



INFRASTRUCTURE POLICY COMMITTEE

AGENDA

7 FEBRUARY 2023

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** on **Tuesday, 7 February 2023**.

David Waddell
CHIEF EXECUTIVE OFFICER

For apologies please contact Administration on 6393 8106.

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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 AIRPORT COMMUNITY COMMITTEE MEETING 7 DECEMBER 2022

RECORD NUMBER: 2022/2499

AUTHOR: Timothy Mooney, Manager Depot, Airport & Emergency Services

EXECUTIVE SUMMARY

The Airport Community Committee met on 7 December 2022 and the recommendations from that meeting are presented to the Infrastructure Policy Committee for adoption.

It is noted that since the ACC meeting on 7 December 2022, correspondence has been received requesting that the renaming of the airport Terminal (3.1) be deferred until such time as the ACC has been able to consider further options and costings for renaming of the terminal and/or the whole airport.

LINK TO DELIVERY/OPERATIONAL PLAN

The recommendation in this report relates to the Delivery/Operational Plan strategy “13.1. Support public and private rail, coach and air services”.

FINANCIAL IMPLICATIONS

Nil

POLICY AND GOVERNANCE IMPLICATIONS

Nil

RECOMMENDATION

- 1 That Council acknowledge the reports presented to the Airport Community Committee at its meeting held on 7 December 2022.
- 2 That Council determine recommendations 3.2, 3.3 and *General Business* from the minutes of the Airport Community Committee meeting of 7 December 2022.
 - 3.1 *Orange Airport - Proposed Memorial For Jim Hazelton*
That the Terminal at the Orange Airport be named Jim Hazelton Terminal.
 - 3.2 *Proposed Refuelling Apron - Orange Airport Refuelling Facility*
That the plans on the proposed refuelling facility at the Orange Airport be noted.
 - 3.3 *Airport Community Committee Action Plan*
That the Airport Community Committee Action Plan be reviewed and updated.
- General Business*
 - Proposed Paid Parking in Secured Carpark*
That proposed paid parking in secured carpark commence on 1 July 2023 with fees being \$5.00 per day – maximum \$25.00 per week.
- 3 That the remainder of the minutes of the Airport Community Committee at its meeting held on 7 December 2022 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.

SUPPORTING INFORMATION

It is noted that since the ACC meeting on 7 December 2022, correspondence has been received requesting that the renaming of the airport Terminal be deferred until such time as the ACC has been able to consider further options and costings for renaming of the terminal and/or the whole airport.

The recommendation as printed has been put forward by the ACC following the 7 December 2022 meeting. Should Council wish to defer or change 3.1 of the recommendation, this should be moved with the change or an amendment to the motion made during the discussion of this item during the meeting.

ATTACHMENTS

- 1 ACC 7 December 2022 Minutes
- 2 ACC 7 December 2022 Agenda, D22/79778 [↓](#)

ORANGE CITY COUNCIL

MINUTES OF THE

AIRPORT COMMUNITY COMMITTEE

HELD IN ORANGE AIRPORT, AERODROME ROAD, ORANGE

ON 7 DECEMBER 2022

COMMENCING AT 6.00PM

1 INTRODUCTION

ATTENDANCE

Cr J Evans (Chairperson), Cr T Greenhalgh, Cr F Kinghorne, Ms Alexandra Rezko, Mr Douglas Brooks, Mr Brian Wood, Manager Depot, Airport & Emergency Services, Airport Supervisor

1.1 Apologies and Leave of Absence

RECOMMENDATION

Cr F Kinghorne/Cr T Greenhalgh

That the apologies be accepted from Mr Rohan Williams and Mr Chris Doucas for the Airport Community Committee meeting on 7 December 2022.

1.2 Acknowledgement of Country

The Chairperson conducted an 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

Cr F Kinghorne/Mr B Wood

That the Minutes of the Meeting of the Airport Community Committee held on 31 August 2022 (copies of which were circulated to all members) be and are hereby confirmed as a true and accurate record of the proceedings of the Airport Community Committee meeting held on 31 August 2022.

3 GENERAL REPORTS

3.1 ORANGE AIRPORT - PROPOSED MEMORIAL FOR JIM HAZELTON

TRIM REFERENCE: 2022/2444

RECOMMENDATION**Mr D Brooks/Mr B Wood**

That the Terminal at the Orange Airport be named Jim Hazelton Terminal.

3.2 PROPOSED REFUELLING APRON - ORANGE AIRPORT REFUELLING FACILITY

TRIM REFERENCE: 2022/2445

RECOMMENDATION**Cr T Greenhalgh/Cr F Kinghorne**

That the plans on the proposed refuelling facility at the Orange Airport be noted.

3.3 AIRPORT COMMUNITY COMMITTEE ACTION PLAN

TRIM REFERENCE: 2022/2443

RECOMMENDATION**Mr D Brooks/Cr F Kinghorne**

That the Airport Community Committee Action Plan be reviewed and updated.

GENERAL BUSINESS

Proposed Paid Parking in Secured Carpark

RECOMMENDATION**Cr T Greenhalgh/Mr D Brooks**

That proposed paid parking in secured carpark commence on 1 July 2023 with fees being \$5.00 per day – maximum \$25.00 per week.

THE MEETING CLOSED AT 6.35PM.



AIRPORT COMMUNITY COMMITTEE

AGENDA

7 DECEMBER 2022

Notice is hereby given, in accordance with the provisions of the Local Government Act 1993 that an **AIRPORT COMMUNITY COMMITTEE MEETING of ORANGE CITY COUNCIL** will be held in the **ORANGE AIRPORT, AERODROME ROAD, ORANGE** on **Wednesday, 7 December 2022** commencing at **6.00PM**.

David Waddell

CHIEF EXECUTIVE OFFICER

For apologies please contact Tim Mooney on 6393 8054.

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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AIRPORT COMMUNITY COMMITTEE

7 DECEMBER 2022

1 INTRODUCTION

MEMBERS

Cr J Evans (Chairperson), Cr T Greenhalgh, Cr F Kinghorne, Cr J Whitton, Mr Rohan Williams, Mr Douglas Brooks, Mr Grant Gill, Mr Chris Doucas, Ms Alexandra Rezko, Mr John Pullen, Mr Brian Wood, Manager Depot, Airport & Emergency Services, Airport Supervisor

1.1 APOLOGIES AND LEAVE OF ABSENCE

1.2 ACKNOWLEDGEMENT OF COUNTRY

I would like to acknowledge the Traditional Custodians of the land on which we meet today, the people of the Wiradjuri Nation. I pay my respects to Elders past and present, and extend those respects to Aboriginal Peoples of Orange and surrounds, and Aboriginal people here with us today.

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 Airport Community Committee at this meeting.

2 PREVIOUS MINUTES

RECOMMENDATION

That the Minutes of the Meeting of the Airport Community Committee held on 31 August 2022 (copies of which were circulated to all members) be and are hereby confirmed as a true and accurate records of the proceedings of the Airport Community Committee meeting held on 31 August 2022.

ATTACHMENTS

- 1 Minutes of the Meeting of the Airport Community Committee held on 31 August 2022

ORANGE CITY COUNCIL

MINUTES OF THE AIRPORT COMMUNITY COMMITTEE HELD IN ORANGE AIRPORT, AERODROME ROAD, ORANGE ON 31 AUGUST 2022 COMMENCING AT 6.00PM

1 INTRODUCTION

ATTENDANCE

Cr J Evans (Chairperson), Cr F Kinghorne, Mr Rohan Williams, Ms Alexandra Rezko, Mr Brian Wood, Manager Depot, Airport & Emergency Services, Airport Supervisor

1.1 Apologies and Leave of Absence

RECOMMENDATION	Mr R Williams/Cr F Kinghorne
That the apologies be accepted from Cr J Whitton, Mr C Doucas and Mr D Brooks for the Airport Community Committee meeting on 31 August 2022.	

1.2 Acknowledgement of Country

The Chairperson conducted an 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	Cr F Kinghorne/Mr R Williams
That the Minutes of the Meeting of the Airport Community Committee held on 18 May 2022 (copies of which were circulated to all members) be and are hereby confirmed as a true and accurate record of the proceedings of the Airport Community Committee meeting held on 18 May 2022.	

MINUTES OF AIRPORT COMMUNITY COMMITTEE**31 AUGUST 2022**

3 PRESENTATIONS**3.1 GATE 2 - AIRPORT HUNTLEY ROAD – RECENT BURN-OUT VANDALISM**

TRIM REFERENCE: 2022/1672

RECOMMENDATION**Ms A Rezko/Mr B Wood**

That the Manager Depot, Airport & Emergency Services speak to the Police at the next Local Emergency Management Committee Meeting.

4 GENERAL REPORTS**4.1 ORANGE AIRPORT - PROPOSED MEMORIAL FOR JIM HAZELTON**

TRIM REFERENCE: 2022/1681

RECOMMENDATION**Mr R Williams/Cr F Kinghorne**

That the report be noted and that this item be referred to the next meeting of the Airport Community Committee.

4.2 AIRPORT COMMUNITY COMMITTEE ACTION PLAN

TRIM REFERENCE: 2022/1648

RECOMMENDATION**Cr F Kinghorne/Mr R Williams**

That the Airport Community Committee Action Plan be reviewed and updated.

GENERAL BUSINESS

- Plans for Refuelling Station – display next meeting.
- Drainage near T-Hanger – to be investigated.
- Speed limit in front of terminal – Aerodrome Road – request to reduce speed limit.
- LED Lights – waiting on grant application.

THE MEETING CLOSED AT 6.35PM.

AIRPORT COMMUNITY COMMITTEE

7 DECEMBER 2022

3 GENERAL REPORTS**3.1 ORANGE AIRPORT - PROPOSED MEMORIAL FOR JIM HAZELTON**

RECORD NUMBER: 2022/2444

AUTHOR: Timothy Mooney, Manager Depot, Airport & Emergency Services

EXECUTIVE SUMMARY

At the Airport Community Committee meeting held on 31 August 2022, it was recommended that Item 4.1 – Proposed Memorial for Jim Hazelton, be referred to the next meeting of the Airport Community Committee.

LINK TO DELIVERY/OPERATIONAL PLAN

The recommendation in this report relates to the Delivery/Operational Plan strategy “13.1. Support public and private rail, coach and air services”.

FINANCIAL IMPLICATIONS

Nil

POLICY AND GOVERNANCE IMPLICATIONS

Nil

RECOMMENDATION

That the Terminal at the Orange Airport be named Jim Hazelton Terminal.

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.

DIRECTOR’S COMMENT

Noting that we already have the Max Hazelton Aero Club and a wall within the public terminal outlining the contribution of Jim’s surviving brother Max, to the commercial aviation industry, it is appropriate that we recognise Jim’s contribution to the general aviation industry and his adventurous spirit. This proposal, if endorsed by the Committee and supported by Council, is one way of doing that.

ATTACHMENTS

- 1 Proposal - Renaming Airport - Jim Hazelton, D22/51948
- 2 Orange Airport - Memorial - Letters of Support, D22/50935

AIRPORT COMMUNITY COMMITTEE

7 DECEMBER 2022

Attachment 1 Proposal - Renaming Airport - Jim Hazelton

Wednesday May 18th, 2022

Cr J Evans (Chairperson),

Cr T Greenhalgh,

Cr F Kinghorne,

Cr J Whitton,

Mr Douglas Brooks,

Mr Grant Gill,

Mr Chris Doucas,

Ms Alexandra Rezko,

Mr Brian Wood,

Mr Tim Mooney,

Mr Justin Bannon

Dear Committee,

I would like to propose that we, the Airport Community Committee, propose a memorial to the great Jim Hazelton. Jim Hazelton was a pioneer of aviation of various genres in both our local area and the international aviation theatre. His life and career touched many people who now hold leadership roles in aviation across the world today.

Please read through my brief summary of his career accompanied by submissions that I have received in support of such a memorial. I do trust that the gravity of Jim's contribution to important developments in both aviation and Australia's pastoral industries won't be lost on the reader.

Specifically, I propose that we consider renaming the Orange Regional Airport in honour of Jim. I believe that this would be a very fitting honour to bestow a man who contributed so much our local area and the wider aviation community and its industries alike.

"Orange, Jim Hazelton Memorial Airport"

Yours Faithfully,

Rohan Willaims.

AIRPORT COMMUNITY COMMITTEE

7 DECEMBER 2022

Attachment 1 Proposal - Renaming Airport - Jim Hazelton



Jim Hazelton

Born in Cudal on June 21st, 1931, James David (Jim) Hazelton was a country boy from Toogong. He grew up on the family farm "Willow" and was one of seven children in the family. Being the youngest, he was given the pet name of "Chick" by his elder sister, Ruth. Throughout his childhood he was known by that name although he became "Jim" to all as a young adult.

Due to an adventurous spirit manifesting as a mischievous demeanour, Jim was sent to be educated at the Walaroi Methodist Boarding School for boys in Orange after he clashed with a new teacher at the small local school at Toogong. It was during this period that Jim's interest in Aviation grew. Inspired by an increasing frequency of military aircraft over local skies, his brother Bruce's enlistment in the RAAF, and an impromptu and unauthorised display over town by the RAAF trainers from Temora, Jim became mesmerised by all things aviation.

During his final year attending Walaroi College, Jim, at the age of just 15 years, began his initial flying training with the Orange Aero Club (then a branch of the Newcastle Aero Club) at the old Bloomfield Aerodrome. He had been taken for a joy flight in a CAC Wackett trainer by Orange local, Greg Barrett, and became completely infatuated with the idea of flying. During his training, Jim also worked for the club keeping the books, refuelling aircraft, and maintaining flight records.

Contrary to his days at school, Jim was the model student pilot and progressed well throughout his training. He trained predominantly in De Havilland DH-82 Tiger Moth aircraft although also spent time in Auster J5 and Avro 643 Cadet aircraft. At the conclusion of his training he was sent by his Chief Flight Instructor, George Campbell, to

AIRPORT COMMUNITY COMMITTEE

7 DECEMBER 2022

Attachment 1 Proposal - Renaming Airport - Jim Hazelton

Bankstown Airport where he would undertake both his commercial flight test as well as the test for his Instructor Rating. His flight examiner at Bankstown was Reginald Ansett (Later, Sir Reginald Ansett).

Upon gaining his Commercial License and Instructor Rating, Jim was employed as an instructor at the Bloomfield Aerodrome with the Newcastle Aero Club. He made a name for himself as good instructor who was strict with standards but affable in character. Interestingly, among his many students were three of his own brothers, Bruce, Max, and Kerry.

Jim instructed with the Newcastle Aero Club for approximately two years before embarking on a new business venture, an air charter service between Mackay, QLD, and Lindeman Island. This business venture was short-lived as Jim returned home suddenly to join the search for his brother, Max, who had crashed his Auster Aircraft in the Blue Mountains on a flight between Bankstown and Toogong. Max eventually walked out of the bush six days later after a gruelling ordeal in mountainous terrain.

Jim then decided to remain in his home area and joined Max in the air taxi business that had recently been launched. This involved newspaper runs and charter flights in their Auster aircraft. However, during their search for a replacement for the Auster that Max had crashed in the Blue Mountains, the two brothers discovered the new model Cessna aircraft, the Cessna C180.

The Cessna C180 was a revolutionary aircraft at that time and opened far greater opportunities than the older aircraft models allowed. It was soon decided that the two brothers would delve into the then fledgling industry of aerial agriculture. With Australia's wool industry booming and the overwhelming demand for the spreading of superphosphate fertiliser throughout the pastoral areas, it was decided to offer their services in this field.

This new venture proved to be insatiably demanding. The Hazelton brothers increased their flying exponentially, principally on spreading operations while also still offering their original air taxi service. Such services also included special humanitarian relief efforts such as the dropping of fodder to stranded livestock during floods.

It was soon decided that a line be drawn north to south through the city of Orange and Max would service everything west of that line while Jim looked after everything to the east. This model eventually saw the mutually amicable separation into two separate



AIRPORT COMMUNITY COMMITTEE**7 DECEMBER 2022**Attachment 1 Proposal - Renaming Airport - Jim Hazelton

businesses and saw the birth of Hazair Agricultural Service Pty Ltd. Jim registered that business name on the 18th of December 1956.

Jim's new business was primarily involved in the service of spreading superphosphate fertiliser for graziers across a very broad swathe of New South Wales although Jim still conducted occasional charter services, paper runs, and continued instructing at the Bloomfield Aerodrome. At this early stage the business was based from Jim's elder brother John's airstrip on "Pretty Plains" near Milthorpe.

The business grew exponentially, fuelled by the booming wool industry and its demand for fertiliser. Jim continued to develop and refine operations, introducing new equipment and practices in all aspects from bulk fertiliser handling to spreading techniques. Still, the business grew.

Jim was a founding member of the Aerial Agricultural Association of Australia (1958) and went on to serve as President of that association. He is recognised by the Aerial Agricultural industry as having trained countless agricultural pilots and mentored them through their quite challenging careers. Recent CEO of the now Aerial Application Association of Australia has extended his own support for the importance of a memorial to Jim.

In 1961 the business had outgrown the small facility at "Pretty Plains" and, with the opening of the new Orange Airport, Jim built the first facility at the airport consisting of a new hangar and office building which still stand to the west of the airport terminal building today. The new facility allowed Jim to broaden the operations of the business with the incorporation of aircraft sales and Maintenance added under the separate business name of Hazair Sales and Service Pty Ltd.

At the same time Jim's fleet of aircraft also grew to incorporate more Cessna C180's, Piper Pawnee, and Cropmaster types. A southern base was also opened at the Albury Airport with the purchase of an existing company, Air Spraying and Spreading Pty Ltd, based there. The Albury base was renamed Hazair (Albury) Pty Ltd. An employee, Kieth Death, whom Jim had taught to fly, moved to Albury with his wife to run that base and later purchased it from Jim.

As the business quickly grew, Jim began to travel and, upon a business trip to the USA in the early 1960's, he noticed the lack of regulatory burden on American aviation business operators. As a result he became determined to campaign to level the aviation playing field in Australia.

Jim eventually branched out away from the Orange area and the Central West. He purchased a controlling share in Navair Pty Ltd, significant flying school based at Bankstown. At this time Jim was also becoming involved in ferrying light aircraft to Australia from the United States. He was the first Australian to ferry across the Pacific Ocean in a single engine aircraft, a Piper Comanche 400. This was also the very first 400 Comanche delivered to Australia and was one that Jim had sold through Hazair Sales and Service Pty Ltd.

AIRPORT COMMUNITY COMMITTEE

7 DECEMBER 2022

Attachment 1 Proposal - Renaming Airport - Jim Hazelton

Jim became very interested in the aircraft ferry operations and, increasingly, took on more and more international ferry contracts for both his own aircraft sales business and for external clients. This eventually became the entirety of Jim's career and saw him fly in excess of 200 trans-Pacific flights between the USA and Australia as well as countless other international destinations.

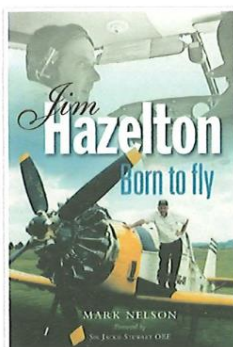
Jim's involvement with Navair Pty Ltd allowed him to travel a great deal more which was definitely in accordance with his adventurous nature. He was also able to nurture many hundreds of student pilots through their training, many of whom have gone on to play quite senior roles in aviation worldwide.

He has trained many celebrities such as famous racing car drivers, Sir Jackie Stewart, Graham Hill, and Jim Clark. All three spoke very highly of Jim both as a friend and a mentor. Sir Jackie Stewart has made his own contribution towards the importance of a memorial to Jim.

Throughout his career Jim was able to befriend a wide range of people and his adventurous spirit saw him involved in many pioneering and innovative expeditions. He accompanied entrepreneur Dick Smith on a helicopter trek to the North Pole. Mr Smith also speaks very highly of Jim and has also written his own submission in support of a memorial to Jim.

Jim's campaigning against over regulation of aviation in Australia often saw him draw the attention of the DCA, CAA, and CASA (all evolving versions of the current Civil Aviation Safety Authority) and sometimes for damning reasons. However, due to his campaigns we can thank Jim for such modern privileges as the Night Visual Flight Rules (NVFR) Rating. Very few individuals can take credit for such achievements with our aviation regulator.

Jim Hazelton's life was recorded, shortly before his death in 2014, by Author Mark Nelson. That record now comprises the book "Jim Hazelton, Born to Fly" which was published in 2020. Mark's book contains many, many accounts of Jim's adventures and is a must-read.



AIRPORT COMMUNITY COMMITTEE

7 DECEMBER 2022

Attachment 1 Proposal - Renaming Airport - Jim Hazelton

An adventurer rather than a businessman, Jim Hazelton achieved a lifetime of success as a mentor, an innovator, and a pioneer of many aspects of general aviation. While Jim's brother, Max Hazelton has been rightly recognised for his great success with Hazelton Airlines, Jim's achievements remain largely unrecognised in our local community.

A memorial to Jim Hazelton's life and career is something that is currently missing in our community.



This brief summary prepared with close reference to "Jim Hazelton, Born to Fly",
A biography by Mark Nelson. (2020)

For further clarification, please don't hesitate to contact Rohan Williams;

Mob:

Email:

AIRPORT COMMUNITY COMMITTEE

7 DECEMBER 2022

Attachment 1 Proposal - Renaming Airport - Jim Hazelton

**Sir JACKIE STEWART, O.B.E.**CLAYTON HOUSE BUTLERS CROSS
ELLESBOROUGH BUCKS HP17 0URTelephone
Facsimile
Email

23 July 2021

Re: Jim Hazelton

To whom it may concern,

Jim Hazelton was a giant of his time. Graham Hill, Jim Clark, myself and others were all influenced by his enormous enthusiasm to always be the best at what he did. He gave all three of us the chance to acquire our pilot's licence, with the best possible guidance of anyone we could ever have reached.

Jim introduced me to Orange County for my flying lessons and flying experience because Bankstown was so busy and restrictive in comparison, thus allowing the amount of time required for me to successfully secure my pilot's licence. Graham, Jim and I couldn't possibly have achieved this without the skill, enthusiasm and energy that Jim Hazelton possessed, which drove us to achieving the privilege of being pilots.

His integrity and care were unmatched. He was a man of tremendous charm and a much-respected mentor, adventurer and aviator.

I therefore believe that it makes huge sense for the Orange Regional Airport to be named in honour of Jim Hazelton.

Yours sincerely,

AIRPORT COMMUNITY COMMITTEE

7 DECEMBER 2022

Attachment 1 Proposal - Renaming Airport - Jim Hazelton

DICK SMITH

Phone:
Email:

29 June 2021

Rohan Williams
Director
Williams Agribusiness
By email:

Dear Rohan

I believe it is a wonderful idea to name the Orange Regional Airport after Jim Hazelton. Jim was a most extraordinary aviator who assisted many hundreds of pilots during their careers.

Jim and his brother Max founded Hazelton Airlines, but Jim was drawn to the adventure of general aviation. Jim founded his own successful flight training business, training many pilots who valued Jim's expertise, and was a crop dusting pioneer.

Jim was also well-known and respected as a ferry pilot, flying all over the world. Charles Kingsford Smith and his crew may have been the first aviators to cross the Pacific, but Jim Hazelton safely completed over 200 Pacific crossings in single engine aircraft.

Jim's early flying was based at Orange and it seems appropriate to commemorate him there as a true legend of Australian aviation.

Yours sincerely

Dick Smith AC

AIRPORT COMMUNITY COMMITTEE

7 DECEMBER 2022

Attachment 1 Proposal - Renaming Airport - Jim Hazelton



AERIAL APPLICATION
ASSOCIATION OF AUSTRALIA
LTD.

ABN 13 002 501 886 • ACN 002 501 886

~

29 July 2021

Mr Rohan Williams
By email

Dear Rohan

Further to our recent discussion, AAAA is delighted to provide a letter of support for the renaming of Orange airport in recognition of Jim Hazelton's contribution to aviation in Australia, and especially to his role in the development of aerial agriculture and his important role in advancing aviation in the central west.

Many of our industry members were mentored by Jim in the 1960s and 70s. He was clearly a great pilot, instructor and mentor who helped pave the way for the aerial agricultural industry. He was particularly valuable in his role of helping to educate the then regulator – the Department of Civil Aviation – when they first sought to regulate the industry in the early 1960s.

Some of the Directors of AAAA knew Jim very well and have indicated the respect he had around the world – including teaching current pilots the trade of international aircraft ferries across the Pacific. Jim was an extremely generous man - he would do anything to help anyone at any time. He certainly was a man that "paid forward" in kindness long before that was an ideal.

Jim and his brother Max founded Hazelton Air Taxi and Charter Service at Orange in 1953, with Max working the southern section of the business and Jim the northern. Jim then went on to found Hazair (Orange) in 1956. They were both innovators and early adaptors, importing new specialised aerial agricultural aircraft from the US. Jim eventually sold the Hazair (Orange) aerial agricultural business to the reconstituted Hazelton Air Services in 1969. These details are drawn from Derrick Rolland's excellent history of *Aerial Agriculture in Australia*.

Jim trained many aerial application pilots and played an active role as a member of the AAAA – being one of the founding members of the Association at its inaugural meeting in 1958.

Jim was also a great ambassador for the wider general aviation community. AAAA believes that remembering and honouring our aviation pioneers is very important for the future aviation generations that will otherwise forget great mentors and industry builders like Jim.

AAAA strongly supports your efforts to have the Orange Airport named after Jim Hazelton in recognition of his contribution to the Orange community and also to aerial agriculture and aviation in Australia.

Yours sincerely

Phil Hurst
CEO – AAAA

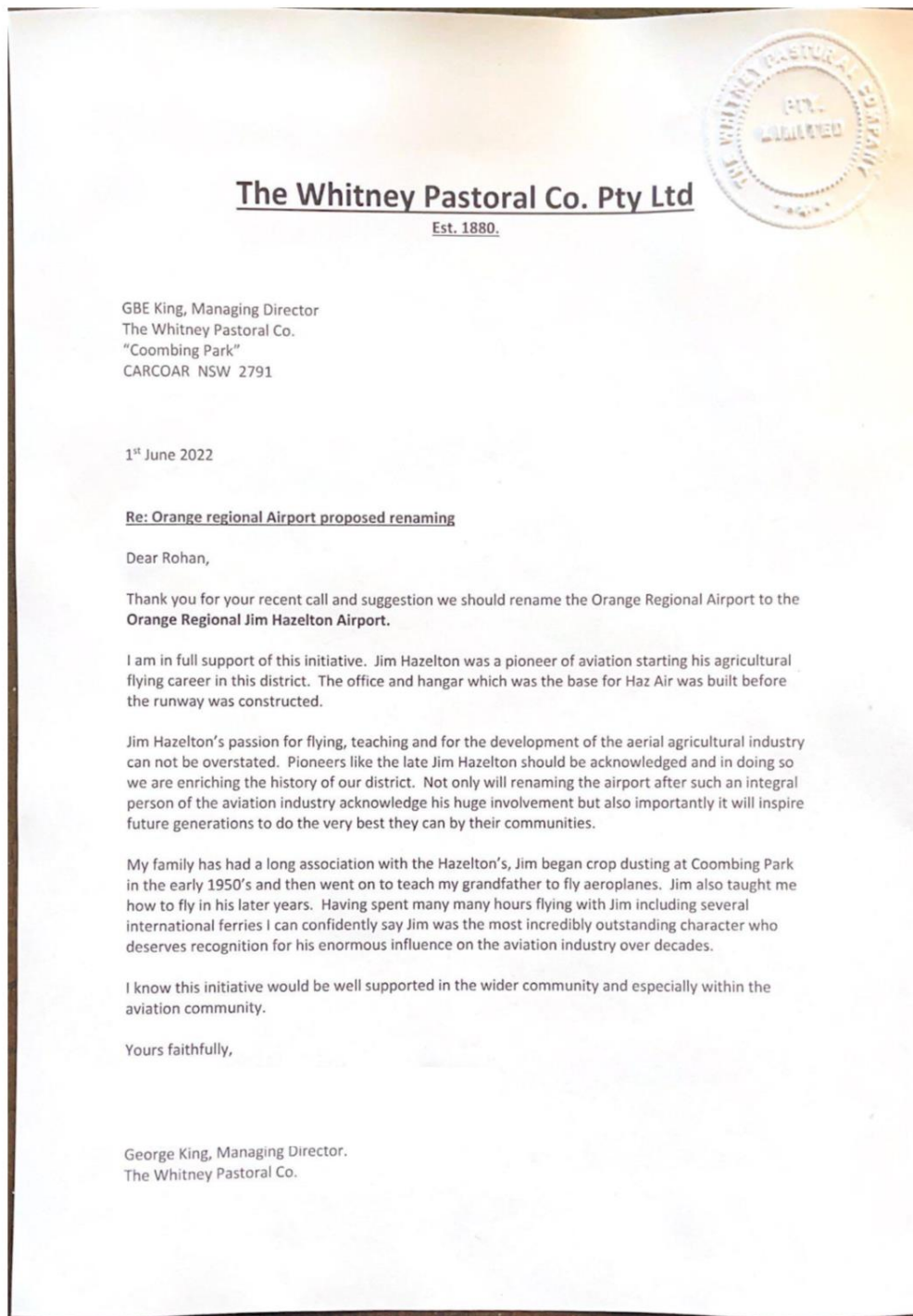
PO Box 353
MITCHELL ACT 2911

Ph:
Email:

AIRPORT COMMUNITY COMMITTEE

7 DECEMBER 2022

Attachment 2 Orange Airport - Memorial - Letters of Support



AIRPORT COMMUNITY COMMITTEE

7 DECEMBER 2022

Attachment 2 Orange Airport - Memorial - Letters of Support

Rohan Williams

From: Murray S
Sent: Tuesday, 31 May 2022 6:50 PM
To: Rohan Williams
Subject: The Jim Hazelton Orange Regional Airport

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Rohan,

I had the privilege of working for Jim, and flying for Jim, in the early 1980's. I already had a Commercial Pilot Licence and an Instrument Rating, but what I learned from Jim about flying was immeasurable!

Under his guidance I earned an Instructor Rating and Airline Transport Licence, but also learned a lot about life from him.

I think it was only about my first week working for Jim when he took me home to his place in Wedderburn to have dinner and stay the night. This became a frequent event, and I became friends with the whole Hazelton Clan. His generosity, kindness and friendly nature were legendary, as were his flying skills, and I feel extremely privileged to have not only flown with Jim many many times, but to have known him as a friend.

Jim's name and reputation in the aviation industry in general are legendary, but nowhere more so than in the Orange area where he grew up and operated various businesses over many years.

In my humble opinion, to name the Orange Regional Airport after Jim is a NO BRAINER!

Thanks for your time.

Regards

Murray Statham

Some people walk in the rain, and some people just get wet

AIRPORT COMMUNITY COMMITTEE

7 DECEMBER 2022

3.2 PROPOSED REFUELLING APRON - ORANGE AIRPORT REFUELLING FACILITY

RECORD NUMBER: 2022/2445

AUTHOR: Timothy Mooney, Manager Depot, Airport & Emergency Services

EXECUTIVE SUMMARY

At the Airport Community Committee meeting held on 31 August 2022, it was advised that plans for the proposed refuelling facility would be tabled.

LINK TO DELIVERY/OPERATIONAL PLAN

The recommendation in this report relates to the Delivery/Operational Plan strategy “13.1. Support public and private rail, coach and air services”.

FINANCIAL IMPLICATIONS

Nil

POLICY AND GOVERNANCE IMPLICATIONS

Nil

RECOMMENDATION

That the attached plans on the proposed refuelling facility at the Orange Airport be noted.

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

Attached are plans of the proposed refuelling facility at the Orange Airport.

ATTACHMENTS

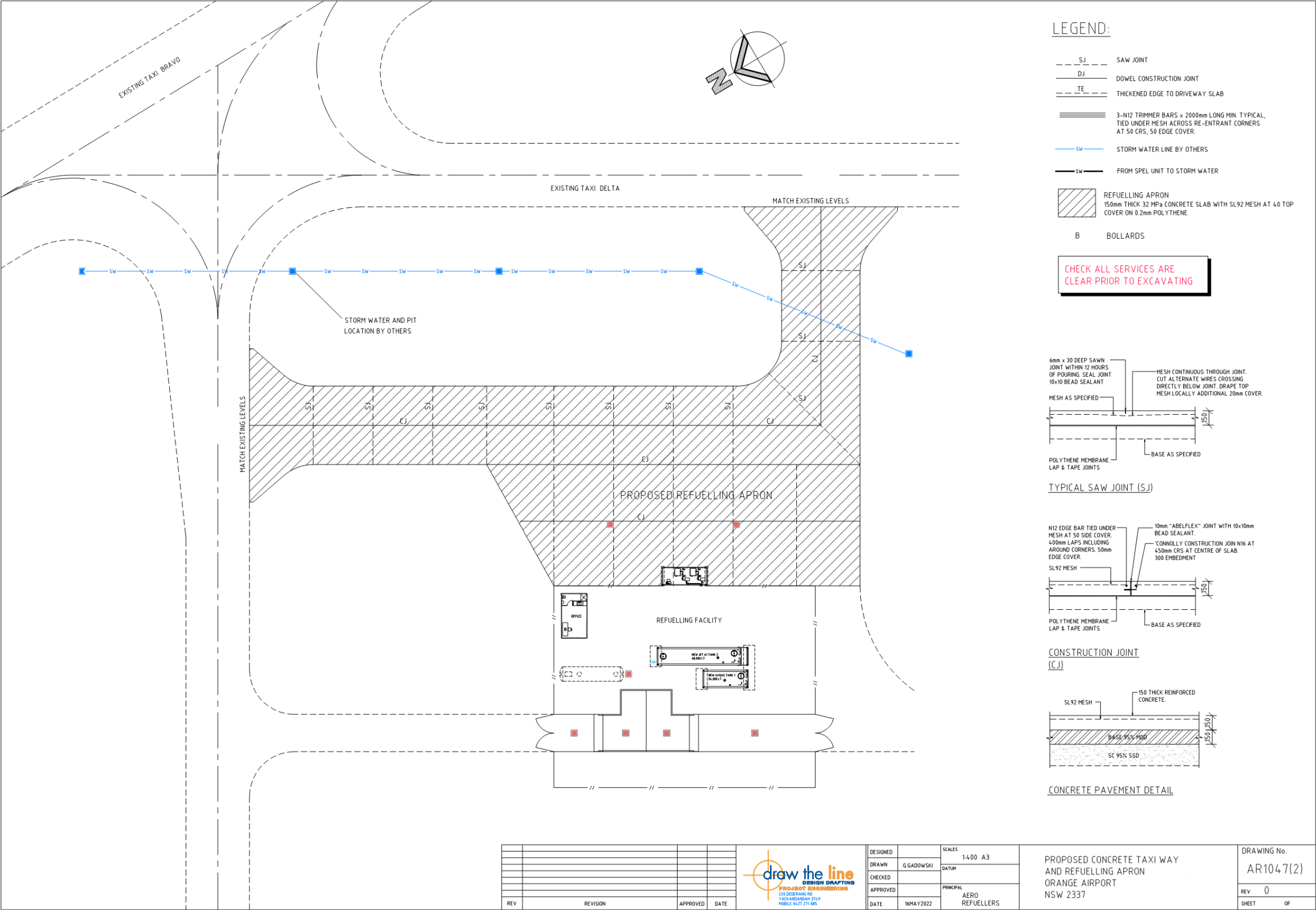
- 1 Plans - Orange Airport Refuelling Facility, D22/77151

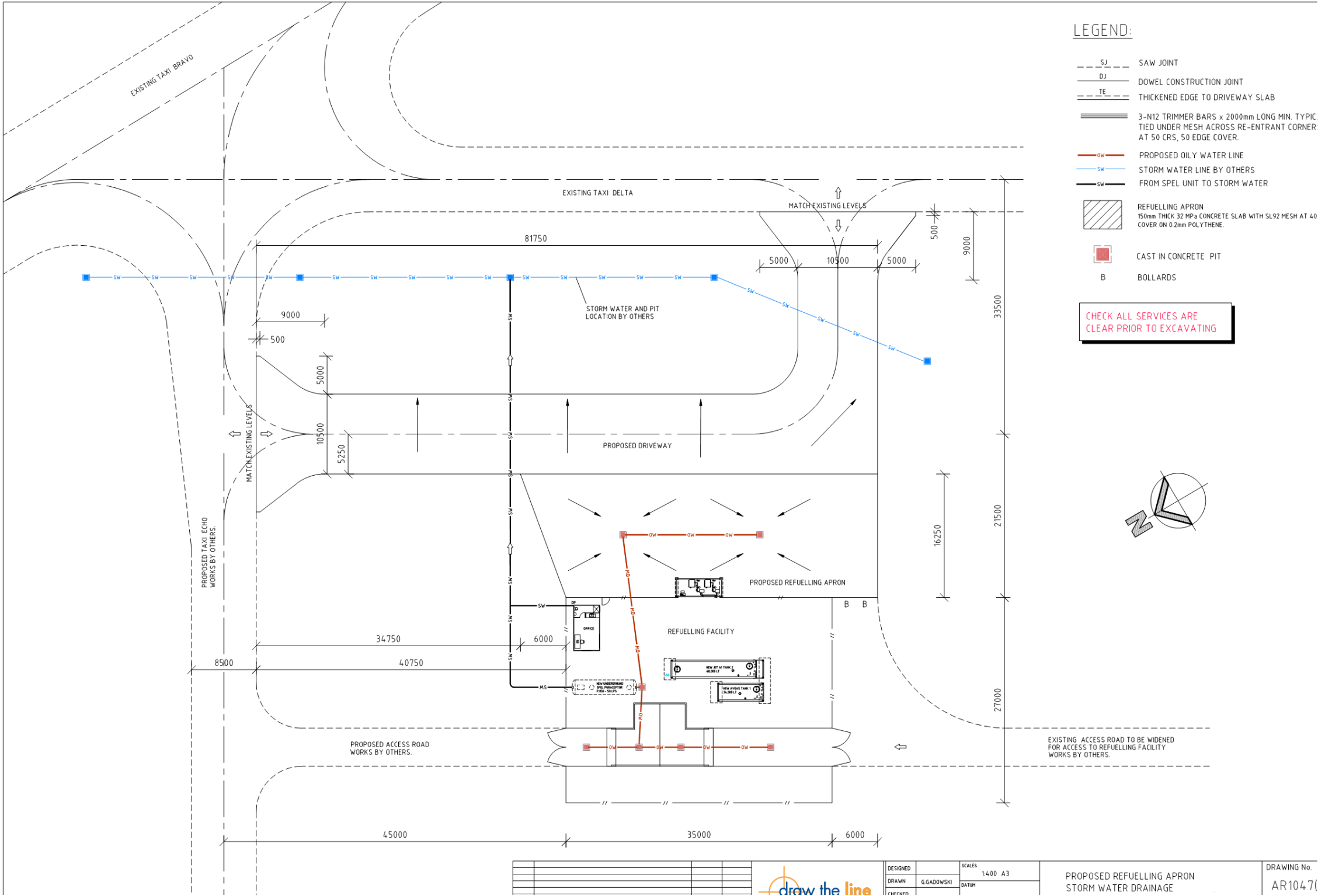
AIRPORT COMMUNITY COMMITTEE

7 DECEMBER 2022

Attachment 1 Plans - Orange Airport Refuelling Facility









Attachment 1 Plans - Orange Airport Refuelling Facility



AIRPORT COMMUNITY COMMITTEE

7 DECEMBER 2022

3.3 AIRPORT COMMUNITY COMMITTEE ACTION PLAN

TRIM REFERENCE: 2022/2443

AUTHOR: Timothy Mooney, Manager Depot, Airport & Emergency Services

EXECUTIVE SUMMARY

The Airport Community Committee Action Plan is attached for the Committee to review and update as required.

LINK TO DELIVERY/OPERATIONAL PLAN

The recommendation in this report relates to the Delivery/Operational Plan strategy “13.1. Support public and private rail, coach and air services”.

FINANCIAL IMPLICATIONS

Items on the Action Plan will not necessarily be put into Council’s program of works or budget. Rather, the Action Plan will be used by the Committee and staff to provide suggestions for Council’s consideration. Items may also be long-term goals or activities that can be worked on over time.

POLICY AND GOVERNANCE IMPLICATIONS

Nil

RECOMMENDATION

That the Airport Community Committee Action Plan be reviewed and updated.

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 Airport Community Committee (ACC) Action Plan, D22/77140

AIRPORT COMMUNITY COMMITTEE

7 DECEMBER 2022

Attachment 1 Airport Community Committee (ACC) Action Plan

D22/19192

**Airport Community Committee
Action Plan**

Date	Action	Who	Community Strategic Plan reference	Budget status	Start	End	Update/Completed
18/03/2015	Remove loose gravel around Aero Club and apron	Justin Bannon	13.1	Included in current budget	23/03/2015	26/03/2015	Ongoing
18/03/2015	Drainage around hangars	Tim Mooney Design office	13.1		20/3/2015	On going	Levels are being taken. Some drainage work completed 02/2019.
17/9/2015	Investigate the cost of purchase and installation of Instrument Approach System	Tim Mooney	13.1			On going	CASA and Air Services are testing a new Instrument Approach System at a number of Airports around Australia.
28/02/2018	Car park lighting needs to be upgraded behind Aero Club and next hangar	Tim Mooney	13.1	In current budget	January 2020	Will be installed with car park extension March 2020.LED Lights installed in November 2023. Job Complete	Some lighting has been upgraded and lighting upgrading will continue as new carpark is constructed. Waiting on new LED Flood lights to be installed
30/05/2018	Communication Plan Innovation and Community Education Plan		13.1				Ongoing
30/05/2018	Taxiway extension to east		13.1				Ongoing

AIRPORT COMMUNITY COMMITTEE

7 DECEMBER 2022

Attachment 1 Airport Community Committee (ACC) Action Plan

Date	Action	Who	Community Strategic Plan reference	Budget status	Start	End	Update/Completed
30/05/2018	Runway 04/22 pavement construction south end		13.1				Ongoing
11/2023	Apron Lighting	Tim Mooney				LED Apron Lights Installed November 2023.	New LED Apron Lights to be installed. Completed
30/05/2018	Taxiway E extension to the west		13.1		March 2023		Review in master plan March 2023
30/05/2018	New taxiways west of Taxiway D		13.1		March 2023		Review in master plan
26/02/2020	Huntley Road Upgrade	Council					2022/23 budget. Can bring forward subject to successful Grants.
02/12/2020	Hangars		13.1				3 new hanger completed, 2 to commence.
02/12/2020	Audit by Home Affairs – Airport Security.		13.1				ASIC Cards must be displayed when going airside. Airside Driving Policy to be enforced. Gate security codes to be reviewed.
02/12/2020	Anti-terrorism training. Police Anti-Terrorism Squad – Airport staff.		13.1				Ongoing
02/12/2020	Parking Fees for secured carpark.	Tim Mooney	13.1				To be decided.
18/05/2022	Mowing of grass – intersection of Huntley	Tim Mooney	13.1				Will get mowed in contractors rounds.

AIRPORT COMMUNITY COMMITTEE

7 DECEMBER 2022

Attachment 1 Airport Community Committee (ACC) Action Plan

Date	Action	Who	Community Strategic Plan reference	Budget status	Start	End	Update/Completed
	Road and Aerodrome Road						
18/05/2022	Proposal to honour Mr Jim Hazelton with a memorial.	R J Williams	13.1				Report to be presented to Committee meeting on 31 August 2022. Further discussion at December Meeting 2022.
25/08/2022	Runway and Taxiway lights	Tim Mooney	13.1				Grant submission in for new LED Lights.
25/08/2022	Master Plan		13.1		March 2023		Mater Plan Review will commence in March 2023
29/11/20-22	Hard Stand Area	Tim Mooney	13.1	50/50 grant funded			Final Plans Received. Work to be completed by June 30 th 2023

2.2 MINUTES OF THE CITY OF ORANGE TRAFFIC COMMITTEE HELD 13 DECEMBER 2022

RECORD NUMBER: 2022/2586

AUTHOR: Ian Greenham, Director Technical Services

EXECUTIVE SUMMARY

The City of Orange Traffic Committee held a meeting on 13 December 2022 and the recommendation from that meeting is 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. Construct and maintain a road network meets the community’s transport and infrastructure needs”.

FINANCIAL IMPLICATIONS

Nil

POLICY AND GOVERNANCE IMPLICATIONS

Nil

RECOMMENDATION

- 1 That Council acknowledge the reports presented to the City of Orange Traffic Committee at its meeting held on 13 December 2022.**
- 2 That Council determine recommendations 3.1, 3.2, 3.3 and 3.4 from the minutes of the City of Orange Traffic Committee meeting of 13 December 2022.**
 - 3.1 *Lords Place No Stopping to 1 Hour Parking***
That Council implement the change of parking arrangements in Lords Place adjacent to the Mid-City Motor Lodge as per Figure A of this report, to be parallel parking for 1 hour between the hours of 8.30am and 6.00pm.
 - 3.2 *Update on Racecourse Road – Safety Concerns***
That Council consult with residents in the area of Racecourse Road on the design and suggested location to install a pedestrian refuge and report back to the City of Orange Traffic Committee.
 - 3.3 *School Zone Infrastructure Project – St Mary’s Catholic Primary School***
That Council install a raised platform pedestrian crossing (Wombat Crossing) with regulatory signs and line marking as shown in the attached diagram outside of St Mary’s Catholic Primary School in Park Street.
 - 3.4 *16 Cities Bus Improvement Programme – 17 Additional Bus Zones within the City That Council:***
 - 1 *Approve the new bus zone/time changes at Locations 3-5, 8-13, 15 & 18.***
(Dalton Street at McLachlan Street, Spring Street after March Street, Autumn Street between March Street, 18-20 Peisley Street, Tynan Street at Anson Street, Warrendine Street after Anson Street, Warrendine Street before Anson Street at Moulder Park, Anson Street after Morobe Place, Summer Street at Cook Park, Coronation Drive at Orange High School, Anson Street after Heatherbrae Parade).
 - 2 *Not Approve the new bus zone/time changes at Locations 1, 6, & 14.***
(Molong Road at Royle Drive, Bathurst Road at Metro Service Station, Summer Street opposite Cook Park).
 - 3 *Require TfNSW to get consultation response at Locations 2, 7, 16 & 17.***
(Dalton Street after McLachlan Street, 21 Peisley Street, Wentworth Lane before Pitta Pitta Place, Kenna Street after Wentworth Lane).
- 3 That the remainder of the minutes of the City of Orange Traffic Committee at its meeting held on 13 December 2022 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 13 December 2022 Minutes
- 2 COTC 13 December 2022 Agenda, D22/81632 [↓](#)

ORANGE CITY COUNCIL
MINUTES OF THE
CITY OF ORANGE TRAFFIC COMMITTEE

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

ON 13 DECEMBER 2022

COMMENCING AT 9.30AM

1 INTRODUCTION

ATTENDANCE

Cr Tony Mileto (Chairperson), Mr Richard Drooger, Relieving Sgt Jason Marks, Chief Inspector David Harvey, Mr Kel Gardiner, Works Manager, Manager Engineering Services, Strategic Design and Planning Engineer, Parking Officer, Divisional Administration Officer

1.1 Apologies and Leave of Absence

Nil

1.2 Acknowledgement of Country

The Chairperson conducted an 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 K Gardiner/Chief Insp D Harvey

That the Minutes of the Meeting of the City of Orange Traffic Committee held on 8 November 2022 (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 8 November 2022.

RECOMMENDATION

Mr K Gardiner/Chief Insp D Harvey

That the Minutes of the electronic Meeting of the City of Orange Traffic Committee held on 23 November 2022 (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 23 November 2022.

*** These minutes were approved by the CEO under delegated authority due to timing. ***

3 GENERAL REPORTS

3.1 LORDS PLACE NO STOPPING TO 1 HOUR PARKING

TRIM REFERENCE: 2022/2241

RECOMMENDATION**Chief Insp D Harvey/Mr K Gardiner**

That Council implement the change of parking arrangements in Lords Place adjacent to the Mid-City Motor Lodge as per Figure A of this report, to be parallel parking for 1 hour between the hours of 8.30am and 6.00pm.

3.2 UPDATE ON RACECOURSE ROAD - SAFETY CONCERNS

TRIM REFERENCE: 2022/2328

RECOMMENDATION**Mr K Gardiner/Mr R Drooger**

That Council consult with residents in the area of Racecourse Road on the design and suggested location to install a pedestrian refuge and report back to the City of Orange Traffic Committee.

3.3 SCHOOL ZONE INFRASTRUCTURE PROJECT - ST MARY'S CATHOLIC PRIMARY SCHOOL

TRIM REFERENCE: 2022/2461

RECOMMENDATION**Mr R Drooger/Mr K Gardiner**

That Council install a raised platform pedestrian crossing (Wombat Crossing) with regulatory signs and line marking as shown in the attached diagram outside of St Mary's Catholic Primary School in Park Street.

3.4 16 CITIES BUS IMPROVEMENT PROGRAMME - 17 ADDITIONAL BUS ZONES WITHIN THE CITY

TRIM REFERENCE: 2022/2487

RECOMMENDATION**Mr K Gardiner/Relieving Sgt J Marks**

That Council:

- 1 Approve the new bus zone/time changes at Locations 3-5, 8-13, 15 & 18.
(Dalton Street at McLachlan Street, Spring Street after March Street, Autumn Street between March Street, 18-20 Peisley Street, Tynan Street at Anson Street, Warrendine Street after Anson Street, Warrendine Street before Anson Street at Moulder Park, Anson Street after Morobe Place, Summer Street at Cook Park, Coronation Drive at Orange High School, Anson Street after Heatherbrae Parade).
- 2 Not Approve the new bus zone/time changes at Locations 1, 6, & 14.
(Molong Road at Royle Drive, Bathurst Road at Metro Service Station, Summer Street opposite Cook Park).
- 3 Require TfNSW to get consultation response at Locations 2, 7, 16 & 17.
(Dalton Street after McLachlan Street, 21 Peisley Street, Wentworth Lane before Pitta Pitta Place, Kenna Street after Wentworth Lane).

GENERAL BUSINESS**1 Hamer Street/Byng Street**

The Committee was advised that a letter was received by a resident withdrawing their complaint about parking in this area.

2 Turner Crescent Child Care Centre

Cr Mileto advised that he had received a phone call from a resident of Turner Crescent in the area of the Child Care Centre advising that there was a lot of traffic in the street and that a "Keep Left" sign had been knocked down.

THE MEETING CLOSED AT 10.27AM.



CITY OF ORANGE TRAFFIC COMMITTEE

AGENDA

13 DECEMBER 2022

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 **COMMITTEE ROOM 3, CIVIC CENTRE, BYNG STREET, ORANGE** on **Tuesday, 13 December 2022** commencing at **9.30AM**.

David Waddell

CHIEF EXECUTIVE OFFICER

For apologies please contact Jason Theakstone on 6393 8505.

CITY OF ORANGE TRAFFIC COMMITTEE

13 DECEMBER 2022

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**13 DECEMBER 2022**

1 INTRODUCTION**MEMBERS**

Cr Tony Mileto (Chairperson), Mr Richard Drooger, Sgt Adam Cornish, Sgt Peter Foran, Chief Inspector David Harvey, Mr Kel Gardiner, Chief Executive Officer, Director Technical Services, Manager Development Assessments, Road Safety Officer, Works Manager, Manager Engineering Services, Communications Officer, Parking Officer, Divisional Administration Officer

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

I would like to acknowledge the Traditional Custodians of the land on which we meet today, the people of the Wiradjuri Nation. I pay my respects to Elders past and present, and extend those respects to Aboriginal Peoples of Orange and surrounds, and Aboriginal people here with us today.

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 8 November 2022 (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 8 November 2022.

CITY OF ORANGE TRAFFIC COMMITTEE**13 DECEMBER 2022**

RECOMMENDATION

That the Minutes of the Meeting of the City of Orange Traffic Committee held on 23 November 2022 (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 23 November 2022.

ATTACHMENTS

- 1 Minutes of the Meeting of the City of Orange Traffic Committee held on 8 November 2022
- 2 Minutes of the Meeting of the City of Orange Traffic Committee held on 23 November 2022

ORANGE CITY COUNCIL

MINUTES OF THE

CITY OF ORANGE TRAFFIC COMMITTEE

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

ON 8 NOVEMBER 2022

COMMENCING AT 9.38AM

1 INTRODUCTION

ATTENDANCE

Cr Tony Mileto (Chairperson), Chief Inspector David Harvey, Mr Kel Gardiner, Manager Engineering Services, Works Manager, Strategic Design and Planning Engineer, Parking Officer (Cisco), Divisional Administration Officer

1.1 Apologies and Leave of Absence

RECOMMENDATION	Mr K Gardiner/Chief Insp D Harvey
That the apology be accepted from Ms Kylie Buckenhofer for the City of Orange Traffic Committee meeting on 8 November 2022.	

1.2 Acknowledgement of Country

The Chairperson conducted an 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 K Gardiner/Chief Insp D Harvey
That the Minutes of the Meeting of the City of Orange Traffic Committee held on 11 October 2022 (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 October 2022.	

MINUTES OF CITY OF ORANGE TRAFFIC COMMITTEE**8 NOVEMBER 2022****3 GENERAL REPORTS****3.1 WINTER STREET AND MARCH STREET LINES AND SIGNS**

TRIM REFERENCE: 2022/1624

RECOMMENDATION**Mr K Gardiner/Chief Insp D Harvey**

That Council adopt the signage and line marking as shown on Drawing Number R00518 rev B annexed to this report.

3.2 NO STOPPING SIGNS AT 78 FORBES ROAD

TRIM REFERENCE: 2022/2189

RECOMMENDATION**Chief Insp D Harvey/Cr T Mileto**

That the existing "No Stopping" signs be replaced with "Bus Zone" signs outside 78-78A Forbes Road, Orange.

3.3 2022 ORANGE RODEO - PLAN B

TRIM REFERENCE: 2022/2229

RECOMMENDATION**Mr K Gardiner/Chief Insp D Harvey**

- 1 That Council support the temporary reduction of the speed limit on Leeds Parade (Phillip to Margaret), Phillip Street (Leeds to Noreen) and Margaret Street (Leeds to Mirral) to 40 km/h on 19 November 2022.
- 2 That Council support the temporary lifting of No Stopping restrictions for 300m on the railway side of Leeds Parade between Margaret Street and Phillip Street during 19 November 2022 between 12 noon and 11:30pm.
- 3 That the costs of implementing these measures by Council staff be borne by the applicant.

*** The Chief Executive Officer approved this under delegated authority due to the event being held prior to the next Infrastructure Policy Committee meeting. ***

3.4 SITE INSPECTION - TRAFFIC AND PARKING - INTERSECTION OF BYNG STREET AND HAMER STREET

TRIM REFERENCE: 2022/2215

RECOMMENDATION

That a "Give Way" hold line be painted on Hamer Street (intersection of Byng Street) and that "No Stopping" signs be installed along the western boundary of 14 Byng Street, on the eastern side of Hamer Street (Byng to Summer) and install repeater "No Stopping" signs along the eastern side of Hamer Street for a trial period of 12 months.

MINUTES OF CITY OF ORANGE TRAFFIC COMMITTEE**8 NOVEMBER 2022**

GENERAL BUSINESS

- **Green Lane/Hillcrest Avenue**

Cr T Mileto declared a less than significant non-pecuniary interest as he lives in the area.

The “No Stopping” zone sign has been removed from the intersection. It will need replacing. CRM to be put in the system.

- **Curran Street (behind old Kelly’s Bakery)**

There have been complaints people can’t get through the street due to work vehicles parking in the street. Discussions have been held with builder.

THE MEETING CLOSED AT 10.17AM.

ORANGE CITY COUNCIL

MINUTES OF THE

EXTRAORDINARY CITY OF ORANGE TRAFFIC COMMITTEE

HELD ELECTRONICALLY

ON 23 NOVEMBER 2022

1 INTRODUCTION**MEMBERS**

Cr Tony Mileto (Chairperson), Ms Kylie Buckenhofer, Chief Inspector David Harvey, Mr Kel Gardiner

***** This meeting was held out of session with all Committee members being circulated a copy of the agenda. Feedback and voting was provided out of session via email for this meeting.*****

1.1 Apologies and Leave of Absence

Nil

1.2 Acknowledgement of Country

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

Nil

2 GENERAL REPORTS**2.1 LORDS PLACE LINE MARKING AND KITE STREET/LORDS PLACE ROUNDABOUT**

TRIM REFERENCE: 2022/2396

RECOMMENDATION**Chief Insp D Harvey/Mr K Gardiner**

That Council adopt the:

- 1 Kite Street roundabout line marking attached to this report; and
- 2 Lords Place line marking attached to this report.

***** Endorsement of this recommendation was received from Cr T Mileto, Chief Insp D Harvey, Mr K Gardiner, Cr M McDonell *****

CITY OF ORANGE TRAFFIC COMMITTEE

13 DECEMBER 2022

3 GENERAL REPORTS**3.1 LORDS PLACE NO STOPPING TO 1 HOUR PARKING**

RECORD NUMBER: 2022/2241

AUTHOR: Jason Theakstone, Manager Engineering Services

EXECUTIVE SUMMARY

A recent change in development has presented opportunity to increase parking along Lords Place (Summer to Byng) by 2 parking spots.

LINK TO DELIVERY/OPERATIONAL PLAN

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

FINANCIAL IMPLICATIONS

\$750 to be funded from the signage budget.

POLICY AND GOVERNANCE IMPLICATIONS

Nil

RECOMMENDATION

That Council implement the change of parking arrangements in Lords Place adjacent to the Mid-City Motor Lodge as per Figure A of this report.

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

There was a request to have “No Stopping” signs erected between the Mid-City Motor Lodge as to enable a U Turn from the southbound lane of Lords Place to the shop shown on Figure A when undertaking the community consultation for the upgrade of Lords Place (Byng to Summer).

The shop keeper is about to move to another location and an opportunity presents itself to gain 2 additional parking spots by banning U Turns at the driveway.

It is recommended that Council:

- Install “1 Hour Parking” at the locations shown on Figure A; and
- Place a “No U turn” sign in the median as shown on Figure A.

CITY OF ORANGE TRAFFIC COMMITTEE

13 DECEMBER 2022

3.1 Lords Place No Stopping to 1 Hour Parking



Figure A

CITY OF ORANGE TRAFFIC COMMITTEE

13 DECEMBER 2022

3.2 UPDATE ON RACECOURSE ROAD - SAFETY CONCERNS

RECORD NUMBER: 2022/2328

AUTHOR: Jason Theakstone, Manager Engineering Services

EXECUTIVE SUMMARY

At the City of Orange Traffic Committee meeting held on 9 August 2022, the Committee recommended, and Council subsequently resolved that a traffic counter be placed on Racecourse Road and that this matter be deferred pending results of the traffic counter and identification of budget for the project.

LINK TO DELIVERY/OPERATIONAL PLAN

The recommendation in this report relates to the Delivery/Operational Plan strategy “9.1. 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 design and install a pedestrian refuge on Racecourse Road at the location shown with the red pin in Figure A below (in vicinity of 49 Racecourse Road).

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

The Committee may remember a complaint regarding safety of pedestrians crossing Racecourse Road triggering a Traffic Survey. The table below shows traffic classifier speed data. Of interest is a maximum speed of 107km/h and the propensity to speed in the early hours of the morning.

Council has submitted nominations under the Safer Roads Programme (Blackspot) for a high friction seal along Racecourse Road. The nomination is for \$305,000 and is currently under consideration by the funding bodies.

Figure A below shows the location and type of crashes along Racecourse Road in the current 5 year crash period. There was a fatal pedestrian crash at the location denoted by a red pin on Figure A in 2010. It is recommended to construct a pedestrian refuge at this location.

CITY OF ORANGE TRAFFIC COMMITTEE

13 DECEMBER 2022

3.2 Update on Racecourse Road - Safety Concerns



Figure A

Council budgets \$30,000 each year for works generated from Traffic Committee recommendations to Council and the construction of a pedestrian refuge with associated pram ramps at the location of the red pin on Figure A could be funded from the \$30,000 vote.

CITY OF ORANGE TRAFFIC COMMITTEE

13 DECEMBER 2022

3.2 Update on Racecourse Road - Safety Concerns

SpeedStatHour-42

Site: 24/22.0.1EW

Description: Racecourse Rd Banksia to Barrett (LHS East Bound)

Filter time: 10:34 Thursday, 8 September 2022 => 9:20 Wednesday, 28 September 2022

Scheme: Vehicle classification (AustRoads94)

Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100

Vehicles = 59179

Posted speed limit = 60 km/h, Exceeding = 4481 (7.57%), Mean Exceeding = 64.11 km/h

Maximum = 107.3 km/h, Minimum = 10.1 km/h, Mean = 48.6 km/h

85% Speed = 56.5 km/h, 95% Speed = 61.6 km/h, Median = 49.3 km/h

20 km/h Pace = 39 - 59, Number in Pace = 45027 (76.09%)

Variance = 77.08, Standard Deviation = 8.78 km/h

Hour Bins (Partial days)

Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 60 km/h
0000	135 0.2%	25.4	85.6	48.5	49.0	57.6	61.6	17 12.6%
0100	126 0.2%	25.8	86.6	48.9	46.8	58.7	68.4	16 12.7%
0200	85 0.1%	28.9	107.3	48.9	49.0	58.0	65.5	9 10.6%
0300	124 0.2%	16.7	81.8	46.7	44.3	60.8	72.4	22 17.7%
0400	235 0.4%	26.5	79.8	49.2	49.7	59.4	67.3	32 13.6%
0500	809 1.4%	20.1	84.4	49.3	49.7	60.1	67.0	127 15.7%
0600	1762 3.0%	16.6	89.9	50.2	50.8	59.0	63.7	234 13.3%
0700	2774 4.7%	15.5	85.7	49.9	50.8	58.3	62.6	304 11.0%
0800	4489 7.6%	13.4	74.7	48.5	49.7	56.5	60.5	281 6.3%
0900	4066 6.9%	15.3	84.0	48.7	49.3	56.5	61.2	297 7.3%
1000	4073 6.9%	13.3	93.6	48.5	49.3	56.2	60.8	269 6.6%
1100	4294 7.3%	14.1	86.0	48.3	49.0	56.2	60.8	269 6.3%
1200	4258 7.2%	13.9	87.2	48.8	49.3	56.9	61.6	333 7.8%
1300	4134 7.0%	10.3	83.5	49.2	49.7	56.9	61.6	319 7.7%
1400	4471 7.6%	14.8	84.9	49.0	49.7	56.5	61.6	325 7.3%
1500	5449 9.2%	15.4	80.9	49.0	49.7	56.5	61.2	371 6.8%
1600	5367 9.1%	14.9	85.0	48.9	49.3	56.9	61.6	402 7.5%
1700	4760 8.0%	14.4	82.4	47.6	48.2	55.4	60.5	276 5.8%
1800	3044 5.1%	16.5	95.4	47.2	47.5	55.8	60.1	171 5.6%
1900	1893 3.2%	19.7	92.4	47.6	47.5	56.5	62.3	151 8.0%
2000	1170 2.0%	21.9	97.1	47.7	47.5	56.5	62.6	99 8.5%
2100	811 1.4%	23.6	88.1	47.8	47.9	56.5	63.0	70 8.6%
2200	599 1.0%	10.1	93.2	48.3	48.6	57.6	64.4	61 10.2%
2300	251 0.4%	23.9	81.0	49.1	49.7	57.6	63.4	26 10.4%
----	59179 100.0%	10.1	107.3	48.6	49.3	56.5	61.6	4481 7.6%

CITY OF ORANGE TRAFFIC COMMITTEE

13 DECEMBER 2022

3.3 SCHOOL ZONE INFRASTRUCTURE PROJECT - ST MARY'S CATHOLIC PRIMARY SCHOOL

RECORD NUMBER: 2022/2461

AUTHOR: Wayne Gailey, Works Manager

EXECUTIVE SUMMARY

The City of Orange Traffic Committee has been asked to review the scope of design and function of a 'wombat crossing' in Park Street outside of St Mary's Catholic Primary School following a request by an adjoining neighbour to remove any ramps.

The current proposal for a raised platform "wombat crossing" was considered and agreed, by this committee at its meeting of 8 March 2022.

LINK TO DELIVERY/OPERATIONAL PLAN

The recommendation in this report relates to the Delivery/Operational Plan strategy "9.3. Ensure that an appropriate level of pedestrian amenity is provided throughout the community".

FINANCIAL IMPLICATIONS

Nil

POLICY AND GOVERNANCE IMPLICATIONS

Nil

RECOMMENDATION

That Council install a raised platform pedestrian crossing with regulatory signs and line marking as shown in the attached diagram outside of St Mary's Catholic Primary School in Park Street.

FURTHER CONSIDERATIONS

The recommendation of this report has been assessed against Council's other key risk categories and the following comments are provided:

People	Council has a proposal to construct a wombat crossing as requested by the St Mary's Catholic Primary School. The raised nature of a wombat crossing provides superior results to a regular pedestrian crossing as the platform slows traffic and increases visibility of pedestrians.
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CITY OF ORANGE TRAFFIC COMMITTEE

13 DECEMBER 2022

3.3 School Zone Infrastructure Project - St Mary's Catholic Primary School

SUPPORTING INFORMATION

At its meeting of 8 March 2022, the City of Orange Traffic Committee resolved to recommend to Council.

That the installation of three 'wombat crossings' and associated regulatory signs and lines as per the attached plans in figure 1, 2 and 3 be approved for recommendation to Council, at the locations detailed in the body of this report. (Report attached)

Council staff have since undertaken community consultation and begun construction on two of the three 'wombat crossings'. During consultation for the crossing in Park Street, an adjacent neighbour objected to the proposal on a number of grounds including:

- Inconvenience – parking restrictions
- Unwarranted – no one will use it
- Location – not in the right spot
- Unsafe – too close to their driveway

Following discussions with the complainant, Council staff reviewed the design and made a number of modifications to try to minimise the impact of the facility. These modifications included moving the wombat crossing to the north by approximately 3 metres from its current proposed position, providing approximately 3.5 metres clearance from the driveway layback and the start of the ramp. Council staff also proposed a modification to the kerb blister length to 2.5 metres to allow the parking restrictions to be reduced from 20 metres to 10 metres on the approaches outside of peak school time. A diagram of the modified facility is attached.

The change of parking enables front of property access during normal hours and weekends, though will prohibit vehicle parking during standard school pick up and drop off times as depicted on the attached plans. Pedestrian safety is paramount for this project, thus restricting parking within 20 metres during school times ensures pedestrians and vehicles are provided with appropriate sight distance and response time.

These modifications were put to the property owner, who was appreciative of the modifications but requested that the ramps be deleted due to concerns over noise. Removal of the ramps will decrease the effectiveness of the facility and is not in line with the requested installation by the St Mary's school. The school Office/Finance Manager has objected to any modification of a ramped crossing (attached).

A scope change was lodged with TfNSW for feedback, with advice being received to seek a decision through COTC whether to remove the ramps from the design.

ATTACHMENTS

- 1 COTC Report - 8 March 2022 - School Infrastructure, D22/78047
- 2 Plan - Modified facility - Wombat Crossing - St Marys Primary School, D22/77993
- 3 Concern from Resident - Park Street Crossing Proposal (redacted), D22/78015
- 4 Email from St Mary's Catholic Primary School - Wombat Crossing - Park Street (redacted), D22/78021

CITY OF ORANGE TRAFFIC COMMITTEE
Attachment 1 COTC Report - 8 March 2022 - School Infrastructure

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CITY OF ORANGE TRAFFIC COMMITTEE

8 MARCH 2022

3.4 SCHOOL ZONE INFRASTRUCTURE PROJECTS

RECORD NUMBER: 2021/2808
AUTHOR: Wayne Gailey, Works Manager

EXECUTIVE SUMMARY

Following consultation with schools in the area, Council has applied for and been successful in obtaining funding under the School Zone Infrastructure program, administered by Transport for NSW (TfNSW).

At two of the approved treatment locations, it is proposed to install new marked pedestrian crossings on raised platforms. These treatments are known as 'wombat crossings' and along with the mandatory parking restrictions, are a prescribed traffic control facility and are therefore submitted to the City of Orange Traffic Committee for consideration.

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

Works under this program are fully grant funded.

POLICY AND GOVERNANCE IMPLICATIONS

Nil

RECOMMENDATION

That the installation of three 'wombat crossings' and associated regulatory signs and lines as per the attached plans in figure 1, 2 and 3 be approved for recommendation to Council, at the locations detailed in the body of this report.

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

Following consultation with schools in the area, Council has applied for and been successful in obtaining funding under the School Zone Infrastructure program, administered by Transport for NSW (TfNSW).

At two of the approved treatment locations it is proposed to install new marked pedestrian crossings on raised platforms. These treatments are known as 'wombat crossings' and along with the mandatory parking restrictions are a prescribed traffic control facility.

CITY OF ORANGE TRAFFIC COMMITTEE
Attachment 1 COTC Report - 8 March 2022 - School Infrastructure

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CITY OF ORANGE TRAFFIC COMMITTEE
3.4 School Zone Infrastructure Projects

8 MARCH 2022

The wombat crossings are proposed at:

- St Mary's Catholic Primary School – One wombat crossing in Byng Street at the existing children's crossing and another new wombat crossing in Park Street.
- Bletchington Public School – A new wombat crossing at the existing children's crossing on Phillip Street.

Plans showing the proposed treatments are shown on the plans below.

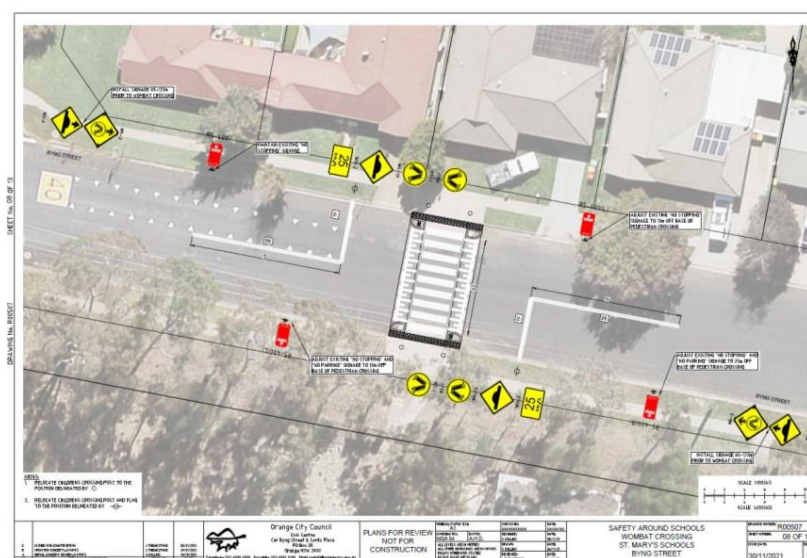


Figure 1 – Wombat Crossing for St Mary's Catholic Primary School on Byng Street

CITY OF ORANGE TRAFFIC COMMITTEE
Attachment 1 COTC Report - 8 March 2022 - School Infrastructure

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CITY OF ORANGE TRAFFIC COMMITTEE
3.4 School Zone Infrastructure Projects

8 MARCH 2022

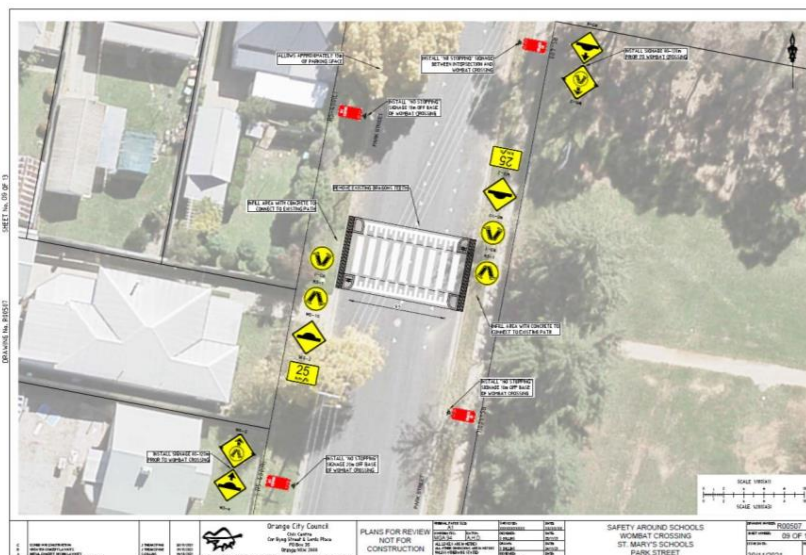


Figure 2 – Wombat Crossing for St Mary's Catholic Primary School on Park Street

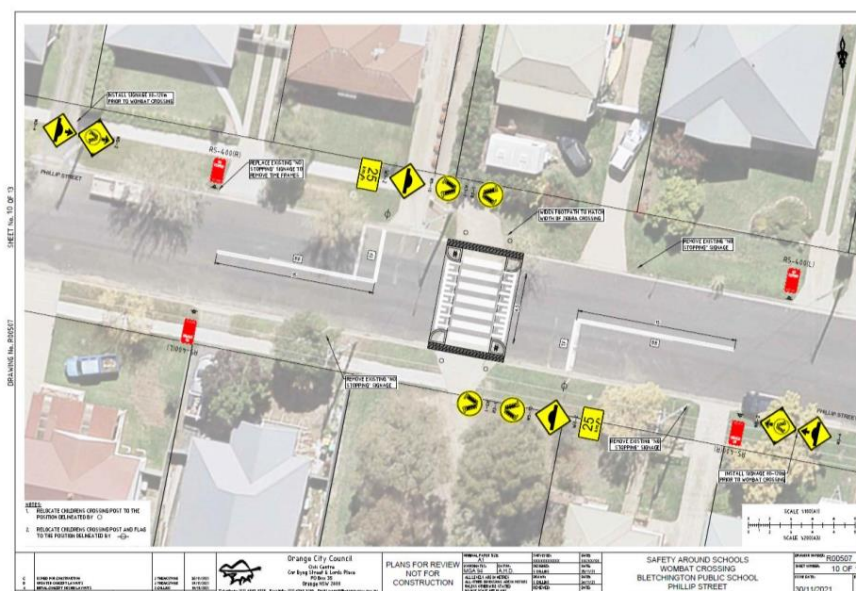


Figure 3 – Wombat Crossing for Bletchington Public School on Phillip Street



CITY OF ORANGE TRAFFIC COMMITTEE

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Attachment 3 Concern from Resident - Park Street Crossing Proposal (redacted)

11 October 2022

Hi [REDACTED]

Regarding the proposed wombat pedestrian crossing in Park Street, We have lived at [REDACTED] for [REDACTED] and in that period there has not been a pedestrian accident involving students crossing Park Street to access St Marys School, so I am not sure why there is a now the need to provide a wombat crossing in location chosen by Council's Design Team. We also think that a pedestrian/traffic study should have been undertaken to determine if enough students would access the crossing to warrant it in this location?

The following is submitted for yours and the Design Teams consideration

- A wombat crossing in its proposed design would completely restrict kerbside parking outside of our residence at any time. This does not appear justified due to the low level of pedestrian traffic which would access a wombat crossing outside of school drop off/pick up times which are only in place for 1.5 hours either side of school days.
- The installation of no stopping zones would, however, impact on us every day including weekends, school holidays, public holidays, pupil free days (all periods when crossing would be very rarely used) – which appears very lopsided to me. I have aged and frail parents who park on road outside our residence as it is flat ground and they can walk easily into our driveway, however, this will not be possible if proposed no standing zones are implemented.
- There is already a wombat crossing with kerb extensions provided for students accessing St Marys School in Byng Street which is the main access to the School.
- It is our observation that the majority of foot traffic in the before and after school drop off times are Bowen Public School students who walk directly north and cross over Byng Street, and who would have no need to access the proposed crossing, as well as Canobolas High School students who head in a southerly direction along Park Street until they reach the corner at Icely Road and cross there.
- The majority of students accessing the school gate at Park Street are driven to school from other areas of town, and are walked to the gate by parents (predominately this occurs on the eastern side of Park street – school side). Parents tend to park as close as they can to the gate for ease of access which will not be possible if a wombat crossing and obligatory no stopping zones are established, which in turn will create parking/traffic issues. School staff also tend to park in the vicinity of the gate or in front of our residence, and the no stopping zone would impact on their amenity as well.
- St Mary's Church is located adjacent to the school on Park Street, and is used for weekly church services, regular large funerals, Easter, Christmas and other religious services. On all of the above occasions parking is in very high demand, and establishing a large 24/7 no stopping zone in conjunction with a wombat crossing would cause a great deal of traffic congestion and parking shortages for people attending the Church. Drivers already park illegally in residents' driveways if they cannot get a carpark. The school itself has regular events and this also causes issues with parking and blocking of driveways.

It is my understanding from contacting the School that this proposal has only come about due to a request by the School to look into upgrading crossing for students in Byng Street due to no crossing guard being available into the future, and their request to consider the possibility of providing a crossing at the corner of Byng and Park Streets, and their application for funding of same? This may differ to what Council has recorded though as indicated by Wayne at our onsite meeting.

CITY OF ORANGE TRAFFIC COMMITTEE

13 DECEMBER 2022

Attachment 3 Concern from Resident - Park Street Crossing Proposal (redacted)

Has there been any consideration given to providing a standard pedestrian crossing (either flat or raised) which is still a suitable outcome given the above, but would also allow for a considerable reduction of the no standing zones. To me this would be a much more considered and acceptable outcome both for us and other residents and church attendees, whilst still accommodating provision of a crossing for school students.

The main objection we have to the construction of a wombat crossing is the large no stopping zones associated with it, which effectively stops any parking within a 20 metre distance of the crossing approach in each direction, which in its current design includes the entire street frontage of our residence and more, and has a huge, and in my opinion very unnecessary, impact on our every-day amenity.

If there is no further consideration given to the above comments, and the Design Team are determined to proceed with a wombat crossing, we request the following proposal be given serious and favourable consideration as an appropriate alternative to that currently proposed:

Locate wombat crossing including kerb extensions a minimum of 1 to 1.5 metres clear of our layback heading in northerly direction, with 2 metre kerb extensions installed to allow for a reduction in the no parking zone to 10 metres, rather than 20 metres for a 1 metre kerb extension on approach, as shown in AS 1742.10:2009, and Technical Direction TDT2002/12c. This would still allow for some kerbside parking outside of our residence.

We consider this to be a most reasonable request considering the alternative would impact on us 24/7 for a school crossing which would be utilised for a couple of hours Monday to Friday by a small number of students.

We are in no way against student road safety and provision of a crossing, however, the current proposal is surely not the only/best outcome – certainly not for us as the most impacted residents.

We look forward to hearing your thoughts on the above

Regards



CITY OF ORANGE TRAFFIC COMMITTEE

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Attachment 4 Email from St Mary's Catholic Primary School - Wombat Crossing - Park Street (redacted)

From: [REDACTED]
Sent: Monday, 21 November 2022 8:07 AM
To: [REDACTED]
Subject: Crossing

Hi [REDACTED]

We have discussed the crossing. We feel that it needs to be raised as a normal crossing might give the children a false sense of safety.

Kind Regards,

[REDACTED]
St Mary's Catholic Primary School

[REDACTED]

[REDACTED]



Catholic Education Diocese of Bathurst works on the Country of Wiradjuri, Gamilaraay and Wailwan peoples. We pay respect to their Elders, celebrate their continuing culture and acknowledge the memory of their ancestors.

CITY OF ORANGE TRAFFIC COMMITTEE

13 DECEMBER 2022

3.4 16 CITIES BUS IMPROVEMENT PROGRAMME - 17 ADDITIONAL BUS ZONES WITHIN THE CITY

RECORD NUMBER: 2022/2487

AUTHOR: Jason Theakstone, Manager Engineering Services

EXECUTIVE SUMMARY

Transport for NSW (TfNSW) implemented the 16 Regional Cities Bus Improvement Program which is a commitment to improving public transport services throughout regional NSW in Orange in September 2022. This Program included over 200 additional weekly services, including additional services earlier in the day, later at night and new services on Sundays, new bi-directional routes and single-seat journeys to key locations such as the Orange Hospital. As part of this program, TfNSW would like to create or amend a number of bus zones to improve customer accessibility and to improve safety outcomes for the local community.

LINK TO DELIVERY/OPERATIONAL PLAN

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

FINANCIAL IMPLICATIONS

All cost borne by TfNSW.

POLICY AND GOVERNANCE IMPLICATIONS

Nil

RECOMMENDATION

That Council:

- 1 Approve the new bus zone/time changes at Locations 3-5, 8-13, 15 & 18.
(Dalton Street at McLachlan Street, Spring Street after March Street, Autumn Street between March Street, 18-20 Peisley Street, Tynan Street at Anson Street, Warrendine Street after Anson Street, Warrendine Street before Anson Street at Moulder Park, Anson Street after Morobe Place, Summer Street at Cook Park, Coronation Drive at Orange High School, Anson Street after Heatherbrae Parade)
- 2 Not Approve the new bus zone/time changes at Locations 1, 6, & 13.
(Molong Road at Royle Drive, Autumn Street between March Street, Summer Street at Cook Park)
- 3 Require TfNSW to get consultation response at Locations 2, 7, 16 & 17.
(Dalton Street after McLachlan Street, 21 Peisley Street, Wentworth Lane before Pitta Pitta Place, Kenna Street after Wentworth Lane)

CITY OF ORANGE TRAFFIC COMMITTEE**13 DECEMBER 2022****3.4 I6 Cities Bus Improvement Programme - 17 Additional Bus Zones Within the City****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

TfNSW would like to create or amend 18 bus zones that will allow buses to safely stop to pick-up and drop-off passengers.

The proposed changes will see 17 of the 18 recommendations for the creation of new bus zones. 1 of the 18 will see the expansion of the operating times of the bus zone, with an increase in length to support a passenger bus. This is due in part to the addition of new bi-directional routes servicing Warrendine and Bowen, increased frequencies along the new north-south corridor, and to alleviate issues where buses cannot currently stop at virtual bus stops due to parked vehicles, resulting in passengers being unable to get on or off the bus.

The following bus stop locations are recommended to be changed to either full-time or timed bus zones (with two to be trialled for a period of six months to ascertain patronage levels). The details are outlined in Attachment 1 (detailed information) and Attachment 2 (map of locations) of this report.

The Traffic Committee should be reminded their mandate is to assess proposals on a technical level. Cost, economic, social components should be assessed and considered by Council when ratifying the Traffic Committee's recommendation. Council needs to be aware of the consultation outcomes to TfNSW's proposal.

The table below summarises the consultation outcomes of Table 1 further and provides a Manager of Engineering Comment. This should form a recommendation to Council to consider:

Location ID	Consultation concern	MES recommendation
1 - Molong Road	Outside OCC land.	Concerns over placement in AUL to Royle Drive.
2 - Dalton Street	No response from owners of 183 Dalton Street.	Await or TfNSW to seek response.
3 - Dalton Street	Supported by affected land owners.	Approve.
4 - Spring Street	No objections from affected land owners.	Approve.
5 - Autumn Street	Outside OCC land.	Approve.
6 - Bathurst Road	Outside OCC land.	Concerns over placement with AUL turn lane cause service station patrons to turn in front of bus.
7 - Peisley Street	No response from owners of 21 Peisley Street.	Await or TfNSW to seek response.

CITY OF ORANGE TRAFFIC COMMITTEE**13 DECEMBER 2022****3.4 I6 Cities Bus Improvement Programme - 17 Additional Bus Zones Within the City**

Location ID	Consultation concern	MES recommendation
8 - Peisley Street	Supported by affected land owners.	Approve.
9 - Tynan Street	Supported by affected land owners.	Approve.
10 - Warrendine Street	Outside OCC land.	Approve.
11 - Warrendine Street	Outside OCC land.	Approve.
12 - Anson Street	Supported by affected land owners.	Approve.
13 - Cook Park	Outside OCC land.	Approve noting loss of parking.
14 - Opp. Cook Park	Objection raised.	Not approve.
15 - Coronation Drive	No Consultation.	Approve.
16 - Wentworth Lane	No response from owners of 17 Wentworth Lane.	Await or TfNSW to seek response.
17 - Kenna Street	No response from owners of 13 Wentworth Lane.	Await or TfNSW to seek response.
18 - Anson Street	Supported by affected land owners.	Approve.

ATTACHMENTS

- 1 Attachment 1 - Bus Zones - Detailed information, D22/78785
- 2 Attachment 2 - Maps of Locations, D22/78786

CITY OF ORANGE TRAFFIC COMMITTEE

Attachment 1Attachment 1 - Bus Zones - Detailed information

13 DECEMBER 2022

Transport for NSW proposed Bus Zone locations for Orange

November 2022

TfNSW Location ID	TSN	Location Description	Issue Description	Impacted addresses	Consultation undertaken	Consultation date	Recommendation to Council
1	28009612	Molong Rd at Royle Dr	TfNSW is seeking the approval for the conversion of the existing "No Stopping" zone with the creation of a full-time 24m length bus zone at the approximate location depicted in the accompanying figure. A bus zone is recommended at this location to allow a bus to safely drop off passengers. It is expected this location will be upgraded with a B-pole and other DSAPT compliant infrastructure if funding becomes available.	N/A	N/A - outside Orange City Council owned land	N/A	Approve the creation of a full-time 24m length bus zone at the location depicted in the accompanying figure.
2	2800499	Dalton St after McLachlan St	TfNSW is seeking the approval for the creation of a full-time 23m length bus zone (Australia Post vehicles exempt) at location depicted in the accompanying figure. A bus zone is recommended at this location to allow a bus to safely stop to pick up and drop off passengers using the Alpine Shopping Centre as buses are currently unable to stop at this location due to parked vehicles. It is expected this location will be upgraded with a B-pole and other DSAPT compliant infrastructure.	175-181 Dalton St, Orange NSW 2800 183 Dalton St, Orange NSW 2800	Letters were mailed to both property owners. Attended site to speak to property occupier of 183 Dalton St. Occupier of this property considered having a bus zone outside the property an issue as the property is used as a youth home, where boarders at the property could potentially use a stopped bus as a means of escape. Explained that this is already a bus stop, and that TfNSW is only seeking to formalise it so that the community can access the local shops. Acknowledged that we would address these concerns in our formal submission to Orange City Council. Currently awaiting advice from Australia Post regarding potentially moving the Post Box slightly to accommodate a shelter at this location. Outcome: No response or concerns raised from both property owners; objection received from property occupier of 183 Dalton St	Letter mailed to property owners: 01/11/2022 Attended site and spoke with tenant of 183 Dalton St: 01/11/2022	Approve the creation of a full-time 23m length bus zone (Australia Post vehicles exempt) at the location depicted in the accompanying figure.
3	280066	Dalton St at McLachlan	TfNSW is seeking the approval for the creation of a timed (6am-8:30pm Monday to Friday; 9am-6pm Saturday; 10:30am-3pm Sunday) 28m length bus zone at location depicted in the accompanying figure. A bus zone is recommended at this location to allow a bus to safely stop to pick up and drop off passengers using the Alpine Shopping Centre as buses are currently unable to stop at this location due to parked vehicles. It is expected this location will be upgraded with a B-pole and other DSAPT compliant infrastructure.	180 Dalton St, Orange NSW 2800 182 Dalton St, Orange NSW 2800 184 Dalton St, Orange NSW 2800	180 Dalton St - letter hand delivered to property owner, however owner was unable to talk as she was in a meeting. Owner subsequently called and a discussion was held. Attended site again to speak to property owner, whom raised concerns about not having parking outside her property so that shoppers could attend the local shops. Discussed alternate options, and a subsequent solution was agreed upon that would reduce the Bus Zone length slightly, not impact the other property owners/occupiers, but still allow her to keep unrestricted parking outside her property. Owner subsequently supported the new outcome. 182 Dalton St - letter mailed to property owner. Attended site and spoke with property occupier whom had no objections as he is a regular bus user and would welcome the Bus Zone outside his property. 184 Dalton St - letter hand delivered to property owner. Owner had no objections and was fully supportive of the proposed changes noting there would be no impact on their property bar a sign potentially being installed. Outcome: No concerns raised, fully-supportive	Letter hand delivered to property owners (180 & 184 Dalton St): 01/11/2022 Letter mailed to property owner (182 Dalton St): 01/11/2022 Attended site and spoke with property occupiers of 180, 182 and 184 Dalton St: 01/11/2022 Attended site for subsequent meeting with property occupier/owner of 180 Dalton St: 10/11/2022	Approve the creation of a timed (6am-8:30pm Monday to Friday; 9am-6pm Saturday; 10:30am-3pm Sunday) 28m length bus zone at the location depicted in the accompanying figure.
4	2800695	Spring St after March St	TfNSW is seeking the approval for the creation of a timed (6:30am-9pm Monday to Friday; 9:30am-6pm Saturday; 10:30am-3pm Sunday) 30m length bus zone at location depicted in the accompanying figure. A bus zone is recommended at this location to allow a bus to safely stop to pick up and drop off passengers at UPA Ascott Gardens and the surrounding residential area as buses are currently unable to stop at this location due to often parked vehicles. It is expected this location will be upgraded with a B-pole and other DSAPT compliant infrastructure, if funding becomes available.	UPA Ascott Gardens (83 Spring St, Orange NSW 2800)	Letter mailed to UPA Ascott Gardens. Attended site and spoke with the Office Manager who requested we send via email the letter to them also. Spoke with the Regional Manager on the phone whom acknowledged receipt of receiving the letter in the mail. Discussed bin collection issues, and resolved that bins can still be placed out. Outcome: No concerns raised from the property owner or occupier	Letter mailed to property owner: 01/11/2022 Attended site and spoke with Office/Facility Manager: 10/11/2022 Email sent directly to UPA Ascott Gardens: 17/11/2022	Approve the creation of a timed (6:30am-9pm Monday to Friday; 9:30am-6pm Saturday; 10:30am-3pm Sunday) 30m length bus zone at the location depicted in the accompanying figure.
5	28000235	Autumn St before March St	TfNSW is seeking the approval for the creation of a full-time 30m length bus zone at location depicted in the accompanying figure. A bus zone is recommended at this location to allow a bus to safely stop to pick up and drop off passengers at the nearby UPA Astill Court and the surrounding residential area as buses are currently unable to stop at this location due to often parked vehicles. It is expected this location will be upgraded with a B-pole and other DSAPT compliant infrastructure, if funding becomes available.	N/A	N/A - outside Orange City Council owned land Initial proposal was to be outside UPA Astill Court, however after consultation with the facility, they recommended that the location be shifted south so as not to have any adverse impacts on their residents. TfNSW concurs with this suggestion and have put this new location forward for LTC approval. Due to no impact on residents, the request has been altered to a full-time bus zone to reduce signage confusion and to allow for an increase in services in the future without seeking consultation.	Letter mailed to property owner: 01/11/2022 Attended site and spoke with Office/Facility Manager of nearby UPA Ascott Gardens and spoke with Regional Manager on the phone: 10/11/2022 Email and phone call received noting concerns with original proposal, thus subsequent proposal was suggested by them: 23/11/2022	Approve the creation of a full-time 30m length bus zone at the location depicted in the accompanying figure.
6	28000209	Bathurst Rd after Glenroi Ave	TfNSW is seeking the approval for the creation of a full-time 24m length bus zone at location depicted in the accompanying figure. A bus zone is recommended at this location to allow a bus to safely stop to pick up and drop off passengers at the surrounding commercial and residential area as buses are currently unable to stop at this location due to often parked vehicles. It is expected this location will be upgraded with a B-pole and other DSAPT compliant infrastructure, if funding becomes available.	N/A	N/A - outside Orange City Council owned land	N/A	Approve the creation of a full-time 24m length bus zone at the location depicted in the accompanying figure.

CITY OF ORANGE TRAFFIC COMMITTEE

Attachment 1Attachment 1 - Bus Zones - Detailed information

13 DECEMBER 2022

Transport for NSW proposed Bus Zone locations for Orange							
November 2022							
7	2800663	21 Peisley St	TfNSW is seeking the approval for the creation of a timed (12:30-8pm Monday to Friday; 12:30-6pm Saturday; 1:30-4pm Sunday) 22m length bus zone at location depicted in the accompanying figure. This location will be trialled for a period of six months to ascertain its value to the community as a practical transport option. A bus zone is recommended at this location to allow a bus to safely stop to pick up and drop off passengers at the surrounding commercial areas as buses are currently unable to stop at this location due to often parked vehicles. It is expected this location will be upgraded with a B-pole and other DSAPT compliant infrastructure, if the trial is deemed successful and if funding becomes available.	21 Peisley St, Orange NSW 2800	<p>27 Peisley St - initial proposal was for a bus zone outside this property. However, due to property occupier and property owner objections, an alternate site was selected that would prove more suitable and would also reduce the bus zone length, reducing the amount of parking that would be lost.</p> <p>21 Peisley St - subsequent proposal, letter mailed to property owner (as the site is under construction). Site observations ascertained there would be plenty of off-street parking. Phoned property owner whom advised they had received the letter and the Project Manager (Kevin) would provide comment if required by 6 December. No comments have since been received.</p> <p>Outcome: No concerns raised from property owner of 21 Peisley St</p>	<p>27-29 Peisley St (initial proposal) Letter mailed to property owner: 01/11/2022</p> <p>Attended site and hand-delivered letter to property occupier: 10/11/2022</p> <p>Phone call received from lawyers representing property owner: 24/11/2022</p> <p>Letter received from lawyers representing property owner: 30/11/2022</p> <p>21 Peisley St (new proposal) Letter mailed to property owner: 16/11/2022</p> <p>Phone call to property owner: 02/12/2022</p>	Approve the creation of a timed (12:30-8pm Monday to Friday; 12:30-6pm Saturday; 1:30-4pm Sunday) 22m length bus zone at the location depicted in the accompanying figure that will be trialled for a period of six months.
8	2800738	18-20 Peisley St	TfNSW is seeking the approval for the creation of a timed (7am-12pm/midday Monday to Friday; 8:30am-12pm/midday Saturday to Sunday) 21m length bus zone at location depicted in the accompanying figure. This location will be trialled for a period of six months to ascertain its value to the community as a practical transport option. A bus zone is recommended at this location to allow a bus to safely stop to pick up and drop off passengers at the surrounding commercial areas as buses are currently unable to stop at this location due to often parked vehicles. It is expected this location will be upgraded with a B-pole and other DSAPT compliant infrastructure, if the trial is deemed successful and if funding becomes available.	18-20 Peisley St, Orange NSW 2800	<p>Letter was mailed to property owner. Attended site and spoke with the property occupier (Blackwoods) about the proposed bus zone. Initially they didn't have any objections, however then raised that their manager may have some objections and advised us to email them a copy of the letter. Email to Blackwoods was sent on 17/11/2022. Phoned property owner whom had no objections to placing the bus zone outside his property.</p> <p>Outcome: Property owner supportive of bus zone</p>	<p>Letter mailed to property owner: 01/11/2022</p> <p>Attended site to talk to property occupier: 10/11/2022</p> <p>Email sent to property occupier with detailed information: 17/11/2022</p> <p>Phone call to property owner: 02/12/2022</p>	Approve the creation of a timed (7am-12pm/midday Monday to Friday; 8:30am-12pm/midday Saturday to Sunday) 21m length bus zone at the location depicted in the accompanying figure that will be trialled for a period of six months.
9	280035	Tynan St at Anson St	TfNSW is seeking the approval for the creation of a timed (7am-12pm/midday Monday to Friday; 8:30am-12pm/midday Saturday to Sunday) 25m length bus zone at location depicted in the accompanying figure. A bus zone is recommended at this location to allow a bus to safely stop to pick up and drop off passengers at the surrounding residential areas as buses are currently unable to stop at this location due to often parked vehicles by students at the adjacent school. It is expected this location will be upgraded with a B-pole and other DSAPT compliant infrastructure, if funding becomes available.	4 Tynan St, Orange NSW 2800 6 Tynan St, Orange NSW 2800	<p>4 Tynan St - letter was mailed to property owner. Attended site to speak to property occupier, no one was home, left a slip to contact us for more information. Phoned managing agent, Cecilia was out of office, email also sent to Cecilia noting to respond if any concerns by 6 December. No response or concerns have since been raised.</p> <p>6 Tynan St - letter was hand delivered to property owner when we attended site. Owner had no objections to the proposed bus zone and thanked us for letting him know.</p> <p>Outcome: No concerns raised from property owner and property occupier of 4 Tynan St; property owner of 6 Tynan St supportive</p>	<p>Letter mailed to property owner (4 Tynan St): 01/11/2022</p> <p>Letter hand delivered to property owner (6 Tynan St): 10/11/2022</p> <p>Attended site to talk to property occupier (4 Tynan St) and property owner (6 Tynan St): 10/11/2022</p> <p>Phone call and email to property owner (4 Tynan St): 02/12/2022</p>	Approve the creation of a timed (7am-12pm/midday Monday to Friday; 8:30am-12pm/midday Saturday to Sunday) 25m length bus zone at the location depicted in the accompanying figure.
10	2800506	Warrendine St after Anson St	TfNSW is seeking the approval for the creation of a timed (7am-12pm/midday Monday to Friday; 8:30am-12pm/midday Saturday to Sunday) 30m length bus zone at location depicted in the accompanying figure. A bus zone is recommended at this location to allow a bus to safely stop to pick up and drop off passengers at the surrounding residential areas as buses are currently unable to stop at this location due to often parked vehicles. The bus zone will commence at the end of the existing No Stopping zone. It is expected this location will be upgraded with a B-pole and other DSAPT compliant infrastructure, if funding becomes available.	N/A	N/A - outside Orange City Council owned land	N/A	Approve the creation of a timed (7am-12pm/midday Monday to Friday; 8:30am-12pm/midday Saturday to Sunday) 30m length bus zone at the location depicted in the accompanying figure.
11	28009402	Warrendine St before Anson St at Moulder Park	TfNSW is seeking the approval for the creation of a timed (12:30-8pm Monday to Friday; 12:30-6pm Saturday to Sunday) 30m length bus zone at location depicted in the accompanying figure. A bus zone is recommended at this location to allow a bus to safely stop to pick up and drop off passengers at the surrounding residential areas as buses are currently unable to stop at this location due to often parked vehicles. The bus zone will replace part of an existing No Parking zone. It is expected this location will be upgraded with a B-pole and other DSAPT compliant infrastructure, if funding becomes available.	N/A	N/A - outside Orange City Council owned land	N/A	Approve the creation of a timed (12:30-8pm Monday to Friday; 12:30-6pm Saturday to Sunday) 30m length bus zone at the location depicted in the accompanying figure.

CITY OF ORANGE TRAFFIC COMMITTEE
Attachment 1 Attachment 1 - Bus Zones - Detailed information

13 DECEMBER 2022

Transport for NSW proposed Bus Zone locations for Orange								November 2022
12	28009116	Anson St after Marobe Pl	TfNSW is seeking the approval for the creation of a timed (6am-8pm Monday to Friday; 7am-6:30pm Saturday; 9am-6:30pm Sunday) 18m length bus zone at location depicted in the accompanying figure. A bus zone is recommended at this location to allow a bus to safely stop to pick up and drop off passengers at the surrounding residential areas as buses are currently unable to stop at this location outside of school hours location due to often parked vehicles. The bus zone will replace the existing timed No Stopping zone (8-9:30am, 2:30-4pm on school days). It is expected this location will be upgraded with a B-pole and other DSAPT compliant infrastructure, if funding becomes available.	46 Anson St, Orange NSW 2800 48 Anson St, Orange NSW 2800	46 Anson St - property owner was not home, letter was left in mailbox. No response or concerns have since been raised. 48 Anson St - hand-delivered letter to property owner. Owner advised she supports the bus zone as she does not drive. Outcome: No concerns raised from property owner of 46 Anson St; property owner of 48 Anson St supportive	Letter dropped in property owner's mailbox (46 Anson St): 10/11/2022 Letter hand delivered to property owner (48 Anson St): 10/11/2022	Approve the creation of a timed (6am-8pm, Monday to Friday; 7am-6:30pm Saturday; 9am-6:30pm Sunday) 18m length bus zone at the location depicted in the accompanying figure.	
13	2800723	Summer St at Cook Park	TfNSW is seeking the approval for the creation of a timed (6:30am-6:30pm Monday to Saturday) 30m length bus zone at location depicted in the accompanying figure. A bus zone is recommended at this location to allow a bus to safely stop to pick up and drop off passengers at the surrounding residential and park areas as buses are currently unable to stop at this location due to often parked vehicles. The bus zone will replace the existing timed 1/2 P parking zone. It is expected this location will be upgraded with a B-pole and other DSAPT compliant infrastructure, if funding becomes available.	N/A	N/A - outside Orange City Council owned land	N/A	Approve the creation of a timed (6:30am-6:30pm, Monday to Saturday) 30m length bus zone at the location depicted in the accompanying figure.	
14	2800722	Summer St opposite Cook Park	TfNSW is seeking the approval for the amendment of an existing timed bus zone to have its hours and length increased. The approval is for a new timed (6am-7pm Monday to Saturday) 27m length bus zone at location depicted in the accompanying figure. A bus zone extension is recommended at this location to allow a bus to safely stop to pick up and drop off passengers at the surrounding residential and park areas as the current zone length is too small to accommodate a full-size passenger bus. The extension in hours (one hour per day) will accommodate the increased service hours and routes stopping at this location. It is expected this location will be upgraded with a B-pole and other DSAPT compliant infrastructure, if funding becomes available.	27 Summer St, Orange NSW 2800 (Uniting Wontama) 31 Summer St, Orange NSW 2800	27 Summer St (Uniting Wontama) - attended site to advise of the bus zone changes, spoke to facility manager whom had no objections to the changes 31 Summer St - letter was mailed to property owner, whom subsequently called our hotline asking to speak to us. We then called and spoke with the owner at length over her concerns of extending the bus zone to be outside of her property. Owner understood the rationale as to why we were proposing these changes, however was concerned that the loss of parking and her husband, a doctor, would not be able to leave the property in an emergency if a bus were stopped there. Advised that the bus would only stop infrequently throughout the day, and for very short periods of time. Owner was also concerned we would be removing the tree, we advised we would not be removing the tree as it was an error on the diagram sent to her. Owner also advised that the footpath is quite steep and could pose an obstacle for the elderly using this stop. Owner would not like a shelter to be installed due to anti-social behaviour. Advised owner we would note this feedback in our report to LTC, an extract of the full conversation is available upon request. Outcome: Support received from property owner at 27 Summer St (Uniting Wontama); concerns and objections raised from property owner of 31 Summer St	Letter mailed to property owner: 01/11/2022 Attended site to talk to property occupier (27 Summer St): 10/11/2022 Phone call with property owner (31 Summer St): 10/11/2022	Approve the amendment of a timed (6am-7pm, Monday to Saturday) and extension of length to 27m bus zone at the location depicted in the accompanying figure.	
15	28009509	Coronation Dr at Orange High School	TfNSW is seeking the approval for the creation of a full-time 30m length bus zone at location depicted in the accompanying figure. A bus zone is recommended at this location to allow a bus to safely stop to pick up and drop off passengers at the surrounding commercial and residential area as buses are currently unable to stop at this location due to often parked vehicles. It is expected this location will be upgraded with a B-pole and other DSAPT compliant infrastructure, if funding becomes available.	Orange High School	Orange High School will be informed. There are no changes to parking arrangements.	N/A	Approve the creation of a full-time 30m length bus zone at the location depicted in the accompanying figure.	
16	28009409	Wentworth Ln before Pitta Pl	TfNSW is seeking the approval for the creation of a timed (7am-12pm/midday Monday to Friday; 8:30am-12pm/midday Saturday to Sunday) 18m length bus zone at location depicted in the accompanying figure. A bus zone is recommended at this location to allow a bus to safely stop to pick up and drop off passengers at the surrounding residential areas as buses are currently unable to stop at this location due to often parked vehicles by staff at businesses and parents during school pick-up/drop-off times. This location has also been formally requested by nearby mobility-impaired residents whom rely on public transport to go about their daily lives. It is expected this location will be upgraded with a B-pole and other DSAPT compliant infrastructure, if funding becomes available, as a request for a shelter has been received for this location.	1 Pitta Pitta Pl, Orange NSW 2800	The property owner was sent a letter in September 2022. No response or concerns have been received. Have tried contacting the property owner via phone, however their phone number is disconnected. Attended site and left slips for property occupier to contact TfNSW for more information. (NB: Original proposal was to be on the frontage of 17 Wentworth Ln, however strong and repeated objections were raised by the property owner and property occupier.) Outcome: No response or concerns raised from property owner or occupier. Multiple attempts have been made to contact the property owner via mail and phone.	Letter mailed to property owner: 13/10/2022 Attended site: 09/2022 Attempted to call property owner: 2/12/2022	Approve the creation of a timed (7am-12pm/midday Monday to Friday; 8:30am-12pm/midday Saturday to Sunday) 18m length bus zone at the location depicted in the accompanying figure.	

Transport for NSW proposed Bus Zone locations for Orange

November 2022

17	280091049	Kenna St after Wentworth Ln	<p>TfNSW is seeking the approval for the creation of a timed (12:30-8pm Monday to Friday; 12:30-6pm Saturday to Sunday) 24m length bus zone at location depicted in the accompanying figure. A bus zone is recommended at this location to allow a bus to safely stop to pick up and drop off passengers at the surrounding residential areas as buses are currently unable to stop at this location due to often parked vehicles by staff at businesses. This location has also been formally requested by nearby mobility-impaired residents whom rely on public transport to go about their daily lives. A bus zone at this location will also improve access for turning vehicles from Wentworth Ln into Kenna St as the bus zone will restrict parking and obstructions, as local businesses have raised concerns about vehicles turning at this intersection, as a bus will only be stopping there for a short period. It is expected this location will be upgraded with a B-pole and other DSAPT compliant infrastructure, if funding becomes available, as a request for a shelter has been received for this location.</p>	13 Wentworth Ln, Orange NSW 2800	<p>The property owner was sent a letter in September 2022. Follow-up phone call to managing agent on 2 December 2022, they advised they cannot recall receiving the letter. Have forwarded them another copy, advising to provide any concerns by 6 December. No response or concerns have since been raised.</p> <p>Attended site and left slip for property occupier to contact TfNSW for more information.</p> <p>Outcome: No concerns raised from property owner or occupier</p>	<p>Letter mailed to property owner: 13/10/2022</p> <p>Attended site: 09/2022</p> <p>Called property owner: 2/12/2022</p>	<p>Approve the creation of a timed (12:30-8pm Monday to Friday; 12:30-6pm Saturday to Sunday) 24m length bus zone at the location depicted in the accompanying figure.</p>
18	28009128	Anson St after Heatherbrae Pde	<p>TfNSW is seeking the approval for the creation of a full-time 25m length bus zone at location depicted in the accompanying figure. A bus zone is recommended at this location to allow a bus to safely stop to pick up and drop off passengers at the surrounding sporting grounds and residential area as buses are currently unable to stop at this location due to often parked vehicles during events. It is expected this location will be upgraded with a B-pole and other DSAPT compliant infrastructure, if funding becomes available.</p>	429 Anson St, Orange NSW 2800 431 Anson St, Orange NSW 2800	<p>429 Anson St - spoke to owner in August 2022 whom had no objections to a bus zone being outside their property. Subsequent letter was mailed in September 2022 advising specific diagrams and plans. No response or concerns have been received since sending the letter.</p> <p>431 Anson St - left a slip for property occupier in August 2022 to contact TfNSW for more information. Letter mailed to property owner in September 2022. Phoned managing agent for property on 2 December 2022, they advised they had forwarded the letter to the owner in October 2022 and the property owner had no objection to the proposed bus zone.</p> <p>Outcome: Both property owners supportive of a bus zone</p>	<p>Attended site (spoke to 429 Anson St; slip left for 431 Anson St): 08/2022</p> <p>Letter mailed to property owners: 13/10/2022</p> <p>Called property owner (431 Anson St): 2/12/2022</p>	<p>Approve the creation of a full-time 25m length bus zone at the location depicted in the accompanying figure.</p>

CITY OF ORANGE TRAFFIC COMMITTEE

Attachment 2 Attachment 2 - Maps of Locations

13 DECEMBER 2022



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CITY OF ORANGE TRAFFIC COMMITTEE

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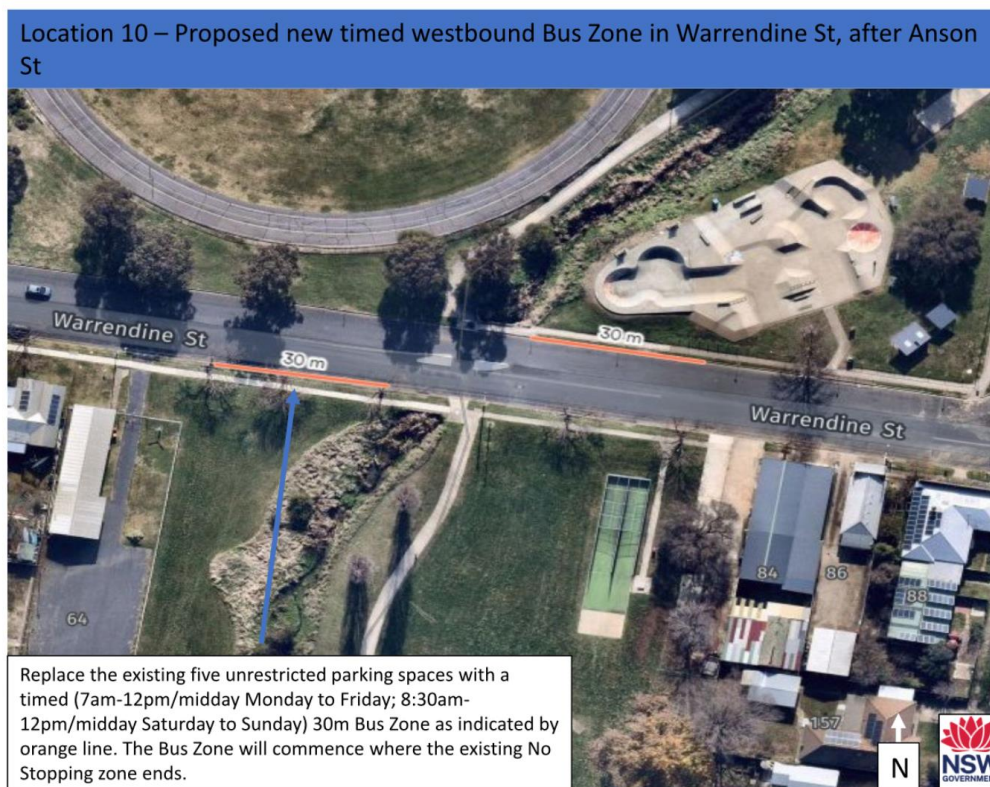


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CITY OF ORANGE TRAFFIC COMMITTEE

13 DECEMBER 2022

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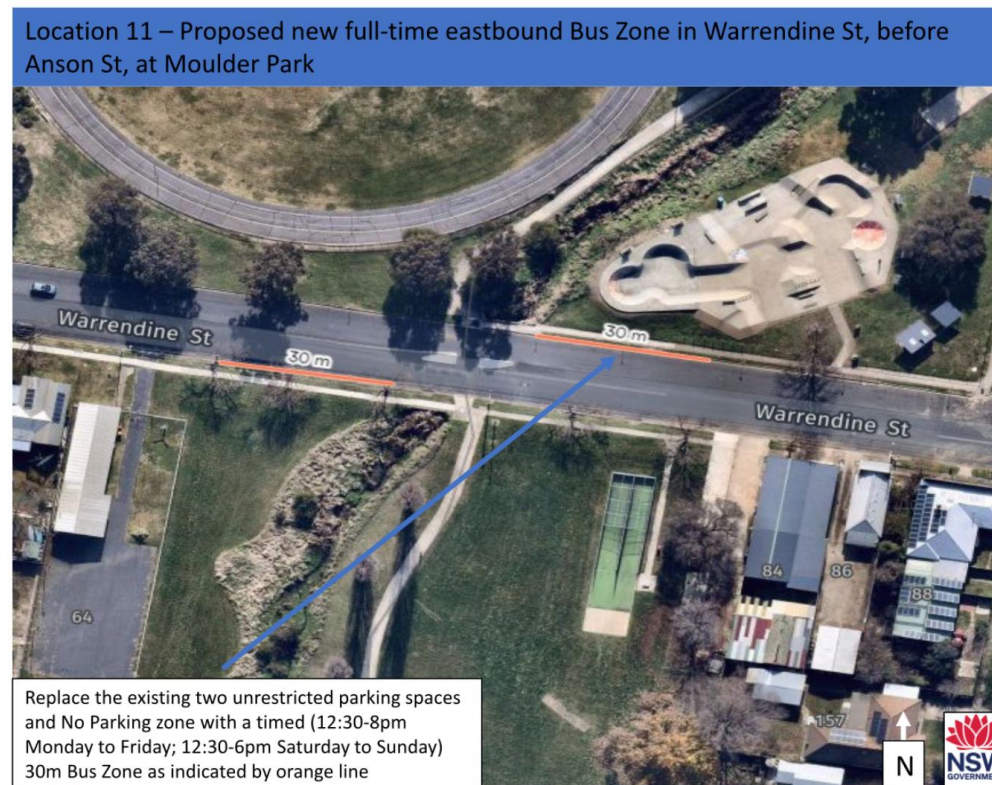


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CITY OF ORANGE TRAFFIC COMMITTEE

13 DECEMBER 2022

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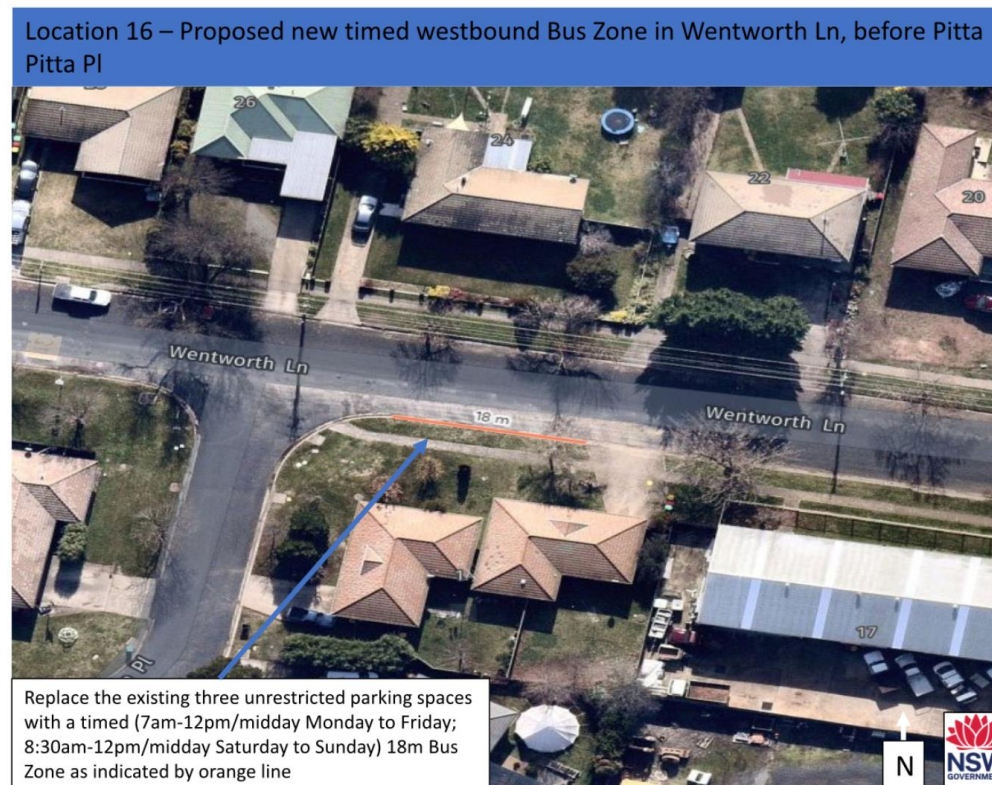


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3 GENERAL REPORTS

3.1 CURRENT WORKS

RECORD NUMBER: 2022/2585

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. 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

Dry weather has enabled crews to undertake more meaningful road repairs over the last couple of months including

- Heavy patching on the far end of Icely Road
- Roadside drainage improvements on Ploughmans Lane
- Pavement failure repair and subsoil drainage installation Barton Place
- Pavement failure repair at Canobolas Road and Mt Pleasant Lane Intersection
- Clean-up, repair and reopening to traffic of the Bulgas Road causeway

3.1 Current Works

Over the past 12 months Council has spent approximately \$1,060,000 on repairing approximately 75,000 potholes and minor patches with hand placed Coldmix asphalt and Council's Jetpatching unit. This year's budget for similar works is \$926,000. Cost overruns in the road maintenance areas are often funded from other maintenance activity budgets such as asphalt footpath repairs or unsealed road re-gravelling. State grants will also assist.

The number of individual potholes remaining on the road network cannot be quantified as incoming road condition data and customer requests do not contain this level of detail.



Photo: Bulgas Road causeway below Suma Park Dam Spillway

Concrete and Drainage

Footpaths

Work has commenced or continued on new footpaths and footpath reconstructions at:

- Shared concrete path under the NDR at Ploughmans Creek heading to Molong Road alongside the Fire Shed.
- Dalton Street between Peisley and Lords Place
- Emmaville Street - Stevenson Way to end

3.1 Current Works



Photo: New shared path under the NDR

Works have been completed on new footpaths or footpath reconstructions at:

- Byng Street – Hill Street to Sale Street, outside Catherine McAuley Catholic Primary School
- Emmaville Street - Daffodil Street to Hughes Street
- Geraldton from Stephenson to William Maker
- Stevenson Way - Geraldton Street to the South
- Daffodil Street - Eurawillah Street to Emmaville Street
- Eurawillah Street - Emmaville Street to end
- Ellenbrae Street - Catania Street to Diamond Drive

Drainage

Further infrastructure damage was discovered in Council's flood mitigation network following the November 14 rain event. An earthen embankment near Ken Rawle Park on the southern side of the main western railway line failed during the storm event. There is no evidence of damage to the rail embankment or private property in the immediate vicinity. Council staff are investigating the likely cause and remediation options.

3.1 Current Works



Photo: Before and after aerial images 9 days apart

3.1 Current Works

Traffic Facilities

Council crews constructed a raised pedestrian “Wombat crossing” in Phillip Street at the rear entrance to Bowen Public School. As part of the installation, existing “No Stopping” signs were adjusted to comply with Austroads Standards restricting parking on the narrow road approaches to the existing flagged children’s crossing. This modification was recommended to Council via Traffic Committee and adopted at its meeting of 5 April 2022.

WATER SUPPLY SERVICES

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

Category	July 2021 – June 2022	November 2022	December 2022
Water - Leak (Meter)	288	32	10
Water Request - Meters Faulty (incorrect readings)	29	0	32
Water - No Water Supply	39	7	5
Water – Pressure	23	7	2
Water Request - Replace Meter box/lid	53	8	123
Water quality – Dirty	23	0	6
Water - Burst Main	80	14	7
Water - leak (Main, Valve, Hydrant)	361	36	23
Total Water Requests	896	104	208

Construction WorksLords Place Water mains renewal

The renewal of the Lords Place water main is expected to commence on the 6 February 2023. The western side water main and service connections will be undertaken prior to recommencing works on the eastern side.

The duration of the works is expected to be approximately 2 months.

Water Services

Installation of new water services at the following locations:

- 7 Murphy Lane - 150mm fire service connection.
- Bletchington Public School - 50mm water service installation.

Water service renewal at 379 Lords Place was also completed.

3.1 Current Works

SEWER SERVICES

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

Category	July 2021 – June 2022	November 2022	December 2022
Sewer Choke - Blockages	277	32	16
Sewer Complaint - Odour	9	0	2
Sewer Complaint - Overflow	190	32	18
Total Sewer Requests	476	64	36

Sewer Construction WorksSieben Drive Sewerage Pump Station

Council is currently awaiting approvals from Essential Energy regarding the installation of a new electrical transformer. Once approval has been received, Council will contract the remaining works.

Sewer Relining Program

Works are to commence on the sewer main relining program on the 6 February 2023 with an expected completion date of 31 May 2023. These works involve the renewal of approximately 4,406m of sewer main and 187 sewer property connections.

Sewer connection Installation

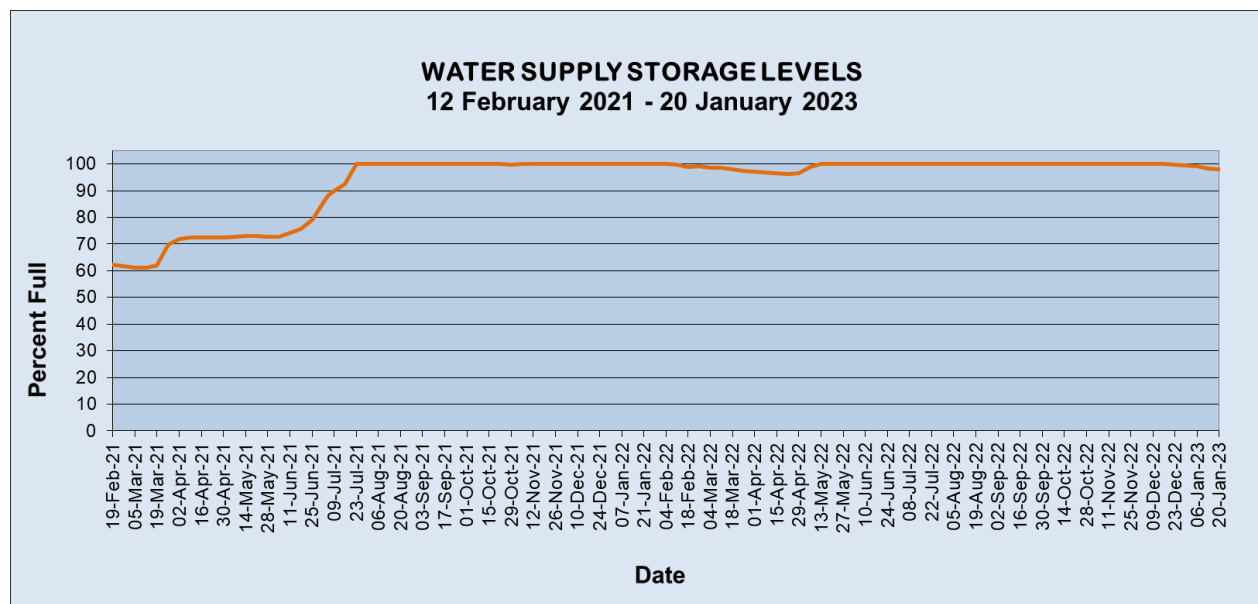
Removal of existing access chamber and installation of new maintenance shaft at 345 Lords Place.

3.1 Current Works

WATER SUPPLY SECURITY

Water Storage Levels

The water storage trend for the combined storages from 12 February 2021 to 20 January 2023 is shown in the graph below.



Location	Level Below Spillway (mm)	% of Capacity
Suma Park Dam	277	97.50%
Spring Creek Dam	15	99.65%
Lake Canobolas	0	100.00%
Gosling Creek Dam	18	99.47%

Supplementary Raw Water Sources

Extractions from the supplementary raw water supplies in recent months are provided in the table below. The 'Total' column is for the water year being 1 July to 30 June.

Raw Water Source	October 2022 (ML)	November 2022 (ML)	December 2022 (ML)	Total (ML) 2022/2023
Bores*	8.37	7.29	4.40	43.22
Stormwater	0.00	0.00	0.00	0.00
Macquarie River	0.00	0.00	0.00	0.00
Total	8.37	7.29	4.40	43.22

* 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/>

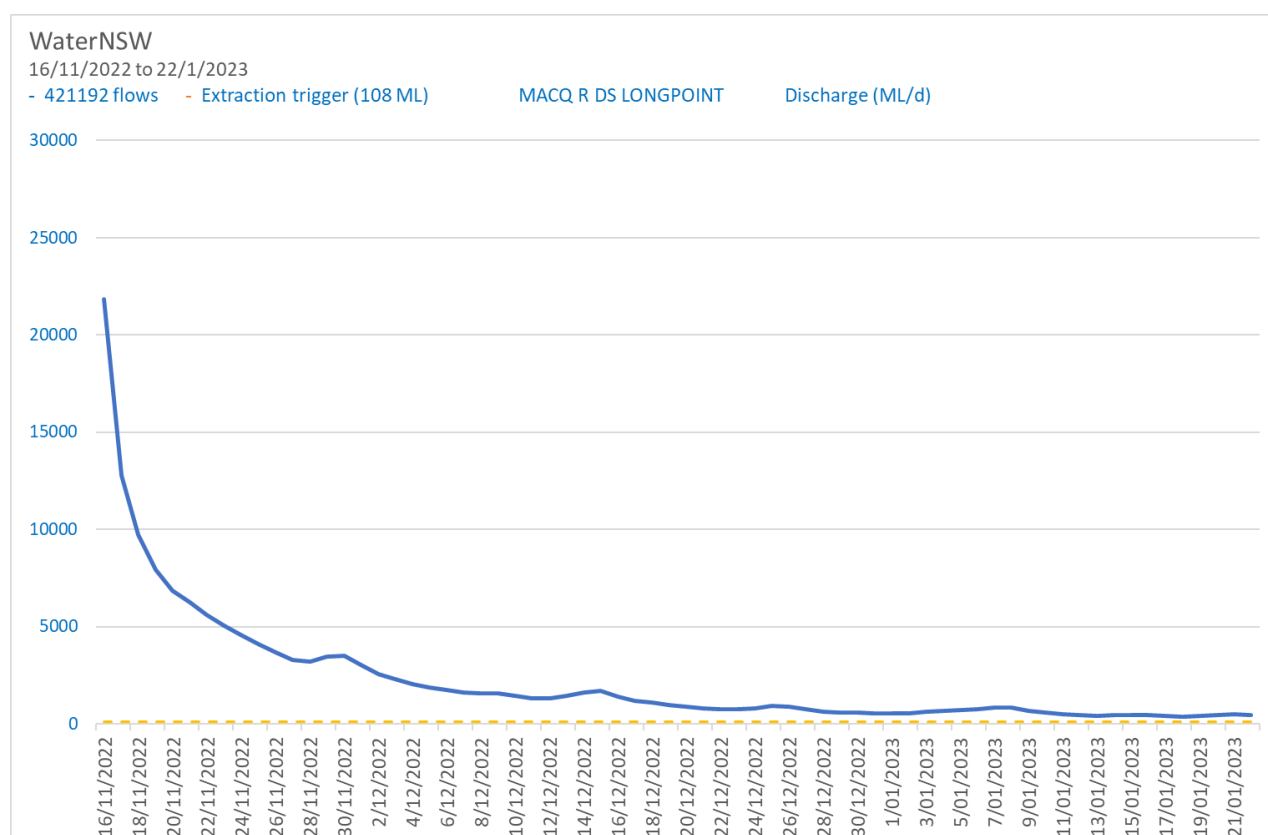
3.1 Current Works

The Decision Support Tool (DST) quarterly review was conducted 16 January 2023 with neutral conditions predicted from the POAMA forecast. Additionally, as storages remain above 90% capacity, there are no changes to operating conditions.

Macquarie River Flows

The mean daily flows in the Macquarie River monitored downstream of Long Point (Station 421192) for the period 16 November 2022 to 22 January 2023 are presented below. High flows continued through the period being above the extraction trigger value of 108 ML/d with a minimum daily flow rate of approximately 374 ML/d on 18 January 2023. A maximum daily flow rate of approx. 21,841 ML/day was recorded at the start of this period being the tail of the flooding event which occurred 13 November 2022.

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



Demand Management

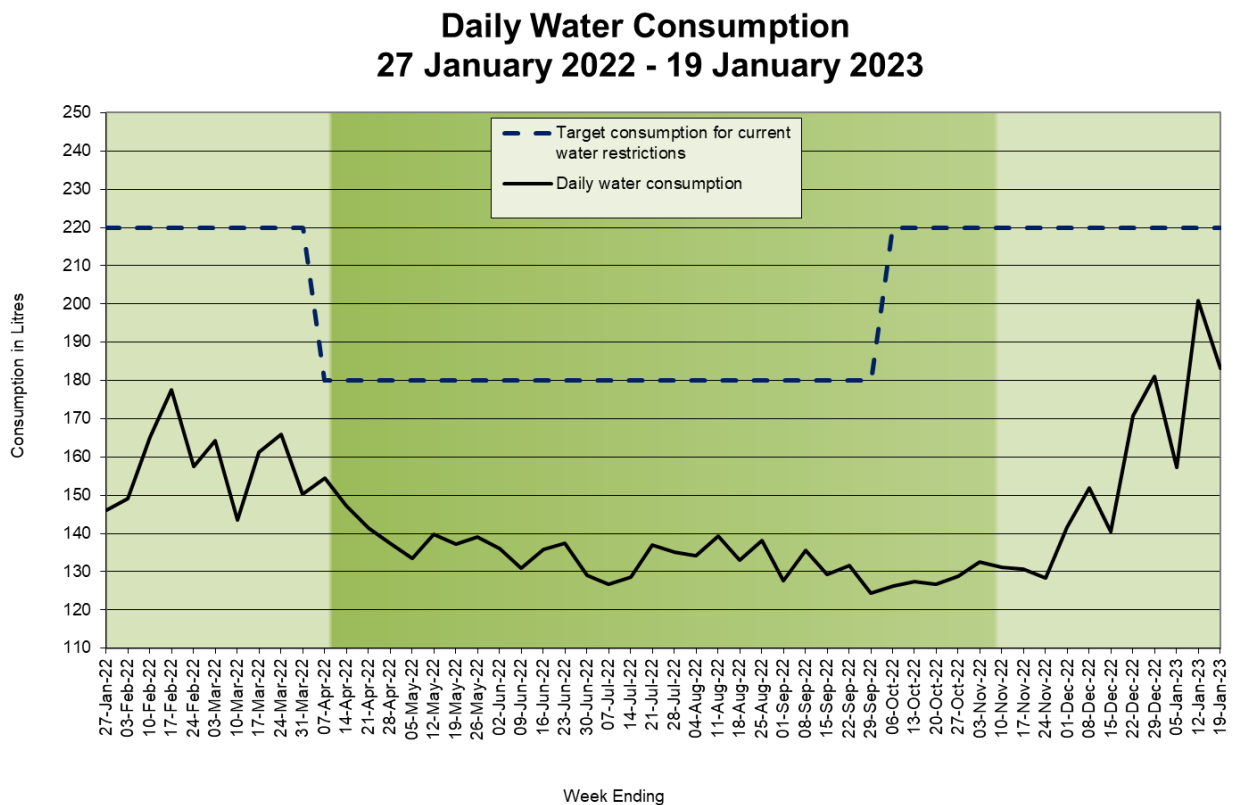
Residential water use

Permanent Water Saving Standards came into effect on Friday 25 June 2021.

Average daily residential water consumption for the period 25 November 2022 to 22 December 2022 was 151 litres per person per day and for the period 23 December 2022 to 29 January 2023 was 181 litres per person per day.

The graph below shows the average daily residential water consumption trend since January 2022.

3.1 Current Works



Total water use

The average daily city-wide water consumption for the period 25 November 2022 to 22 December 2022 was 9.75 ML/day and for the period 23 December 2022 to 19 January 2023 was 11.65 ML/day.

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 the NSW Government National Association of Testing Authorities (NATA) accredited laboratory for analysis. Water quality for November and December 2022 complied with the Australian Drinking Water Guidelines health targets.

Suma Park Dam has experienced an increase in the presence of blue green algae due to recent inflows and warmer daily temperatures. This has been managed through implementation of Council's Algal Management Plan resulting in ongoing provision of a quality water supply.

3.1 Current Works

OTHER MAJOR PROJECTS

Lake Canobolas Water and Sewer

This project proposes to construct a new water main from Orange to Lake Canobolas to improve water quality and also construct a sewer main from Lake Canobolas back to Orange to cater for future higher use and improve environmental outcomes by removing septic systems from the Molong Dam water catchment.

On 18 October 2022, Council considered tenders for the project and endorsed a recommendation to enter into a contract with Utilstra Pty Ltd (Utilstra) to undertake the works.

Utilstra who are utilising local contractors Burtin commenced work at Lake Canobolas on 12 December 2022 and to date have completed 850m of sewer main construction and 740m of the water main construction.

Subject to weather, the project is anticipated to be completed by July this year.



Photo: Butt welding of pipe joints

3.1 Current Works

East Orange Harvesting Wetlands (Blackman's Swamp Creek Stormwater Harvesting Stage 2)

This project, which is designed to provide an offline storage on Blackman's Swamp Creek to increase the city's water supply secure yield, had been experiencing a delay due to a refusal of Council's Water Supply Works Approval (under the Water Management Act 2000) application by the Natural Resources Access Regulator (NRAR).

This refusal predominantly revolved around the interpretation of a weir and its legality under the Water Sharing Plan for the Macquarie-Bogan Unregulated Water Sources 2012 as it was deemed to be an in-river dam and not permitted.

Following the amendments to the Water Sharing Plan for the Macquarie-Bogan Unregulated Water Sources 2012 to exclude a water supply work to be used for town water supply purposes by a local water utility, Council has now made a new application to DPE for a Water Supply Works Approval. Council understands that the DPE Water Licensing and Approvals team are currently exhibiting the application with a closing date for submissions on 31 January 2023.

Sewage Treatment Plant Inlet Works

This project involves upgrading the existing inlet works at the Orange Sewage Treatment Plant (STP) to meet the peak wet weather flow demand and replace the old inlet system with improved screening and improved contingency measures. The proposed works involve excavation of the construction area, relocation of two inlet sewer pipelines, water main and internal STP access road, and installation of a retaining wall adjacent to the new inlet works. New inlet work structures include screening channels, grit trap, pump station and flow splitter, and associated connection piping, electrical cabling, screens, grit trap, washing equipment and pumps.

Precision Civil Infrastructure Pty Ltd established on site in December 2022 and to date have completed the realignment of watermains to facilitate the construction of the retaining wall required to provide space for construction works. On completion of the retaining wall a sewer line will be relocated, and excavation commenced for the construction of the inlet works. The project duration is anticipated as being approximately 12 months.

3.1 Current Works



Photo: Drone photo of excavation late December 2022

Future City – Lords Place South

Prior to December 2022, 22 new trees were planted in tree pits constructed in Lords Place. To minimise future re-work where possible water mains due for renewal were replaced and drainage installed to the tree pits concurrently with their construction.

In late December 2022 Council was advised verbally that it was successful in receiving a \$250k grant from Transport for NSW to install Whiteway lighting in Lords Place. Based upon previous works it is anticipated that this funding will allow the Western side of lords place to have lights installed at a spacing of approximately 20m.

The progression of the Lords Place Future Cities project will now need to consider programming the Whiteway lights as part of the works as there are service conflicts with the existing water main that need to be addressed.

In broad terms, it is anticipated recommencing works in Lords Place in early February. With the installation of electrical cables and pits on the eastern side of the street for tree fairly lights and the completion of the watermain adjacent to the StarChem which will involve drilling under the existing tree at this location, new service connections and the decommissioning of the existing asbestos watermain.

Following this work which will take two and a half to three weeks, watermain construction will occur on the Eastern side of the street and footing construction for Whiteway lights will commence on the Western side. Two street crossing will also be required to complete the watermain construction.

Once these civil works have progressed sufficiently to avoid conflict and rework (early to mid-March) the installation of furniture will commence which includes eight dining decks, six chillout trees, seating and large pots along with painting of the road pavement. This work will extend into April.

Due to the lead time for light fittings, light poles and luminaires are likely to be installed and commissioned in mid to late May.

3.1 Current Works

AIRPORT ENERGY USAGE

Energy used at the airport during November 2022 was 15,773.03 kWh at a cost to Council of \$1,194.73.

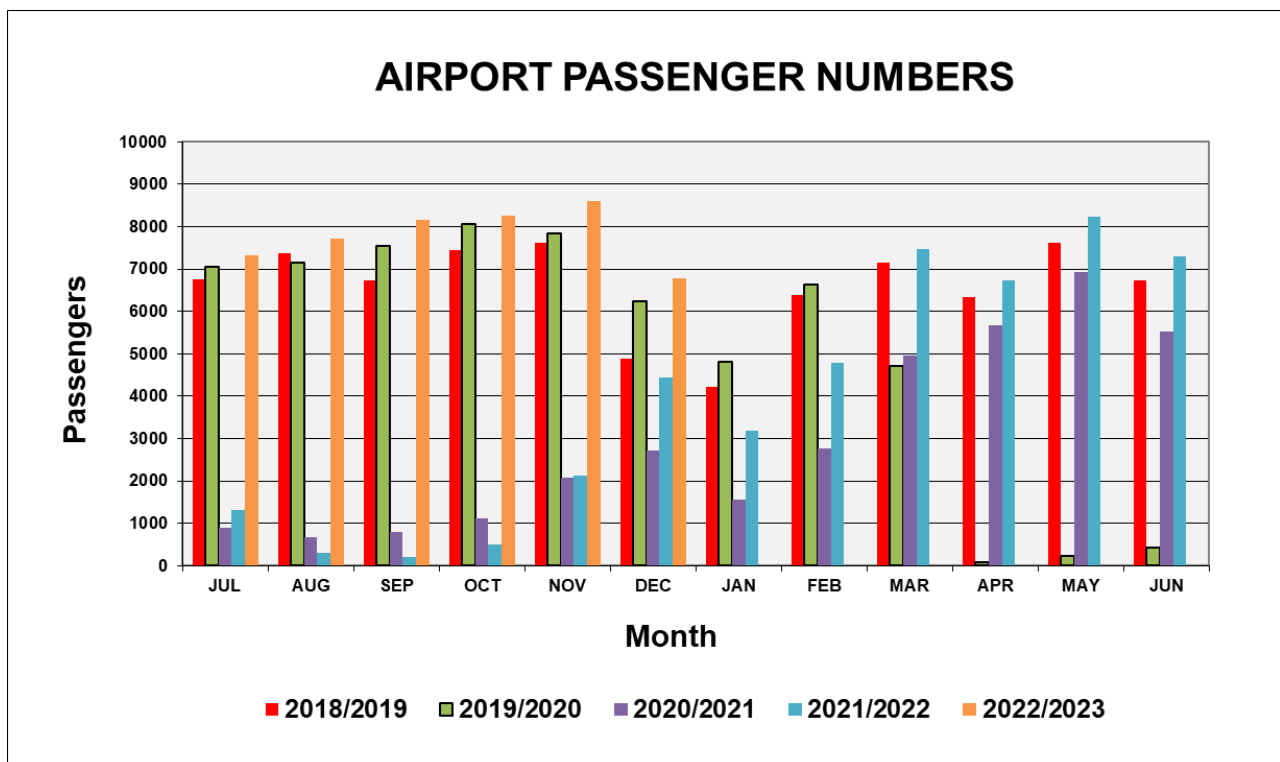
Energy used at the airport during December 2022 was 12,800.76 kWh at a cost to Council of \$937.69.

AIRPORT PASSENGER NUMBERS

Passenger numbers during November 2022 were 8,607 compared with 2,126 in the same month in 2021 (Covid impacted).

Passenger numbers during December 2022 were 6,782 compared with 4,433 in the same month in 2021 (Covid impacted).

These figures include passenger numbers from Regional Express, Link Airways (formerly Fly Corporate) and QantasLink.



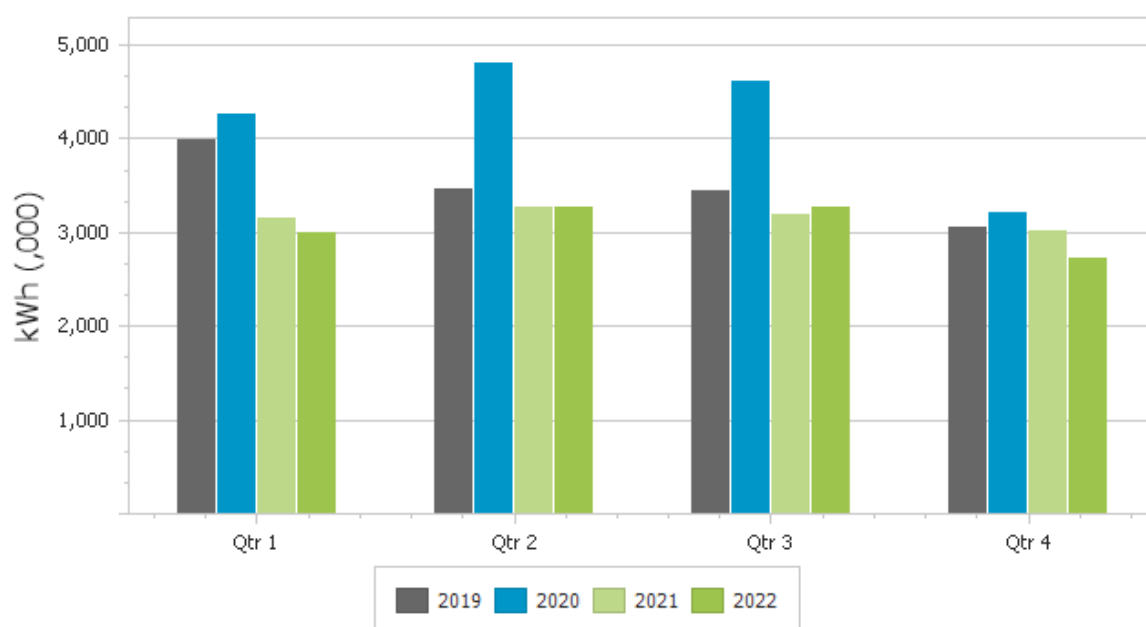
3.1 Current Works

ENERGY USE

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

Consumption History - up to 4 Years

Wednesday, 25 January 2023 2:24 PM



History - Last 12 Months

GROUP	CONSUMPTION (kWh)	CO2 EMISSIONS (t)	BILL (ex GST)
Parks & Gardens	0	0	\$0
Water	4,111,053	3,494	\$772,719
Public Buildings & Facilities	2,682,866	2,280	\$568,788
Lighting	1,596,454	1,357	\$457,418
Other	0	0	\$0
Sewer	3,747,829	3,186	\$657,328
Macquarie Pipeline	18,416	16	\$23,512
Ungrouped	138,767	118	\$40,697
Total	12,295,385	10,451	\$2,520,462