

INVERELL SHIRE COUNCIL
NOTICE OF MEETING
CIVIL & ENVIRONMENTAL SERVICES COMMITTEE

7 October, 2016

A Civil & Environmental Services Committee Meeting will be held in the Committee Room, Administrative Centre, 144 Otho Street, Inverell on Wednesday, 12 October, 2016, commencing at 8.30 am.

Your attendance at this Civil & Environmental Services Committee Meeting would be appreciated.

P J HENRY PSM

GENERAL MANAGER

A G E N D A






SECTION A	APOLOGIES CONFIRMATION OF MINUTES DISCLOSURE OF CONFLICT OF INTERESTS/PECUNIARY AND NON-PECUNIARY INTERESTS PUBLIC FORUM BUSINESS ARISING FROM PREVIOUS MINUTES ELECTION OF CHAIRPERSON INDUCTION – CIVIL & ENVIRONMENTAL SERVICES DIVISION
SECTION B	ADVOCACY REPORTS
SECTION C	COMMITTEE REPORTS
SECTION D	DESTINATION REPORTS
SECTION E	INFORMATION REPORTS
SECTION F	GENERAL BUSINESS
SECTION G	CONFIDENTIAL MATTERS (COMMITTEE-OF-THE-WHOLE)

8.30AM	PUBLIC FORUM - PETA BLYTH OAM, ARTISTIC DIRECTOR, OPERA NORTH WEST LTD TO ADDRESS COMMITTEE REGARDING OPERA IN THE Paddock 2017
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Quick Reference Guide

Below is a legend that is common between the:

- Inverell Shire Council Strategic Plan
- Inverell Shire Council Delivery Plan
- Inverell Shire Council Management Plan.

Destinations	Icon	Code
<p>1. A recognised leader in a broader context.</p> <p>Giving priority to the recognition of the Shire as a vital component of the New England North West Region through Regional Leadership.</p>		R
<p>2. A community that is healthy, educated and sustained.</p> <p>Giving priority to the Shire as a sustainable and equitable place that promotes health, well being, life long learning and lifestyle diversity.</p>		C
<p>3. An environment that is protected and sustained.</p> <p>Giving priority to sustainable agriculture, the protection and conservation of rivers, waterways bio diversity and the built environment.</p>		E
<p>4. A strong local economy.</p> <p>Giving priority to economic and employment growth and the attraction of visitors.</p>		B
<p>5. The Communities are served by sustainable services and infrastructure.</p> <p>Giving priority to the provision of community focused services and the maintenance, enhancement and upgrade of infrastructure.</p>		S

CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING

Wednesday, 12 October, 2016

Table of Contents

SECTION/PAGE

Automated External Defibrillators (AEDS)	E	5
Bitumen Resurfacing Program 2016/17	D	1
Gravel Resheet Program 2016/17	D	3
Maintenance Grading 2015/2016	E	1
Photographic Archival Recording – Newstead Station Group	E	4
Tender - T1/2017 Construction Aeration Tank Inverell Sewage Treatment Plant	G	1
Tender - T1/2017 Construction Aeration Tank Inverell Sewage Treatment Plant (Listing)	D	5
Update - Parking in Oswald Street and Inverell High School Traffic Management	E	3
Works Update	E	5

MINUTES OF THE CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING
HELD IN THE COMMITTEE ROOM, 144 OTHO STREET, INVERELL ON WEDNESDAY,
10 AUGUST, 2016, COMMENCING AT 8.35 AM.

PRESENT: Cr H N Castledine (Chairperson), Crs A A Michael, B C Johnston,
P J Harmon and D C Jones.

Also in attendance: Crs J A Watts, D F Baker and P J Girle.

Paul Henry (General Manager), Brett McInnes (Director Civil and Environmental Services), Ken Beddie (Director Corporate and Economic Services), Stephen Golding (Executive Manager Corporate and Community Services) and Anthony Alliston (Manager Development Services).

SECTION A

APOLOGIES:

There were no apologies received however, it was noted that Cr Girle will arrive late.

1. CONFIRMATION OF MINUTES

RESOLVED (Michael/Johnston) that the Minutes of the Civil and Environmental Services Committee Meeting held on 13 July, 2016, as circulated to members, be confirmed as a true and correct record of that meeting.

2. DISCLOSURE OF CONFLICT OF INTERESTS/PECUNIARY AND NON-PECUNIARY INTERESTS

There were no interests declared.

3. PUBLIC FORUM S13.5.6/09

There no members of the public present to speak.

4. BUSINESS ARISING FROM PREVIOUS MINUTES

Nil.

SECTION B
ADVOCACY REPORTS

Cr Harmon Sapphire City Festival

Cr Harmon noted a meeting of the Sapphire City Festival Committee held last night. Planning for the 2016 Festival is progressing well however, one (1) Queen entrant has pulled out leaving only two (2) remaining.

Cr Johnston Weeds Authority

Cr Johnson attended a recent Weeds Authority Meeting. Cr Johnston noted that there appears to be less Local Government involvement. A Weeds Action Plan is currently being developed by Local Land Services.

At this juncture, the time being 8.56am, Cr Girle arrived at the meeting.

Cr Harmon

Joint Organisation of Councils (JOC)

Cr Harmon noted that a Roundtable Discussion was held in Bingara on 8 August, 2016 to consider Joint Organisation options for the Namoi and New England Region. Representatives of the Office of Local Government and NSW Department of Premier and Cabinet were in attendance.

SECTION D
DESTINATION REPORTS

1. SWIMMING POOLS MANAGEMENT CONTRACT LISTING S26.13.1 & S26.13.3

RESOLVED (Michael/Harmon) that a supplementary report regarding swimming pools management be considered.

SUPPLEMENTARY SECTION D
DESTINATION REPORTS

2. SWIMMING POOLS MANAGEMENT CONTRACT S26.13.1 & S26.13.3

DCES-A *RESOLVED (Michael/Harmon) that the Committee recommend to Council that:*

- i) the Inverell and Ashford Pools continue to be managed on a contract basis; and*
- ii) the following parameters guide the formulation of the future management contract:*
 - a) the contract term be for a period of 3 years with a 2 year option,*
 - b) the contractor retain flexibility to set opening hours with the minimum opening hours and spread of hours to be specified by the contractor as part of tender,*
 - c) the contractor be provided with exclusive commercial rights and retain all income associated with the operation of both pools,*
 - d) commencement entry fees and user charges be specified by the contractor as part of the tender and a mechanism be incorporated into the contract to enable formal review of such fees each financial year,*
 - e) the responsibility split associated with maintenance and repairs and the provision of major consumables generally be consistent with the provisions of the current contract,*
 - f) the management of the Ashford and Inverell Pools be offered under the single management contract.*

SECTION E
INFORMATION REPORTS

1. WORKS UPDATE S28.21.1/09

RESOLVED (Michael/Harmon) that the items contained in the Information Reports to the Civil & Environmental Services Committee Meeting held on Wednesday, 10 August, 2016, be received and noted.

SECTION F
GENERAL BUSINESS

Director
Corporate &
Economic
Services

Effluent Truck Waste Funding

Council has approached the Inverell Saleyards to consider submitting a grant for fixing the regions truck washes through the 'Fixing Country Roads' grant funding program.

GM-A Cr Watts Delungra District Development Council (DDDC) S3.15.13

Cr Watts asked that a letter of appreciation be sent to a long serving volunteer who has recently resigned from the DDDC, in recognition of their valuable contribution made to the Delungra community.

RESOLVED (Castledine/Harmon) that the Committee recommend to Council that a letter of appreciation be sent.

Cr Jones Optus Telecommunications

Cr Jones noted that Council has been approached regarding a proposed location of an Optus Telecommunications Tower. Council is awaiting further information from Optus.

There being no further business, the meeting closed at 10.32am.

CR H N CASTLEDINE

CHAIRPERSON

TO CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING 12/10/2016

ITEM NO:	1.	FILE NO: S28.21.1/09
DESTINATION 5:	The communities are served by sustainable services and infrastructure	S
SUBJECT:	BITUMEN RESURFACING PROGRAM 2016/17	
PREPARED BY:	Justin Pay, Manager Civil Engineering	

SUMMARY:

Funding allocations have been determined for the 2016/17 Bitumen Resurfacing Program. This report details the breakdown of this funding and which roads resurfacing works will be undertaken.

COMMENTARY:

The 2016/17 Bitumen Resurfacing Program is scheduled to commence in October, 2016. This years program will be a similar size to the 2015/16 program which was significantly larger than previous years. The increase in budget allocation for the works is due to additional funding from Councils Fit for the Future Road Map. Council's recurrent funding allocation for bitumen resurfacing is approximately \$1.1M (approximate average from 2010 to 2014). The 2015/16 Bitumen Resurfacing Program budget was \$1,944,251. The planned works for 2016/17 total \$2,408,148. The funding sources for the program are as follows:

i)	Roads to Recovery Program	\$ 741,000
ii)	Fit for the Future Backlog Program	\$1,154,072
iii)	Regional Roads Block Grant	\$ 425,000
iv)	Revenue (villages)	\$ 88,076

Total \$ 2,408,148

The funding has been allocated on a priority basis, as determined by Council's Asset Management System. A detailed investigation into the sealed road network was undertaken in 2014, which included a condition assessment by an independent contractor, in accordance with recognised asset management standards. The information collected includes data on cracking, roughness, rutting, edge break and local surface defects, among others.

This information was then assessed, along with consideration of the age of existing seal, to determine the condition of the bitumen surface. This information was then tested in the field by Council's experienced Bitumen Resurfacing staff and the final program determined.

At its July, 2016 Meeting Council resolved to award the contracts for supply and delivery of aggregate for the 2016/17 Bitumen Resurfacing Program (RES 72/16). These contracts are based on the quantities required to complete the works as shown in Appendix 1 (D7). As previously noted by Council, the tender process for procurement of supply and spray of bitumen for the program utilised the services of Local Government Procurement (LGP). LGP is a national procurement network that combines the purchasing power of participating Councils, leading to increased value for money.

The process is still a formal tender process, but is conducted by LGP on Councils behalf. This reduces risk associated with the tender process whilst reducing the administration burden to Council and ensuring access to all major bitumen suppliers.

It is notable that extensive works will be undertaken on the regional road network, with significant works on Guyra Road and Bingara Road. Significant heavy patching works will also be undertaken in those segments of these roads, in order to remedy surface and pavement defects.

The estimated unit rates for the program are based on those achieved by Council in the past, whilst allowing for fixed increases in plant, labor and bitumen. The estimated rate is extremely competitive when compared to industry benchmarks. A number of factors enable Council to maintain such a competitive rate, not least of which is programming longer lengths of resurfacing in order to reduce set up and other overhead costs such as the extensive works on Guyra Road and Bingara Road.

Heavy patching has commenced and will be undertaken on any included segments with excessive defects, such as potholes, roughness and rutting. This ensures longevity of the new sealed surface, whilst improving the ride quality of the road. Crews will be undertaking these works over the following months.

A detailed list of each road identified for bitumen resurfacing during 2016/17 is contained in Appendix 1 (D7) for the Committee's information.

RELATIONSHIP TO STRATEGIC PLAN, DELIVERY PLAN AND OPERATIONAL PLAN:

Strategy: S.10 Maintain and enhance a safe, efficient and effective local road network.

Term Achievement: S.10.01 Road network capacity, safety and efficiency are improved and traffic congestion is reduced.

Operational Objective: S.10.01.01 A program is being implemented to address deficiencies and areas of congestion in the local road network.

POLICY IMPLICATIONS:

Nil.

CHIEF FINANCIAL OFFICERS COMMENT:

As shown, an amount of \$2,408,148 is available for the program.

LEGAL IMPLICATIONS:

Nil.

RECOMMENDATION:

That the Committee recommend to Council that:

- i) the 2016/17 Bitumen Resurfacing Program as presented be adopted; and*
- ii) the adopted program be placed on Council's webpage for the information of the community.*

ITEM NO:	2.	FILE NO: S28.21.1/09
DESTINATION 5:	The communities are served by sustainable services and infrastructure	S
SUBJECT:	GRAVEL RESHEET PROGRAM 2016/17	
PREPARED BY:	Justin Pay, Manager Civil Engineering	

SUMMARY:

Funding allocations have been determined for the 2016/17 Gravel Resheeting Program. This report details the breakdown of this funding and identifies which roads gravel resheeting is proposed.

COMMENTARY:

The 2016/17 Gravel Resheeting Program is scheduled to commence in October, 2016. This years program will be a similar size to the 2015/16 program which was significantly larger than previous years. The increase in budget allocation for the works is due to additional funding from Roads to Recovery and Council's Fit for the Future Road Map. Council's recurrent funding allocation for gravel resheeting is approximately \$1M (approximate average from 2010 to 2014) The 2015/16 Gravel Resheeting Program budget was \$2,116,000. The budgeted allocation for the 2016/17 program is \$1,949,181.

The funding source for the program is as follows:

i)	R2R Program	\$ 996,500
ii)	Fit for the Future Backlog Program	\$ 823,939
iii)	Revenue	<u>\$ 128,742</u>
Total		\$1,949,181

The funding has been allocated on a priority basis, as determined by Council's Asset Management System. A detailed investigation into unsealed road gravel depths was undertaken in 2014. This investigation was a part of condition assessment by an independent contractor, in accordance with recognised asset management standards. Council's asset management staff continue scheduled unsealed road inspections to ensure the asset register has up to date condition data. Along with this information, other factors also considered when developing the program include customer requests and areas known to be prone to issues during inclement weather. Proposed segments were then inspected to verify their current condition and priority and adjustments to the program were made where required.

There is potential for sections of the unsealed road network to experience increased deformation due to extreme weather events or changes in usage patterns throughout the year. As such, a portion of the budgeted funds will remain unallocated and will be used for reactionary resheeting. These unallocated funds also provide Council flexibility and enable resheeting works to be undertaken on any road segment that may become a priority through the course of the year.

The estimates utilised whilst developing the program are based on an average resheet cost per kilometre being \$15,500 however, Council is hoping to deliver the program at a lower cost per kilometer. This rate is extremely competitive when compared to industry bench marks. Works are programmed in such a way that longer sections of road are treated, leading to reduced set up cost and operational efficiencies. Works crews also take advantage of longer days during daylight savings periods, working longer hours, adding further operational efficiencies.

Upward of 85,000 cubic metres of gravel will be utilised during the completion of the program, this gravel will be sourced from Councils various gravel pits. The winning and stockpiling of the gravel by Bulldozer will be undertaken predominately by contractors. A request for quotation process has been undertaken and contracts awarded for winning and stockpiling of material. All contractors that have the appropriate machinery listed with Council were given the opportunity to provide a quotation to undertake the works. The contracts have been awarded based on the quantities required to complete the program as listed in Appendix 2 (D8 – D9).

Further to the works listed in Appendix 2, an additional 20km of gravel resheeting will be completed on Nullamanna Road at the beginning of the resheeting program. This work is funded by savings in last years gravel resheeting program and the estimated cost is \$310,000. The location for the expenditure of these funds was determined by a detailed investigation following numerous complaints by the public regarding the surface of the road. Until recently, very few options were available to Council for sourcing quality natural ridge gravel in the Nullamanna Road area for resheeting purposes. This contributed to the condition of the road becoming less than satisfactory. Two (2) new sources of good quality resheeting material have recently been determined and developed by Council in the area, this will enable the proposed works to be undertaken to a high quality standard and completed at a rate that is economically sustainable to Council.

Two (2) works crews will complete the resheeting program, comprising both Council staff and contractors. The program will be scheduled around other priority programs such as the Bitumen Resurfacing and Sealed Road Rehabilitation Programs. The program is expected to be completed in June, 2017.

A detailed list of each road identified for gravel resheeting during 2016/17 is contained in Appendix 2 (D8 – D9) for the Committee's information.

RELATIONSHIP TO STRATEGIC PLAN, DELIVERY PLAN AND OPERATIONAL PLAN:

Strategy: S.10 Maintain and enhance a safe, efficient and effective local road network.

Term Achievement: S.10.01 Road network capacity, safety and efficiency are improved and traffic congestion is reduced.

Operational Objective: S.10.01.01 A program is being implemented to address deficiencies and areas of congestion in the local road network.

POLICY IMPLICATIONS:

Nil.

CHIEF FINANCIAL OFFICERS COMMENT:

As shown, an amount of \$1,949,181 is available for the program.

LEGAL IMPLICATIONS:

Nil.

RECOMMENDATION:

That the Committee recommend to Council that:

- i) the 2016/17 Gravel Resheeting Program as presented be adopted; and*
- ii) the adopted program be placed on Councils web page for the information of the community.*

ITEM NO:	3.	FILE NO: S4.19.15
DESTINATION 5:	The communities are served by sustainable services and infrastructure	S
SUBJECT:	TENDER - T1/2017 CONSTRUCTION AERATION TANK INVERELL SEWAGE TREATMENT PLANT (LISTING)	
PREPARED BY:	Michael Bryant, Manager Environmental Engineering (Designate)	

SUMMARY:

The Tender for the construction of an aeration tank at the Inverell Sewage Treatment Plant has closed.

The Committee is requested to consider a confidential report on this matter.

COMMENTARY:

Local Government Act 1993 (the Act), and the *Local Government (General) Regulation 2005* makes provision for the closure of meetings to the public and media in specified circumstances. In particular s.10A of the Act provides that Council may close to the public and media so much of a meeting as relates to the discussion and consideration of information identified in s.10A(2). The matters which may be closed to the public and media, as stated in the Act, must involve:

- (a) *Personnel matters concerning particular individuals (other than councillors.)*
- (b) *The personal hardship of any resident or ratepayer.*
- (c) *Information that would, if disclosed, confer a commercial advantage on a person with whom the council is conducting (or proposes to conduct) business.*
- (d) *Commercial information of a confidential nature that would, if disclosed:*
 - (i) *prejudice the commercial position of the person who supplied it, or*
 - (ii) *confer a commercial advantage on a competitor of the council, or*
 - (iii) *reveal a trade secret.*
- (e) *Information that would, if disclosed, prejudice the maintenance of law.*
- (f) *Matters affecting the security of the council, councillors, council staff or council property.*
- (g) *Advice concerning litigation, or advice that would otherwise be privileged from production in legal proceedings on the grounds of legal professional privilege.*
- (h) *Information concerning the nature and location of a place or an item of Aboriginal significance on community land.*

In considering whether to close a part of a meeting to the public and media, Councillors are also reminded of further provisions of s.10D of the Act which states:

Grounds for closing part of meeting to be specified

- (1) *The grounds on which part of a meeting is closed must be stated in the decision to close that part of the meeting and must be recorded in the minutes of the meeting.*
- (2) *The grounds must specify the following:*
 - (a) *the relevant provision of section 10A (2),*
 - (b) *the matter that is to be discussed during the closed part of the meeting,*
 - (c) *the reasons why the part of the meeting is being closed, including (if the matter concerned is a matter other than a personnel matter concerning particular individuals, the personal hardship of a resident or ratepayer or a trade secret) an explanation of the way in which discussion of the matter in an open meeting would be, on balance, contrary to the public interest.*

Having regard for the requirements stated in s.10D of the Act Councillors should note that the matter listed for discussion in Closed Committee includes information which is considered to be commercially sensitive.

The recommendation that this item of business be considered in Closed Committee is specifically relied on section 10A(2)(d)(i) of the Act as consideration of the matter involves:

- a) Commercial information of a confidential nature that would, if disclosed prejudice the commercial position of the person who supplied it, and
- b) On balance, the public interest in preserving the confidentiality of the matter outweighs the public interest in openness and transparency in Council decision-making by discussing the matter in open meeting.

RELATIONSHIP TO STRATEGIC PLAN, DELIVERY PLAN AND OPERATIONAL PLAN:

Strategy: S.13 Provide communities with quality potable water supply, effective drainage and sewerage systems.

Term Achievement: S.13.01 Council has developed and implemented a sustainable Integrated Water Management Strategy compliant with Government Best-Practices and legislation.

Operational Objective: S.13.01.02 To provide an environmentally responsible sewerage system, which maintains the health of the Inverell Shire Community, is cost effective, customer focused and caters for the sustainable growth of the community.

POLICY IMPLICATIONS:

Nil.

CHIEF FINANCIAL OFFICERS COMMENT:

Nil.

LEGAL IMPLICATIONS:

Nil.

RECOMMENDATION:

That the matter be referred to Closed Committee for consideration as:

- i) the matters and information are 'commercial information of a confidential nature that would, if disclosed, prejudice the commercial position of the person who supplied it.' (Section 10A(2)(d)(i) of the Local Government Act, 1993);*
- ii) on balance the public interest in preserving the confidentiality of the information outweighs the public interest in openness and transparency in Council decision-making by discussing the matter in open meeting; and*
- iii) all reports and correspondence relevant to the subject business be withheld from access to the media and public as required by section 11(2) of the Local Government Act, 1993.*

APPENDIX 1

2016-2017 Bitumen Resurfacing Program

Road No.	Road Name	L (m)	Area (m2)	Classification	Estimated Reseal Cost
MR135	Guyra Road	16698	111755	Regional	\$512,955
MR134	Bingara Road	12095	81905	Regional	\$375,400
MR187	Yetman Road	1120	8960	Regional	\$41,126
TR 73	Bundarra Road	1105	9945	Regional	\$45,647
MR137	Inverell Bonshaw Road	11724	78109	Regional	\$358,518
SR10	Tarwoona Road	19169	85375	Access	\$315,887
SR35	Coolatai Road	4420	27104	Access	\$100,284
SR61	Cunningham Weir	350	2625	Access	\$9,712
SR192	Copeton Dam Road	9732	56144	Access	\$207,732
SR285	Old Mill Road	4178	24423	Access	\$90,365
IU021	Borthwick Street	870	5046	Urban	\$19,679
IU024	Brae Street	100	1200	Urban	\$4,680
IU028	Brown Street	490	4650	Urban	\$18,135
IU029	Brownleigh Vale Drive	300	2700	Urban	\$10,530
IU040	Cameron Street	309	4820	Urban	\$18,798
IU042	Campbell Street	690	8970	Urban	\$34,983
IU054	Colin Street	100	1000	Urban	\$3,900
IU071	Eugene Street	494	4347	Urban	\$16,953
IU087	Harland Street	519	3477	Urban	\$13,560
IU090	Henderson Street	420	3948	Urban	\$15,397
IU141	King Street	424	3514	Urban	\$13,704
IU126	McIlveen Street	240	2160	Urban	\$8,424
IU125	Medora Street	291	3492	Urban	\$ 13,618
IU141	O'Conner Street	807	8877	Urban	\$34,620
IU162	Rivers Street	105	1523	Urban	\$5,939
IU165	Ross Street	200	2500	Urban	\$9,750
IU177	Stirling Street	200	1880	Urban	\$7,332
IU189	Vernon Street	870	7830	Urban	\$30,537
IU198	Whittingham Street	135	1269	Urban	\$4,949
IU202	Wood Street	252	2318	Urban	\$9,040
DU243	Burnett Street	566	3223	Village	\$12,569
DU246	Gleno Street	341	2046	Village	\$7,979
DU250	Macintyre Street	574	3526	Village	\$13,751
DU251	Railway Street	811	4507	Village	\$17,577
DU255	Wallangra Street	176	1056	Village	\$4,118
Totals		90875	576224		\$2,408,148

APPENDIX 2

2016-2017 Gravel Resheet Program

Road No.	Road Name	Length (metres)	Classification	Resheet Estimated Cost
12	Blue Nobby Road	3276	Collector	\$50,778
30	Kneipp Road	2200	Minor	\$34,100
32	Coalmine Road	4466	Collector	\$69,223
33	Limestone Road	7680	Collector	\$119,040
37	Burmah Road	2134	Minor	\$33,077
38	Craddock Road	2800	Minor	\$43,400
39	Girraween Road	5340	Minor	\$82,770
41	Karoola Road	3539	Local	\$54,854
43	Puckawidgi Road	4914	Local	\$76,167
54	Emmaville Road	15423	Collector	\$239,056
68	Amaroo Road	2252	Minor	\$34,906
110	Rob Roy Road	2800	Access	\$43,400
113	Wades Lane	1200	Minor	\$18,600
114	Coles Lane	710	Minor	\$11,005
115	Roselea Road	2120	Minor	\$32,860
119	Burts Lane	500	Access	\$7,750
130	Waddells Lane	1400	Access	\$21,700
136	Dintonvale Road	1295	Local	\$20,072
151	Mcfertidge Lane	420	Minor	\$6,510
154	Arrawatta Rd	4457	Local	\$69,083
156	Andersons Lane	970	Minor	\$15,035
158	Wynella Road	2310	Minor	\$35,805
159	Turners Lane	700	Minor	\$10,850
173	Delungra Bypass Road	3320	Collector	\$51,460
211	Morris Lane	300	Minor	\$4,650
212	Leviathan Road	626	Local	\$9,703
213	Pine Ridge Road	201	Minor	\$3,116
214	Old Bundarra Road	1002	Collector	\$15,531
218	Old Stannifer Road	820	Collector	\$12,710
219	Ponds Road	2660	Minor	\$41,230
220	Sayers Lane	483	Local	\$7,486
222	Halls Lane	2410	Minor	\$37,355
223	Byron Station Lane	338	Local	\$5,239

Road No.	Road Name	Length (metres)	Classification	Resheet Estimated Cost
224	Airlie Brake Road	1951	Local	\$30,241
225	Goomerah Lane	2899	Local	\$44,934
230	Rickeys Lane	7377	Local	\$114,343
236	Long Plain Lane	2902	Local	\$44,981
239	Inverell Estate Road	1550	Minor	\$24,025
246	Elsmore Road	1598	Collector	\$24,769
253	Old Armidale Road	3580	Local	\$55,490
254	Stannifer Road	3591	Collector	\$55,663
263	Rifle Range Road	1580	Collector	\$24,490
266	Duftys Lane	1500	Minor	\$23,250
273	Welzlers Drive	170	Minor	\$2,635
282	Bonvale Road	1204	Local	\$18,662
348	Princes Lane	1500	Minor	\$23,250
352	Quiomong Road	1800	Minor	\$27,900
EU257	Blakes Lane	360	Local	\$5,580
Unallocated	Reactionary	7128		\$110,447
Totals		125756		\$1,949,181

TO CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING 12/10/2016

ITEM NO:	1.	FILE NO: S28.21.1/09
DESTINATION 5:	The communities are served by sustainable services and infrastructure	S
SUBJECT:	MAINTENANCE GRADING 2015/2016	
PREPARED BY:	Justin Pay, Manager Civil Engineering	

SUMMARY:

This report is intended to keep the Committee informed of the outcomes of maintenance grading works completed during the 2015/2016 financial year.

COMMENTARY:

During the formulation of the 2015/16 budget, Council allocated \$1,127,000 for maintenance grading, with additional revotes from the previous financial year and budget adjustments throughout the year, the final budget equated to \$1,277,000.

Council's current policy for the maintenance of unsealed roads provides "target" service levels according to road classification as follows:

Arterial Roads – two (2) grades per year
 Collector Roads – two (2) grades per year
 Local Roads – one (1) grade per year
 Minor Roads – one (1) grade every two (2) years.

Achieving these target levels requires a total of 1518km of maintenance grading to be completed annually.

A summary of total grade length completed each financial since 2005/06 appears below:

Financial Year	Grade Length Completed (km)
2005/06	1177
2006/07	1252
2007/08	1256
2008/09	963
2009/10	1216
2010/11	1228
2011/12	1224
2012/13	1324
2013/14	1416
2014/15	1635
2015/16	1513
Average	1291

In the 2015/2016 financial year Council's maintenance crews completed a total of **1513km** of maintenance grading on the unsealed road network. The actual expenditure to complete these works was **\$1,301,650**.

A comparison of cost per kilometre of grade length, since the 2008/09 year is provided below.

Financial Year	Total Expenditure	Total Kilometres Graded	Avg. cost per Kilometre
2008/09	\$803,856	963	\$834.74
2009/10	\$855,613	1216	\$703.63
2010/11	\$919,220	1228	\$748.55
2011/12	\$1,063,883	1224	\$869.19
2012/13	\$1,224,212	1324	\$924.63
2013/14	\$1,199,069	1416	\$846.80
2014/15	\$1,403,956	1635	\$858.68
2015/16	\$1,301,650	1513	\$860.59

The average cost per kilometre for maintenance grading during the 2015/16 financial year was in line with the preceding year, with a minor 0.22% increase in the rate which below CPI increase for that period.

The table below summarises actual expenditure verses budgeted expenditure over the last five (5) years.

Financial Year	Budget	Actual Expenditure
2010/11	\$900,000	\$919,220
2011/12	\$955,000	\$1,063,883
2012/13	\$975,000	\$1,224,212
2013/14	\$1,223,000	\$1,199,069
2014/15	\$1,395,627	\$1,403,956
2015/16	\$1,277,000	\$1,301,650

It is notable that the actual expenditure in 2015/16 is greater than the allocated budget by \$24,650. Additional grading works were required at the end of the financial year on high priority roads that would have become a safety hazard had they not received maintenance grading. Wet weather that was experienced towards the end of the financial year significantly impacted the program and exacerbated safety issues relating to unsealed road maintenance. As such, a greater amount of grading was required to mitigate against these safety issues, this also contributed to the higher expenditure. These additional works were funded from savings in other maintenance budgets.

In four (4) of the past five (5) years, actual expenditure has exceeded the budget allocation. This over expenditure has been necessary in order to maintain the unsealed road network in a condition that provides for safety to the travelling public, as well as conforming to best practice asset management principals. In effect, if maintenance grading activities were put on hold at the end of the year to conform to budget constraints, the cost to repair resulting damage to the unsealed pavement would be far greater in the following year.

A review of Council's customer request system over the past five (5) years indicates that complaints/requests regarding grading of gravel roads have declined significantly, with 189 registered requests during 2011/12 compared to 129 requests received during 2013/14. This figure was further reduced during the 2015/16 year with only 103 complaints/requests received. This equates to a 45% reduction over that period. Whilst this is undoubtedly influenced by seasonal conditions, it is also a reflection of the improved grading statistics described above.

Council has previously resolved to review maintenance grading service levels across the shire. This will occur as part of the road hierarchy reclassification project.

ITEM NO:	2.	FILE NO: S28.10.IN163
DESTINATION 5:	The communities are served by sustainable services and infrastructure	S
SUBJECT:	UPDATE - PARKING IN OSWALD STREET AND INVERELL HIGH SCHOOL TRAFFIC MANAGEMENT	
PREPARED BY:	Justin Pay, Manager Civil Engineering	

SUMMARY:

At the Ordinary meeting of Council in June 2015, Council was made aware of a signed petition from the residents of Oswald Street (between O'Connor and Whittingham Street), advising Council of their concerns regarding parking in Oswald Street. The matter is a continuation of the ongoing issue relating to traffic and pedestrian management in the area of Inverell High School, which Council has been addressing over the previous decade. This report is intended to inform the Committee regarding progress of the matter.

COMMENTARY:

Council has received many reports relating to traffic issues in the streets around Inverell High School over the last decade. At the Ordinary meeting of Council in June 2015, Council was made aware of a signed petition from the residents of Oswald Street (between O'Connor and Whittingham Street), advising Council of their concerns regarding parking in Oswald Street.

At the Ordinary meeting of Council in July 2015 Council received a report, outlining the findings of an investigation into the issues. A copy of the report is attached for the information of the Committee. Also attached are several previous reports, as referred to in the July 2015 report (refer to Appendix 1, E8 – E26).

As a result of the July 2015 report Council resolved that:

- i) a meeting with the Department of Education be arranged as a matter of priority to discuss traffic management issues surrounding Inverell High School;*
- ii) the outcome of the meeting be reported back to Council for consideration; and*
- iii) the principal author of the petition from Oswald Street resident's be advised what action Council is taking in response to the matter.*

The principal author of the petition has been informed of Council's resolution and also been updated on progress of the matter. A meeting has been held between the Manager of Civil Engineering, Inverell High School Principal and a member of the Department of Education Asset Management Unit to discuss the issues and progress the matter. The timing of this meeting was significantly delayed as a suitable time for all three (3) participants was difficult to arrange. It was important for the member of the Department of Education Asset Management Unit to attend in person in order to adequately describe the issues; it took considerable time for this staff member to be available.

At the meeting it was put to the Department that a highly desirable result would be for the construction of a large car park on Department of education land in Howard Street. The Principal explained that this would not be possible, as the school has demountable class rooms on this area and construction of a car park adjacent would breach Department policy and Australian standards regarding proximity of class rooms to car parking facilities.

At the meeting it was determined that Council staff would make design changes to the existing draft concept traffic management plan, which has previously been endorsed by Council. It was agreed that the changes should reflect the current and future needs of stakeholders in the area, whilst also reflecting a possible change in the position of the School/Department regarding availability of land in O'Connor and Oswald Streets.

Previously, the Department held the position that no school land would be available for any development or additional parking. At the meeting it was discussed that there was potential for a section of Department controlled land surrounding the sports oval to be used for additional parking, provided that the actual playing area and required "run off" area around the Oval not be compromised. This development will allow for additional indent parking to be provided in O'Connor and Oswald Streets.

Council staff are currently in the process of investigating options and undertaking design work to update the existing draft concept traffic management plan. Once the draft plan is finalised and further discussions have been held with the Department, a further report will be provided to the Committee.

ITEM NO:	3.	FILE NO: S15.8.8
DESTINATION 3:	An environment that is protected and sustained	E
SUBJECT:	PHOTOGRAPHIC ARCHIVAL RECORDING – NEWSTEAD STATION GROUP	
PREPARED BY:	Chris Faley, Development Planner	

SUMMARY:

A photographic archival recording has been completed for the Newstead Station Group.

COMMENTARY:

At the Ordinary Meeting of Council on 16 December, 2015, it was resolved:

That:

- i) Council make contact with the property owner to discuss the long term management and conservation opportunities for Newstead; and*
- ii) Council engage a suitably qualified and experienced heritage consultant to undertake a Photographic Archival Recording of the Newstead Station Group of buildings.*

Council engaged Mr Gerald Steding of Stedinger Associates to undertake the photographic archival recording. Mr Steding has a Masters degree in heritage conservation and is accredited as a professional photographer by the Australian Institute of Professional Photography.

The photographic archival recording of the Newstead Station Group was completed in September, 2016. The recording comprises:

- Volume 1 – Report including a thumb nail image index;
- Volume 2A – Homestead Images;
- Volume 2B – Homestead Images;
- Volume 3 – Cemetery Images; and

- Volume 4 – Shearing Shed Images.

The volumes will be tabled at the Committee Meeting.

Following the completion of the photographic archival recording of the Newstead Station Group, Council has contacted the landowner to initiate discussions regarding the long term management and conservation opportunities for Newstead. Further information will be provided to Council in relation to the outcome of these discussions.

ITEM NO:	4.	FILE NO: S24.20.5
DESTINATION 2:	A community that is healthy, educated and sustainable	C
SUBJECT:	AUTOMATED EXTERNAL DEFIBRILLATORS (AEDS)	
PREPARED BY:	Paul Henry, General Manager	

SUMMARY:

The Inverell Lions Club's community service project for 2016/2017 is the raising of funds to purchase at least two (2) Automated External Defibrillators. Details of the project and the ongoing upkeep of the units are provided for the information of the Committee.

COMMENTARY:

The Inverell Lions Club has determined that the Club's community service project for 2016/17 shall be the raising of funds to purchase at least two (2) AEDs for use at sporting venues and community events.

The AEDs are very 'user friendly', being able to be utilised by anyone with minimal first aid training.

The targeted locations for these devices are Varley Oval and the Memorial Pool; however the portable nature of these devices results in the devices being able to be used at other community events eg. Festival Finale, River Run, Toughen Up Challenge etc.

The key risk to be addressed with the donation of the devices is the requirement that parts be replaced periodically ie pads to be replaced every two (2) years and battery to be replaced every four (4) years. The current cost of this service is \$100 per set of pads, \$200 battery replacement. These parts can be replaced in house utilising Council staff. This cost would be required to be met by Council. These funds could be provided from the Parks and Gardens Maintenance vote.

ITEM NO:	5.	FILE NO: S28.21.1/09
DESTINATION 5:	The communities are served by sustainable services and infrastructure.	S
SUBJECT:	WORKS UPDATE	
PREPARED BY:	Justin Pay, Manager Civil Engineering	

SUMMARY:

This report is intended to keep Council updated on the capital works and maintenance programs.

COMMENTARY:**Ashford Road Realignment and Widening – North of Byron Station Lane**

This project re-commenced early August, 2016 with the pavement rehabilitation for the first 600 metres completed. A bitumen seal was placed on 13 September, 2016. Due to the recent wet weather, project delays occurred during September. Resources were allocated to erosion and sediment control within the project site and a heavy patch has been completed on a failed section just outside the project site in preparation for the reseal program later in the year. The remaining 600 metres is underway with the pavement rehabilitation and bitumen sealing to be completed over the next month. Project completion is planned for the end of October, 2016.

Inverell-Bonshaw Road Rehabilitation – (McPhees) 16km North of Ashford

This project includes road shoulder widening and stabilisation, constructing a stabilised pavement overlay and applying two (2) coats of bitumen seal. The project is approximately 80 per cent completed at this stage, the remaining work activities are the pavement overlay stabilisation and two (2) coats of bitumen seal is yet to be applied. The project is currently on hold until equipment/plants become available and condition of the work site is satisfactory for stabilisation.

Swanbrook Road Rehabilitation – Moore Street to Runnymede Drive

This project includes upgrading the existing bitumen sealed pavement on Swanbrook Road between Moore Street and Runnymede Drive and upgrading associated drainage structures. The area is prone to localised flooding impacts during significant rain events and the design allows for construction of a trapezoidal drain that runs parallel to the road, this drain will be lined with a proprietary polymer product called "Megaditch". The design also allows for some of the existing underground pipe culvert drainage to be upgraded, this will accommodate the larger flows experienced in the area.

The upgrade of underground drainage is complete and the pavement reconstruction was finalised in September. A 'prime' bitumen seal has been applied in order to protect the pavement from wet weather impacts and to ensure that any minor pavement defects can be rectified prior to the final bitumen seal being applied. The "Megaditch" drain liner product is due to be installed in October, pending weather conditions. Some other drainage and vegetation works are yet to be completed due to the recent period of significant wet weather.

It would have been ideal to leave the road unsealed until completion of all ancillary works, in order to prevent any impacts on the sealed surface. However, significant risk exists associated with moisture ingress into the pavement and the impacts from this would have been far greater than the planned impacts associated with completion of other works.

It is planned that the project will be completed at the end of November.

Maintenance Grading

Maintenance grading works were undertaken on the following roads during August and September 2016:

SR 10	Tarwoona Road	14.2km
SR 16	Keetah Road	15.5km
SR 17	Holdfast Road	30.8km
SR 27	Atholwood Road	21.7km
SR 105	Glen Esk Road	12.5km
SR 111	Faulkners Lane	1.4km
SR 119	Burts Lane	3.8km

SR 128	Delungra-Graman Road	7.2km
SR 163	Kents Road	2.5km
SR 173	Delungra Bypass Road	8.0km
SR 234	Kings Plain Road	21.2km
SR 238	Woodstock Road	13.3km
SR 350	Jindalee Road	6.7km
SR 352	Quimong Road	1.9km

Total 160.7km

Reactive/Spot Grading

Reactive/spot grading works were undertaken on the following roads during August and September, 2016.

SR 91	Gunyan Road
SR 238	Woodstock Road

Heavy Patching

Heavy patching works were undertaken on the following roads during August and September, 2016.

HW12	Gwydir Highway Reseal Segments
MR 135	Guyra Road Reseal Segments
MR 134	Bingara Road Reseal Segments

Gravel Patching

Gravel patching works were undertaken on the following roads during August and September, 2016.

SR 105	Glen Esk Road
SR 119	Burts Lane
SR 196	Onus Road
SR 234	Kings Plains Road
SR 238	Woodstock Road
SR 350	Jindalee Road

Other Maintenance Activities

Council's State, Regional and Local Roads, Urban and Village Street maintenance activities, such as bitumen patching, drainage and shoulder repairs as well as vegetation control, are continuing as required. Town maintenance will continue as programmed.

RECOMMENDATION:

That the items contained in the Information Reports to the Civil & Environmental Services Committee Meeting held on Wednesday, 12 October, 2016, be received and noted.

APPENDIX 1

ITEM NO:	5.	FILE NO: S28.10.IN163
DESTINATION 5:	The communities are served by sustainable services and infrastructure	S
SUBJECT:	PETITION - PARKING IN OSWALD STREET	
PREPARED BY:	Justin Pay, Manager Civil Engineering	

SUMMARY:

At the Ordinary meeting of Council in June 2015, Council was made aware of a signed petition from the residents of Oswald Street (between O'Connor and Whittingham Street), advising Council of their concerns regarding parking in Oswald Street. This report presents the findings of an investigation into the matter, as well as proposing a number of responses the Committee may wish to consider.

COMMENTARY:

At the Ordinary meeting of Council in June 2015, Council was made aware of a signed petition from the residents of Oswald Street (between O'Connor and Whittingham Street), advising Council of their concerns regarding parking in Oswald Street. A copy of the petition is provided as Appendix 5 (D28 – D29), a map of the area of concern is included as Appendix 6 (D30) and photographs of the area are shown in Appendix 7 (D31 – D32). Council staff have investigated the issues raised by way of daily inspections, discussions with local residents, discussions with local Police and a meeting with the Principal of Inverell High School.

Background

The matter is a continuation of the ongoing issue relating to traffic and pedestrian management in the area of Inverell High School. In December 2008, the Traffic Committee raised concerns in relation to a number of traffic issues in the streets around the school. In response, Council prepared a draft Concept Traffic Management Plan, this plan was endorsed by Council for consultation purposes in August, 2009. A copy of the minutes of the August, 2009 Ordinary Meeting are provided as Appendix 8 (D33 – D38).

The Council resolution that adopted the draft Concept Plan stated that the cost to implement the Plan should be borne by the Department of Education. Further to this, the Department indicated that they did not have a budget to address traffic management issues in the area, nor is it permitted to spend monies outside of the school.

At the July, 2010 meeting, Council resolved to introduce parking restrictions in Oswald Street (between O'Connor and May Street) to provide some relief to the residents in Oswald Street immediately adjacent to the High School and provide a chance for two way vehicle movements in that section of Oswald Street.

A copy of the report to the July Committee Meeting and Minutes from the July, 2010 Council Meeting are provided as Appendix 9 (D39 – D50) and Appendix 10 (D51 – D60).

Following the consultation process, changes were made to the draft Concept Plan and at its February, 2011 meeting, Council resolved to "*note the amended concept parking plan for the Inverell High School precinct*" (a copy of which is provided as Appendix 11, D61 – D65). Treatments contained in the plan include:

- Roundabouts constructed on Brae Street at the intersections of O'Connor and Howard Streets,
- Changes to the kerb and gutter in Howard and Oswald Streets, immediately adjacent to the school, to provide for additional indent parking,

- Raised pedestrian crossing facilities in Brae Street to slow traffic.

Further to this at the February, 2011 meeting, Council resolved inter alia "Council endorse the use of a resident parking permit system for Oswald Street (between O'Connor and May Street)". This was in response to a petition from residents of Oswald Street (between O'Connor and May Street) which raised concerns relating to the introduction of timed parking restrictions in the area.

Timed parking restrictions with a resident parking permit system are now in place for Oswald Street (between O'Connor and May Street). All reports suggest that this system is working well in that section of Oswald Street. It has however, created similar parking related issues in other sections of Oswald Street.

Issues Raised in Petition

Students Littering

No evidence of such behaviour was witnessed during daily inspections carried out between 15 June, 2015 to 26 June, 2015. This issue is dealt with by routine inspections by Council and Police, with warnings/fines handed to any member of the public found to be offending.

Cars Parking Across Driveways

No evidence of such behaviour was witnessed during daily inspections carried out between 15 June, 2015 to 26 June, 2015. This issue is dealt with by routine inspections by Council and Police, with warnings/fines handed to any member of the public found to be offending.

Lack of Road Width when Cars Park on Both Sides of the Street

The width between kerbs in Oswald Street, between O'Connor and Whittingham Street is 10m, which is the same as the section between O'Connor and May Streets. This is consistent with Council's policy for construction of urban streets. This width makes provision for two (2) 2.5m parking lanes and two (2) 2.5m travel lanes. This standard width does pose some safety concerns in the area due to periodic higher traffic flow, school bus access and periodic congestion. Local Highway Patrol Police Officers have indicated that this issue does pose a safety concern, however, suggested that road user behaviour was also a contributing factor.

Cars Parking in Front of Unemptied Garbage Bins

Residents feel they are unable to access Council garbage collection services. Parking in front of a bin is not against the law, however does pose a problem for effected properties. This issue is not isolated to areas near the school, but is exaggerated in this location due to the nature of vehicular use and pattern of student movements. Garbage collection drivers have recently made minor alterations to the collection times to ensure that this issue is minimised. Collection of rubbish and recyclables in this area is now undertaken between 6.30am to 7.30am to avoid school hours.

The Principal of the school indicated that a number of students and staff have been the target of verbally abusive residents in relation to this issue. This conflict has occurred not only in Oswald Street but also Brae Street.

There is no doubt that vehicular traffic generated by the school is the major contributing factor to parking and associated problems in the surrounding residential precinct. There is a growing trend towards students driving personal vehicles and over time this problem has the potential to increase. The majority of the discontent from residents seems to stem from amenity issues. However the road safety issues are valid.

A number of options are available in response to the issues raised.

Possible Responses

Construction of Dedicated Student Car Park

This solution has been investigated previously with no suitable location identified. The only vacant land that may be suitable is the Department of Education owned land on the corner of Howard and George Streets. Previously the Department of Education has been unwilling to make this land available for such a purpose. The matter was once again raised with the Principal of the school to determine if the Department's position may have changed. Unfortunately, due to the recent fire at the schools industrial arts classrooms, demountable buildings have been placed on the block of land in question. These buildings currently act as class rooms, as such, having a road and car parking facility adjacent would be in conflict with Department requirements relating to classroom proximity to vehicular traffic.

Implementation of the draft Concept Traffic Management Plan – or similar

Implementation of a Traffic Management Plan such as the Concept Plan would help mitigate against the above issues. Priority elements of the Plan would be to make alterations to the existing kerb and gutter alignments in both Oswald and Howard Street to allow for indent parking. Once completed, this would increase the number of parking spaces whilst still providing for adequate carriageway width for 2-way traffic. Undertaking such works would come at a considerable cost, with no allocations for such in Council's Operational Plan.

Extend Current Parking Restrictions and Resident Parking Scheme

Implementation of parking restrictions and resident parking scheme has proven to mitigate against the above issues in the past. It has however, only moved the issue further afield. If similar restrictions are to be placed, it would be advised to enact the restrictions on all streets and lanes within a similar radius of the school. A map of suggested extents is shown in Appendix 12 (D66).

Take no action

Council could make the determination that the issues of littering and illegal parking be dealt with by routine patrols by Council staff and Police. Further, the issue of road width and parking in front of garbage bins is consistent with other urban area of the Shire and that it is the responsibility of residents to make arrangements for safe travel and pick up of garbage bins.

Conclusion

Increased vehicular traffic generation associated with Inverell High School clearly has an impact on the orderly management of traffic in the predominately residential precinct surrounding the school.

Introduced restrictions adjacent to the school have eased the burden in that particular location however, this has also served to trigger similar concerns in adjoining unrestricted areas.

Whilst Council has the option of placing further parking restrictions on the streets surrounding the school, this does not address the underlying problem. The provision of dedicated parking to meet the schools current and future needs is clearly a more holistic response.

Prior to taking any action, it is considered appropriate to again meet with the Department of Education representatives and gain their current position on the matter. This will enable Council to make a more informed response.

RELATIONSHIP TO STRATEGIC PLAN, DELIVERY PLAN AND OPERATIONAL PLAN:

Strategy: S.10 Maintain and enhance a safe, efficient and effective local road network.

Term Achievement: S.10.01 Road network capacity, safety and efficiency are improved and traffic congestion is reduced.

Operational Objective: S.10.01.01 A program is being implemented to address deficiencies and areas of congestion in the local road network.

POLICY IMPLICATIONS:

Nil.

CHIEF FINANCIAL OFFICERS COMMENT:

Nil.

LEGAL IMPLICATIONS:

Nil.

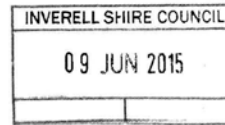
RECOMMENDATION:

That the Committee recommend to Council that:

- i) a meeting with the Department of Education be arranged as a matter of priority to discuss traffic management issues surrounding Inverell High School;*
- ii) the outcome of the meeting be further reported back to Council for consideration; and*
- iii) the principal author of the petition from Oswald Street resident's be advised what action Council is taking in response to the matter.*



RHONDA & RAY O'NEILL
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MR PAUL HENRY
 GENERAL MANAGER INVERELL SHIRE COUNCIL
 OTHO STREET
 INVERELL 2360

PARKING IN OSWALD STREET

Dear Paul,

I am writing this letter on behalf of the concerned Ratepayers and Residents of Oswald Street from O'Connor Street to Whittingham Street.

We are sick and tired of the excess parking by the High School Students. Some days there are more than 20 cars parked from the corner down towards Whittingham Street. These Students have no respect for the residents who live here, they just leave their rubbish beside their cars, park beside unemptied garbage bins and park right up to and across part of driveways and that makes it very hard to be able to get out of your driveway. You have to get way out onto the road before you are able to see if anything is coming. When they are parked on both sides it makes it twice as hard to get back into the driveways as you have to swing out wide on the other side of road to get into driveways.

This part of Oswald Street is as wide as it is behind the High School and they had the same problem and made it parking on one side only. This being so narrow when they are parked on both sides makes it hard for two cars to pass especially when the school buses use the road, no one can pass, they have to wait or get out of the way so the bus can get through.

The houses with even house numbers all have front driveways to their property and the odd numbers mainly have back entrances, but still need to be able to get front access to their houses.

We have had Council come up and look at the problem, but was told that they could not see a problem and advised me to write to you. We are the ones who have to put up with this problem.

Signatures below are from the concerned Ratepayers and Residents.

Hope you are able to provide us with a solution.

Regards,

Rhonda O'Neill 68 Oswald St.
Ray O'Neill

30-5-15

MAURYEEN KENNEDY - *M Kennedy* 72 OSWALD ST.
 LOUEDES PROMIS *L Promis* UNIT 4/ 64 OSWALD ST
 JENNIFER NORMAN *J Norman* 62 OSWALD ST
 PETER APPLEBY *P Appleby* 81 OSWALD ST

Jenny Morris 85 OSWALD
(BACK LANE - O'CONNOR ST PARKING OUR PROBLEM
ALSO)
JENNETTA COX 83 OSWALD ST f 7 P.m.
TRACY WARNER 76 OSWALD ST - Find it difficult to park
(O'CONNOR) in front of our home - they leave rubbish on our
front lawn.
Kent Warner
Colin Hayes Colin Hayes 74 Oswald St
Inverell 2360
Gwaba 70 Oswald St

ITEM NO:	5.	FILE NO: S30.9.4
DESTINATION 5:	The communities are served by sustainable services and infrastructure	S
SUBJECT:	TRAFFIC MANAGEMENT PLAN - INVERELL HIGH SCHOOL	
PREPARED BY:	Paul Henry, General Manager	

SUMMARY:

The draft concept plan to manage vehicular and pedestrian movements around Inverell High School has been presented to Departmental representatives and communication of their position has been received. Council is now requested to consider these comments and determine its position in respect of the concept Traffic Management Plan.

COMMENTARY:

In December, 2008, the Traffic Committee expressed concern in relation to a number of traffic issues in the streets surrounding Inverell High School. In response, Council resolved to have a concept traffic management plan prepared that addressed both vehicular and traffic movement issues.

D 11

DESTINATION REPORTS
TO CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING 14/07/2010

D 11

This concept plan was prepared and then endorsed for consultation purposes by Council in August, 2009. A number of meetings have been held with Departmental and school community representatives, at the conclusion of which a written expression of the Department's views has been received.

Council is now requested to determine the next phase in the management of the pedestrian and traffic issues in the vicinity of Inverell High School.

1. The Concept Plan (refer Appendix 3, D20)

Council will recall that this plan proposed four (4) specific treatments. These treatments and the responses from the Department will be addressed in turn.

i) Roundabout – Brae and Howard Streets (refer Appendix 4, D21)

Design Brief:

Slow traffic movements, contain pedestrian movements and facilitate controlled movement within this area.

Description:

An elongated roundabout with pedestrian refuges, blister pedestrian barriers and limited 'greening' on blisters. The roundabout proposed is intended to be used without the need for vehicles (including heavy vehicles) to mount the annulus of the roundabout when performing turning movements. This 'full size' roundabout design requires an adjustment of the school boundary on the south eastern corner of the roundabout. This adjustment is minor in nature and does not impact on existing buildings or land currently used by the school.

Departmental Comment:

Concur with the benefits of a roundabout but there is concern for the safety of students in the special education unit if the fences are moved back.

Engineering Comment:

The design of the roundabout would incorporate the highest standard of pedestrian barrier and fencing on the blister areas. This would address the concern of the School but still permit the 'full size' roundabout to be installed, as this is the most efficient treatment for this busy intersection.

Recommendation:

That the design as shown in the concept plan be endorsed as the preferred treatment for the intersection of Brae and Howard Streets.

ii) Roundabout – Brae and O'Connor Streets (refer Appendix 5, D22)

Design Brief:

Slow traffic, control pedestrian movements and encourage free flow of traffic away from school.

Description:

A regular shaped roundabout, realignment of pedestrian crossing points and pedestrian barriers on blisters.

D 12

DESTINATION REPORTS
TO CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING 14/07/2010

D 12

Departmental Comment:

Any permitted vehicle parking in O'Connor Street should be 'zoned' to provide adequate sight distance from the Brae/Howard Streets intersection.

Engineering Comment:

The roundabout, as shown in Appendix 5, will achieve the design objectives and address the accident history at the intersection. Parking arrangements near the roundabout will be considered as part of the design procedure. The design will comply with the Australian Design Standard for this class of intersection.

Recommendation:

That the design as shown in the concept plan be endorsed as the preferred treatment for the intersection of Brae and O'Connor Streets.

iii) Oswald Street (Refer Appendix 6, D23)**Design Brief:**

Regulate parking to permit unimpeded two (2) way flow of traffic, minimise congestion and avoid conflict between vehicles and pedestrians in Howard Street.

Description:

Install indent parking on portion of the southern side of Oswald Street (adjacent to Inverell High School Oval) and install Bus Zone in Oswald Street.

Departmental Comment:

The correspondence from the Principal states:

'We do not want to move the bus bay from its existing position in Howard Street. Current management of students' arriving and leaving each day via this bus bay suits our needs.'

- *The physical dimensions of the current bus bay provide good vision for supervising staff. Quick access to the administration block at the front of the school by supervising staff is also vital for students' safety. Student and staff safety would be compromised by moving the bus bay to the furthestmost part of the school away from the administration block.*
- *The existing bus bay shelter was supplied through school community fund raising and is considered part of our school's heritage. Moving the bus bay to Oswald Street would require additional shelters being built both across the back of the school and inside the school grounds.*
- *Relocation of the bus bay to Howard Street would involve removal of the power transformer in that area as well as a number of trees. Delivery trucks into the school use the back gates throughout the day, including during bus drop-off and pick-up times. At present there are major building and refurbishments happening in the school grounds. Site offices have been located adjacent to the back gates. Further construction in the future may need similar buildings and again that would reduce safety around the bus bay area. Construction of an indented space for buses along the school oval in Oswald Street is not appropriate as it would mean a reduction in school playground area.*
- *Moving the bus bay to Oswald Street will not ease residents' concerns with congestion in that area but in fact increase congestion'.*

No comments have been made by the school as to how potential conflict in Howard Street between vehicles and pedestrians are managed now and in the future.

D 13

DESTINATION REPORTS
TO CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING 14/07/2010

D 13

Engineering Comment:

The internal operations of the school are predicated on the location of the bus zone being Howard Street and therefore this issue is one (1) of the greatest concerns to the school in relation to the concept plan.

There is limited opportunity for the widening and indenting of parking in Oswald Street without incurring significant costs in relocating utility services.

The possibility of utilising a low cost option to address the congestion in Howard Street, such as parking restrictions should be considered.

Recommendation:

That the Concept Traffic Management Plan be amended to retain the bus zone in its current location (Howard Street).

iv) Howard Street (Refer to Appendix 7, D24)**Design Brief:**

Enhance parking opportunities and facilitate two (2) way flow of traffic.

Description:

Install indent parking on west side of Howard Street and restrict parking on east side by creating a 'No Stopping' zone between 8 am – 9 am and 3 pm – 4 pm.

Departmental Comments:

Opposed to the relocation of the bus zone.

Engineering Comment:

Indent parking would provide additional parking spaces but not increase width of carriageway. 'No Stopping' zone not applicable if bus stop remains in Howard Street.

Recommendation:

- A. That the provision of indent parking options for buses and motor vehicles in Howard Street be considered with particular emphasis being given to the issue of conflict between pedestrians and vehicles.
- B. That the proposed parking restrictions in Howard Street not be implemented.

2. Other Issues (Department of Education)

When considering the draft concept plan prepared by Council, a number of other issues were raised as suggestions to deal with the vehicle and pedestrian issues.

These suggestions included:

- 1. Leave the bus bay in Howard Street Indent the footpath along the current bus bay to effectively widen the road carriageway and improve traffic flow. Allow short-term parking in this area outside of bus movement times. Install indented angle parking in Howard Street opposite the current bus bay.

D 14

DESTINATION REPORTS
TO CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING 14/07/2010

D 14

Engineering Comment:

Footpath along current bus bay can only be indented 1 m without shifting a power pole which would be expensive. Indented parking will not increase carriageway width. (This matter has been dealt with in item iv).

2. Install indented angle parking along the school side of Oswald Street from O'Connor to Howard Street.

Engineering Comment:

While indented parking would increase the number of available parking spaces, it would not result in a wider carriageway and would not improve vehicular thoroughfare.

Recommendation:

That no action be taken in respect of this suggestion.

3. Install indented angle parking in Brae Street (Howard Street end) outside special education unit.

Engineering Comment:

Would not be feasible due to a very small gain in parking spaces due to parking restrictions at the approach to Howard Street intersection and the costs incurred in delivering this treatment.

4. Raise Brae St pedestrian crossing to slow traffic.

Engineering Comment:

Could only be considered in conjunction with traffic calming devices (roundabouts) at Brae/Howard and Brae/O'Connor Streets intersections.

Recommendation:

That the installation of a raised preferred pedestrian crossing point be considered after the installation of the two (2) roundabouts.

5. Provide at least two (2) parking spaces directly in front of the school designated as time restricted (eg 10 minutes maximum).

Engineering Comment:

No issues.

Recommendation:

That two (2) limited time parking spaces be provided at the school.

6. Improve parking options along the O'Connor Street side of the school. Visibility would need to be considered for the first few spaces at the Brae Street/O'Connor Street corner for traffic coming along Brae Street.

Engineering Comment:

Parallel parking currently available along both sides of O'Connor Street. Visibility would be addressed in conjunction with design of roundabout at Brae/O'Connor Streets intersection. Restriction of the carriageway would occur if changed to indent parking.

D 15

DESTINATION REPORTS
TO CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING 14/07/2010

D 15

Recommendation:

That the current parallel parking along O'Connor Street be retained.

7. Make a 'No Parking' zone along the residential side of Oswald St from 8 am – 4 pm. Residents would still be able to park on their own grounds.

Engineering Comment:

Considered by Council at previous meeting.

3. Other Council Recommendations

Due to the lead time involved in obtaining the written position of the Department in relation to the Concept Traffic Management Plan, individual Councillors have introduced other traffic management suggestions not included in the original concept plans. These other recommendations have been:

- i) 'No Stopping' Monday to Friday signs or 'No Parking' Monday to Friday in Oswald Street (two (2) blocks) adjacent to Inverell High School, and
- ii) 'No Stopping' or 'No Parking' Monday to Friday in Oswald Street adjacent to Residences (two (2) blocks).

It should be noted that the above mentioned changes to parking arrangements, as well as the various treatments proposed in the concept traffic plan, requires approval of the Traffic Committee prior to implementation. In order to provide some immediate action to the vehicle movement issues around Inverell High School, the above mentioned changes to parking arrangements were referred to the Traffic Committee prior to today's meeting.

The Traffic Committee has indicated that should Council wish to apply for the installation of 'No Stopping' signs that permission would not be unreasonably withheld.

Recommendation:

That formal application be made to the Traffic Committee to install 'No Stopping – Monday to Friday; 8 am to 4 pm' signs on the residential side of Oswald Street (Howard Street to O'Connor Streets) and both sides of Oswald Street (Howard Street to May Streets).

4. Funding

The Council resolution that adopted the draft Concept Plan (Resolution 152/09) stated that the costs of providing the infrastructure to manage the vehicle and pedestrian movements should be borne by the Department of Education. The rationale for this approach is that the Department has permitted the Inverell High School land to be developed (and continue to be developed) without providing for parking on-site or contributing to the provision of off-site parking.

It is acknowledged that the Department is exempt from the provision of the Environmental Planning and Assessment Act, however, the principle contained in the Act of a developer being responsible for providing for parking of vehicles of users of the development is a sound principle. Otherwise, the community is responsible for this externality cost of a development.

The Department has advised that it does not have the Budget to address the traffic management issues, nor is it permitted to expend monies outside the boundaries of the school.

The Committee is requested to consider this issue.

RELATIONSHIP TO STRATEGIC PLAN, DELIVERY PLAN AND MANAGEMENT PLAN:

Strategy: S.10 Maintain and enhance a safe, efficient and effective local road network.

D 16

DESTINATION REPORTS
TO CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING 14/07/2010

D 16

Operational Objective:

Management Plan – TS.13 Traffic Management Services, "To optimise safe traffic-flow throughout the road network by providing safe and clear traffic guidance and public education."

POLICY IMPLICATIONS:

Nil.

CHIEF FINANCIAL OFFICERS COMMENT:

Council should note that Council's forward Management Plans does not provide sufficient funding for the above mentioned works. Should Council elect to make a contribution towards any or all or the above works, Council's future Urban Works Program will require adjustment provide sufficient funding.

LEGAL IMPLICATIONS:

Nil.

RECOMMENDATION:

A matter for the Committee.

D 20

DESTINATION REPORTS
TO CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING 14/07/2010

D 20

APPENDIX 3

Concept 3



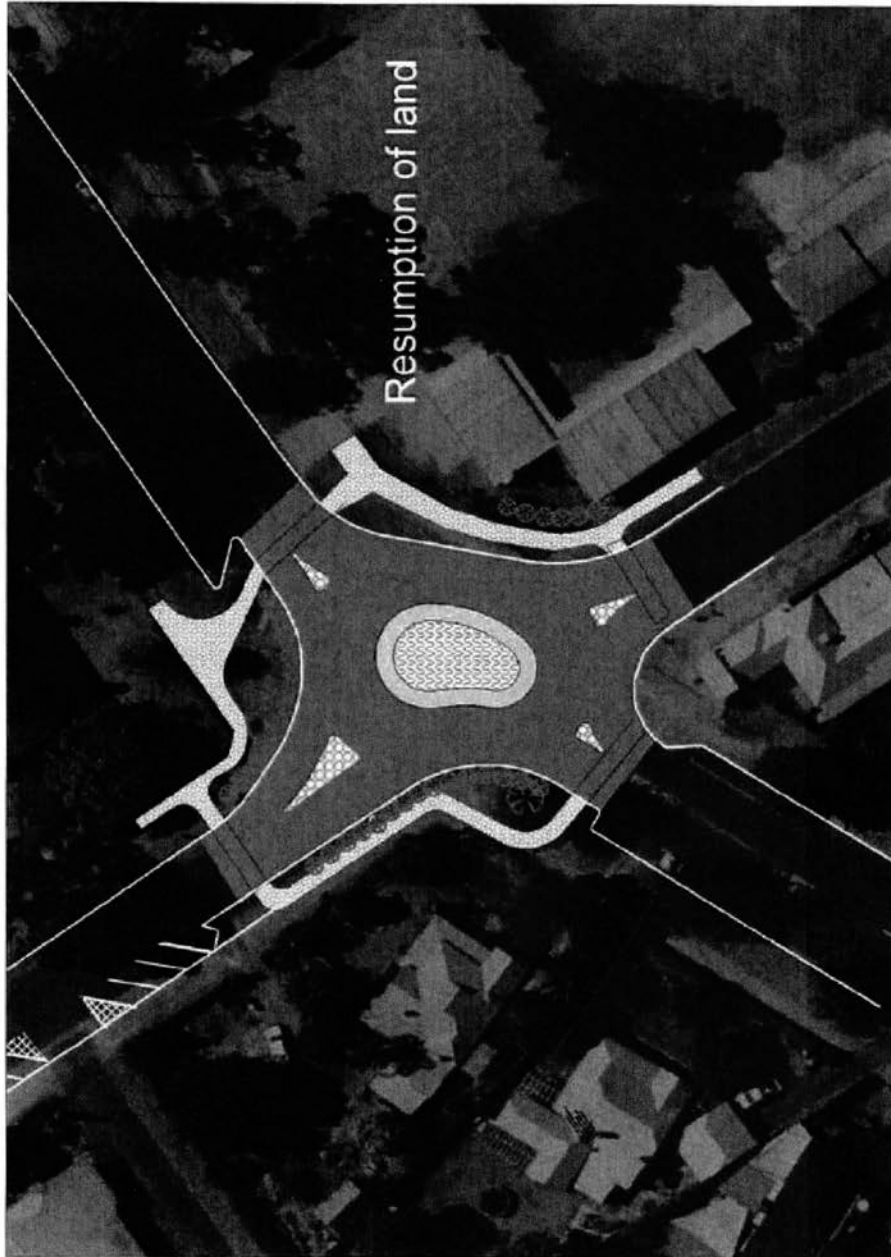
D 21

DESTINATION REPORTS
TO CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING 14/07/2010

D 21

APPENDIX 4

Howard / Brae St Roundabout

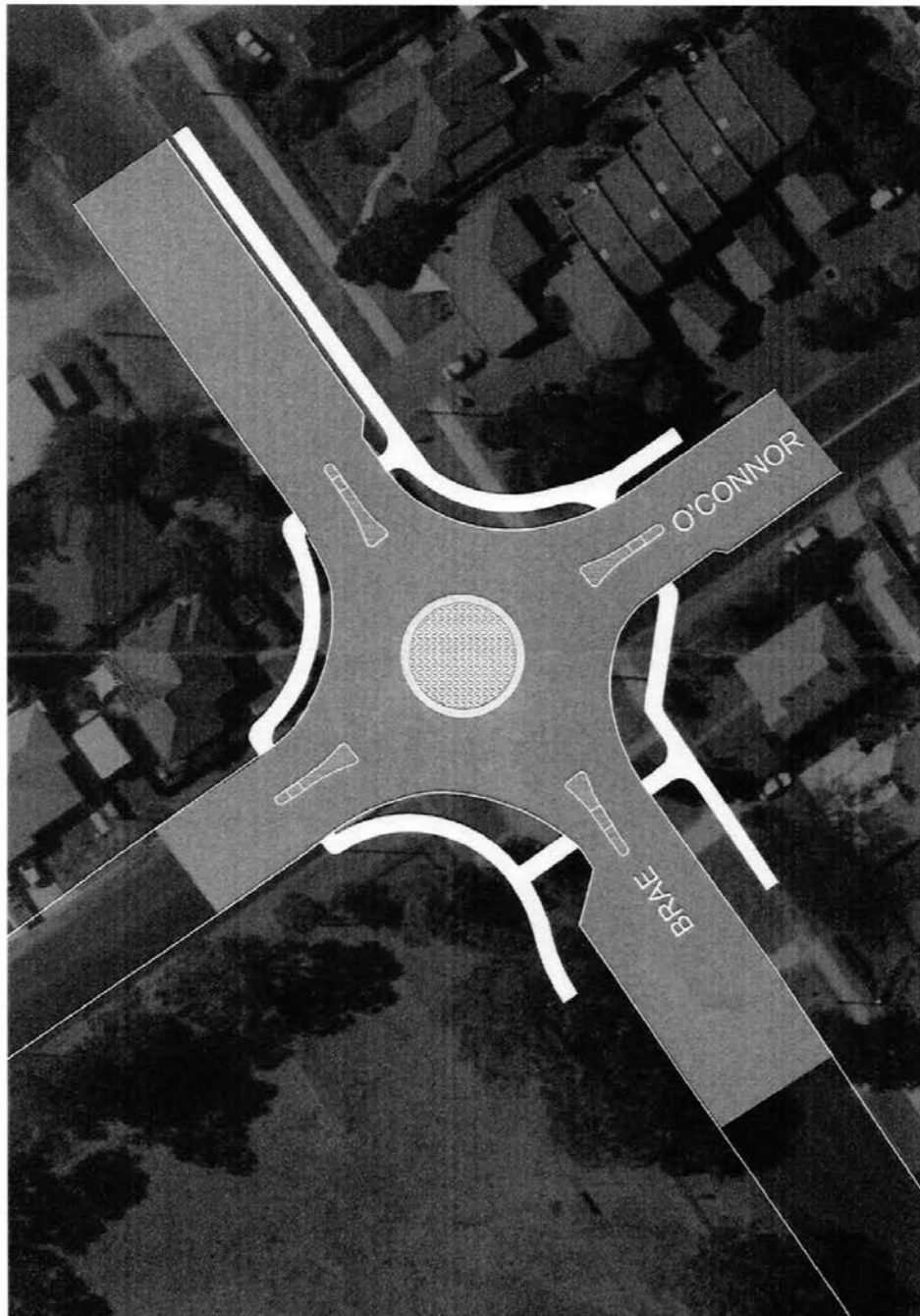


D 22

DESTINATION REPORTS
TO CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING 14/07/2010

D 22

APPENDIX 5



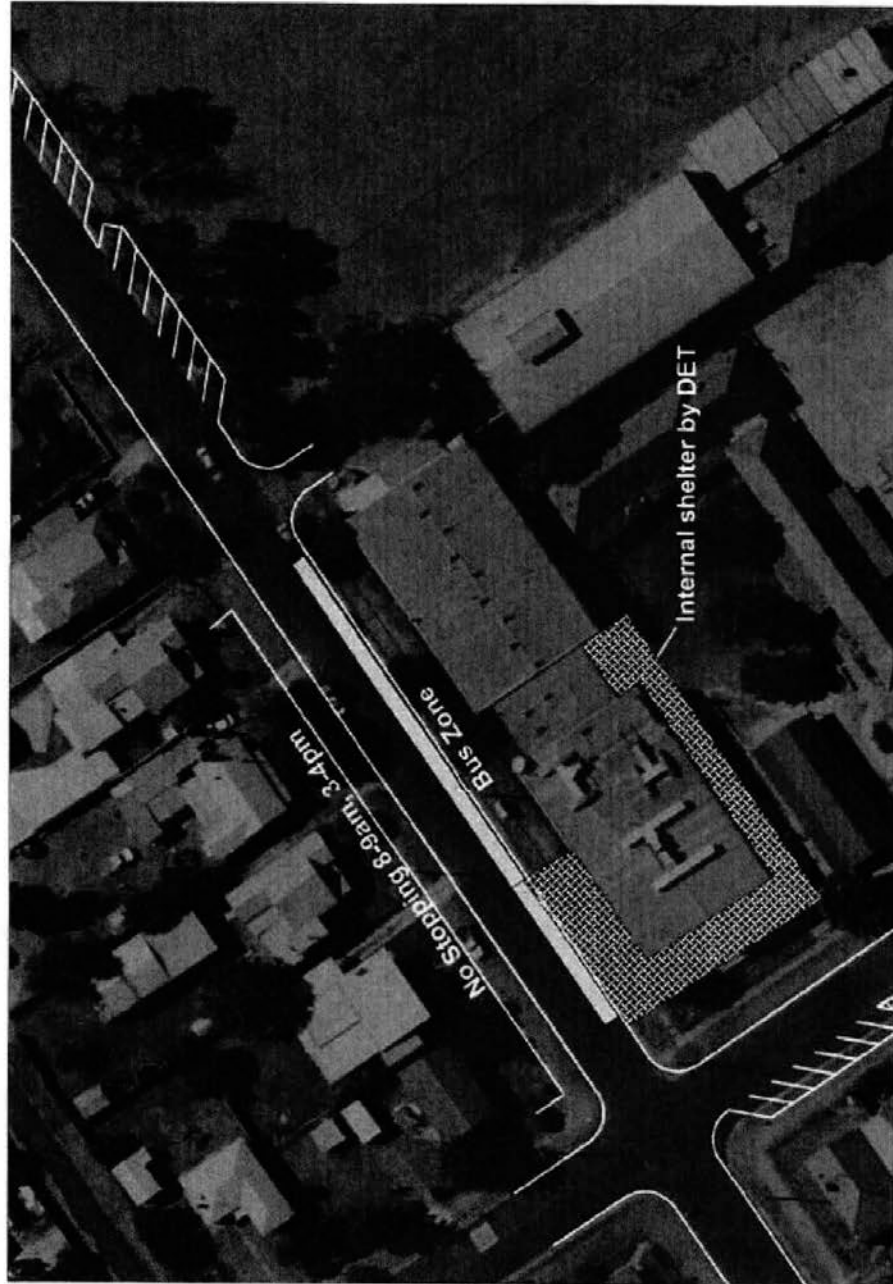
D 23

DESTINATION REPORTS
TO CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING 14/07/2010

D 23

APPENDIX 6

Oswald St Indent Parking and Bus Zone



D 24

DESTINATION REPORTS
TO CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING 14/07/2010

D 24

APPENDIX 7

Howard St Indent Parking

