

Reports of the City Works Committee Meeting held at 7.30pm on Tuesday, 16 April 2013.

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 16 April 2013

Present

Her Worship the Mayor, Councillor S Dobson
Councillor P Lake (Chairperson)
Councillor F Borg
Councillor G Bricevic
Councillor A Chanthivong
Councillor W Glynn
Councillor P Hawker
Councillor C Mead
General Manager - Mr P Tosi
Acting Director Business Services - Mr J Milicic
Director Community Services - Mrs L Deitz
Director City Works - Mr J Hely
Manager Assets and Supply Services - Mr G Mitchell
Manager Business Assurance - Mrs M McIlvenny
Acting Manager Communications and Marketing - Ms A King
Acting Manager Compliance Services - Mr P Curley
Acting Manager Financial Services - Mr A Butcher
Acting Manager Governance and Administration - Mrs B Naylor
Manager Healthy Lifestyles - Mr M Berriman
Manager Library Services - Mr G White
Manager Operational Services - Mr A Davies
Manager Technical Services - Mr K Lynch
Acting Manager Waste and Recycling Services - Mr E Karpik
Coordinator Facility Maintenance Services - Mr W Miller
Executive Assistant - Mrs D Taylor

Apology Nil

Acknowledgement of Land

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

DECLARATIONS OF INTEREST

Declarations of Interest were made in respect of the following items:

Pecuniary Interests

Nil

Non Pecuniary – Significant Interests

Councillor Chanthivong - Item 1.5 - Narellan Road - Improvement Project Update - Councillor Chanthivong advised that he is an employee of Transport NSW and that he will leave the room and not take part in debate nor vote on the matter.

Non Pecuniary – Less than Significant Interests

Councillor Chanthivong - Item 1.4 - NSW Local Government Road Safety Program - extension of funding - Councillor Chanthivong advised that he is an employee of Transport NSW.

1. TECHNICAL SERVICES

1.1 Traffic Committee

Reporting Officer

Manager Technical Services

Attachments

1. Minutes of the Local Traffic Committee Meeting of 21 March 2013
2. Minutes of the Campbelltown Traffic Committee Meeting on 21 March 2013

Purpose

To seek Council's endorsement of the recommendations arising from the Local Traffic Committee and Campbelltown Traffic Committee meeting held on 21 March 2013.

Report

RECOMMENDATIONS OF THE LOCAL TRAFFIC COMMITTEE ON 21 MARCH 2013

Reports Listed for Consideration

LTC 13/7 Chamberlain Street, Campbelltown - No Stopping restriction at signals

1. That Council consult with the adjacent residents and veterinary clinic in Chamberlain Street in regards to the proposed No Stopping restriction on the approach to the traffic signals with Moore Oxley Bypass.
2. That subject to the response of community consultation, Council installs the No Stopping zone in Chamberlain Street as described in the body of the report.
3. That Council notify Roads and Maritime Services of the changes to the parking restrictions on Chamberlain Street on its approach to the signals with Moore Oxley Bypass.

LTC 13/8 Ballantrae Drive, St Andrews - improvement school driveway access

That Council extend the No Parking restriction in Ballantrae Drive, St Andrews to 10 metres on the approach to the exit driveway of the St Andrews Public School car park.

LTC 13/9 Minto Renewal - Stage 12 and 13 linemarking and sign posting

That approval of the signs and markings associated with Stage 12 and 13 Minto Renewal be scheduled for the next meeting of the Local Traffic Committee, including the review of additional information as described in the body of the report.

RECOMMENDATIONS OF THE CAMPBELLTOWN TRAFFIC COMMITTEE ON 21 MARCH 2013

Reports Listed for Consideration

CTC 13/6 Rudd Road, Leumeah - pedestrian crossing request

That Council discuss with Roads and Maritime Services to undertake further investigation for the improvement of traffic management in the Rudd Road/Pembroke Road precinct.

CTC 13/7 Raby Road Roundabouts - Change of Traffic Management

1. That Council request Roads and Maritime Services to monitor traffic behaviour in Raby Road as motorists enter Campbelltown Road roundabout and take necessary measures to resolve vehicle conflict as discussed in the body of the report.
2. That Council seek clarification from Roads and Maritime Services the status of Raby Road classification.
3. That Council seek comment from Roads and Maritime Services regarding a proposal to channelize the two westbound entry lanes on the Raby Road/Hume Highway ramp roundabout into a single entry lane.

Officer's Recommendation

That the information be noted.

Committee's Recommendation: (Glynn/Chanthivong)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 23 April 2013 (Lake/Glynn)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 59

That the Officer's Recommendation be adopted.

ATTACHMENT 1



LOCAL TRAFFIC COMMITTEE MINUTES

21 March 2013

LOCAL TRAFFIC COMMITTEE

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

Minutes Summary

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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 21 March 2013

1. ATTENDANCE

Campbelltown City Council

Councillor G Greiss (Chairperson)
Director City Works - Mr J Hely
Coordinator Traffic and Road Design - Mr A Arora
Team Leader Traffic Investigation - Mr F Sirc
Administrative Assistant - Mrs N Boyle

Roads and Maritime Services

Mr M Kayello

Police Representatives

Senior Constable M Davies
Senior Constable K Toby

Bus Companies

Mr S Grady

2. APOLOGIES

Roads and Maritime Services - Mr J Suprain
Police Representative - Sergeant M Cotton
Interline - Mr B East
Representative for Member for Macquarie Fields - Mr R James
Manager Technical Services - Mr K Lynch
Administrative Assistant - Mrs S Lambert

An Acknowledgement of Land was performed by the Chairperson

3. CONFIRMATION OF MINUTES

Due to replacement members of the Traffic Committee the Minutes were not directly confirmed. The current members did not forward any objections to the Minutes, however should the matter arise it will be dealt with as Business Arising in due course.

4. BUSINESS ARISING FROM MINUTES

No reports this round

5. REPORTS LISTED FOR CONSIDERATION

LTC 13/7 Chamberlain Street, Campbelltown - No Stopping restriction at signals

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

Attachments

Aerial Location Plan

Background (21/3/2013)

Council is in receipt of a number of concerns regarding the inability of eastbound drivers in Chamberlain Street to clear the intersection with Moore Oxley Bypass through a single signal phase due to the presence of a parked car.

It has been reported, and verified by anecdotal observations by Council staff, that eastbound vehicles are often queued back from the signals due to the presence of a legally parked car. This problem regularly occurs in the afternoon school peak time when parents are returning home after picking up their children from the local schools.

The present No Stopping zone at the approach to the signal's stop line is 10 metres, which is the basic requirement for no parking at signals. When there are three cars waiting to turn right, into Moore Oxley Bypass (less with a larger vehicle) the queue extends back beyond the occasional parked car. The parked car prevents the follow up vehicles in continuing straight ahead or turning left in a single phase.

The complaint is that motorists are often frustrated with the capacity of the left lane, which could be improved by removing the parked car. A similar issue occurs on bin collection day when this parking space restricts the ability for garbage trucks to gain access to the bins.

The development on the approach to the signals consists of a lot with 8 strata units and a major veterinary clinic next door. At present there are available on street parking spaces on the frontage of these two developments.

To improve the performance of the signals it is recommended that Council extend the No Stopping Zone with a further 22 metre No Stopping. This proposal will remove only one parking space leaving a space in front of the strata units. Should traffic congestion continue following the changes it is recommend to modify the restriction as the need arise.

It is also recommended to consult with the adjacent residents and business advising them of the proposed changes.

Officer's Recommendation

1. That Council consult with the adjacent residents and Veterinary Clinic in Chamberlain Street in regards to the proposed No Stopping restriction on the approach to the traffic signals with Moore Oxley Bypass.
2. That subject to the response of community consultation Council installs the No Stopping zone in Chamberlain Street as described in the body of the report.

Discussion (21/3/2013)

The Committee were provided with an overview of concerns raised in regard to eastbound motorists being unable to clear the intersection when a car is parked on the approach to the intersection. It was also mentioned that a complaint has been received concerning garbage bin collection as the small length of kerb space used for bins is often parked out by a car.

It was questioned whether the existing 10m No Stopping distance from the stop line at the traffic signals meets the current Roads and Maritime Services guidelines. The RMS representative advised that 20m (from the kerb prolongation adjacent road is generally required).

The Busways representative confirmed that buses do use this route and as they are 12.5m in length they often get caught in the traffic queue often blocking other motorists. It is a particular problem in the after school and evening peak hours.

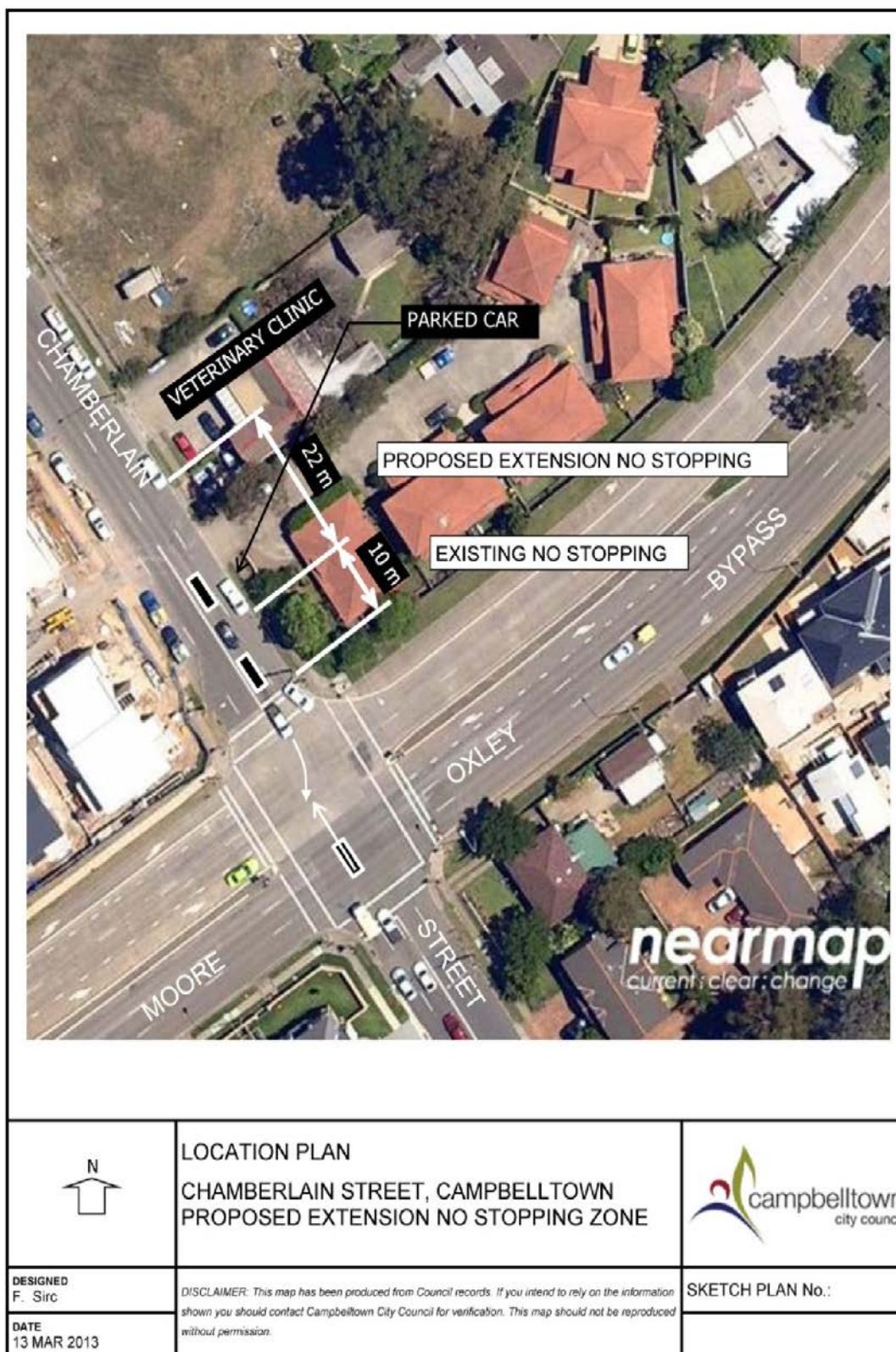
It was agreed that the proposed 22m extension of the No Stopping zone, which will remove only one parking space, will make the intersection more efficient.

The RMS representative recommended that Council also advise their Traffic Signal Branch of the changes so that the signal plans take note of the new No Stopping length. It is important to note this on their plans so that when RMS undertakes maintenance they do not change the location of the sign. Council will advise RMS as part of the consultation.

The Police representative for Campbelltown supported the recommendations noting that at times traffic is queued back beyond Beverley Road towards Queen Street.

Recommendation of Local Traffic Committee

1. That Council consult with the adjacent residents and Veterinary Clinic in Chamberlain Street in regards to the proposed No Stopping restriction on the approach to the traffic signals with Moore Oxley Bypass.
 2. That subject to the response of community consultation Council installs the No Stopping zone in Chamberlain Street as described in the body of the report.
 3. That Council notify Roads and Maritime Services of the changes to the parking restrictions on Chamberlain Street on its approach to the signals with Moore Oxley Bypass.
-



LTC 13/8 Ballantrae Drive, St Andrews - improvement school driveway access

Previous Report: LTC 11/23
Electorate: Campbelltown
Author Location: Traffic and Road Design Unit

Attachments

Aerial Location Plan

Background (21/3/2013)

The Principal of St Andrews Primary School raised concerns regarding the lack of sight distance for teachers and parents leaving the school car park, as cars are parked hard up to exit driveway on Ballantrae Road, St Andrews.

Council Officers had a site meeting with the Principal and discussed the matter with him. It was observed that this issue has been caused due to the changes of on-street parking restrictions in Ballantrae Drive, St Andrews.

In early 2012 Council upgraded the pedestrian crossing outside the school in Ballantrae Drive as a combined crossing (children's crossing). The project also included changes to the length of No Stopping zones and modification to other parking restriction.

The driveway exit of the school's car park had previously No Parking restrictions across it. With the changes this restriction was removed creating a 50 metre unrestricted kerb side parking for parents between the entry and exit driveways. As a result motorists on occasions are parking hard up to the exit driveway removing the sight distance that once was available.

In consultation with the Principal it is recommended that the No Parking restriction on the westbound approach to the crossing be extended to a point 10metres on the approach of the exit driveway with the view of improving sight distance for customers using the school's car park.

Officer's Recommendation

That Council extend the No Parking restriction in Ballantrae Drive, St Andrews, to 10 metres on the approach to the exit driveway of the St Andrews Public School car park.

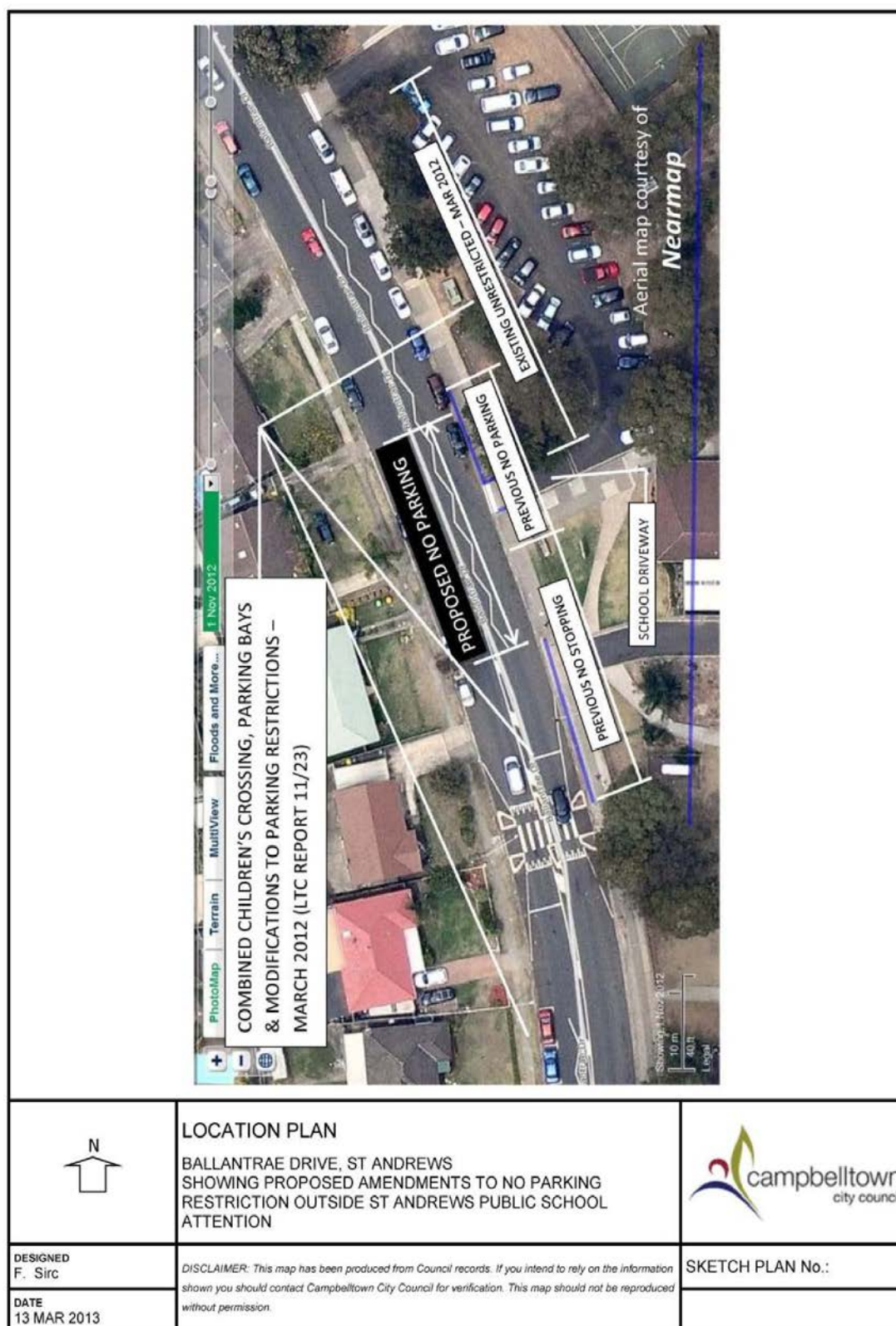
Discussion (21/3/2013)

Council Officers provided an overview of the parking restrictions changes associated with the upgrade of the pedestrian crossing and the concerns raised by the School Principal.

It was noted that the recommendation would not impact on local residents and was supported by the Committee.

Recommendation of Local Traffic Committee

That Council extend the No Parking restriction in Ballantrae Drive, St Andrews to 10 metres on the approach to the exit driveway of the St Andrews Public School car park.



LTC 13/9 Minto Renewal - Stage 12 and 13 Linemarking and Sign Posting

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

Attachments

1. Location Plan Minto Renewal Stage 12 and 13
2. Smec Urban Plans showing Linemarking and Signposting (Plans be tabled)
3. Extracts from plans showing tree planting arrangements for Pendergast Avenue

Background (21/3/2013)

The Project Manager for Urbangrowth (formerly Landcom) Minto One Development has forwarded signs and markings plan of Stages 12 and 13 for the Committee's endorsement. These plans are an extension to the plans presented previously for Stages 9 and 10. Stage 11 is yet to be submitted.

Stages 12 and 13 cover a subdivision of 98 and 84 housing lots respectively. Stage 12 is bound by Ben Lomond Road to the north, Stage 13 to the east, Stage 11 (future) to the south and the previously submitted Stages 9 and 10 to the west, as shown on the attached Location Plan. Stage 13 is bound by Ben Lomond Road to the north and Eagleview Road to the east.

It is noted that 20 lots of Stage 13 will have driveway access onto Eagleview Road.

Following on from Stage 10, Stage 12 will retain the majority of Pendergast Avenue on its current alignment except for the last 70 metres where the intersection of Pendergast Avenue and Ben Lomond Road will be removed. Local traffic generated by the lot catchment of Pendergast Avenue will have access via Elizabeth McRae Avenue (bus route) on Ben Lomond Road (Longhurst Road roundabout) to the north and the current intersection with Townson Avenue in the south.

In Stage 12 and 13 the main traffic facilities are:

1. The roundabout at the intersection of Elizabeth McRae Avenue and Ben Lomond Road.
 2. The Give Way control across the intersection at Elizabeth McRae Avenue and Cathedral Avenue.
 3. The use of a combination of Give Way/Stop sign controls on side streets with Pendergast Avenue due to the curvature alignment of the road.
 4. The need for edge line treatment in Pendergast Avenue to delineate traffic past tree beds.
-

It is noted that the designers have recommended two 4 metre lanes between the edge lines on Pendergast Avenue, which skirts the edge of the guard posts on the perimeter of tree beds that are located in the road. The provision of the trees in the road is a part of the approved landscaping plans associated with the master plan. In regards to road safety it is recommended that the outer guard posts closest to the travel lane be appropriately reflectorized by paint and reflectors meeting Australian Standards. Although trees are normally excluded from clear zones the practice of Urbangrowth providing trees in a low speed urban setting has been adopted by various Councils. In this regard Council will discuss with Urbangrowth the provision of frangible trees in the roadway.

The subdivision will be subject to extensive tree planting both on the nature strip and within Pendergast Avenue as described above. It is recommended that the designers of the street lighting consider the impact of trees as part of their design.

Presently Pendergast Avenue is centre line marked with a series of unbroken and broken lines delineating the curvature alignment. The present plans do not show centre line marking and it is recommended that S1 centre line be provided especially when edge lines and trees are being proposed.

It is also noted that this section of Pendergast Avenue is not being promoted as a bus route. In a previous report covering Stage 10 the nominated bus route will be via the section of Pendergast Avenue between Townson Avenue and Elizabeth McRae Avenue.

The designers, Smec Urban, has demonstrated turning movement sweep paths at the roundabout of Ben Lomond Road/Elizabeth McRae Avenue and Longhurst Road showing that buses would be able to negotiate the intersection.

Officer's Recommendation

1. That Council approve the signs and line marking details on Urbangrowth subdivision plans of Stage 12 and 13 Minto One development subject to amendments to line marking in Pendergast Avenue as described in the body of the report.
2. That Council discuss the application of trees and street lighting design with the developer.
3. That Council review and discuss with Urbangrowth the requirements of the traffic calming devices in Eagleview Road with the view of incorporating the device as part of the next Stage of Development.

Discussion (21/3/2013)

Council's Officer provided an overview to the Committee highlighting the stages of Minto One development and the sections that have been constructed and previously presented to the Committee. It was noted that Stage 11 is yet to be submitted to Council.

Following advice that Pendergast Avenue is maintaining its present road geometry through Stage 12 to all except its intersection with Ben Lomond Road, which is being removed, concerns were raised by the Busways representative that there are changes to the bus route whether Transport NSW has given its approval for the route change.

As Interline Bus Service covers the Minto area and their representative was not present at the meeting, Council Officers were unable to confirm whether Transport NSW has given their

approval for the route change. It was pointed out that the proposed bus route was previously identified to the Traffic Committee as going through Stages 9 and 10 via Pendergast Avenue, from Townson Avenue, turning at its roundabout with Elizabeth McRae Avenue meeting up with Ben Lomond Road at the roundabout with Longhurst Avenue. The section of Pendergast Avenue from Elizabeth McRae Avenue to the new road Cathedral Avenue (short of Ben Lomond Road) is no longer being promoted as a bus route.

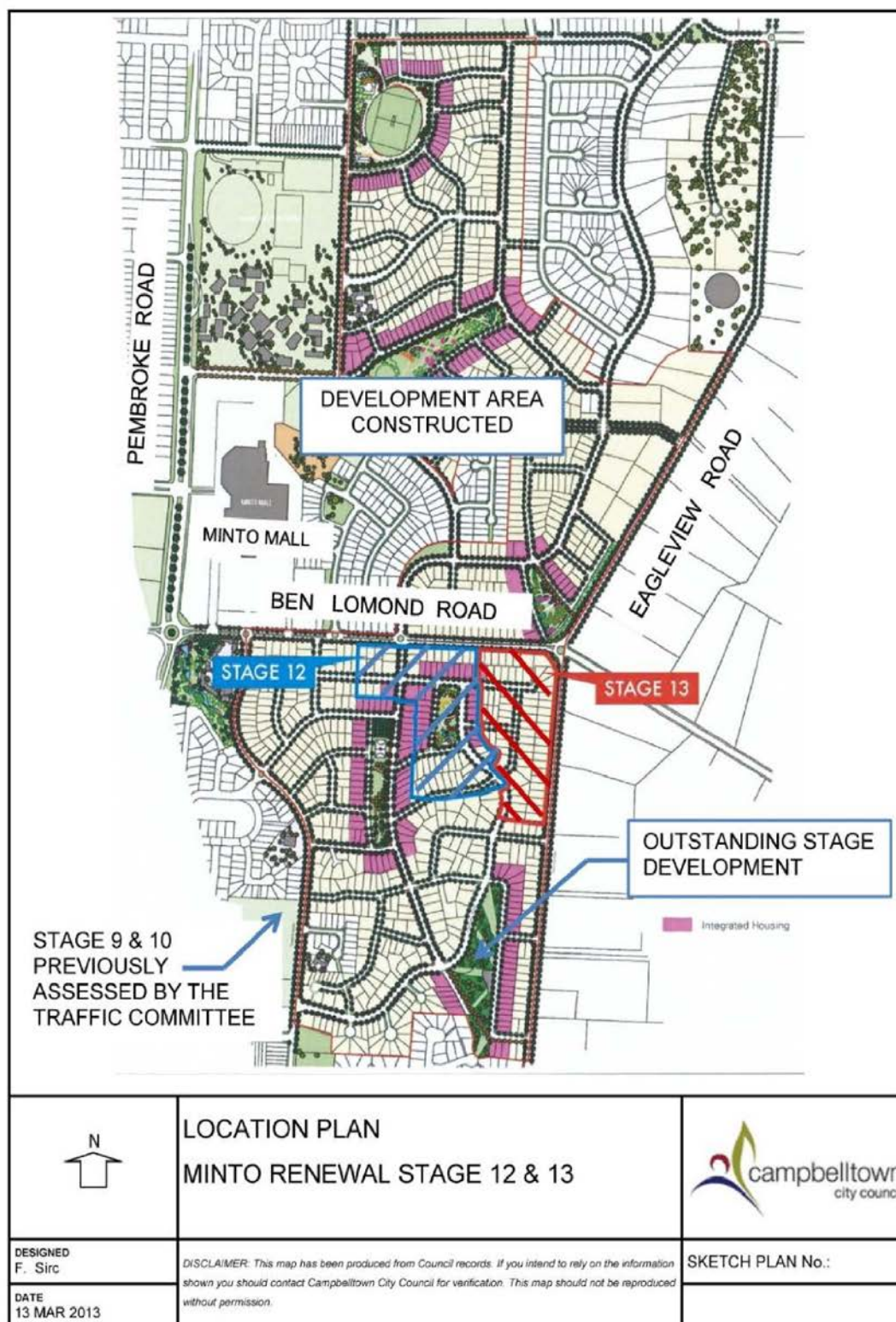
With the need to confirm the approval to the change of bus route with Transport NSW the Busways representative noted the planting of trees in the carriageway raising it for discussion especially when trees in the roadway is not a supported practice and they cause concerns for passing buses.

The question was also raised in the location of the edge line in relation to the tree beds. It was highlighted that it is proposed to have two 4 metre lanes with the edge lines being 200mm offset from the street garden guard posts. It was suggested that the travelling lanes be brought down to 3.5 metre lanes and review the clearance for squeeze points for cyclists. It was questioned whether off street cycle paths have been provided so that the issue of squeeze point can be addressed.

It was recommended that the item be scheduled for the next Local Traffic Committee meeting with the view of providing additional information back to the Committee regarding the confirmation by Transport NSW the change of bus route, the placement of 'frangible' type trees, the location of the travelling lanes in relation to the tree beds and the cycle path network in the area.

Recommendation of Local Traffic Committee

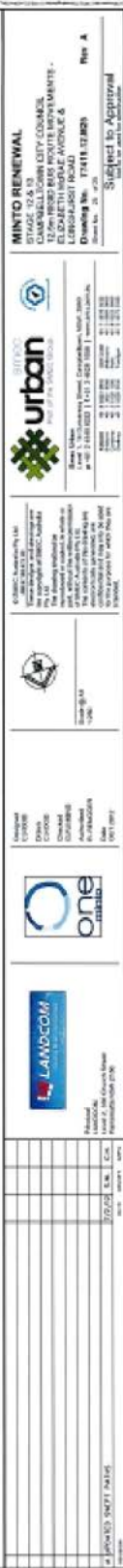
That approval of the signs and markings associated with Stage 12 and 13 Minto Renewal be scheduled for the next meeting of the Local Traffic Committee including the review of additional information as described in the body of the report.



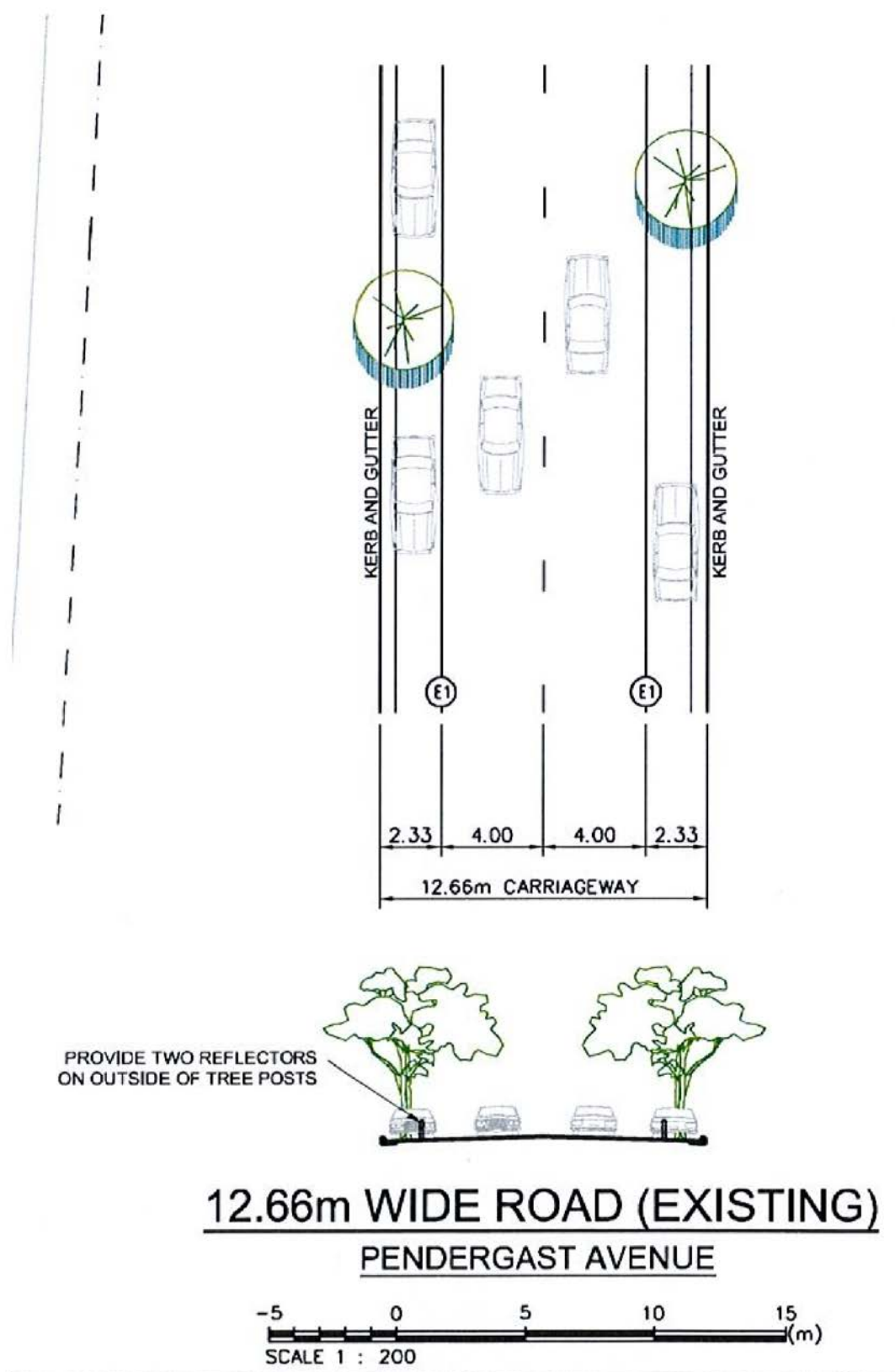


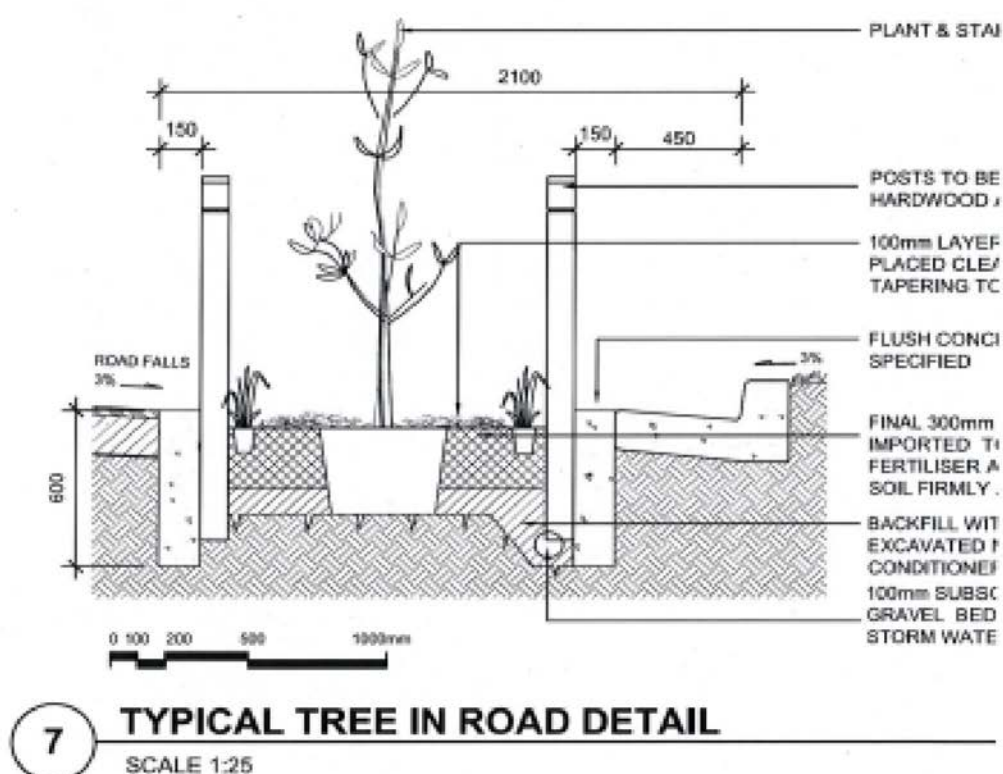
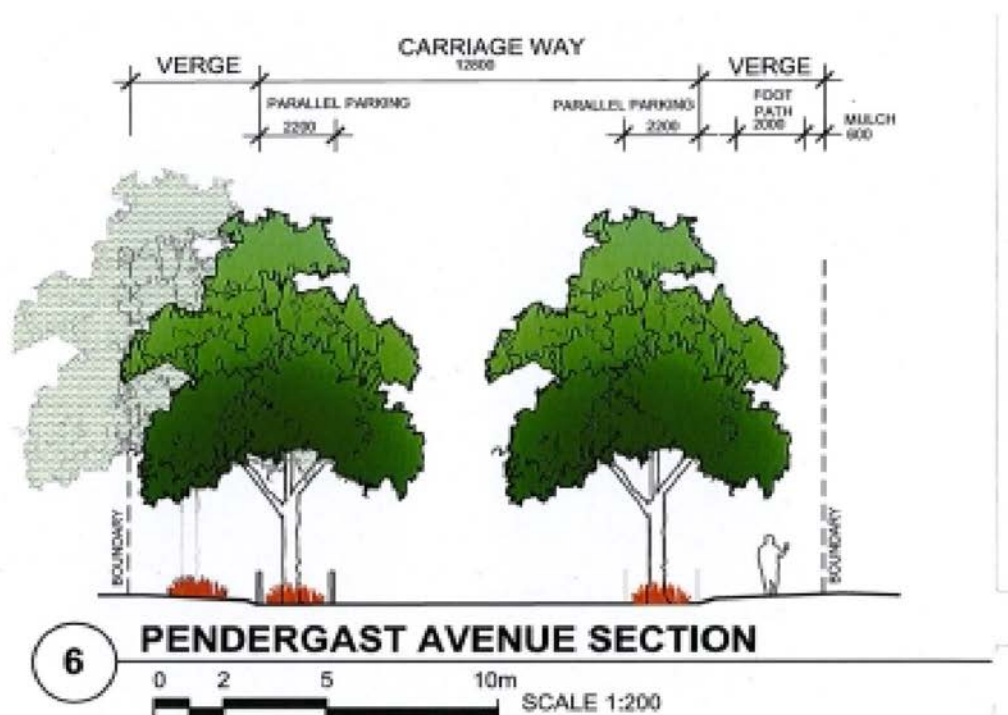












6. LATE ITEMS

No reports this round

7. GENERAL BUSINESS

No reports this round

8. DEFERRED ITEMS

No reports this round

There being no further business the meeting closed at 9.30am.

G Greiss
CHAIRPERSON

ATTACHMENT 2



CAMPBELLTOWN TRAFFIC COMMITTEE MINUTES

21 March 2013

CAMPBELLTOWN TRAFFIC COMMITTEE

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

Minutes Summary

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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 Maritime Services.

Minutes of the Campbelltown Traffic Committee held on 21 March 2013

1. ATTENDANCE

Campbelltown City Council

Councillor G Greiss (Chairperson)
Director City Works - Mr J Hely
Coordinator Traffic and Road Design - Mr A Arora
Team Leader Traffic Investigation - Mr F Sirc
Administrative Assistant - Mrs N Boyle

Roads and Maritime Services

Mr M Kayello

Police Representatives

Senior Constable M Davies
Senior Constable K Toby

Bus Companies

Mr S Grady

2. APOLOGIES

Roads and Maritime Services - Mr J Suprain
Police Representative - Sergeant M Cotton
Interline - Mr B East
Representative for Member for Macquarie Fields - Mr R James
Manager Technical Services - Mr K Lynch
Administrative Assistant - Mrs S Lambert

An Acknowledgement of Land was performed by the Chairperson

3. CONFIRMATION OF MINUTES

Due to replacement members of the Traffic Committee the Minutes were not directly confirmed. The current members did not forward any objections to the Minutes, however should the matter arise it will be dealt with as Business Arising in due course.

4. BUSINESS ARISING FROM MINUTES

No reports this round

5. REPORTS LISTED FOR CONSIDERATION

CTC 13/6 Rudd Road, Leumeah - pedestrian crossing request

Previous Report: LTC 12/26, CTC 08/09

Electorate: Campbelltown

Author Location: Traffic and Road Design Unit

Attachments

Nil

Background (21/3/2013)

Council has received a number of requests from the local community for a pedestrian crossing on Rudd Road, north of Kingsclare Street, Leumeah.

Rudd Road is a classified state road with its management being under the control of the Roads and Maritime Services (RMS). The matter of providing a pedestrian crossing was raised previously to the RMS through the Traffic Committee.

In 2008, the RMS tabled a concept plan to the Committee for a pedestrian refuge. The refuge was proposed south of Kingsclare Street. The Committee suggested that the refuge be considered north of Kingsclare Street because more pedestrians are crossing at this location. The proposal was in its early stages for funding consideration by the RMS. Since that time Council has not received any further advice on the outcome of this matter.

Council raised this issue again at the Traffic Committee in June 2012 and under the direction of the RMS it was recommended that Council undertake a pedestrian and traffic survey and forward the results for review and consideration by RMS.

Council Officers had arranged the installation of two CCTV cameras in the area to collate survey data. It was confirmed that the main pedestrian desire route is located north of Kingsclare Street. Although the criteria for a pedestrian crossing are not met, it was noted that the pedestrians were having difficulty negotiating peak hour traffic with volumes over 1500 vehicles per hour. This volume of traffic leaves minimal breaks in the traffic that provide adequate time for people to safely cross the road.

In this regard, Council has written to the RMS for their consideration of a marked pedestrian crossing north of Kingsclare Street. Council Officers will also meet with the RMS to pursue an outcome for a pedestrian facility.

Officer's Recommendation

That the information in the body of report be noted.

Discussion (21/3/2013)

Following an overview by Council staff of where the proposed marked pedestrian is being requested the Chairperson raised concerns covering a wider area including Pembroke Road, between O'Sullivan Road and Old Leumeah Road and Old Leumeah Road. The Chairperson asked for a holistic assessment and treatment of the area as there are a number of pedestrian crossing points with high vehicle movements. It was noted that the Pembroke Road and Rudd Road system is under the management of RMS.

It was pointed out that vehicles travel relatively slowly in Pembroke Road between Old Leumeah Road (signals) and O'Sullivan Road (roundabout) due to the tight turning movements, in particular by large vehicles, at the roundabout. For Rudd Road, traffic tends to speed up between Queen Street and O'Sullivan Road making it a more hazardous place for pedestrians. In discussing in how to slow traffic down it was suggested that the installation of road narrowing and a pedestrian refuge north of Kingsclare Street would assist pedestrians.

Council Officers advised the Committee that there is a history of requests to RMS on replacing the roundabout with traffic signals. The RMS representative confirmed the previous advice that a roundabout would be more efficient than traffic signals at this site.

In addition to the call for a marked pedestrian crossing it was recommended that Council liaise further with RMS on providing improvements to the traffic management over a wider area.

Recommendation of Campbelltown Traffic Committee

That Council discuss with Roads and Maritime Services to undertake further investigation for the improvement of traffic management in the Rudd Road/Pembroke Road precinct.

CTC 13/7 Raby Road Roundabouts - Change of Traffic Lane Management

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

Attachments

1. Aerial view of roundabout at Raby Road Off/On ramp Hume Highway.
2. Aerial view of roundabout at Raby Road and Campbelltown Road.
3. Aerial view of roundabout at St Andrews Road and Campbelltown Road.

Background (21/3/2013)

Following the construction of the Hume Highway on-ramp from Raby Road and the reconstruction of the three roundabouts on Raby Road, at the on-ramp, Stranraer Drive and Campbelltown Road, the Roads and Maritime Services (RMS) has altered the approach lanes on two of the roundabouts.

These roundabouts were reconstructed to improve the movement of long heavy vehicles. These works were required due to the closure of the right turn lane into Campbelltown Road from the Hume Highway.

1. Roundabout at Raby Road and Hume Highway Ramps

Prior to the construction of the Hume Highway on-ramp, motorists approaching this roundabout from the south could turn left from both lanes into Raby Road and the right lane also allowed motorists to turn right towards St Andrews. With the changes made by RMS motorists in the left lane (Lane 1) must turn left with the right lane allowing to either go straight on to the Hume Highway on-ramp or turn right towards St Andrews.

2. Roundabout at Raby Road and Campbelltown Road

The approaching lanes to Campbelltown Road from Raby Road have also changed. Previously the left lane allowed for left turn movements only and the right lane allowed traffic to either go straight into Swettenham Road or turn right into Campbelltown Road.

With the changed lane configuration by RMS, the left lane has been left unmarked which means that motorists can turn left or right or go straight. The right lane has been marked with right arrows which enforces motorists to turn right only.

Council has received complaints about motorists not complying with these changes, as some motorists are continuing straight ahead from right lane (Lane 2) and some motorists are turning right from the left lane (Lane 1).

3. Roundabout at Stranraer Drive and Raby Road

No changes have been made to lane configurations.

4. Roundabout at St Andrews Road and Campbelltown Road

No changes have been made to lane configurations.

It is recommended that Council request RMS to review the lane configurations and monitor traffic behaviour at the roundabout at Raby Road and Campbelltown Road with the view of adding pavement arrows in the left lane and installing a diagrammatic approaching directional sign to assist motorists.

In addition as the right lane does not continue straight through to Swettenham Road, it is also recommended to have the sign 'Right Lane Must Turn Right' (R2-9) installed.

Officer's Recommendation

That Council request Roads and Maritime Services to monitor traffic behaviour in Raby Road exit into Campbelltown Road roundabout and take necessary measures to resolve vehicle conflict as discussed in the body of the report.

Discussion (21/3/2013)

Council's Officer provided an overview on the improvements to the four roundabouts on Raby Road and Campbelltown Road together with recent changes to the arrow pavement markings on Raby Road on the approach to Campbelltown Road. It was pointed out that arrow markings are not provided in Lane 1 as it is for the St Andrews roundabout.

The question was raised to the Roads and Maritime Services representative whether Raby Road, between the ramps and Campbelltown Road has been reclassified to a State Road due to the movement of arterial traffic now on a local road. The RMS representative advised that a check of the classification of Raby Road would be followed up.

Council's Officer also raised the possibility to modify the two westbound entry lanes to the roundabout on Raby Road travelling west over the Hume Highway overbridge to a single lane (Lane 2) so that traffic entering from the on-ramp to Raby Road will have a dedicated left turn to weave into traffic more efficiently. This proposal could be done by delineating the westbound exit over the bridge with chevron markings. The treatment would assist the long queue of traffic waiting to turn left into Raby Road. Prior to the improvements local motorists had two lanes to turn left into Raby Road.

This proposal was not supported by the Busways representative due to the location of the bus indent bay on the departure side of the round, indicating that buses would have difficulty weaving across traffic when motorists are freely turning left from the ramps.

Recommendation of Campbelltown Traffic Committee

1. That Council request Roads and Maritime Services to monitor traffic behaviour in Raby Road as motorists enter Campbelltown Road roundabout and take necessary measures to resolve vehicle conflict as discussed in the body of the report.
 2. That Council seek clarification from Roads and Maritime Services the status of Raby Road classification.
 3. That Council seek comment from Roads and Maritime Services regarding a proposal to channelize the two westbound entry lanes on the Raby Road/Hume Highway ramp roundabout into a single entry lane.
-

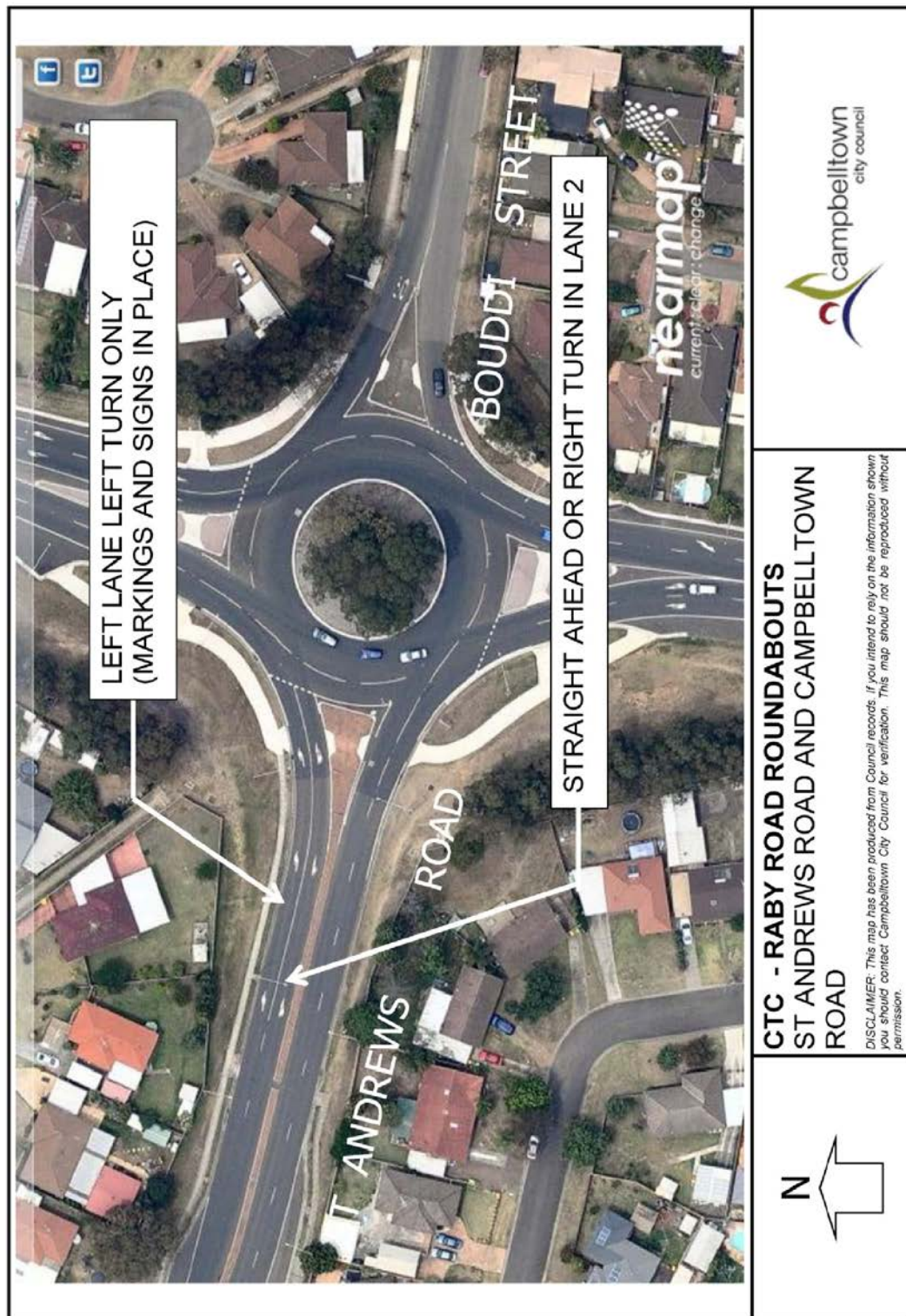
Aerial view of roundabout at Raby Road Off/On ramp Hume Highway



Aerial view of roundabout at Raby Road and Campbelltown Road



Aerial view of roundabout at St Andrews Road and Campbelltown Road



6. LATE ITEMS

No reports this round

7. GENERAL BUSINESS

No reports this round

8. DEFERRED ITEMS

No reports this round

There being no further business the meeting closed at 10.05am.

G Greiss
CHAIRPERSON

1.2 M5 South West Motorway - Cashless Tolling

Reporting Officer

Director City Works

Attachments

Nil

Purpose

To advise Council about changes to the cash collection tolls on the M5 South West Motorway.

Report

Council received the following advice from Interlink Roads Pty Ltd on 4 March 2013:

Interlink Roads have announced that the M5 South West Motorway will close its cash collection toll booths and transition to cashless only tolling from 1 July this year. With the removal of the tolling booths and the realignment of the M5 widening project, it is planned that two extra lanes will be provided and these will be located adjacent to the current E-tag lanes in both directions.

Interlink advises that the conversion to cashless only tolling will help reduce congestion and improve traffic flow and travel times on the motorway by removing the need to stop and pay the toll at the cash booths. Cashless tolling will also enhance road safety for motorists as there will be less lane changing required to merge into a cash lane. There will also be environmental benefits due to reduced vehicle emissions made by vehicles stopping and starting and reducing noise associated with braking and accelerating.

The vast majority of customers already pay their toll with an electronic toll tag or e-pass.

There will be changed conditions on the M5 motorway as a result of the conversion to fully cashless tolling, and associated construction works. These changes are in line with current changes to accommodate M5 West Widening construction, and include lane realignment.

Interlink will implement a marketing and communications program to help current cash motorists transition to electronic payment and navigate the electronic tolling payment points. Part of the transition will include a new no frills, no credit card tag option.

Motorists will be informed of changes by way of information on Variable Message Signs (VMS) and signage on the motorway, information on the M5 South West Motorway (www.m5motorway.com.au) and in regard to the M5 West Widening Project (www.m5westwidening.com.au) websites and other media advertisements.

Further enquiries regarding toll payment options are available by calling Interlink's E-way Customer Service number on 1300 555 833.

Council staff will direct any enquiries on this issue to the Interlink E-Way Customer Service number. Information will also be added to Council's website.

Officer's Recommendation

That the information be noted.

Committee's Recommendation: (Brticevic/Mead)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 23 April 2013 (Lake/Glynn)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 59

That the Officer's Recommendation be adopted.

1.3 Submission for Use of Non-Registered Motorised Vehicles

Reporting Officer

Director City Works

Attachments

Correspondence from Joint Standing Committee on Road Safety dated 4 March 2013

Purpose

To provide Council with information about an invitation to provide a submission to the Joint Standing Committee on Road Safety (Staysafe Committee) about the use of non-registered vehicles and motorised devices on public roads, footpaths and public land.

Report

In recent years, there has been an escalation of the use of these devices by the general public with minimal controls. The Joint Standing Committee on Road Safety (Staysafe Committee) has been directed to investigate this matter and are seeking councils and other jurisdictions to lodge submissions of interest and concerns.

The Staysafe Committee has expressed particular interest over the use of mobility scooters, electric or motorised bicycles, two wheel (segways) and quad bikes. The closure date for submissions is 30 April 2013, however, Council has asked for a further extension of time for Councillors to express their concerns.

These forms of transport have been taken up by various users across the Campbelltown Local Government Area and perhaps reflect a range of different community needs for more personal, convenient and inexpensive transport. These forms of personal transport may be argued by some users to be a workable alternative to private motor vehicles or public transport.

In consultation with community groups, Council staff have a range of matters that may be worthy of bringing to the attention of the Staysafe Committee. These are outlined below.

Community concerns and potential impacts

- No licensing requirements
 - Public safety issues associated with riding in local streets and public spaces
 - Potential for excessive noise and resident complaints associated with the use of converter motors with no exhaust system
 - Anti-social behaviour involving racing of these machines in residential areas
 - Lack of personal safety gear and the welfare of riders
 - The availability of conversion kits for small petrol motors for installation on bicycles
 - An absence of education for users on road use
 - Insurance and liability issues.
-

Advantages

- Motorised mobility scooters improve some people's mobility and provide an alternative, cost effective means of transport in areas where public transport is limited or not available (particularly for young people)
- Although high initial cost, they are less expensive to operate
- In some cases, training is provided by the manufacturer/supplier.

Suggestions

- That only manufactured motorised pushbike/bicycles (control measures installed in accordance with approved standards) be permitted
- Implement laws to prohibit the sale of petrol motor conversion kits for bicycles.

It is suggested that these issues, as well as any additional issues identified by Councillors, could be forwarded to the Staysafe Committee as part of a formal submission by Council.

Officer's Recommendation

That Council lodge a submission with the NSW Staysafe Committee on the use of non-registered vehicles and motorised devices on public roads, footpaths and public land, incorporating the issues and suggestions outlined in the report, along with any additional matters deemed appropriate by Councillors.

Committee's Recommendation: (Borg/Brticevic)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 23 April 2013 (Lake/Glynn)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 59

That the Officer's Recommendation be adopted.

Councillor Mead asked that his name be recorded in opposition to this resolution.

ATTACHMENT 1



PARLIAMENT OF NEW SOUTH WALES
JOINT STANDING COMMITTEE ON ROAD SAFETY

MAR05'13 08:05:05 RCVD

4 March 2013

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

File ref: D13/04869

Dear Mr Tosi

Inquiry into non-registered motorised vehicles

The Joint Standing Committee on Road Safety (Staysafe Committee) is currently conducting an inquiry into non-registered motorised vehicles. A copy of the terms of reference and a media release are enclosed for your information.

On behalf of the Committee, I would like to invite you to make a submission to the inquiry. The closing date for submissions is **30 April 2013**.

Submissions can be lodged via the Committee's website at www.parliament.nsw.gov.au/staysafe, emailed to staysafe@parliament.nsw.gov.au or mailed to: The Chair, Staysafe Committee, Parliament House, Macquarie Street, Sydney NSW 2000.

A list of Committee members, background information about Legislative Assembly committees and information about making a submission are enclosed to assist you with your submission.

If you would like further information about the inquiry or making a submission, please contact me on (02) 9230 2843.

The Committee would greatly appreciate your contribution to this inquiry.

Yours sincerely

A handwritten signature in black ink, appearing to read 'B. Nordin'.

Bjarne Nordin
Inquiry Manager



PARLIAMENT OF NEW SOUTH WALES
JOINT STANDING COMMITTEE ON ROAD SAFETY

JOINT STANDING COMMITTEE ON ROAD SAFETY (STAYSAFE COMMITTEE)

INQUIRY INTO NON-REGISTERED MOTORISED VEHICLES

TERMS OF REFERENCE

That the Committee inquires into and reports on the increasing use of non-registered motorised vehicles, including mobility scooters, electric bicycles, Segways and quad bikes on public roads, footpaths and public land and their impact on road safety, with particular reference to:

- a) The current status of non-registered motorised vehicles in road rules definitions and the extent of road safety problems related to their use;
- b) The adequacy of data collection for injury and fatality rates arising from the use of non-registered motorised vehicles;
- c) Vehicle standards requirements for non-registered motorised vehicles, including vehicle design, engine capacity, mass and speed controls;
- d) The extent and effectiveness of education and the necessity for skills and competency training for users of non-registered motorised vehicles, particularly in relation to safe use;
- e) Insurance implications of injuries and fatalities sustained and caused by non-registered motorised vehicles;
- f) Initiatives taken by local Councils and other jurisdictions to certify, register and regulate the use of currently non-registered motorised vehicles; and
- g) Any other related matters.

STAYSAFE COMMITTEE MEMBERS

Mr Greg Aplin MP (Chair)
The Hon Rick Colless MLC (Deputy Chair)
Mr Stuart Ayres MP
Mr Robert Furolo MP
Mr Darren Webber MP
Mr John Williams MP
The Hon Cate Faehrmann MLC
The Hon Walt Secord MLC



PARLIAMENT OF NEW SOUTH WALES
JOINT STANDING COMMITTEE ON ROAD SAFETY

28 February 2013

MEDIA RELEASE

Inquiry into non-registered motorised vehicles

Staysafe—the Parliamentary Joint Standing Committee on Road Safety—has launched an investigation into the increasing use of non-registered motorised vehicles and their impact on road safety. The inquiry will look at a range of issues including vehicle standards, accident data collection, skills and competency training and insurance issues, and will investigate how local governments and other jurisdictions are handling the growing popularity of non-registered vehicles.

People are looking at alternative forms of transport to get around their neighbourhoods and for enjoyment and exercise. However the increasing use of non-registered vehicles has an impact on other vulnerable road users, as well as the vehicle users themselves.

'Non-registered vehicles are used by a wide range of people for different purposes. Mobility scooters allow people with a disability to remain active in their local community, electric bicycles increase the range and speed of cycling and, at the other end of the spectrum, quad bikes are used for recreational activities. People are also using power-assisted bikes as an alternative to driving a car,' said Committee Chair, Greg Aplin MP.

'Increasing use of these types of vehicles will result in more risks, both to riders and to people sharing public roads and footpaths and public land. The Staysafe Committee wants to ensure that the vehicles themselves are safe to use and that they are used responsibly.'

The Committee is inviting submissions to the inquiry. The inquiry's terms of reference are attached. Submissions can be emailed to staysafe@parliament.nsw.gov.au, lodged via the website, www.parliament.nsw.gov.au/staysafe, or mailed to: The Chair, Joint Committee on Road Safety, Parliament House, Macquarie Street, Sydney NSW 2000.

The closing date for submissions is 30 April and it is anticipated public hearings to gather further evidence will be held shortly afterwards.

MEDIA

Greg Aplin MP, Committee Chair, 02 6021 3042
Bjarne Nordin, Inquiry Manager, 02 9230 2843
<http://www.parliament.nsw.gov.au/staysafe>

1.4 NSW Local Government Road Safety Program - Extension of Funding

Reporting Officer

Manager Technical Services

Attachments

Nil

Purpose

To advise Council of the extension of funding for the Local Government Road Safety Program.

Report

Campbelltown City Council is one of the few councils that have a Road Safety Officer as part of their staff structure. The funding support received from Roads and Maritime Services is used to assist in providing an extensive road safety program for the Campbelltown community.

Council has been advised by Roads and Maritime Services that the existing program funding agreement for the Local Government Road Safety Program and the Road Safety Officer's position has been extended until 30 June 2014.

This program has received significant support and positive response from the community. The funding assistance from Roads and Maritime Services is crucial in enabling this important program to be undertaken and maintained.

Council continues to be actively involved in road safety and has been a partner in the Local Government Road Safety Program for 16 years.

Over the course of the last 12 months, Council has achieved a number of positive results when it comes to road safety within the community:

- free safety checks on child restraints held six times a year with authorised restraint fitters
 - active involvement in U-Turn-the-Wheel – a road safety program which targets year 11 students in the Local Government Area
 - Drives for Learners in Macarthur – a program held four times a year which provides learner drivers and their supervisors with a range of driving experiences
-

- Graduated Licensing Scheme (GLS) workshops held four times a year – a program which teaches supervising drivers of learners how to be good instructors and the purpose of on-road driving experiences
- variable message boards – these boards are placed in strategic locations at the start of school terms, advising when school zones are back in force, as well as periods of double demerit points
- taking the road safety message to the wider community through involvement in Council events such as Ingleburn Alive and the Festival of Fisher's Ghost.

Officer's Recommendation

That the information be noted.

Committee's Recommendation: (Borg/Brticevic)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 23 April 2013

Having declared an interest in regard to Item 1.4 and 1.5, Councillor Chanthivong left the Chamber and did not take part in debate nor vote on this item.

Council Meeting 23 April 2013 (Lake/Mead)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 60

That the Officer's Recommendation be adopted.

1.5 Narellan Road - Improvement Project Update

Reporting Officer

Manager Technical Services

Attachments

Nil

Purpose

To provide Council with an update on the proposed upgrades to Narellan Road.

Report

Narellan Road is approximately 7.7km long and is a key road within the Macarthur and South Western Sydney area. Roads and Maritime Services (RMS) has been planning for the future upgrade of Narellan Road between Camden Valley Way at Narellan and Blaxland Road at Campbelltown to improve traffic flow and road safety.

Following Council's submission to the RMS, staff were invited to attend a workshop on the Narellan Road upgrade. At this workshop, the key points raised in Council's submission were further reinforced.

Escalation of Stage 5

At a meeting held on 3 April 2013, Council was advised that the south bound exit ramp from the M31 onto the east bound lanes of Narellan Road would be brought forward from Stage 5 (2018) to the initial works. The earlier construction of this exit will mean that the access to the UWS entry off Narellan Road will be significantly improved, increasing road safety in this area.

Widening of Narellan Road

The revised draft plans also indicate that the widening of the Narellan Road bridge over the M31 may also be escalated to the initial stages. This will allow three lanes to be provided for east bound traffic over the M31. The early completion of these works will mean that all works at the interchange will be completed at the same time, rather than the stop start construction method previously proposed.

Combined Footpath/Cycleway

Additional further enhancement to the project has been the inclusion of a combined footpath/cycleway on the full length of the southern side of Narellan Road. This will provide a crucial link between Campbelltown and Camden Local Government Areas.

The review of the statement of environmental effects of the works is due to be released for comments in May 2013, with the project scheduled to commence later this year.

Officer's Recommendation

That the information be noted.

Having declared an interest in regard to Item 1.5, Councillor Chanthivong left the room and did not take part in debate nor vote on this item.

Committee's Recommendation: (Hawker/Borg)

That the Officer's Recommendation be adopted.

CARRIED

At the conclusion of the discussion regarding Item 1.5, Councillor Chanthivong returned to the room for the remainder of the meeting.

Council Meeting 23 April 2013 (Lake/Mead)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 61

That the Officer's Recommendation be adopted.

At the conclusion of the discussion regarding Item 1.4 and 1.5, Councillor Chanthivong returned to the Chamber for the remainder of the meeting.

1.6 Road Safety Program - Child Restraint Program

Reporting Officer

Manager Technical Services

Attachments

Nil

Purpose

This report is to update Council on the Child Restraint Program provided to the community, as part of Council's ongoing Road Safety Program.

History

Council has been involved in the Local Government Road Safety Program for 16 years. Each year, the Road Safety Officer conducts a statistical analysis of Roads and Maritime Services (RMS) crash data and develops a road safety program addressing various issues in the LGA on a priority basis. These programs are reviewed regularly to ensure they are meeting the community's needs.

In an effort to involve a wider cross section of the community, the Child Restraint Program was considered and a trial extension to the program was developed and implemented.

Report

Child restraints are a legal requirement for children under seven years of age. According to the 2011 ABS Census data, the Campbelltown LGA had 15,108 children under the age of seven equating to 10.35% of the LGA's population. Importantly, the selection of the correct restraint for the child's height and weight and correct installation are generally not known by a large number of parents. Previous child restraint campaigns conducted by Council during 2007 to 2012 have found that 81% of the child restraints that were checked were incorrectly fitted or deemed to be inappropriate due to the child's height, weight or age of the seat.

The community are able to book in for a bi-monthly inspection and fitting service. As part of the development of the annual road safety program, a review was undertaken to maximise community uptake of the Child Restraint Program.

In an attempt to reach a broader audience, a new approach was recommended. The approach sought to attract drivers that were just passing an inspection point that could take advantage of the free service. The project gave Council the opportunity to acquire a good understanding of child restraint compliance. The pilot project was conducted at Pembroke Park on Wednesday 27 March and the following information is provided on how the project was organised on the day.

1. The program included an education and intervention component.
2. There was no advertising prior to the event.
3. Variable Message Signs (VMS) trailers were set up on the approaches to Pembroke Park promoting a free child restraint check to passing traffic, inviting them to stop.
4. Inspections and adjustments were carried out by Council's authorised fitting service contractor.

Result of the project

The program was conducted on Wednesday 27 March 2013, between 9.00am and 1.00pm with the following results:

- twenty five vehicles stopped to take part in the program
- 100% of vehicles required at least some adjustment to the child restraint
- of these 25 vehicles, three vehicles had seats that were not appropriate for the child
- fifteen restraints were loose and would not offer appropriate protection in the event of a crash. One restraint was only tethered to the anchor point and did not have the seat belt through the restraint securing it to the vehicle. This restraint had a six week old baby in it. The correct installation of the seat was demonstrated to drivers and the seat was reinstalled by the Council fitter with a gated buckle supplied free of charge by Council
- seven restraints had the in-built harness at a level too low for the child's height. This meant that every time the child was secured in the seat and the harness was tightened, it was causing spinal compression. These restraints were removed and the harness adjusted up to an appropriate height. The correct fitting of the seat was demonstrated to the drivers and a gated buckle supplied free of charge by Council.

These results highlight the need for continued community awareness about child restraints and their correct fitting. The results of this project will be conveyed to Roads and Maritime Services with a request to increase advertising about child restraints. Council staff will increase awareness through the Council website, community events, Council child care services, the use of Council's CaRS trailers, as well as an article in the Compass newsletter.

Council staff will also write to local hospitals requesting that brochures and posters regarding child restraints from the Roads and Maritime Service be provided to increase awareness for parents with newborns at both pre-natal classes and prior to leaving hospital with their new child.

It is important that the message about correct installation of child restraints reaches all parts of the community.

Officer's Recommendation

That the information be noted.

Committee's Recommendation: (Hawker/Glynn)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 23 April 2013 (Lake/Glynn)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 59

That the Officer's Recommendation be adopted.

2. OPERATIONAL SERVICES

No reports this round

3. ASSETS AND SUPPLY SERVICES

3.1 Continuation of the Roads to Recovery Program

Reporting Officer

Acting Manager Assets and Supply Services

Attachments

Previous Roads to Recovery projects

Purpose

To advise Council of an announcement by the Federal Government of its continuation of the Roads to Recovery Program.

History

The Roads to Recovery Program commenced in 2001 and provides funding to councils across Australia for road rehabilitation. Each council is provided with a pre-determined funding allocation based on their size.

Councils are not required to contribute on a shared basis similar to most other funding programs, and the funding is paid directly to councils from the Federal Government.

Since the inception of the Roads to Recovery Program, more than 41,000 roads across the country have been rehabilitated through this initiative.

Report

In the 2012-2013 Budget, the Federal Government announced that it will provide a further \$1.75 billion (\$350m per annum) to extend the Roads to Recovery Program from 2014 to 2019. As a result of this announcement, Council will continue to receive \$768,665 annually for the next five years.

Conditions of Roads to Recovery Funding

A number of conditions associated with the allocation of funding through this program include:

- Council must continue to fund other road reconstruction projects to a minimum of \$2.6m from other funding sources
- under the Roads to Recovery Program, the allocated funding is sent directly to local councils
- the amount of funding is calculated according to a formula based on population and road length
- each councils Road to Recovery funding allocation is fixed for the life of the program
- councils must nominate the roads that it intends to rehabilitate and provide technical reasons for their nomination
- councils may lose their Roads to Recovery funding if they fail to expend their annual amount within the year prescribed
- councils who fail to report the status of their projects correctly to the Roads to Recovery website may lose their balance of the \$2.6 five year funding program
- councils must display appropriate Roads to Recovery signage at the nominated road locations.

With regard to the Roads to Recovery Program, 30 significant road projects have been completed over the past 12 years and the project details are provided in the attachment. This program has assisted Council in maintaining many of Council's arterial roads to a satisfactory level and will continue for another five years with this recent announcement.

Officer's Recommendation

That the information be noted.

Committee's Recommendation: (Borg/Hawker)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 23 April 2013 (Lake/Glynn)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 59

That the Officer's Recommendation be adopted.

ATTACHMENT 1



Item	Work Location	Cost to RTR	Complete	Start Works	Complete Works
1	Englorie Park Drive - from Gilchrist Drive to Parkholme Circuit, Englorie Park NSW 2560	\$143,940	Yes	Oct-09	Feb-10
2	Gilchrist Drive - from Therry Road to Englorie Park Drive, Englorie Park NSW 2560	\$175,294	Yes	Oct-09	Jan-10
3	Heritage Way - from Glen Alpine Drive to Carclew Place, Glen Alpine NSW 2560	\$116,086	Yes	Sep-09	Dec-09
4	Bugatti Drive - from Chevrolet Place to Sunbeam Place, Ingleburn, NSW 2565	\$171,481	Yes	Oct-09	Feb-10
5	Belmont Road - from Balimo Place to Harrow Road, Glenfield NSW 2167	\$46,630	Yes	Sep-09	Dec-09
6	Hansens Road - Between Leumeah Road and Westmoreland Road, Minto Heights, NSW 2566	\$109,182	Yes	Jan-10	Mar-10
7	Copperfield Drive - Between Englorie Park Drive and Crispsparkle Drive, Ambarvale NSW 2560	\$43,161	Yes	Dec-10	Mar-11
8	Heritage Way - From Carclew Place to Abinton Crescent, Glen Alpine NSW 2560	\$70,284	Yes	Sep-10	Feb-11
9	Oxford Road - From Bronzewing Street to Currawong Street, Ingleburn NSW 2565	\$120,523	Yes	Feb-11	Apr-11
10	Riverside Drive - From Oldbury Place to Briar Road, Airds NSW 2560	\$93,681	Yes	Dec-10	Apr-11
11	Queenscliff Drive - From North Steyne Road to North Steyne Road, Woodbine NSW 2560	\$232,119	Yes	Feb-11	Apr-11
12	Lancaster Street - From Memorial Avenue to Aero Road, Ingleburn NSW 2565.	\$92,602	Yes	Feb-11	Apr-11
13	The Parkway - From Airdsley Lane to Cambellfield Avenue, Bradbury 2560	\$144,394	Yes	Jan-12	Mar-12
14	Donalbain Circuit - From Demetrius Road to Demetrius Road, Rosemeadow NSW 2560	\$120,000	Yes	Jun-11	Jun-11
15	Westmoreland Road - Pembroke Road to Townson Avenue, Leumeah 2560	\$143,516	Yes	Nov-11	Feb-12



16	Spitfire Drive - Thunderbolt Drive to St Andrews Road, Raby NSW 2566	\$143,682	Yes	Nov-11	Feb-12
17	Thunderbolt Drive - From Hurricane Drive to Spitfire Drive, Raby NSW 2566	\$250,321	Yes	Nov-11	Feb-12
18	Harrow Road, Glenfield NSW 2167 - from Aroa Place to Canterbury Road	\$135,000	Yes	Oct-12	Nov-12
19	Harrow Road, Glenfield NSW 2167 - Harrow Road from Canterbury Road to Oro Place	\$47,672	Yes	Oct-12	Nov-12
20	Saywell Road, Macquarie Fields NSW 2564 - from Brooks Street to Harold Street	\$109,092	Yes	Oct-12	Dec-12
21	Hurricane Drive, Raby NSW 2566 - from Whitworth Avenue to Spitfire Drive	\$172,591	Yes	Sep-12	Dec-12
22	Epping Forest Drive, Kearns NSW 2558 - from Eschol Park Drive to Kearns Avenue	\$190,324	Yes	Sep-12	Nov-12
23	Sackville Street, Ingleburn NSW 2565 - from Ivanhoe Street to Cumberland Road	\$77,636	Yes	Nov-12	Mar-13
24	St Helens Park Drive, St Helens Park NSW 2560 - from Woodland Road to Greenwood Place	\$85,982	Yes	Nov-12	Dec-12
25	Wyangala Crescent, Leumeah NSW 2560 - from Conjola Crescent to Tuross Place	\$122,707	No	Sep-13	Nov-13
26	Macquarie Road, Ingleburn NSW 2565 - from Ingleburn Road to Cumberland Road	\$108,455	No	Oct-13	Dec-13
27	Watsford Road, Campbelltown NSW 2560 - from 0.000 km to 0.408 km measured from Badgally Road Roundab	\$154,165	No	Oct-13	Dec-13
28	Longhurst Road, Minto NSW 2566 - from Ashmead Road to Ohlfsen Road	\$151,895	No	Nov-13	Jan-14
29	Oxford Road, Ingleburn NSW 2565 - from Harold Street to Currawong Street	\$127,155	No	Dec-13	Feb-14
30	Oxford Road, Ingleburn NSW 2565 - from Bronzewing Street to Lionel Street	\$65,584	No	Dec-13	Feb-14

3.2 Electricity Contract for Small Sites

Reporting Officer

Manager Assets and Supply Services

Attachments

Nil

Purpose

To provide information about the utilisation of NSW Procurement contract 776 for the supply of electricity to small sites.

History

In previous years, Council has elected to make use of existing contracts through approved Government agencies such as NSW Procurement (Department of Commerce), MAPS Group Limited trading as Procurement Australia and Local Government Procurement.

Report

Council currently utilises a NSW Procurement (formerly Department of Commerce) contract with AGL Sales Pty Ltd for the retail supply of electricity to Council's small sites.

Small sites are classified as those that utilise less than 160 MWh of electricity per annum. Council currently has 126 sites encompassed under this classification.

This contract, which offers a 12% discount off Council's small site electricity usage charges, is due to expire on 20 June 2013.

Council's expenditure on the supply of electricity to Council's small sites for the 2011-2012 financial year was approximately \$500,000.

New contract from 1 July 2013

NSW Procurement tendered for a new contract to be implemented from 1 July 2013. ERM Power Retail Pty Ltd t/as ERM Business Energy was successful as a sole supplier under this contract.

A proposal put forward by Local Government Procurement to collectively tender for small sites electricity was also considered. Local Government Procurement is representing an accumulated number of councils' electricity requirements to the market with a commitment to achieve a discount of at least 10% off IPART's gazetted rates.

Council could also tender for the services independently; however, this is not advised due to the economies of scale available to prescribed entities (such as NSW Procurement and Local Government Procurement) tendering collectively on behalf of a number of organisations.

Purchasing under a NSW Procurement contract

For purchases over \$150,000, Council is exempt from inviting tenders if they utilise a contract established by any of the following agencies prescribed under s55 of the *Local Government Act 1993* for this purpose:

- NSW Procurement (Department of Commerce)
- MAPS Group Limited trading as Procurement Australia
- Local Government Procurement.

This purchase is conducted under NSW Procurement Contract 776: Retail Supply of Electricity – Small Sites.

Purchases made under the arrangements established by these procurement agencies are not required to receive formal approval from Council. However, as the contract value exceeds \$150,000, it is considered appropriate to report the outcome to Council for its information.

The offer made by ERM Business Energy is as follows:

- 17.92% discount off both usage and supply charges off IPART gazetted rates
- three year contract commencing 1 July 2013 with two one year options for extension
- thirty day payment terms
- consolidated billing
- portal access and dedicated service team including account manager based in the Sydney Metro area
- tariff optimisation allowing ERM Business Energy to analyse Council's sites/consumption to determine if there is a benefit to moving to an alternate tariff.

This offer available from ERM Business Energy through NSW Procurement is regarded as the best value for money for Council.

Officer's Recommendation

That the offer of ERM Business Energy for provision of electricity for small sites be accepted.

Committee's Recommendation: (Mead/Glynn)

That the Officer's Recommendation be adopted.

CARRIED

Council Meeting 23 April 2013 (Lake/Glynn)

That the Officer's Recommendation be adopted.

Council Resolution Minute Number 59

That the Officer's Recommendation be adopted.

4. EMERGENCY SERVICES

No reports this round

5. GENERAL BUSINESS

5.1 Chemical CleanOut event

Committee's Recommendation: (Brticevic/Chanthivong)

That a report be presented outlining the feasibility of conducting Council's Chemical CleanOut event more frequently.

CARRIED

Council Meeting 23 April 2013 (Lake/Glynn)

That the Committee's Recommendation be adopted.

Council Resolution Minute Number 59

That the Committee's Recommendation be adopted.

19. CONFIDENTIAL ITEMS

No reports this round

There being no further business, the meeting closed at 7.47pm.

P Lake
CHAIRPERSON
