Reporting Officer

Manager Emergency Management

Attachments

Victorian Bushfires Royal Commission Final Report recommendations (to be distributed under separate cover)

Purpose

To update the Council on the work of the Rural Fire Service staff and volunteers.

Report

The Rural Fire Service Macarthur Zone provides emergency services and administrative services to Council and the community. This report covers the time period 1 to 31 July 2010 with the Campbelltown specific figures highlighted.

Community Education

In July the Community Education Group were invited to participate in the Macarthur Diversity Services Fire Awareness Day. This was held at Mawson Park Campbelltown, involving a total of 29 volunteer hours attributed to this activity.

With the endorsement of the Bushfire Risk Management Plan for the Macarthur Zone, the Rural Fire Service (RFS) is preparing a Community Safety Strategy. This will involve an increase of volunteer time spent visiting homes and schools on the high risk urban bush interface promoting bush fire preparedness.

Hazard Reduction

No hazard reduction has occurred by prescribed burning has been undertaken in Campbelltown in July. This has been as a result of wet weather and the inability to access areas due to softness of the fire trails and bushland. Hazard reduction will commence as soon as the fuel moisture content drops to a level that allows burning to proceed.

With the lack of prescribed burning undertaken, the RFS will focus to assist Council with preparation of fire trails and containment lines for when weather improves and identifying and inspecting Asset Protection Zones for maintenance.

SFAZ – Strategic Fire Advantage Zone

A Strategic Fire Advantage Zone is an area identified within the Bushfire Risk Management Plan where fuel tonnages are kept below 12 tonnes per hectare and in the event of wild fire will provide fire fighters with areas of lower fuel for suppression advantage.

LMZ – Land Management Zone

A Land Management Zone is an area that is managed within the Bushfire Risk Management Plan with a mosaic pattern of prescribed burning within fire frequency thresholds to encourage bio-diversity and ecological benefits.

Name	Area	SFAZ	LMZ	Crown Land	Other State Govt	Private Lands
BURNING	0.00	0.00	0.00	0.00	0.00	0.00
MECHANICAL	1.05	0.00	0.00	0.00	0.00	0.00

Cumulative Figures for 2010/2011 Financial Year: (Hazard Reduction)
 Burning and Mechanical

FY	Area	SFAZ	LMZ	Crown Land	Other State Govt	Private Lands
2010/2011	1.05	0.00	0.00	0.00	0.00	0.00

Properties Protected July 2010

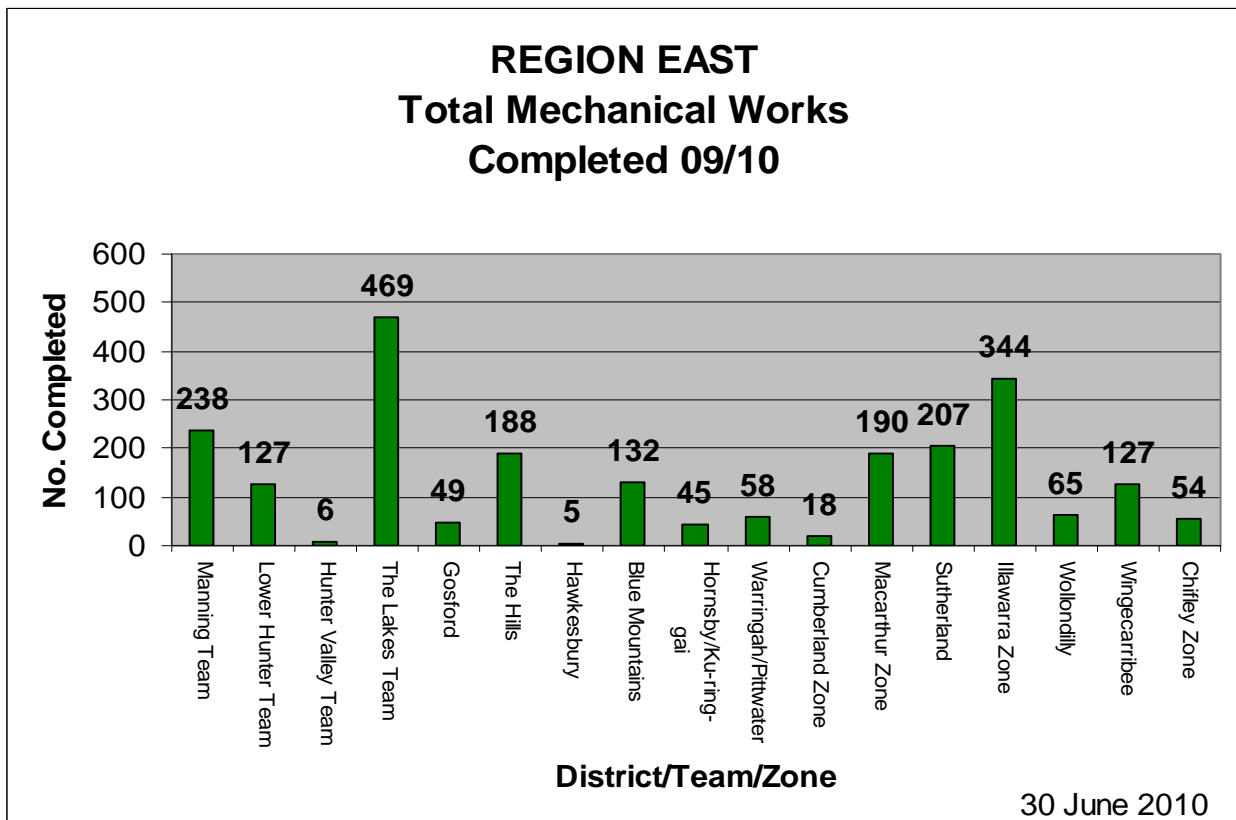
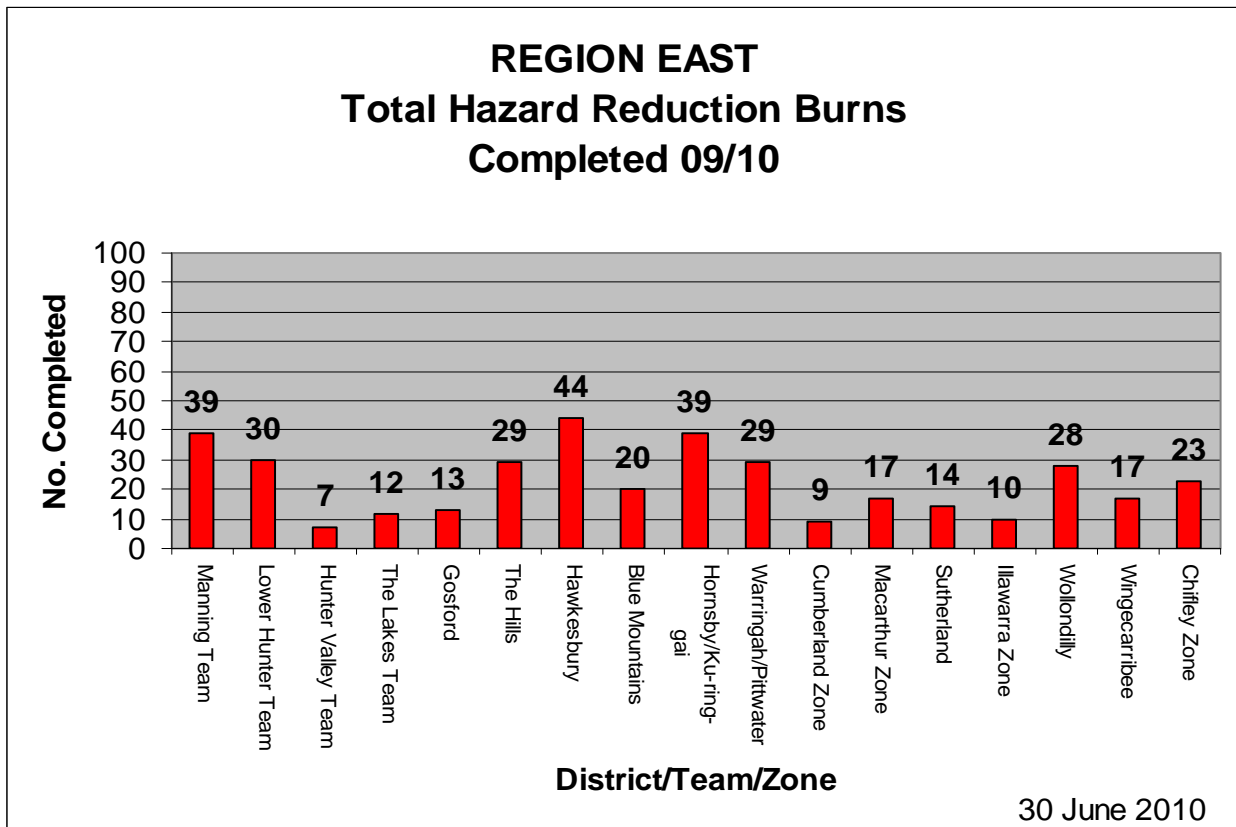
JULY	Properties Protected	Median Home Price	<i>Total Value Protected</i>
Burning	0.00	\$350,000	<i>0.00</i>
Mechanical	40	\$350,000	<i>\$14,000,000</i>

Cumulative Figures for Properties Protected 2010/2011 Financial Year

2010/2011 FY	Properties Protected	Median Home Price	<i>Total Value Protected</i>
Burning	0.00	\$350,000	<i>0.00</i>
Mechanical	40	\$350,000	<i>\$14,000,000</i>

2009/2010 Bushfire Coordinating Committee Annual Report

The Bushfire Coordinating Committee (BFCC) has finalised its annual report for the 2009/2010 financial year. The attached two graphs depict the Macarthur Zones performance against other adjoining Zones across the Sydney Basin and within Region East.



Emergency Responses

Rural Fire Service Volunteers from the 1 July 2010 to 31 July 2010 has attended a total 54 emergency calls across the zone. A précis of these responses are detailed below:

LGA	Total Incidents	Fire & Explosions	Pressure Rupture	MVA / EMS / RESCUE	Hazmat	Service Call
CAMDEN	15	9	0	1	4	1
CAMPBELLTOWN	14	5	0	2	0	1
LIVERPOOL	25	8	0	8	2	0

LGA	Good Intent	False Alarms	Other	Not Classed
CAMDEN	0	0	0	0
CAMPBELLTOWN	4	0	2	0
LIVERPOOL	5	2	0	0

Volunteer fire fighters in the execution of the above emergency calls have expended the following work hours.

Personnel Hours Between 1/7/2010 and 2/8/2010			
Macarthur Zone			267
	Camden FCC		100
	Campbelltown FCC		64
		Kentlyn	15
		Lynwood Park	3
		Menangle Park	18
		Minto Heights	6
		Varroville	22
	Liverpool FCC		103

Value to the Community

For July 2010, the value of the hours committed by volunteers to the community at a rate of \$25 per hour is over \$7,000.

Management

The Rural Fire Service Macarthur Zone is currently developing a ten year strategic plan looking to the future of volunteer RFS Brigades within the Macarthur Zone. This plan is currently in consultation phase with the volunteers and other key stakeholders participating in workshops and development sessions. It is anticipated that a draft plan will be ready for circulation and comment in November 2010.

On the 21 July 2010 the NSW Rural Fire Service appointed Mr Jason Heffernan to the position of Zone Manager for the Macarthur Zone. This ends a period of 19 months of temporary staffing arrangements. Jason Heffernan has been with the Rural Fire Service in the local area since December 2005.

The Victorian Royal Commission report in to the Black Saturday 2009 Victorian Fires was released on 31 July 2010. A total of 67 recommendations have been made, most of these are only relevant to Victoria; however others may impact on New South Wales and Council.

The recommendations are focused on the need to reduce risk and the consequences of similar disasters in the future in the areas of:

- Bush Fire Safety Policy
- Emergency and incident management
- Fire ground response
- Electricity caused and deliberately lit fires
- Planning and building
- Land and fuel management
- Organisational structure
- Research and evaluation

A further report will be provided on changes impacting Campbelltown that require implementation.

Officer's Recommendation

That the information be noted.

Committee's Recommendation: (Glynn/Borg)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 24 August 2010 (Lake/Dobson)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 160

That the Officer's Recommendation be adopted.

4.2 Community Education

Reporting Officer

Manager Emergency Management

Attachments

Campbelltown Local Emergency Management Committee (LEMC) Community Education Plan 2010/2011 (to be distributed under separate cover).

Purpose

To outline the Community Education Plan developed by the Local Emergency Management Committee (LEMC) that outlines a coordinated approach by the Emergency Services and Council to promote emergency preparedness to the people of Campbelltown.

History

In 2008 the LEMC formed a sub committee to develop and implement a Community Education Plan for Campbelltown. The Campbelltown Disaster Plan and the Macarthur Bush Fire Risk Management Plan identify the need for community education as a mitigation strategy to emergencies in the city.

In 2009/2010 the first plan was developed and the emergency services commenced a number of initiatives as well as participation in a range of community events to promote preparedness.

The LEMC Community Education Sub Committee currently meets four times a year and includes representatives the Emergency Services agencies and representatives from Council's City Works and Communication and Marketing Sections.

Report

The Community Education sub committee in the last 12 months have identified a range of activities that the services can jointly promote in addition to their community education responsibilities. In 2009 the implemented initiatives included;

- Bush fire and storm preparedness information in new resident kits
 - Preparedness articles in each edition of Compass
 - Update of the Emergency Management page of Council's website.
 - Joint participation in a range of Campbelltown community events including gaining the support of the Riverfest Committee to include a community preparedness section each year in this event.
-

For 2010 the emergency services have combined to undertake preparedness presentations at schools, targeting initially schools in bush fire prone suburbs of Campbelltown.

Officer's Recommendation

That the information be noted.

Committee's Recommendation: (Dobson/Hawker)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 24 August 2010 (Lake/Dobson)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 160

That the Officer's Recommendation be adopted.

5. GENERAL BUSINESS

5.1 Electric Cars and Electric Recharge Stations

Committee's Recommendation: (Glynn/Hawker)

That a report be presented to Council on the viability of using electric cars at Campbelltown Council and also the establishment of electric recharge stations in the Campbelltown area.

CARRIED

Council Meeting 24 August 2010 (Lake/Dobson)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 160

That the Officer's Recommendation be adopted.

19. CONFIDENTIAL ITEMS

No reports this round

There being no further business the meeting closed at 7.38pm.

P Lake
CHAIRPERSON
