



Vincent Street
CESSNOCK 2325

29 April 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, 7 May 2008, commencing at 6.30pm, for the purpose of transacting the undermentioned business.

**B R MORTOMORE
GENERAL MANAGER**

AGENDA:

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(1) APOLOGIES

(2) CONFIRMATION OF MINUTES

Minutes of the Works & Services Committee Meeting
held on 16 April 2008.

(3) OFFICERS' REPORTS

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DIRECTOR INFRASTRUCTURE & SERVICES

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(4) QUESTIONS WITHOUT NOTICE

OFFICER'S REPORTS

DIRECTOR INFRASTRUCTURE & SERVICES REPORT NO. 21/2008

**SUBJECT: CESSNOCK RESOURCE MANAGEMENT PARK - CROWN RESERVE
(BUFFER ZONE)**

Sustainability Coordinator, Ms A Lawrence, and Property Officer, Mr J Lorriman reports:-

INTRODUCTION

Council is currently finalising the EIS for the proposed extension to Cessnock Waste and Reuse Centre as detailed in previous reports: Report No.'s 70/2004 (commence negotiations); 112/2005 (Planning Focus Meeting looking at whole site); 20/2006 (waste management strategy); 32/2006 (progress on negotiation, valuation and purchase price); and, 99/2006 (landfill gas management)

The footprint of the proposed landfill extension area comprises approximately 15 ha of degraded land which was previously owned by the Crown which had no plans for rehabilitation in the short, medium or long term. Approximately 1 Million tonnes (Mt) of waste will be landfilled and form part of the progressive rehabilitation of this area in accordance with the Landfill Environmental Management Plan (LEMP). The proposed Crown Environmental Protection Area (149 Ha) provides an essential environmental buffer to the proposed landfill operations.

UPDATE ON PROGRESS OF LANDFILL EXTENSION AT CESSNOCK WASTE AND REUSE CENTRE

Property Acquisition

In 2004 Council gave approval to commence negotiation with the Department of Lands (DoL) (the Crown) with a view to secure land for the expansion of existing landfill operation. In 2005 Council resolved to continue negotiations with DoL, and in 2006 resolved to acquire the newly created Lot 1 DP 1096161. The land was purchased by compulsory process under the Land Acquisition (Just Terms Compensation) and was gazetted on 18 December 2006. The Environmental Protection Area (buffer area) was excluded from compulsory acquisition on the proviso that it remained Crown land reserved for the purposes of environmental protection

Environmental Impact Study (EIS)

Assessments of a suite of potential environmental impacts have been undertaken and the EIS which draws together the outcomes and recommendations of each of those assessments is anticipated to be complete by June 2008.

Community Consultation

During the second phase of community consultation, which will include briefings to Council, community and government agencies, feedback and comments will be sought and considered prior to finalising the EIS and submission of a Development Application.

Relocation of leachate and stormwater pond for existing landfill operations

Purchase of the Waste Investigation Area has provided the opportunity to relocate the leachate and stormwater ponds at the base of the existing landfill, thereby making additional void space available within the current landfilling operations. It is anticipated that the extra void space will provide an additional four (approx) years of life allowing sufficient lead in time for completion of design and site preparation works for the extension.

REPORT

Council will recall that the proposed landfill extension area forms a part of the concept plan for the Cessnock Resource Management Park to be established in conjunction with Department of Lands on land situated between Maitland Road and Old Maitland Road at Cessnock. A Plan of Management has been prepared to define the proposed management areas, the approval processes being undertaken and proposed management principles and procedures.

The objectives of the Resource Management Park are:

- To designate the Waste Investigation Area (total area 142 Ha on land owned by Council which includes:
 - the existing Cessnock Waste and Reuse Centre (25 Ha),
 - the proposed landfill extension area (approx 15 Ha),
 - and a potential future waste disposal area (approx 15 Ha) where disturbance from quarrying and mining activities have occurred adjacent to Old Maitland Road,
 - other than for roads, the remaining 87 hectares will remain undeveloped.
- To retain existing flora/fauna linkages (to be identified in EIS) within the Waste Investigation Area and where necessary rehabilitation undertaken to provide ecological corridors, erosion control and revegetation. It is also proposed that vegetative screening be undertaken along Old Maitland Road and along the northern boundary of the Waste Investigation Area.
- Establishment of a Crown Environmental Protection Area (149 ha) which will provide flora/fauna linkages between Werakata National Park (to the north) and Cessnock State Forest (to the west) in addition to ensuring the continued provision of a suitable environmental buffer area around the proposed landfill extension.
- To set aside land for future subdivision suitable for industrial development (subject to approval) which may reprocess or recycle materials sourced from the Waste and Reuse Centre within the RMP; and to integrate the existing industrial zone on Maitland Road into the RMP.

The existing Waste and Reuse Centre infrastructure and services will continue to be utilised with the addition of a small vehicle receival station, minimising potential conflict with larger vehicles manoeuvring at the active landfill face. All other reuse and recycling activities currently undertaken at the centre would continue as normal and expanded where practicable to minimise the volume of waste to landfill.

To facilitate the gazettal of the Crown Environmental Protection Area, and to manage impacts to and from the Environmental Protection Area in conjunction with the Waste Investigation Area, Council must agree to be appointed as the Trust Manager, undertaking management of the site (refer to the Enclosure to this report) in accordance with the requirements of Department of Lands Trust Handbook – managing Crown reserves. In undertaking the role of Trust Manager, similar to for a number of other sites, Council will manage environmental controls and activities, such as access, fire management and the like. This will further assist and complement proposed environmental management activities, ensuring the integrity of the environmental buffer around the proposed landfill operations, and effectively managing any potential impacts to or from either land holding.

CONCLUSION

It remains apparent that there will be an ongoing need to have landfill capacity for the foreseeable future. Through negotiation with Department of Lands, Council has secured suitable land, adjacent to existing landfill operations which will meet both the immediate and long term landfill needs. The Environmental Protection Area (buffer area) was excluded from compulsory acquisition on the proviso that it remained Crown land reserved for the purposes of environmental protection. To facilitate the gazettal of that land as a Crown Environmental Protection Area, and to manage impacts to and from the Environmental Protection Area in conjunction with the Waste Investigation Area, Council must agree to appointment as Trust Manager.

RECOMMENDATION that

1. Council agree to be appointed as the Trust Manager, undertaking management of the site (refer to the Enclosure to this report) in accordance with the requirements of Department of Lands Trust Handbook – managing Crown reserves.
2. Council's Seal be affixed to the necessary documents and plans required in making Council Trust Manager of the site

To: **The General Manager**
Infrastructure & Services
Committee – 7 May 2008

L OLDFIELD
DIRECTOR INFRASTRUCTURE &
SERVICES
29 April 2008

DIRECTOR INFRASTRUCTURE & SERVICES REPORT NO.22 /2008

**SUBJECT: BUS SHELTER & SEAT MAINTENANCE & IMPROVEMENT PROGRAM
2008/09**

Transport & Road Safety Manager, Mr D Dickey, reports:-

BACKGROUND

The object of this report is to advise Council of outstanding Bus Shelter and Seat projects waiting Council funding and adoption.

REPORT

Below is a priority list of proposed bus shelter and seat location for adoption by Council for the 2008/2009 financial year.

These locations have been compiled from requests received through Council, liaison with Rover Motors and requests from residents.

BUS SHELTER PRIORITY LIST

Location	Suburb	Est. Cost
New England Hwy Greta – reconstruct footpath and kerb at bus shelter south side of hwy on parallel road near Chapman Street	Greta	\$7,000
New England Highway at Wyndham Street	Branxton	\$7,500
Frances Street (2) shelters	Paxton	\$15,000
Cessnock Road near Denman Hotel eastbound	Abermain	\$8,500
Lang Street at Stanford Street outbound	Kurri Kurri	\$7,500
Stanford St at Hebburn Street	Pelaw Main	\$7,500
Lindsay Street at entrance to Corrective Centre	Cessnock	\$7,500
Dalwood Rd – additional bus shelter	Branxton	\$7,500
Lang Street at Greta Street	Kurri Kurri	\$7,500
Rawson Street at Allworth Street both sides	Kurri Kurri	\$15,000
Mt View Rd at Vineyard Grove Rd	Cessnock	\$7,500
	Total	\$83,500

BUS SEATS

Location	Suburb	Est. Cost
Vincent Street Aberdare Road (2)	Cessnock	\$3,000
Vincent Street at Cooper Street (4)	Cessnock	\$6,000
Hall Street at First Street outbound	Weston	\$1,500
Hall Street at corner First St	Weston	\$1,500
	Total	\$12,000

RECOMMENDATION that Council adopt the priority list of bus shelter and bus seat locations identified in the report above for the 2008/09 financial year.

To: **The General Manager**
Infrastructure & Services
Committee – 7 May 2008

L OLDFIELD
**DIRECTOR INFRASTRUCTURE &
SERVICES**
29 April 2008

DIRECTOR INFRASTRUCTURE & SERVICES REPORT NO. 23/2008

SUBJECT: SOUTHERN SYDNEY REGIONAL ORGANISATION OF COUNCILS - STREET LIGHTING IMPROVEMENT PROGRAM (SLI) 2008

Transport & Road Safety Manager, Mr D Dickey, reports:-

INTRODUCTION

Cessnock City Council has received an invitation from the Southern Sydney Organisation of Councils (SSROC) to join their Street Lighting Improvement Program (SLI) in 2008.

BACKGROUND

The SLI Program consists of 33 out of 39 Councils in Energy Australia's service area that are members, which collectively encompass 85% of public lighting in Energy Australia's distribution territory and about 40% of public lighting in NSW. These Councils have worked closely together since 2003 to implement the findings of the 2002 Street Lighting Review. Hunter Council's currently involved are Port Stephens, Singleton, Lake Macquarie, Newcastle, Gosford and Wyong.

The program has also played a leading role in the adoption of a NSW Public Lighting Code and in advocating for Councils position in IPART pricing decisions and related regulatory reviews.

REPORT

Key activities for members of the SLI Program in 2008 include:

1. Ensuring Energy Australia moves to full compliance with the NSW Public Lighting Code, as they have committed to do, and securing Dept of Water and Energy support for necessary revisions to the Code in their current review.
2. As of 1 January 2008, oversight of street lighting pricing passed to the new Australian Energy Regulator. It is vital that council interests are forcefully represented under the new pricing regime being established in the early part of the year and when Energy Australia's proposal for street lighting pricing for 2009-2014 is made mid-year.
3. Energy Australia is to shortly stage a tender for all types of lighting equipment. This will largely set technology choice for the next 5 years. It is essential that Councils secure agreement on an appropriate portfolio of lighting technologies prior to this tender. If council proposals are successfully adopted, councils will see the elimination of many poorly performing lights and replacement with more modern, robust, effective and energy efficient alternatives. This will result in progressive improvements in the quality of lighting and in compliance with Australian Standards. If fully deployed, there will be reductions in energy consumption and Green House Gas (GHG) emissions of up to 35% compared to the current situation.
4. Energy Saving Fund (ESF) GRANT - In 2006, the Premier of NSW awarded Councils in the SLI Program a \$4.2 million grant to accelerate the deployment of energy efficient lighting. Councils have now secured agreement on the use of new technology, however a lack of agreement on key commercial aspects has stalled progress on the grant. While new participants would not be eligible for funding under this previously awarded grant, the technology and pricing decisions falling out of it have significant ramifications for all Councils.

The past actions of the SLI Program have achieved milestones in benchmarking suitable service standards for street lighting and in negotiating with Energy Australia and IPART in regard to pricing.

The objectives above will realise these member Councils taking a more proactive role in negotiating for infrastructure that will see other benefits to the community such as a reduction in GHG emissions, improved lighting levels and hopefully a realistic pricing regime over the next five years.

Cessnock City Council, for the 2007/08 financial year, allocated a budget of \$517,000 for street lighting and this amount will rise in the near future with each new development and pricing increases for the supply of energy and infrastructure servicing.

At present Council purchases street lighting energy from Energy Australia who is also the service provider. Given this large expenditure it is recommended that Council take an active role in future negotiations with Energy Australia and the best way to do this is to be aligned with other Councils with a similar interest.

FINANCIAL IMPLICATIONS

The cost to participate as a member Council in the SLI Program is \$4,000 pa which if approved would be contained within the street lighting budget.

Associated costs would involve staff time attending meetings in Sydney where necessary and this could involve overnight accommodation.

SUMMARY

Street lighting is a necessary service to Council's community providing guidance to pedestrians and motorists of a night. Without street lighting road safety would be severely compromised.

The cost to supply this service will not decrease over time given the present world market and the large areas identified in Cessnock for future urban development. Given this, it is recommended that Council join the SLI Program as it provides a good option for containing future pricing.

RECOMMENDATION that

1. Council accept the membership offer from the Southern Sydney Organisation of Councils to join their Street Lighting Improvement (SLI) Program;
2. The cost to join the SLI Program and associated staffing costs be contained with the existing street lighting budget;

To: **The General Manager**
Infrastructure & Services
Committee – 7 May 2008

L OLDFIELD
DIRECTOR INFRASTRUCTURE &
SERVICES
29 April 2008

DIRECTOR INFRASTRUCTURE & SERVICES REPORT NO.24 /2008

SUBJECT: TRAFFIC FACILITY CONSTRUCTION PROGRAM 2008/2009

Transport & Road Safety Manager, Mr D Dickey, reports:-

BACKGROUND

Each year the Traffic Facilities Construction program is developed for consideration as part of Council's budget proposals. These projects are recommended to Council by the Local Traffic Committee. The purpose of this report is to advise Council of outstanding traffic facility projects waiting adoption and funding.

TRAFFIC FACILITY PROGRAM

Ranking	Project	Estimate	Year
1	Old Maitland Road Cessnock – reconstruct children's crossing at public school.	\$30,000	2008/09
2	Mayfield Street at Aberdare Road Cessnock – construct pedestrian refuge.	\$16,000	2008/09
3	McGrane Street Cessnock at Leonard Street – construct pedestrian refuge.	\$21,000	2009/2010
4	Boundary St Kurri Kurri at Northcote Street – construct pedestrian refuge.	\$25,000	2009/2010
5	Wollombi Rd Bellbird – pedestrian refuge at Hetton Street.	\$23,000	2010/2011
6	Boundary Street at Pre-School – carpark widening and signposting.	\$25,000	2010/2011
7	Leonard Street Cessnock – pedestrian refuge at McGrane St.	\$23,000	2011/2012
8	Rawson Street Cessnock – Pedestrian refuge at Brandis Street.	\$15,000	2011/2012
9	Lang Street Kurri Kurri – extend the length of the pedestrian refuge immediately west of Alexandra Street to relocate the u-turn movement to a safe distance from the intersection.	\$5,000	2011/2012
10	James Street Cessnock – construct pedestrian refuge at Wollombi Road.	\$15,000	2012/2013
11	Coulson Avenue Cessnock – install LATM in surrounding street network_ INVESTIGATION ONLY.	\$15,000	2012/2013
12	Vincent Street Cessnock – upgrade to marked pedestrian crossing near Rover Motors by road narrowing.	\$17,000	2012/2013
13	Coulson Avenue Cessnock – install LATM in surrounding street network.	\$150,000	2013/2014
14	Leonard Street Cessnock – construct pedestrian refuge at Boomerang Street.	\$15,000	2014/2015
15	Edgeworth Street Cessnock – construct pedestrian refuge and marked 90 degree parking spaces at Vincent Street.	\$10,000	2014/2015
16	Congewai Street Aberdare – construct pedestrian refuge at Quarrybylong Street.	\$15,000	2014/2015
17	Mavis Street Cessnock – construct traffic islands at Lindesay Street.	\$15,000	2015/2016
18	Lang Street Kurri Kurri – construct pavement and linemarking works in accordance with the Local Traffic Committee report 07/84 at the pedestrian crossing outside Kurri Kurri Public School.	\$25,000	2015/2016

This program will complete all traffic facility projects listed to date.

Construction of the first two items, Old Maitland Road and Mayfield Street Cessnock, is proposed in 2008/09.

RECOMMENDATION that Council adopt the program works for Traffic Facility construction identified in this report for the 2008/09 financial year.

To: **The General Manager**
Infrastructure & Services
Committee – 7 May 2008

L OLDFIELD
DIRECTOR INFRASTRUCTURE &
SERVICES
29 April 2008

DIRECTOR INFRASTRUCTURE & SERVICES REPORT NO. 25/2008

**SUBJECT: REPORT OF THE CESSNOCK CITY COUNCIL LOCAL TRAFFIC
 COMMITTEE MEETING HELD ON 17 MARCH 2008**

A meeting of the Cessnock City Council Local Traffic Committee was held on 17 March 2008 and reports as follows:-

Attendees at the meeting included Councillor C Parsons, Councillor J Maybury, Senior Constable M Bernard, Mr G Warnick, Council Officer Mr D Dickey 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: 08/029 HALL STREET CESSNOCK - ROAD SAFETY AT CUMBERLAND
 STREET**

Applicant believes that the intersection of Hall Street and Cumberland Street is hazardous as follows:-

- Hall Street, when travelling west, the sight distance is not adequate;
- Vehicles in Cumberland Street are parked too close to the corner;
- "No Stopping" signs are not fully visible;
- Speed of vehicles in Cumberland Street is a problem.

The Hall Street approaches are currently controlled by single posted "Stop" signs because of the restricted sight distance at Cumberland Street. Sight distance on the eastern approach (from King Street) is assisted by the longitudinal downgrade as the driver's eye is higher, relative to the approaching traffic in Cumberland Street. The opposite applies on the western approach and this restricts the available sight distance.

The existing "No Stopping" restrictions on Cumberland Street comply with RTA requirements and there were no vehicles parked contrary to these restrictions.

No recent traffic count information exists for Cumberland Street to verify the applicant's claims regarding traffic speeds, however it is subject to a 50 km/h speed limit. Crash history indicates that the last recorded crash at the intersection was a "tow-away" type in April 2005, where a westbound vehicle in Hall Street collided with a northbound vehicle in Cumberland Street.

Traffic Facilities Programme works for the intersection include the installation of pedestrian refuges in Hall Street and double posting the "Stop" restrictions, however this project is listed but currently unfunded. Other approved works proposed for Cumberland Street is the installation of edgelines and as part of this work, the holding line for the "Stop" controls could be moved out to the edgeline alignment to improve sight distance. This would not impact on the future construction of pedestrian refuges and would serve as an interim treatment until funding for the pedestrian refuges was available.

RECOMMENDED that:-

1. ***The proposed installation of edgeline (E1) linemarking in Cumberland Street Cessnock be carried out as soon as possible;***
2. ***The existing “Stop” holding lines in Hall Street at Cumberland Street be moved further into the intersection as part of the proposed edgeline treatment for Cumberland Street.***

ITEM NO: 08/030 MARGARET STREET CESSNOCK – CONCERNSWITH SPEEDING TRAFFIC

Applicant says that traffic speeds have increased and she believes her safety is at risk when trying to enter and leave her property. She requests speed humps or some other measures.

Council recently installed a short length of double unbroken (BB) centreline markings at the junction of Margaret Street with Booth Street and it is recommended that these markings be extended on both approaches.

The installation of W1-1 advance warning signs with supplementary speed plates is also supported to confirm the horizontal alignment of the corner and the recommended safe travel speed. Further treatments may be considered after the approved works are installed and the treatments monitored for a suitable period thereafter.

The installation of speed humps is not supported as this is a residential area.

RECOMMENDED that:-

1. ***The existing double unbroken (BB) markings at the corner of Margaret Street and Booth Street Cessnock be extended;***
2. ***W1-1 advance warning signs with supplementary speed advisory plates be installed on each approach to the corner.***

ITEM NO: 08/031 LANEWAY 2692 CESSNOCK - PARKING AT REAR OF No.2 YANGO STREET

Vehicles parking at the Millfield Street end of the laneway beside Reece Plumbing (which is a rear access to properties fronting Maitland Road and Yango Street) are blocking driveways, especially the rear access to No.2 Yango Street. Applicant states that the resident has rung the Rangers and they have placed warning notices on windscreens but are prepared to issue infringement notices if the practice continues. Applicant would like "No Parking" signs installed.

Parking on the eastern side of the laneway beside Reece Plumbing Supplies (in Millfield Street) has steadily increased to the point where vehicles are encroaching over rear accesses to properties fronting Yango Street and Maitland Road.

The installation of “No Stopping” restrictions on both sides of the laneway, over the statutory areas at Millfield Street is supported, however the “No Stopping” should be extended to a point 50m east of Millfield Street (on the southern side) and 40m (on the northern side) to permit two way vehicle travel in the laneway and reduce conflict with parked vehicles near the Millfield Street intersection.

RECOMMENDED that:-

“No Stopping” restrictions be installed in Laneway 2692 Cessnock (beside Reece Plumbing Supplies) as follows:-

1. **On the south side, from Millfield Street to 50m east of Millfield Street;**
2. **On the north side, from Millfield Street to 40m east of Millfield Street.**

ITEM NO: 08/032 CESSNOCK ROAD CLIFBLEIGH - REQUEST FOR BUS STOPS

Resident would like to see a bus stop near 108 Main Road Clifbleigh on both sides of street. [There is] approximately 1.2 km between bus stops at Heddon Street Heddon Greta and the bus stop at Clifbleigh and customer thinks this is too large. [The applicant] has school age children that could use the requested bus stop.

Sight distance for school bus and scheduled service operations in this area of Cessnock Road is good in both directions and there is adequate space on the road shoulders for a bus to stand clear of the travelling lane in safety. Current parking demand does not warrant the installation of “Bus Zone” restrictions and the new bus stops will be marked with a standard ‘J’ post.

Rover Motors were consulted in regard to the proposal and have no objections and the proposed bus stop locations will not impact on any future works on the State Road.

RECOMMENDED that bus stops be installed on both sides of Cessnock Road Clifbleigh at No.106.

ITEM NO: 08/036 PAYNES CROSSING ROAD WOLLOMBI – MISSING GIVE WAY SIGN AT WILLIAMS BRIDGE

The “Give Way” sign for Williams Bridge is missing and it is requested that the signposting on the approaches to the bridge be investigated as well.

Council confirms that the bridge currently has a one-lane span and has no priority control at either end, however there are “No Overtaking or Passing” signs on each approach.

As the bridge is has a single lane carriageway, it is recommended that the approaches be signposted and pavement marked in accordance with RTA requirements for narrow bridges, as follows:-

- Install a “Stop” restriction on the northern approach to the bridge as sight distance across the bridge is better from the north and the carriageway is able to support queued vehicles;
- Install the associated TF holding line (to support the “Stop” sign) and double unbroken (BB) centreline markings on both approaches to the bridge;
- Install advance warning W4-1 “Narrow Bridge” and supplementary W8-2 “35 km/h” speed advisory signs;
- Retain the existing “No Overtaking Or Passing” condition sign on the southern approach only;
- Install advance warning W3-1 “Stop Sign Ahead” sign on the northern approach.

The proposed chicane and approach filter barrier treatment for the bridgeworks at Cunneens Bridge (to the south) entails the construction of a turn-around area approximately 50m north of Williams Bridge and included in this work is the signposting for those barriers. In order to reduce confusion between the filter barriers signposting and the final signposting associated only with Williams Bridge, it is recommended that the “Give Way” priority control be re-established at the northern end of Williams Bridge and that the signposting and pavement marking detailed in this report be installed after the chicane barriers are removed.

RECOMMENDED that signposting and pavement markings be installed on Paynes Crossing Road Wollombi, on both approaches to Williams Bridge, in accordance with RTA requirements for narrow bridges and the Traffic Committee report.

ITEM NO: 08/037 PAYNES CROSSING ROAD WOLLOMBI SIGNPOSTING FOR NARROW SECTION SOUTH OF WILLIAMS BRIDGE

Traffic Committee approval of proposed signposting associated with future roadworks on an 800m section of narrow gravel carriageway from Williams Bridge southwards towards Wollombi which has a steep cut and fill embankment (the narrow section above the Wollombi Brook).

The proposed plans show the installation of a proposed 40km/h speed limit, temporary double posted “Part Road Closed” signs, advance warning “Road Narrows - One Lane - 120m” signs, “No Overtaking Or Passing” signs, a single posted “Give Way” restriction (with advance warning “Give Way Ahead” sign) on the southern approach, with similar signage and a temporary double posted “Prepare To Stop” signs on the northern approach.

With regard to the proposed signposting, it is recommended that the narrow section of road be signposted in accordance with the RTA’s requirements for narrow bridges and in accordance with the following amendments.

On the southern approach, all proposed signposting be retained except the following:-

- The proposed single posted R6-1 “No Overtaking Or Passing” sign be deleted;
- The proposed single posted W3-2 advance warning “Give Way Ahead” sign be replaced with a W3-1(B) “Stop Sign Ahead” sign;
- The proposed single posted R1-2 “Give Way” sign be replaced with a R1-1(B) “Stop” sign.

On the northern approach, all proposed signposting be retained except the following:-

- The proposed double posted T1-18 “Prepare To Stop” signs be deleted.

Installation of the reduced speed limit will be subject to RTA investigation and will be carried out independently of the other signposting shown on the plans.

With these amendments included on the proposed plans, it is recommended that the proposed signposting be approved.

RECOMMENDED that the proposed traffic control signposting associated with the reconstruction of Paynes Crossing Road Wollombi from Williams Bridge to a point 800m south of Williams Bridge be approved in accordance with the Traffic Committee report and amended Drawing Ref. No.4434 // 07/08/:3898.

INFORMAL MATTERS

**ITEM NO: 08/027 CESSNOCK ROAD ABERMAIN - SIGHT DISTANCE
AT DOCTORS SURGERY EXIT**

General Business from Traffic Committee meeting of 18 February 2008.

Councillor Parsons raised a concern (on behalf of the Abermain General Practice) about the difficulty staff at the surgery are having when exiting the surgery car park, in particular when there are vehicles parked on street, outside the surgery.

As the matter relates to the State Road (MR 588), it is recommended that the request be referred to the RTA for further investigation.

RECOMMENDED that the RTA be requested to investigate the existing sight distance on Cessnock Road Abermain at the Abermain doctor's surgery.

**ITEM NO: 08/028 CHARLES STREET ABERMAIN – PEDESTRIAN
REFUGE AT WILLIAM STREET**

Consider the installation of a pedestrian refuge in Charles Street at the William Street intersection

The installation of a pedestrian refuge in Charles Street at William Street was not supported by the Traffic Committee as the numbers of pedestrians likely to use the facility was considered to be low.

RECOMMENDED that no action be taken.

**ITEM NO: 08/033 WINE COUNTRY DRIVE NULKABA – CONCRETE
BARRIERS AT CALVARY NURSING HOME**

General Business from Traffic Committee meeting of 18 February 2008.

Councillor Parsons raised a concern on behalf of the Calvary Nursing Home about the existing concrete barriers that are in place on Wine Country Drive outside the Calvary Nursing Home. The concrete barriers were placed on site by Daracon Engineering (who are carrying out roadworks for the nearby service station development) and are restricting available sight distance for drivers exiting Calvary.

The junction of the Calvary Nursing Home access road with Wine Country Drive is subject to a "Stop" control and the signs and markings are in good condition.

The existing concrete barriers form part of delineation measures associated with road reconstruction on Wine Country Drive (being carried out by Daracon) and are necessary as the road shoulder is being excavated for reconstruction. The barriers are located on the edge of the excavation and cannot be moved away from the adjacent carriageway until the road base on the shoulder is compacted and sealed.

As the roadworks are associated with the State Road (MR 220), it is recommended that the RTA be requested to investigate alternate measures to assist sight distance at the access.

RECOMMENDED that the RTA be requested to investigate improved sight distance conditions at the intersection of the Calvary Nursing Home access road with Wine Country Drive Nulkaba.

ITEM NO: 08/034 LANEWAY 4691 STANFORD MERTHYR – CLOSURE OF LANEWAY

Laneway behind No.2 Anvil Street Stanford Merthyr is being used by motorcycles all the time. The elderly owner would like Council to block off laneway to stop them travelling on it, like they did at Colliery Road. Noise is upsetting resident.

The laneway at the rear of the applicant's property serves as rear access to properties adjoining the laneway and access is only available from the Seaham Street end. Access from the northern is not available as it abuts bushland.

RECOMMENDED that no action be taken.

ITEM NO: 08/035 HALL STREET WESTON - PEDESTRIAN REFUGE AT CESSNOCK ROAD

Consider the installation of a pedestrian refuge in Hall Street at the Cessnock Road intersection.

The installation of a pedestrian refuge in Hall Street at Cessnock Road was not supported by the Traffic Committee as the numbers of pedestrians likely to use the facility was considered to be low.

RECOMMENDED that no action be taken.

RECOMMENDATION that Council endorse the report of the Cessnock City Council Local Traffic Committee meeting held on 17 March 2008.

To: **The General Manager**
Infrastructure & Services
Committee – 7 May 2008

L OLDFIELD
DIRECTOR INFRASTRUCTURE &
SERVICES
29 April 2008

DIRECTOR INFRASTRUCTURE & SERVICES REPORT NO. 26/2008

SUBJECT: ROAD NAMING – PROPOSED NEW SUBDIVISIONS WITHIN THE HEZ DEVELOPMENT AT PELAW MAIN

Roads, Bridges & Drainage Manager, Mr J Booth, reports:-

PURPOSE

For the concurrence of Council to the proposed names of future new roads in proposed subdivisions within the HEZ Development at Pelaw Main.

BACKGROUND

HEZ have requested Council's approval to the new names of "Richie", "Bottlebrush", "Wattle", "Gum Tree", "Eucalypt" and "Possum" for proposed new roads in the HEZ Development at Pelaw Main.

The developers have complied with the principles of the "Guidelines for the Naming of Roads" produced by the Geographical Names Board of New South Wales and provided a document (refer to the Enclosure to this Report) to Council containing a brief description supporting each of the proposed new names.

INFORMATION

These names were originated and short-listed from submissions received during a competition held by Hunter Economic Zone in 2004 between six primary schools in the vicinity of the HEZ Development.

Currently there are no other streets with these names in the Cessnock Local Government Area.

RECOMMENDATION that:-

1. Council supports the proposed names of "Richie", "Bottlebrush", "Wattle", "Gum Tree", "Eucalypt" and "Possum" for future new roads in proposed subdivisions within the HEZ Development at Pelaw Main.
2. Council proceeds with the provisions of section 162 of the Roads Act 1993 and the provisions of Section 7 of the Roads (General) Regulation 2000 regarding notifications and advertising, at the appropriate time.

To: **The General Manager**
Infrastructure & Services
Committee – 7 May 2008

L OLDFIELD
DIRECTOR INFRASTRUCTURE &
SERVICES
29 April 2008

DIRECTOR INFRASTRUCTURE & SERVICES REPORT NO. 27/2008

**SUBJECT: URBAN RESEALING PROGRAM INCLUDING MINOR REHABILITATION
2008/2009**

Roads, Bridges & Drainage Manager, Mr J Booth, reports:-

PURPOSE

The following report lists priorities for the 2008/2009 Urban Resealing Program including Minor Rehabilitation.

BACKGROUND

As set out in the Roads, Bridges & Drainage Manager's Council Briefing on Wednesday 13 February 2008 the total level of funding for the 2008/2009 Urban and Rural Programs is assumed to be similar to this year with a 2.0% increase allowed for annualised salary/wage increases and CPI increases affecting materials, plant, haulage and contracts. It should be noted that the construction industry CPI was 4.3% over the last 12 months, therefore allocations are falling behind cost rises. Council cannot raise additional revenue due to "rate pegging."

Based on previous allocations to the Urban Reseal Program an amount of \$502,900 was proposed for this program under Essential Discretionary Items of the 2008/2009 Program Budget submission.

As discussed at the Roads, Bridges & Drainage Manager's Council Briefing the proposed mix of allocation of funding across urban and rural resealing and Local Roads rehabilitation is to address current infrastructure needs to ensure the greatest long term benefits to Council's road network are achieved, given the total amount of funding available from all sources.

Information supplied in the Roads, Bridges & Drainage Manager's Council Briefing indicated that Council has approximately 285 kilometres of urban sealed roads in its local road network. In addition there are 13 kilometres of sealed urban Regional Roads for which Council receives some funding from the State Government through the RTA to undertake reseals.

ASSESSMENT OF PROJECT PRIORITIES

A road resurfacing project is one which requires the application of a bitumen seal or other surface treatment so as to extend the life of the road pavement. The existing wearing surface of any section selected is usually in fair condition and the pavement base is sound. A road rehabilitation project, on the other hand, includes works to strengthen the road pavement and/or improve the road alignment and the width to bring the road up to "as new" condition.

Bitumen used as the binder in bitumen seals and asphaltic concrete (AC), ages and becomes brittle due to oxidation. When brittle the bitumen cracks and loses its ability to waterproof the road surface. The effective life of the bitumen binder is a function of the climatic conditions and the traffic volume. It is therefore essential to program resealing before the surface has deteriorated to the point where water is entering the pavement and failures such as potholes have occurred.

Industry standards are that road resealing and resurfacing works (in the case of AC wearing surfaces) are carried out at intervals of 7 – 13 years to maintain the asset and defer the need for rehabilitation works. To even achieve a resealing frequency of 15 years Council should be resealing 6.7 percent or 19.1 kilometres of urban roads every year.

Based on current available funding and the cost of these selected works Council is able to achieve approximately 6.61 km of road length (this includes 2.15km of road length under the Infrastructure Improvement Program) for the financial year 2008/2009. This represents 2.3% of total sealed urban local road network (equivalent to reseal cycle of 43.5 years).

It should be noted that unit rates are currently high because the present strategy is to address the streets requiring high amounts of pretreatment (minor rehabilitation, pavement widening, heavy patching and edge repairs etc.); however as the program progresses savings are anticipated in the amount of pretreatment required due to earlier intervention. In addition some AC resurfacing will also be carried out, which has higher unit rates.

Council's Intervention Rule Base was updated on the two sets of data collected three (3) years apart. The newer data has provided an indication of the change in network condition (good and bad) over the intervening three (3) years given the construction, rehabilitation and resealing/resurfacing works undertaken and changing age, environment and traffic on the network. Council is now due to call tenders to collect road inventory and condition data and update our data base.

Candidate reseal lengths were identified by application of the information collected from Council's road asset inventory and condition data (IMG 2001 and PMS 2004) and application of Council's Intervention Rule Base. The rate in deterioration of the various condition indicators (stripping, cracking and defects) relevant to bitumen seal condition were assessed between 2001 and 2004. This ensures that the segments most in need are undertaken using the most appropriate treatment to optimise the allocation of Council's available funding. Stripping was found to be the lead indicator for seal condition. A priority program for urban road resealing works has been formulated on this reviewed information.

All urban segments were assessed on the following criteria applying the Intervention Rule Base developed jointly by Roads, Bridges & Drainage Section and consultant Infrastructure Management Group, as modified in consideration of the PMS 2004 data:

- Stripping (loss of aggregate);
- Extent of cracking in seal;
- Extent of pavement deformation and defects;
- Traffic data; and
- Age of existing seal (if known).

In the case of urban sub arterial and collector roads (i.e. roads having higher status than local roads in the road hierarchy due to greater traffic volumes), roughness counts were also available for use in the assessment.

Segments identified for resealing and resurfacing were cross checked against projects listed in Council's adopted 5 year Urban Construction Program to eliminate segments proposed for rehabilitation or reconstruction. Relevant Works & Services staff were consulted regarding input on issues, such as high cost maintenance problem areas.

Prior to final determination of lengths and optimum treatments, detailed inspections of the identified segments will be undertaken. Where seal widths are below 5.0 m the opportunity is being taken to increase to 7 metre minimum, where practical, to reduce shoulder and edge wear and mitigate dust.

It should be noted that the extent of pavement deformation due to rutting, shoving, potholing and edge and pavement failures may be such that heavy patching and edge repairs followed by resealing will not restore the pavement surface.

In these cases full pavement rehabilitation/reconstruction is usually the only option; however in some cases the surface can be scarified by grader, additional pavement added and resealed as a minor rehabilitation work. This is a more cost effective treatment than extensive asphalt concrete heavy patching.

Due to the cost of preparatory work (such as heavy patching, crack sealing and edge repairs) required prior to the actual application of the bitumen reseal some flexibility must be allowed in the program as to the actual quantity of work to be completed.

With this in mind, and as with other adopted Council programs, the works will be implemented with Council being regularly made aware of the progress of the program and subsequently any anticipated variations i.e. either carrying over reseals into the next financial year if costs are higher than estimated, or bringing reseals forward from the following years program if costs are lower than estimated.

A number of other projects were reassessed as requiring an excessive amount of costly heavy patching and have been referred for consideration for rehabilitation under the Urban Construction Program.

RECOMMENDATION that the following priority list of Urban Resealing Projects be adopted for 2008/2009

URBAN RESEALS & MINOR REHABILITATION 2008/2009							
Unique ID	Street Name	From Street	To Street	Suburb	Ward	Length	Final Cost
3587,4	Bowden St	Heddon St	Change Seal	Heddon Greta	D	90	\$15,600.00
4220,1	Reid St	Cessnock	Dead End	North Rothbury	C	333	\$24,300.00
4460,1	Ellalong St	Thornton	Tarro	Pelaw Main	C	210	\$34,200.00
3400,2	Kline St	Scott	Cessnock	Weston	C	75	\$9,400.00
4400,1	William St	Millfield	Blacks	Paxton	A	215	\$13,600.00
400,2	Melbourne St	Goulburn	Bathurst	Abermain	C	170	\$13,600.00
180,2	Armidale St	Orange	Grafton	Abermain	C	152	\$14,500.00
170,3	Albury St	Maitland	Lismore	Abermain	C	380	\$30,400.00
1490,3	Wyndham St	Lindsay	George	East Branxton	C	255	\$21,700.00
1080,1	Prince St	Sparke	Hetton	Bellbird	A	305	\$45,600.00
1080,2	Prince St	Hetton	Change Seal	Bellbird	A	95	\$16,500.00
1080,2	Prince St	Change Seal	Dead End	Bellbird	A	120	\$11,700.00

URBAN RESEALS & MINOR REHABILITATION 2008/2009							
Unique ID	Street Name	From Street	To Street	Suburb	Ward	Length	Final Cost
1440,3	Station St	Fleet	Railway	Branxton	C	195	\$15,600.00
60,1	Congewai St	Colliery	Caledonian	Aberdare	B	110	\$22,000.00
60,1	Congewai St	Colliery	Caledonian	Aberdare	B	110	\$11,600.00
1950,1	Catherine St	James	Michael	Cessnock	B	225	\$27,000.00
1700,2	McFarlane St	Fifth	Houston	Cessnock	B	270	\$52,700.00
1700,3	McFarlane St	Houston	Vincent	Cessnock	B	220	\$43,000.00
2990,1	Melton Av	Ferguson	Anzac	Cessnock	B	200	\$18,200.00
2260,2	Michael St	Catherine	Daniel	Cessnock	B	190	\$17,200.00
2260,3	Michael St	Daniel	Dead End	Cessnock	B	240	\$18,000.00
2670,1	Davidson St	Boomerang	Bent	Cessnock	B	215	\$16,200.00
10072,1	Helen St	Shedden	Wollombi	Cessnock	B	85	\$10,300.00
				TOTAL		4460	\$502,900.00

To: **The General Manager**
 Infrastructure & Services
 Committee – 7 May 2008

L OLDFIELD
DIRECTOR INFRASTRUCTURE &
SERVICES
 29 April 2008

DIRECTOR INFRASTRUCTURE & SERVICES REPORT NO. 28/2008

**SUBJECT: RURAL RESEALING PROGRAM INCLUDING MINOR REHABILITATION
2008/2009**

Roads, Bridges & Drainage Manager, Mr J Booth, reports:-

PURPOSE

The following report lists priorities for the 2008/2009 Rural Resealing Program including Minor Rehabilitation.

BACKGROUND

As set out in the Roads, Bridges & Drainage Manager's Council Briefing on Wednesday 13 February 2008 the total levels of funding for the 2008/2009 Urban and Rural Programs is assumed to be similar to this year with a 2.0% increase allowed for annualised salary/wage increases and CPI increases affecting materials, plant, haulage and contracts. It should be noted that the construction industry CPI was 4.3% over the last 12 months, therefore allocations are falling behind cost rises. Council cannot raise additional revenue due to "rate pegging."

Based on previous allocations to the Rural Reseal Program an amount of \$310,300 was proposed for this program under Essential Discretionary Items of the 2008/2009 Program Budget submission.

As discussed at the Roads, Bridges & Drainage Manager's Council Briefing the proposed mix of allocation of funding across urban and rural resealing and Regional Roads rehabilitation is to address current infrastructure needs to ensure the greatest long term benefits to Council's road network are achieved, given the total amount of funding available from all sources.

Information supplied in the Roads, Bridges & Drainage Manager's Council Briefing indicated that Council has approximately 224 kilometres of rural sealed roads in its local road network. In addition there are 86 kilometres of sealed rural Regional Roads for which Council receives some funding from the State Government through the RTA to undertake reseals.

ASSESSMENT OF PROJECT PRIORITIES

A road resurfacing project is one which requires the application of a bitumen seal or other surface treatment so as to extend the life of the road pavement. The existing wearing surface of these projects is usually in fair condition and the pavement base is sound. A road rehabilitation project, on the other hand, includes works to strengthen the road pavement and/or improve the road alignment and the width to bring the road up to "as new" condition.

Bitumen used as the binder in bitumen seals and asphaltic concrete (AC), ages and becomes brittle due to oxidation. When brittle the bitumen cracks and loses its ability to waterproof the road surface. The effective life of the bitumen binder is a function of the climatic conditions and the traffic volume.

It is therefore essential to program resealing before the surface has deteriorated to the point where water is entering the pavement and failures such as potholes have occurred. Industry standards are that road resealing and resurfacing works (in the case of AC wearing surfaces) are carried out at intervals of 7 – 13 years to maintain the asset and defer the need for rehabilitation works. To even achieve a resealing frequency of 15 years Council should be resealing 6.7 percent or 14.6 kilometres of rural roads every year.

Based on current available funding and the cost of these selected works Council is able to achieve approximately 5.93 km of road length (this includes 2.14km of road length under the Infrastructure Improvement Program) for the financial year 2008/2009. This represents 2.65% of total sealed urban local road network (equivalent to reseal cycle of 37.7 years).

It should be noted that unit rates are currently high because the present strategy is to address the streets requiring high amounts of pretreatment (minor rehabilitation, pavement widening, heavy patching and edge repairs etc.); however as the program progresses savings are anticipated in the amount of pretreatment required due to earlier intervention. In addition some AC resurfacing will also carry out, which has higher unit rates.

Council's Intervention Rule Base has been updated on the two sets of data collected three (3) years apart (IMG 2001 and PMS 2004). The newer data has provided an indication of the change in network condition (good and bad) over the intervening three (3) years given the construction, rehabilitation and resealing/resurfacing works undertaken and changing age, environment and traffic on the network.

Candidate reseal lengths were identified by application of the information collected from Council's road asset inventory and condition data (IMG 2001 and PMS 2004) and application of the "Intervention Rule Base". The rate in deterioration of the various condition indicators (stripping, cracking and defects) relevant to bitumen seal condition were assessed between 2001 and 2004. This ensures that the segments most in need are undertaken using the most appropriate treatment to optimise the allocation of Council's available funding. Stripping was found to be the lead indicator for seal condition. A priority program for rural road resealing works has been formulated on this reviewed information.

All rural segments were assessed on the following criteria applying an Intervention Rule Base developed jointly by Roads, Bridges & Drainage Section and consultant Infrastructure Management Group, as modified in consideration of the PMS 2004 data:

- Stripping (loss of aggregate);
- Extent of cracking in seal;
- Extent of pavement deformation and defects;
- Traffic data; and
- Age of existing seal (if known).

In the case of rural sub arterial and collector roads (i.e. roads having higher status than local roads in the road hierarchy due to greater traffic volumes), roughness counts were also available for use in the assessment.

Segments identified for resealing and resurfacing were cross checked against projects listed in Council's adopted 5 year Rural Construction Program to eliminate segments proposed for rehabilitation or reconstruction. Relevant Works & Services staff were consulted regarding input on issues, such as high cost maintenance problem areas.

Prior to final determination of lengths and optimum treatments, detailed inspections of the identified segments will be undertaken. Where seal widths are below 5.0 m the opportunity is being taken to increase to 7 metre minimum, where practical, to reduce shoulder and edge wear and mitigate dust.

It should be noted that the extent of pavement deformation due to rutting, shoving, potholing, edge and pavement failures may be such that heavy patching and edge repairs followed by resealing will not restore the pavement surface.

In these cases full pavement rehabilitation/reconstruction is the only option; however in some cases the surface can be scarified by grader, additional pavement added and resealed as a minor rehabilitation work. This is a more cost effective treatment than extensive asphalt concrete heavy patching.

Due to the cost of preparatory work (such as heavy patching, crack sealing and edge repairs) required prior to the actual application of the bitumen reseal some flexibility must be allowed in the program as to the actual quantity of work to be completed. For example in 2005 to 2007 on Sandy Creek Road at Mt Vincent, 2710 lineal metres of shoulder widening one metre on each side was completed to widen the seal from 6 metres to 8 metres.

This is essential due to the increased traffic volume using Sandy Creek Road now that it is sealed from Ellalong to Leggetts Drive, Mount Vincent and to provide a wider pavement for cyclists and pedestrians. The full width of this section was then resealed under the Rural Reseal Program 2006/07.

In addition the estimates are concept estimates and will be reviewed on the basis of detailed estimation of each project by Works and Services. The projects are listed in priority order and accordingly any incomplete reseal length will become the highest priority for 2009/2010.

With this in mind, and as with other adopted Council programs, the works will be implemented with Council being regularly made aware of the progress of the program and subsequently any anticipated variations i.e. either carrying over reseals into the next financial year if costs are higher than estimated, or bringing reseals forward from the following years program if costs are lower than estimated. A number of other projects were reassessed as requiring an excessive amount of costly heavy patching and have been referred for consideration for rehabilitation under the Rural Construction Program.

RECOMMENDATION that the following priority list of Rural Resealing Projects including Minor Rehabilitation be adopted for 2008/2009.

RURAL RESEALS & MINOR REHABILITATION 2008/2009								
Unique ID	Street Name	Start Chainage	End Chainage	Suburb	Ward	Length	Width	Final Cost
5085,6	Buchanan Rd	2500.00	3000.00	Buchanan	D	500	7.00	\$35,000.00
5085,7	Buchanan Rd	3000.00	3500.00	Buchanan	D	500	10.00	\$67,500.00
5085,8	Buchanan Rd	3500.00	4000.00	Buchanan	D	500	7.00	\$47,400.00
5085,9	Buchanan Rd	4000.00	4500.00	Buchanan	D	500	7.00	\$47,400.00
5145,2	Hermitage Rd	500.00	1000.00	Pokolbin	A	500	6.00	\$30,000.00
4732,3	Heaton Rd	1000.00	1500.00	Quorrobolong	A	500	6.00	\$30,000.00
5043,3	Hart Rd	655.00	1155.00	Loxford	D	500	7.00	\$35,000.00
5155,14	Talga Rd	4664.00	4939.00	Rothbury	C	290	6.00	\$18,000.00
				TOTAL		3790		\$310,300.00

To: **The General Manager**
Infrastructure & Services
Committee – 7 May 2008

L OLDFIELD
DIRECTOR INFRASTRUCTURE & SERVICES
29 April 2008

DIRECTOR INFRASTRUCTURE & SERVICES REPORT NO. 29/2008

**SUBJECT: INFRASTRUCTURE IMPROVEMENT PROGRAM (RATE INCREASE -
URBAN & RURAL RESEALING/IMPROVEMENT) INCLUDING MINOR
REHABILITATION 2008/2009**

Roads, Bridges & Drainage Manager, Mr J Booth, reports:-

PURPOSE

The following report lists priorities for the 2008/2009 Infrastructure Improvement Program (Rate Increase) – Urban & Rural Resealing/Improvement) including Minor Rehabilitation and Reconstruction/Rehabilitation components.

BACKGROUND

As set out in the Roads, Bridges & Drainage Manager's Council Briefing on Wednesday 13 February 2008 the total levels of funding for the 2008/2009 Urban and Rural Programs is assumed to be similar to this year with a 2.0% increase allowed for annualised salary/wage increases and CPI increases affecting materials, plant, haulage and contracts. It should be noted that the construction industry CPI was 4.3% over the last 12 months, therefore allocations are falling behind cost rises. Council cannot raise additional revenue due to "rate pegging."

The "Infrastructure Improvement Program" is funded by a 6.05% rate increase approved by the Minister for Local Government commencing in 2006/2007. In 2008/2009 it is proposed to allocate the total \$1, 024, 000 funding set aside for road, bridge and drainage infrastructure as follows:

1. \$399,400 to undertake additional resealing & minor rehabilitation/improvement works on Local Roads:
2. \$224,600 to undertake additional resealing & minor rehabilitation/improvement works on Local Roads: to accelerate Council's current Urban and Rural Resealing/Minor Rehabilitation Programs: and
3. \$400,000 for reconstruction of Paynes Crossing Road to augment Auslink Roads to Recovery "Roads of Regional Significance" funding under the Rural Construction Program.

As discussed at the Roads, Bridges & Drainage Manager's Council Briefing the proposed mix of allocation of funding across urban and rural resealing and Regional Roads rehabilitation is to address current infrastructure needs to ensure the greatest long term benefits to Council's road network are achieved, given the total amount of funding available from all sources.

Information supplied in the Roads, Bridges & Drainage Manager's Council Briefing indicated that Council has approximately 285 kilometres of urban sealed roads and 224 kilometres of rural sealed roads in its local road network. In addition there are 13 kilometres of sealed urban Regional Roads and 86 kilometres of sealed rural Regional Roads for which Council receives some funding from the State Government through the RTA to undertake reseals.

ASSESSMENT OF PROJECT PRIORITIES

Assessment of priorities was as per the Urban and Rural Resealing and Minor Rehabilitation Programs, since the Infrastructure Improvement Program augment these Programs.

Based on current available funding and the cost of these selected works Council is able to achieve approximately 2.15 km of road length for urban and 2.14 km of road length for rural local road network for the financial year 2008/2009.

In addition the estimates are concept estimates and will be reviewed on the basis of detailed estimation of each project by Works and Services. The projects are listed in priority order and accordingly any incomplete reseal length will become the highest priority for 2009/2010.

With this in mind, and as with other adopted Council programs, the works will be implemented with Council being regularly made aware of the progress of the program and subsequently any anticipated variations i.e. either carrying over reseals into the next financial year if costs are higher than estimated, or bringing reseals forward from the following years program if costs are lower than estimated. A number of other projects were reassessed as requiring an excessive amount of costly heavy patching and have been referred for consideration for rehabilitation under the Urban or Rural Construction Program.

RECOMMENDATION that the following Urban & Rural Reseals & Minor Rehabilitation 2008-09 with Rate increase funding be adopted for 2008/2009.

URBAN RESEALS & MINOR REHABILITATION 2008- 09 WITH							
RATE INCREASE FUNDING							
Unique ID	Street Name	From Street	To Street	Suburb	Ward	Length	Final Cost
3910,19	Lang St	Boundary Road	Mulbring Street	Kurri Kurri/Weston	D	200	\$28,500.00
3910,20	Lang St	Mulbring Street	Change Seal	Kurri Kurri/Weston	D	380	\$41,800.00
3910,21	Lang St	Change Seal	Change Seal	Kurri Kurri/Weston	D	80	\$8,800.00
	Lang St	Change Seal	Change Seal	Kurri Kurri/Weston	D	120	\$22,800.00
	Lang St	Change Seal	Hospital	Kurri Kurri/Weston	D	110	\$12,800.00
210,12&30	Cessnock Rd	Hall Street	Overhead	Weston	C	280	\$75,600.00
2360,3&4	Sergeant St	Hickey	Edith	Cessnock	B	273	\$84,000.00
180,3	Armidale St	Grafton	Bathurst	Abermain	C	170	\$34,000.00
4520,1	Millfield St	Thornton St	Tarro Street	Pelaw Main	C	210	\$57,500.00
3840,2	Greta St	Aberdare	Maitland	Kurri Kurri	D	125	\$19,000.00
3587,1	Bowden St	Dead End West	Young	Heddon Greta	D	200	\$14,600.00
				TOTAL		2148	\$399,400.00

RURAL RESEALS & MINOR REHABILITATION 2008/2009 WITH RATE INCREASE FUNDING								
Unique ID	Street Name	Start Chainage	End Chainage	Suburb	Ward	Length	Width	Final Cost
3065,1	Old Maitland Rd	0.00	187.00	Cessnock	B	180	8.00	\$17,300.00
5395,9	Oakey Creek Rd	2663.00	2851.00	Pokolbin	A	190	7.00	\$13,300.00
119,1	Sandy Creek Rd	6437.00	6669.00	Mount Vincent	A	225	7.00	\$15,800.00
2290,20	Mount View Rd	3747.00	3993.00	Mount View	A	225	6.50	\$14,700.00
8105,1	Richmond Vale Road	0.00	45.00	Richmond Vale	D	40	Varies	\$13,500.00
8105,1	Richmond Vale Road	45.00	305.00	Richmond Vale	D	260	7.00	\$45,500.00
8200,14	Quorrobolong Rd (From Abernethy St South)	0.00	500.00	Kitchener	A	500	5.50	\$62,500.00
486,1	Kearsley Rd (From Bruce St)	0.00	500	Abernethy	A	275	8.00	\$22,000.00
5155,6	Talga Rd	2186.00	2339.00	Rothbury	C	125	6.50	\$9,800.00
5155,12	Talga Rd	4442.00	4564.00	Rothbury	C	120	5.00	\$10,200.00
				TOTAL		2140		\$224,600.00

To: **The General Manager**
Infrastructure & Services
Committee – 7 May 2008

L OLDFIELD
DIRECTOR INFRASTRUCTURE & SERVICES
29 April 2008