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ITEM 32 - NOTICE OF MOTION - MOLONG WATER SUPPLY

REPORT IN BRIEF

Reason For Report	Notice of Motion - Molong Creek Water and Borenore Dam
Policy Implications	Nil
Budget Implications	Nil
Area of Responsibility	Governance
Annexures	Nil
File Number	\My Workspace\Business Paper Report Directory\Working Reports InfoCouncil 2010 - 166489

ADMINISTRATION OFFICER'S REPORT

A Notice of Motion has been received, duly signed by Clr MacSmith.

The Motion reads:

THAT Council:

- a) Set up a meeting consisting of the General Manager, Director of Works, and interested Councillors, with the Molong Creek Water Users Association to formulate a policy of water use, for water from Cabonne water storages at the earliest possible time.
- b) Discuss in open council the issue of the Mayor offering water from the Borenore Dam to Orange City Council.

.....
Clr Lachie MacSmith.

In order for Council to consider the Motion on the day it will have to be moved and seconded.

RECOMMENDATION

THAT the Motion be received.

Yours faithfully,

GLP Fleming
GENERAL MANAGER

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ITEM 20 CARGO ROAD 80 KM/H SPEED ZONE1

ITEM 20 - CARGO ROAD 80 KM/H SPEED ZONE

REPORT IN BRIEF

Reason For Report	Interim report following Directors meeting with RTA in regard to the proposed extension of the 80 km/h speed limit on Cargo Road
Policy Implications	nil
Budget Implications	nil
Area of Responsibility	Roads and Transport
Annexures	Nil
File Number	\My Workspace\Business Paper Report Directory\Working Reports InfoCouncil 2010 - 166359

DIRECTOR OF ENGINEERING AND TECHNICAL SERVICES' REPORT

Following a very well attended public meeting in Cargo on Thursday 4th February, the Cargo Community was successful in deferring the implementation of the speed limit for one month. The new date for implementation is now 22 March.

The ministerial media release stated "*the additional time will allow Cabonne Council to respond to the RTA's request for feedback on the speed zone review.*" Council has been asked to provide response as soon as possible so the RTA can consider it before the extended implementation.

In preparing this response Council's Director of Engineering and Technical Services has met with members of the Cargo Progress Committee (Wednesday 3 Feb.) and on Tuesday 9th February with the RTA's Western Region Road Safety Manager.

Members of the Cargo PA were able to provide information relating to the number of accesses noted in the RTA survey and indicate those that were active or used infrequently. There was also information provided on the nature of some of the crashes the Committee considered NOT to be associated with the Cargo Road, e.g. relating to a side road not Cargo Road.

The Committee also queried the statistics and thought they may be misrepresented in the report. For example, the crash stats listed sites in the existing 80 km/h zones. It was argued that the report and statistics should relate to the section of Cargo Road in the 100 km/h speed zone only.

The following issues/points for discussion were listed for the meeting with the RTA;

1. Can the RTA provide details of the crashes identified in the study?

2. Would the RTA consider presenting the crash stats and speed zone review such that they relate to separate sections of Cargo Road, ie the 80 km/h and 100km/h and road alignment?
3. Has there been any downward trend in the number of crashes in areas where recent black spot works has been completed?
4. Will the RTA specify/quantify hazards noted in the study that has resulted in the RTA recommending the 80 km/h speed zone?
5. What mechanisms will be put in place to review the speed zone status of Cargo Road should works be undertaken to address the road environment issues?
6. Why wasn't Council (the road authority) given some early indication that a speed zone review was to take place. This would have given council an opportunity to address the road environment issues and avoid the need to reduce the speed zone to 80 km/h?
7. Will the RTA increase the signs and markings budget for on-going maintenance of Cargo Road. Noting the significant increase in signs required to implement the 80 k/h speed zone?

Outcome of the meeting with the RTA;

1. **Crash Statistics** – the RTA have provided details of crashes in the 100 km/h zone. The guidelines suggest the desirable crash statistics should be over 5 years with a minimum of 3 years. The crash data from the police reports detail;

2.
 - Location
 - Direction of travel
 - Time of day
 - Weather conditions
 - Road conditions
 - Severity of injury and or fatality and
 - Probable cause
 -

The crash statistics vary slightly from those reported in the speed zone review of August 2009. Closer examination of the statistics for Cargo Road identifies a total of 50 crashes. Analysis of the crash data indicates:

- There is about a 50/50 split in travel direction.
- A high majority of vehicles are cars
- 12 of the 50 (24%) happened in wet conditions
- 67% happened in daylight hours.
- One noted as excessive speed. 13 at 100
- 57% occurred on a straight section of road
- 10 recorded as P1 or P2 provisional licensed drivers.

The RTA speed review suggests speed was a contributing factor for 37% of the crashes on this section of Cargo Road. This is contra to the police report with only one being recorded as the error factor. It is also noted that of the 14

crashes indicating "loss of control" as the error factor, 6 had an estimated speed of 90 km/h or less, the other 8 recorded at 95 and 100 km/h. Of the 24 crashes on curves, 15 were recorded at 90 km/h or less, 11 of these were in wet conditions and of these 6 were travelling at or below 80 km/h.

There is some evidence to suggest lack of appropriate signage on curves has contributed to these statistics.

The RTA Road Safety Manager has been asked to clarify the "speed factor" in the crash data and how the figures indicate speed is a contributing factor.

2. Segmenting the road for the purpose of the speed zone review:

The RTA have agreed to the review being segmented so that the study represents homogeneous sections. The segments within the 100 km/h zone are:

- a) Start of 100 km/h zone east of Cargo to Greening Lane – 11.7 km
- b) Greening Lane to 80 km/h zone at Nashdale – 13.72 km
- c) Start of 100 km/h east of Nashdale to 80 km/h at Orange – 3.05 km

The remaining sections are within existing 80 km/h zones and are not covered in this report. However it is noted that the 80 km/h zone through Nashdale has a higher crash rate per km travelled at 142.47/100mvkm. The rate in the existing 100 km/h zone being 68/100mvkm. The RTA review suggests the State average for regional roads is 35.

The crash statistics for segment a) and b) above are high relative to the state average for 2 lane rural roads. This would indicate the RTA will pursue the introduction of 80 km/h speed zone for the full length of Cargo Road (to Cargo).

3. Trend in crash rate after improvements carried out: Council has asked the crash analysis to include up to date figures so that the benefits (reduction in crash rate) can be established where recent roadworks have been completed. Specifically in relation to works in near Edinboro Road. Council recently widened and sealed shoulders in this area with black spot funding to the value of \$450,000. Should there be a downward trend (reduction in crash rate) to the state average or below, consideration would then need to be given to leaving the segment at 100 km/h.

4. Identifying and Quantifying the hazards and substandard elements: The speed zone review noted, in general terms hazards and deficiencies with the road and road environment. These included narrow sections of seal, lack of guardrail protection and objects in the clear zone.

Council's Director of Engineering and Technical Services has arrange to carry out an inspection of the road with RTA Officers. This inspection

will identify the elements or defects the RTA considers a hazard and enable council to prepare cost estimates to address the hazards.

In this regard council has asked the RTA to provide the criteria by which roads are assessed as "not suitable" for 100 km/h speed. How subjective is the assessment?

Should the 80 km/h speed zone be extended to Cargo, this information will be useful for preparing funding submissions for improvements on a segment by segment basis.

Historic funding for Main Road maintenance and capital works on State and Regional roads from 2004 to 2009 shows a disproportionate expenditure on State Roads.

STATE ROADS – 170kms total expenditure = \$14.63M (\$5.27M on capital works)

REGIONAL ROADS – 205kms total expenditure = \$10.26M. \$2.44M of this has been allocated to bridges, leaving \$7.82M for roads. Of this \$4.74M is special grants from Black.

It can be argued that the \$ rate per vehicle km travelled would show the Regional Roads do in fact receive a fair proportion of funding, however based on actual road length, funding for Regional Roads is not sufficient to provide the level of service equal to that provided on State Roads in the long term.

5. **Review Process:** Council has asked the RTA to advise the review process following implementation of a Speed Zone change. Should council undertake improvements there needs to be a process for review of the speed zone.
6. **Prior Notification of a Speed Zone Review:** In discussions with RTA the lack of any notification of an intention to review the speed limit on Cargo Road, or any road for that matter was raised. From Council's position, prior notification would have given council the opportunity to address the "hazards" and therefore negate the need for the extension of the 80 km/h speed zone.

The RTA Road Safety Manager indicated that future reviews will include consultation with the Road Authority. However council may feel that this falls well short of proper involvement of the road authority. More appropriately the Road Authority should be in any discussion, either in-house or inter-departmental where matters relating to the road and road safety is concerned. The RTA Road Safety program and RSO would seem to be the appropriate mechanism for this to happen. This matter will be raised at the next Road Safety Steering Committee.

7. **On-going maintenance of signage:** There will be a significant increase in the number of signs needed to implement the lower speed

limit. Council's budget for the maintenance of regulatory signs is funded from the Regional Roads Bock Grant. Council may wish to seek special additional maintenance funding for Cargo Road.

A final report on the RTA Cargo Road speed zone review will be prepared following the road inspection. As mentioned previously in this report, the RTA have indicated the 80 km/h speed zone is scheduled for implementation on 22 March.

Yours faithfully,

GLP Fleming
GENERAL MANAGER