

1. MONTHLY WORKS REPORT

The monthly works report for the period to Friday, 9 February 2018 is attached for information (**Attachment No. 1**).

RECOMMENDATION

That the information be noted.

2. NEW FEES AND CHARGES – NARROMINE SPORTS CENTRE

Introduction

The purpose of this report is for Council to set additional fees to increase activity at the Narromine Sport and Fitness Centre.

Background

The Narromine Sport and Fitness Centre comprising of a 24 hour gymnasium and two court stadium, has the capacity to host a number of sport and recreational programs and events.

Council has recently employed a Sport Development Officer who has identified potential uses for the Centre to increase opportunities for the community and provide an income for the Centre.

Currently, the only fees in the adopted Fees and Charges relate to casual use of the stadium by sporting groups, schools, gymnastics, and a schedule of rates for different gymnasium memberships.

Issues

Requests are often received to use the centre for activities which do not align with our current Fees and Charges.

Community groups are often deterred from running programs within the sports centre due to the limitations of the current Fees and Charges. Introducing a community group hire fee would encourage local organisations to expand their offerings and service our community through running additional sports and recreation programs.

Assessment

a) *Legal Implications*

No charge can be made to hire the facilities until Council sets the fee for the hire. The hire fees will need to be placed on public exhibition for 28 days and then reported back to Council for final adoption, as per section 377 of the Local Government Act.

b) *Financial implications*

Hire of available facilities will generate income for the Sport and Fitness Centre.

2. NEW FEES AND CHARGES – NARROMINE SPORTS CENTRE Cont'd.

c) Strategic Implications

- **4.3.4 - Council's Community Strategic Plan** - *Ensure Council's property assets are monitored and well managed.*

Summary

Council officers have identified a number of additional uses for the Narromine Sport and Fitness Centre that do not currently fit into the adopted Fees and Charges. Having a number of hire and use fees will allow an expansion of programs to run and encourage community organisations to utilise these facilities to their capacity.

RECOMMENDATION

That Council set the following fees for Narromine Sport and Fitness Centre to be placed on public exhibition for 28 days following which submissions, if any, be reported back to Council for consideration and final adoption:

- Gymnasium use for personal training or coaching/hour \$20 inclusive GST;
- Individual stadium entry \$3 inclusive GST;
- Individual stadium entry (seniors – must show seniors or pensioners card) \$2.50 inclusive GST;
- Stadium hire/hour (commercial business) \$50 inclusive GST;
- Stadium hire/hour (not for profit or community group) \$40 inclusive GST
- After school sporting program (6 weeks) per child \$50 inclusive GST
- After school sporting program (single class) per child \$10 inclusive GST

3. UPDATE ON REDEVELOPMENT OF TRANGIE SPORTING FIELDS PROJECT

Introduction

The purpose of this report is to provide Council with an update on the Redevelopment of Trangie Sporting Fields project.

Background

At its Ordinary meeting held on 21 September, 2016, Council was presented with correspondence from Ian Toole, concerning a proposed upgrade to Alan Burns Oval at Trangie by means of a grant from ClubGrants through NSW Liquor and Gaming.

Mr Toole intended to submit an Expression of Interest (EOI) and required a letter of support from Council and a commitment of an in-kind or financial contribution of \$100,000 towards the project.

3. UPDATE ON REDEVELOPMENT OF TRANGIE SPORTING FIELDS PROJECT

Council, in Business without Notice – Urgent Matters, resolved to “...provide a letter of support to the Trangie Rugby Union Club to enable them to apply for funding for the upgrade of Burns Oval, advising that an amount of \$100,000 would be placed in Council's 2017/2018 Budget for the project.”

The Expression of Interest was successful with an invitation to submit a full application in early February, 2017. This application was submitted on 8 February, 2017 with a successful grant announcement from Minister Paul Toole on 27 June, 2017.

Issues

Prior to the submission of the EOI, the Trangie Rugby Union Club, as the Applicant, sought quotations for the works to be included in the project. Due to time constraints, and lack of financial resources available, designs were not able to be undertaken prior to the submission of the EOI. Instead, the quotations were based on broad interpretations of what was required.

The application for the grant was required to be in accordance with the expression of interest, which meant that the grant amount and outcomes needed to reflect that which was previously submitted in the EOI process.

The grant incorporated the following work:

- Removal of existing soil that has become saline;
- Installation of a new irrigation system
- Installation of an underground drainage system
- Construct 'turtle back' playing surface
- Install suitable lighting to enable night games of football, cricket, cultural and social events and adequate lighting for training.
- Install outdoor exercise equipment.

Council, as the Trust Manager of the Reserve then sought quotations for an external Project Manager, and on signing of the Funding Agreement, engaged an external party to undertake the Project Management of this work on Council's behalf.

Assessment

(a) Legal Implications Including Directives and Guidelines

- Local Government (General) Regulation 2005
- Crown Lands Act 1989 – Council is the Trust Manager of Trangie Public Recreation (R520094) Reserve Trust
- Funding Agreement – Funds are au spiced by Council on behalf of the Applicant

3. UPDATE ON REDEVELOPMENT OF TRANGIE SPORTING FIELDS PROJECT
Cont'd.

(b) *Financial Implications / Considerations*

- Council has committed \$100,000 in the 2017/18 financial year towards this project, of which approximately \$65,000 has been expended on project management and detailed design to date.

(c) *Policy Provisions – Council Policy and Practice*

- Nil

(d) *Strategic Implications – Implications for Long Term Plans / Targets*

- **1.1.9 – Community Strategic Plan** - *Provide active and passive recreation facilities and services*
- **1.1.9.2 – Delivery Program** – *Upgrade to Trangie Sporting Fields (subject to successful grant application).*

(e) *Options*

- Nil

Discussions / Comments

After the initial engagement, Council met with the project managers to discuss the project and determine what was required. It was determined that a design and construct tender would not suffice as there was no control over the design process and this would make it difficult to ensure that the outcomes of the grant would be met. It was determined at this time that a design would be finalised prior to going out to tender to ensure that there was transparency in the process. It was also determined that it would be a select tender, wherein specific contractors would be invited to tender for the project.

The design process took two (2) months, with the final design being taken to the Trangie Sports User group meeting held in October, 2017 for their information. At the request of some community members, it was decided to incorporate a cricket pitch into the design, for construction at a later date, as it was not included by the Applicant in the scope of the grant.

Tenders were released on 2 November, 2017 with a mandatory site meeting held on 16 November, 2017 of which five (5) potential tenderers attended.

Tenders closed at 4pm on 30 November, 2017 with two (2) tenders being received. Project Managers for the work, assessed the tenders and submitted a tender assessment on 4 December, 2017.

Both tenders received were well in excess of the funds allocated towards the project, and as such, the General Manager, under delegated authority entered into negotiations with a supplier in accordance Clause 178(3) of the Local Government (General) Regulation 2005.

3. UPDATE ON REDEVELOPMENT OF TRANGIE SPORTING FIELDS PROJECT Cont'd.

The General Manager and Director Infrastructure and Engineering Services undertook these negotiations, with the removal of the lights being recognised as a significant cost saving in the early stages of negotiations. An initial request for a variation to remove the lights was requested from Liquor and Gaming this same day.

In addition to the removal of the lights, further negotiations were required to bring the project to within the budget. The supplier returned an updated price schedule which was still in excess of the budget.

Further clarification was sought from the supplier regarding the required electrical work and a further updated pricing schedule was received. This was still in excess of the budget.

The Director Infrastructure and Engineering Services spoke with a representative from the Department of Liquor and Gaming regarding the variation request prior to Christmas, and, at their request, provided background to the project and reasons why the tenders had come in over and above the budgeted project amount.

Pending an approval to the variation, there were two (2) options available at this stage to proceed with the project, being:

1. Seek additional external funding source (perhaps from the Trangie Rugby Union Club) to make up the shortfall; or
2. Postpone commencement of the project and allocate further funding to the project under the Stronger Country Communities Fund in the next round.

The matter of the variation approval sought from Liquor and Gaming was left for their consideration over the Christmas break.

The General Manager and Director Infrastructure and Engineering Services received a phone call from Liquor and Gaming in the New Year and, as a result of this call, were required to review this project further as they would not accept a project which required funds to be sought and it was deemed necessary to bring the scope of the project to within the allocated budget. This eliminated the need for additional funding to be allocated at this stage.

In consultation with the designers, the General Manager and Director determined that the only option available to reduce the cost of the project was to remove the installation of the underground drainage system as all other avenues had been explored and exhausted. An updated request for a variation of the grant, with the removal of the lights and drainage, was submitted in late January, 2018 to the Department of Liquor and Gaming. A response is yet to be received.

3. UPDATE ON REDEVELOPMENT OF TRANGIE SPORTING FIELDS PROJECT Cont'd.

In addition to this, it is also necessary for a fresh tender to be issued due to the significant reduction/change to the scope of the work. Advice was sought by the Director of Infrastructure and Engineering Services from the Office of Local Government and it was deemed appropriate to re-tender in an effort to remain transparent and adhere to the Section 55 of the Local Government Act and Tendering Guidelines issued by the Office of Local Government.

Due to the delays caused by the negotiations, the seeking of a variation to the grant and the requirement to re-tender, it is anticipated that this project will commence after the 2018 football season. This is, of course, conditional upon the variation request being successful.

RECOMMENDATION

That the information be noted.

4. NATIONAL ASSET MANAGEMENT ASSESSMENT FRAMEWORK (NAMAF)

Introduction

This report provides Council with an update on its status with Asset Management after a second National Asset Management Assessment Framework Assessment undertaken in late 2017.

Background

The Lower Macquarie Water Utilities Alliance (LMWUA) engaged CPE Associates (now Brearley & Hansen) to assess eleven (11) councils in the Orana Regional Organisation of Councils (OROC) using the National Assessment Framework for Local Government Asset Management & Financial Planning Tool (NAMAF) to evaluate the progress of local councils in implementing effective asset management and financial planning. Dubbo Regional Council and Wellington Shire have since amalgamated, and as such, ten (10) councils participated in this assessment, not including Dubbo Regional Council. This is the second NAMAF Assessment undertaken for Narromine Shire Council, with a third programmed for 2019.

The results of this assessment assist with a Regional Asset Management Strategy to be developed by LMWUA and for grant chasing. This objective assessment tool produces a gap analysis on what is required to bring Council to a required standard, ie an action plan to address any gaps.

The elements of the NAMAF define what is required to be achieved as follows:

1. Strategic Long Term Planning
2. Annual Budget
3. Annual Report
4. Asset Management
5. Asset Improvement Strategy

4. NATIONAL ASSET MANAGEMENT ASSESSMENT FRAMEWORK (NAMAF) Cont'd.

- 6. Asset Plans
- 7. Governance and Management
- 8. Levels of Service
- 9. Data and Systems
- 10. Skills and Processes
- 11. Evaluation

Narromine Shire Council 2017 results, compared with the 2016 assessment are as follows:

Details	2016	2017
1. Strategic Long Term Planning	90%	100%
2. Annual Budget	88%	94%
3. Annual Report	100%	100%
4. Asset Management Policy	70%	90%
5. Asset Improvement Strategy	75%	100%
6. Asset Plans	76%	84%
7. Governance and Management	79%	93%
8. Levels of Service	75%	81%
9. Data and Systems	91%	97%
10. Skills and Processes	88%	90%
11. Evaluation	58%	83%

Brearley & Hansen have indicated that Council had progressed really well, as outlined below:

*"This NAMAF Assessment reveals that Narromine Shire Council have improved upon their impressive NAMAF score from the March 2016 NAMAF Assessment. In this assessment Narromine has achieved 100% in the NAMAF elements of: Strategic Long Term Plan (Community Strategic Plan), Annual Report and Asset Management Strategy. **The whole of organisation approach to asset management, supported by senior management and resourced by skilled staff, has delivered a strong result for Narromine again.**"*

A regional perspective will be provided to OROC General Managers by the consultant auditors (Brearley & Hansen) which gives a broader outline of where Council fits, the region's position and a clearer explanation of the eleven (11) components. This presentation will take place on 16 February, 2018.

4. NATIONAL ASSET MANAGEMENT ASSESSMENT FRAMEWORK (NAMAF) Cont'd.

Issues

- Council is part of the LMWUA which has been very active in sourcing grants to assist Councils meet best practice and improve asset management in water and sewer.
- The results of this audit demonstrate Council is on the right path with its Asset Management Unit function and the undertaking of outstanding projects in water and sewer.
- The results regionally are good and provide LMWUA Board direction on where to focus their resources in the future. Dubbo Regional Council has always been a willing mentor and supporter, and a leader in the Asset Management and Financial Reporting area.

Assessment

a) Legal Implications

Nil

b) Financial Implications

Nil

c) Policy Implications

Nil

d) Strategic Implications

- **4.2.1 – Community Strategic Plan** – *Strive for Excellence through continuous improvement and creativity*
- **4.2.7 – Community Strategic Plan** – *Continually improve organisational performance, efficiency of services and project delivery.*

Summary

This is a most pleasing result for Council and a credit to the management of Council's assets and the financial reporting and systems Council has in place.

RECOMMENDATION

That the information be noted.

5. INLAND RAIL – PROPOSED CLOSURE OF LEVEL CROSSINGS

Introduction

This report is for the purposes of presenting a request received from Australian Rail Track Corporation (ARTC) regarding proposed level crossing closures for the Parkes to Narromine section of the Inland Rail project

Background

This information was received by Council on 30 January, 2018, and as such, is attached for Council's information (**Attachment No. 2**).

Issues

The request being presented comprises of:

1. Narromine Shire Council's endorsement of the proposal to close four (4) low level crossings; and
2. The local reduction of the road speed limit from 100km/h on the approach and departure from selected boom barrier controlled level crossings to improve level crossing safety.

Closure of Public Road Crossings

The information requests feedback from Council regarding the closure of four (4) public road crossings, as follows:

- LX1096 Barrabadeen Creek Road, Peak Hill;
- LX1099 Tinks Lane, Tomingley;
- LX1105 Craigie Lea Lane, Narromine; and
- LX1107 Wingfield Road, Narromine.

LX1096 Barrabadeen Creek Road, Peak Hill

This crossing is not located in the Narromine Shire Council Local Government area. As such, ARTC should forward this request to Parkes Shire Council for their consideration/feedback.

LX1099 Tinks Lane, Tomingley, LX1105 Craigie Lea Lane, Narromine and LX1107 Wingfield Road, Narromine

The closure of these crossings should be considered in full prior to providing feedback, taking into consideration consultation with landholders and the greater community. There are issues associated with these closures including but not limited to emergency access routes, school bus routes, Council's haulage routes for gravel, freight of agricultural commodities and the fact that these roads are all gazetted as restricted access vehicle (RAV) routes and as such will require some treatment at the termination points to allow turning of these larger vehicles.

5. INLAND RAIL – PROPOSED CLOSURE OF LEVEL CROSSINGS Cont'd.

Speed Zone Reviews

Reviews of speed limit zones are not a matter for Council, or the Local Traffic Committee, and as such, any requests for same must be forwarded to the Roads and Maritime Service for their attention. ARTC have been advised of this.

Summary/Conclusion

The closure of these level crossings may cause issues with user and adjoining landholders, and as such, it seems appropriate that ARTC provide details of consultation with the community landholders and provide evidence and feedback of same to Council prior to any endorsements being considered.

It also seems appropriate that ARTC provide Council with details of how the ARTC plan to manage changes to routes for emergency access, bus routes, agricultural commodities and gravel haulage, and the traffic management of road-trains (and other restricted access vehicles) that may need to turn around at the termination point of these roads.

RECOMMENDATION

That Council defer any decisions regarding the request from ARTC until:

1. Evidence of community consultation by ARTC and feedback has been received;
2. ARTC provide Council with details of how the ARTC plan to manage changes to routes for emergency access, bus routes, agricultural commodities and gravel haulage, and the traffic management of road-trains (and other restricted access vehicles) that may need to turn around at the termination point of these roads.

Kerrie Murphy
Director Infrastructure and Engineering Services

 <p>Narromine SHIRE COUNCIL</p>	<p>MONTHLY WORKS REPORT</p> <p>Friday, 9 February 2018</p>	<p>Infrastructure and Engineering Services Narromine Shire Council Tel: 02 6889 9999 Fax: 02 6889 9998 mail@narromine.nsw.gov.au</p>
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Road and Park users are to proceed with caution at all work sites and observe work signs to ensure safety. Speed zones are enforceable with possible short delays.
For all enquiries, please contact Council's Infrastructure and Engineering Services Department on 6889 9999.

URBAN – Narromine, Trangie, Tomingley

Various Streets (Narromine)	Routine Maintenance Program.
Various Streets (Trangie)	Routine Maintenance Program.
Various Streets (Tomingley)	Routine Maintenance Program.

UNSEALED ROADS NETWORK

Various Unsealed Roads	Kyalite Road, Back Tomingley West, Bignell's Road, Foreman's Lane, Wyanga Road, Allison's Road, Drew's Road, Macquarie View Road have all received maintenance grades. Weemabah Road has received a shoulder grade. Re-sheeting works have been completed on Papworth Lane and are 80% complete on Farrendale Road. Belmont Road has been prepared for upcoming re-sheeting works.
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SEALED ROADS NETWORK

Various Sealed Roads	Trangie Collie Road received a shoulder grade in preparation for reseal sections. Completed pothole and edge break repairs as well as completed sealing of water and sewer mains repairs in Trangie and Narromine town streets.
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WATER AND SEWER

Narromine	Staff and contractors have completed new Narromine gas chlorination station and commissioned the system. Commenced and completed quarterly water meter reading. Completed full system water mains and dead end flushing program. Carried out major water stop valve replacement in Nymagee Street, Narromine and commenced works in conjunction with RMS, associated with resurfacing of Mitchell Highway. Carried out service maintenance and cleaning of all sewer pump stations. Replaced failed sewer pumps at sewer pump stations 2 and 3. Carried out emergency replacement of water bore pump no 3.
Trangie	Carried out service maintenance and cleaning of all sewer pump stations. Serviced Trangie chlorination system. Commenced and completed quarterly water meter reading.
Tomingley	Continued regular system maintenance. Commenced and completed quarterly water meter reading.

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PARKS AND OPEN SPACE NETWORK CBD Gardens, Parks, Ovals, Villages	
Narromine CBD	General maintenance.
Narromine Parks and Reserves	General maintenance and mowing.
Narromine Sports Grounds	General maintenance.
Narromine Streets	General maintenance.
Trangie CBD	General maintenance. Weed control ongoing.
Trangie Parks	General maintenance and mowing. Irrigation system repairs.
Trangie Streets	General maintenance.
Tomingley Village	General maintenance, including truck stops, ongoing. Contractor slashing of vegetation.
SWIMMING POOLS	
Narromine Pool	Pools have concluded their extended school holiday hours on 4 February 2018 and have returned to normal operating hours.
Trangie Pool	Swimming carnival events will commence during the first few weeks of term 1.
AERODROME	
Narromine Aerodrome	General maintenance including mowing, slashing, weed control and spraying.
BUILDING MAINTENANCE	
All Buildings	General maintenance as required.
Narromine Medical Centre	Construction works are complete.
Council Administration Buildings	Chamber renovations are complete.
PUBLIC CONVENIENCES	
Rotary Park (Narromine) Public Toilets	General maintenance and repairs. Toilet facilities cleaned daily.
Burroway Street Public Toilets (adjacent to Pool)	
Argonauts Park (Trangie) Public Toilets (Goan Waterhole)	

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Dandaloo Street Trangie (adjacent to Bakery)	General maintenance and repairs. Toilet facilities cleaned every Monday, Wednesday and Friday.
Wetlands	General maintenance and repairs. Toilet block secured and cleaned daily.
VANDALISM	
Narromine – Various Parks	Broken glass and litter continues. Ongoing Playground equipment damage. Public toilets continue to be damaged.
Trangie	General rubbish and household waste dumped into Council waste bins and at public toilets.
CEMETERIES	
Narromine Cemetery	General maintenance, mowing and weed spraying. Topping up of graves.
Trangie Cemetery	General maintenance, mowing and weed spraying. Topping up of graves.

Attachment No. 2

Subject: Inland Rail Parkes to Narromine Level Crossing Treatments Council Feedback sought on local reduction of the road speed limits and potential crossing closures

Executive Summary

As you are aware, Australian Rail Track Corporation (ARTC) is progressing the detailed design of the 107km Parkes to Narromine (P2N) section of the Inland Rail (IR) Project. As part of the IR project, we are assessing the level crossings along the length of the project. Treatments for the 12 P2N public level crossings, within the Narromine Shire Council area, are listed in the following sections of this report.

We are providing this briefing paper to provide an update to Narromine Shire Council on the progress of the level crossing designs and to request Council's input and comment on two elements of the design, as it affects Narromine Shire Council and its residents and businesses, namely:

- Narromine Shire Council's endorsement of the proposal to close four low-use level crossings; and
- The local reduction of the road speed limits from 100km/h on the approach and departure from selected boom barrier controlled level crossings, to improve level crossing safety.

We would be pleased if Narromine Shire Council could review and consider the information below and attached to this paper and provide comments, such that we can incorporate these into the project decision making process, whilst progressing the design. Note, that the proposed closures and speed limit changes are, at the moment, proposals and may or may not proceed depending on many factors, including Council's feedback.

Feedback from Narromine Shire Council, in relation to the next steps around crossing closures and progressing speed reductions, would also be appreciated.

Background Information

The Parkes to Narromine section is one of 13 projects (one of seven in NSW) that completes Inland Rail. It is approximately 107km long, upgrading the existing rail corridor and constructing approximately 5km of new rail connection at Parkes (the North West Connection). The northern end of the project is located south of Narromine and finishes where Old Blackwater Road crosses the railway, approximately 800m south of the Main Western Line. The preferred corridor for the Narromine to Narrabri section has recently been decided and may impact the northern limit of the Parkes to Narromine section in the future.

A conceptual design for the project was presented in the P2N Environmental Impact Statement (EIS) publicly exhibited in August last year. The EIS assessment by the State Government, is in the final stages of consideration and approval is expected in the first half of 2018. Owing to the Federal Government's timetable to commence construction on the project, approval was given to progress with the design prior to approval of the EIS.

Within the Narromine Shire Council area, there are 12 existing public and 21 private level crossings. In accordance with ARTC's Inland Rail Level Crossing Strategy, all level crossings have been assessed using the Australian Level Crossing Assessment Model (ALCAM), in order to determine the appropriate level crossing treatments. ALCAM is a nationally accepted risk assessment tool for level crossings, which considers a range of factors including road volumes, vehicle types, sight distance requirements and compliance with the Australian Standard. A plan showing the location and a table showing the proposed treatment of each public level crossing level crossing is included in Attachment 1.

2.1

Treatment at each level crossing would be either:

- Upgrading an existing stop sign controlled crossing, to meet current Australian Standard requirements;
- Upgrading an existing stop sign controlled crossings, to flashing lights and boom barriers; or
- Upgrading an existing flashing light controlled crossings, to include boom barriers.

Four public crossings are proposed to be closed as discussed below.

All existing private crossings will be upgraded to meet ARTC standards or in a small number of cases, closed following landowner consultation, as discussed in the following section.

The above provides a snapshot of the design in progress and these details may change, as the design is finalised. Completion of the design, including consideration of the potential speed limit changes and level crossing closures outlined in this letter, will be in accordance with the EIS approval conditions when received.

Issues

1. Closure of level crossings

Level crossings represent a safety risk for the travelling public and a maintenance responsibility for Narromine Shire Council and ARTC. Seeking to minimise the number of level crossings, the project team has undertaken an assessment of each crossing to identify, those that may be considered for closure.

Public Level Crossings

For public roads, closure may be appropriate where:

- Traffic volumes are (relatively) low;
- Alternative legal access is available or reasonably achievable; and
- The imposition to road users of closure is considered small.

The removal of these level crossings will eliminate the road / rail interaction at these locations, thus improving overall safety.

The following public level crossings were identified as fulfilling the above requirements and are proposed to be closed:

- LX1096 Barrabadeen Creek Road, Peak Hill – a crown road that coincides with the Parkes/Narromine Shire boundary. This will also be tabled at the Parkes traffic management committee;
- LX1099 Tinks Lane, Tomingley;
- LX1105 Craigie Lea Lane, Narromine; and
- LX1107 Wingfield Road, Narromine.

These level crossings are minor, servicing between 0 and 21 vehicles per day (vpd) during the traffic survey period, carried out in October 2017. Detailed plans, showing the location of the crossings in the road network and alternate routes, are included as Attachment 2.

Barrabadeen Creek Road recorded no use during the survey period. As the road coincides with the local government boundary, would Narromine Shire Council be able to advise if responsibility for road and the level crossing falls with Parkes or Narromine Shire Council?

Private Level crossings

The project team is also assessing the safety and need for each of the existing private level crossings. Closure has been considered where:

2.2

- Part of a landholding either side of the railway has been sold, and a landholder no longer has use for a level crossing;
- A landholder has multiple level crossings serving a single holding and one or more may be closed to consolidate accesses;
- A level crossing is unable to be made safe for use by the design vehicle; or
- The landholder has indicated, through consultation discussions, that they would support closure.

Following initial discussions with landowners in 2016 / 2017 a number of private level crossings have been identified for closure and ARTC will further discuss possible closure, with the landholders in the coming months. Where it proves feasible to close a private crossing, the project team will present these to Narromine Shire Council for consideration and comment before continuing the level crossing closure approval process.

Approval process

If ARTC decides to pursue the closures of any level crossings following Council's (and for private crossings landholder) endorsement, the project team would seek approval for the closure in accordance with the Transport Administration Act. ARTC seeks Narromine Shire Council's advice on the next steps required in the level crossing closure process, for both public and private crossings.

2. Speed Limit Reduction

Road users and train occupants are exposed to risk at level crossings due to the possibility of collision. Road users are required to give way to trains at level crossings and the most significant variable in the distance required for a road vehicle to stop, is its velocity (or speed). Therefore, reducing road speed at level crossings, decreases the likelihood of a vehicle being unable to stop at a level crossing. Studies have shown that road user compliance, where a reduction in speed at level crossings is provided, is improved in comparison with other locations.

The proposal for the P2N project, is to reduce the speed on level crossings controlled by flashing lights and boom barriers, where the existing speed is 100 km/h. As there is only a need to stop if a train is approaching (hence the lights are flashing), reducing the speed limit locally would increase the driver's awareness of the level crossing and the potential need to stop ahead. At all level crossings, 'X RAIL' line marking would be installed as per Australian Standard AS1742.7 (Manual of uniform traffic control devices Railway crossings) to further increase the driver's awareness.

The speed limit reduction is proposed on the following roads / level crossings which are currently limited to 100km/h, either by speed regulatory signage or the default rural speed limit:

- LX1098 Tomingley Road, Tomingley – a reduction to 80km/h on the approaches to the level crossing for 400m either side of the level crossing;
- LX1106 The McGrane Way, Narromine – extending the existing 60km/h speed zone from north of the crossing for 800m across the crossing encompassing both the northern and southern approaches; and
- LX1108 Old Backwater Road, Narromine – extending the existing 50km/h speed zone from east of the crossing for 800m across the crossing encompassing both the eastern and western approaches.

At Tomingley Road and Old Backwater Road, there will be an overall improvement in vehicle travel times across the railway, as existing crossings controlled by stop signs (where all vehicles must stop), which are proposed to be replaced with flashing lights and booms (where vehicles must only stop if there is a train) in addition to the reduced speed limit. It's also noted, that The McGrane Way, was the site of a fatal vehicle vs train accident in 2015.

Any agreed speed limit reductions, would be undertaken in accordance with AS1742.4 Manual of uniform traffic control devices, Part 4: Speed controls. Plans showing how the reduction could be implemented at each site are attached in Attachment 3.

Approval process

The reduction of any existing speed limits would be subject to the approval of the RMS Manager, Road Safety & Traffic Management. They would, however, take into consideration Narromine Shire Council's support for the proposal.

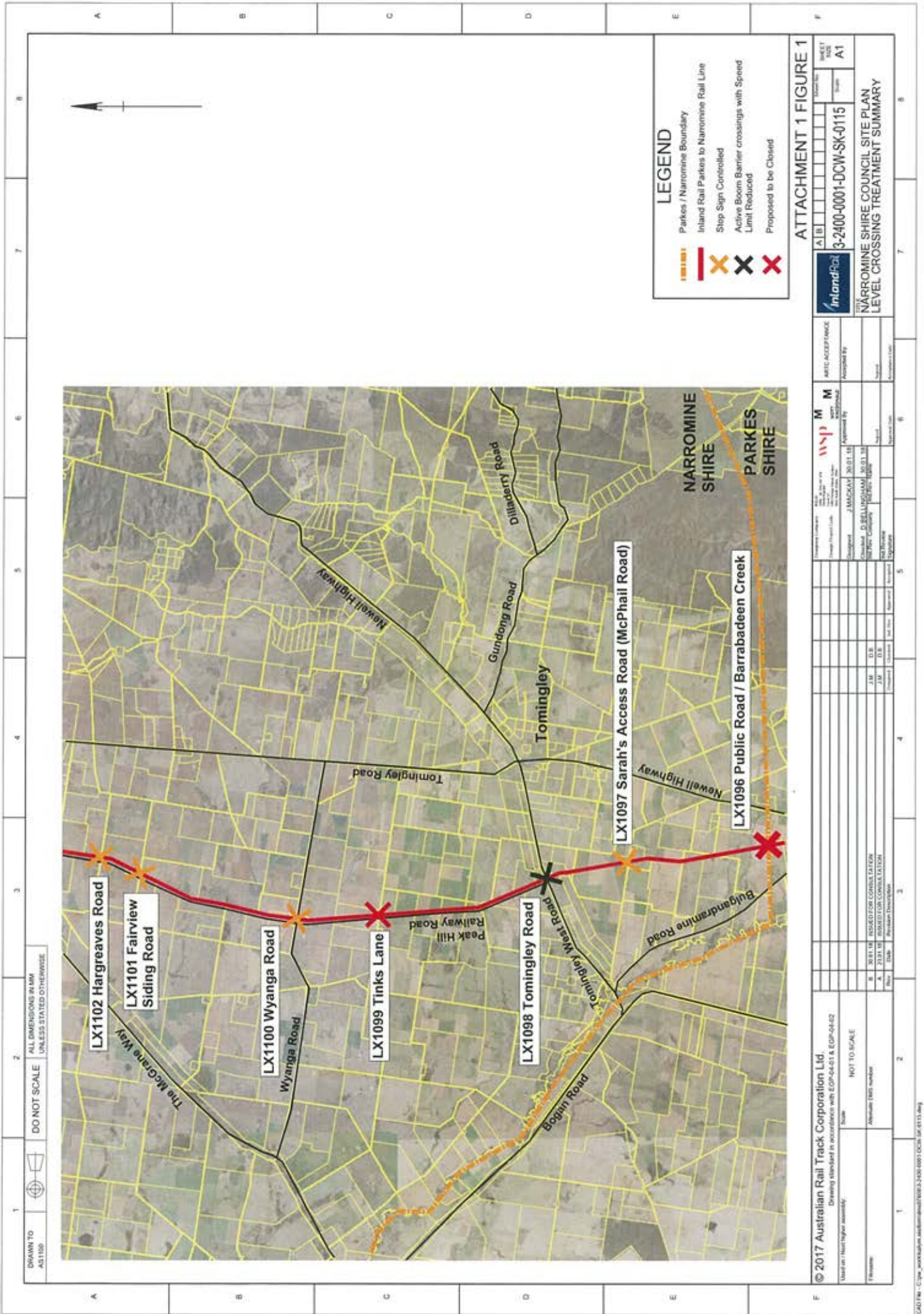
2.3

Conclusion

Thanks for your assistance. If you require any additional information, please don't hesitate to contact Susan Frater Sims (ssims@artc.com.au) or Reannan Ellaby (rellaby@artc.com.au). We look forward to receiving your input.

Attachments

1. Site plan and tabulation of public level crossing treatments – Sketches 3-2400-0001-DCW-SK-0115 to 3-2400-0001-DCW-SK-0116 and 3-2400-0001-DCW-SK-0127
2. Plans and photos of the public level crossings proposed to be closed – Sketches 3-2400-0001-DCW-SK-0113 to 3-2400-0001-DCW-SK-0114 and 3-2400-0001-DCW-SK-0117 to 3-2400-0001-DCW-SK-0122
3. Plans showing proposed speed reductions at flashing lights and boom controlled public level crossings – Sketches 3-2400-0001-DCW-SK-0123 and 3-2400-0001-DCW-SK-0125 to 3-2400-0001-DCW-SK-0126



LEGEND

- Parkes / Narramine Boundary
- Inland Rail Parkes to Narramine Rail Line
- Step Sign Controlled
- Active Boom Barrier crossings with Speed Limit Reduced
- Proposed to be Closed

ATTACHMENT 1 FIGURE 1

PROJECT No	3-2400-0001-DCW-SK-0115
SCALE	A1
NARRIMINE SHIRE COUNCIL SITE PLAN LEVEL CROSSING TREATMENT SUMMARY	

APPROVED FOR	APPROVED BY
<i>(Signature)</i>	<i>(Signature)</i>
DATE	DATE
20/01/18	20/01/18

PROJECT No	3-2400-0001-DCW-SK-0115
PROJECT TITLE	NARRIMINE SHIRE COUNCIL SITE PLAN LEVEL CROSSING TREATMENT SUMMARY
DATE	20/01/18
ISSUED FOR CONSULTATION	ISSUED FOR CONSULTATION
DATE	20/01/18

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Drawing standard in accordance with EOP-64-01 & EOP-64-02	Scale
Used on: Inland Rail assembly	Attribute (BIM) number
Drawn by: A31100	Checked by: JIM
Drawn on: 20/01/18	Checked on: 20/01/18
Drawn for: 20/01/18	Checked for: 20/01/18

DRAWN TO AS1100
 DO NOT SCALE
 ALL DIMENSIONS IN MM UNLESS STATED OTHERWISE



LEGEND

	Inland Rail Parkies to Narromine Rail Line
	Other Rail Line
	Stop Sign Controlled
	Active Boom Barrier crossings with Regulatory Speed Limit Extended
	Active Boom Barrier crossings with Speed Limit Reduced
	Proposed to be Closed

ATTACHMENT 1 FIGURE 2

		Project No: 3-2400-0001-DCW-SK-0116 Sheet No: A1	
THE NARROMINE SHIRE COUNCIL SITE PLAN LEVEL CROSSING TREATMENT SUMMARY			
Project Name: Inland Rail Project Code: 3-2400-0001-DCW-SK-0116 Drawn By: J. MASGRAVE Checked By: D. BEALINGHAM Date: 30/01/22 Scale: AS1100	M M Approved By: [Signature] Date: 30/01/22	ARTC ACCEPTANCE Approved By: [Signature] Date: [Blank]	Proposed Approved Refused
2023.06 2023.06 2023.06		2023.06 2023.06 2023.06	

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 Drawing issued in accordance with EGP-04-01 & EGP-04-02
 Used on: Inland Rail assembly
 Scale: NOT TO SCALE
 Alternative UTM number: [Blank]
 File Name: [Blank]
 Date: [Blank]
 Revision Description: [Blank]

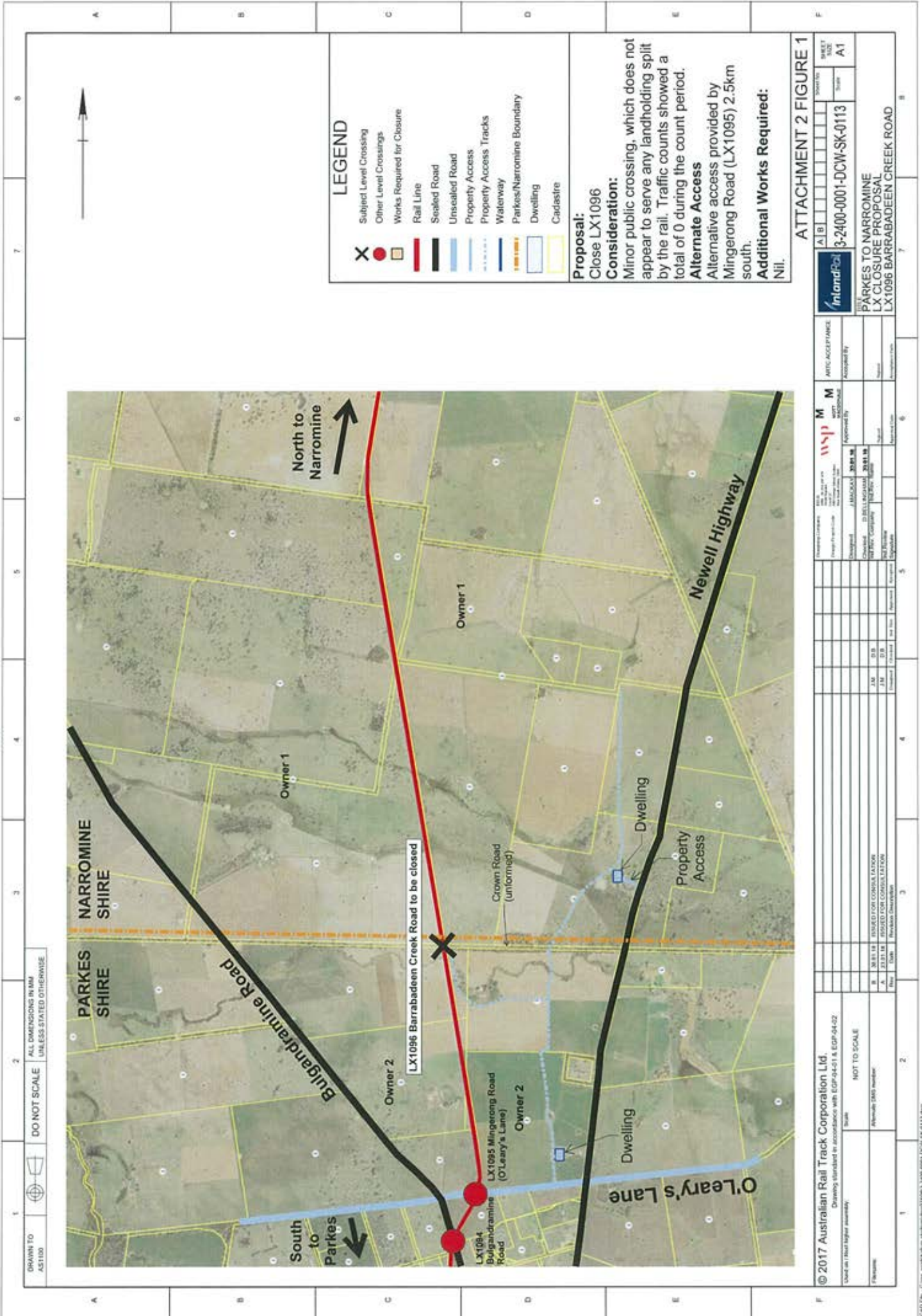
INLAND RAIL - PARKES TO NARROMINE PUBLIC LEVEL CROSSING TREATMENTS - NARROMINE

DRAWN TO: ADI 100
DO NOT SCALE
ALL DIMENSIONS IN MM UNLESS STATED OTHERWISE

LX	KM	Crossing Name	Road Manager	Existing Control	Proposed Control	Note
1096	503.697	Public Road / Barrabadeen Creek	Parkes / Narromine Shire Council	Stop Sign	-	Close
1097	511.244	Sarahs Access Road (McPhail Road)	Narramine Shire Council	Stop Sign	Stop Sign	
1098	515.795	Tomingley Road	Narramine Shire Council	Stop Sign	Boom and Flashing Lights	Reduce speed zone to 80km/h
1099	524.918	Trinks Lane	Narramine Shire Council	Stop Sign	-	Close
1100	529.293	Wyanga Road	Narramine Shire Council	Stop Sign	Stop Sign	
1101	537.971	Fainview Siding Road	Narramine Shire Council	Stop Sign	Stop Sign	
1102	540.209	Haggreaves Road	Narramine Shire Council	Stop Sign	Stop Sign	
1103	542.619	Habenworth Lane	Narramine Shire Council	Stop Sign	Stop Sign	
1104	546.795	Narwonah Siding Road	Narramine Shire Council	Stop Sign	Stop Sign	
1105	549.049	Craigie Lea Lane	Narramine Shire Council	Stop Sign	-	Close
1106	552.956	Tullamore Road	Narramine Shire Council	Flashing Lights	Boom and Flashing Lights	Extend existing 60km/h speed zone
1107	554.548	Wingfield Road	Narramine Shire Council	Stop Sign	-	Close
1108	555.456	Backwater Road	Narramine Shire Council	Stop Sign	Boom and Flashing Lights	Extend existing 50km/h speed zone

ATTACHMENT 1 FIGURE 3

							
© 2017 Australian Rail Track Corporation Ltd. Drawing standard in accordance with EGR-04-01 & EGR-04-02 Used on: Next higher assembly.		Approved By: _____ Date: _____		Approved By: _____ Date: _____		Approved By: _____ Date: _____	
Project: _____ Drawing No: _____		Checked: D BELLENGUARD 30.01.18 Date: _____		Checked: _____ 30.01.18 Date: _____		Checked: _____ 30.01.18 Date: _____	
Scale: _____		Revision: _____		Revision: _____		Revision: _____	
Approved (M) number: _____		Approved (M) number: _____		Approved (M) number: _____		Approved (M) number: _____	
Author: _____		Author: _____		Author: _____		Author: _____	
Date: _____		Date: _____		Date: _____		Date: _____	



LEGEND

- X Subject Level Crossing
- Other Level Crossings
- Works Required for Closure
- Rail Line
- Sealed Road
- Unsealed Road
- Property Access
- Property Access Tracks
- Waterway
- Parkes/Narramine Boundary
- Dwelling
- Cadastre

Proposal:
Close LX1096

Consideration:
Minor public crossing, which does not appear to serve any landholding split by the rail. Traffic counts showed a total of 0 during the count period.

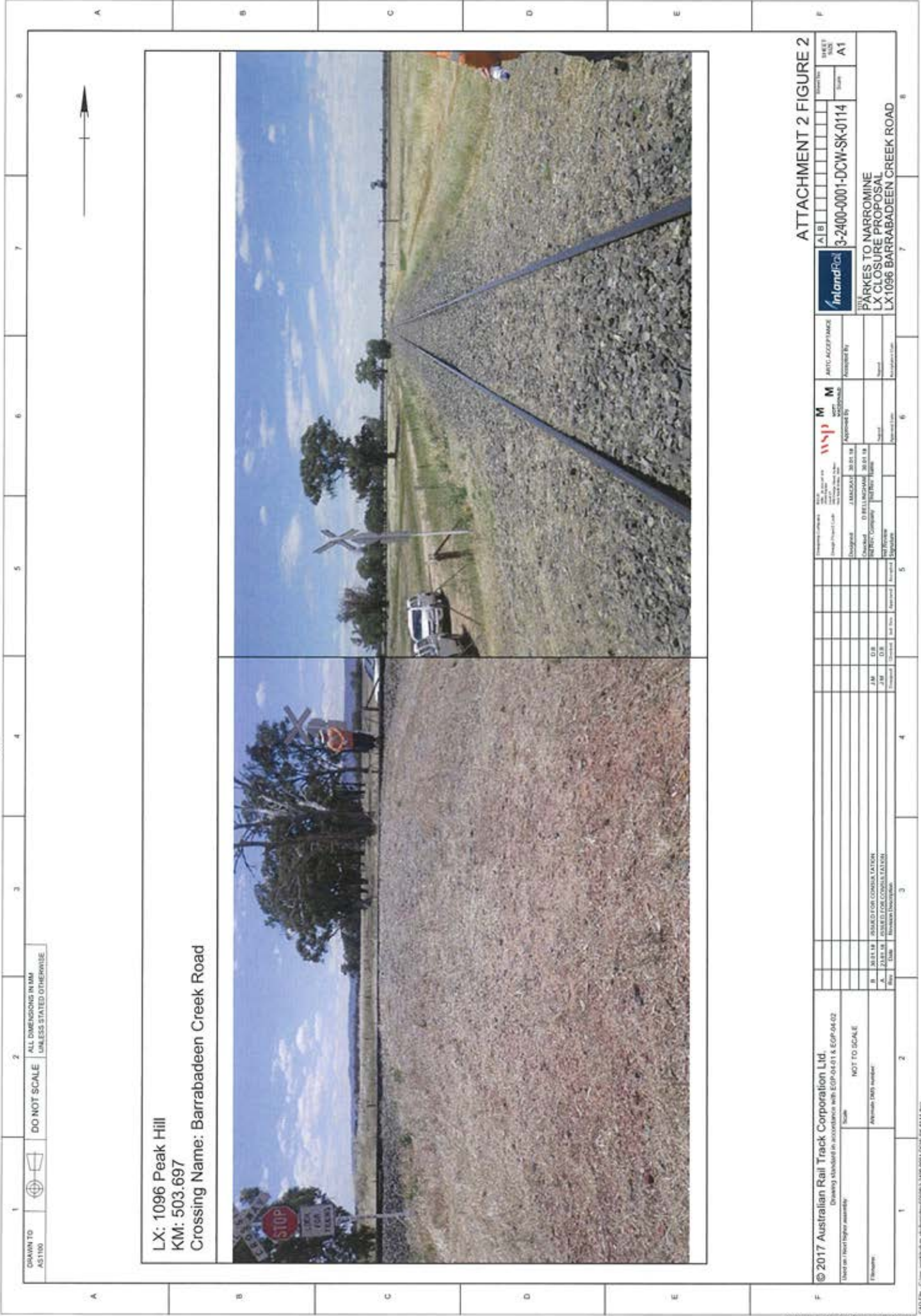
Alternate Access
Alternate access provided by Mingerong Road (LX1095) 2.5km south.

Additional Works Required:
Nil.

ATTACHMENT 2 FIGURE 1

A	B	C	D	E	F
					SHEET A1
3-2400-0001-DCW-SK-0113					DATE 2018.12.18
PARKES TO NARRAMINE LX CLOSURE PROPOSAL LX1096 BARRABADEEN CREEK ROAD					PROJECT NO. 3-2400-0001-DCW-SK-0113

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Project Name PARKES TO NARRAMINE LX CLOSURE PROPOSAL LX1096 BARRABADEEN CREEK ROAD		Reference (S&P) number 3-2400-0001-DCW-SK-0113	
Date 2018.12.18		Revision 01	
Project Manager [Name]		Checked By [Name]	
Project Engineer [Name]		Approved By [Name]	
Project Designer [Name]		Approved By [Name]	
Project Checker [Name]		Approved By [Name]	
Project Approver [Name]		Approved By [Name]	



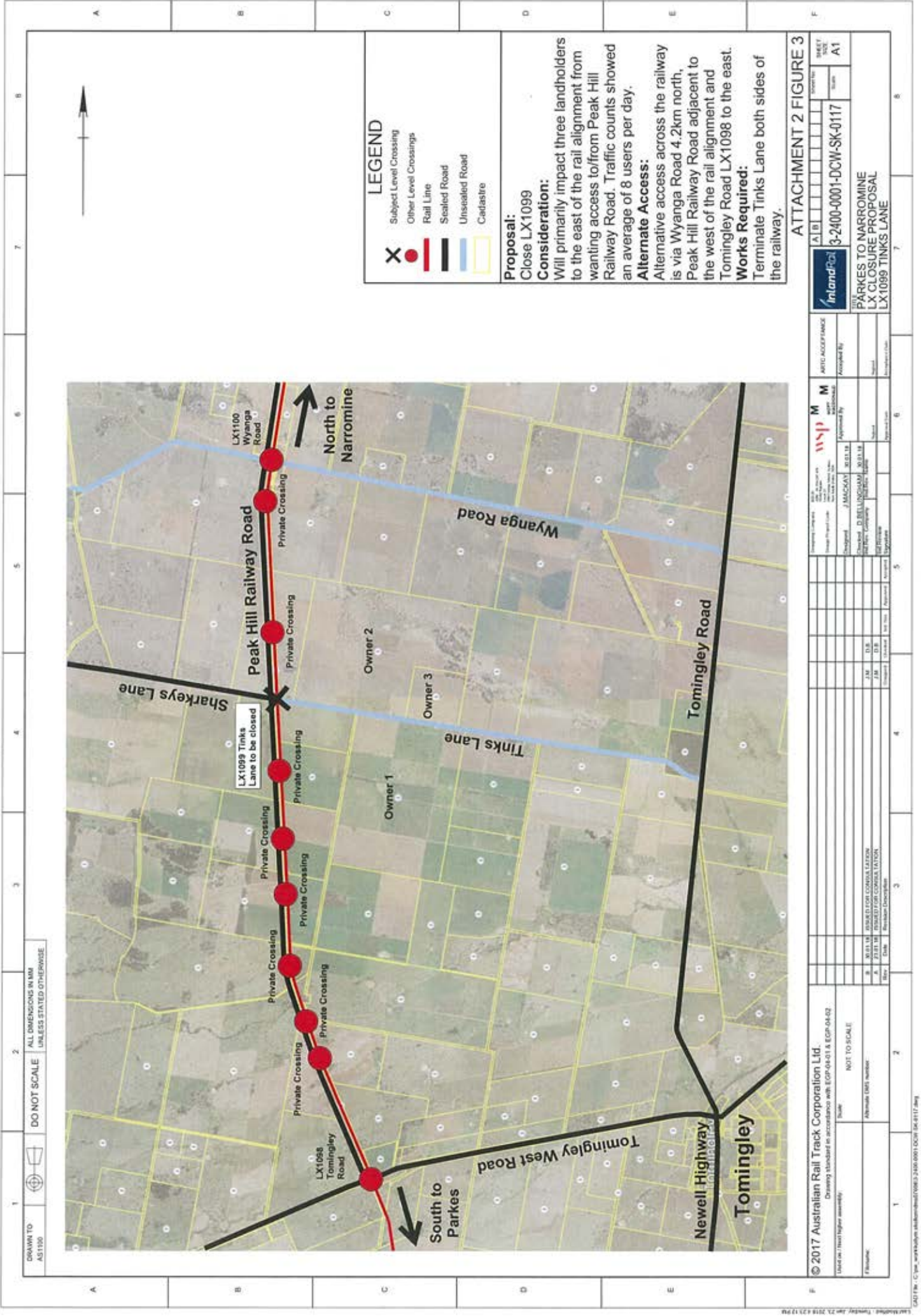
LX: 1096 Peak Hill
 KM: 503.697
 Crossing Name: Barrabadeen Creek Road

DRAWN TO: AS 1100
 DO NOT SCALE UNLESS STATED OTHERWISE



inlandrail
 3-2400-0001-DCW-SK-0114
 THE PARKES TO NARROMINE LX CLOSURE PROPOSAL
 LX 1096 BARRABADEEN CREEK ROAD

DRAWING CHECKLIST		M M		ARTC ACCEPTANCE	
Prepared	Checked	Approved By	Approved By	Accepted By	Accepted By
		J. MASON	20 Oct 18		
		D. BELLINGHAM	20 Oct 18		
		J. MASON	20 Oct 18		
		D. BELLINGHAM	20 Oct 18		
		J. MASON	20 Oct 18		
		D. BELLINGHAM	20 Oct 18		



LEGEND

- X Subject Level Crossing
- Other Level Crossings
- Rail Line
- ▬ Sealed Road
- ▬ Unsealed Road
- ▭ Cadastre

Proposal:

Close LX1099

Consideration:

Will primarily impact three landholders to the east of the rail alignment from wanting access to/from Peak Hill Railway Road. Traffic counts showed an average of 8 users per day.

Alternate Access:

Alternate access across the railway is via Wyanga Road 4.2km north, Peak Hill Railway Road adjacent to the west of the rail alignment and Tomingley Road LX1098 to the east.

Works Required:

Terminate Tinks Lane both sides of the railway.

ATTACHMENT 2 FIGURE 3

InlandRail 3-2400-0001-DCW-SK-0117

THE PARKES TO NARROMINE LX CLOSURE PROPOSAL LX1099 TINKS LANE

ARTIC ACCREDITANCE	Approved By	Approved Date
M M	J MACKEY	02/04/18
Checked By	Checked Date	Checked Date
D BELLINGHAM	02/04/18	02/04/18

Drawn By	Checked By	Approved By	Approved Date
JIB	JIB	JIB	02/04/18

Scale	NOT TO SCALE
Altitude (M)	

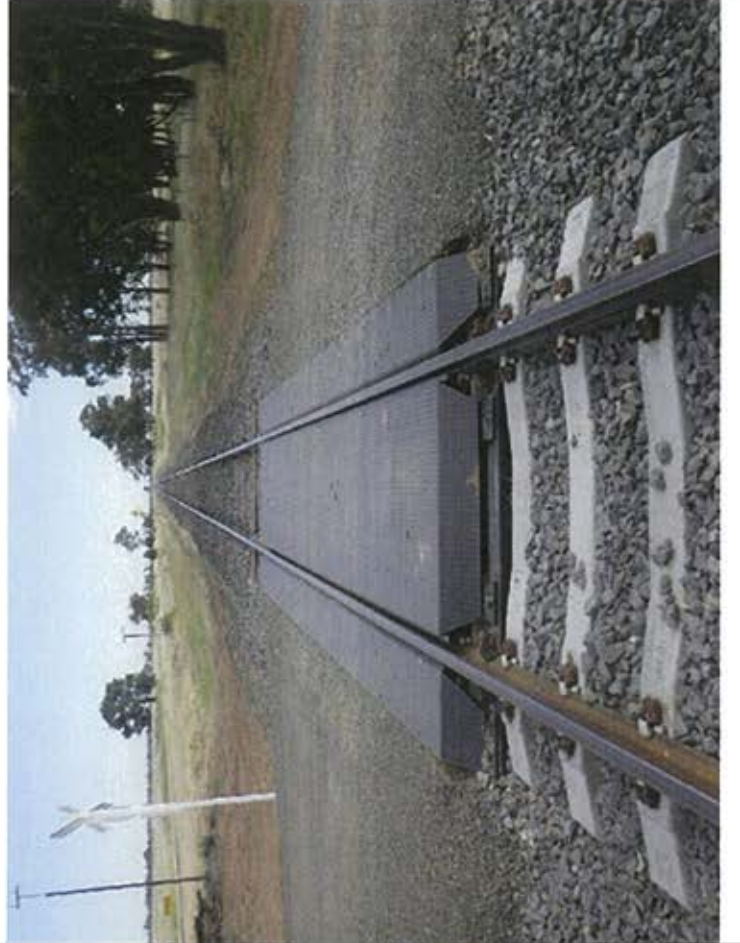
File Name	2017_AUSTRALIAN_RAIL_TRACK_CORPORATION_LTD_EGP-04-01_04-02
Project Description	EGP-04-01 & EGP-04-02

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 Drawing standard in accordance with EGP-04-01 & EGP-04-02
 Made on: Next higher assembly.

Drawn To	AS1100
Scale	NOT TO SCALE
Altitude (M)	

DRAWN TO: AS 1500
 DO NOT SCALE
 ALL DIMENSIONS IN MM UNLESS STATED OTHERWISE

LX: 1099 Tomingley
 KM: 524.918
 Crossing Name: Tinks Lane



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 Drawing standard in accordance with EGP-04-17 & EGP-04-22

Scale: NOT TO SCALE
 Revision table:

Rev	Date	Revised Description
1	2017-11-08	ISSUED FOR CONSULTATION
2	2017-11-08	ISSUED FOR CONSULTATION

Project	Client	Scale	Author	Checked	Approved	Drawn	Issue Date	Revision
3-2400-0001-DCW-SK-0118	INLAND PAC	NOT TO SCALE	JM	DB	JM	DB	2017-11-08	1

Designing Company	Client	Scale	Author	Checked	Approved	Drawn	Issue Date	Revision
WSP	INLAND PAC	NOT TO SCALE	JM	DB	JM	DB	2017-11-08	1

Designing Company	Client	Scale	Author	Checked	Approved	Drawn	Issue Date	Revision
WSP	INLAND PAC	NOT TO SCALE	JM	DB	JM	DB	2017-11-08	1

Designing Company	Client	Scale	Author	Checked	Approved	Drawn	Issue Date	Revision
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Designing Company	Client	Scale	Author	Checked	Approved	Drawn	Issue Date	Revision
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Designing Company	Client	Scale	Author	Checked	Approved	Drawn	Issue Date	Revision
WSP	INLAND PAC	NOT TO SCALE	JM	DB	JM	DB	2017-11-08	1

ATTACHMENT 2 FIGURE 4

Project	Client	Scale	Author	Checked	Approved	Drawn	Issue Date	Revision
3-2400-0001-DCW-SK-0118	INLAND PAC	NOT TO SCALE	JM	DB	JM	DB	2017-11-08	1

Designing Company	Client	Scale	Author	Checked	Approved	Drawn	Issue Date	Revision
WSP	INLAND PAC	NOT TO SCALE	JM	DB	JM	DB	2017-11-08	1

Designing Company	Client	Scale	Author	Checked	Approved	Drawn	Issue Date	Revision
WSP	INLAND PAC	NOT TO SCALE	JM	DB	JM	DB	2017-11-08	1

Designing Company	Client	Scale	Author	Checked	Approved	Drawn	Issue Date	Revision
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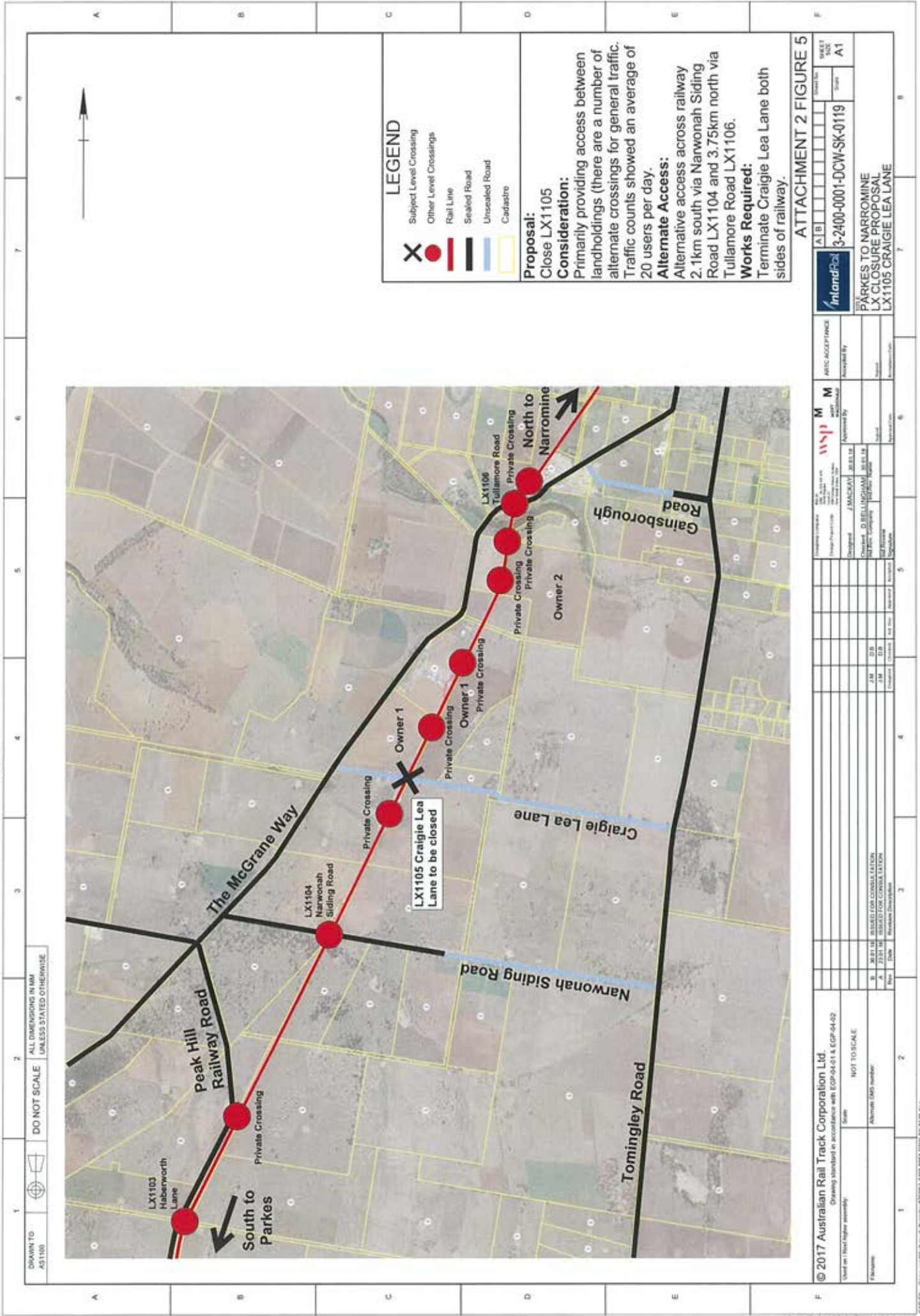
Designing Company	Client	Scale	Author	Checked	Approved	Drawn	Issue Date	Revision
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Designing Company	Client	Scale	Author	Checked	Approved	Drawn	Issue Date	Revision
WSP	INLAND PAC	NOT TO SCALE	JM	DB	JM	DB	2017-11-08	1

Designing Company	Client	Scale	Author	Checked	Approved	Drawn	Issue Date	Revision
WSP	INLAND PAC	NOT TO SCALE	JM	DB	JM	DB	2017-11-08	1

Designing Company	Client	Scale	Author	Checked	Approved	Drawn	Issue Date	Revision
WSP	INLAND PAC	NOT TO SCALE	JM	DB	JM	DB	2017-11-08	1

Designing Company	Client	Scale	Author	Checked	Approved	Drawn	Issue Date	Revision
WSP	INLAND PAC	NOT TO SCALE	JM	DB	JM	DB	2017-11-08	1



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Used on: First highway assembly.

Scale: NOT TO SCALE
Alternate GMS number:

Revision

Rev	Date	Description
B	20/01/18	ISSUED FOR CONSULTATION
A	23/01/18	ISSUED FOR CONSULTATION

Project Control

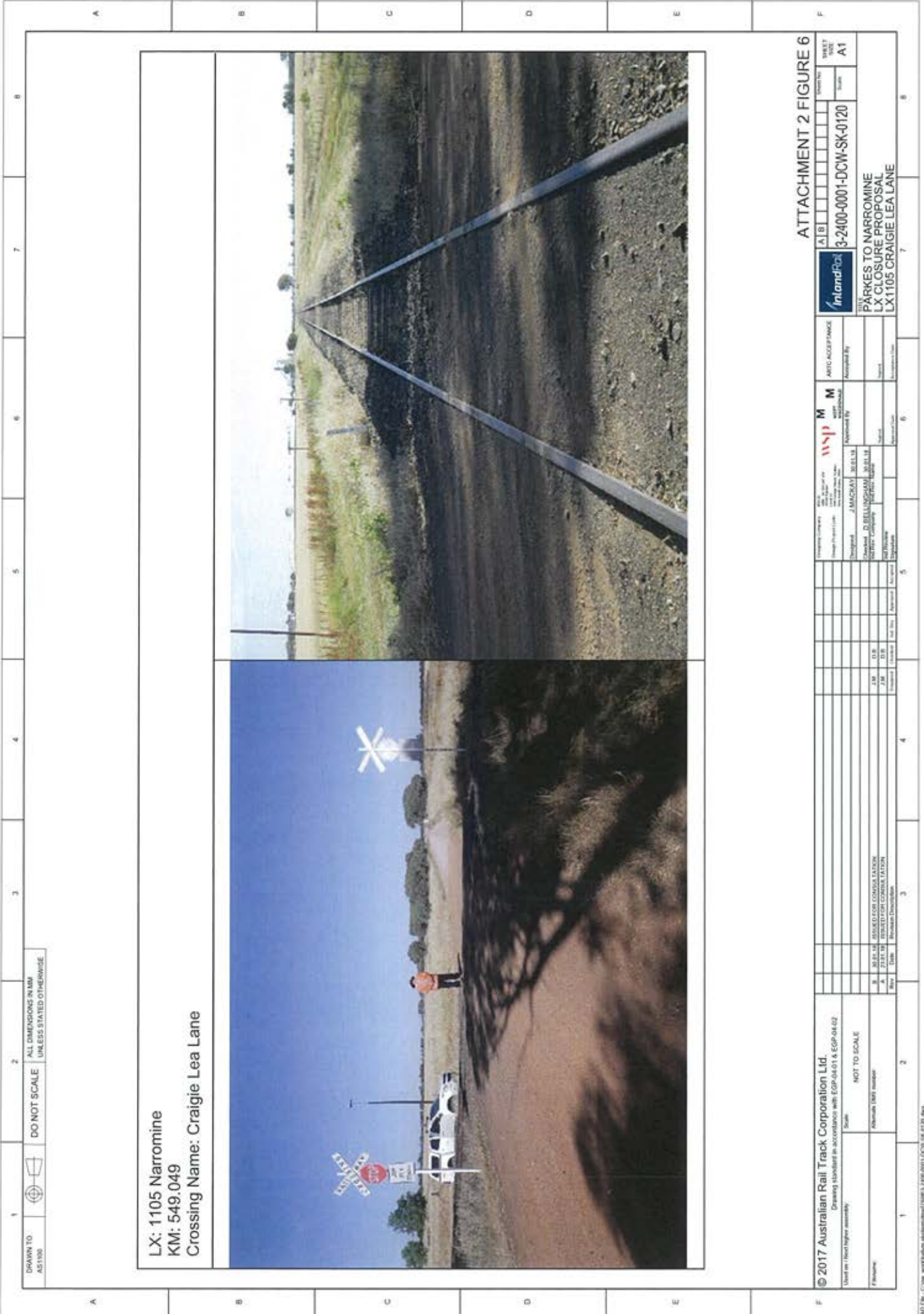
Prepared by	Checked by	Drawn by	Date	Scale	Project No.	Sheet No.	Sheet Size
J. MACKAY	D. BELLINGHAM	J. MACKAY			3-2400-0001-DCW-SK-0119	A1	

ARTIC ACCEPTANCES

Accepted By	Date	Accepted

WSP
M M
Approved By

DRAWN TO: AS1100
DO NOT SCALE
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LX: 1105 Narrormine
 KM: 549.049
 Crossing Name: Craigie Lea Lane

DRAWN TO: AS 1500
 DO NOT SCALE
 ALL DIMENSIONS IN MM UNLESS STATED OTHERWISE

ATTACHMENT 2 FIGURE 6

Sheet No.	3-2400-0001-DCW-SK-0120
Scale	A1

InlandRail

ARTC ACCEPTANCE

Approved By: _____

M M

Approved By: _____

Checked: D BELLINGHAM

Project Engineer: _____

Rev	Date	Description	By	Check	Appr	Rev	Date	Description	By	Check	Appr
1	15 JAN 2018	ISSUE FOR CONSTRUCTION	DB	DB							
2	15 JAN 2018	ISSUE FOR CONSTRUCTION	DB	DB							

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 Used on Track Sign assembly

Scale: NOT TO SCALE

File Name: Alternates 1001.rvt

DRAWN TO AS1100



DO NOT SCALE

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LX: 1107 Narrarmine
KM: 554.548
Crossing Name: Wingfield Road



ATTACHMENT 2 FIGURE 8

© 2017 Australian Rail Track Corporation Ltd. Drawing Abstract in accordance with EGP-04-01 & EGP-04-02 Shown in / Next higher assembly		Scale NOT TO SCALE		Project Name 3-2400-0001-DCW-SK-0122		Sheet No. A1	
Drawing Code E-2400-0001-DCW-SK-0122		Drawing Title WINGFIELD ROAD RAILWAY CROSSING		Drawing No. E-2400-0001-DCW-SK-0122		Drawing Date 2017	
Designing Organisation WSP		Client M		Project No. 3-2400-0001-DCW-SK-0122		Revision A1	
Design Engineer J MACGILL		Approved By D BELTINGHAM		Project Manager J MACGILL		Revision A1	
Checked D BELTINGHAM		Reviewed J MACGILL		Project Engineer D BELTINGHAM		Revision A1	
Drawn J MACGILL		Checked D BELTINGHAM		Project Designer J MACGILL		Revision A1	

DRAWN TO AS1100
 DO NOT SCALE
 ALL DIMENSIONS IN MM UNLESS STATED OTHERWISE



LEGEND

- Speed Limit 100km/h
- Speed Limit 80km/h
- Rail Line
- X** Level Crossing

ATTACHMENT 3 FIGURE 1

3-2400-0001-DCW-SK-0123

PARKES TO NARROMINE SPEED LIMIT REDUCTION PROPOSAL
 LX1098 TOMINGLEY ROAD

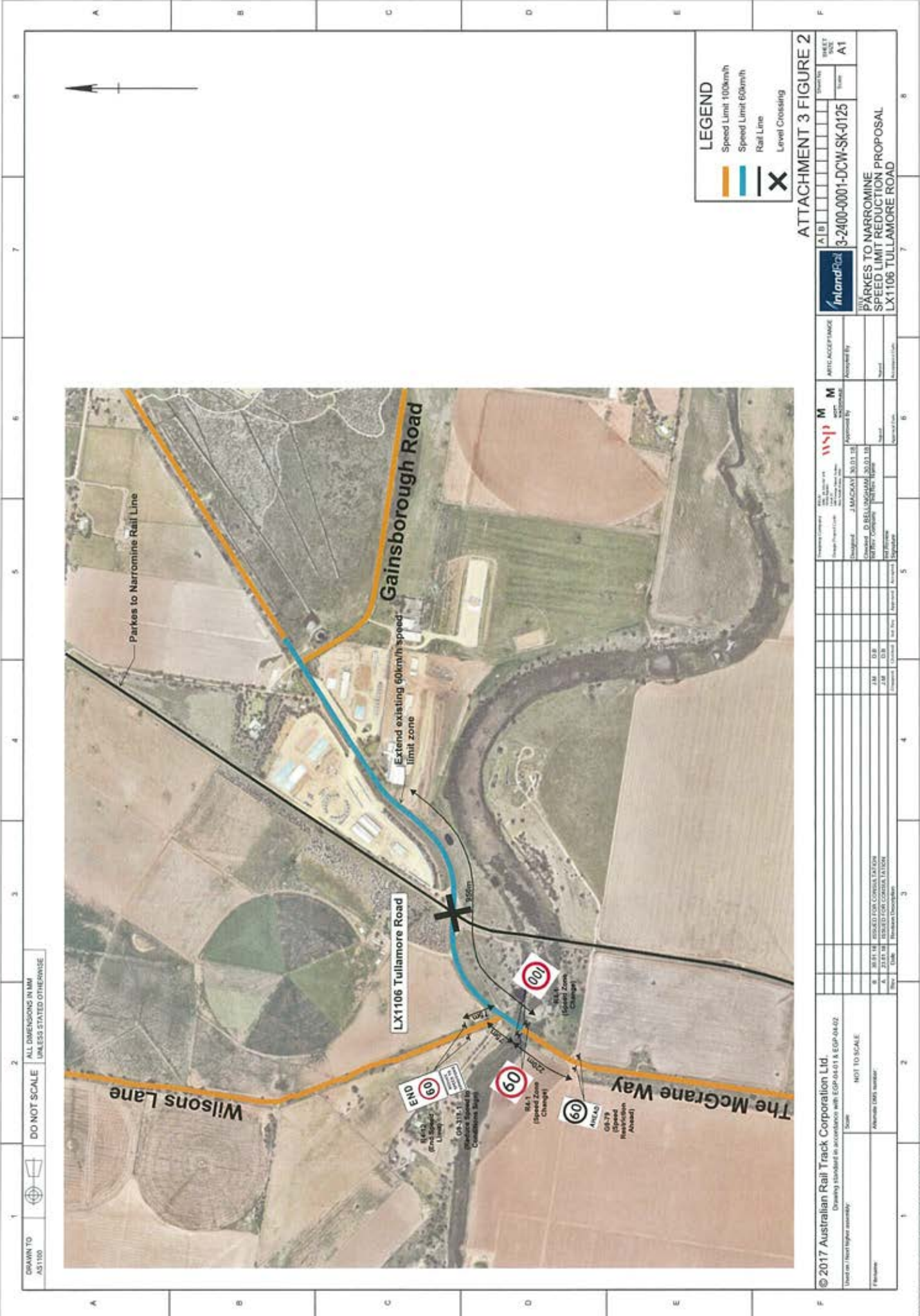
<p>ARTC ACCEPTANCE</p> <p>Accepted By: _____</p>	<p>WSP M</p> <p>Approved By: _____</p>
<p>Checked: D BELTINGHAM 20/04/18</p> <p>Project Manager: _____</p>	<p>Checked: J MACDONALD 20/01/18</p> <p>Project Engineer: _____</p>

<p>Drawn: _____</p> <p>Scale: _____</p>	<p>Not to Scale</p>
<p>Project: _____</p>	<p>Revision: _____</p>

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 Drawing prepared in accordance with EGR-04-01 & EGR-04-02

Drawn on: Next higher availability

File Name: _____



LEGEND

- Speed Limit 100km/h
- Speed Limit 60km/h
- Rail Line
- Level Crossing

ATTACHMENT 3 FIGURE 2

3-2400-0001-DCW-SK-0125

PARKES TO NARROMINE SPEED LIMIT REDUCTION PROPOSAL

LX1106 TULLAMORE ROAD

		APTC ACCEPTANCE Approved By: _____ Approved Date: _____	
Project Name: Parkes to Narramine Drawn: D. BELLOTTA 20/03/18 Checked: J. MARSHALL 20/03/18 Date: 20/03/18		Approved By: M. M. M. Approved Date: _____	
Project No: A1		Sheet No: _____	

DRAWN TO: AS1100
 DO NOT SCALE
 ALL DIMENSIONS IN MM UNLESS STATED OTHERWISE

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 Drawing standard in accordance with EGP-04-01 & EGP-04-02
 Used on: Inland Rail assembly
 Scale: NOT TO SCALE
 Alternative URS number: _____
 File Name: 3-2400-0001-DCW-SK-0125.dwg

DRAWN TO: AS1000
 DO NOT SCALE
 ALL DIMENSIONS IN MM UNLESS STATED OTHERWISE



LEGEND

- Speed Limit 100km/h
- Speed Limit 50km/h
- Rail Line
- Level Crossing

ATTACHMENT 3 FIGURE 3

A	B	C	D	E	F
3-2400-0001-DCW-SK-0126					Sheet No. A1

PROJECT NO: 3-2400-0001-DCW-SK-0126 Client: Inland Rail Design: J. MACKAY 20.01.18 Created: D. BELLINGHAM 20.01.18 Title: Speed Limit Reduction Proposal Discipline: Transport		Approved By: [Signature] Approved Date: [Date]		Checked: [Signature] Checked Date: [Date]	
© 2017 Australian Rail Track Corporation Ltd. Drawing produced in accordance with EGP-04-01 & EGP-04-02 Used on next higher assembly:		Scale: NOT TO SCALE Alternate DRI number:		Revision:	

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