

## **PART ONE**

**Reports of the City Works Committee Meeting held at 7.30pm on Tuesday, 30 March 2010.**

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**APOLOGIES**

**ACKNOWLEDGEMENT OF LAND**

**DECLARATIONS OF INTEREST**

**Pecuniary Interests**

**Non Pecuniary – Significant Interests**

**Non Pecuniary – Less than Significant Interests**

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<b>Nil.</b>		
<b>11.</b>	<b>CONFIDENTIAL ITEMS</b>	
	<b>No reports this round</b>	

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## Minutes of the City Works Committee held on 30 March 2010

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**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  
Councillor M Thomas  
Director Business Services - Mr M Sewell  
Director Community Services - Ms L Deitz  
Acting Director City Works - Mr K Lynch  
Manager Assets and Supply Services - Mr G Mitchell  
Manager Business Assurance - Ms M McIlvenny  
Manager Compliance Services - Mr A Spooner  
Manager Corporate Support - Mr S Kelly  
Manager Customer Service - Mr I Hudson  
Manager Emergency Services - Mr J Dodd  
Manager Healthy Lifestyles - Mr M Berriman  
Manager Information and Technology - Mr S McIlhatton  
Manager Library Services - Mr G White  
Acting Manager Operations - Mr A Davies  
Manager Property Services - Mr J Milicic  
Manager Waste and Recycling Services - Mr P Macdonald  
Executive Assistant - Mrs K Peters

**Apology**      **Nil**

### **Acknowledgement of Land**

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

### **DECLARATIONS OF INTEREST**

There were no Declarations of Interest at this meeting.

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## **1. TECHNICAL SERVICES**

### **1.1 Traffic Committee**

#### **Reporting Officer**

Manager Technical Services

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#### **Attachments**

1. Minutes of the Local Traffic Committee Meeting held on 11 March 2010.
2. Minutes of the Campbelltown Traffic Committee Meeting held on 11 March 2010.

#### **Purpose**

To seek Council's endorsement of the recommendations arising from the Local Traffic Committee and Campbelltown Traffic Committee meeting held on 11 March 2010.

#### **Report**

#### **RECOMMENDATIONS OF THE LOCAL TRAFFIC COMMITTEE 11 MARCH 2010**

##### **Reports Listed for Consideration**

##### **LTC 10/5      Leumeah Road, Leumeah - Traffic calming and sign maintenance near Wyangala Crescent (east) intersection**

1. That Council endorses the design Plans 12218, Sheet 1 and 11637, Sheet 1C.
2. That Council writes to the Leumeah High School advising actions taken by Council to improve children's safety in the area.

##### **LTC 10/6      Sunderland Drive, Raby - Review of Children's Crossing**

1. That Council write to the adjoining residents of Sunderland Drive, Raby, seeking their comments on a pedestrian refuge in Sunderland Drive, Raby, with the view of replacing the children's crossing.
  2. That a further report with resident's comments and a design plan for proposed pedestrian refuge be presented to a future Traffic Committee meeting.
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**LTC 10/7      Campbelltown LGA - Speeding Concerns**

1. That the information in the body of the report be noted.
2. That Council provides 2.3m wide parking lanes with 'E1' edge lines and 'S1' dividing line in centre for 3.2m wide travelling lanes in Greengate Road, Airds.
3. That Council provides 2.25m wide parking lanes with 'E1' edge lines and 'S1' dividing line in centre for 3.1m wide travelling lanes in Hurricane Drive, Raby.
4. That Council requests the Police Force for a report on speed enforcement in:
  - a) Fifth Avenue, Macquarie Fields
  - b) Greengate Road, Airds
  - c) Chester Road, Ingleburn
  - d) Hurricane Drive, Raby

**LTC 10/8      Kings Road, Ingleburn - Speeding Concerns**

1. That Council revise the speed cushion proposal in Kings Road to include speed cushions on both approaches to the intersection of Fields Road and Kings Road, Ingleburn.
2. The revised design plan be forwarded to all the residents in Kings Road and Fields Road, Ingleburn for comment.
3. That a further report be presented to the Committee incorporating comments received from the residents.

**Late items**

**LTC 10/9      Linemarking/Signposting Stages 5 & 6 Minto Consent  
1565/2009/DA-S**

1. That Council officers further assess the design plans for appropriate road design standards.
2. That a further report be presented to the Traffic Committee following further assessment of road design alignment.

**RECOMMENDATIONS OF THE CAMPBELLTOWN TRAFFIC COMMITTEE 11  
MARCH 2010**

**Reports Listed for Consideration**

**CTC 10/8      Bensley Road, Ingleburn - Speed zone review south of Mercedes  
Road**

1. That Council supports the reduction of speed limit to 60km/h in Bensley Road, south of Mercedes Road.
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2. That Council canvas opinion from residents in Bensley Road prior to forwarding a request to the Roads and Traffic Authority to have the speed limit investigated for a 60km/h limit.
3. The Police be requested to undertake random speed checks in the area.

**CTC 10/9 Glenfield Transport Interchange update by Glenfield Junction Alliance**

1. That the information provided be noted.
2. That Council be briefed on the proposal as discussed above.
3. That GJA continue to liaise with the community, Council and the bus companies regarding impacts of these works.

**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 11 March 2010 be adopted.

**Committee's Recommendation: (Hawker/Borg)**

That the Officer's Recommendation be adopted.

**CARRIED**

**Council Meeting 6 April 2010 (Lake/Hawker)**

That the Officer's Recommendation be adopted.

**Council Resolution Minute Number 54**

That the Officer's Recommendation be adopted.

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# **ATTACHMENT 1**



## **LOCAL TRAFFIC COMMITTEE MINUTES**

**11 March 2010**

### **LOCAL TRAFFIC COMMITTEE**

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

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## Minutes Summary

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No reports this round		

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## **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 11 March 2010**

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#### **1. ATTENDANCE**

##### **Campbelltown City Council**

Councillor P Lake (Chairperson)  
Acting Manager Technical Services - Mr K Lynch  
Coordinator Traffic and Road Design - Mr A Fernando  
Team Leader Traffic Investigation - Mr F Sirc  
Senior Engineer Traffic- Mr M Arya  
Senior Development Engineer - Mr D Kermod (LTC 10/9)  
Support Officer - Mrs L Radley

##### **Roads and Traffic Authority**

Mr D Lance

##### **Police Representatives**

Senior Constable K Toby  
Sergeant M Madgwick

##### **Bus Companies**

Busways - Mr S Grady  
Interline - Mr B East

##### **Representatives of State Member of Parliament**

Representing Member for Campbelltown - Mr J Duncan  
Representing Member for Camden - Mr R James

##### **Others**

Items  
LTC 10/6 - Principal Robert Townson Primary School - Mrs L Green  
LTC 10/8 - Resident from Kings Road - Mr L Johnson  
Mr A Gamble

#### **2. APOLOGIES**

Nil

#### **3. CONFIRMATION OF MINUTES**

The Minutes of the previous meeting held on 4 February 2010 were adopted by Council at its meeting on 2 March 2010.

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#### **4. BUSINESS ARISING FROM MINUTES**

No reports this round

#### **5. REPORTS LISTED FOR CONSIDERATION**

**LTC.10/5**                      **Leumeah Road, Leumeah - Traffic calming and sign maintenance near Wyangala Crescent (east) intersection**

Previous Report:              CTC 09/75, 08/57

Electorate:                      Campbelltown

Author Location:              Traffic and Road Design Unit

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#### **Attachments**

1. Copy of Plan 12218, Sheet 1
2. Copy of Plan 11637, Sheet 1C

#### **Background (11/03/2010)**

##### **Proposed no parking modifications**

The Traffic Committee at its meeting of 14 May 2009 considered a report of an accident involving Leumeah High School student, and recommended in part;

*That Council install 'No Stopping' on both sides of Leumeah Road in the vicinity of the 'centre-pede' crossing*

Accordingly, a Works Order has been issued for the installation of 'No Stopping' restrictions to the entire length of existing centipede in Leumeah Road, Leumeah between the Amundsen Street and Wyangala Cr.

As a result of this change, a kiss and ride facility (No Parking Zone) is required in Leumeah Road between Amundsen Street and Wyangala Cr at the pedestrian desire path through Council reserve.

It is proposed to provide a 20m of 'No Parking' restriction on approach to 'No Stopping' restrictions as indicated in the attached Plan 11637, Sheet 1C. A yellow edge line marking is also proposed to reinforce the 'No Stopping' restrictions improving compliance of the 'No Stopping' restrictions.

As part of this review 'Children Crossing' advance warning signs with supplementary 'Crossing Ahead' are being upgraded to fluoro green. It is suggested that the Traffic Committee approves the Plan 11637, Sheet 1C.

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## **Proposed linemarking**

Traffic speed survey in Leumeah Road, Leumeah between Warragamba Cr and Wyangala Crescent has indicated that the 85<sup>th</sup> percentile speed in Leumeah Road is approximately 71km/h. Sign-posted speed limit in Leumeah Road is 60 km/hr and the high value of speed non-compliance on approach to a school zone is considered to require traffic calming measures.

Therefore, a design plan (12218 Sheet 1) is prepared to provide traffic calming line marking in Leumeah Road between Warragamba Crescent and Wyangala Crescent (east intersection).

The design Plan 12218, Sheet 1, includes a 3.2m carriageway, 2.2m wide kerbside parking lanes together with a 2.0m wide and 55m long centipede (elongated pedestrian refuge) in the middle. Centipede will provide a safe pedestrian refuge on the western side of the Wyangala Crescent (east intersection) where a history of school children crossing is noted. It is suggested that the Committee approves the design Plan 12218, Sheet 1.

## **Discussion (11/03/2010)**

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

## **Recommendation of Local Traffic Committee**

1. That Council endorses the design Plans 12218, Sheet 1 and 11637, Sheet 1C.
2. That Council writes to the Leumeah High School advising actions taken by Council to improve children's safety in the area.

## **LTC.10/6 Sunderland Drive, Raby - Review of Children's Crossing**

Previous Report: CTC. 06/29, LTC. 05/11, LTC. 11/05 TC. 168/96

Electorate: Camden

Author Location: Traffic and Road Design Unit

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## **Attachments**

1. Council Plan 11238 - Sunderland Drive school crossing facility (large scale plan to be tabled).
2. Speed Traffic Survey Data (Dec 2009)
3. Sunderland Drive Weekly Vehicle Counts (Dec 2009)
4. Preliminary Sketch showing proposal for a pedestrian refuge

## **Background (11/03/2010)**

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## **Current Issues**

1. Council has received a request from a resident to replace the existing children's crossing facility in Sunderland Drive, east of Beaufighter Street, Raby, with a marked pedestrian crossing with the view that the crossing would be better sighted by motorists. The children's crossing services the rear of Robert Townson Primary and High Schools.
2. Flags are not being displayed by the school at the existing children's crossing in Sunderland Drive, Raby. If the flags are not displayed the crossing is not operational as a pedestrian facility as per the Australian Road Rules.

## **Existing Facilities and Legislative Requirements**

The children's crossing in Sunderland Drive is one of the three formal pedestrian facilities surrounding the Robert Townson Primary and High Schools. There is a further children's crossing in Shuttleworth Avenue with a combined crossing in Thunderbolt Drive outside the High School south of Shuttleworth Drive.

The children's crossings installed in Shuttleworth Avenue and Sunderland Drive were considered the most appropriate pedestrian facilities outside the school due to the pedestrian activity generated by students only in the hour before and after school.

## **History of operation of Children's Crossing in Sunderland Drive**

The children's crossing in Sunderland Drive was supported by Robert Townson Primary School in October 1997, with the view of gaining community involvement to support the school in displaying the crossing flags.

The School also sought additional facilities at the surrounding site such as pedestrian kerb side fencing and dry weather access paths/ bridge across the recreational reserve and Raby main drainage channel, which was provided by Council. Council also recently upgraded the paths in the surrounding area to promote safe access to school through the back entry to the primary School.

Due to the ongoing issues to display the flags the then Principal of Robert Townson Primary School wrote to Council in May 2005 advising that the school was withdrawing the undertaking to display the flags.

This matter was addressed by the Local Traffic Committee at its meeting of 2 June 2005.

Subsequently Council endorsed the Committee's recommendations:

- 1. That Council commence actions to decommission the children's crossing in Shuttleworth Avenue outside Robert Townson Primary School.*
- 2. That Council write to the Minister for Education and Training seeking urgent advice regarding the Department's view in relation to the management of school crossing flags.*

Accordingly Council wrote to the Minister for advice and the removal of crossing was placed on hold pending Minister's advice.

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Council has received a reply from the Office of the Minister for Roads Minister for Commerce, explaining that Children's crossings are legally the most stringent marked pedestrian crossings for managing traffic. When operating, children's crossings are the strongest traffic regulation of their type and offer more protection than a pedestrian crossing (zebra crossing).

The Parliamentary Secretary for Roads went on to say that where the children's crossing flags are not displayed is a matter between the school principal and Campbelltown City Council.

Following the receipt of the letter from the Office of the Minister for Roads Council officers met with the Principal (new Principal since the withdrawal of the undertaking to display flags) outlining the importance of displaying the flags. A concern raised by the Principal is not having resources available to delegate the operation of the flags.

Council officers have undertaken field surveys, monitoring of flag display and organised a traffic classifier counter for Sunderland Drive with the view of determining the level of traffic activity that may warrant the need for a marked zebra crossing. It has been observed that flags have not been displayed at the children's crossings in Sunderland Road and Shuttleworth Drive.

According to the pedestrian surveys most pedestrian activity only occurs in the hours before and after school. The average daily 85<sup>th</sup> percentile speeds for Sunderland Drive recorded in early December 2009 was just under 60km/h with the posted speed limit being 50km/h outside the school hours. The hourly volumes in the hour before and after school are less than 200 vehicles/hour as previously required by RTA guidelines for a marked pedestrian crossing outside schools.

The RTA has withdrawn its Interim Guide to Signs & Markings from use and at present there is no warrant criteria policy for pedestrian facilities. Current Australian Standard AS1742:10:2009, Pedestrian Control & Protection, can apply to install a marked pedestrian crossing.

### **Options for Improvement for Pedestrian Safety**

There are three Options to address the existing facility in Sunderland Drive, Raby.

**Option 1: Children's Crossing.** That Council enter into a new agreement with the Principal of Robert Townson Primary School to sign an undertaking to display crossing flags in the hours before and after school. It is recognised by Road Authorities and Australian Standards that a Children's crossing is the preferred facility outside schools with part time activity. (Reference Attachment 2).

**Option 2: Pedestrian Crossing.** That the Children's crossing be replaced by a marked pedestrian crossing. This facility may not be recognised by motorists as an active crossing outside school hours. If installed a pedestrian crossing would be made safer if the crossing length is reduced by extending the kerb.

Council is also required to consider improvement to street lighting to AS 1158.

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**Option 3: Pedestrian Refuge.** That the Children's crossing be replaced with a pedestrian refuge as shown by Attachment 5. Council would need to consider detail design investigation of the facility to address access to adjacent resident driveways.

This report focuses on the non operational practice of the existing Children's crossing in Sunderland Drive and Council's exposure to litigation in the event of an accident involving a student. The Local Traffic Committee is also requested to consider the future of a similar facility in Shuttleworth Avenue.

Council is inviting the School Principal of Robert Townson Primary School to attend the meeting.

### **Discussion (11/03/2010)**

The Principal of Robert Townson Primary School attended the meeting and addressed the Committee regarding her concerns with the crossing in Sunderland Drive, Raby. The Principal explained that she does not have the resources available to delegate the operation of the flags. She suggested that Council look at placing a pedestrian refuge or a marked pedestrian crossing instead of the children's crossing to help improve the safety only in Sunderland Drive. She also advised that the student numbers have declined considerably since 1997.

The Roads and Traffic Authority representative agreed that the pedestrian refuge would be the preferred option at this location as the warrants for a marked pedestrian crossing is unlikely to be met due to low traffic volume. He also advised that the guidelines in the green book are still current.

Following discussion it was agreed that Council undertake design to replace the children's crossing with a pedestrian refuge in Sunderland Drive, Raby, and consult with the adjoining residents seeking their comments on the proposed pedestrian refuge.

### **Recommendation of Local Traffic Committee**

1. That Council write to the adjoining residents of Sunderland Drive, Raby, seeking their comments on a pedestrian refuge in Sunderland Drive, Raby, with the view of replacing the children's crossing.
  2. That a further report with resident's comments and a design plan for proposed pedestrian refuge be presented to a future Traffic Committee meeting.
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**LTC.10/7**

## **Campbelltown LGA - Speeding Concerns**

Previous Report: TC 196/99

Electorate: Campbelltown, Camden and Macquarie Fields

Author Location: Traffic and Road Design Unit

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### **Attachments**

Traffic Survey Details (DW 2572104)

### **Background (11/03/2010)**

In response to a number of concerns received from residents and Councillors, vehicle count and speed recording surveys were undertaken in a number of local streets in December 2009. The traffic survey results for the following five streets are presented for the Committee's consideration.

1. Fifth Avenue, Macquarie Fields
2. Greengate Road, Airs
3. Chester Road, Ingleburn
4. Hurricane Drive, Raby

The results of speed and vehicle class counts are presented in the attachments, and assessment of results for each street are discussed as follows.

#### **Fifth Avenue, Macquarie Fields**

One traffic classifier was installed in Fifth Avenue, Macquarie Fields, near Pelargonium Crescent. A summary of the results of the survey are;

	Eastbound	Westbound
Average Daily Traffic (vpd)	373	376
85 <sup>th</sup> percentile speed (km/h)	65.5	67.3
% vehicle above 50 km/h	78.3 %	70.8 %
% vehicle above 60 km/h	37.9 %	35.9 %

Signposted speed limit in the street is General Urban Speed Limit (GUSL) of 50km/h. The results indicate that approximately 75% vehicles exceed the speed limit of 50km/h.

According to the Roads and Traffic Authority's (RTA) accident database of the latest five-year period ending 2008, only one daytime, tow-away accident has happened in Fifth Avenue at the Helicia Road intersection. The driver involved was a juvenile driver.

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Fifth Avenue is 10.9m wide local street and also providing access to Simmos Beach Recreation Reserve.

The street has low traffic volume with low accident rate with high violation of speed limit. Therefore, no engineering measures are suggested for reducing traffic speed in Fifth Avenue, Macquarie Fields. A regular Police enforcement will be effective in addressing speeding concerns in Fifth Avenue, Macquarie Fields.

### **Greengate Road, Airids**

Council installed two traffic classifiers at two different locations in Greengate Road, Airids. A summary of the results are presented in the following table;

Location	Northbound	Southbound	Northbound	Southbound
	30m N Anthill Way		10m S Mamre Crescent	
Average Daily Traffic (vpd)	1412	1403	1807	1738
85 <sup>th</sup> percentile speed (km/h)	62.6	64.8	65.2	63.0
% vehicle above 50 km/h	76.0 %	81.0 %	89.6 %	81.4 %
% vehicle above 60 km/h	25.7 %	35.9 %	43.4 %	28.5 %

The average traffic volume in Greengate Road varies between 2,800 and 3,500 vehicles per day. Signposted speed limit in the street is GUSL of 50km/h. The results also indicate that approximately 75% to 90% vehicles are travelling at speed in excess of the signposted speed limit of 50km/h.

According to the RTA's accident database of the latest five-year period ending 2008, nine accidents have happened in Greengate Road, Airids.

Six of the nine accidents were casualty accidents. Five of these accidents were loss-of-control type, two accidents involved pedestrian and the remaining two accidents were at intersections.

Greengate Road is an 11.0 m wide local collector road connecting Riverside Drive, Airids with Karrabul Road, St Helens Park. There is no centre and edge line marking except at the Riverside Drive and Merino Crescent intersections.

In accordance with the RTA guidelines on delineation 'S1' dividing line can be marked in the middle of Greengate Road as the street is a collector road with traffic volume is in excess of 2,500 vehicles per day and road width is more than 5.5m.

It is suggested that dividing S1 type line marking be provided to the entire length of Green Road and 2.3m wide parking lanes be marked on both sides of the street improving safety of bicyclists and better management of on-street parking. This will reduce the carriageway width to 3.2m which will be effective in addressing speeding concerns in Greengate Road, Airids.

## Chester Road, Ingleburn

Council installed one traffic classifier in Chester Road, Ingleburn, near Gertrude Road intersection. A summary of the results are presented in the following table;

	Eastbound	Westbound
Average Daily Traffic (vpd)	2374	2239
85 <sup>th</sup> percentile speed (km/h)	64.4	65.2
% vehicle above 60 km/h	83.7 %	85.5 %
% vehicle above 70 km/h	34.8 %	40.0 %

In 1999, Council also traffic classifier in Chester Road, Ingleburn, and a comparison results of both the surveys are in the Attachment-1.

The results indicate that the average traffic volume in Chester Road is approximately 4700 vehicles per day which is similar to the previous 1999 traffic survey.

During the period, 1999 to 2009, the 85<sup>th</sup> percentile speed in Chester Road (between Collins Promenade and Cumberland Road) has reduced by approximately 2km/h. This is as a result of significant decrease in the percentage of vehicles travelling above the sign-posted speed limit of 60km/h.

According to the RTA's accident database of the latest five-year period ending 2008, eight accidents happened in Chester Road, Ingleburn, in a section between Collins Promenade and Cumberland Road ignoring intersection accidents at both ends of the section.

Three of the eight accidents were casualty accidents. Two of the total eight accidents were loss-of-control type. Five accidents near intersections and it noted that the accidents had no specific pattern.

In 2000, Council provided a centipede in Chester Road with its intersection Warbler Avenue and Drumalbyn Street, Ingleburn. This is to assist pedestrians accessing Treelands Walks near Gertrude Road and school children randomly crossing Chester Road on the way to and from schools in Oxford Street, Ingleburn. The provision for the centipede was also to narrow carriageway and to address speeding concerns in Chester Road.

As a result there is approximately a 26% reduction in motorists driving above the speed limit as compared to the survey in 1999.

Location: between Collins Promenade and Cumberland Road, Ingleburn

Traffic Direction	Traffic Volume vpd		> 60 km/h	
	1999	2009	1999	2009
Eastbound	2347	2374	56.0 %	34.8 %
Westbound	2429	2239	41.7 %	40.0 %
% reduction	3.41 %		26.0 %	

In view of the considerable reduction in speeding achieved by Council by providing traffic calming devices previously, it is not suggested to undertake further improvements in Chester Road at the present time. Lack of accident pattern indicates that it is more of a driver behaviour issue which is best addressed by more Police presence in the street for speed and driver behaviour tasking.

### **Hurricane Drive, Raby**

As part of its survey to address speeding concerns in Hurricane Drive one traffic classifier was installed near the intersection of Typhoon Place, in December 2009.

A summary of the results are presented in the following table:

	Northbound	Southbound
Average Daily Traffic (vpd)	1307	1296
85 <sup>th</sup> percentile speed (km/h)	62.3	61.6
% vehicle above 50 km/h	72.4 %	64.5 %
% vehicle above 60 km/h	23.4 %	19.7 %

The results indicate that average traffic volume is approximately 2600 vehicles per day. The results indicate that approximately 68% vehicles are travelling at speed in excess of the sign-posted speed limit of 50km/h.

According to the Roads and Traffic Authority's (RTA) accident database of the latest five-year period ending 2008, eleven accidents have happened in Hurricane Drive, Raby. Two of these accidents involved motorcyclists and in one accident the driver was dislodged from the vehicle. Three of the eleven were casualty accidents.

In eight of the eleven accidents, motorists lost control at intersections indicating high speed turning at intersections. There were the multi-vehicle accidents at intersections including six at the Spitfire Drive intersection.

Hurricane Drive is 10.9m wide local collector street connecting Thunderbolt Drive and Spitfire Drive. The street has existing separation line marking for the entire length. Majority of the accidents in Hurricane Drive are loss-of-control type which could be attributed to speeding.

It is, therefore, suggested that edge lines for 2.25m wide parking lanes and 3.1m wide travelling lanes in each direction to provide a traffic calming effect.

### **Discussion (11/03/2010)**

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

### **Recommendation of Local Traffic Committee**

1. That the information in the body of the report be noted.
  2. That Council provides 2.3m wide parking lanes with 'E1' edge lines and 'S1' dividing line in centre for 3.2m wide travelling lanes in Greengate Road, Airs.
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3. That Council provides 2.25m wide parking lanes with 'E1' edge lines and 'S1' dividing line in centre for 3.1m wide travelling lanes in Hurricane Drive, Raby.
4. That Council requests the Police Force for a report on speed enforcement in,
  - a) Fifth Avenue, Macquarie Fields.
  - b) Greengate Road, Airds.
  - c) Chester Road, Ingleburn.
  - d) Hurricane Drive, Raby.

## **LTC.10/8 Kings Road, Ingleburn - Speeding Concerns**

Previous Report: CTC 08/40; TC 145/04, 74/04

Electorate: Campbelltown

Author Location: Traffic and Road Design Unit

### **Attachments**

Copy of Plan 12116, Sheet 1 and 2

### **Background (11/03/2010)**

In response to a number of speeding concerns raised by the community, Council undertook a vehicle count and speed survey in Kings Road, Ingleburn. The results of the seven days counts were presented to the Traffic Committee at a meeting of 10 July 2008. A summary of the traffic survey results as reported to the Committee on 10 July 2008 are;

Location: Approximately 45m west of Currawong Street, Ingleburn

Traffic Direction	Traffic Volume vpd		> 50 km/h		> 60 km/h	
	2004	2008	2004	2008	2004	2008
Northbound	727	769	72.0 %	53.5 %	39.2 %	24.3 %
Southbound	962	893	42.9 %	57.6 %	10.4 %	26.4 %
% reduction	1.60 %		1.11 %		(-) 9.76 %	

The Committee resolved that Council further investigates for the provision of additional traffic calming measures in Kings Road, Ingleburn.

In accordance with the Traffic Committee recommendations Council investigated various options including the provision of speed humps in Kings Road. Kings Road is a bus route. The bus routes and time tables were under review at the time. Speed humps were not generally supported by the bus companies. Speed cushions as an alternative to speed humps were being monitored in Collaroy Street, Woodbine, at the time to determine the suitability for bus routes.

To date no adverse comments have been received, and it is therefore proposed to install these in Kings Road.

On completion of the design in December 2009 Council wrote to Kings Road residents seeking their comments on the proposal. Summary of outcome of community comments are;

Letters sent to residents:	74
Responses received:	7
Residents supporting the proposal	6
Residents opposed subject to receiving further info	1
Residents requesting additional cushions in Kings Road	3
Residents requesting cushions in Fields Road	3
Residents requesting additional 50K pavement patch	2

Residents providing comments on the proposed traffic calming measures are concerned about the following;

1. Distance between the cushions is too long and more cushions are needed for them to be effective.
2. Kerb blisters are eyesore, and they have been ineffective in reduce speeding through Kings Road.
3. Vehicles applying brakes and speeding away from the cushions will create excessive noise.

#### **Effectiveness of speed cushions as a traffic calming device**

Studies conducted in Hobart has indicated that 1.9m wide cushions can reduce 85<sup>th</sup> percentile speed by 10km/h to 11 km/h with considerable percentage reduction in number of vehicles travelling at speeds in excess of the signposted speed limits.

#### **Impact on noise due to the installation of speed cushions**

Studies conducted in UK and USA indicates that with the provision of speed cushions, noise level of light vehicles reduces substantially, which are attributed to the changes in vehicle speeds. Variation in noise level correlates with the variation in vehicle speed and which subsequently correlates with the spacing between the devices. It is important that spacing of cushions is optimised for average speed to reduce while maintaining a fairly constant speed profile along the street in the effective management of noise impact due to the provision of speed cushions.

#### **Spacing of speed cushions**

Traffic Calming devices are required to be spaced at regular intervals to be effective. It is appropriate that the speed cushions are installed at all three proposed locations so that effective speed management is achieved.

It is suggested that the Traffic Committee consider the overall feedback received and support the speed cushions with associated signposting at three locations as indicated in the attached Plan 12116, Sheet 1 and 2. It is also suggested that a further investigation and community consultation with respect to additional speed cushions in Fields Road at its intersection with Kings Road, Ingleburn be undertaken.

The resident that sought further information regarding factual information leading to the proposal has been invited to address this Traffic Committee Meeting.

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## **Discussion (11/03/2010)**

The resident from Kings Road, Ingleburn addressed the Committee regarding concerns she has in regard to Council placing speed cushions outside the front of her property. She feels that there is no speeding problem along Kings Road and therefore feels that the speed cushions should not be installed. She advised that there is a problem with the bend in Kings Road coming from Fields Road and she feels that this bend could be better signposted and that there is a problem with cars travelling too fast around the bend.

It was also advised that the advisory speed sign in Fields Road on approach to Kings Road is hidden by tree branches.

It was suggested by the resident that additional speed cushions be installed on both approaches to the Fields Road/Kings Road intersections.

It was suggested that a revised proposal to include speed cushions in Fields Road on approaching the bend be investigated following further speed checks in Fields Road. The revised proposal to be sent out to all residents in Kings Road and Fields Road for further comment in regard to the new proposal and the speed/traffic issue generally in the streets.

It was requested that in the interim speed tasking be undertaken in Kings Road by the New South Wales Police Force.

In response to the residents concern regarding noise by buses travelling over the cushion, it was explained that the cushions are designed in a way for a bus to straddle the cushions.

## **Recommendation of Local Traffic Committee**

1. That Council revise the speed cushion proposal in Kings Road to include speed cushions on both approaches to the intersection of Fields Road and Kings Road, Ingleburn.
  2. The revised design plan be forwarded to all the residents in Kings Road and Fields Road, Ingleburn for comment.
  3. That a further report be presented to the Committee incorporating comments received from the residents.
-

## 6. LATE ITEMS

### LTC.10/9                      **Linemarking/Signposting Stages 5 & 6 Minto Renewal Consent 1565/2009/DA-S**

Previous Report:            Nil

Electorate:                Macquarie Fields

Author Location:         Planning and Environment

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#### **Attachments**

1. Cardno Plans No. 284144-2 Sheets 501-504 Rev.A and overall composite plan (5 sheets) - Linemarking/Signposting
2. Cardno Plans No.284144-2 Sheets 600-606 Rev.A (7 sheets) - Vehicle turning paths (for information)

#### **Background (11/03/2010)**

In 2009 Council issued development consent 1565/2009/DA-S for stages 5 and 6 of the Minto Renewal Project. In accordance with the requirements of Council's development consent the applicant has provided sign posting and linemarking plans of these stages for Council's approval.

In accordance with the requirements of Council's consent, the applicant has provided sign posting and linemarking plans for the development of the subject stages of the Minto Renewal Project for the consideration of Council's traffic committee. The sign posting and linemarking plans have been submitted to this meeting at the request of Landcom, however design plans for these stages have not yet been submitted for Council checking/approval and detailed assessment of these proposals has therefore not yet been possible.

The plans generally show the required regulatory signage, street signage and linemarking for the direction of vehicular, cycle and pedestrian traffic. Generally the main areas of interest are tabled below:

1. A new roundabout intersection with associated realignment of Guernsey Avenue is proposed at the intersection of Guernsey Avenue and Grampian Avenue including associated linemarking and sign posting. This roundabout is to be constructed with median islands with pedestrian refuges to all legs and a flush- mountable annulus to provide ease of movement for buses as well as to alleviate damage to bus tyres.
  2. Indented 90° parking to the northern side and indented parallel parking to the southern side of Grampian Avenue is proposed to serve the adjoining lots and Benham Reserve playing field complex.
-

3. Three speed humps proposed on Grampian Avenue to limit the speeds in the area of the curve.
4. Parking in Howitt Place is restricted to indented parking bays along the northern side, with parking prohibited adjoining Benham reserve and in the cul-de-sac head.
5. The provision of a 2.5m wide shared off-road cycleway including signposting and line marking along Guernsey Avenue and Grampian Avenue to connect to Benham Reserve. Footpaths are also to be constructed along all other street frontages.
6. All on-road facilities have been designed for the turning movements of large rigid vehicles and specifically bus manoeuvring - see attached plans.
7. Double barrier lines to be applied for delineation purposes to the intersection at the eastern end of Caroline Way and Piper Way.
8. Double barrier lines proposed for delineation purposes in Macedon Street approaching the four way intersection with Hotham Road to ensure lane conformity at the intersection.
9. Double barrier line proposed in Guernsey Avenue on the southern approach to the roundabout - additional information required for signposting and line marking to the adjoining Durham Street intersection immediately north of the roundabout.
10. Double barrier lines through the bend in Piper Way and Macedon Street. It is recommended that "No Stopping" restrictions also be applied to these areas.
11. McCann Way and Caroline Way to have 'Give Way' restrictions at the Guernsey Avenue intersection.
12. Pavement widening for manoeuvring proposed in Grampian Avenue at the intersection at Howitt Place.
13. Pedestrian crossing points have been located at each intersection.

With regard to the above, it is considered that all facilities have been designed in accordance with relevant RTA and Australian Standards with plans showing that vehicle turning paths and intersections geometries comply with the required standards for speed control of cars and the turning manoeuvres of buses and other large vehicles. Plans showing the various turning manoeuvres have been attached for the committee's information.

### **Discussion (11/03/2010)**

The Committee discussed a number of issues with the parking signs and linemarking and recommended that Council's Traffic and Road Design Section have a look at all the concerns relating to traffic issues regarding this DA and report back to the Developer.

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## **Recommendation of Local Traffic Committee**

1. That Council officers further assess the design plans for appropriate road design standards.
2. That a further report be presented to the Traffic Committee following further assessment of road design alignment.

## **7. GENERAL BUSINESS**

**No reports this round**

## **8. DEFERRED ITEMS**

**No reports this round**

P Lake  
**CHAIRPERSON**

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## **ATTACHMENT 2**



## **CAMPBELLTOWN TRAFFIC COMMITTEE MINUTES**

**11 March 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.

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## Minutes Summary

ITEM	TITLE	PAGE
<b>CAMPBELLTOWN TRAFFIC COMMITTEE MINUTES</b>		
1.	ATTENDANCE	
2.	APOLOGIES	
3.	CONFIRMATION OF MINUTES	
4.	BUSINESS ARISING FROM MINUTES	
5.	REPORTS LISTED FOR CONSIDERATION	
CTC.10/8	Bensley Road, Ingleburn - Speed zone review south of Mercedes Road	
CTC.10/9	Glenfield Transport Interchange update by Glenfield Junction Alliance	
6.	LATE ITEMS	
No reports this round		
7.	GENERAL BUSINESS	
No reports this round		
8.	DEFERRED ITEMS	
No reports this round		

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## **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 11 March 2010**

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#### **1. ATTENDANCE**

##### **Campbelltown City Council**

Councillor P Lake (Chairperson)  
Acting Manager Technical Services - Mr K Lynch  
Coordinator Traffic and Road Design - Mr A Fernando  
Team Leader Traffic Investigation - Mr F Sirc  
Senior Engineer Traffic- Mr M Arya  
Support Officer - Mrs L Radley

##### **Roads and Traffic Authority**

Mr D Lance

##### **Police Representatives**

Senior Constable K Toby  
Sergeant M Madgwick

##### **Bus Companies**

Busways - Mr S Grady  
Interline - Mr B East

##### **Others**

Item CTC 10/8 - Glenfield Junction Alliance - Mr A Leopardi  
Mr D Callanan  
Mr T Page  
Mr K Zarshenas

#### **2. APOLOGIES**

Nil

#### **3. CONFIRMATION OF MINUTES**

The Minutes of the previous meeting held on 4 February 2010 were adopted by Council at its meeting on 2 March 2010.

#### **4. BUSINESS ARISING FROM MINUTES**

No reports this round

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## **5. REPORTS LISTED FOR CONSIDERATION**

### **CTC.10/8                      Bensley Road, Ingleburn - Speed zone review south of Mercedes Road**

Previous Report:        LTC. 05/92, TC. 63/02  
Electorate:              Campbelltown  
Author Location:        Traffic and Road Design Unit

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#### **Attachments**

1.    Locality Sketch
2.    Bensley Road weekly vehicle count September 2009
3.    Bensley Road speed statistics September 2009

#### **Background (11/03/2010)**

##### **Current Issue and Existing Condition**

Council has been requested by a resident of Bensley Road, Ingleburn, south of Mercedes Road to consider the reduction of the speed zone of the cul-de-sac street from 80km/h to 60km/h. Concerns were expressed that there are undesirable driving practices late at night promoting antisocial behaviour with motorists travelling at high speeds.

The majority of this road is in a rural type setting with road pavement being approximate 4.7metres wide. The road is not conducive to two way traffic in the section south of Mercedes Road with opposing traffic requiring travelling onto the shoulder in order to pass.

##### **History of Speed Reduction of Bensley Road**

A report was presented to the Local Traffic Committee at its meeting of 22 September 2005 in reviewing traffic speeds in Bensley Road: focusing more in the vicinity of Picnic Grove and Oakley Road (north of Mercedes Road). Traffic speed results presented to the Committee showed that more than 80% of motorists travelled at speeds higher than the signposted speed.

Council resolved to write to the NSW Police requesting tasking of Bensley Road for enforcement of speed zoning with the view of providing a report back to the Committee.

Council did not support the provision of traffic calming devices in a rural road such as Bensley Road at this stage.

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The speed zone in Bensley Road has been changed to 60km/h except for an approximate 1420 metre stretch of road at the southern end (380m north of Mercedes Road to the southern end of Mercedes Road), which is still 80km/h.

### **Current Speed Survey**

From recent vehicle counts taken in Bensley Road in September 2009, approximately, 430 metres south of Mercedes Road (within the 80 km/hr sign-posted area), the daily traffic volume counts are considered low, with average daily traffic being 139 vehicles/day (Mon-Fri) and 129 vehicles/day (7 day week). Although the volumes are low and the majority of traffic is travelling below the speed limit there are some vehicles travelling at extremely high speeds with speeds in excess of 100km/h. The average speed of traffic is below 60km/h.

As shown by the attachment results vehicles speeds rise markedly after 6 pm and the hour from 7am to 8am also shows a rise in traffic speeds.

It is recommended to the Committee that the 80km/h speed limit be reduced to 60km/h due to the existing configuration of the road. It is recommended that Council canvas the opinion of residents seeking their comments on the proposed reduction in speed limit.

It is also recognised that this change of speed limit may not change the attitude of the drivers who drive of excessive speed. Therefore the Police will be asked to undertake random speed checks in the area, commencing as soon as possible.

### **Discussion (11/03/2010)**

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

### **Recommendation of Campbelltown Traffic Committee**

1. That Council supports the reduction of speed limit to 60km/h in Bensley Road, south of Mercedes Road.
2. That Council canvas opinion from residents in Bensley Road prior to forwarding a request to the Roads and Traffic Authority to have the speed limit investigated for a 60km/h limit.
3. Police be requested to undertake random speed checks in the area.

**CTC.10/9**

**Glenfield Transport Interchange update by Glenfield Junction Alliance**

Previous Report: CTC 09/53, CTC 09/86, CTC 09/89

Electorate: Macquarie Fields

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## **Attachments**

Extract from Report 19/11/2009.

### **Background (11/03/2010)**

The Committee was advised at its meeting on 19 November 2009 of the intention of the Glenfield Junction Alliance (GJA), to install a temporary footbridge across the Railway Parade, Glenfield to enable the construction of Glenfield Station.

The GJA is delivering the station upgrade and the Glenfield Junction component of the Glenfield Transport Interchange (GTI), first stage of the South West Rail Link (SWRL).

The report presented to the Committee is presented in the attachment.

The Committee resolved that,

- 1. That the information be noted.*
- 2. That a further report be presented to the Traffic Committee providing responses to issues raised on the overall management of the bus operations, traffic safety and pedestrian safety issues following public consultation in January 2010.*

Council officers have held meetings with the GJA to assist them in progressing the design and project planning to minimise the disruption to the community.

Following feedback from meeting with Council officers, the GJA has expressed desire to brief the Committee about the project, focusing on the construction staging for the new Glenfield Station and the realignment of Railway Parade and how it will impact traffic flow, parking and access for the disabled.

The GJA is seeking the guidance of the Committee to come to a number of decisions regarding the staging of construction and to minimise impact on;

- Commuter and Community safety
- Maintaining traffic flow on Railway Parade
- Issues relating access to Glenfield Station during construction and
- Minimising the impact on existing residents and businesses.

They have also indicated the desire to update the Committee on the proposed signalised intersection of Railway Parade and Hosking Crescent.

The representative from the GJA has been invited to brief the Committee on the issues noted.

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It is suggested that further information be sought from the GJA on the impact on bus operations, impact on disabled communities, concessions offered to disabled community and outcome of public consultations with respect to the changes proposed.

### **Discussion (11/03/2010)**

The Committee was addressed by four representatives from Glenfield Junction Alliance regarding the changes to Glenfield Station.

The Committee was advised of three areas of proposed works and impacts for discussion, being:

- The extension of existing footbridge across Railway Parade and locating Ticketing Office in Magee Lane Carpark.
- Signalisations of the intersection of Hosking Crescent and Railway Parade.
- Staging of construction and impact on Railway Parade.

### **Footbridge Ticketing Office**

The Committee was advised of the need for relocating the Railway Ticketing Office to Magee Lane carpark to allow the construction of Glenfield Station works. As part of the works the existing footbridge will be extended to Magee Lane carpark and associated lighting and CCTV coverage will be provided. GJA will negotiate a lease of Council carpark for this purpose and relocate the existing disabled carparking to an appropriate location. They will also undertake a consultation process with the existing shop keepers and provide Council with evidence of these discussions.

### **Signalisation of Hosking Crescent/Railway Parade**

Signalisation of the intersection of Hosking Crescent and Railway Parade requires the right turn from Railway Parade for northbound traffic into Hosking Crescent be banned to improve pedestrian safety and intersection safety. Only one northbound lane in Railway Parade can be provided due to space restriction. One southbound (and left turn) lane and a bus jump lane is provided. Hosking Crescent will have one lane entry and two lanes exit to allow traffic to either head north or south. As part of this proposal a roundabout is proposed at the intersection of Trafalgar Street and the 'one way' traffic flow in Magee Lane need to be reversed.

The RTA representative indicated that a Transport Management Plan will need to be submitted to the RTA of the proposed changes to 'one way' traffic flow in Magee Lane.

### **Staging**

Two staging options for the construction of Railway Parade and associated indented bus bays and pick up and drop off area (including disabled parking) were presented to the Committee. The Committee discussed the impacts on bus operations and disabled access with respect to the proposed staging, and highlighted merits and disadvantages in both options. It was suggested that further discussions be held with

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bus companies (Busabout and Interline) as Railway Parade is the main bus route from Campbelltown to Liverpool, noting that a bus travels in Railway Parade in each direction every fifteen minutes.

A further presentation to be given to the Committee following agreement with bus companies, which will involve discussions of Magee Lane as a detour of buses or letting only buses through the construction site.

The community in the area including bus and rail commuters are to be made aware by the GJA, of proposed staging and changes to station operational arrangements.

It was suggested that the timing of work be programmed to occur following the opening of the multi-deck carpark in Roy Watts Road, Glenfield.

### **Recommendation of Campbelltown Traffic Committee**

1. That the information provided be noted.
2. That Council be briefed on the proposal as discussed above.
3. That GJA continue to liaise with the community, Council and the bus companies regarding impacts of these works.

### **6. LATE ITEMS**

**No reports this round**

### **7. GENERAL BUSINESS**

**No reports this round**

### **8. DEFERRED ITEMS**

**No reports this round**

P Lake  
**CHAIRPERSON**

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## **1.2 Pembroke Road Upgrade**

### **Reporting Officer**

Director City Works

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### **Attachments**

1. Letter from Minister for Transport and Roads dated 3 March 2010.
2. Council's correspondence to Minister for Transport and Roads dated 23 February 2010.
3. Report to Council dated 9 February 2009.

### **Purpose**

To update Council on the response from the Minister for Transport and Roads regarding the required maintenance works for Pembroke Road.

### **Report**

Council at its meeting of 9 February 2010 considered a report regarding the condition of Pembroke Road and resolved that correspondence be forwarded to the Minister for Transport and Roads requesting that funding be provided to upgrade the road and extending an invitation to the Minister to undertake an inspection.

Correspondence has been received from the Minister for Transport and Roads advising that advice provided by the Roads and Traffic Authority (RTA) is that the road is currently being maintained to a safe and serviceable level.

Furthermore, the RTA has no plans to undertake any significant works for Pembroke Road. However, the Minister advises that he has requested the RTA to consider the roundabouts and approaches at Rudd and O'Sullivan and Ben Lomond and Durham Roads in future works programs.

Council will be kept informed on progress to have Pembroke Road appropriately maintained and the review of key intersections for improvement.

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### **Officer's Recommendation**

1. That the information be noted.
2. That Council continue to pursue the Roads and Traffic Authority and Government regarding the upgrading of Pembroke Road and key intersections.

### **Committee's Recommendation: (Thomas/Chanthivong)**

That the Officer's Recommendation be adopted.

### **CARRIED**

### **Council Meeting 6 April 2010 (Lake/Hawker)**

That the Officer's Recommendation be adopted.

### **Council Resolution Minute Number 54**

That the Officer's Recommendation be adopted.

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# ATTACHMENT 1



**David Campbell**

**Minister for Transport and Roads**

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M10/0077

Mr Paul Tosi  
General Manager  
Campbelltown City Council  
DX5114  
CAMPBELLTOWN

MAR05'10 08:26:27 RCVD

03 MAR 2010

Dear Mr Tosi 

Thank you for your letter concerning improvements to roundabouts located on Pembroke Road at Leumeah and Minto. I have taken careful note of your views. I apologise for the delay in responding.

I am advised that the Roads and Traffic Authority (RTA) will continue to monitor Pembroke Road, in particular the roundabouts at the intersections of Pembroke Road with O'Sullivan and Rudd Roads and also Pembroke Road with Rudd and Ben Lomond Roads, twice weekly to identify defects and will undertake appropriate actions to ensure that the road remains in a safe condition for all road users.

The RTA advises me that while the condition of the road surface is a little rougher than normal, the road is being maintained to a safe and serviceable level.

I am further advised that the RTA has no current plans to undertake any significant works for Pembroke Road in its current works program. I have asked the RTA to consider the roundabouts on Pembroke Road and their approaches as part of a future works program.

Again, thank you for taking the time to write to me with your views. The action officer for this matter in the RTA is Mr David Blackmore, Area Maintenance Manager, who can be contacted on (02) 8849 2409.

Yours sincerely

A handwritten signature in black ink, appearing to read 'David Campbell'.

**David Campbell MP**  
**Minister for Transport and Roads**

All Correspondence to:  
GPO Box 5341  
Sydney NSW 2001  
[david@campbell.minister.nsw.gov.au](mailto:david@campbell.minister.nsw.gov.au)

Level 35, Governor Macquarie Tower  
Farrer Place, Sydney NSW 2000  
Ph: +61 2 9228 3777  
Fx: +61 2 9228 3722

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## ATTACHMENT 2

23 February 2010

The Honourable David Campbell MP  
Minister for Roads and Transport  
Governor Macquarie Tower  
Level 31, 1 Farrer Place  
**SYDNEY NSW 2000**

Dear Mr Campbell

### **Pembroke Road, Leumeah - Upgrade and Maintenance to Road**

Council at its meeting on 9 February 2010 considered a further report on the remedial works required to Pembroke Road, Leumeah. This report was presented to Council following continued safety concerns by the community and requests both verbal and written by Council to the Roads and Traffic Authority seeking their urgent maintenance attention to this road.

Council are advised by the RTA that the road is inspected twice weekly to identify defects and part of the road between Ben Lomond Road and Durham Road has been identified as a possible site for heavy patching.

The response from the RTA to road improvements is considered by Council to be disappointing, therefore Council resolved to write to the Minister for Roads and Transport to invite the Minister to inspect the condition of Pembroke Road and also request the allocation of sufficient funding to have Pembroke Road upgraded.

Your urgent consideration to this matter would be appreciated. Should you wish to inspect the road with a Council representative our Director City Works, John Hely, would be only too pleased to accompany you.

If you require any further information please contact Council's Director City Works, John Hely, on 4645 4636.

Yours sincerely

Paul Tosi  
**General Manager**

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# ATTACHMENT 3



City Works Committee Meeting 2/02/10

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## **TITLE   Pembroke Road - Maintenance Request**

### **Reporting Officer**

Director City Works

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### **Attachments**

Letter from Roads and Traffic Authority dated 18 December 2009.

### **Purpose**

To inform Council of the advice provided by the Roads and Traffic Authority (RTA) in response to Council requesting maintenance of Pembroke Road.

### **Report**

Pembroke Road is part of the State road system connecting Moore Oxley Bypass, Leumeah to Glenfield Road, Glenfield. The maintenance of the roads pavement and intersection improvement is the responsibility of the Roads and Traffic Authority.

Council has recently raised pavement maintenance issues and intersection improvement requirements with the RTA, however the standard of the pavement condition appears to be lower than that adopted by Council for the roads it is responsible for.

The condition of the road pavement on Pembroke Road has been raised recently at Council. Council recently wrote to the RTA requesting advice on any maintenance schedules planned for this road in the near future.

The RTA has advised that the road has been inspected and it is considered that the road is currently being maintained to a serviceable level and therefore the Authority has no plans to undertake any major works on this road. However, the length of road between Ben Lomond and Durham Roads has been identified as a possible site for heavy patching and is prioritised with other required works in the Sydney region.

The Authority has advised that the road will be monitored to ensure it remains in a safe condition.

Council also requested maintenance on Pembroke Road at the roundabouts intersecting with Rudd and O'Sullivan and Ben Lomond Road. The RTA has advised that a separate response will be provided regarding this maintenance request.

The response from the RTA to road pavements considered by Council to be in poor to near failure condition is disappointing highlighting the need to improve the resources to be allocated for road asset management.

### **Officer's Recommendation**

1. That Council write to the Minister for Roads and Transport inviting the Minister to inspect the condition of Pembroke Road.
2. That the Minister for Roads and Transport be requested to allocated sufficient funding to have Pembroke Road upgraded.

### **1.2 Pembroke Road - Maintenance Request**

#### **Officer's Recommendation**

1. That Council write to the Minister for Roads and Transport inviting the Minister to inspect the condition of Pembroke Road.
2. That the Minister for Roads and Transport be requested to allocated sufficient funding to have Pembroke Road upgraded.

#### **Committee's Recommendation: (Chanthivong/Dobson)**

That the Officer's Recommendation be adopted.

**CARRIED**

# ATTACHMENT 1

D Blackmore  
ph (02) 8849 2409  
fax (02) 8849 2766  
File No: 97M5151  
Document: dh161205.doc



Director City Works  
Campbelltown City Council  
PO Box 57  
CAMPBELLTOWN NSW 2560

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## PEMBROKE RD MINTO

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Dear Sir,

I refer to your letter dated 5 November 2009 regarding the above location regarding maintenance of Pembroke Rd.

The section of the Pembroke Road in this vicinity has been inspected, and while rougher than average it is being maintained to a serviceable level. The Authority does not currently have any major works proposed for the road in this location. The length between Ben Lomond Rd and Durham Rd has been identified as a possible site for heavy patching, which is prioritised on a Sydney wide basis. The road is inspected twice weekly to identify defects and undertake repairs with major works assessed on an annual basis.

The Authority will continue to monitor this road and will intervene to ensure that it remains in a safe condition.

With respect to the intersection issues you have raised, a separate response will be provided by others within the RTA.

Yours faithfully

  
S'muttu Sivarasa  
Acting Asset Manager  
Sydney Asset Management Section

18 December 2009

Roads and Traffic Authority



27-31 Argyle Street  
Parramatta NSW 2150

PO Box 973 Parramatta CBD NSW 2124  
DX 28555 Parramatta

T 13 17 82

[www.rta.nsw.gov.au](http://www.rta.nsw.gov.au)

## 1.3 F5 Freeway (Hume Highway) Widening

### Reporting Officer

Director City Works

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### Attachments

1. RTA Community Update February 2010 – F5 Freeway (Hume Highway) widening (to be distributed under separate cover)
2. RTA Fact Sheet February 2010 Noise fact sheet associated with F5 Freeway (Hume Highway) upgrade (to be distributed under separate cover).
3. RTA Correspondence to the Householder February 2010 Noise Assessment F5 Freeway (Hume Highway) upgrade (to be distributed under separate cover).
4. Report to Council Meeting 1 September 2009.
5. Copy of Functional Design Plans for the additional projects (to be tabled)

### Purpose

To update Council on progress of the proposed widening works and associated safety and access improvement involving the F5 Freeway (Hume Highway).

### History

A briefing was provided to Councillors on 17 March 2009 on further works being considered by the Roads and Traffic Authority as part of the F5 Freeway capacity improvement project, the briefing outlined two particular projects; the provision of an northbound on-load ramp connecting Raby Road to the F5 Freeway. The other project was to address the significant crash history that has occurred at the current intersection of Campbelltown Road and the exit/entry ramp link with the F5 Freeway.

A detail report was prepared to the Council Meeting held on 1 September 2009 on the concept plans prepared by the Roads and Traffic Authority (RTA), outlining the various facets of these two projects proposed by the RTA, a copy of this report is circulated to Councillors.

In this report the objectives and anticipated benefits for the projects were highlighted together with detailed advice from the RTA in response to issues raised from the Council briefing in March 2009.

Council resolved at the Meeting 1 September 2009 that:

1. *the Roads and Traffic Authority be advised that the concept design is supported for the provision on the on-load ramp to the F5 Freeway from Raby Road including the closure of the existing seagull 'T' - intersection on Old Campbelltown Road and the F5 access ramps.*
-

- 2. request the Roads and Traffic Authority to provide noise walls with the installation of the Freeway on-load ramp.*

## **Report**

The Minister for Transport and Road announced in the first week of March 2010 the commitment to undertaken the two projects involving the Raby Road northbound F5 Freeway on-load ramp and the closure of the 'T' intersection of Old Campbelltown Road and the F5 Freeway Access.

In support of this commitment the RTA has provided information on the projects on their web site and distributed details to the local community and Council copies of the following information:

Community Update February 2010 – F5 Freeway (Hume Highway) widening

Fact Sheet February 2010 Noise fact sheet associated with F5 Freeway (Hume Highway) upgrade

Information To the Householder February 2010: Noise Assessment, F5 Freeway (Hume Highway) upgrade.

Copies of these documents are circulated with this report.

## **Community Update**

In summary the advice provided by the RTA in the Community Update included the following information:

Timing of works –

Widening of the F5 Freeway commenced in February 2009 between Brooks Road, Ingleburn and Narellan Road, Blair Athol. These works are staged as follows:

Stage 1 - Widening to four lanes in each direction between Brooks Road and St Andrews Road. Completion is scheduled for late 2010. Construction is progressing well with new pavement nearly completed. New asphalt on the existing lanes will commence in early 2010 once traffic is switched onto the newly constructed lanes.

Stage 2 - Widening to four lanes in each direction between St Andrews Road and Raby Road. This work commenced in June 2009. Completion is scheduled for mid 2011. Construction is also progressing well with new pavement underway.

Stage 3 - Widening to three lanes in each direction between Raby Road and Narellan Road. This work will commence in 2010. Completion is scheduled for late 2011.

Proposed Additional Works –

As part of the project additional works were identified including:

- Pedestrian bridge between Claymore and Woodbine.
  - Northbound ramp from Raby Road to the F5.
  - Improved exit ramp to Campbelltown Road.
-

## **Pedestrian Bridge**

The construction of a new pedestrian bridge between Claymore and Woodbine is complete and now provides safe access for pedestrians and cyclists over the freeway. Council designed and construction pedestrian paths and lighting with funding provided by the NSW and Federal Governments. The funding of this project was the subject of several reports to Council in 2009, where Council requested that the footpath works be funded from the RTA project.

## **Northbound Ramp from Raby Road to F5**

Following investigation of several entry options, in liaison with Council on the development of concept designs, the RTA's preferred option is to build a new single lane northbound on-ramp to the F5 Freeway from Raby Road so local motorists wishing to travel north on the F5 Freeway will be able to enter the freeway using Raby Road and the new northbound on-ramp. The on-ramp will be completed before the Campbelltown Road intersection improvements commence.

## **Exit Ramp to Campbelltown Road**

The single lane southbound exit ramp to Campbelltown Road is currently congested during peak travel times. To ease traffic congestion, reduce travel times and improve safety, the exit ramp will be upgraded to provide two lanes. To further improve safety, the right turns at the intersection of the exit ramp and Campbelltown Road will be removed. Once the right turns into and from the freeway exit ramp at Campbelltown Road (across the freeway exit ramp) are removed, an alternate northbound freeway entry will be available.

Another facet of the project was the engagement of a consultant by the RTA to investigate noise levels as a result of the widening works. Accordingly, the following noise reduction measures are proposed:

- Construction of a low noise road surface on the freeway
- Construction of noise walls/mounds at some locations
- Provision of architectural noise treatments for some houses

Further updates regarding these works will be provided as they become available.

## **Consultation with the Community and Circulation of Information**

Following the announcement by the Minister for Transport and Roads, a meeting was organised with officers from the RTA (held on 9 March 2010) with regard to several facets of the proposed works.

Council was advised that 15,000 copies of the Community Updates were distributed to the local community living immediately east and west of the F5 Freeway including Blair Athol, St Andrews, part Ingleburn, part Denham Court, part Eagle Vale, Claymore, Woodbine and Bow Bowing.

The Noise fact sheet together with the Circular to the householder were distributed to 5,000 households, in addition a doorknock has been undertaken with householders that back onto the F5 Freeway corridor at Raby Road ramps.

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In response to the issues raised previously by Council from the Briefing to Councillors on 17 March 2009 and the Council Meeting held on 1 September 2009 the RTA further advised and outlined on detail functional plans provided to Council the following information:

*Following consultation with the local bus companies, the bus stop in the eastbound carriageway in Raby Road on the approach to the Freeway on-load ramp will be indented and moved back from the commencement of the on-load ramp.*

*Further site observation and counts were undertaken on the pedestrian movement along Raby Road leading to the bridge crossing the F5 Freeway, provision of pedestrian ramp, inclusion of refuges and advisory signposting has been given particular attention to optimise the safety of pedestrians and the movement of traffic.*

*The roundabout centre circle on Raby Road will be adjusted, to ensure smooth movement of passenger vehicles and larger vehicles.*

*Following the closure of the median at the intersection of Old Campbelltown Road and the F5 Freeway access, the RTA in further consultation with Council will extend the landscaping theme developed by Council through the new works.*

*Extensive noise walls and mounds are proposed for several locations including, the full length of new northbound ramp from Raby Road to the F5 Freeway and noise mounding adjacent to Claymore. Noise mounding is also proposed adjacent to the expanded free exit ramp, the exit ramp will continue into Campbelltown as a two-lane ramp, these noise mounds are proposed to be located within the current landscaped area adjacent to the residences at the south end of St Andrews.*

*All works involving Federal, State and local roads (Raby Road) will be fully funded from the F5 Freeway Widening Project.*

### **Classification of Raby Road**

Several years ago local Councils were invited to submit roads for consideration for reclassification to a State Government review of the road classification within the Local Government Area. In regard to Raby Road, this road is currently classified as a Regional Road, which is the responsibility of the local council to maintain, funding assistance can be applied for from RTA road rehabilitation programs. In Councils submission a number of roads were forwarded for consideration for reclassification. In response to the traffic modelling prepared for the South West Growth Centre, Council identified the need for Raby Road to be considered in the future as a State Road, which would be the responsibility of the RTA to maintain the road pavement.

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As the section of Raby Road between the roundabout (with the new connection to the F5 Freeway) and Campbelltown Road will form the link for vehicles travelling north along Old Campbelltown Road, it is considered appropriate that the RTA be requested to again consider the reclassification of this part of Raby Road, including the link connecting the Campbelltown northbound Freeway on-load ramp to Raby Road, as a State Road and to be the responsibility of the RTA for pavement maintenance.

### **Officer's Recommendation**

1. That Council request the Roads and Traffic Authority to provide Council details of the response to their community consultation, media release and web site information, and Council also be provided with the advice given by the Authority to issues raised by the community.
2. That Council request the Roads and Traffic Authority to consider reclassification of the portion of Raby Road from the roundabout to Campbelltown Road and the link road from the Campbelltown northbound on-load ramp to Raby Road from Regional Road to a State Road.
3. That further updates be provided to Council as they become available.

### **Committee's Recommendation: (Borg/Dobson)**

That the Officer's Recommendation be adopted.

**CARRIED**

### **Council Meeting 6 April 2010 (Lake/Hawker)**

That the Officer's Recommendation be adopted.

### **Council Resolution Minute Number 54**

That the Officer's Recommendation be adopted.

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# ATTACHMENT 4



City Works Committee Meeting 25/08/09

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## **TITLE Proposed Raby Road On Ramp to the F5 Freeway**

### **Reporting Officer**

Manager Technical Services

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### **Attachments**

1. Letter from RTA dated 14 August 2009
2. Concept Plans (to be distributed under separate cover)

### **Purpose**

To seek Council's in principle endorsement for the proposed north bound on ramp to the F5 Freeway from Raby Road.

### **History**

Council has had a longstanding commitment to providing a new ramp link from Raby Road to the F5 Freeway, which has more recently been tested in Council's City Wide Traffic Model, with an indicated very high benefit to the local road network.

The Roads and Traffic Authority (RTA) has been liaising with Council on opportunities for including the ramp link within the overall widening works for the F5 Freeway, which are currently in progress.

A briefing to Councillors was held on 17 March 2009 on Raby Road from the existing roundabout west of the freeway bridge, which provided background to the proposal, which includes the construction of the "on ramp", but also includes the closure of the existing T-intersection on Old Campbelltown Road (opposite Jackson Park), due to the high crash rate at this location. In response to issues raised in the briefing to Councillors, the RTA was requested to consider the following matters in progressing the proposal:

- Consideration be given to safe pedestrian movement along Raby Road (north side), and whether a fully signalised intersection is warranted, or a hybrid roundabout/signals option that caters for pedestrians.
- A review of the traffic modelling to assess whether the roundabout would be subject to unbalanced flows and extended delays on individual legs of the intersection.
- A review of the location of the existing bus stops on Raby Road, particularly with regard to the existing walkway links, and their proximity to the new ramp.
- Safe cycling access along Raby Road in this location to be addressed in the design.

## **Report**

Further discussions have been held with representatives of the RTA on progress of finalising a suitable concept plan for the works, in response to the issues that Council had previously raised.

In this regard, the following formal responses have been received:

### **Reason for the works**

The project will improve safety by eliminating the crash blackspot seagull intersection on the F5 off ramp into Campbelltown, as well as improving traffic capacity in the area, and providing significant travel time savings, particularly for residents west of the F5 Freeway.

### **Performance of the Raby Road roundabout**

Further traffic modelling confirms that the roundabout will operate satisfactorily up until 2031, at which time traffic growth will likely require the duplication of the existing 2 lane bridge over the Freeway. Further monitoring will be required in this regard, particularly as other infrastructure works such as the Badgally Road extension occurring in the region.

### **Impact on bus stops on Raby Road**

The design has been amended to preserve the existing bus stop locations, and ensure that pedestrian access across Raby Road is not affected.

### **Safe Pedestrian movement along Raby Road**

Several pedestrian surveys were undertaken, which identified limited pedestrian movements in the area, generally averaging one pedestrian every 15 minutes in peak times, which has not warranted a marked crossing.

The design has been amended to allow pedestrians to cross the intersection in stages, which involve crossing only one lane at a time.

### **Cycle Access**

Cyclists have been catered for with a 3m shoulder along the ramp to the F5.

### **Historic Milestone on Campbelltown Road**

The existing Campbelltown Road alignment is to be altered by the proposal, and the milestone will no longer be located adjacent to an active road. Measures are intended to be undertaken to protect the site, and preserve access to the site into the future.

### **Noise Abatement**

Further noise assessments are currently being undertaken to confirm the extent of noise measures adjacent to the new ramp access, which will be the subject of consultation with the local community.

### **Summary**

The revised proposal submitted by the RTA for the new ramp link has addressed the concerns raised previously by Councillors. Although further detail design negotiations will be

required, it is considered that the proposal provides a net benefit to the community, and is recommended for endorsement.

### **Officer's Recommendation**

1. That the Roads and Traffic Authority be advised that the concept design is supported for the provision of the on ramp to the F5 Freeway from Raby Road, including the closure of the existing seagull T-intersection on Old Campbelltown Road and the F5 Access Ramp.
2. That Council request the Roads and Traffic Authority to provide noise walls with the installation of the Freeway onload ramp.

### **1.10 Proposed Raby Road On Ramp to the F5 Freeway**

#### **Officer's Recommendation**

1. That the Roads and Traffic Authority be advised that the concept design is supported for the provision of the on ramp to the F5 Freeway from Raby Road, including the closure of the existing seagull T-intersection on Old Campbelltown Road and the F5 Access Ramp.
2. That Council request the Roads and Traffic Authority to provide noise walls with the installation of the Freeway onload ramp.

#### **Committee's Recommendation: (Rule/Chanthivong)**

That the Officer's Recommendation be adopted.

**CARRIED**

# ATTACHMENT 1



Our Ref:07M388  
Contact: John Navamani  
Tel:02 8849 2049

14 August 2009

The Director City Works  
Campbelltown City Council  
PO Box 57  
CAMPBELLTOWN NSW 2560

Attention: John Hely

**Construction of a northbound on-load ramp from Raby Road to F5 Freeway  
and changes to seagull intersection on Campbelltown Road**

Dear Sir

I refer to your letter dated 19 March 2009 providing Council's principle support to the project with comments on number of technical issues.

We have now developed a detailed concept design addressing all of the issues raised in your letter and at various meetings held at your office. The latest copy of the detailed concept design plans were provided at the meeting held at your office on 11 August 2009.

*Reason for the proposed improvement*

The primary aim of the project is to significantly improve safety at the balckspot 'seagull' junction of Campbelltown Road with F5 southbound off-ramp and northbound on-ramp to/from Campbelltown Road.

Other benefits from the project are:

- Improving travel conditions on the F5 southbound off-ramp to Campbelltown Road;
- Reducing capacity constraints on the F5 northbound on-ramp from Campbelltown Road (under Raby Road); and
- Saving considerable travel of nearly 3km for motorists in the existing adjacent suburbs and south west growth centre by using a new F5 northbound on-ramp from Raby Road, instead of the current route of Raby Road/Campbelltown Road/northbound F5 on-ramp (as the latter movement will be prohibited).

Roads and Traffic Authority



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The issues raised by the Council are addressed as follows:

*Performance of the Raby ramp roundabout*

A traffic modelling and economic analysis for the proposed work was completed in April 2009.

Banning the right turns at the seagull effectively permits uninterrupted through movements on Campbelltown Road. Vehicles travelling through northbound on Campbelltown Road, which currently turn right at the seagull intersection, are forced to divert via Raby Road. The roundabout at the intersection of Raby Road with the proposed and existing ramps will operate satisfactorily for 20 years from the opening of Raby ramp in 2011.

The through eastbound movement on Raby Road is critical. Capacity for this movement is limited by the merge from 2 lanes to one lane at the bridge over the F5 Freeway. To provide sufficient capacity beyond 2031, it may be necessary to duplicate the bridge. It is possible that Badgally Road may provide an alternative route for some traffic, helping to limit the demand on Raby Road, and permitting some deferral of the bridge duplication. Further investigation would be needed during operation of the ramp to determine the optimum timing for this work. The economic analysis assumes that the bridge is not duplicated.

*Location of the existing bus stops*

The detailed concept design has been revised such that the widening of Raby Road will commence at the eastern side of the bus stop and will have no impact on the unmarked pedestrian crossing across the Raby Road and the bus stop.

*Safe Pedestrian movement along Raby Road*

A pedestrian traffic survey for the Raby Road crossing was carried out in March/April 2009 over a period of two weeks. The week 1 was from Monday 30 March 2009 to Sunday 5 April 2009 (School Term). The week 2 was from Thursday 16 April 2009 to Thursday 22 April 2009. The survey was carried out in the morning and afternoon peak hours (07:00 – 10:00 & 14:00 – 18:00).

During the first week the survey shows one pedestrian crossing every 15 minutes across the proposed ramp crossing. During the second week the survey shows one pedestrian crossing every 17 minutes across the proposed ramp crossing. The pedestrian flows observed reflect a low pedestrian trip path and therefore an unmarked pedestrian facility will be provided across the proposed ramp.

*Cycling access along Raby Road*

The current provision for cycling access along Raby Road will be maintained. A 3.0 metre shoulder will be provided along the proposed ramp to access F5 northbound Freeway.

*Historic 'Milestone' on Campbelltown Road*

Appropriate mitigation measures will be implemented and there will be no impact to this site. During construction, the site will be fenced-off to avoid any impact to the 'milestone'. At the completion of the project, access will be maintained to the site for maintenance purpose.

*Noise Abatement*

The RTA is currently undertaking an Operational Noise assessment for the area affected by the proposed Raby ramp in accordance with the Roads and Traffic Authority's 'Environmental Noise Management manual'. Potential noise mitigation will be carried out in consultation with the local community.

The RTA is currently seeking approval from the Department of Transport to consider the proposed work as additional works to the widening of F5 Freeway. If approval is granted, the detailed design will be developed for construction.

If you require further information on this proposal please do not hesitate to contact John Navamani, RTA's Senior Project Manager for this project on 02 8849 2049.

Yours faithfully



Alan Thomas  
Project Services Manager