



Vincent Street
CESSNOCK 2325

24 June 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, 2 July 2008, commencing at 6.30pm, for the purpose of transacting the undermentioned business.

**B R MORTOMORE
GENERAL MANAGER**

AGENDA:

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(2) CONFIRMATION OF MINUTES

Minutes of the Infrastructure & Services Committee
Meeting held on 18 June 2008.

(3) OFFICERS' REPORTS

DIRECTOR INFRASTRUCTURE & SERVICES

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DIRECTOR INFRASTRUCTURE & SERVICES

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(4) QUESTIONS WITHOUT NOTICE

OFFICER'S REPORTS

DIRECTOR INFRASTRUCTURE & SERVICES REPORT NO. 50/2008

**SUBJECT: REPORT OF THE CESSNOCK CITY COUNCIL LOCAL TRAFFIC
 COMMITTEE MEETING HELD ON 19 MAY 2008**

A meeting of the Cessnock City Council Local Traffic Committee was held on 19 May 2008 and reports as follows:-

Attendees at the meeting included Councillor C Parsons, Councillor J Maybury, Mr G Warnick, Mr D Simmons, Senior Constable D Wilson, 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. Items raised as General Business are included at the end of the report.

FORMAL MATTERS

**ITEM NO: 08/055 MARLTON STREET CESSNOCK - TRAFFIC ISLAND AT
 SHALIMAH STREET**

Requests that Council consider putting in a concrete island at the intersection of Marlton and Shalimah Streets in order to slow traffic. Applicant says that it becomes like a speedway at times with cars coming up from Quarrybylong Street and heading up to Marlton Street.

The intersection of Marlton Street with Shalimah Street was inspected on 30 April 2008 and the following factors noted:-

- The intersection is a 'T' type, currently uncontrolled;
- The major traffic movement is the right turn from Shalimah Street into Marlton Street and vice versa, despite the link through to Koree Street remaining open;
- Sight distance in Marlton Street falls below the RTA warrant for "Give Way" restrictions.

It is clear from direct observation of traffic movements and the pavement that vehicles are cutting the corner during the turning movement and to assist, the following measures are recommended:-

1. Short lengths of double unbroken (BB) centreline markings be installed on all approaches to the intersection;
2. A "Stop" restriction be installed in Marlton Street (because of the reduced sight distance);
3. The installation of a pedestrian refuge be listed for consideration in the Traffic Facilities Programme;
4. On-going monitoring of the intersection after the approved works are installed.

RECOMMENDED *that the following measures be installed at the intersection of Marlton Street and Shalimah Street Cessnock:-*

1. Short lengths of double unbroken (BB) centreline markings be installed on all approaches to the intersection;
2. A "Stop" control and associated pavement markings be installed in Marlton Street;

3. The installation of a pedestrian refuge be listed for consideration in the Traffic Facilities Programme.

ITEM NO: 08/056

**WOLLOMBI ROAD CESSNOCK – TRAFFIC CONGESTION
AT KFC**

Applicant states that the problem occurs usually on Friday evening where there is an excessive number of patrons wishing to enter the KFC business. Vehicles block the east bound traffic lane because patrons cannot get into the business. As there is also a parking lane / spaces to the west of KFC driveway, then the garage driveway, then parking again - there is nowhere for the waiting vehicles to go and this holds up traffic, which cannot overtake the queue because of the centre median strip.

Wollombi Road at the KFC entrance was first inspected at 6pm on 18 April 2008 and the applicant's concerns were confirmed. Significant queue lengths extend from the KFC entrance onto Wollombi Road because of the strong demand from the business and the short length of the drive-through lane in KFC, which commences at the driveway access. There is no scope for the business to lengthen the drive-through lane to reduce the queue lengths without modifications to the business or property acquisition.

The effect of the traffic queue from the KFC entrance on traffic on Wollombi Road is dependent on the parking usage to the south of KFC. At times when the parking lane is clear, traffic entering KFC is able to queue in the parking lane with little or no disruption to through traffic on Wollombi Road. Parking demand after business hours for the five (5) available parallel parking spaces west of KFC was low when inspected and this area is subject to '1 Hour Parking 9.30am–6.00pm Monday–Friday 8.30am–12.30pm Saturday' parking restrictions. During the time of inspection when the queue length had extended out of the KFC entrance, one vehicle was parked immediately west of the entrance, causing delay in the through traffic lane.

A recommended treatment is the installation of timed "No Parking" restrictions between 5pm and 7pm on Friday and Saturday, over the three (3) parking spaces immediately west of the KFC entrance, to allow the overflow from KFC to queue into the parking lane. The total distance available is approximately 43m (or the equivalent of seven cars), taking into account the two driveways to the adjacent Caltex / Woolworths service station. All of the available parking spaces between KFC and Westcott Street will remain subject to the business hours parking restrictions, however the operational times require modification to read "1 Hour Parking 9.30am-5pm Monday-Friday 8.30am-5pm Saturday" to ensure consistency over the whole zone and to allow the proposed "No Parking" zone to operate from 5pm-7pm Fridays and Saturdays.

It is also recommended that the operation of the proposed "No Parking" zone be monitored after the proposed changes to the restrictions are implemented.

RECOMMENDED that:-

1. A "No Parking 5pm-7pm Friday & Saturday" zone be installed on Wollombi Road Cessnock, between the KFC entrance and the western end of the western-most access to the Caltex / Woolworths service station;
2. The operational times of the existing "1 Hour Parking" zone between KFC and Westcott Street be modified from "9.30am-6.00pm Monday-Friday 8.30am-6.00pm Saturdays" to read "9.30am-5.00pm Monday-Friday 8.30am-5.00pm Saturdays".

**ITEM NO: 08/059 HEDDON STREET HEDDON GRETA - PARKING AT
TRENCHARD STREET**

Please investigate problem of vehicles parking in Trenchard Street near intersection of Trenchard Street and Heddon Street Heddon Greta that are blocking sight distance. Customer stated that you cannot see vehicles coming along the street and has nearly been hit by another vehicle. There are usually 2 vehicles parked there regularly and park close to the intersection.

On several occasions when the intersection was inspected (the most recent being 30 April 2008), there were no vehicles parked within the statutory 10 “No Stopping” areas.

Secondly, sight distance for the “Give Way” warrant was checked on the Heddon Street approaches and found to be below warrant conditions, necessitating the installation of “Stop” controls.

RECOMMENDED that:-

1. *The installation of “No Stopping” restrictions at the intersection of Heddon Street and Trenchard Street Heddon Greta is not supported;*
2. *The existing “Give Way” controls in Heddon Street at Trenchard Street be replaced with “Stop” restrictions and associated pavement markings.*

**ITEM NO: 08/060 LANG STREET KURRI - PEDESTRIAN CROSSING AT
ALLWORTH STREET**

Applicant has received an enquiry regarding the pedestrian crossing at Kurri on the roundabout at Allworth Street and Lang Street. Applicant has witnessed a number of close calls as the traffic speeds through there and has suggested that perhaps a raised crossing or a speed hump on the approach to the roundabout to slow them down.

The installation of speed humps on the approaches or exits at roundabouts is not a recommended treatment.

The pedestrian crossings in Lang Street to the east of Allworth Street are separated by the western end of Rotary Park and are linked by a paved footpath through the park. Both crossings have short crossing distances of no longer than 6m and are surrounded by low hedge growth.

Council has recently completed a shrub pruning programme on each approach to the crossing, which has improved the approach sight distance and visibility to pedestrians. Some additional pruning on the western approach (near the Kurri Library) is required to improve sight distance to pedestrians well before reaching the crossing.

The construction of a raised threshold pedestrian crossing treatment is also recommended to highlight the crossing and to reduce both entry and exit speeds to the western end of Kurri CBD.

The last recorded crashes at the intersection were in 2004, although both crashes were not related to the pedestrian crossing.

RECOMMENDED that:-

1. *Further shrub pruning be carried out to improve sight distance on the western approach to the existing pedestrian crossing in Lang Street Kurri, immediately outside Kurri Library;*
2. *The construction of raised threshold pedestrian crossing treatments be listed for funding consideration in the Traffic Facilities Programme.*

ITEM NO: 08/062 CRUMP STREET MILLFIELD - DELINEATION

Question Without Notice From Council Meeting Of 5 March 2008:-

Councillor Davey advised that she had received a request from the Millfield Progress Association and the Millfield Tidy Town Committee to have more clearly delineated markers to aid traffic movements along Church Lane during funerals.

The access off Hayes Road into the Millfield Cemetery is not formed and the road reserve boundaries are not fenced.

The concerns relate to the manner in which vehicles park at the Hayes Road / Crump Street intersection during funerals and the difficulties the hearse and funeral procession vehicles have in moving through the intersection.

It is recommended that a series of guideposts be installed to define the edges of the trafficable carriageway and that the statutory “No Stopping” areas at the intersection be signposted.

RECOMMENDED that:-

1. *The edges of the trafficable carriageway at the intersection of Hayes Road and Crump Street Millfield be defined by guideposts;*
2. *The statutory “No Stopping” areas at the intersection be signposted.*

ITEM NO: 08/064 ABERDARE ROAD CESSNOCK – QUARRYBYLONG ROAD INTERSECTION ANALYSIS

Original Matters:-

Council decision from the meeting of 8 December 2004:-

The intersection of Aberdare Road and Quarrybylong Street Cessnock be referred back to the Traffic Committee to further review the traffic flow during peak periods.

Council decision from the meeting of 16 March 2005:-

Council complete a volume survey at the intersection of Aberdare Road with Quarrybylong Street Aberdare and return the analysed results to the Local Traffic Committee for evaluation.

Question Without Notice From Council Meeting Of 4 April 2007:-

Councillor Olsen expressed concern that the traffic calming mounds (kerb blisters) in Aberdare Road were a danger to traffic and causing accidents, and asked whether Council could contact the RTA and the Local Member for Cessnock with the view to replacing the mounds with a roundabout.

Site Selection

The location in Aberdare Road between Quarrybylong Street and Mulbring Street (the length of the road narrowing island treatment) was inspected for traffic movements and accident history, with particular focus on Aberdare Road / Quarrybylong Street as the intersection for analysis as the majority of the accidents occurred at this intersection. In addition, the intersection is adjacent to a Primary School and tennis courts where traffic movements are maximised.

Quarrybylong Street also acts as a collector road joining South Cessnock to Maitland Road in Cessnock East.

Site Conditions

- Aberdare Road is an Arterial Road controlled by the State Government (RTA);
- Quarrybylong Road is a Collector Road controlled by Cessnock City Council;
- Both roads are two-lane two-way undivided roads;
- Quarrybylong Street has “Stop” controls;
- There is a Primary School on the north east side of the intersection and tennis courts on the south east side with the remaining locations being residential housing;
- A marked pedestrian crossing is located in Aberdare Road approximately 100m to the east of the intersection;
- The intersection is located within a 40 km/h School Zone;
- Speed limits in Aberdare Road and Quarrybylong Street are 60 km/h and 50 km/h, respectively;
- Road narrowing islands surround the four legs of the intersection, narrowing the pavement approaches to one lane in each direction;
- The pavement life in Aberdare Road is estimated to be ten (10) years and the seal life, less than five (5) years (cracking is evident as well as loss of surface aggregate);
- The existing ADT in Aberdare Road is estimated to be 10,400 vehicles per day (VPD);
- The existing ADT in Quarrybylong Street is estimated to be 780 vehicles per day (VPD);
- Street lighting at the intersection is adequate.

Survey procedure

The following steps were then completed in undertaking the assessment:-

1. The accident history was collated from Council’s GIS database for the length of the discrete section of Aberdare Road and the types of accidents documented;
2. Past traffic counts in Aberdare were collated to establish background traffic growth for predicting future traffic movements - 1% was adopted for this investigation;
3. The peak hour for traffic movements was established in Aberdare Road using previous Average Daily Traffic Counts (ADT) and an intersection movements survey undertaken for a two hour period surrounding the peak hour to determine the thirty (30) minute peak for modelling;
4. Modelling of the thirty (30) minute peak was then completed using “AASidra Intersection” which is an advanced micro-analytical traffic evaluation tool that employs lane-by-lane and vehicle drive-cycle models coupled with an iterative approximation method to provide estimates of capacity and performance statistics (delay, queue length, stop rate, etc);
5. After calibration of the model, traffic movements at the site were inspected during the peak thirty (30) minutes and the model further calibrated to reflect existing traffic conditions;

6. The model was then run to establish existing conditions;
7. The calibrated traffic model was then “cloned” and the following scenarios run to compare options for improvement:-
 - The existing situation;
 - The existing situation projected ten (10) years with compound background traffic growth (1%) - this is used to determine whether or not the existing treatment may have to be replaced due to increased traffic movements;
 - Existing situation converted from a cross intersection controlled by “Stop” signage control on the minor approaches (Quarrybylong Street) to a roundabout;
 - The roundabout model, projected ten (10) years with normal background traffic growth.

Model Runs

When modelling the criteria used for determining the efficiency of the intersection, several criteria are used to determine overall intersection performance – these are Level of Service (LoS), Degree of Saturation (DoS), Average Delay (seconds) and 95th Percentile Back-Of-Queue length. These criteria are discussed for each of the modelling runs.

a. Existing Situation

ABERDARE ROAD ABERDARE								
Quarrybylong Street Intersection								
Intersection ID: 01.01								
Stop Sign Controlled Intersection								
Mov ID	Mov Typ	Total Flow (veh /h)	Total Cap. (v/c)	Deg. of Satn (sec)	Aver. Delay (vehs)	LOS (m)	Longest Queue	95% Back

South: Quarrybylong St south								
1	L	17	50	0.340	30.0	D	1.5	10
2	T	27	80	0.338	30.0	D	1.5	10
3	R	23	68	0.338	30.1	D	1.5	10

East: Aberdare Rd east								
4	L	67	194	0.345	12.8	B	5.9	44
5	T	451	1306	0.345	5.5	A	5.9	44
6	R	54	156	0.346	13.4	B	5.9	44

North: Quarrybylong St north								
7	L	78	183	0.426*	24.1	C	2.2	16
8	T	34	80	0.425	24.0	C	2.2	16
9	R	17	40	0.425	24.1	C	2.2	16

West: Aberdare Rd west								
10	L	17	48	0.354	10.6	B	5.0	37
11	T	583	1650	0.353	3.4	A	5.0	37
12	R	36	102	0.353	11.0	B	5.0	37

ALL VEHICLES:		1404		0.426	8.4	NA	5.9	44

Level of Service calculations are based on average control delay including geometric delay (HCM criteria), independent of the current delay definition used.								

From the table above, all legs of the intersection are operating within acceptable limits. The DoS is well below the limit of full saturation (0.9) with the highest reading of 0.426 in Quarrybylong Street on the northern approach.

The worst LoS is in Quarrybylong Street on the south approach (LoS “D”) however this must be taken in proportion to the overall intersection conditions, especially the State Road that carries a much higher volume. The 95th Percentile Queue length is only two (2) vehicles and the average delay is thirty (30) seconds.

As an overall comment, the intersection is currently operating well within capacity.

b. Existing situation projected 10 years with compound background traffic growth (1%)

ABERDARE ROAD ABERDARE Quarrybylong Street Intersection Intersection ID: 01.02 Stop Sign Controlled Intersection								
Mov ID	Mov Typ	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Queue 95% Back (vehs)	Queue (m)

South: Quarrybylong St south								
1	L	19	39	0.487	40.3	E	2.2	15
2	T	30	62	0.484	40.3	E	2.2	15
3	R	26	54	0.481	40.4	E	2.2	15

East: Aberdare Rd east								
4	L	75	193	0.389	14.5	B	7.8	58
5	T	498	1279	0.389	7.1	A	7.8	58
6	R	60	154	0.390	15.1	C	7.8	58

North: Quarrybylong St north								
7	L	86	150	0.573	31.4	D	3.2	23
8	T	37	64	0.578*	31.2	D	3.2	23
9	R	19	33	0.576	31.4	D	3.2	23

West: Aberdare Rd west								
10	L	19	48	0.396	11.6	B	6.5	48
11	T	645	1639	0.394	4.4	A	6.5	48
12	R	40	102	0.392	11.9	B	6.5	48

ALL VEHICLES:		1554		0.578	10.6	NA	7.8	58

Level of Service calculations are based on average control delay including geometric delay (HCM criteria), independent of the current delay definition used.								

The worst LoS is in Quarrybylong Street south (LoS “E”) while the worst DoS is in Quarrybylong Street north (DoS 0.576).

The ten (10) year horizon does impact on the minor road (Quarrybylong Street) however the impact in regard to the 95th Percentile Queue length is minimal (still around the 2 vehicle mark).

This basically means that vehicles in Quarrybylong Street wait an additional ten (10) seconds, on average. The LoS, DoS and 95th Percentile Queue lengths in the major road (Aberdare Road) are well within acceptable limits.

c. Existing situation converted from a cross intersection controlled by “Stop” restrictions on the minor approaches (Quarrybylong Street) to a roundabout

ABERDARE ROAD ABERDARE								
Quarrybylong Street								
Intersection ID: 01.03								
Roundabout								
Mov ID	Mov Typ	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Queue 95% Back (vehs)	Queue (m)

South: Quarrybylong St south								
1	L	17	207	0.082	10.2	B	0.6	4
2	T	27	329	0.082	10.2	B	0.6	4
3	R	23	280	0.082	10.3	B	0.6	4

East: Aberdare Rd east								
4	L	67	151	0.444	6.8	A	4.6	34
5	T	451	1018	0.443	7.0	A	4.6	34
6	R	54	122	0.443	10.4	B	4.6	34

North: Quarrybylong St north								
7	L	78	439	0.178	11.4	B	1.3	10
8	T	34	191	0.178	11.3	B	1.3	10
9	R	17	96	0.177	11.4	B	1.3	10

West: Aberdare Rd west								
10	L	17	34	0.500*	6.9	A	5.3	39
11	T	583	1166	0.500*	7.2	A	5.3	39
12	R	36	72	0.500*	10.3	B	5.3	39

ALL VEHICLES:		1404		0.500	7.8	A	5.3	39

Level of Service calculations are based on average control delay including geometric delay (HCM criteria).								

It can be seen from the table above that the DoS in the minor road has dropped substantially (allowing better access to Aberdare Road), however the DoS in the major road has increased.

The queue lengths on all approaches are small and the LoS for the intersection has improved.

d. The roundabout projected 10 years with 1% compound background traffic growth

ABERDARE ROAD ABERDARE								
Quarrybylong Street								
Intersection ID: 01.04								
Roundabout								
Mov ID	Mov Typ	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Queue 95% Back (vehs)	Queue (m)

South: Quarrybylong St south								
1	L	19	195	0.097	10.6	B	0.7	5
2	T	30	307	0.098	10.6	B	0.7	5
3	R	26	266	0.098	10.7	B	0.7	5

East: Aberdare Rd east								
4	L	75	151	0.497	6.9	A	5.5	41
5	T	498	1005	0.496	7.1	A	5.5	41
6	R	60	121	0.496	10.5	B	5.5	41

North: Quarrybylong St north								
7	L	86	404	0.213	12.1	B	1.7	12
8	T	37	174	0.213	12.0	B	1.7	12
9	R	19	89	0.213	12.1	B	1.7	12

West: Aberdare Rd west								
10	L	19	34	0.559	7.2	A	6.4	47
11	T	645	1151	0.560	7.4	A	6.4	47
12	R	40	71	0.563*	10.5	B	6.4	47

ALL VEHICLES:		1554		0.563	8.1	A	6.4	47

Level of Service calculations are based on average control delay including geometric delay (HCM criteria).								

From the table above, the ten (10) year projection with 1% traffic growth realises only small increase in the DoS and queue lengths and the LoS basically remains the same.

Summary Table

The table below provides a summary of the operation of the intersection.

Model Scenarios	DoS	LoS	95th Percentile Queue Length (vehicles)
Existing intersection with road narrowing	0.426	D	5.9
Existing situation projected ten (10) years with compound background traffic growth (1%)	0.578	E	7.8
Existing situation converted from a cross intersection controlled by “Stop” restrictions on the minor approaches (Quarrybylong Street) to a roundabout	0.500	A	5.3
The roundabout projected 10 years with 1% compound background traffic growth	0.563	A	6.4

Comments

The summary table above indicates a more favourable LoS if the intersection is converted to a roundabout, however this is deceiving as the LoS for the intersection is based on the approach leg(s) having the worst movement, which are the Quarrybylong Street approaches. These movements only involve a queue length of 2 vehicles. The DoS and 95th Percentile Queue lengths for the intersection remain basically the same, when the existing intersection and the roundabout options are compared. They also remain well within acceptable limits of operation when modelled for the year 2017 with 1% compound traffic growth.

Cost/Benefit

The cost to reconstruct the intersection to a roundabout, including drainage, pavement, utility adjustment and landscaping, is estimated to be \$450,000. To further evaluate this proposal in terms of road safety benefits and crash reductions, the RTA’s *Model for Calculation of Road Safety Benefit / Cost Ratio and Net Present Value* was used at a rate of 7% over the life of the intersection.

This model run returned a value of **1.4** for the Benefit / Cost Ratio and a Net Present Value of **0.4**. To be in consideration for intersection improvements based on the Benefit / Cost Ratio, a minimum value of **2.0** is required.

Future Land Releases

The model runs above were based on a 1% compound traffic growth in Aberdare Road identified through historical traffic counts. Future land releases in the area will impact on this intersection and the growth rate will increase as it provides alternative access to Maitland Road in Cessnock, to Cessnock Road Neath and Leggetts Drive.

Identified in the City Wide Settlement Strategy for the Kitchener Village is the re-zoning of land to provide an estimated additional 900 lots. Also to the west of Cessnock (Bellbird North and Bellbird Heights) is an additional 5,700 lots. During the land release period, traffic generation from these development areas will impact on this intersection, which will then require further assessment of intersection control.

Summary

Under present day conditions, conversion of the intersection of Aberdare Road and Quarrybylong Street to a roundabout based on capacity and road safety is not recommended.

Further monitoring of this intersection after partial release of the surrounding land developments is recommended as the intersection is a collector road junction with the State Road.

As the intersection is not adjacent to these development areas, funding improvements through Section 94 contributions or Developer Agreements is unlikely. When improvements are required, funding is likely to be limited to grant funds (i.e. Blackspot funding) or an agreement between Council and the RTA. As funding of this type is usually included in Works Programs and competes State-wide for RTA funding, early identification of improvements will be essential.

RECOMMENDED that:-

1. Conversion of the Aberdare Road / Quarrybylong Street intersection from the existing "Stop" controlled intersection to a roundabout (based on capacity and road safety principles) is not supported;
2. Further monitoring and analysis of the performance of the intersection (after partial release of the surrounding land developments) be undertaken.

INFORMAL MATTERS

ITEM NO: 08/054

WOLLOMBI ROAD BELLBIRD – BUS STOP AT No.348

There has been an unofficial bus stop in front of No.348 Wollombi Road, Bellbird for over 30 years (i.e. it is not marked with a sign or plate on telegraph pole). The shoulder of road is unsealed and causing dust, also gravel constantly washes into yard. A request was made to have area sealed but the applicant was advised that this was not a "designated" stop. Applicant now requests that this bus stop be designated so that the RTA will recognise it and then be able to have area sealed.

Council has consulted Rover Motors in regard to the request and they advise that this location is used as a "hail & board" stop by school children and some elderly people.

There are bus stops (marked with J poles) located approximately 250m from the above location in each direction, which conform to general principles regarding bus stop spacings (approximately 400m).

RECOMMENDED that no action be taken.

ITEM NO: 08/057 COOPER STREET CESSNOCK - TRAFFIC CALMING DEVICES

Applicant would like to know if it is possible to put traffic calming devices (such as roundabouts) in Cooper Street up on the hill area as he constantly sees cars coming over the crest at excessive speeds. Applicant has 2 small children who are at an age where they would like to ride their bikes outside of the yard but the applicant is concerned that this may be hazardous.

The available crash history for Cooper Street for the last five (5) years indicates that one injury crash occurred in December 2005 at Harris Street.

The installation of a traffic classifier is a recommended treatment to determine current speed data near the applicant's address and all data from the survey is forwarded to Cessnock Police. If the data necessitates, the matter would be returned to the Traffic Committee for further consideration.

RECOMMENDED *that a traffic classifier be installed in Cooper Street Cessnock near the applicant's address and if the data requires, the matter be returned to the Traffic Committee for further consideration.*

ITEM NO: 08/058 NELSON STREET GRETA - TRAFFIC CONDITIONS NEAR ANVIL CREEK BRIDGE

These matters were the subject of an address to the Traffic Committee by the applicant prior to the meeting.

Applicant requests that Cessnock City Council Traffic Committee re-visit issues and new ones in relation to traffic at Nelson Street Greta as a matter of priority:-

1. Placement of sulo rubbish bin at the guardrail of Anvil Creek Bridge, Nelson Street, Greta. This is a traffic hazard due to the fact that this hides the guardrail and entrance onto the bridge. The garbage truck itself has to come to a dead stop on the bridge to pick up. The large increase in traffic flow both motor vehicles, trucks and doubles at that time early on a Monday morning in the dark. The blocking of my access when bin is either knocked over or tips due to garbage collection;
2. Placement of sulo bin blocks and limits the sight distance of persons entering and exiting from my driveway via Nelson Street by motor vehicle;
3. Vehicles, vehicles with trailers, boats, caravans, trailers with trail bikes and trail bikes utilising the whole front outside my premises to enter and exit the property through Lot 1 Nelson Street and into property known to Council as 2A Nelson Street on a regular basis facing oncoming traffic then using the SRA car park as a turning circle;
4. Vehicles entering and exiting SRA car park;
5. There is no footpath, kerb or guttering which would assist in pedestrians in using this in a safe manner. There also seems to be no place for me to place my bins without police attendances and incidents;
6. The guard rail itself on Anvil Creek Bridge is not to the recommendation of the Australian Road Standards (too short).

Issues relating to the placement of household rubbish bins on the footpath, vehicles using the SRA car park, the construction of kerb and gutter near the property and the length of the existing guard rail are not matters for Traffic Committee determination.

At the time the location was inspected (30 April 2008), there were no issues concerning sight distance, incorrect parking or hazardous vehicle movements between Anvil Creek Bridge and the SRA car park.

The installation of centreline and edgeline pavement markings was completed in late 2007.

Once Council completes the final stages of advance warning, chevron alignment marker (CAM) and “No Overtaking Or Passing” signposting on Nelson Street, all outstanding actionable works will be completed.

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

Item 08/058 relates to the Hunter Valley LAC. This is a location of interest for Police, with no apparent solution in sight. We note [the applicant’s] on-going concern and offer her the opportunity to once again air her grievances at Management level of the LAC, on the understanding that it would be expected that a reasonable and conciliatory attitude should prevail given the inherent peculiarities and difficulties of the location and the various needs of all concerned.

I do not entirely support the comments in so far as Traffic Committee authority in the area, but I support the [Traffic Committee’s original] recommendation.

The applicant’s address to the Traffic Committee (before the meeting) was based primarily on topics that are not determined by the Traffic Committee or were previously dealt with by Council. Two issues which the Traffic Committee recommended for further investigation were improved street lighting at Anvil Creek Bridge and pedestrian across the bridge.

RECOMMENDED that:-

1. Council investigate the provision of improved street lighting in Nelson Street Greta near the Anvil Creek Bridge;
2. Council write to the Australian Rail Track Corporation seeking information on the provision of pedestrian facilities on Anvil Creek Bridge.

ITEM NO: 08/061 BARTON STREET KURRI – PEDESTRIAN FACILITIES

Matter tabled during General Business at the Traffic Committee meeting of 21 April 2008:-

Councillor Parsons enquired if Council had received a letter from the Kurri Tidy Towns Committee regarding “planned future pedestrian access across Barton Street between Victoria Street and Hampden Streets, due to the increased traffic volumes and the likely addition of an Aldi Store in the near future” and the request for Council to “incorporate suitable and safe pedestrian access across this section ... during traffic management planning”.

From Cr Ryan

Kurri Tidy Towns have sent all Councillors a list of requests so I'm sure you have had these queries before, however could you inform me as to the following matter:-

“..future pedestrian crossing across Barton St between Victoria and Hampden Streets given that Aldi may develop in the area”.

The provision of any new pedestrian facilities in Barton Street between Victoria Street and Hampden Street would result in the loss of a significant portion of the existing parking spaces, particularly those in the new angle parking areas on the southern side. In order to take into account the effect that the Aldi Store will have on parking and pedestrian volumes, it is recommended that the investigation be carried out after the Aldi Store is completed, to determine if any distinct pedestrian desire line exists as a result of the Aldi Store being established.

The investigation should also include the installation of a traffic counter (to determine the AM and PM traffic volume peaks) and a pedestrian count survey to establish if a pedestrian desire line exists, where it exists and if the number of pedestrians meets the RTA warrant.

Consideration should also be given to the construction of a road narrowing raised threshold treatment (to minimise the impact on parking) as the location is on the eastern approach to the Kurri CBD.

RECOMMENDED *that traffic and pedestrian counts be undertaken in Barton Street Kurri between Victoria Street and Hampden Street to determine if a pedestrian facility is warranted.*

ITEM NO: 08/063 LAKE ROAD MULBRING - INTERSECTION OF LEGGETTS DRIVE

Applicant would like Council or the RTA to see if they can do something with the left hand turning lane so that you can see the oncoming traffic coming [along Leggetts Drive] from the Mulbring end. Applicant states that you physically cannot see the oncoming traffic if a vehicle is in the right lane making a right hand turn [from Lake Road] onto Leggetts Drive.

Lake Road and Leggetts Drive are both State Roads under the care and control of the Roads & Traffic Authority and it is recommended that the matter be referred for investigation.

RECOMMENDED *that the RTA be requested to investigate sight distance conditions on Lake Road Mulbring at Leggetts Drive.*

GENERAL BUSINESS

A number of matters were raised during General Business at the Traffic Committee meeting and these items are provided for information below.

1. Wyndham Street East Branxton – Councillor J Maybury made representations on behalf of an East Branxton resident regarding school buses parking in Wyndham Street across the frontage of her property. Concerns were raised that buses were standing close to the travelling lane and were causing congestion, especially when parents were waiting to collect school children.

Councillor Maybury was advised that the matter would be listed for inspection at the next Traffic Committee meeting on 16 June 2008.

2. Fourth Street Weston – Councillor J Maybury made representations on behalf of a Weston resident, where the resident's vehicle was written off in a recent crash at the four-way "Stop" controlled intersection. Cr Maybury advised that the resident requested the construction of a roundabout or the installation of guard rails as a measure to reduce the amount of property damage resulting from crashes at the intersection.

Cr Maybury was advised that the intersection would be listed for inspection at the next Traffic Committee meeting on 16 June 2008.

3. Mt View Road Cessnock – Council's Engineering Officer – Traffic tabled a request from the Director Infrastructure & Services regarding a Question Without Notice from Councillor Scott from the Council meeting of 7 May 2008. Councillor Scott advised that residents had expressed a need for the 40 km/h School Zone to be extended eastward to at least encompass the Basketball Stadium. He also requested that the refuge island be re-assessed for night vision.

The Traffic Committee was advised that the matter would be listed for inspection at the next Traffic Committee meeting on 16 June 2008.

4. Hermitage Road Pokolbin - Council's Engineering Officer – Traffic tabled a request from the Director Infrastructure & Services regarding a Question Without Notice from Councillor Scott from the Council meeting of 7 May 2008. Councillor Scott advised that the "Stop" sign on Hermitage Road at the Broke Road intersection was set too far back, which limits vision for motorists coming from Broke and also for motorists coming out of Hermitage Road onto Broke Road.

The Traffic Committee was advised that the intersection had been inspected and that it was feasible to relocate the "Stop" sign closer to the intersection, however the holding lines were already located at the edge of the Broke Road travelling lane and could not be moved any further towards the intersection. The Traffic Committee was also advised that a Work Request was issued to have the holding lines and approximately 30m of the existing double barrier (BB) lines in Hermitage Road re-marked.

The matter is listed for inspection at the next Traffic Committee meeting on 16 June 2008.

5. Wollombi Road Cessnock - Council's Engineering Officer – Traffic tabled a request from the Director Infrastructure & Services regarding a Question Without Notice from Councillor Davey from the Council meeting of 7 May 2008. Councillor Davey advised that the left hand lane marked "Merge Right" with an arrow on the pavement along Wollombi Road from the Vincent Street intersection is resulting in dangerous merging. The Traffic Committee was advised that the matter would be listed for inspection at the next Traffic Committee meeting on 16 June 2008.

6. Charlton Street Cessnock – Council's Manager Transport and Road Safety tabled a request from the Director Infrastructure & Services regarding the permanent closure of Charlton Street at Cooper Street to promote increased pedestrian safety in Charlton Street between Cooper Street and the Coles development.

The Traffic Committee was advised that the matter would be listed for investigation and would be presented to a future meeting for consideration.

7. Vincent Street Cessnock - Council's Manager Transport and Road Safety tabled a request from the Director Infrastructure & Services to investigate the installation of checker-plate markings at traffic signalised intersections that have pedestrian scramble phases (such as those at Martin Place in Sydney) at the Cooper Street and Hall Street intersections in Cessnock.

The Traffic Committee was advised that the matter would be referred to the RTA for investigation.

RECOMMENDATION that Council endorse the report of the Cessnock City Council Local Traffic Committee meeting held on 19 May 2008.

To: ***The General Manager***
Infrastructure & Services
Committee – 2 July 2008

L OLDFIELD
DIRECTOR INFRASTRUCTURE & SERVICES
24 June 2008

DIRECTOR INFRASTRUCTURE & SERVICES REPORT NO. 51/2008

SUBJECT: REPORT OF THE CESSNOCK CITY COUNCIL LOCAL TRAFFIC COMMITTEE MEETING HELD ON 16 JUNE 2008

A meeting of the Cessnock City Council Local Traffic Committee was held on 16 June 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.

line with 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. Items raised as General Business are included at the end of the report.

FORMAL MATTERS

ITEM NO: 08/065 CUMBERLAND STREET CESSNOCK - PERFORMING ARTS CENTRE CAR PARK

Traffic Committee consideration of proposed signposting and pavement markings plan for the car park at the new Performing Arts Centre - Drawing No.CC31 // 07/08/:4012.

All proposed signposting and linemarking associated with the new car park at the Performing Arts Centre was designed to RTA and Council requirements, is shown on Drawing No.CC31 // 07/08/:4012 and is recommended for approval.

RECOMMENDED *that the proposed traffic control signposting and pavement markings associated with the construction of the new car park at the Performing Arts Centre be approved in accordance with the Traffic Committee report and Drawing No.CC31 // 07/08/:4012.*

ITEM NO: 08/066 EDWARD STREET CESSNOCK - SIGHT DISTANCE AT CUMBERLAND STREET

Motorists not giving way when exiting Edward Street – [intersection] may need a "Stop" sign.

Sight distance in Edward Street at the Cumberland Street intersection was checked for compliance with the RTA's warrant for "Give Way" intersection controls on 28 May 2008 and found to be below the requirements. A "Stop" control and its associated pavement markings is recommended.

To further assist sight distance, it is also recommended that the holding line be installed on the same alignment as the proposed edgeline linemarking treatment that is to be installed in Cumberland Street.

RECOMMENDED *that a "Stop" control and associated pavement markings be installed in Edward Street Cessnock at Cumberland Street.*

ITEM NO: 08/069

**WYNDHAM STREET EAST BRANXTON – SCHOOL BUSES
CAUSING TRAFFIC CONGESTION**

At the Traffic Committee meeting of 19 May 2008, Councillor Maybury made representations on behalf of an East Branxton resident regarding school buses parking in Wyndham Street across the frontage of her property. Concerns were raised that buses were standing close to the travelling lane and were causing congestion, especially when parents were waiting to collect school children.

The existing road shoulders and earth table drains on Wyndham Street immediately to the north of Dalwood Road are gravel and are approximately 3m wide. Buses use this area as an inter-connection staging point and the apparent congestion is the result of high demand for the limited parking space available.

Kerb and gutter construction, combined with shoulder sealing, would assist in providing a suitable area for buses to stand, however this work would require funding from a future construction programme. In the interim, the provision of timed bus zones would assist in reducing the parking conflict between school buses and private vehicles competing for the limited parking space available and would not impact on the adjoining residents outside of school bus operational times.

This section of Wyndham Street experiences lower traffic volumes than the section between the New England Highway and Dalwood Street and is a more preferable location for the exchange of school students between bus services or to / from private vehicles than Dalwood Road or the New England Highway.

It is recommended that Council's Roads Bridges and Drainage Manager be requested to consider listing the construction of kerb and gutter between Dalwood Road and Lindsay Street in a future construction programme. As an interim measure, it is recommended that the provision of school bus zones on both sides of Wyndham Street be investigated.

Comments received by email from Sergeant R Akerman, Traffic Supervisor, Hunter Valley Local Area Command:-

Item 08/069 pertains to Hunter Valley LAC. The recommendation is supported.

RECOMMENDED that:-

1. Council's Roads Bridges and Drainage Manager be requested to list the construction of kerb and gutter in Wyndham Street East Branxton between Dalwood Road and Lindsay Street in a future construction programme;
2. The provision of school bus zones on both sides of Wyndham Street to the north of Dalwood Road be investigated.

ITEM NO: 08/071

**LOVEDALE ROAD LOVEDALE - SCHOOL BUS STOP AT
MAJORS LANE**

After the truck accident on the Majors Lane corner, Rover Motors has had several parents voice their concerns over the position of the current school bus pick up point very near that location. Given that major works are currently being undertaken on that road perhaps there is the possibility of making some improvements to the positioning and permanency of the bus stops for very little cost? Rover would be very interested in having a site inspection with you with this aim in mind. There is no doubt the current situation is unsatisfactory and this accident has highlighted this to parents. There are five Rover school runs which use that route so there is significant potential improvement to be had for a number of families. This is

not a request for bus shelters as such although that improvement would also be welcome. The question has also been raised as to whether that truck carrying those goods should have been on that road and whether it is in regular use for those vehicles.

A site inspection involving Council, the RTA and representatives of Rover Bus & Coach (including the applicant) was undertaken on 28 May 2008 and the concerns raised in the representations by the applicant were investigated.

Essentially, the concerns are based on the decrease in safety during school mornings and afternoons where school buses inter-connect with other routes and parents are competing for limited space on the unformed road shoulder on Lovedale Road at the intersection, including the road shoulder and footpath area on the inside of the curve at the site of the recent crash, just north of Majors Lane.

There is no scope to widen the shoulder as part of the reconstruction works unless the intersection is re-aligned to the east. Council's proposal to reconstruct the intersection in the near future does not provide for any centreline re-alignment or significant shoulder widening on the inside of the curve.

Rover Motors advised that it has investigated alternate locations for the inter-connection staging point and have adopted a site on Wilderness Road, located on a materials stockpile site just west of Lovedale Road. Rovers consider this area to be operationally reasonable, despite being approximately 2km north of Majors Lane. While this location will add approximately four (4) minutes to existing bus schedule times, the area is considered a safer location than at the Majors Lane intersection because buses can stand well clear of active carriageways and are able to re-enter Lovedale Road at the existing "Stop" controlled intersection.

To assist the safety of their amended operations, Rovers has requested that Council investigate the installation of school bus route advance warning signs on Lovedale Road between Majors Lane and Wilderness Road.

Majors Lane and Lovedale Road north of Majors Lane form part of Regional Road 7766 and vehicles up to a maximum 19m B-Double / 50 tonne classification are permitted to operate on the road.

RECOMMENDED that "School Bus Route" advance warning signs be installed on Lovedale Road Lovedale between Majors Lane and Wilderness Road.

ITEM NO: 08/072 HERMITAGE ROAD POKOLBIN - STOP SIGN AT BROKE ROAD

Question Without Notice from Councillor B Scott from Council meeting of 7 May 2008:-

Councillor Scott advised [that] the "Stop" sign on Hermitage Road at the Broke Road intersection was set too far back, which limits vision for motorists coming from Broke and also for motorists coming out of Hermitage Road onto Broke Road.

The intersection was inspected on 15 May 2008 and Council confirms that the "Stop" sign can be moved closer to the intersection, however the holding line markings are located at the Broke Road edgeline.

Sight distance to the relocated "Stop" sign will be restricted by a Vineyard Tourist sign structure after it is relocated and it is recommended that the existing "Stop" sign be increased in size (to size 'C') and double posted.

Additionally, the holding line markings have faded and it is recommended that these be re-marked, including approximately 30m of the existing double unbroken (BB) centreline markings on the Hermitage Road approach.

RECOMMENDED that:-

1. The existing “Stop” sign in Hermitage Road Pokolbin at Broke Road be relocated closer to the intersection, upgraded to ‘C’ size and double posted;
2. The existing holding lines and approximately 30m of the BB centreline markings in Hermitage Road be re-marked.

ITEM NO: 08/073 WICKHAM STREET STANFORD MERTHYR – NO STOPPING SIGNS

There is a clear walkway zone in front of the school gates in Wickham Street, however some of our [school] parents are using this as a “drop off” zone. The flow of morning school traffic is being compromised and increasing the risk of an accident as cars coming around the corner are unsighted. We would appreciate your consideration into placing a “NO STOPPING” zone at the roadside to eliminate this problem.

The area of concern is located on Wickham Street adjacent to the [Stanford Merthyr Public] school gate, over the chevron infill area approximately 20m from Maitland Street. The installation of a “No Stopping” zone over this area is supported.

Maintenance of the existing “90° Angle Parking Rear To Kerb” signage over the full length of the on-street parking spaces adjacent to the school gate is also recommended.

RECOMMENDED that “No Stopping” restrictions be installed in Wickham Street Stanford Merthyr, over the cross-hatched area adjacent to the gate at Stanford Merthyr Public School;

INFORMAL MATTERS

ITEM NO: 08/067 WOLLOMBI ROAD CESSNOCK - MERGE LANE MARKINGS AT ALLANDALE ROAD

Question Without Notice from Councillor A Davey from Council meeting of 7 May 2008:-

Councillor Davey advised that the left hand lane marked "Merge Right" with arrows on the pavement along Wollombi Road from the Vincent Street intersection is resulting in dangerous merging.

The merge lane and taper on Wollombi Road to the west of Allandale Road were inspected on 28 May 2008.

The current lane configuration on the Wollombi Road (east) and Allandale Road (north) approaches to the traffic signals require the traffic stream in lane 1 to merge into lane 2 near the access to Cessnock Marketplace. Shortening the length of lane 1 and forcing the merging movement to the east of the access to Cessnock Marketplace is not supported because drivers will then be forced to merge immediately after moving through the intersection. If there are no acceptable gaps in the traffic flow in lane 2, motorists are likely to balk at the movement, which may lead to queuing through the intersection and rear-end collisions.

The current location and operation of the merge taper (to the west of the access to Cessnock Marketplace) is considered reasonable, given that kerbside parking exists to the west of the access. It is recommended that the presence of the merge taper be identified by advance warning and guide signposting (install a W4-9 Left Lane Ends”, a W8-15 “Merge Right” and a G9-15 “Form 1 Lane” sign) and pavement markings (install a painted island with chevron infill on the western side of the access to Cessnock Marketplace to highlight the merge taper and remark the three UA5(R) pavement merge arrows).

Since this matter was investigated, Cr Davey has requested that Council re-investigate the right turning conditions from Allandale Road into Wollombi Road so that a merge movement for westbound through traffic on Wollombi Road was not required.

RECOMMENDED *that the matter be deferred for further investigation.*

**ITEM NO: 08/068 MT. VIEW ROAD CESSNOCK – 40 KM/H ZONE AND
REFUGE ISLAND**

Question Without Notice from Councillor B Scott from Council meeting of 7 May 2008:-

Councillor Scott advised that residents had expressed a need for the 40 km/h School Zone on Mt. View Road to be extended eastward to at least encompass the Basketball Stadium. He also requested that the refuge island be re-assessed for night vision.

Council has consulted with the Principal of Mt. View High School to confirm if the school uses the Basketball Stadium. While the school uses the Stadium for approximately two hours a week, the Principal does not support an extension of the School Zone because the existing zone is long and compliance is a concern. Based on these comments and investigation of a similar request some weeks earlier, the RTA deems that the length of the School Zone is adequate.

An inspection of the pedestrian refuge was carried out on 20 May 2008 to determine the condition of the pavement markings and the levels of street lighting. The investigation determined that the existing pavement markings require re-marking and that a street light could be installed on an existing power pole near the refuge.

RECOMMENDED *that:-*

1. *The RTA deems that the length of the existing 40 km/h School Zone on Mt. View Road Cessnock at Mt. View High School is of a satisfactory length;*
2. *The existing pavement markings and raised edges of the island at the pedestrian refuge located on Mt. View Road near house No.100 be re-marked in white reflective paint and glass beads applied;*
3. *Energy Australia be requested to investigate the installation of a new street light at the refuge.*

ITEM NO: 08/070 ALEXANDRA STREET KURRI – PEDESTRIAN CROSSING AT KURRI PUBLIC SCHOOL

Applicant has received a request from a parent for Council to look at a pedestrian crossing across Alexandra Street on the eastern side of Lang Street to allow parents and children to safely cross to school. There are currently crossings between the school and Bi-Lo and the school and 'Uncle Jakes Chicken'.

Pedestrian facilities exist on the perimeter of Kurri Public School as follows:-

- A mid-block dual mode marked pedestrian crossing / Childrens Crossing (with refuge islands and kerb blisters) across Lang Street;
- A marked pedestrian crossing with refuge islands across Allworth Street at Lang Street;
- A mid-block Childrens Crossing with kerb blisters in Rawson Street;
- A pedestrian refuge with kerb blisters across Alexandra Street at Lang Street.

A location near the school gate was adopted as the survey point for pedestrian counts carried out on 21 May 2008 during the morning and afternoon peak periods (identified by a previous traffic classifier survey). The survey indicated that there were six (6) and fourteen (14) pedestrians, respectively.

This location does not meet the RTA's warrant requirements for a Childrens Crossing because the traffic volumes in the hour before and after school commencement (7am - 8am, 4pm - 5pm) are below 50 and the location is within 100m of an existing unsignalised intersection (Lang Street or Rawson Street).

The installation of a refuge is not supported as there is an existing pedestrian refuge with kerb blister islands at Lang Street.

RECOMMENDED *that no action be taken.*

ITEM NO: 08/074 FOURTH STREET WESTON - KLINE STREET INTERSECTION

At the Traffic Committee meeting held on 19 May 2008, Councillor Maybury made representations on behalf of a Weston resident, where the resident's vehicle was written off in a recent crash at the four-way "Stop" controlled intersection. Cr Maybury advised that the resident has requested the construction of a roundabout or the installation of guard rails as a measure to reduce the amount of property damage resulting from crashes at the intersection.

Conditions beyond the carriageway at the intersection do not warrant the installation of guard rail. Additionally, the installation of barriers as a measure to protect private property in situations that don't meet the RTA warrant is not supported as the barriers then become an obstacle within the road reserve.

It is recommended that the approaches to the existing "Stop" controls be highlighted by re-marking the holding lines and installing short lengths of double unbroken centreline markings.

At the Traffic Committee meeting, Cr Maybury requested that the matter be deferred for further investigation.

RECOMMENDED *that the matter be deferred for further investigation.*

GENERAL BUSINESS

A number of matters were raised during General Business at the Traffic Committee meeting and these items are provided for information below.

1. Hospital Road Weston – Cr J Maybury enquired about a previous request for the Traffic Committee to investigate the installation of a “Stop” sign in Hospital Road at Appleton Avenue.

Cr Maybury was advised that the matter was considered by the Traffic Committee at a previous meeting and if the Council had endorsed the Traffic Committee’s recommendation, the approved works would be installed as soon as possible.

For information, the matter was considered at the Traffic Committee meeting on 21 April 2008 and was approved by Council on 21 May 2008.

2. Cessnock Road Weston – Cr J Maybury expressed gratitude to the RTA for approving funding for the installation of a pedestrian hand-rail on the road bridge at Chinaman’s Hollow.

For information, the work entailed the installation of guard-rail and was completed by Council on 13 June 2008.

3. Nelson Street Greta – Cr C Parsons advised that, since Ms Susan Basalto’s address to the Traffic Committee on 19 May 2008, Ms Basalto had further concerns about the locations of the newly installed Curve Alignment Markers (CAMs) near the SRA car park at Greta Railway Station and in particular, that one of the new CAMs incorrectly indicates the direction of the road alignment.

Cr Parsons was advised that all of the existing signage at the site would be inspected and if it was considered necessary, any adjustment work would be carried out as soon as possible.

4. Maitland Road Cessnock – Cr C Parsons enquired if there were any pavement arrows in the approach lanes to the traffic signals at Millfield Street and requested that the kerbside lane (Lane 1) be dedicated as a “Left Turn Only” lane into Millfield Street. Cr Parsons advised that vehicles are using the left lane as storage for the left turn at Vincent Street (further to the west) and are stopping left turn movements into Millfield Street.

Cr Parsons was advised that the matter was referred to the RTA several weeks ago, that the RTA had forwarded a response to Council and that Council has no record of the reply being received. A further search of Council’s document system would be carried out.

5. Sandy Creek Road Mulbring – Mr J Carey tabled a request from the Director Infrastructure & Works (Mr L Oldfield) requesting the Traffic Committee to investigate the installation of Raised Reflective Pavement Markers (RRPMs) or a street light at the Leggetts Drive intersection.

The Committee was advised that at the time the intersection was recently inspected, that RRPMs exist on the pavement markings at the intersection, that the markings were in good condition and that Council had forwarded a follow-up referral to Energy Australia to investigate the installation of the street light previously recommended by the Traffic Committee.

The Committee was also advised that Leggetts Drive is a State Road and that the request would be referred to the RTA for investigation and listed for Inspections at the next Traffic Committee meeting on 21 July 2008.

6. Leggetts Drive Elrington – Mr J Carey tabled a request from the Director Infrastructure & Works (Mr L Oldfield) requesting the Traffic Committee to investigate some short term solutions (such as Raised Reflective Pavement Markers or RRPMS) or reflective paint to help wet weather visibility at Lake Road.

The Committee was advised that at the time the intersection was recently inspected, that RRPMS exist on the pavement markings at the intersection and the markings were in good condition. Also, that Leggetts Drive and Lake Road form part of MR220 (a State Road) and that the request would be referred to the RTA for investigation and listed for Inspections at the next Traffic Committee meeting on 21 July 2008.

7. Lake Road Elrington – Mr J Carey tabled a request from Mr Steve Phillips of Mountain Industries for approval of the route along Lake Road from Leggetts Drive Elrington to the HPOTS Centre at Quarrybylong Street / McFarlane Street Cessnock as a 25m B-Double route.

The Committee was advised that the majority of the proposed route was along the State Road (MR220), that the State Road portion was already an approved 19m / 55 tonne route and that the Traffic Committee had concerns in 2004 about the ability of B-Doubles to safely turn left into Quarrybylong Street and the HPOTS access without crossing onto the incorrect side of the road to do so.

The Committee was also advised that the previous application from DECA Training was not approved on the basis that the HPOTS access had to be widened to accommodate the turning movement and would not be approved until this work was completed. The Committee concurred that that this condition should also apply to the current application.

Council has consulted the applicant in regard to the application, advising of previous Traffic Committee concerns and that “Swept Path Diagrams” (demonstrating the turns into Quarrybylong Street and HPOTS) be provided before the application is processed further. Also, that the applicant should investigate a suitable location on the State Road legs of the proposed route for a 25m B-Double to be split (into two trailers) and one trailer be moved from this point to the HPOTS site and return.

RECOMMENDATION that Council endorse the report of the Cessnock City Council Local Traffic Committee meeting held on 16 June 2008.

To: **The General Manager**
Infrastructure & Services
Committee – 2 July 2008

L OLDFIELD
DIRECTOR INFRASTRUCTURE & SERVICES
24 June 2008

DIRECTOR INFRASTRUCTURE & SERVICES REPORT NO. 52/2008

SUBJECT: DELEGATIONS OF AUTHORITY UNDER THE NOXIOUS WEEDS ACT 1993

Recreation Operations Manager, Ms A Sander, reports:-

BACKGROUND

Council has received recent advice from the NSW Department of Primary Industries (DPI) which oversees the Noxious Weeds Act 1993. The Act has resulted in the DPI recommending that Council's amend its process for delegations under the Act. This report states that Council approve the changes in order to comply with standard delegation procedures for this Act.

REPORT

The NSW DPI has recommended that all Council's reissue their delegations to all staff involved in enforcing the provisions of the Noxious Weeds Act. The DPI's recommendation is for a consistent approach across the Local Control Authorities throughout the State. The DPI are of the view that some doubt is cast over the legitimacy of relying on the general delegation power contained in Section 377 of the Local Government Act 1993. The DPI considers it prudent for Council's to use Section 68 of the Noxious Weeds Act in delegating the various noxious weed enforcement functions under the Act.

In accordance with Section 68 of the Noxious Weeds Act 1993, as outlined in the Enclosure to this report, the Local Control Authority in this case Council, may delegate to a person any of the Local Control Authorities functions under this Act other than the power of delegation. From this comes the ability of Council to delegate its powers under Section 41 outlined in the Enclosure to this report of the Act to the General Manager allowing the General Manager to appoint persons as Noxious Weeds Inspection as well as Council being able to appoint persons as well.

However, only Council can delegate power conferred under the various sections of this Act that allow the Noxious Weeds Inspector to carry out the tasks necessary to the functioning of the position. The proposed delegations nominate a number of alternates. This will enable the continuation of noxious weed enforcement in the absence of any individuals.

CONCLUSION

The changes the DPI wish to introduce aim at having delegations generic across the Local Control Authorities. The changes to the delegations highlight the need to nominate individual sections of the Act to ensure that the delegation would be difficult to challenge.

RECOMMENDATION that:-

1. Council rescind all previous appointment of delegations under the Noxious Weeks Act 1993.
2. Council appoint the Vegetation Officer and Weed Officer as an inspector under Section 41 of the Noxious Weeds Act 1993
3. Delegation be given to Mr Bernie Mortomore, Mr Lewis Oldfield, Ms Anne Sander to carry out Council's duties and responsibilities under Sections 12, 18a, 18, 19, 20, 28, 29, 30, 32, 36a, 41, 45, 46, 47, 50, 54, 55, 64 of the Noxious Weeds Act 1993 outlined in the Enclosure to this report.

To: **The General Manager**
Infrastructure & Services
Committee – 2 July 2008

L OLDFIELD
DIRECTOR INFRASTRUCTURE & SERVICES
24 June 2008

DIRECTOR INFRASTRUCTURE & SERVICES REPORT NO. 53/2008

**SUBJECT: TENDERS FOR THE MAINTENANCE OF AIR CONDITIONING SYSTEMS
– CONTRACT NO: T0708/20**

Design & Contracts Manager, Mr K Dillon, reports:-

BACKGROUND

Tenders for the provision of maintenance services for air conditioning systems located in Council buildings were recently invited with tenders closing on 28 May 2008.

The scope of services sought under the proposed contract include monthly programmed maintenance plus reactive maintenance and repair works at 17 nominated sites throughout the LGA.

The proposed contract involves schedules of rates including a charge per visit for the monthly programmed maintenance inspection, cleaning and recording at each site. An additional hourly rate for any urgent attention work considered necessary and concurrently undertaken is also provided. For reactive maintenance works periodic labour rates are provided together with minimum call-out amounts and guaranteed maximum response times.

The services sought are intended to commence on 1 July 2008 and terminate on 30 June 2010.

It is intended to appoint one contractor to undertake both the specific programmed maintenance works and the reactive maintenance

Tenders were received from eleven (11) tenderers with all tenders considered to be complying submissions. The tenderers were:

- M&H Air Conditioning Pty Ltd
- Dikia Technical Services Pty Ltd
- Hannon Technical Service Pty Ltd
- Snapfreeze Refrigeration & Air Conditioning
- Harveys Newcastle Pty Ltd
- Quirks Australia
- Air Conditioning Industries
- Winefridge Pty Ltd trading as Ritchies Refrigeration & Air Conditioning
- Frost Air Conditioning Pty Ltd
- John Munro Air Conditioning Pty Ltd
- East Coast Air

TENDER ASSESSMENT

Assessment of the tenders has been undertaken in accordance with the criteria listed in the tender documents.

The tender received from Ritchie's Refrigeration & Air Conditioning is considered to be the most advantageous for Council to accept. The company has demonstrated the necessary expertise and resources to undertake the required work as well as generally providing the lowest rates and prices for each service category.

The tenders from Air Conditioning Industries and then East Coast Air were considered to be the next most advantageous submissions, primarily due to the marginally higher rates tendered.

FINANCIAL IMPACT

The cost of the maintenance services to be provided will generally be charged to the building maintenance recurrent budget votes.

The contract provides for one adjustment in the tendered rates on 1 July 2009 based upon 'Rise and Fall' movements in the Consumer Price Index.

RECOMMENDATION that:-

1. The tender received from Winefridge Pty Ltd trading as Ritchie's Refrigeration & Air Conditioning both for specific programmed maintenance work and reactive maintenance work under Contract No. T07/08/20 be accepted.
2. All tenderers be informed accordingly.

To: **The General Manager**
Infrastructure & Services
Committee – 2 July 2008

L OLDFIELD
DIRECTOR INFRASTRUCTURE & SERVICES
24 June 2008

DIRECTOR INFRASTRUCTURE & SERVICES REPORT NO. 54/2008

**SUBJECT: TENDERS FOR THE MAINTENANCE OF FIRE PROTECTION
EQUIPMENT – CONTRACT NO: T0708/22**

Design & Contracts Manager, Mr Kevin Dillon, reports:-

BACKGROUND

Tenders for the provision of maintenance services of fire protection equipment located throughout Council buildings and facilities were recently invited with tenders closing on 28 May 2008. The scope of services sought under the proposed contract include periodic inspection, maintenance, testing and reporting on equipment such as fire extinguishers, hose reels, fire detection and alarm systems and automatic sprinkler systems. The frequency and nature of the services sought are in accordance with the appropriate Australian Standard (AS1851-2005). The proposed contract is based on schedules of rates for the various services sought and is intended to commence on 1 July 2008 and terminate on 30 June 2010.

Tenders were received from four (4) tenderers with all tenders considered to be complying submissions. The tenderers were:

- Approved Fire Gear Pty Ltd
- Bullbeck Fire Protection Services
- Total Fire Solutions (Aust.) Pty Ltd
- A.J.S. Fire Protection

TENDER ASSESSMENT

Assessment of the tenders has been undertaken in accordance with the criteria listed in the tender documents. The tender from Approved Fire Gear Pty Ltd is considered to be the most advantageous for Council to accept with the primary determinate being the generally competitive rates submitted across most service levels. In this regard the tendered rates were assessed as either the lowest or second lowest for most categories. The tender from A.J.S. Fire Protection was considered to be the next most advantageous submission.

Both of these companies demonstrated that they possessed the necessary systems, expertise and resources to undertake the services sought. Approved Fire Gear Pty Ltd is based at East Maitland and can provide a good response time for emergency and after-hours call-outs. A.J.S. Fire Protection is based at Speers Point. Acceptance of the tender from Approved Fire Gear Pty Ltd is therefore recommended.

FINANCIAL IMPACT

The cost of the services to be provided will be charged to the building maintenance recurrent budget votes. The contract provides for one adjustment in the tendered rates on 1 July 2009 based upon 'Rise and Fall' movements in the Consumer Price Index.

RECOMMENDATION that:-

1. The tender received from Approved Fire Gear Pty Ltd for Contacts No. T0708/22 be accepted.
2. All tenderers be informed accordingly.

To: **The General Manager**
Infrastructure & Services
Committee – 2 July 2008

L OLDFIELD
DIRECTOR INFRASTRUCTURE & SERVICES
24 June 2008

DIRECTOR INFRASTRUCTURE & SERVICES REPORT NO. 55/2008

SUBJECT: TENDERS FOR ELECTRICAL MAINTENANCE AND INSTALLATION ON BUILDINGS – CONTRACT NO: T0708/21

Design & Contracts Manager, Mr Kevin Dillon, reports:-

BACKGROUND

Tenders for the provision of maintenance and installation services of electrical systems located throughout Council buildings and facilities were recently invited with tenders closing on 28 May 2008. The scope of services sought under the proposed contract include specific programmed maintenance, reactive maintenance/repair works and electrical installations at 59 nominated sites throughout the LGA.

The proposed contract schedules of rates are primarily for labour services at various times but include travelling costs to the various sites as well as a material mark-up component. The services sought are intended to commence on 1 July 2008 and terminate on 30 June 2010. It is intended to appoint one contractor to undertake the specific programmed maintenance works, but establish a priority list of up to three contractors to undertake the reactive maintenance and installation works.

Tenders were received from four (4) tenderers. The tenderers were:

- O'Donnell Griffith Pty Ltd
- Lecsafe Australia Pty Ltd
- The Nerencom Group
- Hartcher Hall Pty Ltd

TENDER ASSESSMENT

Assessment of the tenders has been undertaken in accordance with the criteria listed in the tender documents. Prices tendered are in the form of schedules of rates for various services.

The tender received from The Nerencom Group is considered to be the most advantageous for Council to accept for the specific programmed maintenance works with the primary determinate being the generally competitive rates submitted for most services. The tender from Lecsafe Australia Pty Ltd was considered to be the next most advantageous submission for this type of work.

For reactive maintenance and repair works the rates submitted by Hartcher Hall P/L were the lowest for normal working hours plus after-hours and public holiday periods as well as providing both a low "Minimum Charge" per call-out and the lowest guaranteed response time. The next most advantageous tender for reactive maintenance works was that from The Nerecom Group, followed by that received from Lecsafe Australia P/L. It is therefore recommended that the priority contractor list for reactive maintenance and repair work be Hartcher Hall P/L, The Nerecom Group and Lecsafe Australia P/L.

For electrical installation work it is recommended that priority quotations be invited from Hartcher Hall P/L, The Nerecom Group and Lecsafe Australia P/L respectively should Council's Procurement Policy require three quotes be obtained for the work. The contract provides that separate tenders for large projects may be sought.

FINANCIAL IMPACT

The cost of the maintenance services to be provided will generally be charged to the building maintenance recurrent budget votes. The cost of installations will either be charged against capital works allocations or recurrent votes, as required.

The contract provides for one adjustment in the tendered rates on 1 July 2009 based upon 'Rise and Fall' movements in the Consumer Price Index.

RECOMMENDATION that:-

1. The tender received from The Nerecom Group for specific programmed maintenance work under Contract No. T0708/21 be accepted.
2. The tenders received from Hartcher Hall P/L, The Nerecom Group and Leccsafe Australia Pty Ltd be accepted for reactive maintenance and repair work under Contract No. T0708/21 with the engagement priority to correspond with order mentioned.
3. Quotations be sought for electrical installation work from Hartcher Hall P/L, The Nerecom Group and Leccsafe Australia P/L in accordance with Council's Procurement Policy and the contract provisions.
4. All tenderers be informed accordingly.

To: **The General Manager**
Infrastructure & Services
Committee – 2 July 2008

L OLDFIELD
DIRECTOR INFRASTRUCTURE & SERVICES
24 June 2008

DIRECTOR INFRASTRUCTURE & SERVICES REPORT NO. 56/2008

SUBJECT: RECREATION CAPITAL WORKS PROGRAM ADDITIONAL INFORMATION

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

REASON FOR REPORT

At its meeting on 16 April 2008, Council considered DW&S Report No. 10/2008 Recreation Capital Works Program and resolved the following:-

“That Council adopts the prioritised Recreation Capital Works Program with the exception of Manning Park until such time as further investigations are carried out.”

BACKGROUND

Cessnock Fire Brigade used to conduct fire fighting training and competition on the Vincent Street side of Baddeley Park prior to the relocation of Cessnock Sportsground to the site. Hydrants and drains were installed using Cessnock Fire Brigade member's funds and labour.

Copies of correspondence from the Fire Brigade regarding the future of the hydrants have been included with the Enclosure to this report and it has been noted on one letter that a meeting was scheduled for 18 November 2003.

Several large hydrants on the Vincent Street side of Baddeley Park were removed by Council in 2003 with the intent to relocate them to a suitable location nearby for the continuation of fire fighting training and competition purposes. It was then discovered that due to the age and condition of the hydrants, spare parts were difficult to source and they did not pass backflow tests in accordance with Hunter Water Corporation (HWC) requirements.

Following preliminary discussions with HWC and agreement by Cessnock Fire Brigade to move to Manning Park (Cessnock), there was an amount of \$23,500 factored into the 2003/04 Recreation budget to install two (2) hydrants and associated drainage and water storage areas at the southern end of the park. Council adopted the 2003/04 program, however the works were not completed and the funds were subsequently revoted to the 2004/05 FY, though, not approved.

REPORT

Council has maintained contact with the Cessnock Fire Brigade over the years in an attempt to find a suitable location. This project has been somewhat delayed due to the specialised nature of fire hydrants for training purposes (eg such facilities are not common in the Hunter Region), lack of a suitable location with adequate water pressure and continual liaisons HWC.

In mid 2007 a contractor who specialises in the construction of fire fighting training and competition facilities was found and provided plans and specifications for the replacement of the hydrants and construction of the subsequent drainage and water storage areas. Through the development of the 2008/09 Recreation and Community Services Budget the price of \$23,000 has been confirmed as adequate to complete the project at Manning Park Cessnock. A copy of correspondence from the Cessnock Fire Brigade in support for the project has been included in the Enclosure to this report.

RECOMMENDATION that the information be noted.

To: **The General Manager**
Infrastructure & Services
Committee – 2 July 2008

L OLDFIELD
DIRECTOR INFRASTRUCTURE & SERVICES
24 June 2008

DIRECTOR INFRASTRUCTURE & SERVICES REPORT NO. 57/2008

SUBJECT: WORLD YOUTH DAY

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

World Youth Day (WYD) will be held in Sydney from Tuesday 15 July to Saturday 20 July 2008. Organised by the Catholic Church, WYD brings together young people from around the globe to celebrate and learn about their faith on a more regular basis. WYD 2008 is claimed to be the largest event Australia has ever hosted and is expected to attract over 125,000 international visitors which is more than the 2000 Sydney Olympics.

Council has been approached by the Vineyards cluster of parishes representing the Catholic Diocese regarding assistance with an event involving visiting pilgrims to Australia during WYD 2008. The Cessnock LGA is expecting approximately 190 pilgrims who will be staying in pairs with numerous host families in the area from the 10th to the 14th July. Part of the visit to the Cessnock LGA will involve participation in Days in the Diocese which is a WYD tradition that gives pilgrims the opportunity to sample local spirituality, culture and hospitality of the host country. This may also involve undertaking a "community service" such as visiting an aged care facility, assisting with minor maintenance/cleaning of local churches, assistance with planting of trees etc

An opportunity for pilgrims to be involved in the installation of 20-30 advance stock trees has been identified at Howe Park (Abermain). The project forms part of the implementation of the Howe Park Masterplan which was adopted by Council on 21 May 2008. Planting of the trees has been scheduled for Friday 11 July commencing at 11.00am. As with projects of this nature Council will prepare the site and assist the pilgrims with the installation of trees as well as tidy up and secure the site at the conclusion.

RECOMMENDATION that the information be noted.

To: **The General Manager**
Infrastructure & Services
Committee – 2 July 2008

L OLDFIELD
DIRECTOR INFRASTRUCTURE & SERVICES
24 June 2008

DIRECTOR INFRASTRUCTURE & SERVICES REPORT NO. 58/2008

SUBJECT: DRAFT MASTERPLAN FOR WESTON BEARS PARK

Community Facilities Planner, Ms K Jordan, reports:-

BACKGROUND

At its meeting on 23 January 2008 Council considered A/DSCS Report No. 5/2008, Progress on the Redevelopment of Weston Bears Park. Council resolved to finalise a draft Masterplan for the park and that a report be prepared for Council's consideration along with the estimated costs for the redevelopment of the park. The draft Masterplan has been developed by Council staff in conjunction with key stakeholders including representatives from Weston Junior Soccer Club, Weston Bears Soccer Club and Ward Councillors as well as licenced contractors and consultants. A copy of the draft Masterplan has been included with Enclosure Documents and the cost estimates to implement the plan are included in this report.

REPORT

The draft Masterplan for Weston Bears Park to cater for the relocation of the Weston Junior Soccer Club from Varty Park (Weston) to the site contains the following key components:-

- The establishment of four additional sporting fields including two full size fields (90m x 60m) and two mod size fields (50m x 35m);
- Installation of automatic irrigation systems on each of the four fields;
- Installation of floodlighting poles and floodlights to Australian Standards;
- Upgrade to the existing grandstand/amenity block;
- Construction of an additional amenities block incorporating changerooms, kiosk, storage, first aid/referee's room and male, female and accessible toilets;
- Improvements to existing carparking areas and establishment of additional formalised carparking;
- Construction of retaining walls;
- Internal and boundary fencing; and
- General improvements to the layout of the site and aesthetic appearance.

A request had been made for the establishment of a cricket oval in conjunction with the other sporting fields, however, due to the variations of ground levels and the shape of the site it is not possible to construct a cricket oval that would be of a suitable size. Furthermore, whilst the plan shows new playing fields it is important to note that due to the same constraints mentioned above, all fields are of a minimum size and they can not be oriented in the preferred north-south direction.

The presence of Kurri Sand Swamp Woodland (KSSW) on the site may also constrain the construction of retaining walls and one of the mod sized fields. Council was advised by the Department of Environment and Climate Change (DECC) in late 2007 that the department does not need to be involved in the redevelopment of Weston Park as long as Council can demonstrate a credible improve or maintain case relating to the KSSW if it is to be impacted upon as a result of the proposed development.

It is important to note that the redevelopment of Weston Park will be subject to the assessment of a development application due to the presence of an endangered ecological community at the site; the proximity to state roads; and engineering requirements in relation to stormwater drainage.

The following financial breakdown is an estimate of costs associated with implementing the draft Masterplan for Weston Bears Park and has been developed by Council staff in conjunction with licenced contractors and consultants. It is important to note that the actual cost to implement the plan will not be known until such times that a tender process has been undertaken.

Development Application and Construction Certificate	Estimate
Preparation of Development Application, of Statement of Environmental Effects, Seven Part Test and Construction Certificate	16,000
Council Administration fees	10,000
Hunter Water Developer Charges	15,000
Preparation of Geotechnical report, Stormwater Management Plan and Traffic and Parking report	39,500
Estimate to prepare and lodge DA/CC	80,500
Construction of amenities and playing fields	Estimate
Preliminary works (power and water upgrade, stormwater...)	280,000
Existing amenities upgrade	100,000
Construction of four additional playing fields incorporating earthworks, drainage, turf, topsoil and turf establishment	1,226,925
Floodlight poles and lights for new fields to Australian Standards	239,000
Installation of automatic irrigation systems on each new field incorporating pumps and water storage tanks	347,000
Construction of new amenity block at rear of existing	350,000
Construction of retaining walls and fencing around the site	534,750
Concourse and pathways to and around new amenities	205,000
Restoration and rehabilitation of site	25,000
Demolition and relocation of cricket practice nets and installation of seating and shelters	80,000
Construction of car park with 100 spaces	100,000
Estimated cost to construct amenities and playing fields	3,487,675
Estimated total cost to complete implementation of Weston Bears Park Masterplan	3,568,175

Key stakeholders including Weston Bears Soccer Club, Weston Junior Soccer Club and Ward Councillors have been kept informed of the progress of the project and have met with Council staff a number of times regarding the draft Masterplan.

RECOMMENDATION that:-

1. Council place the draft Masterplan for Weston Bears Park on public exhibition for a period of forty two (42) days; and
2. At the conclusion of the exhibition period a further report be prepared for Council's consideration.

To: **The General Manager**
Infrastructure & Services
Committee – 2 July 2008

L OLDFIELD
DIRECTOR INFRASTRUCTURE & SERVICES
24 June 2008