



Vincent Street  
CESSNOCK 2325

12 May 2008

To All Councillors

*You are hereby notified that the next Meeting of the Infrastructure & Services Committee will be held in the Council Chambers, on Wednesday, 21 May 2008, commencing at 6.30pm, for the purpose of transacting the undermentioned business.*

**B R MORTOMORE  
GENERAL MANAGER**

**AGENDA:**

PAGE NO.

**(1) APOLOGIES**

**(2) CONFIRMATION OF MINUTES**

Minutes of the Infrastructure & Services Committee  
Meeting held on 7 May 2008.

**(3) OFFICERS' REPORTS**

**DIRECTOR INFRASTRUCTURE & SERVICES**

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35/2008	Report of the Cessnock City Council Local Traffic Committee Meeting held on 21 April 2008	12

**(3) OFFICERS' REPORTS CONT'D**

**DIRECTOR INFRASTRUCTURE & SERVICES**

36/2008

Report of the \$ for \$ Grants Committee  
Meeting held on 30 April 2008

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**(4) QUESTIONS WITHOUT NOTICE**

## **DIRECTOR INFRASTRUCTURE & SERVICES REPORT NO. 30/2008**

**SUBJECT:     PROPOSED LEASE OF UNUSED PUBLIC ROAD – CONTINUATION OF LANG STREET, KURRI KURRI**

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Engineering Survey Officer, Mr D Latter, reports:-

### **PURPOSE**

For the resolution of Council for the lease of a part of an unformed public road, (about 3.5 hectares) being the continuation of Lang Street, Kurri Kurri, to the adjoining property owner (Lot 7 DP 1037092) and subsequent preparation of a proposed lease by Council's Solicitor. A map from Council's GIS System is enclosed showing the location of the proposed lease.

### **BACKGROUND**

The owners of Lot 7 DP 1037092 have approached Council with the view of leasing the unused road adjacent to their property. This would allow the installation of a section of fence and a lockable gate across the entrances to this unformed public road reserve. The purpose of the lease is to deter improper use of this area by motor bike riders, rubbish dumpers and other unauthorised persons. These undesirable activities cause numerous problems including dust and noise pollution to nearby houses.

A formal application for the lease of the subject area was submitted by the owners of Lot 7 DP 1037092. At the Council meeting of 5 March 2008 (Director S&CS Report No. 18/2008 refers) Council resolved to advertise the proposed short-term lease and report back to Council at the conclusion of the exhibition period. The detailed proposals for requirements to be included in the deed were outlined in the above Council report.

### **INFORMATION**

Council as the "roads authority" under Section 154 of the Roads Act 1993 has advertised the proposed lease in a local newspaper and notified the adjoining property owner of the proposed lease.

Any person may make submissions to the roads authority with respect to the proposed lease. Council has received no submissions.

Council can now consider the granting of the lease, either with or without alteration, or may refuse to grant the lease.

### **PROPOSAL:**

If Council were to subsequently approve the preparation of a proposed short-term lease of unused public road as shown on the enclosed map from Council's GIS System and an unregistered plan of subdivision supplied by the applicant, the following requirements would apply:

- The proposed lease to be for a period of three (3) months and continue until such time as allowed by Council, development occurs on immediate adjoining lands, or the maximum lease period of 5 years lapses.
- The entry to the subject road land off Hospital Road and any subsequent points of entry to be fenced at the cost of the lessee.

- The owner be responsible for the following costs:
  - Lease application and execution cost \$ Cost
  - Plan of lease area (Registered Surveyor) \$ Cost
  - Lease fee \$100 per annum (GST Incl.)
  - Notification and Advertising \$ Cost + \$25 per publication
  - Stamp Duty \$ Cost
  - Insurances \$ Cost
- Upon the approval of the proposed lease the owner to affect at their own expense, and at all times during the Term of the Lease keep current in the joint names of the Lessor (Cessnock City Council) and the Lessee, a public risk insurance policy in an amount not less than ten million dollars (\$10,000,000) and submit to Council for approval a copy of the certificate of the insurance policy required. This policy is not to be cancelled or amended without notice or advice of such cancellation or amendment being given to Council.

**RECOMMENDATION** that as the Roads Authority for the road under the Roads Act 1993, Council approve:

1. The preparation by Council's Solicitor of a proposed short-term lease of unused public road, being about 3.5 hectares of unformed public road – continuation of Lang Street, Kurri Kurri to the adjoining property owner (Lot 7 DP 1037092) under the following conditions:
  - a. The term of the lease shall be for a period of three (3) months and continue until such time as determined by Council or for a maximum period of five (5) years, whichever occurs first.
  - b. The lease payment shall be one hundred dollars (\$100.00) per annum inclusive of GST.
2. The preparation of an "Agreement to the Preparation and Conditions of a Proposed Short-Term Lease of Unused Public Road under the provisions of the Roads Act 1993" to be issued to the applicant, and any other subsequent documentation associated with negotiations to finalise the Lease arrangement.

To: **The General Manager**  
Infrastructure & Services  
Committee – 21 May 2008

**L OLDFIELD**  
**DIRECTOR INFRASTRUCTURE &**  
**SERVICES**  
12 May 2008

# **DIRECTOR INFRASTRUCTURE & SERVICES REPORT NO. 31/2008**

**SUBJECT: RTA SINGLE INVITATION CONTRACT PERFORMANCE REVIEW**

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Civil Maintenance Manager, Mr B Jamieson, reports:-

## **BACKGROUND**

Since the introduction of the Single Invitation Contracts established by the RTA on November 30, 1999, Cessnock City Councils Civil Maintenance teams have undertaken all maintenance works on the State road network within the areas city boundaries.

Initially the aim of the contract was to establish best practice, benchmarks and prices enabling the RTA to negotiate improvements in respect to performance to time, cost quality, environmental and intervention standards.

Council at the time felt that the contract was the correct direction in which to head. Particularly in the areas of environment, quality and safety and that the standards should be adopted for the whole Council.

Report No 16/1999 entitled Roads & Traffic for RTA Competitive Tendering was presented and passed by Council to enter into the Contract and Council staff began working under the Contract on July 1, 2000.

In 2004 Council entered into a new four (4) year Single Invitation Maintenance Contract (SIMC) with the RTA. There were significant changes from the original contract. The improvements in Safety, Quality and Reporting systems were a benefit to council and staff, the new contract would lead to improvements to the original system

## **REPORT**

Included in the SIMC reporting systems are a four monthly review of the Civil Maintenance Activities undertaken during that period.

The April 2008 Performance Report (Enclosure) for Maintenance Activities has recommended that council is approved to undertake future works under the contract. In the report performance is rated as Unsatisfactory, Acceptable, Good and Superior. A good to Superior rating is preferred by the RTA for continuing work under the contract.

Over the past three rating periods the Civil Maintenance group has received good to superior ratings showing a consistent high level of performance in the contract.

The Performance Review looks at:

• Standards of Work	• OH&S Management
• Co-operative Relationships	• Contract Administration
• Environmental Management	• Sub Contractors
• Industrial Relations	• Quality System
• Time Management	• Traffic Management
• Management & Suitable Site Personnel	• Workforce or Skills Development

Expenditure to date on the RTA projects by the Civil Maintenance Group is in excess of \$2 761 000. It includes works such as the heavy patching and overlay of part of Aberdare Rd, Aberdare, the Rhyolite treatment on Wine Country Drive at Balloons Aloft, ten kilometres of reseals and the hot mix overlay of MR 220 at Wills Hill.

**RECOMMENDATION** that the information be noted.

To: **The General Manager**  
Infrastructure & Services  
Committee – 21 May 2008

**L OLDFIELD**  
**DIRECTOR INFRASTRUCTURE &**  
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12 May 2008

## **DIRECTOR INFRASTRUCTURE & SERVICES REPORT NO. 32/2008**

**SUBJECT: CESSNOCK COMMUNITY PERFORMING ARTS CENTRE -  
CONSTRUCTION PROGRESS REPORT NUMBER 4**

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Recreation & Community Services Manager, Ms N Benson, reports:-

### **BACKGROUND**

On 16 October 2007 North Construction and Building Pty Ltd were engaged to undertake construction of the Cessnock Community Performing Arts Centre (PAC) and works commenced on the site on 29 October 2007.

A summary of the budget that was approved by Council for the project is as follows:-

<b>COMPONENT</b>	<b>COST</b>
Construction costs	6,275,754
Contingencies	440,000
Construction administration & project management	345,250
Raise floor levels	475,000
Electricity kiosk	101,000
Car park and Castlemaine Street stormwater	463,350
<b>TOTAL</b>	<b>8,100,354</b>

The PAC has been divided into three (3) sections and they are referred to as Building A, B or C. A description is as follows:-

- Building A is the two (2) storey building closest to Aberdare Road and will comprise of community offices, meeting rooms, Senior Citizens Room and toilets and changerooms;
- Building B is the centre building that had been demolished will be the theatre, stage and lounge area; and
- Building C is the building closest to the Aberdare Tavern that has been demolished with the exception of the façade and will form the entry foyer, box office and kitchen.

### **REPORT**

Major activities sine last month's report include:-

- Relocation of overhead powerlines on Aberdare Road
- Erection of scaffolding on building A - Aberdare Road and Vincent Street elevations
- Continued painting of building A and completion of carpentry fix-out
- Erection of internal scaffolding to building B as well as roofing of the internal street and auditorium
- Removal of pre-cast panel bracing
- Commencement of structural steel in building C

Forecast activities for the coming month include:-

- Re-roofing of Building A
- Continued external cladding framework
- External works to building A - Aberdare Road and Vincent Street elevations

The original contract completion date is 31 July 2008. North Construction and Building Pty Ltd have adjusted the program to suit the current site conditions and have continued to concentrate on works in sheltered areas such as building's A and B. With this in mind, works have progressed generally in accordance with the revised construction program and some works in Building B remain slightly ahead of the program. The revised contract completion date is 16 September. It should be noted that this date will continue to change as the project progresses. Depending on weather conditions and adjustments to the program the date could actually move closer to the original contract completion date.

Liaison with the Cessnock Senior Citizen's Association and the Samaritans continues with meetings regarding fit-out and timeframes held at regular intervals. Community consultation has been maintained through correspondence and meetings with local schools, dance groups and performing arts committees.

**RECOMMENDATION** that the information be noted.

To: **The General Manager**  
Infrastructure & Services  
Committee – 21 May 2008

**L OLDFIELD**  
**DIRECTOR INFRASTRUCTURE &**  
**SERVICES**  
12 May 2008

## **DIRECTOR INFRASTRUCTURE & SERVICES REPORT NO. 33/2008**

**SUBJECT: PLAN OF MANAGEMENT AND MASTERPLAN FOR HOWE PARK  
(ABERMAIN)**

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Facilities Officer, Mr Gerard Young, reports:-

To continue the updating of Council's Plans of Management, a Plan of Management for Howe Park (Abermain) was presented to Council at its meeting on 20 February 2008.

A Masterplan for the site was also presented to Council at the same meeting. The Masterplan complements and supports the draft Plan of Management and specifically outlines a number of works to be completed at the site over the next 3 – 5 years via a staged approach.

Works to be undertaken at the site include the replacement of the existing amenities with new modern amenities incorporating changerooms, referees room, first aid room, storage space, a kiosk and male, female and accessible toilet facilities, installation of floodlighting and automatic irrigation on the main field, the upgrade of power and water to the site, formalisation of the entry way and carparking and the establishment of an additional training field in the northern portion of the site.

The Plan of Management and Masterplan will be reviewed on an annual basis in line with the preparation of prioritised capital works programs as well land releases and future developments which may alter the recreational needs of the area.

At the Council meeting on 20 February 2008, Council considered Director Strategic and Community Services Report No. 10/2008 regarding the draft Plan of Management for Howe Park (Abermain) and associated Masterplan.

In both cases, approval was given to advertise the documents for a period of forty two (42) days from 5 March 2008 to 23 April 2008. There were no submissions received during this time.

Council approval is now required to adopt the Plan of Management and associated Masterplan.

**RECOMMENDATION** Council adopt the Plan of Management and Masterplan for Howe Park (Abermain).

To: **The General Manager**  
Infrastructure & Services  
Committee – 21 May 2008

**L OLDFIELD**  
**DIRECTOR INFRASTRUCTURE &  
SERVICES**  
12 May 2008

## ***DIRECTOR INFRASTRUCTURE & SERVICES REPORT NO. 34/2008***

***SUBJECT: PROPOSAL THAT COUNCIL SUPPORT THE PLACEMENT OF A REMEMBRANCE PLAQUE TO REMEMBER THOSE WORKERS KILLED AT WORK***

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Recreation & Community Services Manager, Ms N Benson, reports:-

### ***PURPOSE***

Correspondence has been received from the Construction Forestry Mining & Energy Union Construction & General Division New South Wales Branch (CFMEU). The letter requests that Council consider the placement of a remembrance plaque in a prominent location in a municipal area, eg a park to help raise community awareness about the importance of workplace safety and to commemorate those workers who have been killed in the workplace. Workplace fatalities increased by 16% in the three years between 2003/2004 and 2006/2007.

### ***REPORT***

The State Secretary of the CFMEU, Mr Andrew Ferguson, has written to the Mayor regarding the placement of a plaque to commemorate those workers killed at work (a copy of the letter is included in the Enclosure document).

The letter advises that 28 April is recognised as International Day of Mourning in remembrance of workers killed at work. The Australian trade union movement is campaigning to raise workplace and community awareness about the importance of workplace safety. As part of that campaign, councils are being approached requesting them to consider the placement of plaques in prominent locations in municipal area, eg parks. The correspondence further advises that Burwood, Canada Bay City, Leichhardt, Parramatta City, Rockdale City and Shellharbour City Councils have already supported this initiative and placed plaques in their areas.

The cost for the plaque has been estimated to be in the vicinity of \$450.00 and can be covered within the current Parks Signage budget.

The CFMEU asks that it be informed of the decision, and the date of any unveiling of the plaque so that it can support the initiative.

### ***CONCLUSION***

Unfortunately, the Cessnock Local Government Area has witnessed many workplace fatalities during its history. Most of these have been in the coal mining industry, as acknowledged by the Jim Comerford Memorial Wall at the CFMEU office in Aberdare. If Council resolves to agree to this request it will provide a tangible reminder to the community of Council's support for the importance of safety in the workplace.

It would be appropriate to install the plaque in Veteran's Memorial Park at Aberdare.

**RECOMMENDATION** that

1. Council consider the request to install a memorial plaque in remembrance of workers killed in the workplace, and if it agrees,
  - a. That the plaque to be placed in Veteran’s Memorial Park at Aberdare; and
  - b. That the CFMEU be advised of the date of the unveiling of the plaque.

To: **The General Manager**  
Infrastructure & Services  
Committee – 21 May 2008

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12 May 2008

## **DIRECTOR INFRASTRUCTURE & SERVICES REPORT NO. 35/2008**

**SUBJECT: REPORT OF THE CESSNOCK CITY COUNCIL LOCAL TRAFFIC COMMITTEE MEETING HELD ON 21 APRIL 2008**

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A meeting of the Cessnock City Council Local Traffic Committee was held on 21 April 2008 and reports as follows:-

Attendees at the meeting included Councillor C Parsons, Councillor J Maybury, Senior Constable M Bernard, Mr G Warnick, Mr M Kerr, Mr D Dickey, Mr J Carey and Mr C Eddy.

In line with new RTA requirements, the items presented for consideration are listed into "Formal Matters" and "Informal Matters". "Formal Matters" are those items where Council is required to exercise its delegated powers for approval of traffic facility items. "Informal Matters" are those items where Council is not required to exercise this function but are presented to the Council for information.

### **FORMAL MATTERS**

**ITEM NO: 08/038                      NORTHCOTE STREET ABERDARE - SIGNAGE AND LINEMARKING FOR ROUNDABOUT AT POKOLBIN STREET**

Traffic Committee consideration of proposed signposting and linemarking associated with construction of new single circulating roundabout at the intersection of Northcote Street and Pokolbin Street Aberdare - Drawing No.UR298 / 5118 Sheet 28 // 07/08/:3828

All proposed signposting and linemarking associated with the new roundabout was designed to RTA and Council requirements and it is recommended that the works be approved.

**RECOMMENDED** *that the proposed traffic control signposting and pavement markings associated with the construction of a new roundabout on Northcote Street Aberdare at Pokolbin Street be approved in accordance with the Traffic Committee report and Drawing No.UR298 / 5118 Sheet 28 // 07/08/:3828.*

**ITEM NO: 08/039                      GREAT NORTH ROAD BUCKETTY - BARRIERS OR GUARD RAILS**

Great North Road from Bucketty through to Fernances Crossing (and including Lemming Corner) requires barricades all along.

Great North Road was inspected by Council on 8 April 2008 and in the section between Bucketty and Fernances Crossing, guard rail is present on a number of the existing curves.

It was also noted that some curves in this section do not have advance warning signs (with supplementary speed advisory plates) installed and it is recommended that the provision of these signs be investigated and installed where necessary.

The installation of Chevron Alignment Markers (CAMs) is also recommended on curves where sight distance is limited or off-carriageway crashes are likely.

**RECOMMENDED** *that the installation of advance warning signage (with speed advisory plates) and Curve Alignment Markers (CAMs) be investigated on Great North Road between Bucketty and Fernances Crossing and installed where required.*

**ITEM NO: 08/040**

**FOURTH STREET CESSNOCK - DISH GUTTER AT  
JEFFRIES STREET**

Council has received an insurance claim for damage to the front of a vehicle as a result of that vehicle traversing the dish gutter that runs across Fourth Street at the southern side of Jeffries Street and the applicant would like to install an advance warning "Dip" sign to assist motorists approaching in Fourth Street. The change of grade through the gutter is significant and there is evidence that cars are scraping on the road, however the recent maintenance carried out on the gutter has not altered the shape or profile of the gutter and has not exacerbated the existing problem.

The installation of a single posted W5-9(B) "Dip" sign is supported. The intersection is also controlled by "Stop" restrictions which assist in keeping speeds on the approach and through the gutter low.

**RECOMMENDED** *that an advance warning W5-9 "Dip" sign be installed in Fourth Street Cessnock, on the southern approach to Jeffries Street.*

**ITEM NO: 08/044**

**WYNDHAM STREET GRETA - TRAFFIC & PARKING  
CONCERNS**

First Concern

They are getting a second bus delivering to the school and there is already a problem with not enough parking and parents double parking.

Second Concerns

I am writing in relation to concerns raised by Greta Public School, McLeod's Bus Service, our drivers and parents:-

1. The current bus zone is too short for two buses. This creates a problem of our vehicles not being able to set down or pickup passengers there;
2. Parents in cars restrict our vehicles turning at the end of Wyndham Street;
3. Buses have to pull into Sale Street to use the area at end of the street to execute the turn where there are no parents cars (Wyndham Street cul-de-sac is too small anyway and buses need to reverse to get around and cars are a problem);
4. Parking and traffic flow is at a premium;
5. There are no crossings for pedestrians in this area;
6. School Zone signage is minimal.

On 7 March 2008 Council met with the School Principal and the President of the School P&C Association to discuss the concerns raised by Hunter Valley Buses. At that meeting, the Principal indicated his concern that Hunter Valley Buses were operating a second school bus service to the school without consulting the school. While he was concerned that the additional school bus was causing a traffic problem, he believed that a loss of parking as a result of extending the Bus Zone would create further problems, particularly as it was parking demand exceeding available supply that was causing the initial concerns. Options to extend or relocate the School Bus Zone away from the main conflict area at the school are limited because access to the school for all school buses is currently only available via Wyndham Street.

Essentially, a number of the concerns relating to traffic and parking safety involve a shortage of available parking near the school gate and the conflicts created between school buses attempting to access the school and pedestrians crossing Wyndham Street to be collected by parents in private vehicles.

Several options are offered for consideration:-

1. Open Price Street to through traffic and establish a link connecting Sale Street to Wyndham Street;
2. Open Sale Street to through traffic between Hunter Street and Wyndham Street to provide a link from Nelson Street (the Regional Road), with Price Street remaining closed;
3. Construct approximately 50m of the currently unformed section of Sale Street to the west of Wyndham Street and provide two rows of centre aisle 90° angle parking to accommodate approximately thirty (30) vehicles, reducing the parking demand on Wyndham Street;
4. Construct the car park as per Option 3 and establish the link on Sale Street from Hunter Street (a combination of Options 3 and 4);
5. Do nothing.

Option 4 offers a more practical solution to the problems currently being encountered at the school because additional parking would be available to relieve the demand on Wyndham Street and a through link from Nelson Street to the school would be established. A funding contribution should be sought from the Department of Education to construct the car park because the parking demand is being generated by the school and the parking would be used primarily during school periods.

As a staged project, it is recommended that the car park be constructed in Stage 1 with the connection along Sale Street completed in later stages.

Comments received by email from the Traffic Supervisor, NSW Police Hunter Valley Local Area Command:-

*“Re item 08/044 which is within the Hunter Valley LAC, I support the recommendation.*

*I am not sure who is intended to use the new parking area, i.e. staff/day parkers, or parents delivering/picking up kids. One thing I do know is [that] provision of an area which is not adjacent to the school gate will not stop parents from parking as close as possible to the gate. Signage, and policing (initially) will be required. As for opening Sale Street, without having been involved in the inspection, I think I would prefer opening Price Street so as to preclude a possible 'rat run' from Nelson Street through to Wyndham Street and the Highway.”*

The Traffic Committee also supported an investigation into the construction of an alternate parking area in Wyndham Street to the south of Sale Street.

**RECOMMENDED that:-**

1. *Council investigate the construction of a thirty (30) space car park in Sale Street Greta adjacent to the Greta Public School as Stage 1 of Traffic and Road Safety improvements at the school;*
2. *Council investigate the construction of Sale Street between Wyndham Street and Hunter Street (Stage 2);*
3. *Council investigate the construction of Wyndham Street to the south of Sale Street as an alternate parking area;*
4. *The results be returned to the Committee.*

**ITEM NO: 08/046                      LANG STREET KURRI - PEDESTRIAN CROSSING AT  
KURRI PUBLIC SCHOOL**

Request to install hold lines at this crossing to make it a combined (dual mode) crossing. Without the hold lines, motorists have no clear point where they are required to stop and tend to stop right on the crossing which is an OHS risk for the School Crossing Supervisors (SCS) working at this site. Given the width of the crossing, the crossing supervisors at this site have difficulties with drive-throughs (incidents where motorists do not stop for pedestrians) which is exacerbated by not having a clear stopping point for vehicles.

The Roads & Traffic Authority has confirmed that installing holding lines on each approach to the crossing (which converts the existing marked pedestrian crossing / childrens crossing facility to a “dual mode” facility) is supported under current RTA policy.

Installation of the holding lines can be carried out to RTA requirements without impacting on the operation of existing driveway accesses or kerbside parking as the crossing has blister extensions on each side and is supported by a centre island.

**RECOMMENDED** that holding lines be installed at the marked pedestrian crossing / childrens crossing facility in Lang Street Kurri outside Kurri Public School, in accordance with RTA requirements.

**ITEM NO: 08/047                      MITCHELL AVENUE KURRI - "TRUCKS ENTERING"  
ADVANCE WARNING SIGNS**

The Boral Concrete Plant at Kurri is located along Johnson Avenue. The problem Boral is having is that although this area is only a 60 km/h speed zone, vehicles exiting Johnson Avenue onto Mitchell Avenue are often met as they are turning by traffic travelling around the bend in Mitchell Avenue at what is believed to be in excess of the speed limit. Could the Council look at the possibility of erecting a sign (trucks turning / entering) before the bend, on the approach to Johnson Avenue.

The installation of advance warning W5-22 “Trucks Entering” signs in Mitchell Avenue on each approach to Johnson Avenue is supported as the majority of entry movements from Johnson Avenue are performed by laden heavy vehicles travelling at a slow speed.

**RECOMMENDED** that:-

1. Advance warning W5-22 “Trucks Entering” signs be installed in Mitchell Avenue Kurri on each approach to Johnson Avenue;
2. Council investigate the installation of a “Stop” sign in Johnson Avenue at Mitchell Avenue.

**ITEM NO: 08/049                      CAMP ROAD LOVEDALE - REQUEST FOR SIGNAGE AND  
MARKINGS AT LOVEDALE ROAD**

Last weekend when my wife and I visited the Hunter Valley region, I could have caused an accident when turning right from Camp Road onto Lovedale Road. It was dark and I found myself on the wrong side of Lovedale Road after turning out of Camp Road. Because of the large camber on the road and being dark, I turned onto the oncoming lane in Lovedale Road mistaking the lane separation line as the centre of the road. I am sure something could be done to make it a safer intersection.

Recently completed roadworks at the Camp Road / Lovedale Road intersection has changed the surface profile of the intersection, where the high point on the Camp Road centreline coincides with the outside edge of the left turn lane from Lovedale Road into Camp Road. The Lovedale Road carriageway slopes away from this point because of the one-way superelevation for the curved alignment and until the approaching driver on Camp Road is at this point, all the lane separation pavement markings on Lovedale Road are not visible.

To assist motorists to identify the correct travel paths for the right turn from Camp Road and the right turn from Lovedale Road, it is recommended that T1 markings be installed.

**RECOMMENDED** *that T1 markings be installed at the intersection of Lovedale Road and Camp Road Lovedale, along the travel path of each right turn movement.*

**ITEM NO: 08/053                      HOSPITAL ROAD WESTON – “STOP” SIGN AT APPLETON AVENUE**

Cr Maybury would like a "Stop" sign installed at the intersection of Hospital Road and Appleton Avenue Weston.

The existing single posted "Give Way" intersection control is located on Hospital Road at Appleton Avenue. Sight distance was found to be below the RTA warrant requirements for "Give Way" controls during the inspection, therefore its replacement with a "Stop" sign is supported.

**RECOMMENDED** *that the existing single posted "Give Way" control be replaced with a "Stop" control and the associated pavement markings.*

***INFORMAL MATTERS***

**ITEM NO: 08/041                      SPENCER STREET CESSNOCK – DIFFICULTIES EXITING DRIVEWAY**

Customers live near the Spencer Street / Lightfoot Street roundabout at 26 Spencer Street and is having problems exiting the property when vehicles are parking in front of No.28 Spencer Street. They usually need to back out in front of No.28, but if a car is parked there they have great difficulty. They are requesting that "No Parking" signs be placed in this area and also on the other side at No.24.

Movements to and from the applicant's access are subject to the existing splitter island on the approach to the roundabout. The end of the splitter island is located close to the applicant's access, however any vehicle legally parked in front of No.28 would have minimal impact on the ability of the resident to exit their driveway safely.

Both the applicant and the residents at No.28 have off street parking and the instances of vehicles parking on-street is considered low, as are the traffic volumes in the street. The installation of parking restrictions in residential areas is not supported.

**RECOMMENDED** *that no action be taken.*

**ITEM NO: 08/042**

**WOLLOMBI ROAD CESSNOCK - CARS CUTTING THROUGH WAREHOUSE CAR PARK**

Customer called to advise that cars are coming off Wollombi Road Cessnock into the Warehouse car park and are cutting through the car parking spaces in order to go over the bridge to access the Cinema Carpark. She is concerned cars are cutting across the marked car parking spaces (not necessarily through the traffic aisles) and would like to see some barriers installed.

The occupancy rate of the Warehouse car park was below capacity when inspected and any movements through the car park over marked spaces is a result of under-utilisation of those spaces.

The installation of any form of barriers to prevent a low number of movements directly over marked spaces to an exit point is not supported for reasons of cost and that such measures would reduce the total number of spaces available in a car park that is located close to the Cessnock CBD.

**RECOMMENDED** *that no action be taken.*

**ITEM NO: 08/043**

**MT. VIEW ROAD CESSNOCK – PEDESTRIAN CROSSING AT MT. VIEW HIGH SCHOOL**

Question Without Notice from meeting of 20 February 2008

Councillor Troy advised of his attendance at a P&C meeting at Mt View High School where he was asked whether or not the crossing to the east of the school carpark could be moved further west to stop the bottleneck that occurs with cars exiting from the school car park of an afternoon and morning.

Before a proposal to relocate the marked pedestrian crossing can be considered, a traffic / pedestrian count should be undertaken to determine the numbers of pedestrians using the facility and if it meets the RTA warrant. Secondly, there is a concern that relocating the crossing further to the east will reduce its function as a crossing facility by moving the crossing point away from any established pedestrian desire line across the road.

**RECOMMENDED** *that a traffic volume / pedestrian count be undertaken on Mt. View Road Cessnock at Mt. View High School, with the results to be returned to the Traffic Committee for further consideration.*

**ITEM NO: 08/045**

**CESSNOCK ROAD HEDDON GRETA – PEDESTRIAN SIGNALS AND MARKED CROSSING**

It has come to my attention and the attention of others who live in the community of Heddon Greta, that due to population growth and the increased amount of traffic flowing through the area, that we are in desperate need of a set of pedestrian traffic lights and a clearly marked pedestrian crossing. Also, driving a vehicle from one side of the road to the other can be quite a task, this being the road beside the Heddon Greta Hotel and the same road beside the take-away shop. I believe we need a set of pedestrian traffic lights - that way, it would allow children and parents to cross the road safely, plus allowing large vehicles to see clearly ahead.

The installation of traffic signals and other pedestrian facilities on the State Road (MR 195) is a matter for determination by the Roads & Traffic Authority.

**RECOMMENDED** that the RTA be requested to investigate the installation of traffic signals and a marked pedestrian footcrossing on Cessnock Road Heddon Greta at Young Street.

**ITEM NO: 08/048**

**VICTORIA STREET KURRI – RELOCATE PEDESTRIAN CROSSING AT LANG STREET**

I am writing in regards to a pedestrian crossing located in Kurri along the main highway opposite a Bottle Shop. This crossing is stationed immediately after a roundabout and I

believe it is a serious accident waiting to happen. As people are focusing on oncoming traffic in the roundabout and getting up enough speed so an accident isn't caused I believe the crossing should be moved further from this site with more signage. I myself have had to screech to a stop and have seen many others in the same situation not realizing there is someone waiting to or crossing the crossing. If you do manage to stop at the crossing whilst waiting for the pedestrian to cross there is also the issue that other cars may run into the back of you whilst stationary. I have also witnessed many people who refuse to use the crossing because of the danger presented and instead take dangerous risks and try to cross the road at another point, dodging traffic. I request that this crossing can be moved.

The existing pedestrian crossing is located on the State Road (MR195) and any proposal to relocate the crossing is a matter for determination by the Roads & Traffic Authority.

**RECOMMENDED** that the RTA be requested to investigate relocation of the existing marked pedestrian crossing on Victoria Street Kurri at Lang Street.

**ITEM NO: 08/050**

**OLD CESSNOCK ROAD MULBRING – REQUEST FOR PARKING SIGNS**

Applicant requests that some "No Parking" signs be installed over his driveway. Resident of 11 Old Cessnock Road is having problems exiting his property with large landscaping trucks as neighbour across the road is deliberately parking in these positions to prevent access. Police have been called to the area to speak with the neighbour (at 5 Old Cessnock Road) but he did not answer the door. The Rangers have also been involved and have suggested that possibly these signs may help. There is a lane at the side of No.5 and between Mr Stevens' work gate and the house gate.

At each time the site was inspected, the neighbour had his vehicle parked on the road shoulder at a point close to, but not within, the applicant's driveway access. Access to and from the applicant's property was available at the time of both inspections and since making the request, the applicant had widened his access to better facilitate turning movements into his property.

Further information from the applicant indicates that the matter is an extension of a previous civil dispute.

As the area is residential in nature, the installation of parking restrictions is not supported.

**RECOMMENDED** that no action be taken.

**ITEM NO: 08/051                      WINE COUNTRY DRIVE NULKABA - SPEED LIMIT AT CALVARY**

Question Without Notice From Meeting Of 20 February 2008

Councillor Scott advised that in regards to the roadworks at the front of Calvary Retirement Community, on the way heading north the speed limit is about 100m from the Calvary entrance. Heading into town the 60 doesn't recommence until well into town.

As the matter relates to speed limits on the State Road (MR220), it is recommended that the matter be referred to the RTA for investigation.

**RECOMMENDED** *that the RTA be requested to investigate the existing "40 Roadworks" speed limit on Wine Country Drive Nulkaba at the Calvary Retirement Home.*

**ITEM NO: 08/052                      OAKEY CREEK ROAD POKOLBIN – TRAFFIC MIRROR AT STEVENS LANE**

Could a reflective convex mirror be installed when exiting the lane way (Stevens Lane) at 353-355 Oakey Creek Road to view traffic coming up hill - this is currently a hazard.

Council recently completed the installation of "Intersection Ahead" advance warning signs on the Oakey Creek Road and Stevens Lane approaches to the intersection and these signs were in new condition at the time of inspection in early April.

Traffic mirrors are not recommended traffic control devices at intersections because of the distorted image they provide and the misleading perception of vehicle approach speeds.

**RECOMMENDED** *that no action be taken.*

**RECOMMENDATION** that Council endorse the report of the Cessnock City Council Local Traffic Committee meeting held on 21 April 2008.

To: **The General Manager**  
Infrastructure & Services  
Committee – 21 May 2008

**L OLDFIELD**  
**DIRECTOR INFRASTRUCTURE & SERVICES**  
12 May 2008

## **DIRECTOR INFRASTRUCTURE & SERVICES REPORT NO. 36/2008**

**SUBJECT: REPORT OF THE \$ FOR \$ GRANTS COMMITTEE MEETING HELD ON 30 APRIL 2008**

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A meeting of the \$ for \$ Grants Committee was held on 30 April 2008 and reports as follows:-

Attendees at the meeting included Councillor R Besoff (in the chair), Councillor C Parsons, Councillor G Main, Council Officer Mrs N Benson, Council Officer Mr M Alexander and Council Officer Mrs T Donnelly.

Apologies at the meeting included Mayor, Councillor J Clarence.

Sustainability Project Officer, Ms T Donnelly, outlined the content of the report on the 2008 Community Environmental Care Initiatives (CECI) Grant Scheme.

The \$ for \$ Grants Committee meeting held on 21 November 2007 to assess the 2007-08 Tidy Towns \$ for \$ Grant applications recommended that:

“Remaining funds be distributed through the CECI program in early 2008.”

The purpose of Community Environmental Care Initiative (CECI) funding is to encourage communities to provide a level of ongoing care and maintenance to the local environment and Tidy Town projects. To be eligible for annual CECI funding a Tidy Town committee must:

1. Nominate at the AGM the intended purpose of the funds and submit CECI plans to Council by March each year. Proof of purchase of materials used for maintenance must be included with the application for funding.
2. Direct the funds towards special projects that address the ongoing care of the local environment.
3. Be considered an active Tidy Town Committee by Council.

CECI funding was last distributed in 2006 due to the fact that all Tidy Towns Dollar for Dollar funding in 2007 was expended. In 2008 the amount available for distribution through this program is \$4, 337.00.

Four (4) applications have been received from local Tidy Town Committees for reimbursement under the 2008 CECI program. An outline of the detail contained within these applications is summarised below.

- Weston Heritage and Tidy Towns have applied for reimbursement for expenses incurred for petrol and hardware used to maintain Jock Stewart Park and George Smith Reserve. Receipts for purchase are included with their application and Weston is considered to be an active Tidy Town Committee.
- Bucketty Tidy Bush have applied for reimbursement for expenses incurred for insulation to be replaced in the Community Centre. A quote is included with their application and Bucketty is considered to be an active Tidy Town Committee.
- Cessnock Tidy Towns have applied for reimbursement for expenses incurred for petrol, hardware and mower maintenance used to maintain Poppethead Park. Receipts for purchase are included with their application and Cessnock is considered to be an active Tidy Town Committee.

- Wollombi Tidy Towns have applied for reimbursement for expenses incurred for mowing of Murrays Run and Fernances culverts, Wollombi Hall bank and Wollombi Brook steps. Receipts for payment are included with their application and Wollombi is considered to be an active Tidy Town Committee.

The table below summarises eligible applications, the associated Tidy Towns Group and the funds requested.

<b>TIDY TOWN</b>	<b>EXPENSES</b>	<b>GRANT FUNDS REQUESTED</b>
Weston	Petrol and hardware	\$2,100.00
Bucketty*	Insulation	\$600.00
Cessnock	Petrol, hardware and mower servicing	\$317.12
Wollombi	Mowing	\$1,300.00
	<b>TOTAL</b>	<b>\$4,317.12</b>

\*Note: Quote only received on this application. If approved funding distribution should be conditional on invoice/receipt being supplied.

The Committee resolved to recommend that:-

1. All applicants are thanked for their contribution towards the enhancement of the local environment.
2. Council allocates funding through its CECI grant scheme as outlined in the table above pending:
  - a. The provision of detailed purchase receipts from Weston Tidy Towns.
  - b. The supply of a receipt for purchase by Wollombi.

The Meeting was Declared Closed at 4:20pm

**RECOMMENDATION** that

1. All applicants are thanked for their contribution towards the enhancement of the local environment.
2. Council allocates funding through its CECI grant scheme as outlined in the table above pending:
  - a. The provision of detailed purchase receipts from Weston Tidy Towns.
  - b. The supply of a receipt for purchase by Wollombi.
3. Council endorse the report of the Cessnock City Council \$ for \$ Grants Committee meeting held on 30 April 2008.

To: **The General Manager**  
Infrastructure & Services  
Committee – 21 May 2008

**L OLDFIELD**  
**DIRECTOR INFRASTRUCTURE &**  
**SERVICES**  
12 May 2008