



INFRASTRUCTURE POLICY COMMITTEE

AGENDA

6 OCTOBER 2020

Notice is hereby given, in accordance with the provisions of the Local Government Act 1993 that an **INFRASTRUCTURE POLICY COMMITTEE MEETING of ORANGE CITY COUNCIL** will be held in the **COUNCIL CHAMBER, CIVIC CENTRE, BYNG STREET, ORANGE WITH AN OPTION OF ONLINE CONFERENCING PLATFORM ZOOM DUE TO COVID-19 REQUIREMENTS** on **Tuesday, 6 October 2020.**

David Waddell
CHIEF EXECUTIVE OFFICER

For apologies please contact Administration on 6393 8218.

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1 INTRODUCTION

1.1 DECLARATION OF PECUNIARY INTERESTS, SIGNIFICANT NON-PECUNIARY INTERESTS AND LESS THAN SIGNIFICANT NON-PECUNIARY INTERESTS

The provisions of Chapter 14 of the Local Government Act, 1993 (the Act) regulate the way in which Councillors and designated staff of Council conduct themselves to ensure that there is no conflict between their private interests and their public role.

The Act prescribes that where a member of Council (or a Committee of Council) has a direct or indirect financial (pecuniary) interest in a matter to be considered at a meeting of the Council (or Committee), that interest must be disclosed as soon as practicable after the start of the meeting and the reasons given for declaring such interest.

As members are aware, the provisions of the Local Government Act restrict any member who has declared a pecuniary interest in any matter from participating in the discussion or voting on that matter, and requires that member to vacate the Chamber.

Council's Code of Conduct provides that if members have a non-pecuniary conflict of interest, the nature of the conflict must be disclosed. The Code of Conduct also provides for a number of ways in which a member may manage non pecuniary conflicts of interest.

RECOMMENDATION

It is recommended that Committee Members now disclose any conflicts of interest in matters under consideration by the Infrastructure Policy Committee at this meeting.

2 COMMITTEE MINUTES

2.1 MINUTES OF THE CITY OF ORANGE TRAFFIC COMMITTEE MEETING - 8 SEPTEMBER 2020

RECORD NUMBER: 2020/1771

AUTHOR: Ian Greenham, Director Technical Services

EXECUTIVE SUMMARY

The City of Orange Traffic Committee held a meeting on 8 September 2020 and the recommendations from that meeting are presented to the Infrastructure Policy Committee for adoption.

LINK TO DELIVERY/OPERATIONAL PLAN

The recommendation in this report relates to the Delivery/Operational Plan strategy “9.1 Preserve - Construct and maintain a road network meets the community’s transport and infrastructure needs”.

FINANCIAL IMPLICATIONS

The cost of signage will be funded from the line marking budget.

POLICY AND GOVERNANCE IMPLICATIONS

Nil

RECOMMENDATION

That Council resolves:

- 1 To acknowledge the reports presented to the City of Orange Traffic Committee at its meeting of 8 September 2020.**
- 2 To determine Recommendations 3.1 and 3.2 from the minutes of the City of Orange Traffic Committee meeting of 8 September 2020 being:**
 - 3.1 That Council install No Stopping signs on the SW and SE side of March Street/Ophir Road and Winter Street intersection.**
 - 3.2 That Council approve the Sampson Street FOOD Week Lunch to be held on 10 April 2021 subject to the attached Conditions of Consent.**
- 3 That the remainder of the minutes of the City of Orange Traffic Committee Meeting of 8 September 2020 be adopted.**

FURTHER CONSIDERATIONS

Consideration has been given to the recommendation’s impact on Council’s service delivery; image and reputation; political; environmental; health and safety; employees; stakeholders and project management; and no further implications or risks have been identified.

ATTACHMENTS

- 1 COTC 8 September 2020 Minutes
- 2 COTC 8 September 2020 Agenda, D20/56580 [↓](#)

ORANGE CITY COUNCIL

MINUTES OF THE

CITY OF ORANGE TRAFFIC COMMITTEE

HELD IN COUNCIL CHAMBER, CIVIC CENTRE, BYNG STREET, ORANGE

ON 8 SEPTEMBER 2020

COMMENCING AT 9.30AM

1 INTRODUCTION

ATTENDANCE

Cr R Turner (Chairperson), Snr Sgt Peter Foran, Mr Geoff Lewis, Ms Deanne Freeman (RMS), Manager Development Assessments, Strategic Planning and Design Engineer, Road Safety Officer, Works Manager, Manager Engineering Services, Communications Officer, Divisional Administration Officer

1.1 Apologies and Leave of Absence

RECOMMENDATION

Mr G Lewis/Cr R Turner

That the apologies be accepted from Mr Richard Drooger and Manager Development Assessments for the City of Orange Traffic Committee meeting on 8 September 2020.

1.2 Acknowledgement of Country

1.3 Declaration of pecuniary interests, significant non-pecuniary interests and less than significant non-pecuniary interests

Nil

2 PREVIOUS MINUTES

RECOMMENDATION

Mr G Lewis/Cr R Turner

That the Minutes of the Meeting of the City of Orange Traffic Committee held on 11 August 2020 (copies of which were circulated to all members) be and are hereby confirmed as a true and accurate record of the proceedings of the City of Orange Traffic Committee meeting held on 11 August 2020.

3 GENERAL REPORTS

3.1 INTERSECTION OF MARCH AND WINTER STREETS AND OPHIR ROAD

TRIM REFERENCE: 2020/1651

RECOMMENDATION**Mr G Lewis/Cr R Turner**

That Council install No Stopping signs on the SW and SE side of the March Street/Ophir Road and Winter Street intersection.

3.2 SAMPSON STREET FOOD WEEK LUNCH 2021

TRIM REFERENCE: 2020/1675

RECOMMENDATION**Cr R Turner/Mr G Lewis**

That Council approve the Sampson Street FOOD Week Lunch to be held on 10 April 2021 subject to the attached Conditions of Consent.

GENERAL BUSINESS

CBD 40KM/H Speed Reduction

The Committee discussed a 40km/h zone within the city CBD (Hill to Peisley Street, Byng to Kite Street) and a separate report be furnished to Council for its consideration.

Intersection of Mitchell Highway and Thompson Road

Discussion was held regarding the intersection of the Mitchell Highway and Thompson Road. It was decided that Council write to Transport for NSW requesting that it consider undertaken intersection improvements to address safety concerns at this intersection.

Number of off road accidents – NDR/Mitchell Highway

The Committee was advised of a number of off road accidents on the NDR/Mitchell Highway. Transport for NSW have increased size of speed sign. Non-slip surface to be applied.

Crash Data for Blackspot Funding

Projects up for consideration for 2021/2022 Financial Year:

- Nile and Byng Intersection – Raised Speed Platform (speed reduction)
- Dalton and Sampson - Raised Speed Platform (speed reduction)
- Dalton and Clinton – One lane roundabout
- Dalton Street (Mclachlan Street to Ophir Road)- Line Marking and Lighting
- Hill and Gardiner - Raised Speed Platform (speed reduction)
- Kite Street Pedestrian Crossing – Extend Pedestrian Blisters and possible speed limit reduction

THE MEETING CLOSED AT 10.25AM.



CITY OF ORANGE TRAFFIC COMMITTEE

AGENDA

8 SEPTEMBER 2020

Notice is hereby given, in accordance with the provisions of the Local Government Act 1993 that a **CITY OF ORANGE TRAFFIC COMMITTEE MEETING** of **ORANGE CITY COUNCIL** will be held in the **COUNCIL CHAMBER, CIVIC CENTRE, BYNG STREET, ORANGE** on **Tuesday, 8 September 2020** commencing at **9.30AM**.

David Waddell

CHIEF EXECUTIVE OFFICER

For apologies please contact Jason Theakstone on 6393 8505.

CITY OF ORANGE TRAFFIC COMMITTEE

8 SEPTEMBER 2020

AGENDA**EVACUATION PROCEDURE**

In the event of an emergency, the building may be evacuated. You will be required to vacate the building. The Committee Clerk will now identify the emergency muster point.

Under no circumstances is anyone permitted to re-enter the building until the all clear has been given and the area deemed safe by authorised personnel.

In the event of an evacuation, a member of Council staff will assist any member of the public with a disability to vacate the building.

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CITY OF ORANGE TRAFFIC COMMITTEE

8 SEPTEMBER 2020

1 INTRODUCTION**MEMBERS**

Cr R Turner (Chairperson), Mr Richard Drooger, Sgt Adam Cornish, Mr Geoff Lewis, Chief Executive Officer, Director Technical Services, Manager Development Assessments, Strategic Planning and Design Engineer, Road Safety Officer, Works Manager, Manager Engineering Services, Communications Officer, Divisional Administration Officer

1.1 APOLOGIES AND LEAVE OF ABSENCE**1.2 ACKNOWLEDGEMENT OF COUNTRY**

I would like to acknowledge the Wiradjuri people who are the Traditional Custodians of the Land. I would also like to pay respect to the Elders both past and present of the Wiradjuri Nation and extend that respect to other Aboriginal Australians who are present.

1.3 DECLARATION OF PECUNIARY INTERESTS, SIGNIFICANT NON-PECUNIARY INTERESTS AND LESS THAN SIGNIFICANT NON-PECUNIARY INTERESTS

The provisions of Chapter 14 of the Local Government Act, 1993 (the Act) regulate the way in which Councillors and designated staff of Council conduct themselves to ensure that there is no conflict between their private interests and their public role.

The Act prescribes that where a member of Council (or a Committee of Council) has a direct or indirect financial (pecuniary) interest in a matter to be considered at a meeting of the Council (or Committee), that interest must be disclosed as soon as practicable after the start of the meeting and the reasons given for declaring such interest.

As members are aware, the provisions of the Local Government Act restrict any member who has declared a pecuniary interest in any matter from participating in the discussion or voting on that matter, and requires that member to vacate the Chamber.

Council's Code of Conduct provides that if members have a non-pecuniary conflict of interest, the nature of the conflict must be disclosed. The Code of Conduct also provides for a number of ways in which a member may manage non pecuniary conflicts of interest.

RECOMMENDATION

It is recommended that Committee Members now disclose any conflicts of interest in matters under consideration by the City of Orange Traffic Committee at this meeting.

2 PREVIOUS MINUTES**RECOMMENDATION**

That the Minutes of the Meeting of the City of Orange Traffic Committee held on 11 August 2020 (copies of which were circulated to all members) be and are hereby confirmed as a true and accurate records of the proceedings of the City of Orange Traffic Committee meeting held on 11 August 2020.

ATTACHMENTS

- 1 Minutes of the Meeting of the City of Orange Traffic Committee held on 11 August 2020

ORANGE CITY COUNCIL

MINUTES OF THE

CITY OF ORANGE TRAFFIC COMMITTEE

HELD IN COMMITTEE ROOM 3, CIVIC CENTRE, BYNG STREET, ORANGE

ON 11 AUGUST 2020

COMMENCING AT 9.30AM

1 INTRODUCTION

ATTENDANCE

Cr R Turner (Chairperson), Chief Inspector Peter Atkin, Sgt Steve Chaplin, Mr David Vant, Mr Geoff Lewis, Strategic Planning and Design Engineer, Road Safety Officer, Works Manager, Manager Engineering Services, Senior Parking Officer, Divisional Administration Officer

1.1 Apologies and Leave of Absence

RESOLVED

Cr R Turner/Mr G Lewis

That the apologies be accepted from Mr Richard Drooger and Manager Development Assessments for the City of Orange Traffic Committee meeting on 11 August 2020.

1.2 Acknowledgement of Country

1.3 Declaration of pecuniary interests, significant non-pecuniary interests and less than significant non-pecuniary interests

Nil

2 PREVIOUS MINUTES

RESOLVED

Cr R Turner/Mr G Lewis

That the Minutes of the Meeting of the City of Orange Traffic Committee held on 14 July 2020 (copies of which were circulated to all members) be and are hereby confirmed as a true and accurate record of the proceedings of the City of Orange Traffic Committee meeting held on 14 July 2020.

MINUTES OF CITY OF ORANGE TRAFFIC COMMITTEE

11 AUGUST 2020

3 GENERAL REPORTS**3.1 PROPOSAL TO INTRODUCE ANGLE PARKING IN MATTHEWS AVENUE OUTSIDE BLETCHINGTON SCHOOL**

TRIM REFERENCE: 2020/1304

RECOMMENDATION**Cr R Turner/Mr G Lewis**

- 1 That Council alter the parking angle prescription on Matthews Avenue outside Bletchington School from parallel parking to angle parking as shown in Appendix A.
- 2 That angle line marking be carried out on the Northern side of Matthews Avenue, between Peisley Street and Lords Place.
- 3 That the eastern side 'No Parking' sign be replaced with complying 'No Stopping' sign.

3.2 LEEDS PARADE - BUNNINGS BUS STOP

TRIM REFERENCE: 2020/1338

RECOMMENDATION**Cr R Turner/Mr G Lewis**

That Council install a bus stop on Leeds Parade, outside the Bunnings building, as shown in Figure A of this report.

3.3 ANSON STREET BUS STOP AT DPI BUILDING

TRIM REFERENCE: 2020/1342

RECOMMENDATION**Mr G Lewis/Cr R Turner**

That Council create a bus zone in Anson Street, opposite the DPI building, at the location shown on Figure A.

3.4 DALTON STREET (SALE TO ANSON) - CENTRE PARKING FOR DPI

TRIM REFERENCE: 2020/1350

RECOMMENDATION**Cr R Turner/Mr G Lewis**

That Council not use the centre of roadway for parking on Dalton Street (Anson Street to Sale Street).

MINUTES OF CITY OF ORANGE TRAFFIC COMMITTEE**11 AUGUST 2020**

3.5 MARCH AND MCLACHLAN STREETS INTERSECTION LINES AND SIGNS

TRIM REFERENCE: 2020/1357

RECOMMENDATION**Cr R Turner/Mr G Lewis**

That Council adopt the March Street and McLachlan Street roundabout lines and signs design as shown in Figure A of report.

THE MEETING CLOSED AT 10.10AM.

CITY OF ORANGE TRAFFIC COMMITTEE

8 SEPTEMBER 2020

3 GENERAL REPORTS**3.1 CBD 40KM/H SPEED REDUCTION**

RECORD NUMBER: 2020/1579

AUTHOR: Jason Theakstone, Manager Engineering Services

EXECUTIVE SUMMARY

Council's FutureCity Design Framework proposes a 40km/h zone within the CBD. This report serves to gain Council's endorsement to undertake the review by the RMS.

LINK TO DELIVERY/OPERATIONAL PLAN

The recommendation in this report relates to the Delivery/Operational Plan strategy "9.1 Preserve - Construct and maintain a road network meets the community's transport and infrastructure needs".

FINANCIAL IMPLICATIONS

Review funded by RMS.

POLICY AND GOVERNANCE IMPLICATIONS

Nil

RECOMMENDATION

That Council support a 40km/h zone within the city CBD (Hill to Peisley Streets, Byng to Kite Streets.)

FURTHER CONSIDERATIONS

Consideration has been given to the recommendation's impact on Council's service delivery; image and reputation; political; environmental; health and safety; employees; stakeholders and project management; and no further implications or risks have been identified.

SUPPORTING INFORMATION

Council's FutureCity Design Framework proposes a 40km/h zone within the CBD. In order to reduce the existing speed limit from 50km/h to 40km/h, RMS require Council's consent to undertake the review along with support from the Chamber of Commerce.

The ethos of the FutureCity Design Framework document is to improve pedestrian movements throughout the CBD. This is proposed to be facilitated by various means, but it is believed reducing the speed limit will assist in making the CBD more pedestrian friendly.

There has been 8 injury crashes in the Orange CBD within the current crash period, as shown in Figure A below.

CITY OF ORANGE TRAFFIC COMMITTEE

8 SEPTEMBER 2020

3.1 CBD 40km/h speed reduction

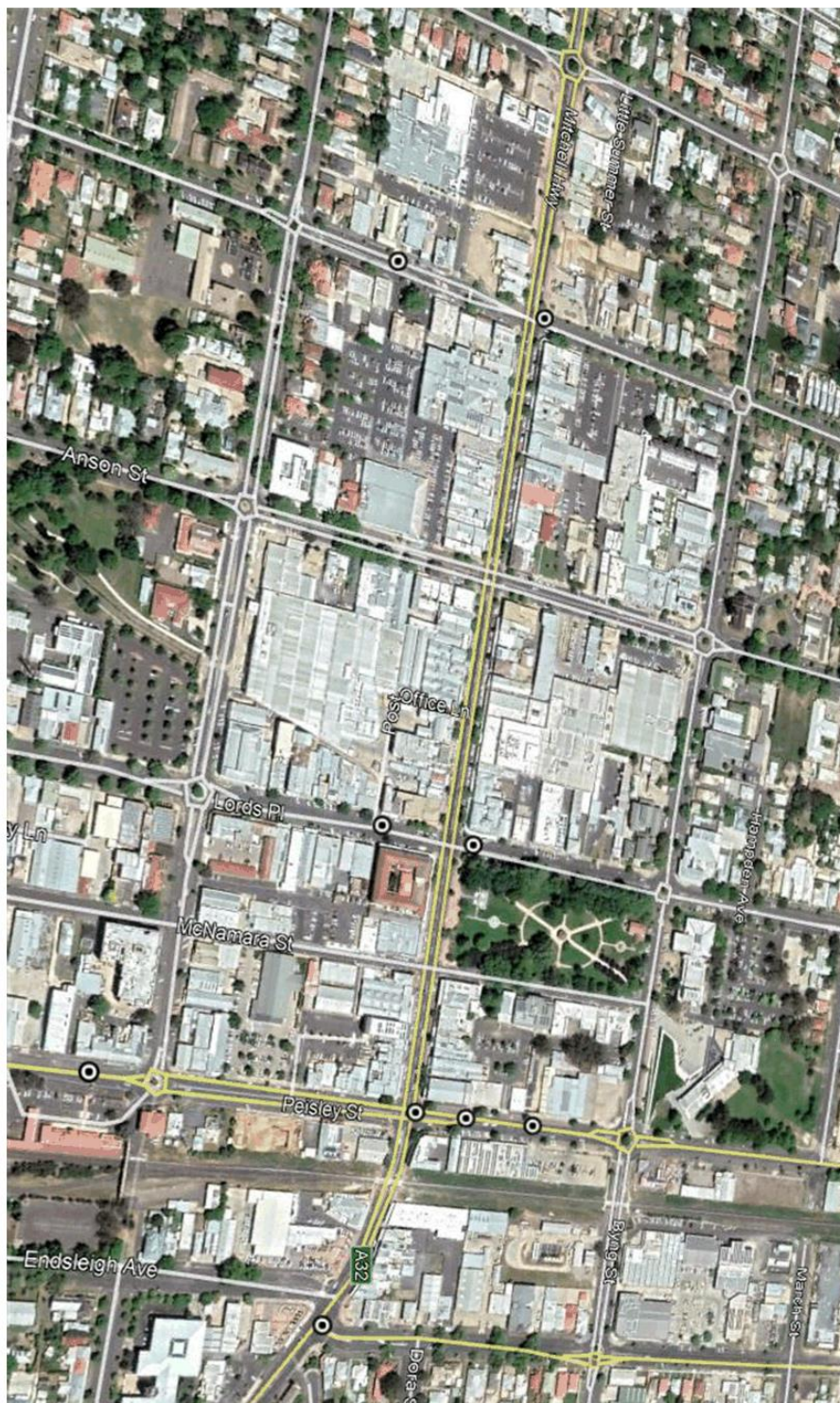


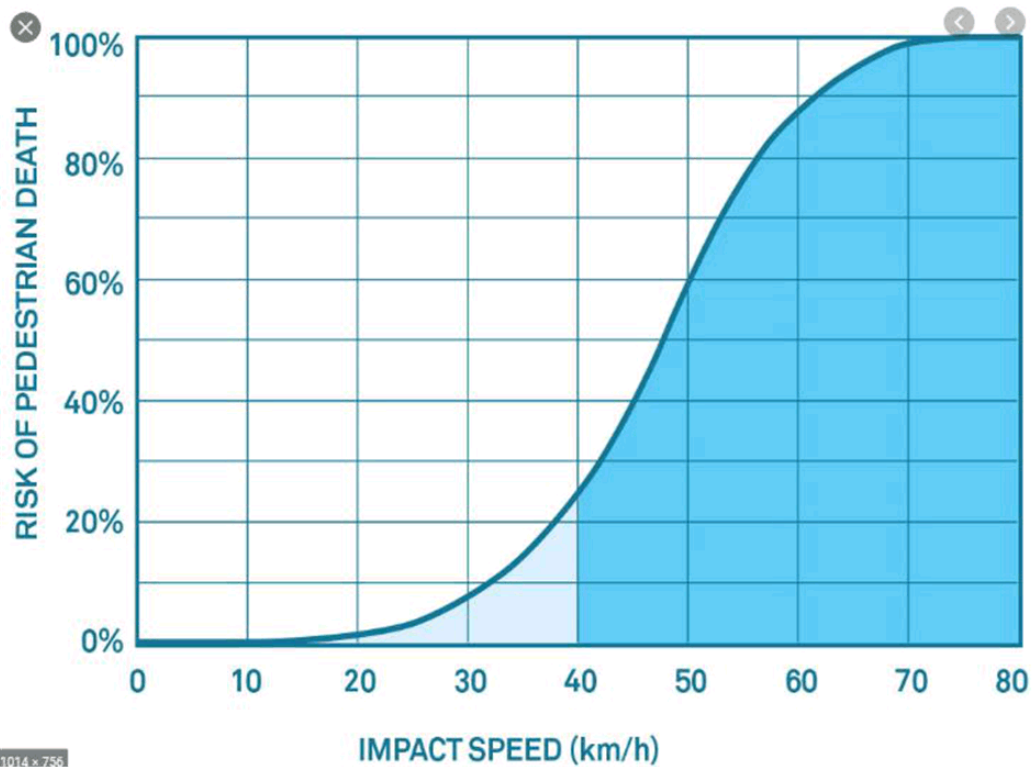
Figure A.

CITY OF ORANGE TRAFFIC COMMITTEE

8 SEPTEMBER 2020

3.1 CBD 40km/h speed reduction

Studies show when reducing the impact speed of vehicles from 50km/h to 40km/h in a pedestrian/motor vehicle crash, the risk of having a pedestrian death is reduced from 60% to 25%, as shown in Figure B below.



100% x 75%
Figure B.

It is recommended Council supports the reduction of the speed limit to 40km/h throughout the CBD.

CITY OF ORANGE TRAFFIC COMMITTEE

8 SEPTEMBER 2020

3.2 INTERSECTION OF MITCHELL HIGHWAY AND THOMPSON ROAD

RECORD NUMBER: 2020/1590

AUTHOR: Wayne Gailey, Works Manager

EXECUTIVE SUMMARY

Council has received a request to promote intersection improvements on the Mitchell Highway at the southernmost intersection with Thompson Road.

LINK TO DELIVERY/OPERATIONAL PLAN

The recommendation in this report relates to the Delivery/Operational Plan strategy “9.1 Preserve - Construct and maintain a road network meets the community’s transport and infrastructure needs”.

FINANCIAL IMPLICATIONS

Nil

POLICY AND GOVERNANCE IMPLICATIONS

Nil

RECOMMENDATION

That Council write to Transport for NSW requesting that it consider undertaking intersection improvements to address safety concerns.

FURTHER CONSIDERATIONS

Consideration has been given to the recommendation’s impact on Council’s service delivery; image and reputation; political; environmental; health and safety; employees; stakeholders and project management; and no further implications or risks have been identified.

SUPPORTING INFORMATION

Council has received recent requests to promote intersection improvements with Transport for NSW (TfNSW), on the Mitchell Highway at the southernmost intersection with Thompson Road (attached).

A search of the crash history at this intersection shows 3 serious injury crashes since 2010 excluding the recent one detailed in the correspondence above. Two of the crashes have been rear end collisions right at the intersection.

Date	Type	Direction
Oct 2010	Left Near	Southeast bound
Nov 2013	Right Rear	Northwest bound
May 2015	Right Rear	Northwest bound

CITY OF ORANGE TRAFFIC COMMITTEE

8 SEPTEMBER 2020

3.2 Intersection of Mitchell Highway and Thompson Road

The intersection is in the 100km/hr zone on the highway and the Thompson Road approach is sealed. An aerial photograph of the intersection is shown below.



A possible treatment considered by TfNSW may be similar to the Ivanhoe Way intersection with the Highway located just to the south and shown below.



It is recommended that Council write to TfNSW requesting that it consider undertaking intersection improvements to address safety concerns

ATTACHMENTS

- 1 Letter for COTC - 8 September 2020, D20/52264
- 2 Dangerous turn off - intersection Mitchell Highway and Thompson Road, D20/52261

CITY OF ORANGE TRAFFIC COMMITTEE

8 SEPTEMBER 2020

Attachment 1 Letter for COTC - 8 September 2020

Dear Peter

I am writing to bring to your attention a dangerous intersection of road just to the North-West of Orange on the Mitchell Highway.

On Thursday 13 August 2020 my wife [REDACTED] was attempting to make a right hand turn from the Mitchell Highway into Thompson Road, where we live. She had brought her vehicle to an almost stationary position and had her right indicator flashing. A vehicle collided with the rear of her vehicle causing her vehicle to flip several times. She is fortunate to have survived.

The intersection has no right turning lane and is single lane in both directions. This causes a hazard because of the nature of the decline in the road as it approaches the intersection. In the lead up to the intersection, the Mitchell Highway decreases in gradient sharply, about 150 metres over a distance of about 800 metres. The intersection is about two kilometres on from where the speed limit changes from 50 kilometres to 100 kilometres. The Mitchell Highway is heavily traversed by traffic and particularly so in the morning and the early evening. Almost all of the traffic that is heading North-West of Orange on the Mitchell Highway approaching the intersection is travelling at least at 100 kilometres per hour and most in excess of 100 kilometres per hour given that the speed of vehicles increases as the vehicles descend. In my personal experience the traffic that is continuing past the intersection often fails to slow down even though a vehicle has its right indicator flashing and I have been involved in several "near misses". It is now my practice, if I am being followed by vehicles and there is oncoming traffic headed from the South along Mitchell Highway, to continue on to the next safe left egress at Griffin Road which is about a further 800 metres down the Mitchell Highway.

There are ten private dwellings situated on Thompson Road. Thompson Road is used by the people who live in these dwellings as well as by people who fish in the Public reserve creek off a bridge on Thompson Road. There has been a very significant increase in the number of private dwellings between Orange and Molong on and off Mitchell Highway in the last ten or so years that has led to a significant increase in traffic.

The intersection is genuinely dangerous in its current state and I am very concerned that it is only a matter of time before there is a fatality at the intersection.

I do understand that the resources of RMS are thinly stretched and that you probably receive all sorts of half baked requests for roadworks but I assure you that this intersection does need a reconfiguration quite urgently. I would be very happy to meet with you or any other appropriate officer of RMS at a convenient time to show you the intersection and the problem I have outlined.

If I can provide any further information please let me know. My phone number is [REDACTED]
[REDACTED]

Yours faithfully
[REDACTED]

CITY OF ORANGE TRAFFIC COMMITTEE

8 SEPTEMBER 2020

Attachment 2 Dangerous turn off - intersection Mitchell Highway and Thompson Road

19/08/2020

Mr David Waddall
CEO
Orange City Council
ORANGE 2800

Dear Mr Waddell,

Re: Mitchell Highway/Thompson Road Turnoff

I am writing this letter to you to advise of the dangers to motorists at the turnoff from the Mitchell Highway into Thompson Road and I hope that you will forward this letter to the RMS.

I realise that all turnoffs and entrances to a major highway are dangerous but this one has a long and dangerous track record.

The proposed solar farm in the vicinity will make this turnoff even more dangerous and if we just wait to see what happens with the solar farm it may be too late.

I purchased our current property in 1979. At that time the Mitchell Highway was a single lane highway and Thompson Road a dirt road. I, with my family, were the only residents on the road.

The access into Thompson Road from the highway has always been very dangerous and over the years there have been a number of accidents and many many near misses at the turnoff.

When the highway was being upgraded with overtaking lanes constructed I spoke and wrote to the DMR advising them of the dangers of the Thompson Road turn off. I met with an official at the turnoff but he said that he could not do anything about it. There were two residents living on the road then.

There are now nine homes along Thompson Road, still with the very dangerous turnoff from the highway. I can recall six accidents at the turnoff and many many near misses.

All that I am asking is for someone from the council with someone from the RMS to come and check the turnoff to see if it can be made safer to prevent more accidents with the possibility of a fatality.

Yours faithfully

Fax:

Orange City Council
Scanned

20 AUG 2020

CONTAINER No.

F1025

CITY OF ORANGE TRAFFIC COMMITTEE

8 SEPTEMBER 2020

3.3 INTERSECTION OF MARCH AND WINTER STREETS AND OPHIR ROAD

RECORD NUMBER: 2020/1651

AUTHOR: Jason Theakstone, Manager Engineering Services

EXECUTIVE SUMMARY

Council has received a request from a resident regarding the potential dangerous intersection of March Street, Winter Street and Ophir Road following growth in daytime activities.

LINK TO DELIVERY/OPERATIONAL PLAN

The recommendation in this report relates to the Delivery/Operational Plan strategy “9.1 Preserve - Construct and maintain a road network meets the community’s transport and infrastructure needs”.

FINANCIAL IMPLICATIONS

Nil

POLICY AND GOVERNANCE IMPLICATIONS

Nil

RECOMMENDATION

That Council install No Stopping signs on the SW and SE side of the March Street/Ophir Road and Winter Street intersection.

FURTHER CONSIDERATIONS

Consideration has been given to the recommendation’s impact on Council’s service delivery; image and reputation; political; environmental; health and safety; employees; stakeholders and project management; and no further implications or risks have been identified.

SUPPORTING INFORMATION

Council has received a request to install No Stopping signs at the intersection of March Street/Ophir Road and Winter Street to improve sight distance at the intersection.

It is recommended that Council install No Stopping sign as per Figure A below:

CITY OF ORANGE TRAFFIC COMMITTEE

8 SEPTEMBER 2020

3.3 Intersection of March and Winter Streets and Ophir Road



ATTACHMENTS

- 1 Letter from Ian Hallett - Intersection March and Winter Street and Ophir Road, D20/52711

CITY OF ORANGE TRAFFIC COMMITTEE

8 SEPTEMBER 2020

Attachment 1 Letter from Ian Hallett - Intersection March and Winter Street and Ophir Road

6 August 2020

Mr D Waddell
General Manager
Orange City Council
Byng Street
Orange NSW 2800

Orange City Council
Scanned

- 7 AUG 2020

CONTAINER No.

F1025

Dear Mr Waddell

Re: Traffic Matter – Intersection of March Street, Winter Street and Ophir Road, Orange

I wish to bring to your attention and, hopefully the attention of the City of Orange Traffic Committee, a potentially dangerous situation at the above intersection. This situation has arisen over the last year or so from the apparent growth in daytime activities at the Dudley Private Hospital (Dudley) in March Street.

As a result of the increased activity at Dudley there are more motor vehicles parking at the kerb on both sides of March Street in the vicinity of Dudley than was previously the case. I have also observed cars parked on the western side of Winter Street near the intersection.

The potentially dangerous situation occurs when a vehicle wishes to turn right from Winter Street into Ophir Road and the driver's view of traffic travelling eastward in March Street towards the intersection is obscured by vehicles parked on the southern side of March Street close to the intersection.

While I'm not aware of any collisions occurring at the intersection as a result of vehicles turning into Ophir Road from Winter Street into the path of a vehicle travelling east in March Street, I believe that there is a strong potential for a collision to occur. In fact, my wife and I, as regular users of the intersection have seen a few near misses. This occurs particularly when the right turning vehicle edges out past the Stop line to try and get a better view of traffic coming up March Street, as we have done ourselves on a number of occasions. Not only does this potentially put the vehicle turning right from Winter Street into the path of traffic turning into Winter Street from March Street, there is also traffic to contend with that comes over the hill from Ophir Road.

All in all, a right turn from Winter Street at this intersection is challenging to undertake when Dudley is open and busy and there are a lot of vehicles parked in March Street near the hospital.

No doubt there are several solutions to this problem that are best managed by Council and/or the Traffic Committee. I would like to suggest that a possible solution would be to install a 'No Stopping' sign on the southern side of March Street 20 to 30 metres from the intersection. This would ensure that there are no vehicles parked too close to the intersection and may enable drivers making a right turn into Ophir Road to have sufficient clear vision down March Street to make a safe turn.

Yours sincerely

Ian Hallett

CITY OF ORANGE TRAFFIC COMMITTEE

8 SEPTEMBER 2020

3.4 SAMPSON STREET FOOD WEEK LUNCH 2021

RECORD NUMBER: 2020/1675

AUTHOR: Jason Theakstone, Manager Engineering Services

EXECUTIVE SUMMARY

Council has received a request to hold the Sampson Street FOOD Week Lunch Saturday 10 April 2021. This report serves to approve the event.

LINK TO DELIVERY/OPERATIONAL PLAN

The recommendation in this report relates to the Delivery/Operational Plan strategy “9.1 Preserve - Construct and maintain a road network meets the community’s transport and infrastructure needs”.

FINANCIAL IMPLICATIONS

Nil

POLICY AND GOVERNANCE IMPLICATIONS

Nil

RECOMMENDATION

That Council approve the Sampson Street FOOD Week Lunch to be held on 10 April 2021 subject to the attached Conditions of Consent.

FURTHER CONSIDERATIONS

Consideration has been given to the recommendation’s impact on Council’s service delivery; image and reputation; political; environmental; health and safety; employees; stakeholders and project management; and no further implications or risks have been identified.

SUPPORTING INFORMATION

Council has received a request to hold the Sampson Street FOOD Week Lunch Saturday 10 April 2021.

The event starts with canapés in Cook Park at 12 noon, then people will cross Summer Street to have a 3 course luncheon in Sampson Street (Byng Street to Summer Street) for 250 – 300 people.

The purpose of this report is to support the closure of Sampson Street subject to the attached Conditions of Consent.

ATTACHMENTS

- 1 Conditional Approval - Street Event - Sampson Street FOOD Week Lunch, D20/53648
- 2 Sampson Street Food Week Lunch - Residents Letter (COTC), D20/53676

CITY OF ORANGE TRAFFIC COMMITTEE

8 SEPTEMBER 2020

Attachment 1 Conditional Approval - Street Event - Sampson Street FOOD Week Lunch

D20/53648

CONDITIONAL APPROVAL FOR EVENT**Sampson Street FOOD Week Lunch****FOOD Week (Event Organiser)**

Streets to be used: Sampson Street between Byng Street and Summer Street
Date: 10 April 2021
Time: 9am – 6pm
Type of closure: Full closure
Class: 3
Container: F2901-2-11

CONDITIONS OF APPROVAL

- 1 Approval will be obtained from the Traffic Branch of the Orange Police. Council will inform Orange Police of the event and you must comply with any additional conditions so imposed.
- 2 Council to be provided with a copy of the current public liability insurance documentation relating to the event with a minimum cover of \$20 million, noting Council's interest.
- 3 A Traffic Management Plan prepared by an authorised person shall be provided for the event
- 4 Arrangements are to be in terms of the plan submitted.
- 5 The applicant will undertake a risk assessment and provide a risk management plan to Council.
- 6 A letter drop to residents advising of the event will be conducted in affected roads. Arrangements will be made to allow residents to enter and leave the property on Sampson Street
- 7 **Orange City Council will not accept responsibility for damage or loss to equipment or merchandise left on the premises, reserves and roads prior to, during and after functions.**

The organiser is financially responsible for the cost to repair any damage caused by the event, his agents or by any other person in relation to the event and use of the reserves and roads.

CITY OF ORANGE TRAFFIC COMMITTEE

8 SEPTEMBER 2020

Attachment 1 Conditional Approval - Street Event - Sampson Street FOOD Week Lunch

-2-

- 8 The organiser must not do or leave undone or permit to be done or left undone anything, which might affect Council insurance policies relating to fire or public risk. The Hirer must indemnify Council to the extent that those policies are affected by any failure to comply with this obligation.

Workers compensation for both paid and volunteer staff, Personal Accident, Theft or Breakages insurances will be the responsibility of the organiser.

In addition they must indemnify the Council against all demands, claims, suits and actions which may arise from injury, death or damage caused to any person or property by the setting provided by the organiser.

- 9 If the organiser commits a breach of any terms or conditions of this Agreement the Agreement will be terminated. If for any reason, not arising out of the wilful acts or default of the Council, the reserve and roads will cease to be available for the use by the organiser, the Council may give to the organiser notice in writing of the unavailability without there being any breach of this Agreement.
- 10 The organiser is required to inform all relevant persons involved in the organising of the event of the Terms and Conditions attached to the approval.
- 11 The event organiser will be responsible for the clean up of any litter created during the event.
- 12 Nothing contained within this Agreement is deemed to constitute a partnership between Orange City Council and the event organiser or to create the relationship of landlord and tenant between them.
- 13 Council reserves the right to withdraw its approval in the event of non-compliance with any of the conditions attached to this approval.
- 14 All documents requested must be submitted to Council by 10 January 2021 and marked to the attention of Mr Jason Theakstone in the Technical Services Division.

CITY OF ORANGE TRAFFIC COMMITTEE

8 SEPTEMBER 2020

Attachment 1 Conditional Approval - Street Event - Sampson Street FOOD Week Lunch

-3-

I hereby declare that I have read and understand the conditions for the Sampson Street FOOD Week Lunch.

Signed for and on behalf of the FOOD Week Committee -

Name (print):

Signature:

Designation:

Date:

Witness:

CITY OF ORANGE TRAFFIC COMMITTEE

8 SEPTEMBER 2020

Attachment 2 Sampson Street Food Week Lunch - Residents Letter (COTC)

F.O.O.D Week 2021 – 30th Anniversary Year

June 9, 2020



RE: Sampson Street FOOD Week Lunch April 2021.

Dear Resident

In April 2020, the FOOD Week Committee would like to host a new event to celebrate its 30th Year in Sampson Street with a long table lunch. We are writing this letter to request permission from you as a resident of Sampson Street.

We are proposing that the event will run from 12noon to 6pm. In consultation with Orange City Council, it is proposed that the street (between Byng & Summer Street) will be closed to all traffic during these times. Prior to the event and during the setup, there will be resident vehicle access. On completion of the event, full access of Sampson Street will be restored to residents.

The event will commence with Canapes in Cook Park, before guests come together for a long table lunch on Sampson Street with around 300 people down the centre of the street towards the southern end of the street. The best of the regions food and wine will be on offer.

F.O.O.D Week and Orange City Council will work together to insure all the relevant risk and traffic management is in place to protect the safety of the guests and residents.

Plans are in a preliminary stage, if we gain your initial support, we will move to the next stage and present you with an event plan. The working Committee will work with all residents to ensure that the event is a success and has a minimal impact on you and that we showcase this lovely part of Orange.

About Us

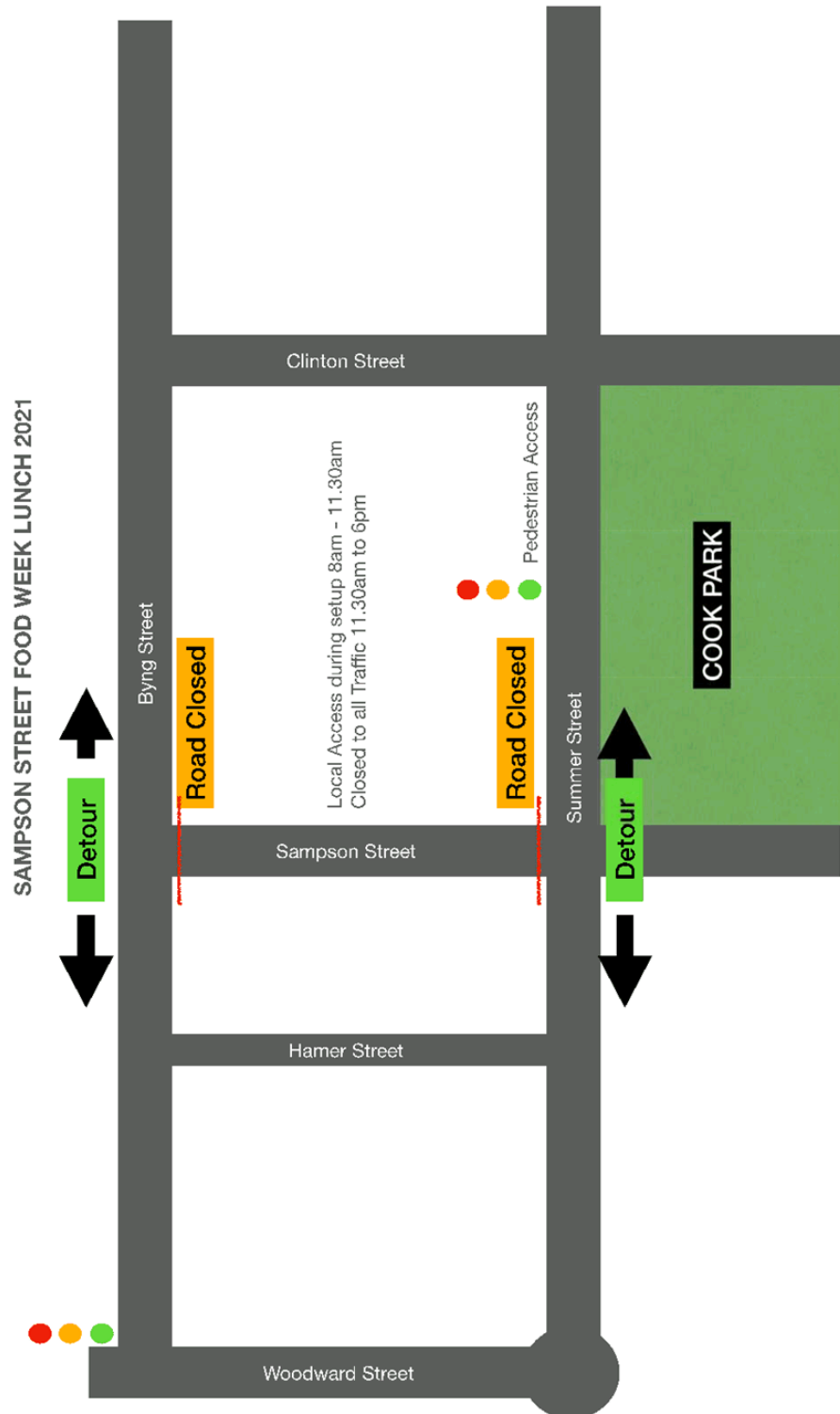
The Orange F.O.O.D Week (Food of Orange District) festival is Australia's longest running regional food festival and has been acclaimed as one of Australia's top ten food festivals. Starting from humble beginnings in 1991, the F.O.O.D Week Association was established by a group of passionate and committed local foodies as a voluntary organisation aimed at celebrating the local producers and produce of the region. Its prime function is to coordinate and run F.O.O.D Week – a gourmet festival showcasing the region's food and wine, food producers, wineries, restaurants, chefs, caterers and cooks.

www.orangefoodweek.com.au

Sincerely,

Name

James Robson, Jane Arnott & Charlotte Gundry
F.O.O.D Week



3 GENERAL REPORTS

3.1 CURRENT WORKS

RECORD NUMBER: 2020/1873

AUTHOR: Ian Greenham, Director Technical Services

EXECUTIVE SUMMARY

The purpose of this report is to update Council on construction and maintenance works which have been carried out since the last current works report to Council.

LINK TO DELIVERY/OPERATIONAL PLAN

The recommendation in this report relates to the Delivery/Operational Plan strategy “9.1 Preserve - Construct and maintain a road network meets the community’s transport and infrastructure needs”.

FINANCIAL IMPLICATIONS

Nil

POLICY AND GOVERNANCE IMPLICATIONS

Nil

RECOMMENDATION

That the information provided in the report on Current Works be acknowledged.

FURTHER CONSIDERATIONS

Consideration has been given to the recommendation’s impact on Council’s service delivery; image and reputation; political; environmental; health and safety; employees; stakeholders and project management; and no further implications or risks have been identified.

SUPPORTING INFORMATION

Road Maintenance

Council’s maintenance crews have been continuing reactive maintenance works associated with the wet and snowy weather from the end of August. This has included pothole patching and Jetpatcher sealing and extended to include table drain maintenance and road shoulder repair works. A considerable amount of work has been undertaken on the higher altitude roads of Pinnacle Roads, Canobolas Roads and Forest Road.

3.1 Current Works



Figure 1: Pinnacle road shoulder repair near LGA boundary

The second Jetpatcher has been running in tandem and will be disposed of at the end of September. Council will now revert to the practice of one Jetpatcher.

Rural road grading:

- Beaumah Road
- Bowd Road
- Falvey Road
- Miles Lane
- Oats Lane
- Wells Road
- Williams Lane

Road Upgrading

Forest Road – Hospital to Cadia Road

Construction works have commenced with footpath installation and storm water infrastructure installation works under way.

Traffic Facilities

NDR/Hill/William Maker Drive Roundabout

Works have switched to the northern side of the new roundabout, with removal of the existing pavement and widening of William Maker Drive. New pavement is being installed on the William Maker Drive leg, with multiple switches to the traffic management plan to maintain a one way traffic flow onto William Maker Drive. The installation of new street lighting has commenced.

Anson Street and Margaret Street Blisters

Installation of the new concrete blisters at the intersection of Anson Street and Margaret Street has commenced, with the existing kerb and gutter removed and new blisters installed.

3.1 Current Works

Carparks

Construction works have commenced on the new central carpark at the Orange Airport, with the excavation of the green fields site to the subgrade level. This project has been impacted by the recent wet weather.

Concrete and DrainageFootpath Construction

- Dalton Street – Clinton Street to Burrendong Way (southern side)
- Turquoise Street – Diamond Drive to Moonstone Drive (northern side)

Footpath Rehabilitation

- Autumn Street – March Street to Dalton Street (western side)
- Hill Street – March Street to Prince Street (western Side)

WATER SUPPLY SERVICES

The type and number of water supply service responses by maintenance staff are shown in the table below.

Category	July 2019 – June 2020	August 2020
Water - Leak (Meter)	393	44
Water Request - Meters Faulty (incorrect readings)	188	5
Water – No Water Supply	27	2
Water - Pressure	19	10
Water Request – Replace Meter box/lid	57	9
Water quality - Dirty	48	2
Water – Burst Main	70	8
Water – leak (Main, Valve, Hydrant)	226	32
Total Water Requests	1028	112

Construction Works

- New 20mm dual water service at 30 Moonstone Street
- Water service renewal at 57 Moulder Street
- Water service renewal at 118 Clergate Road
- 50m of new 300mm water main installed at the Orange Filtration Plant
- New 25mm water service to 56 Endsleigh Ave

3.1 Current Works

Smart Water Meters

Commissioning of the customer portal is currently underway for the Smart Water Metering Program. Council is running system trials to ensure a smooth transition for customers to the website. Works are expected to be completed in November 2020 with access for the 252 participating properties occurring in October 2020.

Autumn Street Water Main Renewal

Works have commenced on the renewal of the 100mm water main on Autumn Street with work now completed on the block between Icely Road and Summer Street. It is expected that the replacement of 100mm water main between Summer Street and Byng Street will be completed by the 16 October 2020.

Water Operations Shed

Works on the Depot Operations Shed are nearing completion with all electrical and structural works now completed. Works are now shifting towards fit out and final approvals.

SEWER SERVICES

The type and number of sewer service responses by maintenance staff are shown in the table below.

Category	July 2019 – June 2020	August 2020
Sewer Choke - Blockages	423	46
Sewer Complaint - Odour	20	1
Sewer Complaint - Overflow	163	22
Total Sewer Requests	606	69

Sewer Construction Works

New Sewer Maintenance Shaft installed at 56 Endsleigh Avenue.

New Sewer Connection to the Orange Gallery.

Sewer Reconstructions:

- 310 Lords Place Sewer connection reconstruction
- 8 Curran Street Sewer connection reconstruction
- Taronga Ave Sewer reconstruction

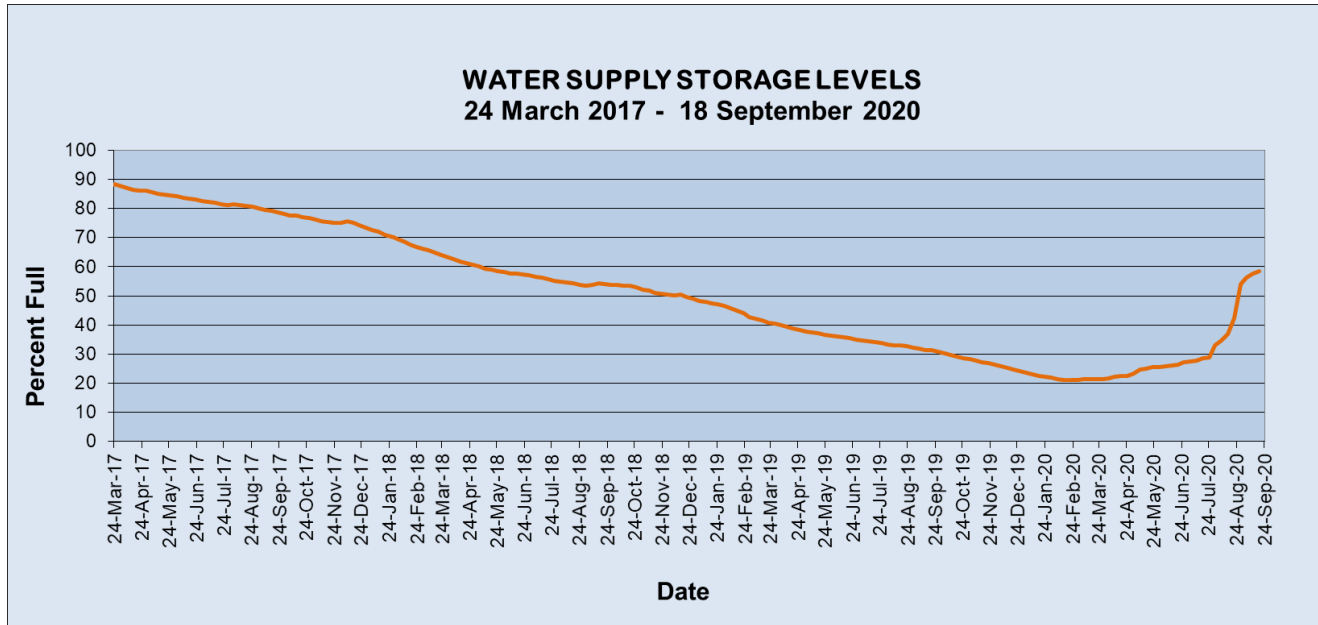
Sewer Relining Program 2020 / 2021

Council has engaged Interflow to undertake the Sewer Relining for the 2020/21 Program. Works are progressing well in 80% of the sewer main relining and the Junction Sealing team will commence in October 2020. Works are expected to be completed in December 2020.

3.1 Current Works

WATER SUPPLY SECURITY**Water Storage Levels**

Water storage trends for the combined storages from March 2017 to 18 September 2020 are shown in the graph below.



Location	Level Below Spillway (mm)	% of Capacity
Suma Park Dam	7,503	50.7%
Spring Creek Dam	0	100%
Lake Canobolas	0	100%
Gosling Creek Dam	0	100%

As at Friday 25th September, Suma Park Dam has reached 50.7% and Spring Creek Dam is overflowing.

The combined storage is 60% our trigger for moving out of Level 3 and into Level 2 water restrictions. Media release, website and variable message boards have all been updated.

Instantaneous flow into Suma Park Dam at 7am on Friday 25th September (at the time of writing) was approximately 28 ML/day and, with more rainfall (and snow) forecast it is expected that flow into Suma Park Dam will increase.

3.1 Current Works

Supplementary Raw Water Sources

Extractions from the supplementary raw water supplies in recent months are provided in the table below.

Raw Water Source	June 2020 (ML)	July 2020 (ML)	August 2020 (ML)	Total (ML) 2020/2021
Bores*	9.54	11.98	8.34	20.32
Stormwater	69.03	111.94	177.90	289.84
Macquarie River	196.72	192.70	208.12	400.82
Total	275.29	316.62	394.36	710.98

* Bores include two at Clifton Grove and two at the Showground/Margaret Street

A more detailed monthly summary of raw water transfers can be found on Council's website at <https://www.orange.nsw.gov.au/water/oranges-water-supply/>

The Decision Support Tool (DST) annual review was conducted for 2020/21. With neutral conditions predicted, all available supplementary raw water sources remain operational. The next review will be for the second quarter and is planned for October 2020.

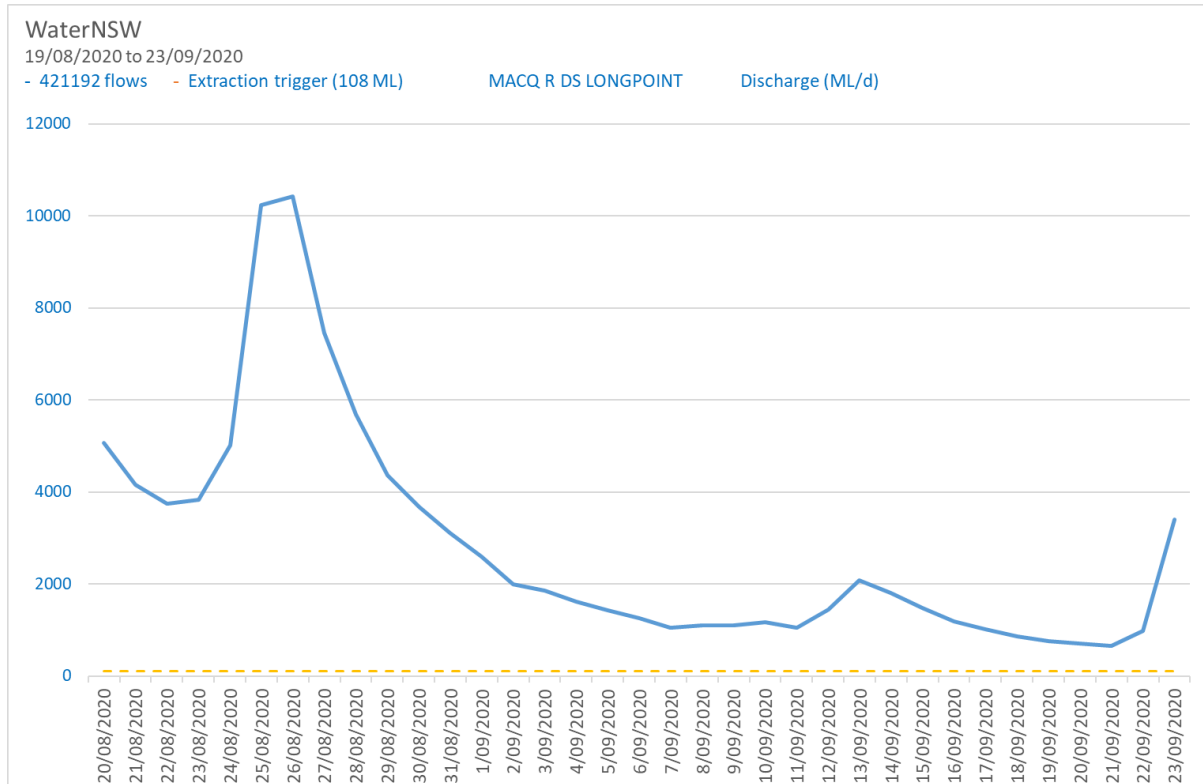
The independent environmental audit continues to be conducted against requirements of the Macquarie Pipeline project approval and other aspects of the Orange City Council Operation Environmental Management Plan for the Orange Raw Water Supply System.

Macquarie River Flows

The flow rate trigger for pumping from the Macquarie was changed from the Critical Needs Approval of 38 ML/day, back to 108 ML/day on 24 August 2020, when the City's combined storage reached 50%. The flows in the Macquarie River monitored downstream of Long Point (Station 421192) remained above the flow rate trigger of 108 ML/d for the whole of the period of 19 August to 23 September 2020 and continuing. The minimum flow rate was 656 ML/day on 21 September and the maximum flow rate occurred on 26 August at 10,422 ML/day.

The chart below was sourced from the WaterNSW website with flows presented in Megalitres per day (ML/d).

3.1 Current Works



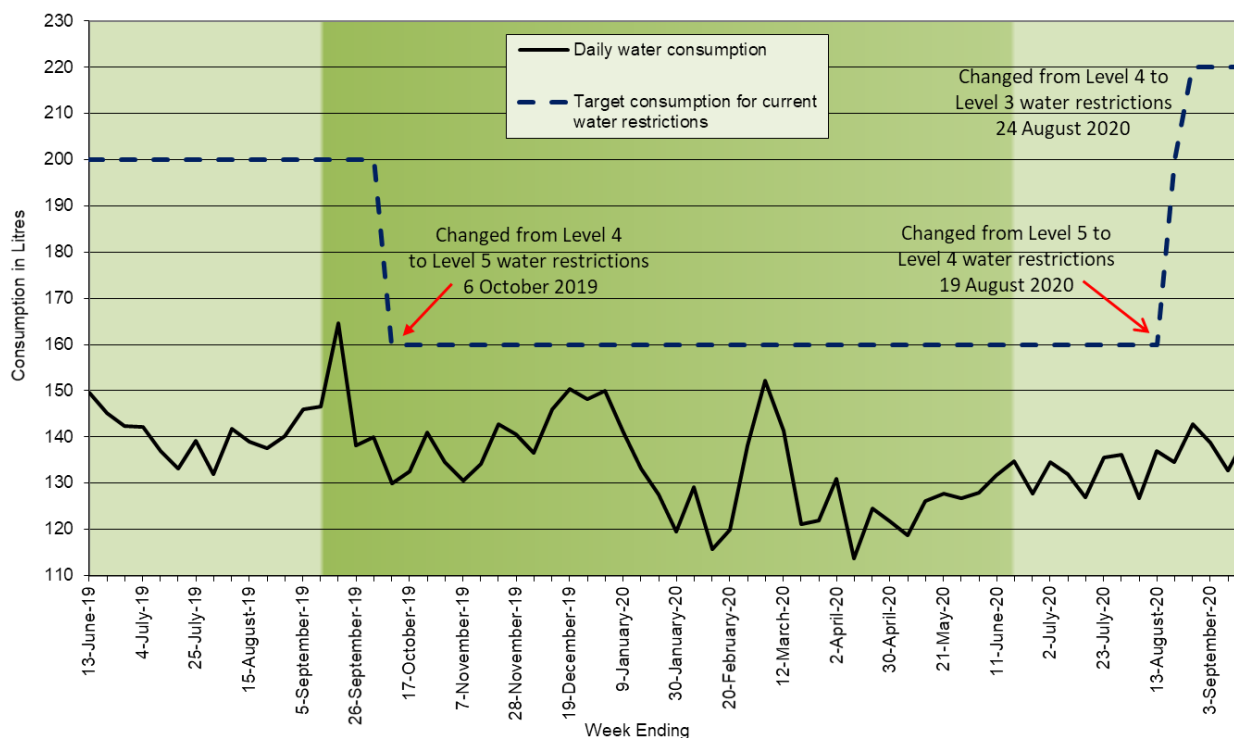
Demand Management

Residential water use

Average daily residential water consumption during the week ending 18 September 2020 was 140 litres per person per day. The target under Level 3 water restrictions is 220 litres per person per day. The graph below shows the average daily residential water consumption trends since June 2019.

3.1 Current Works

Daily Water Consumption 13 June 2019 - 17 September 2020



Total water use

The average daily city-wide water consumption for the period 17 July to 13 August 2020 was 8.4 ML/day.

Water Restrictions

The adopted Water Restrictions policy allows Council to ease restrictions from Level 3 to Level 2 when the combined storage of Suma Park and Spring Creek Dams reaches 60%.

Council has consciously maintained a minimum Level 2 Water Restriction since August 2010 despite combined storage reaching 100% twice during this time period. The Orange community has markedly changed their behaviour towards water use across the City whereby Level 2 Water Restrictions are now considered to be the new “norm”.

Community sentiment is that Council should maintain some form of “*Permanent Water Saving Rules*” and that Level 2 Water Restrictions would be appropriate.

It is suggested that, going forward “*Permanent Water Saving Rules*” or equivalent be adopted by Council and that these rules correspond to Level 2 Water Restriction.

Such “*Permanent Water Saving Rules*” have been implemented in Victoria who have also adopted this naming convention. A separate report will come to Council to modify Water Restrictions to Permanent Water Saving Rules.

It is projected that the trigger for a further relaxation of restrictions beyond level 2 could be reached later this year or early next year depending on conditions. Irrespective of rising storage levels it is proposed to stay at level 2 until the above report is tabled.

Council’s communications team will prepare an awareness campaign to inform the community about the implementation of these rules, if adopted.

3.1 Current Works

DRINKING WATER QUALITY

Water samples are collected as a component of Orange City Council's Drinking Water Quality Monitoring Program in accordance with NSW Health requirements. Samples are collected regularly and sent to a NSW Government National Association of Testing Authorities (NATA) accredited laboratory for analysis. Samples collected in August 2020 complied with the Australian Drinking Water Guidelines health targets.

WATER SUPPLY AND SEWERAGE MAJOR PROJECTS

Spring Creek to Icely Road Water Treatment Plant Water Security Pipeline

The pipeline between Spring Creek Dam and Icely Road water filtration plant is 100% complete. The installation of the pumps has commenced with commissioning to occur shortly. The date for Practical Completion of this project is 9 October 2020 and the Contractor is on task to achieve this date.

Shiralee Creek Gravity Sewer

The construction of the gravity sewer has been delayed predominantly due to weather and the discovery of buried concrete slabs and rubble along the alignment. Approximately 90% of the proposed pipelines have been completed. It is anticipated that the Contractor will achieve practical completion in October.

OTHER MAJOR PROJECTS

Whiteway Lighting

It is anticipated that the lighting along Anson Street between the new DPIE Armstrong Building and Summer Street will be energised by the end of the month. Lights in Summer Street will be completed and energised in mid to late October.

Lake Canobolas Water and Sewer

Council's current budget proposes a new water main from Orange to Lake Canobolas and a pump station and pipeline to pump sewer back into town.

The existing water main to the lake is old and due to its large diameter and low usage it is difficult to maintain a chlorine residual. The proposed water main being a smaller diameter will make it easier to maintain water quality.

The proposed sewer line will facilitate development in the immediate vicinity of the lake and offer enhanced protection to the Molong water supply.

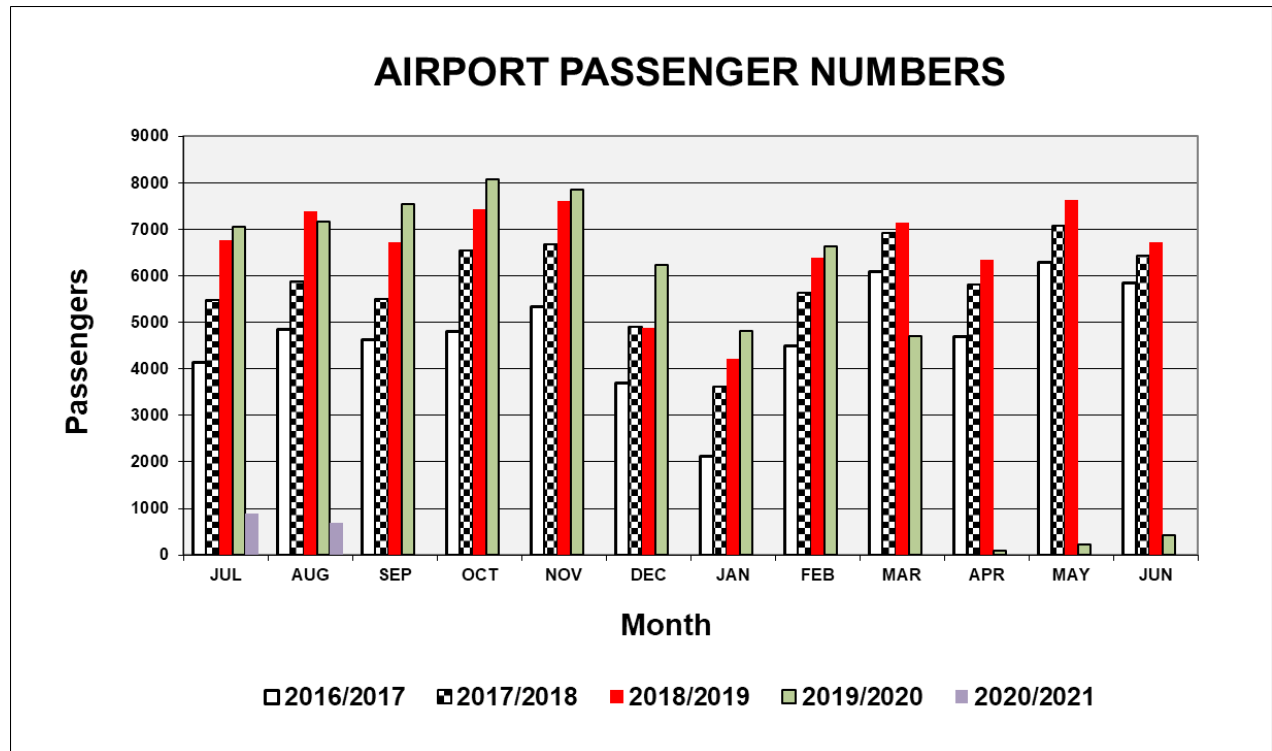
AIRPORT ENERGY USAGE

Energy used at the airport during August 2020 was 21,785.84 kWh at a cost to Council of \$1,912.26.

3.1 Current Works

AIRPORT PASSENGER NUMBERS

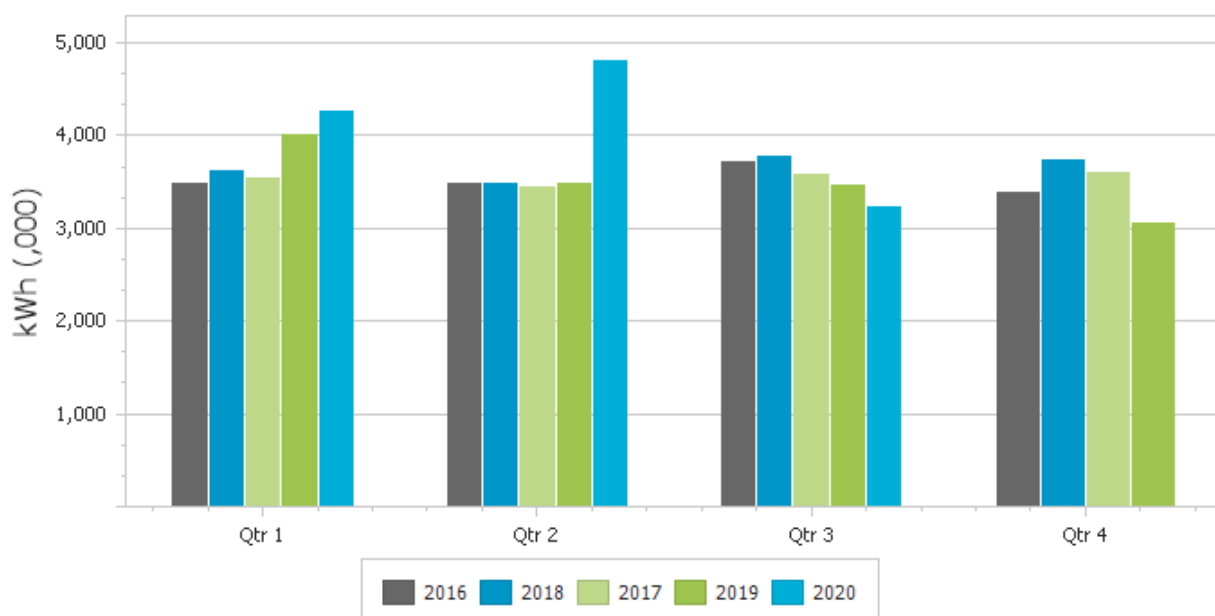
Passenger numbers for August 2020 were 685 compared with 7,154 in the same month in 2019. This figure now includes passenger numbers from QantasLink.



ENERGY USE

The following information is sourced from E21, Council's energy software.

Consumption History



3.1 Current Works

History Last 12 Months

Group	Consumption (kWh)	CO2 Emissions (t)	Bill (Ex GST)
Parks & Gardens	172,015	155	\$57,535
Water	4,257,993	3,832	\$912,043
Public Buildings & Facilities	2,946,931	2,652	\$676,540
Lighting	2,351,785	2,117	\$766,290
Other	332,913	300	\$86,692
Sewer	3,614,823	3,253	\$703,697
Macquarie Pipeline	3,914,878	3,523	\$711,360
Ungrouped	0	0	\$0
RFS	332,202	299	\$119,137
Total	17,923,540	16,131	\$4,033,295

Thursday 24 September 2020

3.2 CBD 40KM/H SPEED REDUCTION

RECORD NUMBER: 2020/1784

AUTHOR: Jason Theakstone, Manager Engineering Services

EXECUTIVE SUMMARY

Council's FutureCity Design Framework proposes a 40km/h zone within the CBD. This report serves to gain Council's endorsement to undertake the review by TfNSW (RMS).

LINK TO DELIVERY/OPERATIONAL PLAN

The recommendation in this report relates to the Delivery/Operational Plan strategy "9.1 Preserve - Construct and maintain a road network meets the community's transport and infrastructure needs".

FINANCIAL IMPLICATIONS

Review funded by TfNSW (RMS).

POLICY AND GOVERNANCE IMPLICATIONS

Nil

RECOMMENDATION

That Council resolves to:

- 1 Gain the support of the Orange Business Chamber for a 40km/h zone within the city CBD (Hill to Peisley Streets, Byng to Kite Streets inclusive).**
- 2 Subject to support from the Orange Business Chamber, request TfNSW (RMS) to undertake the speed zone review from 50km/h to 40km/h.**

FURTHER CONSIDERATIONS

Consideration has been given to the recommendation's impact on Council's service delivery; image and reputation; political; environmental; health and safety; employees; stakeholders and project management; and no further implications or risks have been identified.

SUPPORTING INFORMATION

Council's FutureCity Design Framework proposes a 40km/h zone within the CBD. In order to reduce the existing speed limit from 50km/h to 40km/h, RMS require Council's consent to undertake the review along with support from the Orange Business Chamber.

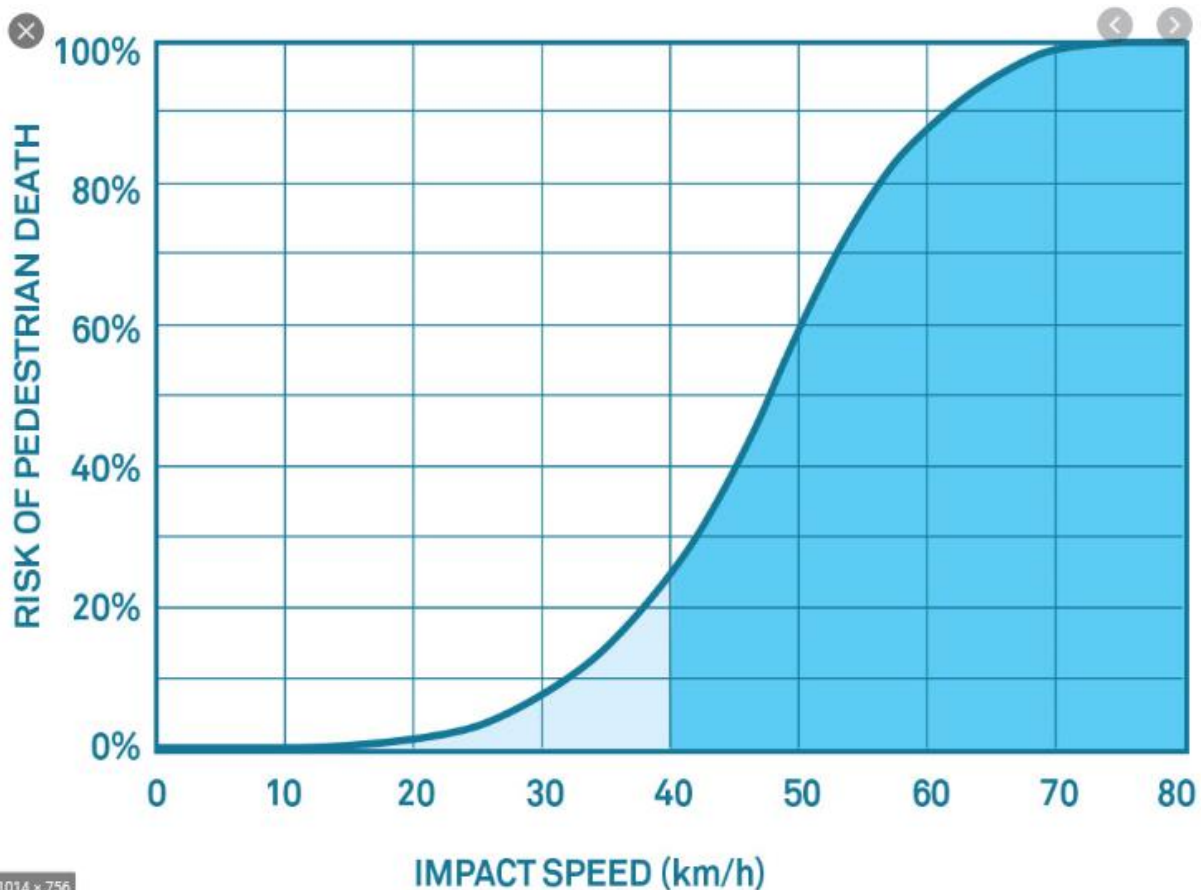
The ethos of the FutureCity Design Framework document is to improve pedestrian movements throughout the CBD. This is proposed to be facilitated by various means, but it is believed reducing the speed limit will assist in making the CBD more pedestrian friendly.

There has been 8 injury crashes in the Orange CBD within the current crash period, as shown in Figure A below.



Figure A.

Studies show when reducing the impact speed of vehicles from 50km/h to 40km/h in a pedestrian/motor vehicle crash, the risk of having a pedestrian death is reduced from 60% to 25%, as shown in Figure B below.

**Figure B.**

It is recommended Council supports the reduction of the speed limit to 40km/h throughout the CBD.

As part of the review process Council will also gauge community views on the proposal through the Orange Your Say site and other means and a report on the findings will be provided to TfNSW.

3.3 ROAD CLASSIFICATION REVIEW AND TRANSFER

RECORD NUMBER: 2020/1799

AUTHOR: Wayne Gailey, Works Manager

EXECUTIVE SUMMARY

This report details the Transport for NSW, Road Classification Review and Transfer process and potential effect on Council roads.

LINK TO DELIVERY/OPERATIONAL PLAN

The recommendation in this report relates to the Delivery/Operational Plan strategy “9.1 Preserve - Construct and maintain a road network meets the community’s transport and infrastructure needs”.

FINANCIAL IMPLICATIONS

Transfer of roads to the care and responsibility of the state will reduce Council’s ongoing maintenance burden and road replacement costs. Transfer of any roads will also have the effect of reducing Council’s total asset value and associated depreciation. Reducing Council’s asset base may also have the effect of slightly reducing the FAG contribution from the Federal Government, whilst increasing the number and length of roads considered Regional Roads should increase Council’s block grant allocation from Transport for NSW. The exact details of these funding considerations has not been detailed by the government and Council should ensure it is fully informed in this regard prior to the execution of Transfer or Reclassification agreements.

POLICY AND GOVERNANCE IMPLICATIONS

Nil

RECOMMENDATION

That Council note the content of the report regarding the Transport for NSW, Road Classification and Review process and endorse the proposed reclassification nomination of Orange Roads as shown in Table 1.

FURTHER CONSIDERATIONS

Consideration has been given to the recommendation’s impact on Council’s service delivery; image and reputation; political; environmental; health and safety; employees; stakeholders and project management; and no further implications or risks have been identified.

SUPPORTING INFORMATION

Transport for NSW (TfNSW) has initiated a Road Classification Review and Transfer in regional areas to ensure the road classification framework is still fit for purpose and that roads across regional NSW are appropriately classified. The transfer process is aimed at transferring up to 15,000kms of Council owned regional roads from Local to State Government.

3.3 Road Classification Review and Transfer

An independent panel has been established to determine the Terms of Reference for the review and making recommendations to the Minister by July 2021.

Council has been invited to submit draft proposals for reclassification and/or transfer of roads within its LGA.

Draft nominations are basic at this stage, requiring minimal supporting data in order for TfNSW to gain insight into the appetite of Local Government for the process and determine preliminary priorities before seeking further information from Councils.

Reclassification

Road classifications considered under the review process are State, Regional or Local Roads.

The definition of these roads is shown in Figure 1.

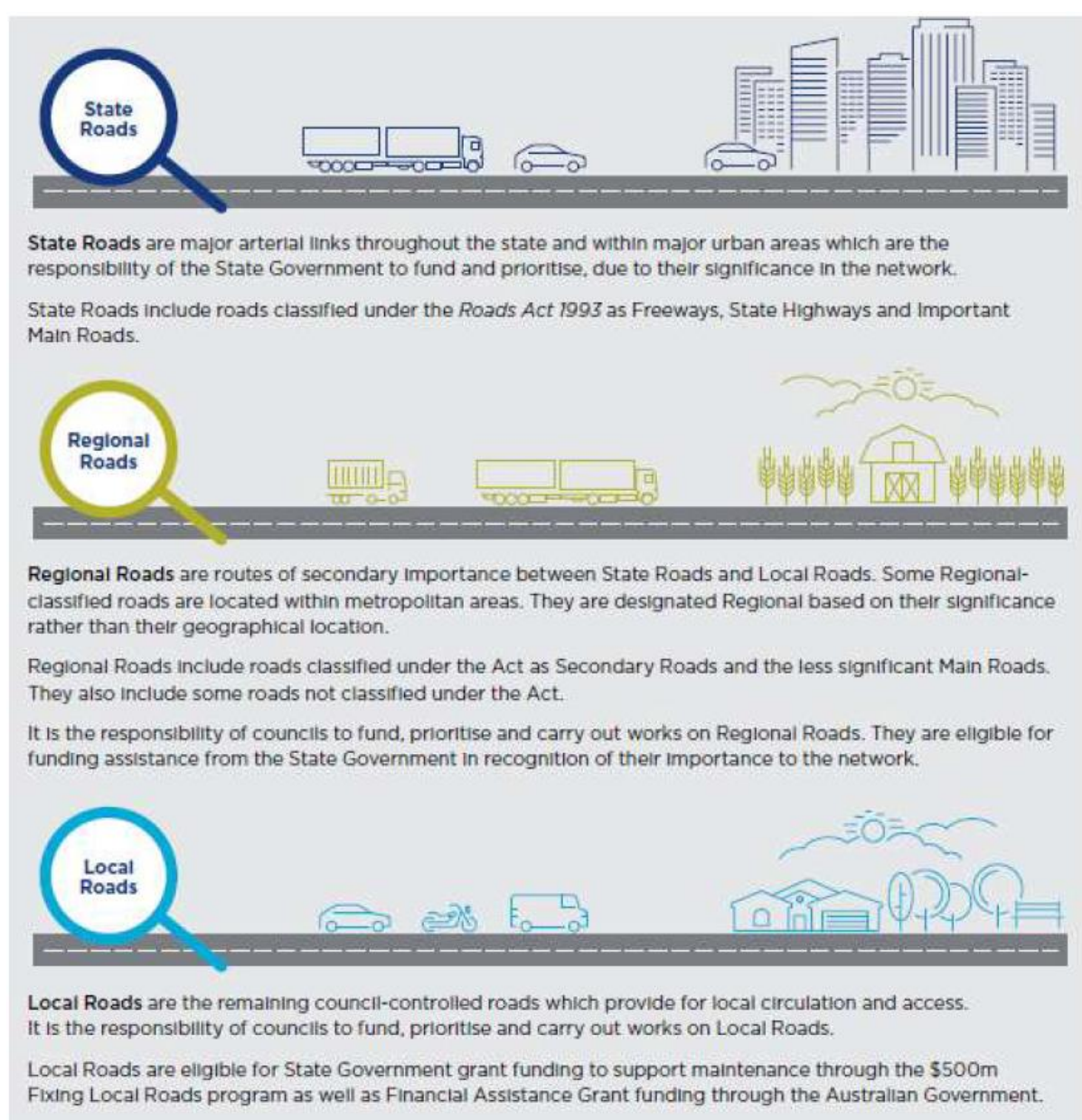


Figure1: Road classification definition

3.3 Road Classification Review and Transfer

Roads within the three current classes of State, Regional or Local Roads can be requested by Councils to have their status reviewed.

Roads within the Orange LGA that currently fall under these respective categories are as follows:

State Roads:

- Mitchell Highway
- Forbes Road/The Escort Way
- Millthorpe Road

Regional Roads:

- Burrendong Way
- Coronation Drive/Cargo Road
- Peisley St (from CBD)/Forest Road/Whiley Road

Local Roads:

- All other public roads within the LGA except for crown roads.

Reclassification of roads will have the effect of changing the ability of Council to access funding as shown in Figure 1. For example, a Local Road that becomes reclassified as a Regional Road will be eligible for funding assistance by the State Government for its general maintenance under the Block Grant scheme and in some cases upgrading under the REPAIR program.

Roads nominated for reclassification will be assessed with regard to how they fit the criteria defined for each particular category.

Northern Distributor Road/North Orange Bypass

The Northern Distributor Road (NDR) and North Orange Bypass (NOB) are currently classified a Local Road and the full responsibility for funding and undertaking upgrade and maintenance works. The NDR and NOB serve as the heavy vehicle bypass of Orange CBD and of the 10,000 vehicles per day that use the road, an average of just over 3,000 heavy vehicles per day (30%) are heavy vehicles. Comparing Summer Street, at about the same total figure of 10,000 vehicles per day, only around 600 (6%) are heavy vehicles.

The cost of ongoing maintenance and repair of this road is an unsustainable burden on Council due to the high heavy vehicle use increasing the frequency and standard of intervention, compared to the rest of its road network. Clearly the NDR/NOB carries the major burden of freight movement east west through Orange to the benefit of the existing State Road through Summer Street and is considered to meet the criteria of a State Road.

In 2017 Council staff negotiated an agreement from TfNSW to have the NDR/NOB reclassified as a Regional Road through a proposed review process (see attached). No further advice on that review has been forthcoming from TfNSW.

It is proposed that Council now nominate the NDR/NOB from Bathurst Road to The Escort Way to be reclassified from a Local Road classification to a State Road classification given that the terms of the review permit this consideration.

3.3 Road Classification Review and Transfer

Southern Feeder Road

Currently under construction in stages, the completed Southern Feeder Road (SFR) will effectively form the southern part of an Orange ring road to facilitate movement around Orange and allow freight and through traffic to avoid the Mitchell Highway through the CBD. Currently, existing roads on the SFR route are classified as Local Roads. Modelled to be a slightly lower order of functionality to the NDR/NOB, the SFR functionality will align with the stated objectives for Regional Road status. It is proposed that the SFR be reclassified along its constructed length from Bathurst Road to Anson Street with future constructed sections to be nominated in further reviews.

Clergate Road

Clergate Road has been recognised as a significant freight route by the Federal Government and has received past funding of \$1.4M in recent years under its Heavy Vehicle Safety and Productivity Program for stage 1 upgrades. With the growth of residential and industrial development along Clergate Road, it is considered a suitable candidate for nomination as a Regional Road.

Woodward Street

Formerly part of the Regional Road network and reclassified as part of the last review process in 2003, Woodward Street forms a critical link from the Mitchell Highway to the future SFR and the southern suburbs of Orange including Shiralee. Modelling suggests that current traffic volumes will increase as much as 30% over the next 5 years with the construction of the SFR stage 4 and further development of Shiralee. Woodward Street is considered a suitable candidate for nomination as a Regional Road.

Regional Road Transfer

The purpose of the Regional Road Transfer is to allow for Regional Roads currently under Council's care and control to be considered for transferral back to the responsibility of TfNSW.

Criteria for consideration include the form, function, and current and future funding requirements.

Cargo Road/Coronation Drive is one of Council's Regional Roads that crosses into Cabonne with the majority of its 70km length in Cabonne Council. Cargo Road forms part of the direct route from Orange to Canberra and is considered to suit the criteria for Transfer to TfNSW.

It is proposed to nominate the length of Cargo Road from Mitchell Highway to the Orange LGA Boundary for Transfer to TfNSW. Should Council resolve to nominate this road, advice would be provided to Cabonne Council.

Conclusion

The TfNSW Road Classification and Review process is an opportunity for Council to gain some relief from the ongoing maintenance and repair burden of some of its busier strategic roads. A summary of the proposals nominated is as follows in Table 1.

3.3 Road Classification Review and Transfer

Table 1.

Road	Proposal
NDR/NOB (entire length)	Reclassify from a Local Road to a State Road.
SFR (Bathurst Road to Anson Street)	Reclassify from a Local Road to a Regional Road.
Clergate Road (entire length to LGA boundary)	Reclassify from a Local Road to a Regional Road.
Woodward Street (Summer Street to railway)	Reclassify from a Local Road to a Regional Road.
Cargo Road/Coronation Drive (entire length to LGA boundary)	Transfer the existing Regional Road to TfNSW responsibility.

DIRECTORS COMMENT

This review is a two stage process with no guarantees other than each submission will be considered on its merits. Changes to road classifications that cross Local Government boundaries will only go ahead with the full support of all Council's involved and the Western Regional office of TfNSW in Parkes.

The Western Regional Office have also made a submission which does include some of Council's priorities but also transfers some sections of Regional Roads (Coronation Drive and Burrendong Way that are within the NDR) back to Local Roads. (See Attached).

It is common in any State review to have certain sections transferred back to Local Roads. However, I have stated that we would consider this transfer if TfNSW would entertain Huntley Road through to the Airport being reclassified as a Regional Road, together with the SFR being transferred to a Regional Road.

ATTACHMENTS

- 1 Letter to Cr Davis - Northern Distributor Road, D20/58190 [↓](#)
- 2 Map 1 - HW7 Mitchell Highway, Orange, D20/59589 [↓](#)



Our Ref: 00329129
Your Ref: D17/28536

Cr John Davis OAM
Mayor
Orange City Council
PO Box 35
ORANGE NSW 2800

Dear Cr Davis

Thank you for your correspondence to the Minister for Roads, Maritime and Freight about your meeting request to discuss funding for the Northern Distributor Road. I have been asked to respond to you.

As you are aware, Orange City Council wrote to Roads and Maritime Services on 12 April 2017, requesting re-classification of the Northern Distributor Road from a local road to a Regional Road. Roads and Maritime has agreed to this request and is currently working through the classification process.

Re-classification as a Regional Road allows Orange City Council to use Block Grant funding for repairs and maintenance on the road, and similarly apply for funding under the Regional Roads REPAIR program.

Thank you for inviting the Minister to meet with you to discuss this matter. As you may appreciate, the Minister has a very busy schedule and at this stage she is unable to meet.

I hope this has been of assistance.

Yours sincerely

30/6/2017

Terry McSweeney
Principal Manager, Ministerial & Government Services
Customer Relations & Government Services

