

Fairfield City Plan Top 10 Priorities Issue Paper

Priority 6 - Improved Roads

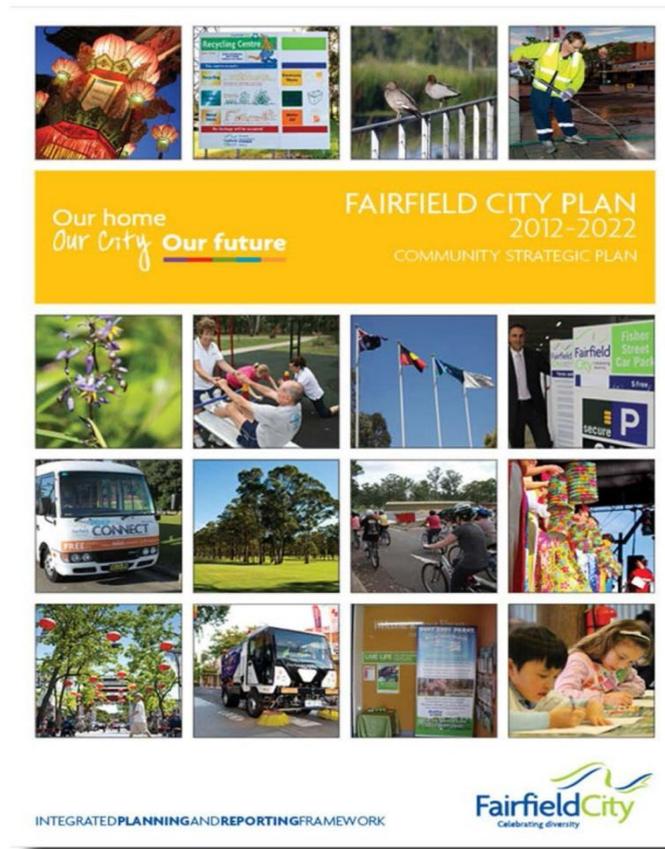


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INTRODUCTION

The Fairfield City Plan 2012-2022 is a compilation of the local community's vision, goals and priorities for Fairfield City over the next 10 years. It is important to stress that the City Plan is not the Council's plan – it belongs to the community and it summarises their views on what is important to them for the future of our City.

We all have an important role to play in delivering the future outcomes identified in the City Plan – all levels of government (Federal, State and Local), organisations, institutions, agencies as well as every local resident and business operator.

The community came together in 2010 and again in 2012 to share their ideas about the future, and the City Plan includes a summary of that feedback in “The Top 10 Things We Would Like to See in Fairfield City by 2022”. Priority number 6 on that list is **improved roads**.

CITY PLAN GOALS & STRATEGIES

The City Plan defines Goal 3 – Our City is Accessible (in Theme 2 – Places & Infrastructure) as:

Our City has affordable, accessible and integrated means for getting around that connects people with their destinations.

- 3.1 Public transport, footpaths, cycleways and roads are accessible, safe, efficient, convenient, reliable and affordable and connect people with where they want to go*
- 3.2 Effective traffic management that deals with congestion and safety*
- 3.3 There is adequate parking*
- 3.4 There is good integration between different modes of transport*

The City Plan identifies the following related strategies for achieving these goals –

- Provide cost effective lighting for attractive, vibrant and safe public spaces and streets*
- Develop effective stakeholder partnerships, advocacy and funding opportunities to respond to local needs*
- Provide buildings, infrastructure and facilities to support employment areas*
- Provide affordable, accessible, convenient and safe public transport (rail, bus, taxis, Tway etc) and end of trip facilities (bike parking and lockers) for better integration of different means of transport*
- Plan, provide and promote safe, convenient and accessible walkways and cycleways*
- Integrate the development of land and transport means to better connect employment, education, health, town centres and entertainment areas*
- Ensure trains and buses connect*

As we prepare to update the City Plan, it is timely to look back at what has changed with roads over the last 4 years and to look forward and seek to clarify the community's future priorities.

OUTLINE OF PRIORITY (DEFINITION)

Requests from the community for 'improved roads' means different things to different people. From the community consultation undertaken in 2010 for the first City Plan, residents were asked "*What are 3 things that you would like to change about living in Fairfield City?*"

From a consolidated list, the following road related issues were identified –

No. 7 – traffic

No.10 – roads

No. 15 – footpaths

No. 19 – road safety

The survey of businesses in 2010 identified 'better traffic management' as one of the priority issues they wanted to change.

Therefore, the category of 'improved roads' may include

- Quality of the road surface (roughness, potholes, etc)
- Quality of kerb & gutter
- Quality of footpaths (uneven surface, lack of footpaths, patching etc)
- Traffic congestion
- Traffic management (lights, roundabouts, left turn lanes etc)
- Reducing traffic/pedestrian accidents

OVERVIEW OF PRIORITY IN FAIRFIELD

RESPONSIBILITY FOR ROADS

The NSW State Government through the Roads and Maritime Services (RMS) and Fairfield City Council are responsible for the vast majority of roads throughout the City.

To identify responsibility for the extensive network of roads, the RMS in partnership with local government established an administrative framework of *State, Regional, and Local Road* categories. A list and map of the State and Regional roads in Fairfield City can be found at www.rms.nsw.gov.au. All other roads across the City are categorised as local roads.

State Roads are managed and financed by RMS. Examples of State roads in Fairfield City include Cumberland Highway, Elizabeth Drive, Cowpasture Road, and part of The Horsley Drive and Victoria Street.

Maintenance and other work on State roads is undertaken by the RMS staff or by contractual arrangements with Council or private contractors. Council retains responsibility for the road reserve of State Roads, including service roads, footpaths and control of noxious weeds except in situations where the RMS has specified a particular arrangement.

Regional Roads are managed by Council with some financial assistance from the RMS. Examples of Regional roads in Fairfield City include part of Canley Vale Road, Smithfield Road and Mimosa Road.

Regional roads are eligible for annual assistance grants from the State Government in recognition of their relative importance. This funding assistance comes from the Regional Block Grant Program, RMS 3x3 Grant and the RMS Repair Program. Each council receives an annual formula based Regional Road Block Grant for use according to Council's priorities on Regional roads. Councils may also apply for a 50% contribution for specific maintenance and construction works under the RMS Repair Program.

Local Roads are managed and financed by Council and make up the majority of roads in Fairfield City.

Local Roads comprise the remaining council controlled roads which provide for local circulation and access. Local roads are the responsibility of Council to fund, determine priorities and carry out works. The State Government provides only limited assistance under special programs e.g. Urban Bus Routes.

The Federal Government has a long standing role in providing road funds to councils. It provides annual financial assistance grants to councils that include a significant identified roads component. In 2000, the Federal Government introduced the Roads to Recovery Program to provide additional funding to councils. Councils have discretion to use their Federal funds for works on any category of road. Fairfield generally prioritises this funding for collector and local roads recognising that State Roads attract RMS funding. In 2006, the Federal Government introduced the AusLink Strategic Regional Program under which councils may seek additional funding.

CONDITION OF ROADS IN FAIRFIELD CITY

Council's *Asset Management Plan – Roads and Transport (2012)* states that Fairfield City Council is responsible for road and transport assets with a replacement value of almost \$696 million.

Asset Category	Quantity	Replacement Cost
Road pavement	677 km	\$379,134,000
Car parks	139	\$9,496,000
Footpaths	768 km	\$81,110,000
Kerb and channel	1207 km	\$153,225,000
Bridges and culverts	87	\$45,653,000
Road Structure	-	\$21,318,000
Road Furniture	-	\$5,569,000
TOTAL		\$695,505,000

Fairfield City Council's assets (including roads) are considered to be in a comparatively good condition with only 1.2% of all assets falling into the poor (condition 4) and 0% in the very poor (condition 5) categories. The table below shows the comparative asset conditions with other neighbouring councils.

Council 2014	Fairfield City Council	Blacktown City Council	Holroyd City Council	Liverpool City Council	Parramatta City Council	Penrith City Council	Bankstown City Council	Sutherland Shire Council
Asset Condition								
1(Excellent)	45.1%	25.8%	28.1%	41.1%	17.0%	25.0%	16.1%	15.3%
2(good)	44.4%	35.6%	39.9%	32.6%	31.7%	43.7%	34.1%	57.3%
3(Average)	9.3%	30.9%	20.4%	20.7%	31.4%	21.0%	40.2%	21.1%
4(Poor)	1.2%	5.7%	8.0%	3.3%	14.1%	7.8%	5.9%	4.2%
5(Very Poor)	0.0%	2.0%	3.6%	2.3%	5.8%	2.5%	3.7%	2.1%

Examples of road pavement assets condition 1-5 are shown below:

Condition 1:
No work required (normal maintenance)



Condition 2:
Only minor work required



Condition 3:
Some work required



Condition 4:
Some renovation needed within 1 year



Condition 5:
Urgent renovation/upgrading required



The useful life of an asset such as a road is an important part of determining its valuation. Useful life is defined as the period over which an asset is expected to be fully utilised.

Road & Transport Assets	Type	Useful Life (years)
Road Pavement	Pavement	100
	Asphalt	30
	Spray seal surface	15
Kerb & Gutter	All	80
Bridge & Culvert	Superstructure	100
	Substructure	100
	Foundation	100
	General/Guard/Hand Railing	50
Road Structure	Roundabout	100
	Median Island	80
	Other traffic facilities	30

Technological changes and population growth have a significant impact on the condition of our roads and the cost of their maintenance and renewal. Key factors are –

- Changes in materials and construction methods may increase the life of asset components, reduce the susceptibility to damage or reduce costs
- Knowledge about assets, components, life and costs are continually being improved
- Deep lift pavements have the potential for greater efficiencies and lower road renewal costs over conventional reconstruction techniques
- Recycling of pavement material means less reliance on virgin material, resulting in less haulage of material and disposal.
- Increased traffic volumes on the road network due to population growth
- Development of new residential and commercial areas
- Road use by more and increasingly heavy vehicles

USE OF ROADS

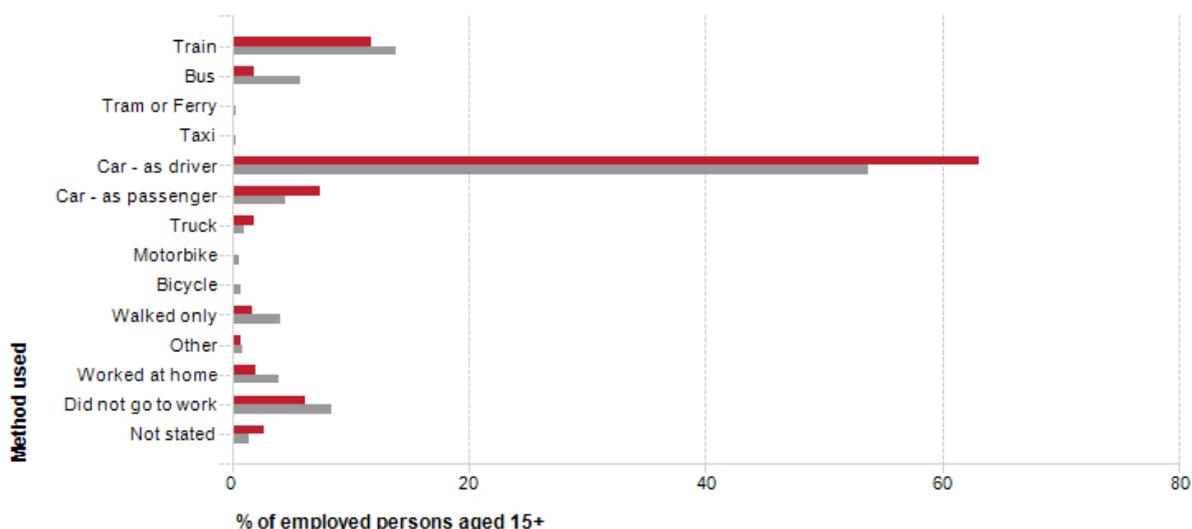
Information is available from the latest census (2011) on the journey to work. As shown in the graph below, the vast majority of Fairfield City residents travel to work by car. 63.1% of our residents drive to work and 7.4% are passengers in a car. This compares with 53.8 and 4.5% respectively in Greater Sydney.

METHOD OF TRAVEL TO WORK, 2011

Method of travel to work, 2011

Total employed persons

■ Fairfield City ■ Greater Sydney



Source: Australian Bureau of Statistics, Census of Population and Housing, 2011 (Enumerated data)
Compiled and presented in profile.id by .id, the population experts.

.id
the
population
experts

Heavy vehicles such as trucks and buses cause considerable wear and tear to roads, kerbs and gutters and are restricted from using some roads in Fairfield City.

KEY STAKEHOLDERS

As mentioned above, the NSW State Government through Roads and Maritime Services (RMS) and Fairfield City Council are responsible for the vast majority of roads throughout the City.

WHAT HAS BEEN IMPLEMENTED OVER PAST FOUR YEARS?

NSW STATE GOVERNMENT

The NSW State Government's priorities are identified in *NSW 2021* and *South Western Sydney Regional Action Plan*. The priorities related to roads are -

NSW 2021

Return Quality Services

***Provide the best transport, health, education, policing, justice and family services, with a focus on the customer**

- Reduce travel times
- Grow patronage on public transport
- Improve customer experience with transport services
- Improve road safety

***Renovate Infrastructure**

- Build the infrastructure that makes a difference to both our economy and people's lives

South Western Sydney Regional Action Plan

***Improve integrated regional transport**

- Develop long term integrated transport strategies for South Western Sydney
- Provide accessible public transport services supported by quality infrastructure
- Upgrade roads and bridges and improve road safety
- Support active transport (walk and cycle)

***Priority actions**

- Fairfield Transport Interchange Upgrade
- Canley Vale Station Upgrade
- Corridor Study – including Victoria Street Wetherill Park
- Cycle Facilities

The State Government has also released *NSW Making It Happen* which identifies State and Premier's priorities.

STATE PRIORITIES

→ **Improving road travel reliability**

90% of peak travel on key road routes is on time

Congestion across metropolitan Sydney is estimated to already cost up to \$5billion per annum, and will rise to \$8billion by 2021 if nothing is done. To ensure consistency of journey times on key roads continues to improve, we are working to make better use of existing road infrastructure, build extra road capacity and encourage commuters to use public transport and to undertake off-peak travel more often. This will enable business and the community to move around the city with greater ease, reducing travel times, boosting productivity and reducing business costs.

→ **Reducing road fatalities**

Reduce road fatalities by at least 30% from 2011 levels by 2021

The Government is committed to making NSW roads the safest in the country. While NSW has seen significant improvements in the level of road trauma over time, road crashes are still a leading cause of death for people under 44 years of age, costing the community around \$5.4billion in 2011. Each year there are around 42,000 recorded road crashes in NSW, with more than 26,000 people injured. To reduce road fatalities by at least 30%, the Government is putting more money into roads and working with local government to deliver road safety improvements.

PREMIER'S PRIORITIES

→ **Building Infrastructure**

Key infrastructure projects to be delivered on time and on budget across the State. Our growing population continues to place pressure on our existing infrastructure. Over the next 15 years, NSW will require infrastructure to support 40% more train trips, 30% more car trips and 31% more households. This government has an ambitious infrastructure investment program to address these needs. It will ensure NSW residents have the best transport, water, education, health, sports and arts infrastructure. Construction has already begun and we will ensure our infrastructure agenda is delivered not just on time, but on budget as well.

The State Government allocates specific funding to councils as set out in the next section. Additional funding opportunities include:

- **Road Safety** - Councils may apply for specific grants for local area safety initiatives including the Federal Blackspot Program. Councils may also apply for contributions towards the employment of road safety officers.
- **Traffic Route Lighting Subsidy Scheme** – Councils receive an annual formula based subsidy towards the provision of street lighting to a higher than normal level on important traffic routes.
- **Traffic Management** – Councils may apply for specific grants for pedestrian and urban amenity works, provision of bicycle paths and rail crossings improvements, and provision of specific traffic facilities.
- **Natural Disasters** – Councils may apply for restoration funding for Regional and Local Roads damaged in declared natural disasters.

FAIRFIELD CITY COUNCIL SERVICES AND PROJECTS

After the current Council was elected in September 2012, it adopted its Delivery Program 2013-2017 with commitments on what it would deliver over its 4 year term in office. This included how it would contribute to the community's "Top Ten" priorities.

During this term of Council, considerable work has been done on examining and documenting the condition of Council's assets and implementing programs to ensure appropriate and cost effective maintenance and renewal is undertaken. With the Special Rate Variation commencing in 2014-15, the asset backlog was reduced and meets the State Government standard of less than 2%.

Council has strong asset management practices to determine appropriate intervention strategies and renewal programs and this best practice reduces the burden on maintenance costs. Analysis of maintenance cost data in 2012 revealed that the cost of maintaining one kilometre of road pavement within Fairfield City was averaging \$22,500 per km per year. Council's expenditure on its road and transport assets is shown below:

	2009-10 \$	2010-11 \$	2011-12 \$	2012-13 \$	2013-14 \$	2014-15 \$	2015-16* \$
Operations	120,000	120,000	90,820	120,000	120,000	120,000	120,000
Maintenance	5,893,000	4,393,000	3,719,000	4,878,000	5,141,000	3,342,000	4,292,000
Renewal	10,120,000	10,820,000	9,938,000	11,400,000	11,189,000	11,977,000	13,750,000
TOTAL	16,133,000	15,333,000	13,747,820	16,398,000	16,450,000	15,439,000	18,162,000

* Includes additional funding from SRV and R2R programs.

OPERATIONAL ACTIVITIES

Enable the assets to be utilised and improve their amenity but have no effect on condition e.g. cleaning kerb and gutters, asset inspections etc.

MAINTENANCE ACTIVITIES

Are those routine works which keep assets operating to the required service levels and are undertaken as a result of either inspection by Council staff or after receiving a customer complaint. They fall into two broad categories –

1. Preventative Maintenance (programmed) - Planned maintenance works to prevent asset failure and deterioration e.g. micro surfacing of roads and footpath replacement.
2. Reactive Maintenance (repair) - Unplanned maintenance works are carried out in response to reported problems or defects e.g. pothole and minor patching, footpath repair.

RENEWAL WORK

Is the replacement of an asset or a significant component to restore its original condition and/or capacity. Typical road and transport asset renewal works include road resurfacing, footpath replacement and sign replacement. Renewal/replacement strategies are determined on the basis of –

1. Risk – where the risk of failure and associated safety, financial and commercial impact justifies action;
2. Asset performance – when the asset fails to meet the required level of service; and
3. Economics – when it is no longer cost effective to continue repairing the asset

NEW OR UPGRADE WORKS

Involve the extension or upgrade of assets required to cater for growth or additional levels of service. New works create an asset that did not previously exist or extend an asset beyond its original size or capacity. Most new or upgraded roads in Fairfield are created within new subdivisions and are generally funded by developers before they are dedicated to Council's ownership. Other new roads such as the Wetherill Street extension are funded through grants.

Council has a number of annual programs related to roads, transport assets, traffic and road safety. As part of the SRV expenditure, Council has introduced two additional programs to upgrade key assets – roads, kerb & gutter and footpath connections - and so will spend a total in 2015-16 of more than \$12M on its road and footpath network. These works ensure a good standard of roads and footpaths across the City.

Works are scheduled annually through a number of programs, including:

Road Rehabilitation Program – Council spends about \$7.8M per year to upgrade about 60 roads that have fallen below acceptable service levels.

RMS 3X3 Grant for Regional Roads Program – The Roads & Maritime Service provides grant funding under the Regional Road Block Grant for Council to undertake rehabilitation of regional roads in the City. Funds of about \$137,000 are provided to one priority project each year.

Roads to Recovery Program – The Federal Government provides grant funding under this program of about \$800,000 each year to upgrade roads that are below acceptable service levels.

RMS Repair of Regional Roads Program – The RMS and Council each contribute \$300,000 per year for the rehabilitation of regional roads.

Roads Kerbs & Gutter – An additional \$1.1M will be spent in 2015-16 on reconstruction works at 43 locations.

Blackspot Program – Council undertakes investigations and consults with the community to rank crash locations and implements remedial treatments to improve road safety. The works include the construction of roundabouts, medians, pedestrian crossings, signals, turning bays etc. The annual expenditure for these works is about \$700,000 with 8-10 projects completed each year.

Local Area Traffic Management Program – Works under this program help to calm traffic and enhance road safety and amenity on local streets. Individual projects can include speed humps, traffic calming devices, kerb extensions etc. Council spends about \$450,000 on about 8 projects each year.

Pedestrian Access Mobility Program – This program provides an integrated network of pedestrian pathways with strategically located pedestrian facilities to increase community safety. Almost \$200,000 is allocated annually for 3-4 projects such as installation of pram ramps, kerb realignments, refuges, kerb blisters etc.

Cycleways - Over the years, the RMS has been providing a grant of \$100,000 and Council matches this by allocating \$100,000 to install new sections of cycleways which are planned, designed and built to assist both pedestrians and cyclists. Sydney's Cycling Future released by the NSW Government in 2013 has placed an emphasis on the planning and provision of bicycle networks such that they are located within five kilometres of major centres. In the Fairfield LGA, the centres that have been selected are Fairfield and Prairiewood. To meet this requirement, plans have been prepared to provide a cycleway on Hamilton Road to provide access to the Fairfield Interchange. This work will be staged, depending on the level of grant funds received.

In addition to the planned expenditure mentioned above, Council has an annual expenditure of about -

- \$4.5 million each year on maintenance and repairs of its roads and footpaths, including potholes
- \$3.5 million on street lighting
- \$243,000 on street signs
- \$137,000 on kerb and gutters

OTHER COUNCIL ACTIVITIES

The Smithfield Wetherill Park heavy vehicle access improvement project was a safety upgrade at intersections along Victoria Street to allow trucks to turn left safely. Council also actively looks for grant funding to expand its regular annual programs.

In 2015 Council received grant funding from the Western Sydney Infrastructure Plan – Local Roads (associated with planning for the Western Sydney airport at Badgerys Creek) to undertake upgrades along Wetherill St (\$5.23M) and upgrades to intersections along the Cumberland Highway (\$5.42M) during 2015-16. In 2016 a grant of \$16.4 M was announced for the upgrade of Smithfield Road which will commence in 2016-17. Further grant applications will be submitted as subsequent rounds are announced.

The State Government provided a grant of \$3.0 M for the upgrade of the Smithfield Road/Polding Street intersection to improve road safety and traffic movements through this busy intersection.

Council also prepares submissions and advocates to the State and Federal Governments on road-related issues and priorities for the community, including

- Input to the road network layout for the Erskine Park Southern Link Road – this road will service future employment lands in the Western Sydney Employment Area. Council participated in a joint State/Local Government working party and successfully negotiated realigning the proposed route through Horsley Park so that the impact on the community and environment was significantly reduced.
- Council has been working closely with the RMS in the preparation of plans for the upgrade of The Horsley Drive in the section between Cowpasture Road and the M7 Motorway.
- Council has also been working with the RMS and the Department of Planning and Environment in the planning of the upgrade of Old Wallgrove Road in the section south of the Sydney Water Pipeline.
- Council has also been working with the RMS in the planning of improvements to the Cumberland Highway corridor to relieve congestion. As part of this programme, works are to commence in the 2015-16 financial year to upgrade the intersection of the Cumberland Highway and Cabramatta Road.
- Fairfield City Council, in partnership with most of the Western Sydney and Macarthur Regional Organisations of Councils, undertook a review of the Western Sydney Airport EIS using independent consultants. Traffic management and road upgrades will be a major impact on Fairfield City with the construction and use of the new Airport.
- Council has also made a submission on the proposed M12 Motorway which is being built to provide access to the Western Sydney Airport at Badgerys Creek and link the M7 Motorway at Cecil Hills to The Northern Road at Luddenham.

QUESTIONS FOR FUTURE ENGAGEMENT

Future population growth will put more pressure on the need to improve roads. The proposed Western Sydney Airport at Badgerys Creek and the development of the Western Sydney Employment Area will also generate additional traffic.

We all need more information about the community's priorities for improved roads to help advocate for the right improvements and implement the right projects. Feedback from the community will be included in the next update of the Fairfield City Plan.

Questions about 'improved roads' -

- **What are the main improvements you want to see to roads in Fairfield City?**

- | | |
|---|---|
| <input type="checkbox"/> less traffic congestion | <input type="checkbox"/> smoother road surface |
| <input type="checkbox"/> potholes repaired faster | <input type="checkbox"/> improved signs |
| <input type="checkbox"/> improved kerb & gutter | <input type="checkbox"/> better lighting |
| <input type="checkbox"/> more turning lanes | <input type="checkbox"/> better landscaping on verges/median strips |
| <input type="checkbox"/> better traffic management facilities e.g. lights, roundabouts etc. | |

Other/Comments -----

- **Where are road improvements a higher priority?**

- State/regional roads
- local roads

Other/ Comments -----

- **What are your top 3 improvements for roads?**

1. -----
2. -----
3. -----

REFERENCES

For more information on the issues raised in this paper -

Council's 2013-2017 Delivery Program

<http://www.fairfieldcity.nsw.gov.au/default.asp?iDocID=10835&iNavCatID=47&iSubCatID=3478>

Council's 2015-16 Operational Plan

http://www.fairfieldcity.nsw.gov.au/upload/file/2015-2016_Operational_Plan_FINAL.pdf

Fairfield City Integrated Transport Strategy and Action Plan

<http://www.fairfieldcity.nsw.gov.au/default.asp?iDocID=10573&iNavCatID=47&iSubCatID=52>

NSW 2021

South Western Sydney Regional Action Plan - NSW Making It Happen

<https://www.nsw.gov.au/making-it-happen>