

INVERELL SHIRE COUNCIL
NOTICE OF MEETING
CIVIL & ENVIRONMENTAL SERVICES COMMITTEE

5 April 2018

A Civil & Environmental Services Committee Meeting will be held in the Committee Room, Administrative Centre, 144 Otho Street, Inverell on Wednesday, 11 April 2018, commencing at 9.00 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
SECTION B	ADVOCACY REPORTS
SECTION D	DESTINATION REPORTS
SECTION E	INFORMATION REPORTS
SECTION F	GENERAL BUSINESS
9.00AM	CHARLIE OSBORNE, PRESIDENT OF INVERELL TENNIS CLUB TO ADDRESS THE COMMITTEE ON A PROPOSAL FOR GRANT FUNDING
9.05AM	LUC FARAGO, PRINCIPAL POLICY OFFICER, NORTHERN TABLELANDS LOCAL LANDS SERVICES TO ADDRESS THE COMMITTEE ON NEW LAND MANAGEMENT AND BIODIVERSITY CONSERVATION LEGISLATION
Note:	The Mayor has been granted leave of absence for the April Committee meetings. In accordance with the provisions of S.231(3) LG Act 1993 the Deputy Mayor has been requested to carry out the functions of Mayor for this leave of absence. Cr Michael will take the Mayor's position as a member of this committee for this meeting.

Quick Reference Guide

Below is a legend that is common between the:

- Inverell Shire Council Strategic Plan;
- Inverell Shire Council Delivery Plan; and
- Inverell Shire Council Operational Plan.



CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING

Wednesday, 11 APRIL 2018

Table of Contents

SECTION/PAGE

Inverell High School Traffic Management	D	2
Local Land Services Presentation of New Land Management and Biodiversity Conservation Legislation	D	1
Notice of Business – Road Train Access, Bruxner Way	B	2
Notice of Business – Structure Plans for New Residential Areas	B	1
Rural Road Classifications	D	29
Works Update	E	1

MINUTES OF THE CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING
HELD IN THE COMMITTEE ROOM, 144 OTHO STREET, INVERELL ON
WEDNESDAY, 14 MARCH, 2018, COMMENCING AT 9.00 AM.

PRESENT: Cr D F Baker (Chairperson), Crs P J Harmon, M J Peters, S J Berryman and J N McCosker.

Also in attendance: Crs J A Watts, C M Dight, P A King and A A Michael.

Paul Henry (General Manager), Brett McInnes (Director Civil and Environmental Services), Justin Pay (Manager Civil Engineering), Anthony Alliston (Manager Development Services) and Sharon Stafford (Executive Assistant).

SECTION A

APOLOGIES:

No apologies.

1. CONFIRMATION OF MINUTES

RESOLVED (Berryman/Harmon) that the Minutes of the Civil and Environmental Services Committee Meeting held on 14 February 2018, 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 S13.5.6/10

The Chairperson noted that there were no members of the public registered to speak at the public forum session.

4. BUSINESS ARISING FROM PREVIOUS MINUTES

Nil.

SECTION B
ADVOCACY REPORTS

Nil.

SECTION D
DESTINATION REPORTS

MCE-A 1. ALLOCATION OF SUPPLEMENTARY BLOCK GRANT FUNDS 2017/2018
S15.8.21

RESOLVED (Harmon/Peters) that the Committee recommend to Council that the 2017/2018 Supplementary Block Grant funding be allocated to road and drainage reconstruction on MR187 Yetman Road.

2. EXPRESSIONS OF INTEREST - STRUCTURE PLANS FOR NEW
RESIDENTIAL AREAS – LISTING S18.3.1

RESOLVED (Harmon/Peters) that the matter be referred to Closed Council 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.*

MDS-A 3. INVERELL SPORTING COMPLEX UPGRADES – UPDATE S5.9.23

RESOLVED (Berryman/Harmon) that the Committee recommend to Council that the information be noted and the actions of the staff in continuing to seek funding to complete outstanding projects in the master plan be endorsed.

SECTION E
INFORMATION REPORTS

- 1. RURAL ROAD CLASSIFICATIONS S16.7.19/05
- 2. COMMENCEMENT OF THE AMENDED ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979 S4.2.1
- 3. WORKS UPDATE S28.21.1/11
- 4. ROADS AND MARITIME SERVICES (RMS) CONCURRENCE OTHO STREET TOWN CENTRE RENEWAL PLAN (TCRP) WORKS S.30.11.4

RESOLVED (Harmon/Berryman) that the items contained in the Information Reports to the Civil & Environmental Services Committee Meeting held on Wednesday, 14 March, 2018, be received and noted.

SECTION F
GENERAL BUSINESS

Cr Peters Road Train Request – Bruxner Way

Cr Peters requested clarification from the February Ordinary Meeting on whether the approval to permit Modern A – Double Road Trains was only for the permit holder.

The Manger Civil Engineering confirmed that the permit was only applicable to the permit holder for a particular section of the Bruxner Way.

Investigations are underway to determine what risk mitigation measures may be applied to allow road train access on the remainder of the Bruxner way. A report will be provided to a future meeting outlining the results of the investigation. In the interim, Council will continue to consider applications received seeking approval to permit Modern A-Double Road Train access to those

portions of Bruxner Way that meets the required technical standard.

Cr McCosker Otho Street Traffic Flow

Cr McCosker noted the temporary changed traffic conditions in Otho Street and advised that a number of people he has been speaking with have witnessed near misses.

The Manager Civil Engineering confirmed that with any change in traffic conditions road users often experience some difficulties in the initial period. Council is however making every effort to ensure that access to the CBD is maintained and that the safety of road users is, as always, paramount. The Manager Civil Engineering confirmed that sight distances had been assessed where the U-Turn manoeuvre is occurring and complies with the relevant guidelines. Council staff continue to monitor traffic management arrangements to ensure the risk of accidents is minimised.

General Manager Lapidary Club

The General Manager advised that he has received a request to allow primitive camping on the Club grounds during their Gem and Craft Show being held during the Sapphire City Festival. Even though the Club are reluctant to lodge a development application for this activity, the General Manager has encouraged the Club to make an application for this "one off" use, as the impacts of camping need to be assessed irrespective of the frequency of use.

Cr Baker Speed Zone Review

Cr Baker requested an update on the speed zone review, particularly in respect of Captain Cook Drive.

The Director Civil and Environmental Services confirmed that a response from the Roads and Maritime Services is imminent to address the anomaly in the speed limit on Captain Cook Drive from Byron Street to Mansfield Street i.e. increase from 40km/h to 50km/h.

SECTION G
CONFIDENTIAL REPORTS IN CLOSED COMMITTEE
(SECTION 10A(2) OF THE LOCAL GOVERNMENT ACT 1993)

At 9.35am, the Chairperson offered the opportunity to members of the public to make representations as to whether any part of the Committee Meeting should not be considered in Closed Committee. There was no response from the public.

CLOSED COMMITTEE REPORTS

RESOLVED (Harmon/McCosker) that the Committee proceed into Closed Committee to discuss the matters referred to it, for the reasons stated in the motions of referral.

Upon resuming Open Committee, at 9.45am, the Chair verbally reported that the Committee, with the Press and Public excluded, having considered the matters referred to it, recommends as follows:

- MDS-A 1. EXPRESSIONS OF INTEREST - STRUCTURE PLANS FOR NEW RESIDENTIAL AREAS – LISTING S18.3.1

That the Committee recommend to Council that the proposal from King and Campbell

Pty Ltd to undertake the preparation of Structure Plans for three (3) New Residential Areas in the amount of \$88,400 (GST exclusive) be accepted.

ADOPTION OF RECOMMENDATION

RESOLVED *(Harmon/Berryman) that the recommendation from Closed Committee be adopted.*

There being no further business, the meeting closed at 9.46 am.

CR D F BAKER

CHAIRPERSON

TO CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING 11/04/2018

ITEM NO:	1.	FILE NO: S13.5.3 & S18.6.65
SUBJECT:	NOTICE OF BUSINESS – STRUCTURE PLANS FOR NEW RESIDENTIAL AREAS	
SUBMITTED BY:	Cr Mal Peters	

NOTICE OF BUSINESS

I hereby give notice of my intention to move at the next meeting of the Committee the following business:

'In relation to structural plans for the new residential subdivision (Civil & Environmental meeting 14-3-2018), that Management advise Councillors of:

- *The names of owners of the 3 identified "new residential areas"*
- *Do these owners have any conflict of interest with any councillor or staff*
- *The names of any other potential residential areas*
- *What is the commercial value of the work to the developer*
- *The paper advised ISC has been approached by "a number of requests for subdivision" by what process were these 3 selected*
- *How does this meet OLG requirement for competitive neutrality?*

COUNCILLOR MAL PETERS

DATE: 4 APRIL 2018

Local Government (General) Regulation 2005**241 Giving notice of business**

- (1) A council must not transact business at a meeting of the council:
 - (a) unless a councillor has given notice of the business in writing within such time before the meeting as is fixed by the council's code of meeting practice or (if the council does not have a code of meeting practice or its code of meeting practice does not fix that time) as is fixed by resolution of the council, and
 - (b) unless notice of the business has been sent to the councillors in accordance with section 367 of the Act.
- (2) Subclause (1) does not apply to the consideration of business at a meeting if the business:
 - (a) is already before, or directly relates to a matter that is already before, the council, or
 - (b) is the election of a chairperson to preside at the meeting as provided by clause 236 (1), or
 - (c) is a matter or topic put to the meeting by the chairperson in accordance with clause 243, or
 - (d) is a motion for the adoption of recommendations of a committee of the council.
- (3) Despite subclause (1), business may be transacted at a meeting of a council even though due notice of the business has not been given to the councillors. However, this can happen only if:
 - (a) a motion is passed to have the business transacted at the meeting, and
 - (b) the business proposed to be brought forward is ruled by the chairperson to be of great urgency.

Such a motion can be moved without notice.

(4) Despite clause 250, only the mover of a motion referred to in subclause (3) can speak to the motion before it is put.

ITEM NO:	2.	FILE NO: S13.5.3 & S28.15.3/08
SUBJECT:	NOTICE OF BUSINESS – ROAD TRAIN ACCESS, BRUXNER WAY	
SUBMITTED BY:	Cr Mal Peters	

NOTICE OF BUSINESS

I hereby give notice of my intention to move at the next meeting of the Committee the following business:

'As ISC has now established the precedent of approving variation to heavy vehicle access with the approval of road train access to Councillor Dights family prior to identified work being carried out, can council now approve the application for heavy vehicle access to the three previous applications of upgrade to B double trucks'.

Councillor Comments:

'In the case of the previous three applications council rejected the application based on work required to be done. In the case of Councillor Dights family application, not only was a consultant commissioned at considerable cost, but the consultant identified 3 areas that required work. ISC has given permission to the applicant to proceed before any of the work (as detailed by the consultant) was completed.

ISC cannot have one rule for Councillors families and another for general ratepayers'.

COUNCILLOR MAL PETERS

DATE: 4 APRIL 2018

General Manager's Comments:

When the issue was raised at the March 2018 Civil and Environmental Services Committee, the Manager Civil Engineering advised members in the following terms:

1. Assessment of Road Network

- Proterra Group was appointed by Council as the Independent Assessor to conduct the assessment of the road network in the Shire.
- The Bruxner Way has been assessed by Proterra Group.
- The findings of the Assessor are that two (2) segments of the Bruxner Way within the Shire do not meet the technical standards for Modern Road Train vehicles.
- These two (2) segments are located between 107km - 110km from Tenterfield on the eastern portion of the Bruxner Way.

2. The Application

- The owner of Yetman Station made application to Council to utilise the Bruxner Way (from the Western Shire boundary to Yetman Station).
- This portion of the Bruxner Way was assessed as meeting Modern Road Train standards and requires no remedial work.
- At the February 2018 Ordinary Meeting Council resolved to approve the RAV application for a six (6) month permit for a Modern A – Double Road Train ≤36.5m with the standard conditions for road trains east of the Newell Highway.

3. Other Applications

- In March & August 2017, Council determined applications from property owners to operate Restricted Access vehicles on the following roads:
 - i) Wiltshire Road (B Double)
 - ii) Grants Road (B Double)
 - iii) Yetman Road (Road Train)
 - iv) Spring Mountain Road (B Double)
- An assessment of the roads was undertaken to determine if these classes of vehicle could utilise these roads.
- The geometry of these roads was assessed as not meeting the published technical standards for the relevant vehicle classes.
- Council denied the applications for i) – iii) in March (Resolution 20/17). Council denied the application for iv) in August (Resolution 78/17).

Local Government (General) Regulation 2005

241 Giving notice of business

- (1) A council must not transact business at a meeting of the council:
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 - (b) unless notice of the business has been sent to the councillors in accordance with section 367 of the Act.
- (2) Subclause (1) does not apply to the consideration of business at a meeting if the business:
 - (a) is already before, or directly relates to a matter that is already before, the council, or
 - (b) is the election of a chairperson to preside at the meeting as provided by clause 236 (1), or
 - (c) is a matter or topic put to the meeting by the chairperson in accordance with clause 243, or
 - (d) is a motion for the adoption of recommendations of a committee of the council.
- (3) Despite subclause (1), business may be transacted at a meeting of a council even though due notice of the business has not been given to the councillors. However, this can happen only if:
 - (a) a motion is passed to have the business transacted at the meeting, and
 - (b) the business proposed to be brought forward is ruled by the chairperson to be of great urgency.

Such a motion can be moved without notice.

- (4) Despite clause 250, only the mover of a motion referred to in subclause (3) can speak to the motion before it is put.

TO CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING 11/04/2018

ITEM NO:	1.	FILE NO: S11.12.7
DESTINATION 3:	An environment that is protected and sustained	E
SUBJECT:	LOCAL LAND SERVICES PRESENTATION OF NEW LAND MANAGEMENT AND BIODIVERSITY CONSERVATION LEGISLATION	
PREPARED BY:	Chris Faley, Development Planner	

SUMMARY:

In August 2017, new legislation commenced in relation to land management and biodiversity conservation.

The Committee is requested to suspend standing orders to enable a presentation on the new legislation to be undertaken by Mr Luc Farago, Principal Policy Officer of the Northern Tablelands Local Lands Services.

COMMENTARY:

On 25 August 2017, the following legislations commenced operation:

- *Biodiversity Conservation Act 2016;*
- *Biodiversity Conservation Regulation 2017;*
- *Local Land Services Amendment Act 2016;* and
- *State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017.*

At the September 2017 Civil and Environmental Services Committee, Committee Members considered an information report on the new legislation and a future presentation by the Local Lands Services was discussed.

Since the commencement of the new legislation, Council's Development Services Staff have attended a number of workshops in relation to understanding and implementing the new reforms. The NSW Government have also recently appointed a Local Government Support Officer (Biodiversity Reforms) for the New England North West and Northern Far West area, hosted by Gwydir Shire Council, to provide assistance to Councils.

To date, the land management and biodiversity conservation reforms have not had a significant impact on Council activities or local developments.

Within the Inverell Shire, native vegetation clearing enquiries predominantly relate to rural land, e.g. clearing of fence lines etc., with clearing in these areas administered by the Local Lands Services.

Mr Luc Farago, Principal Policy Officer of the Northern Tablelands Local Lands Services will attend the April 2018 Civil and Environmental Services in order to provide a presentation to Committee Members in relation to the land management and biodiversity conservation legislation. The Committee is requested to suspend standing orders to enable this presentation.

RELATIONSHIP TO STRATEGIC PLAN, DELIVERY PLAN AND OPERATIONAL PLAN:

Strategy: E.01 Promote sustainable agricultural activities.

Term Achievement: E.01.01 Council is facilitating a coordinated approach to achieving an ecologically, economically and socially sustainable agricultural sector in Inverell and the region.

Operational Objective: E.01.01.01 To facilitate the management and protection of the Shire's agricultural land for sustainable agriculture use with agricultural activity contributing to its protection and enhancement and to achieve positive economic, environmental and social outcomes.

POLICY IMPLICATIONS: Nil

CHIEF FINANCIAL OFFICERS COMMENT: Nil.

LEGAL IMPLICATIONS: Nil

RECOMMENDATION:

The Committee suspend standing orders in order for Mr Luc Farago, Principal Policy Officer of the Northern Tablelands Local Lands Services to provide a presentation in relation to the new Land Management and Biodiversity Conservation legislation.

ITEM NO:	2.	FILE NO: S30.11.3
DESTINATION 5:	The communities are served by sustainable services and infrastructure	S
SUBJECT:	INVERELL HIGH SCHOOL TRAFFIC MANAGEMENT	
PREPARED BY:	Justin Pay, Manager Civil Engineering	

SUMMARY:

In October 2017, Council resolved to give in principal support to two (2) short term traffic management measures relating to the area adjacent to Inverell High School. It was also resolved that consultation with the school be undertaken and the outcome reported back to the Committee. Consultation has been completed and this report outlines the response from the school and Department of Education regarding these short term measures. The Committee is requested to determine an appropriate course of action.

COMMENTARY:

In October 2017, a report was presented to the Civil and Environmental Services Committee (a copy of the report is attached in Appendix 1, (D5) outlining two (2) short term measures aimed at improving road safety adjacent to Inverell High School. These measures were developed with input from Mr Glen Holdsworth, an experienced Specialist Transport, Traffic and Parking Engineer. It was intended that these measures would improve traffic safety around the school until long term plans for a Local Area Traffic Management Plan (LATMP) can be finalised. Given Council's extensive works program over the previous two years and the complex nature of the investigation and design required for this project, design works for this LATMP are ongoing.

The short term measures recommended by Mr Holdsworth are:

1. The No Stopping signs adjacent to each intersection around the school be erected at a distance of no less than 15m from the intersection kerb line at intersections about the school perimeter.
2. Some of the long term angle parking in Brae Street in front of the school be converted to short term parallel parking for student drop-off and pick-up. This should at least be implemented in the section of Brae Street across the school frontage to the north-east of the pedestrian crossing.

The recommendation from the Committee and subsequent resolution from the October 2017 meeting of Council (RES105/17) is reproduced below:

That:

- i) *The two proposed short term measures be endorsed in principle;*
- ii) *Inverell High School be consulted regarding the two proposed options;*
- iii) *Discussions with the School and the Department of Education include the prospect of establishing a staff carpark across the road from the school with the entry point to the carpark being located in George Street; and*
- iv) *The outcome of the consultations be reported back to the Committee.*

In accordance with item ii) and iii) of the resolution, a meeting was held between the Principal of the School, Scott Strijland from the Asset Management Unit of the Department of Education and Council's Manager Civil Engineering. The school and department provided full support for the first short term measure. In fact they recommended that the no stopping signs be moved 20-25m back from each intersecting street.

The School and Department did not support the second measure, noting that it would reduce a significant number of parking spaces at a location that is important to them. However, they did acknowledge that there was a need to improve availability of car parking for school drop off and pick up. This is a matter that had recently been discussed by the School P&C, where it was recommended that two of the existing long term parking spaces in this area have time restrictions placed on them. The principal and department representative supported this idea and recommended a 15-30 minute time restriction.

The prospect of establishing a staff car park across the road from the School, with the entry point to the car park being located in George Street was raised at the meeting. The School and Department made it very clear that their position on the matter had not changed and that this was not a possibility that they were willing to consider. They again sighted safety concerns and lack of space as the reason behind their position.

Now that consultation has been undertaken the Committee needs to determine what action, if any, is required. If Council resolves to implement any of the recommended measures, the matter would need to be referred to the Local Traffic Committee so that Council could exercise its delegated authority relating to traffic management devices.

Options

There are a number of options that the Committee may wish to consider, including:

1. Implement both recommended short term measures, disregarding the position of the School and Department. This would improve vehicular and pedestrian safety, however

would potentially negatively impact Council's relationship with the Department and make any further negotiations difficult.

2. Implement the first item regarding No Stopping signage and not implement item two, instead consider the recommendation from the school that two car parking spaces in Brae Street have time restrictions enforced. This would provide improved intersection safety and some increase to safety for pedestrians entering and exiting the School.
3. Take no action and wait for design work to be completed for a long term solution to the traffic management issues in the area.

RELATIONSHIP TO STRATEGIC PLAN, DELIVERY PLAN AND OPERATIONAL PLAN:

Strategy: S.08 Civil infrastructure is secured, maintained and used to optimum benefit.

Term Achievement: S.08.01 An asset management strategy is in operation for civil infrastructure that optimises its use and maintains it to agreed standards fit for its contemporary purpose.

Operational Objective: S.08.01.01 An Asset Management Strategy for civil assets is developed, maintained and implemented.

POLICY IMPLICATIONS:

Nil.

CHIEF FINANCIAL OFFICERS COMMENT:

LEGAL IMPLICATIONS:

Nil.

RECOMMENDATION:

A matter for the Committee.

APPENDIX 1

Report to: Civil and Environmental Services Committee

Date: October 2017

Section: D



ITEM NO:	5.	FILE NO:	
DESTINATION 5:	The communities are served by sustainable services and infrastructure		S
SUBJECT:	INVERELL HIGH SCHOOL TRAFFIC MANAGEMENT - SUPPLEMENTARY		
PREPARED BY:	Manager Civil Engineering, Justin Pay		

SUMMARY:

Council has considered issues relating to traffic and pedestrian management in the area of Inverell High School on many occasions over the past decade. Staff are in the process of investigating and completing design work to update Council's draft concept traffic management plan for the area. As an interim solution, short term measures are being developed that will improve safety and traffic flow until such time that the draft concept plan can be finalised and potentially implemented. The Committee is requested to consider these short term solutions and endorse them in principal.

COMMENTARY:

Council has considered issues relating to traffic and pedestrian management in the area of Inverell High School on many occasions over the past decade. Several reports have been presented to Council outlining the issues and background to the matter. The latest report was presented in October 2016, a copy of this report and several other previous reports have previously been provided to the Committee for their information.

Given Council's extensive works program over the previous two years and the complex nature of the investigation and design required for this project, design works are yet to be completed. In order to develop interim measures that would improve safety and traffic flow in the area whilst design works are being completed, Council utilised the services of experienced specialist Transport, Traffic and Parking Engineer, Glen Holdsworth. Mr Holdsworth was engaged by Council to provide consultancy services regarding the design of the proposed roundabout at the intersections of the Gwydir Highway, Chester Street and Bundarra Road. Whilst Mr Holdsworth was in Inverell inspecting the proposed roundabout site, he also attended the Inverell High area with staff and discussed the various traffic and pedestrian management issues relevant to the area.

Mr Holdsworth has since made two short term recommendations, which are:

1. The no stopping signs adjacent to each intersection around the school be erected at a distance of no less than 15m from the intersection kerb line at intersections about the school perimeter.
2. Some of the long term angle parking in Brae Street in front of the school be converted to short term parallel parking for student drop-off and pick-up. This should at least be implemented in the section of Brae Street across the school frontage to the north-east of the pedestrian crossing.

No Stopping Signs

The current no stopping signs have been installed approximately 10m from the intersecting street, which satisfies the minimum setback contained in the relevant standard. Offsetting these signs further back would be consistent with the standard and is aimed at improving sight distance for vehicles attempting to manoeuvre at each intersection. Council have received numerous complaints over recent years that these intersections are unsafe, especially during school pick up and drop off times. A consistent theme to these complaints is that the sight distance is impacted by parked cars and several requests have been received to move the no stopping signs. Anecdotal evidence suggests that a number of near misses have occurred at these intersections in recent years.

Whilst Council is currently meeting its regulatory requirements given that the signs comply with the relevant standards, moving the signs would improve sight distance at these locations which will enhance safety for road users.

The cost to change the location of the no stopping signs would be in the order of \$7k which could be funded from Council's maintenance votes for signage and traffic facilities.

If this measure were to be implemented up to nine car parking spaces will be made unavailable. Whilst this is a significant reduction to available car parking at the site, safety improvements would result. As such it is recommended to support this measure.

Conversion of Parallel Parking to Pick-up and Drop-off Area

Providing for pedestrian safety is a major concern when managing traffic around schools and other areas where high risk pedestrians are concentrated. This measure is intended to provide a safer area for children as they arrive and disembark from school. During consultation with residents, pedestrian safety has been expressed as a priority issue. The intention of this measure is to convert multiple long term angle parking spaces into a pick-up and drop-off area with a parallel parking configuration. The area that this treatment is proposed is shown on the map that is attached to this report.

If this measure were to be implemented, between fourteen and twenty long term car parking spaces would be made unavailable depending on the adopted design.

During previous negotiations with the school similar measures have been discussed, with the school expressing concerns that a significant reduction in long term parking adjacent to the school frontage would be created. If Council were to endorse this measure it would be prudent to conduct further consultation with the school, in order to determine their current position on the matter.

Implementing this measure requires new signage and line marking at an estimated cost of \$10k which could be funded from Council's maintenance votes for signage and traffic facilities.

Any measure that is aimed at improving safety for vulnerable road users should be supported in principle and thoroughly investigated. Given the history and complexity of this issue it would be important for Council to consider the view of all stakeholders prior to making a final decision on implementation of this measure.

Impacts of Implementing Options

Traffic and pedestrian management in the area of Inverell High School is a very complex matter with several stakeholders. Implementing the above two measures would no doubt enhance road user safety in the area. This would however lead to a reduction of a significant number of long term car parking spaces close to the school, leading to a wider dispersion of vehicles parked in residential streets. This has the potential to spread other noted negative impacts to residences that are currently unaffected. Balancing the needs of all stakeholders is a delicate matter and as such it would be prudent for Council to undertake appropriate

consultation with the school and community. Should the matter progress to the point that Council wishes to implement these measures, they will need to be referred to the Local Traffic Committee in order for Council to exercise its delegated authority.

Conclusion

Issues relating to traffic and pedestrian management in the area of Inverell High School have been investigated and discussed on many occasions over the past decade. The matter is complex and finding a solution that meets the needs of all stakeholders is difficult. The site has many constraints and finding the most appropriate outcome requires multiple design solutions which are being worked on within available resources. Even when design for a long term solution is completed, Council will be required to deal with the issue of funding and will need to negotiate what role the Department of Education might play. In the interim, the opportunity exists to consider some smaller scale measures to enhance safety of road users in the area. It is recommended that the two proposed short term measures be endorsed in principal for the purpose of consultation to be undertaken with the school. The outcome of this consultation can then be presented to Council in a further report, at such time Council could determine to fully endorse the measures and refer them to Traffic Committee in order for Council to exercise its delegated authority to implement the measures.

RELATIONSHIP TO STRATEGIC PLAN, DELIVERY PLAN AND OPERATIONAL PLAN:

Strategy: S.08 Civil infrastructure is secured, maintained and used to optimum benefit.

Term Achievement: S.08.01 An asset management strategy is in operation for civil infrastructure that optimises its use and maintains it to agreed standards fit for its contemporary purpose.

Operational Objective: S.08.01.01 An Asset Management Strategy for Civil assets is developed, maintained and implemented.

POLICY IMPLICATIONS:

NIL

CHIEF FINANCIAL OFFICERS COMMENT:

LEGAL IMPLICATIONS:

NIL



RECOMMENDATION:

That the Committee recommend to Council that;

- i. The two proposed short term measures be endorsed in principal,*
- ii. Inverell High School be consulted regarding the two proposed options, and;*
- iii. The outcome of this consultation be reported back to the Committee.*



[Report to: Civil and Environmental Services

Date: October 2016

Section:

ITEM NO:	1.	FILE NO:	
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.

As a result of the July 2015 report Council resolved that:
 (RES 56/15)

- 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 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 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.

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:

LEGAL IMPLICATIONS:

Nil.



RECOMMENDATION:

That the Committee recommend to Council that the information be received and noted.

[Report to: Civil and Environmental Services

Date: 8 July 2015

Section:



ITEM NO:	1.	FILE NO:	
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 in Appendix 1, a map of the area of concern is included in Appendix 2 and photographs of the area are shown in Appendix 3. 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, 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 in Appendix 4.

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 in Appendix 5 and Appendix 6.

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 in Appendix 8). 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 Councils policy for construction of urban streets. This width makes provision for two 2.5m parking lanes and two 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 can be 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 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 Councils 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 7.

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:

MANDATORY FIELD - Enter the Policy Implications here & delete this message. Provide a statement concerning any Council or Management Policy affected by this issue. Does this issue generate the need for a Council Management Policy?

CHIEF FINANCIAL OFFICERS COMMENT:

LEGAL IMPLICATIONS:

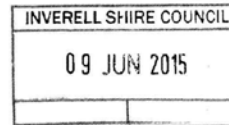
MANDATORY FIELD - Enter the Legal Implications here and delete this message. Provide a statement on any legislative requirements impacting upon this issue or that need to be complied with during the implementation process.

RECOMMENDATION:

That the Committee recommend to Council that:

- 1) A meeting with the Department of Education be arranged as a matter of priority to discuss traffic management issues surrounding Inverell High School;*
- 2) The outcome of the meeting be further reported back to Council for consideration; and*
- 3) The principal author of the petition from Oswald Street residents be advised what action Council is taking in response to the matter.*

RHONDA & RAY O'NEILL
 68 OSWALD STREET
 INVERELL 2360
 Ph. 67222831
 ronatoswald@bigpond.com



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.
 LOWDES PRENTIS *Lowdes* UNIT 4/ 64 OSWALD ST
 JENNIFER NORMAN *J Norman* 62 OSWALD ST
 PETER APPLEBY *P Appleby* 81 OSWALD ST

Scanny Morris 85 OSWALD
(BACK LANE - O'CONNOR ST. PARKING OUR PROBLEM
ALSO)
JENETTA COX 83 OSWALD ST f f Cox
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
Gwabsen 70 Oswald St

D 10

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

D 10

RELATIONSHIP TO STRATEGIC PLAN, DELIVERY PLAN AND MANAGEMENT PLAN:

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

Operational Objective:

Management Plan – TS.11 Water Supply Services, "To provide and maintain an adequate water supply and related service to the community, based on a responsible view of water as a commodity and as a scarce natural resource."

POLICY IMPLICATIONS:

Nil.

CHIEF FINANCIAL OFFICERS COMMENT:

Nil.

LEGAL IMPLICATIONS:

Nil.

RECOMMENDATION:

A matter for the Committee.

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 of 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

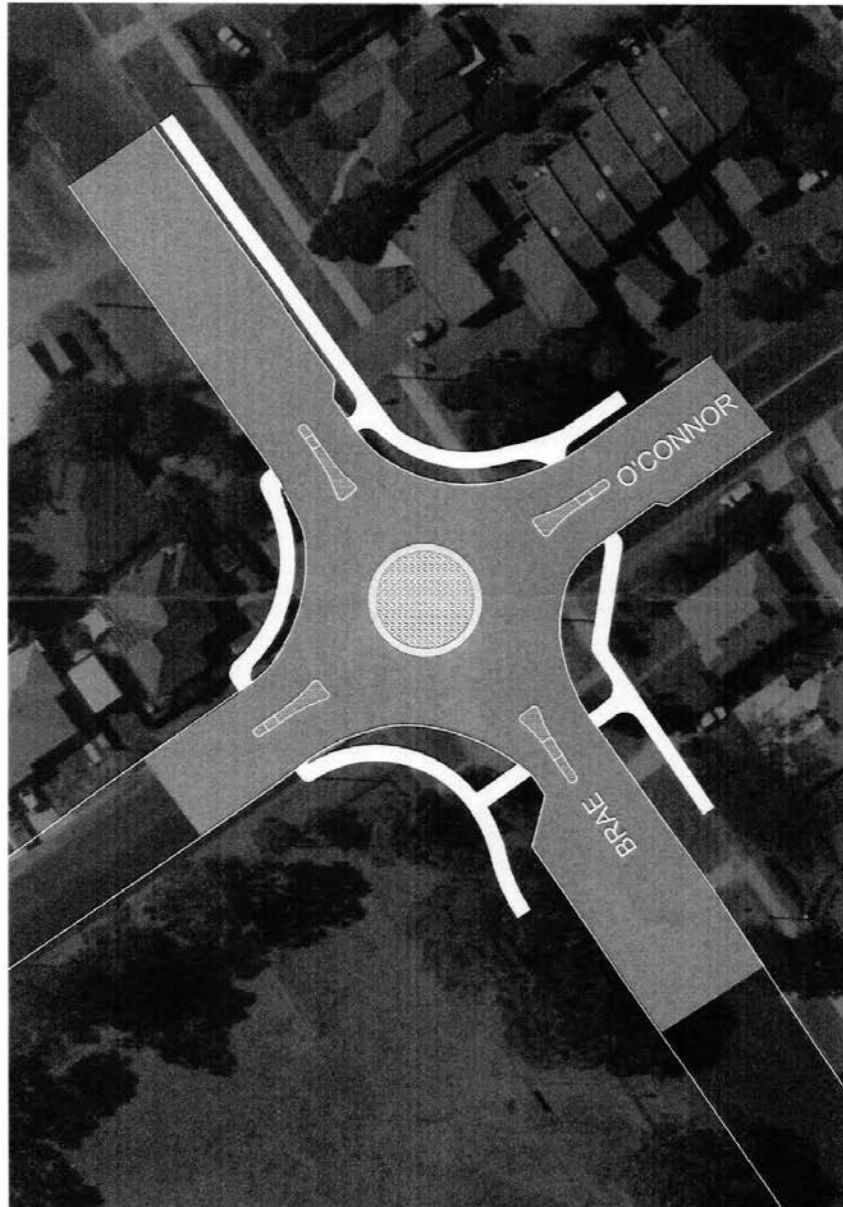


D 22

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

D 22

APPENDIX 5



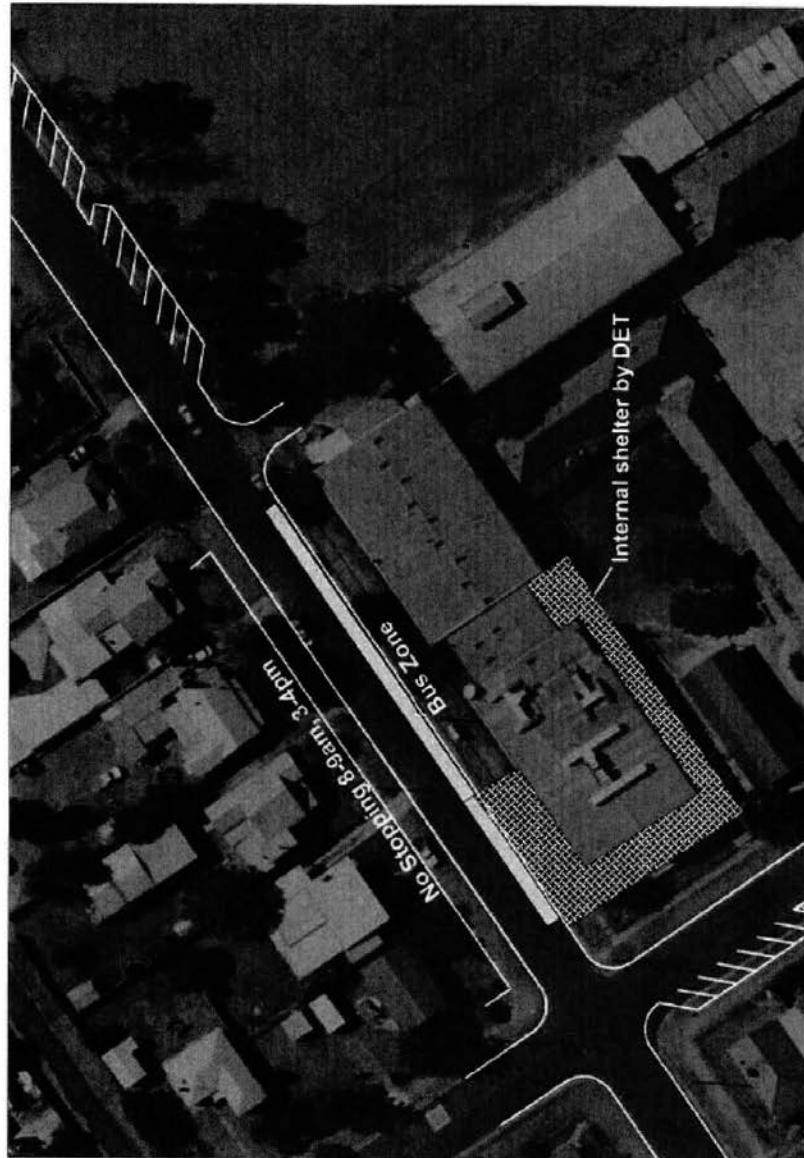
D 23

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

D 23

APPENDIX 6

Oswald St Indent Parking and Bus Zone



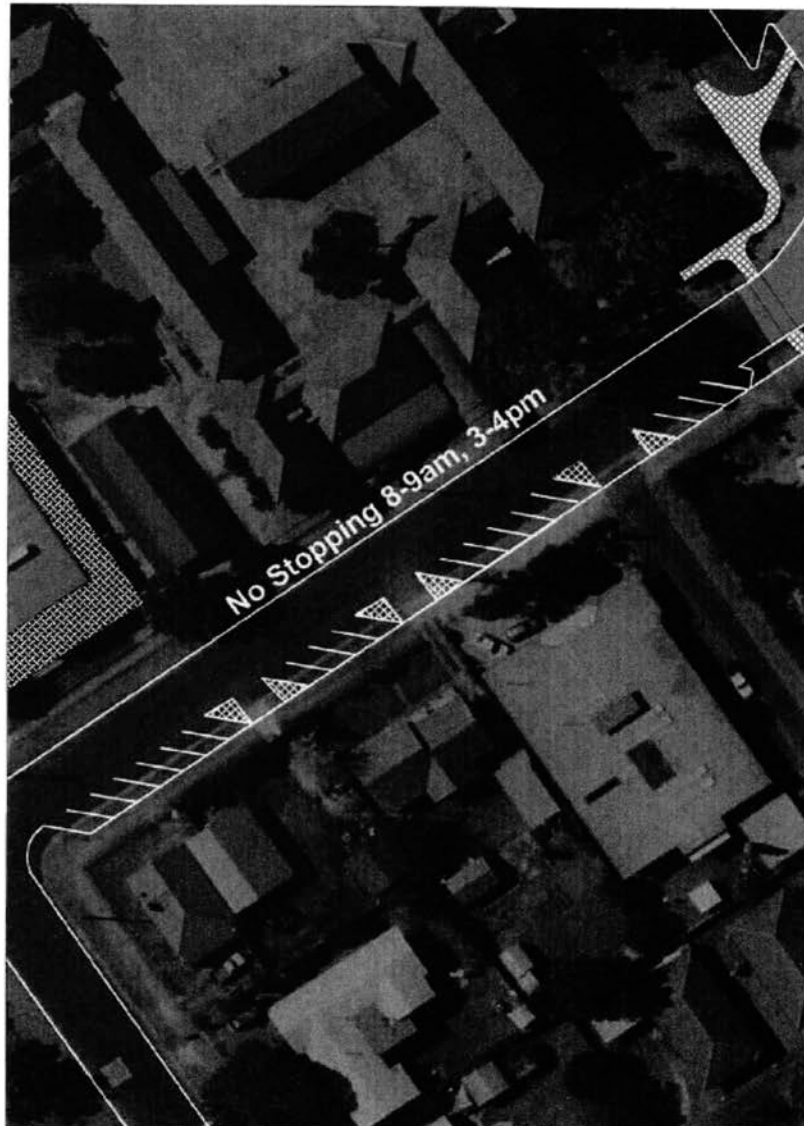
D 24

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

D 24

APPENDIX 7

Howard St Indent Parking



ITEM NO:	4.	FILE NO: S16.7.19/05
DESTINATION 5:	The communities are served by sustainable services and infrastructure	S
SUBJECT:	RURAL ROAD CLASSIFICATIONS	
PREPARED BY:	David Strugnell, Asset Management Coordinator	

SUMMARY:

Following the adoption of Council's Management Policy - Road Hierarchy, property owners on roads that had their classification downgraded were notified and a number of them have since approached Council to review these classifications. The Committee is being asked to make a determination in response to these representations.

COMMENTARY:Introduction

As detailed in the information report provided to the Committee in March 2018, Council staff undertook a comprehensive review of the rural road network classification system in March 2017 that resulted in Council adopting a policy outlining a formal classification for each road segment. All of Council's rural roads were examined to determine what their classification should be in relation to the rest of the network. In order to determine the classification, the use of the road was taken into account and a conclusion was made on how much benefit it provides to the community. Subsequent to the adoption of the new policy, property owners on roads that had their classification downgraded were notified and a number of them have since approached Council to review these classifications.

Twenty-one (21) responses have been received for 16 different roads. Of these roads, five (5) were identified as Crown Public Roads and the respondents have been advised to contact Crown Lands regarding maintenance of these roads. After discussions with Council staff, a further five (5) responses were resolved by clarifying the issues and Council's position in respect to the roads classification system.

A review of the original decision has been undertaken on the six (6) remaining roads and is outlined below. Discussion is also provided in respect of Crown Public Roads and specifically Voss Road.

Goomerah Lane

Requests were received from four (4) residents to review the classification of Goomerah Lane. All of these requests claimed that the eastern end of the road received more traffic than the western end and should not be downgraded. On investigation it was discovered that there was an anomaly with the traffic counts that had informed the original decision. The initial traffic count data had inferred that the residents of the road were generally travelling to and from Inverell via the Inverell-Bonshaw Road and that the eastern end of the road received very minimal traffic, prompting the original Rural Minor classification. New counts were undertaken which confirmed the information received from

residents and indicated that the eastern end of the road was more frequently trafficked than originally indicated.

Suggested response: That the entire length of Goomerah Lane be reclassified as "Rural Access".

Spring Mountain Road

Two (2) requests were received to review the classification of the last 8.5km of Spring Mountain Road. This portion of the road had its classification reduced to Rural Minor due to the limited number of properties, lack of school bus and heavy vehicle traffic and traffic counts of 12 vehicles per day obtained in 2014. Both requests referenced the number of properties accessing the network from the road (four (4) occupied residences and two (2) other properties) and one referenced the White Rock Wind Farm potentially bringing further traffic from environmental officers. Traffic counts were updated subsequent to the requests being received which showed average daily traffic had reduced to just eight (8) vehicles per day. There was evidence of moderate heavy vehicle traffic on the road but only for the 2-axle class of vehicles with a maximum GVM of 15 tonne. This portion of the road is not a school bus route and there were no economic, social or environmental reasons identified that would warrant an increased classification. It is anticipated that access to the White Rock Wind farm will continue to be via the roads built for the construction phase, which are not accessed from Spring Mountain Road.

Suggestion: The assessed classification of "Rural Minor" be retained.

Loves Lane

One (1) request was received to review the classification of Loves Lane. The respondents do not live on the lane but expressed concern that the reclassification to No Scheduled Maintenance would impede their ability to move between their properties on the Waterloo Road and the Guyra Road. The unsealed section of Loves Lane had its maintenance classification changed because it provides no access that isn't otherwise available from the highway and its use as a link between the highway and Elsmore is made redundant by Dodd's Lane, a fully sealed Rural Collector class road, which lies just two (2) kilometres to the east. It is important to note that the reduction to No Scheduled Maintenance means Council has not included provision for maintenance grading for the road in its routine maintenance budget. Council will continue to discharge its duty of care and will carry out regular inspections, assess the risk presented and determine the most appropriate response to any identified issues or complaints.

Suggestion: The assessed classification of "No Scheduled Maintenance" be retained.

Wells Crossing Road

Two (2) requests were received to review the classification of the northern 4.2km of Wells Crossing Road. This portion of the road was reduced to Rural Minor due to the fact that it contains no homestead accesses, is not a school bus route and receives traffic of just four (4) vehicles per day. Both respondents were concerned that the road was a through link between the Emmaville Road and the Bukkulla Road and thought that it warranted a higher classification. Given the very limited traffic on this section of the road there is little evidence that it is an important link road and the respondents did not provide any evidence of other significant social or economic purpose that would justify for a higher classification.

Suggestion: The assessed classification "Rural Minor" be retained.

Elsmore Road

One (1) request was received to review the classification of the southern-most 8.7km of the Elsmore Road, which was reduced to Rural Access in 2017. The respondent was of the opinion that the road's status as a B-double route should ensure a higher classification. This portion of Elsmore Road provides access to only one (1) homestead, which is located just 200m south of the Rural Collector portion of the road. Traffic counts show average daily traffic of 15 vehicles, with just two (2) heavy vehicles per day. This portion of the road is not a school bus route. Its classification as a B-Double Route and its nature as the access to Woombi Feedlot were considered during the 2017 review, without these factors it is likely this part of the road would have been further reduced to a Rural Minor class.

Suggested response: The assessed classification "Rural Access" be retained.

Mephams Road

One (1) request was received to review the classification of Mephams Road. This road is a 1.25km long unsealed road that receives an average of less than 15 vehicle movements a day. The road provides access to only two (2) homesteads, is not a school bus route and has very minor heavy vehicle traffic. This information led to a decision in 2017 to reduce its classification to Rural Minor. The respondent considered the Rural Minor classification would not permit all weather access. Again it is important to note that the reduction to Rural Minor means Council has reduced provision for maintenance grading for the road in its routine maintenance budget, but will continue to respond through reactive maintenance procedures which include regular inspections and defined response times to identified defects. Council's Asset Management Plan identifies a number of service standards including that the road network is well connected; and reactive maintenance will continue to occur when necessary to ensure these service standards are met.

Suggested response: The assessed classification "Rural Minor" be retained.

Crown Roads

Requests were also received to review the classifications of Hills Lane, Riverstone Lane, Carl Tomes Lane, Voss Road and Rosie Lane. Each of these is a Crown Public Road and the respondents were advised that Council is not the road authority and that responsibility for the roads rests with the Minister Administering the *Crown Lands Act 1989*. It is unlikely that Crown Lands will maintain these roads and some respondents may request that they be transferred to Council; at which time Council would make a decision under its Management Policy - Crown Roads - Transfer to Council as to whether to accept them and if so, at what level of routine maintenance classification.

Voss Road

With specific reference to Voss Road (off Beaumont Road, Ashford), correspondence has been received by the owner of the property known as "The Angle". This property is one (1) of two (2) properties serviced by Voss Road. Council's Rural Road Classification and Maintenance Review in 2017 identifies Voss Road as a Crown Public Road.

In the correspondence, the owner claims that Council has closed Voss Road without consultation and it is requested that the Mayor call a special meeting to review the decision to re-classify Voss Road.

In a letter to the owner of "The Angle" dated 8 March 2018, Council provided comment in respect of the maintenance classification of Voss Road and provided the following:

- *"The recent road review undertaken by Council has identified that Voss Road is gazetted as a Crown Public Road;*
- *Responsibility for Voss Road rests with the Minister administering the Crown Lands Act 1989 as the Road Authority;*
- *Maintenance on Voss Road has been carried out in the past by Council; however, Council is not the Road Authority for Voss Road and is not empowered by the Roads Act 1993 to carry out these maintenance works; and*
- *Following Council's recent road review, Council will no longer maintain Voss Road, which is a Crown Public Road and outside Council's control.*
- *Council has not closed Voss Road."*

Copies of correspondence from the owner of "The Angle" and Council's response have been circulated to Committee members under a separate cover.

Suggested response: That Council maintains its position in respect of the maintenance classification of Voss Road and advises the owner of "The Angle" of its decision.

Cooks Road

In addition to the above roads, the Manager Civil Engineering and Supervisor Rural Maintenance have identified Cooks Road's current classification of Rural Minor as requiring review. Recent counts identified average traffic of just four (4) vehicles per day including an average of one (1) small 2-axle truck per week. The road has a very sporadic maintenance history with records showing only one (1) grade in the past 20 years, it is not a school bus route and provides access to only one (1) homestead. Past maintenance history suggests the road does not require routine maintenance and could be reduced to No Scheduled Maintenance classification, with any identified issues dealt with under the previously mentioned reactive maintenance processes.

Recommend: Reclassify as "No Scheduled Maintenance".

Conclusion

A technical assessment of the above roads has concluded that, with the exception of Goomerah Lane and Cooks Road, all of the roads have a use that matches their classification. Increasing the classification of the eastern end of Goomerah Lane to Rural Access will add approximately \$2,500 per annum to Council's unsealed road routine maintenance budget. Reduction of Cooks Road to No Scheduled Maintenance will reduce this budget by \$575 per annum. These changes are able to be funded within the currently proposed 2018/19 budget.

RELATIONSHIP TO STRATEGIC PLAN, DELIVERY PLAN AND OPERATIONAL PLAN:

Strategy: S.12 Provision of safe and efficient networks to ensure connectivity between populations

Term Achievement: S.12.02 A sustainable and strategic approach to the management of Council's Assets is undertaken.

Operational Objective: S.12.02.01 To effectively plan, organise, direct and control the Council's Works Program to ensure all works are carried out: In the most effective manner; To the highest possible standard; and within the vote provided by Council.

POLICY IMPLICATIONS:

Management Policy – Road Hierarchy to be updated to reflect the recommended changes to road classifications.

CHIEF FINANCIAL OFFICERS COMMENT:

LEGAL IMPLICATIONS:

Nil

RECOMMENDATION:

That the Committee recommend to Council that:

- 1. Management Policy – Road Hierarchy be amended to include the updated classifications for Goomerah Lane to "Rural Access" for its entire length and Cooks Road to "No Scheduled Maintenance" for its entire length.*
- 2. Spring Mountain Road, Loves Lane, Wells Crossing Road, Elsmore Road and Mephams Road retain their current classifications.*
- 3. All respondents be notified of the outcome of the review.*
- 4. Voss Road - Council maintains its position in respect to the maintenance classification of Voss Road and advises the owner of "The Angle" of its decision.*

TO CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING 11/04/2018

ITEM NO:	1.	FILE NO: S28.21.1/11
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:**SR 199 Auburn Vale Road Pavement Widening and Rehabilitation – McBrides Lane to Masons Lane – Stage Two (2)**

Stage two (2) of this project involves the widening and pavement rehabilitation of a 1.1km section of Auburn Vale Road from Masons Lane to Minnamurra Lane (chainage 3.4km to 4.5km south of Inverell). The total budget allocation for the entire project is \$1M, with \$474K remaining for the completion of stage two (2).

The sub base layer has been completed early March 2018 with the base material placed and compacted within the last two weeks. This project is now at practical completion with a primer seal completed Wednesday, 28 March 2018. This section of road was opened to traffic for the Easter break.

MR 187 “Cucumber Creek” Pavement Widening and Rehabilitation

This project involves the widening and rehabilitation of the section of Yetman Road north of Cucumber Creek, including upgrades to a number of significant drainage structures. Currently \$2.1M is allocated to the project from multiple sources. The project will be completed in stages with the exact length to be rehabilitated dependant on the final design and cost. It is anticipated the total extent of works will be between 4 and 5kms. Stage one (1) of the project incorporates a section of Yetman Road from 62.6km to 64.0km whilst stage two (2) incorporates a section from 64.0km to 66.7km north of Inverell.

Works are continuing on section two (2) of stage one (1) from CH 63.330 to CH 64.080 with the extension of the drainage structures and earthworks now completed. The sub base material has been placed and compacted the week ending 30 March 2018. The material will be allowed to ‘bake out’ over the Easter period with the base material being placed in early April 2018. Practical completion on this section is planned for mid April 2018.

Procurement of contractors is underway for the widening and concrete overlay of an existing box culvert located in stage two (2) of this project. Once a contractor is engaged, works will commence on this upgrade. Council’s crew will continue on with the remaining sections of stage two (2) of this project. The remaining sections of stage two (2) are planned to be completed by the end of the current financial year.

MR 63 “Black Jack” Pavement Widening and Rehabilitation

This project involves the widening and pavement rehabilitation and drainage extensions of a 1130 metre section of the Warialda Road, chainage 65.5km to 66.7km east of Warialda. This project is a link up of past construction projects. The budget allocation for this project is \$450K funded from the Repair Program.

Works on the sub base layer have been completed. The base material has been hauled in to the required level and stabilisation works will commence on 11 April 2018.

This project has suffered some minor delays due to localised rain events. A seal date has been booked for the 23 April 2018, with completion of the project estimated late April 2018.



MR 63 rehabilitation base layer ready for stabilisation.

Otho Street – Town Centre Renewal Project – Byron Street to Evans Street

Works are progressing well on the Otho Street TCRP project. Works crews have completed the crossing and contractors laid the asphalt through this area on Saturday 24 March 2018. Edge tree planting and garden construction is now completed at this location.

This work between Evans Street and the crossing is now at practical completion with the Pin Oak tree planting undertaken on Tuesday, 27 March 2018. This section of Otho Street was opened on Wednesday, 28 March, prior to Easter. Minor works such as erecting permanent bollards and rejuvenation/line marking in parking lanes still needs to be completed. It is proposed to do the work in the parking lanes as a job lot.

Work crews are now well underway with works between the crossing and Byron Street. Trench works are completed for approximately half of this section and contractors are currently working on the concrete beams and paving of the centre median. The east bound traffic lane is closed to traffic until the centre median is constructed, a U turn movement is still in operation for east bound traffic from Byron Street to mid way towards the crossing. This traffic management plan will continue to be monitored to ensure safety for traffic, pedestrians and workers.

Despite recent periods of wet weather the project is on schedule to be completed within the planned 15 week time frame.

Maintenance Grading

Maintenance grading works were undertaken on the following roads during March 2018.

Road Number	Road Name	Length Graded (KM)
SR 254	Stannifer Road	8.09km
SR 345	Kellys Road	3.41km
SR 072	Coopers Road	0.5km
SR 346	Durkins Road	3.08km
SR 261	Maybole Road	6.91km
SR 300	Beckmore Road	2.3km
SR 299	Querra Creek Road	5.24km
SR 17	Holdfast Road	9.68km
SR 28	Goat Rock Road	15.01km
	TOTAL	54.22km

Reactive /Spot Grading

Reactive/spot grading works were undertaken on the following roads during March 2018.

Road Number	Road Name	Length Graded (KM)
SR 110	Rob Roy Road	12.7km
	TOTAL	12.7km

2017/2018 Gravel Resheeting Program

Gravel re-sheeting works were undertaken on the following roads during March 2018.

Road Number	Road Name	Length Graded (KM)
SR 23	Bedwell Downs Road	3.5km
SR 46	The Pocket Road	2.5km
	TOTAL	6.0km

Heavy Patching

No Heavy Patching Works were undertaken during March 2018.

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, 14 March, 2018, be received and noted.