

Minutes for this meeting will be confirmed at the City Business Units Committee Meeting to be held in the Council Chambers, Council Administration Building, on 6 April 2005



COFFS HARBOUR CITY COUNCIL
ORDINARY MEETING
(CITY SERVICES COMMITTEE)
COUNCIL CHAMBER
COUNCIL ADMINISTRATION BUILDING
COFF AND CASTLE STREETS, COFFS HARBOUR
17 MARCH 2005

**Commencing at the conclusion of the
Planning, Environment and Development Committee**

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COFFS HARBOUR CITY COUNCIL

ORDINARY MEETING

(CITY SERVICES COMMITTEE)

17 MARCH 2005

Mayor and Councillors

CITY SERVICES DEPARTMENT REPORTS

S13 WORKS BRANCH REPORT

Purpose:

To advise Council of the progress of construction and maintenance programs undertaken by Works Branch up to 28 February, 2005.

Description of Item:

1. Completed Works in February 2005

- England's Road Landfill, multiple activities completed including an open drain, SE wetlands, NW slot drains, spillway construction, general works and storm damage repairs.
- Footpath Construction, Arthur St, Coffs Harbour (400m)
- Replacement of Woolgoolga Road Bridge No2
- Road rehabilitation
 - Bourke St, Coffs Harbour (642m²)
 - Gordon St, Woolgoolga (1970m²)
 - Ocean View, Emerald Beach (3200m²)
 - Nightingale St, Woolgoolga (950m²)

cont'd

S13 Works Branch Report (cont'd)

2. Works in Progress and Commencing in March, 2005

- Velodrome construction, Minorie Dr, Toormina
- West High St Water main renewal (410m)
- Gravel Road Dust Seal Ellems Quarry Rd (2500m²)
- Road rehabilitation
Coronation Pde, Sawtell (1980m²),
Norman Hill Drive, Korora (378m²),
Avenue St, Coffs Harbour (1360m²),
Woolgoolga Ck Rd (2322m²),
Grafton St, Lowanna (4728m²),
Thompsons Rd, Coffs Harbour (4625m²)
- Englands Rd CCRRF and MRF Preparation Work
- SH 10 and Thompsons Rd Cycleway (345m), Kerb and gutter 200m
- Beach St Beautification, Woolgoolga
- PAMPS Program, Construction of Pedestrian Refuges in Various Locations
Toormina Rd Toormina (Linden Ave), River St
Woolgoolga, Lions Rd Sawtell, First Ave Sawtell (20th
Ave), First Ave Sawtell (18th Ave), Park Beach Rd Coffs
Harbour (Phillip St)
- Footpaths, Sawtell Rd (Heron Place to Rail bridge) 170m

A financial attachment detailing expenditure verses budget for the 2004/2005 financial year is included for Councils information.

The scope of work for the PAMPS project at Harbour Drive (intersection with Edinburgh St) has altered to account for issues arising from a recent push bike accident. As a result additional footpath will be constructed and a dangerous set of steps removed to improve safety for the footpath users. To enable these works to be completed an extra \$13,000 will be required for the PAMPS program.

To date the Footpath Construction program is proceeding well with an expectation that the work will be completed some \$15,000 within budget. This under expenditure provides an opportunity to fund the works in Harbour Dr. It is therefore recommended that \$13,000 be transferred from the Footpath Construction program to the PAMPS program to enable the completion of the Harbour Dr works.

3. Maintenance

Jetty maintenance works associated with the reconstruction of the Jetty Landing have commenced. Two piles and the sunken landing have been removed in preparation for the placement of the staircase and landing. The staircase and landing are planned to be built off site to ensure as little disruption as possible to public access to the Jetty. It is anticipated that the Landing will be completed by 22 April 2005 subject to weather and availability of contractors.

Operations expenditure is within the allocated program budgets and will continue to be monitored.

cont'd

S13 Works Branch Report (cont'd)

Recommendation:

That:

- 1. Council notes the progress report on construction and maintenance works undertaken by Works Branch up to 28 February 2005.**
- 2. Council notes that individual program expenditures are being monitored to ensure that the total program costs for 2004/2005 will be contained within the approved budget.**
- 3. Council approves the budget transfer of \$13,000 from the Footpath Construction program to the Pedestrian Access Mobility Plan program for the footpath works in Harbour Drive.**

Attachments:

**Works Branch-Construction Projects Budget/Expenditure
2004/2005 Program
AS AT DATE: 1-Mar-05**

Description	Revised Budget	Actual Expenditure	% Project Complete	% Costs Expended
Local Roads				
Sealed Roads Reseals	\$606,800	\$518,584	87%	85%
Sealed Roads Reseals - Asphalt	\$57,000	\$39,580	69%	69%
Sealed Roads Rehabilitation	\$1,286,318	\$589,494	46%	46%
Dust Sealing	\$155,000	\$117,562	82%	76%
Unsealed Roads Gravel Resheeting	\$140,900	\$44,089	33%	31%
Bray St Upgrade	\$400,000	\$0	0%	0%
Total:	\$2,646,018	\$1,309,309		
Federal Roads to Recovery				
Residential Street Rehabilitation	\$264,662	\$167,444	77%	63%
Gravel Resheeting	\$114,751	\$78,580	67%	68%
Bitumen Sealing	\$228,828	\$218,102	95%	95%
Total:	\$608,241	\$464,126		
Regional Roads				
3 X 3 Program	\$151,125	\$6,259	5%	4%
Total:	\$151,125	\$6,259		
Drainage				
Drainage Impts / Nuisance Flooding	\$259,265	\$298,447	100%	115%
Total:	\$259,265	\$298,447		
Bridges				
Major Repairs (incudes Woolgoolga Rd No2)	\$204,746	\$111,418	55%	54%
Mt Brown Rail Bridge Approaches	\$35,580	\$0	0%	0%
Cathodic Protection (Fred Hanson Bridge)	\$100,000	\$0	0%	0%
Total:	\$340,326	\$111,418		
Footpaths / Cycleways				
Footpath Construction	\$318,540	\$155,082	55%	49%
PAMPS Footpath Works	\$98,987	\$123	0%	0%
Cycleway Projects	\$244,345	\$98,614	40%	40%
Total:	\$661,872	\$253,819		
Water Mains				
Mains Renewals	\$238,000	\$138,491	58%	58%
Mains Extensions	\$50,000	\$492	0%	1%
Total:	\$288,000	\$138,983		

Purpose:

To confirm minutes from the Traffic Committee held on 3 March 2005.

Recommendation:

T.8 – Harbour Drive, Coffs Harbour - Parking Restrictions (Harbour Drive)

That installation of '4 hour' parking restrictions in Harbour Drive, Coffs Harbour, adjacent Cavanbah Hall, be approved, as per Plan T.8.

T.9 – Gundagai Street/Frances Street, Coffs Harbour - Intersection Improvements (R.504710 / R.504540)

That the design plan for intersection improvements at intersection of Gundagai Street and Frances Street, Coffs Harbour, be approved as per Plan T.9.

T.10 – Ocean Parade, Coffs Harbour - Pedestrian Crossing (R.505540)

That the amended plan for traffic calming on Ocean Parade, Coffs Harbour, at the access road to Park Beach Caravan Park, be approved as per Plan T.10.

T.11 – Orlando Street, Coffs Harbour - Parking Restrictions (R.504030)

That the revised parking proposal for the eastern side of Orlando Street, Coffs Harbour, adjacent Ocean Gem development, be approved as per Plan T.11.

T.12 – Marcia Street/Pacific Highway, Coffs Harbour - Restricted Parking (R.505190 / R.511410)

That the 'No Stopping' area on the northern side of Marcia Street, Coffs Harbour, be extended as per Plan T.12.

T.13 – Gordon Street, Coffs Harbour - Parking (R.504620 [1050579])

That no action be taken to change the on-street parking to parallel parking in Gordon Street, Coffs Harbour, adjacent the Department of Community Services' building and the RTA Motor Registry.

cont'd

T.14 – Park Avenue / Gordon Street / Vernon Street, Coffs Harbour - Temporary Road Closure - Anzac Day (505670 / 504620 / 504180 / 1618 [1074330])

That:-

1. The following temporary road closures associated with the Coffs Harbour Anzac March to be held on Monday, 25 April 2005, between the hours of 9.00am and 10:30am be advertised and providing no substantive objections are received, the temporary closures be approved.
 - ♦ Park Avenue (Earl Street to Gordon Street)
 - ♦ Gordon Street (Park Avenue to Vernon Street).
 - ♦ Vernon Street (Gordon Street to Pacific Highway).
2. A traffic control plan to be submitted for this event. This should include details of all traffic signs, barricades and traffic controllers required for this event.

T.15 – First/Second/Fourth Avenues, Sawtell - Temporary Road Closure - Anzac Day (501520 / 501480 / 501550 / 1618 [1079808])

That:-

1. The following temporary road closures associated with the Sawtell Anzac March to be held on Monday, 25 April 2005, between the hours of 10.00am and 11:30am be advertised and providing no substantive objections are received, the temporary closures be approved.
 - ♦ First Avenue (Second Avenue to Boronia Street)
 - ♦ Second Avenue (First Avenue to Fourth Avenue)
 - ♦ Fourth Avenue (Second Avenue to East Street).
2. A traffic control plan to be submitted for this event. This should include details of all traffic signs, barricades and traffic controllers required for this event.

T.16 – Harbour Drive / Curacoa Street, Coffs Harbour - Traffic Lights (Harbour Drive / R.504300)

That the RTA be requested to review the operation of the Harbour Drive/Curacoa Street traffic lights on Sunday, 6 March and report back to Council.

T.17 – Construction Zone, Queen Street, Woolgoolga (R.508860)

That a 15m Construction Zone be approved in Queen Street, Woolgoolga (front No. 8) for the period 9 March to 19 May 2005 during construction of a Supermarket.

cont'd

S14 Traffic Committee Meeting No. 2/2005 (cont'd)

T.18 – Construction Zone, Coff Street, Coffs Harbour (R.504200)

That a Construction Zone be approved ni Coff Street, Coffs Harbour, immediately west of Gordon Street, southern side, for three of the five marked parking spaces for a period of 14 weeks from 14 March 2005, during office refurbishments.

T.19 – Links Avenue, Korora - Speed Problems (R.508860)

That no action be taken to install traffic calming in Links Avenue, Coffs Harbour.

T.20 – Harbour Drive, Coffs Harbour - Parking Restrictions (Harbour Drive)

That '1/4 hour' parking be approved in Harbour Drive, Coffs Harbour, west of Gordon Street and east of the Pacific Highway, as per Plan T.20.

The meeting closed at 12.20pm.

The next meeting for Traffic Committee will be Thursday 7 April 2005.

Attachments:

**COFFS HARBOUR CITY COUNCIL
TRAFFIC COMMITTEE MINUTES 2/2005
3 MARCH 2005 - 10.30AM**

Present: Councillor Bill Palmer, Coffs Harbour City Council
Sgt John Patacko, Coffs Harbour Police
Sgt Brian Hughes, Coffs Harbour Police
Graham Carthew, Roads and Traffic Authority
George Stulle, Coffs Harbour City Council
Peter Kitching, Coffs Harbour City Council

Apologies: Anne Shearer, Coffs Harbour City Council

Minute Taker: Ann Graham

T.8 – Harbour Drive, Coffs Harbour - Parking Restrictions (Harbour Drive)

Consideration to a request for the parking restrictions in Harbour Drive, Coffs Harbour, in the vicinity of Cavanbah Hall be extended to 3 hours.

Recommended: that installation of '4 hour' parking restrictions in Harbour Drive, Coffs Harbour, adjacent Cavanbah Hall, be approved, as per Plan T.8.

T.9 – Gundagai Street/Frances Street, Coffs Harbour - Intersection Improvements
(R.504710 / R.504540)

Consideration to improved traffic flow proposals at the intersection of Gundagai Street and Frances Street, Coffs Harbour.

Recommended: that the design plan for intersection improvements at intersection of Gundagai Street and Frances Street, Coffs Harbour, be approved as per Plan T.9.

cont'd

T.10 – Ocean Parade, Coffs Harbour - Pedestrian Crossing (R.505540)

Consideration to a revised pedestrian crossing facility on Ocean Parade, Coffs Harbour, at the access road to Park Beach Caravan Park.

Recommended: that the amended plan for traffic calming on Ocean Parade, Coffs Harbour, at the access road to Park Beach Caravan Park, be approved as per Plan T.10.

T.11 – Orlando Street, Coffs Harbour - Parking Restrictions (R.504030)

Consideration to a revised parking proposal for the eastern side of Orlando Street, Coffs Harbour, adjacent Ocean Gem development.

Recommended: that the revised parking proposal for the eastern side of Orlando Street, Coffs Harbour, adjacent Ocean Gem development, be approved as per Plan T.11.

T.12 – Marcia Street/Pacific Highway, Coffs Harbour - Restricted Parking (R.505190 / R.511410)

Consideration to restricted parking on the northern side of Marcia Street, Coffs Harbour, adjacent the intersection with the Pacific Highway to allow safe exit from properties.

Recommended: that the 'No Stopping' area on the northern side of Marcia Street, Coffs Harbour, be extended as per Plan T.12.

cont'd

T.13 – Gordon Street, Coffs Harbour - Parking (R.504620 [1050579])

Consideration to the request to revert to parallel parking in Gordon Street, Coffs Harbour, in the vicinity of 43 Gordon Street, Coffs Harbour, for safe exit from Department of Community Services' building and the RTA Motor Registry.

Recommended: that no action be taken to change the on-street parking to parallel parking in Gordon Street, Coffs Harbour, adjacent the Department of Community Services' building and the RTA Motor Registry.

Reason: The Committee undertook a site inspection and determined it wasn't appropriate to change the on-street parking at either location.

T.14 – Park Avenue / Gordon Street / Vernon Street, Coffs Harbour - Temporary Road Closure - Anzac Day (505670 / 504620 / 504180 / 1618 [1074330])

Consideration to a request for the temporary road closure of the following streets on Monday, 25 April 2005 between the hours of 9.00am and 10.30am, for the purpose of holding the Anzac Day march in Coffs Harbour.

- Park Avenue (Earl Street to Gordon Street)
- Gordon Street (Park Avenue to Vernon Street)
- Vernon Street (Gordon Street to Pacific Highway)

Recommended: that:-

1. **The following temporary road closures associated with the Coffs Harbour Anzac March to be held on Monday, 25 April 2005, between the hours of 9.00am and 10:30am be advertised and providing no substantive objections are received, the temporary closures be approved.**
 - ◆ **Park Avenue (Earl Street to Gordon Street)**
 - ◆ **Gordon Street (Park Avenue to Vernon Street).**
 - ◆ **Vernon Street (Gordon Street to Pacific Highway).**
2. **A traffic control plan to be submitted for this event. This should include details of all traffic signs, barricades and traffic controllers required for this event.**

cont'd

T.15 – First/Second/Fourth Avenues, Sawtell - Temporary Road Closure - Anzac Day
(501520 / 501480 / 501550 / 1618 [1079808])

Consideration to a request for the temporary road closure of the following streets on Monday, 25 April 2005 between the hours of 10.30am and 11.30am, for the purpose of holding the Anzac Day march in Sawtell.

- First Avenue (Second Avenue to Boronia Street)
- Second Avenue (First Avenue to Fourth Avenue)
- Fourth Avenue (Second Avenue to East Street)

Recommended: that:-

1. **The following temporary road closures associated with the Sawtell Anzac March to be held on Monday, 25 April 2005, between the hours of 10.00am and 11:30am be advertised and providing no substantive objections are received, the temporary closures be approved.**
 - ◆ **First Avenue (Second Avenue to Boronia Street)**
 - ◆ **Second Avenue (First Avenue to Fourth Avenue)**
 - ◆ **Fourth Avenue (Second Avenue to East Street).**
2. **A traffic control plan to be submitted for this event. This should include details of all traffic signs, barricades and traffic controllers required for this event.**

T.16 – Harbour Drive / Curacoa Street, Coffs Harbour - Traffic Lights (Harbour Drive / R.504300)

Consideration to advice from the Coffs Harbour Triathlon Club that the traffic lights on intersection of Harbour Drive and Curacoa Street, Coffs Harbour, are changing to red on Harbour Drive for no apparent reason early Sunday mornings.

Recommended: that the RTA be requested to review the operation of the Harbour Drive/Curacoa Street traffic lights on Sunday, 6 March and report back to Council.

T.17 – Construction Zone, Queen Street, Woolgoolga (R.508860)

Consideration to approval for a Construction Zone in Queen Street, Woolgoolga.

Recommended: that a 15m Construction Zone be approved in Queen Street, Woolgoolga (front No. 8) for the period 9 March to 19 May 2005 during construction of a Supermarket.

cont'd

T.18 – Construction Zone, Coff Street, Coffs Harbour (R.504200)

Consideration to approval for a Construction Zone in Coff Street, Coffs Harbour.

Recommended: that a Construction Zone be approved in Coff Street, Coffs Harbour, immediately west of Gordon Street, southern side, for three of the five marked parking spaces for a period of 14 weeks from 14 March 2005, during office refurbishments.

T.19 – Links Avenue, Korora - Speed Problems (R.508860)

Consideration to a request for speed humps in Links Avenue, Korora, and the results of speed surveys carried.

Recommended: that no action be taken to install traffic calming in Links Avenue, Coffs Harbour.

Reason: There is not sufficient evidence of speeding traffic in speed surveys undertaken.

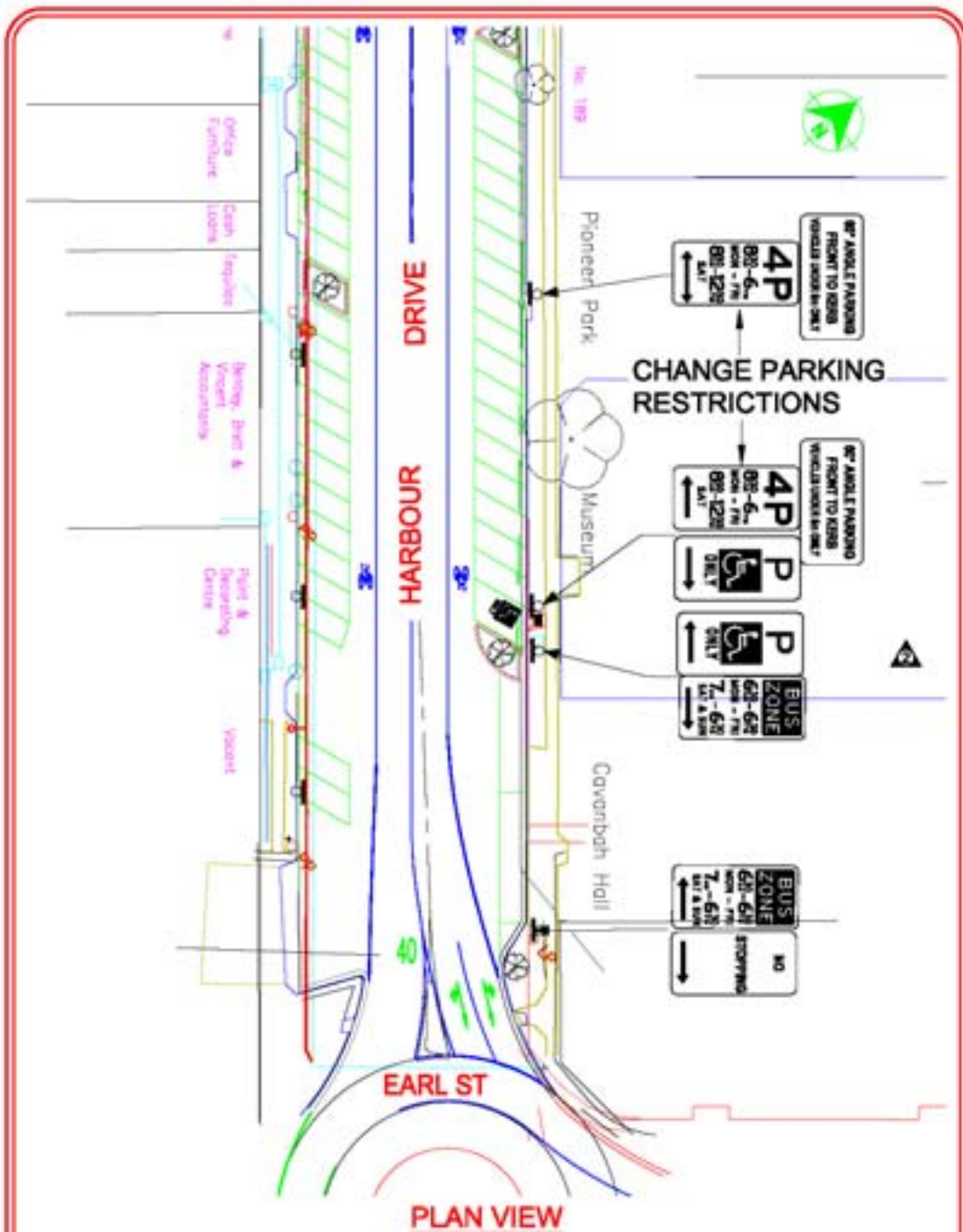
T.20 – Harbour Drive, Coffs Harbour - Parking Restrictions (Harbour Drive)

Consideration to a request for '1/4 hour' parking in Harbour Drive, Coffs Harbour.

Recommended: that '1/4 hour' parking be approved in Harbour Drive, Coffs Harbour, west of Gordon Street and east of the Pacific Highway, as per Plan T.20.

The meeting closed at 12.20pm.

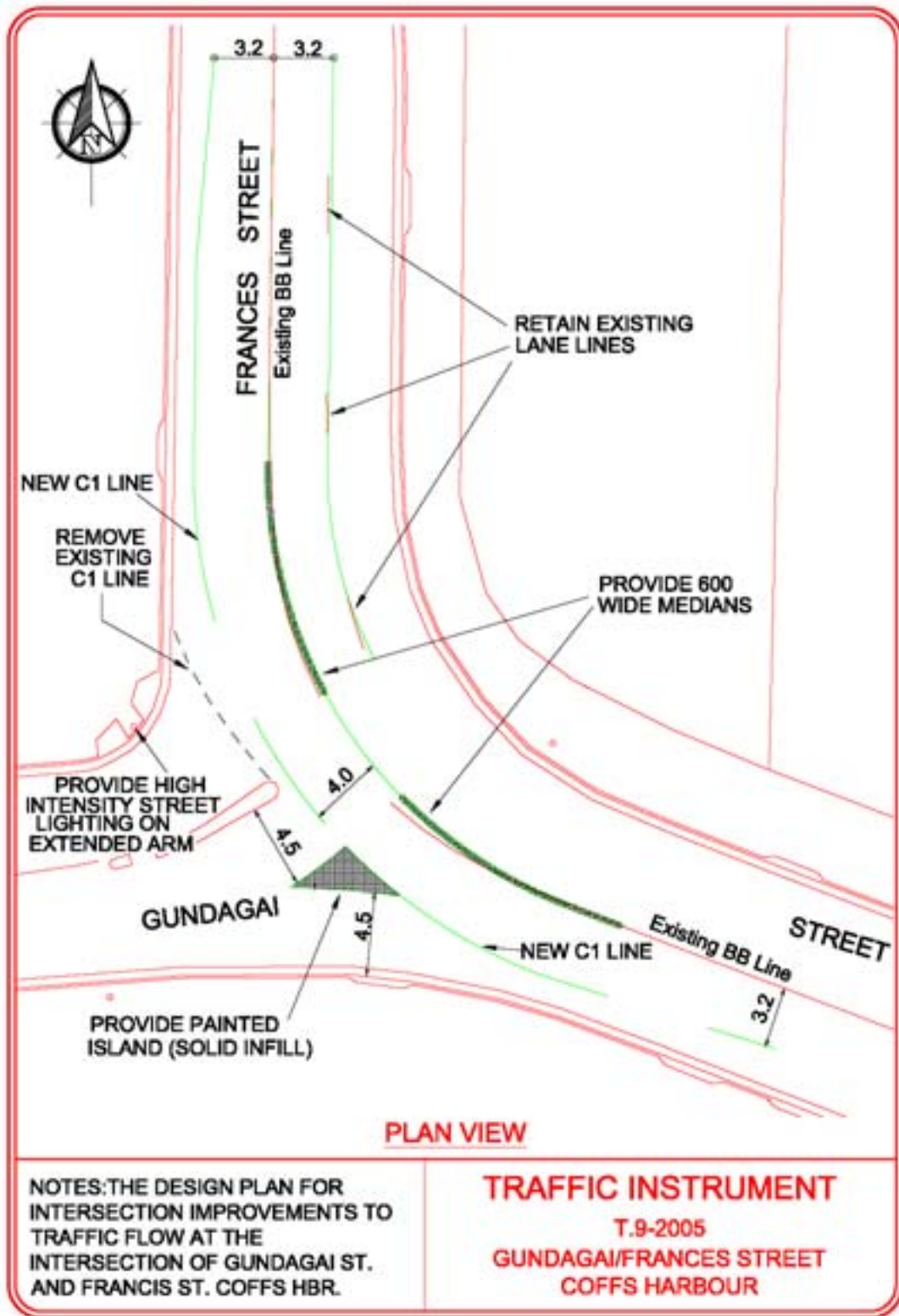
The next meeting for Traffic Committee will be Thursday 7 April 2005.

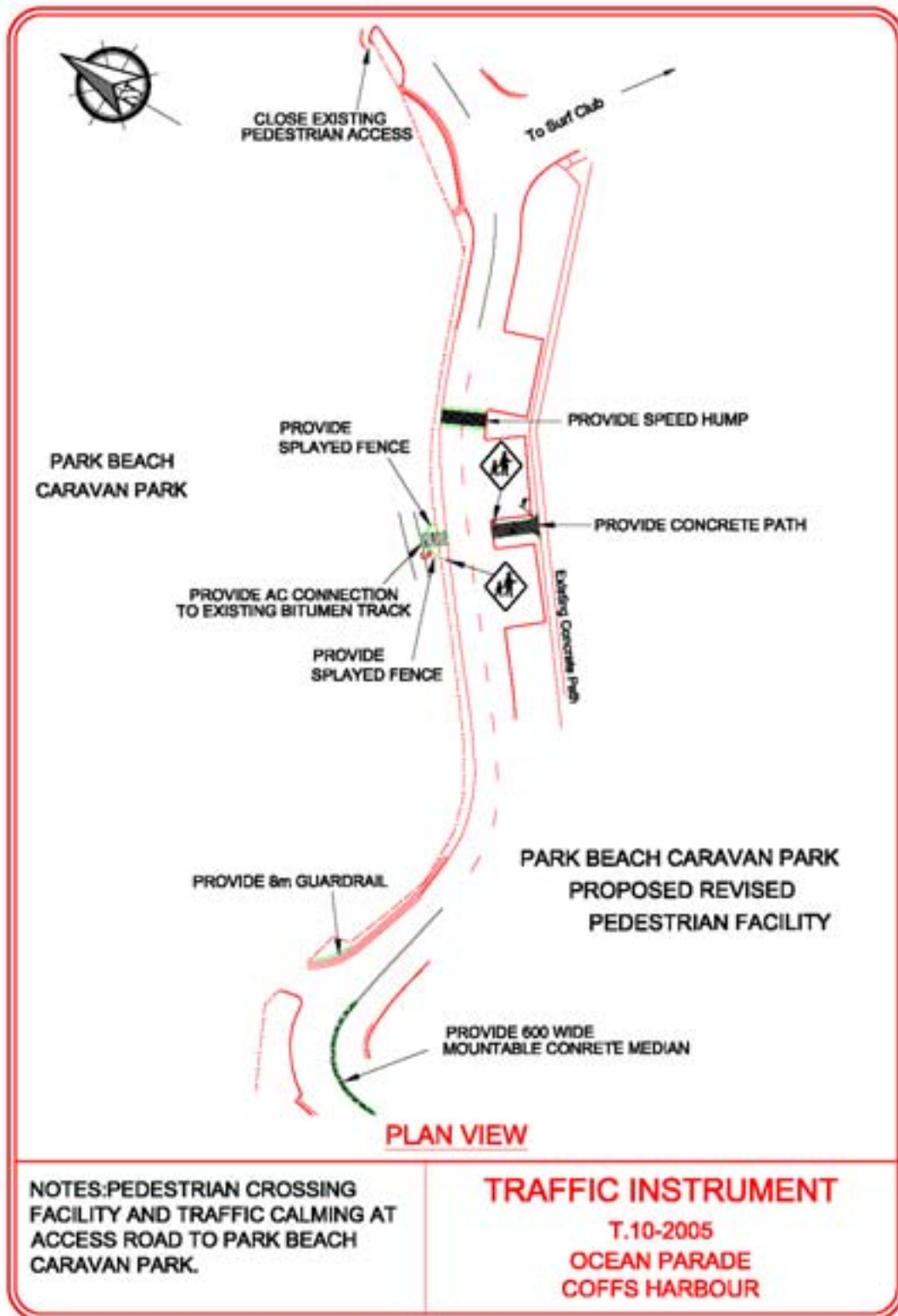


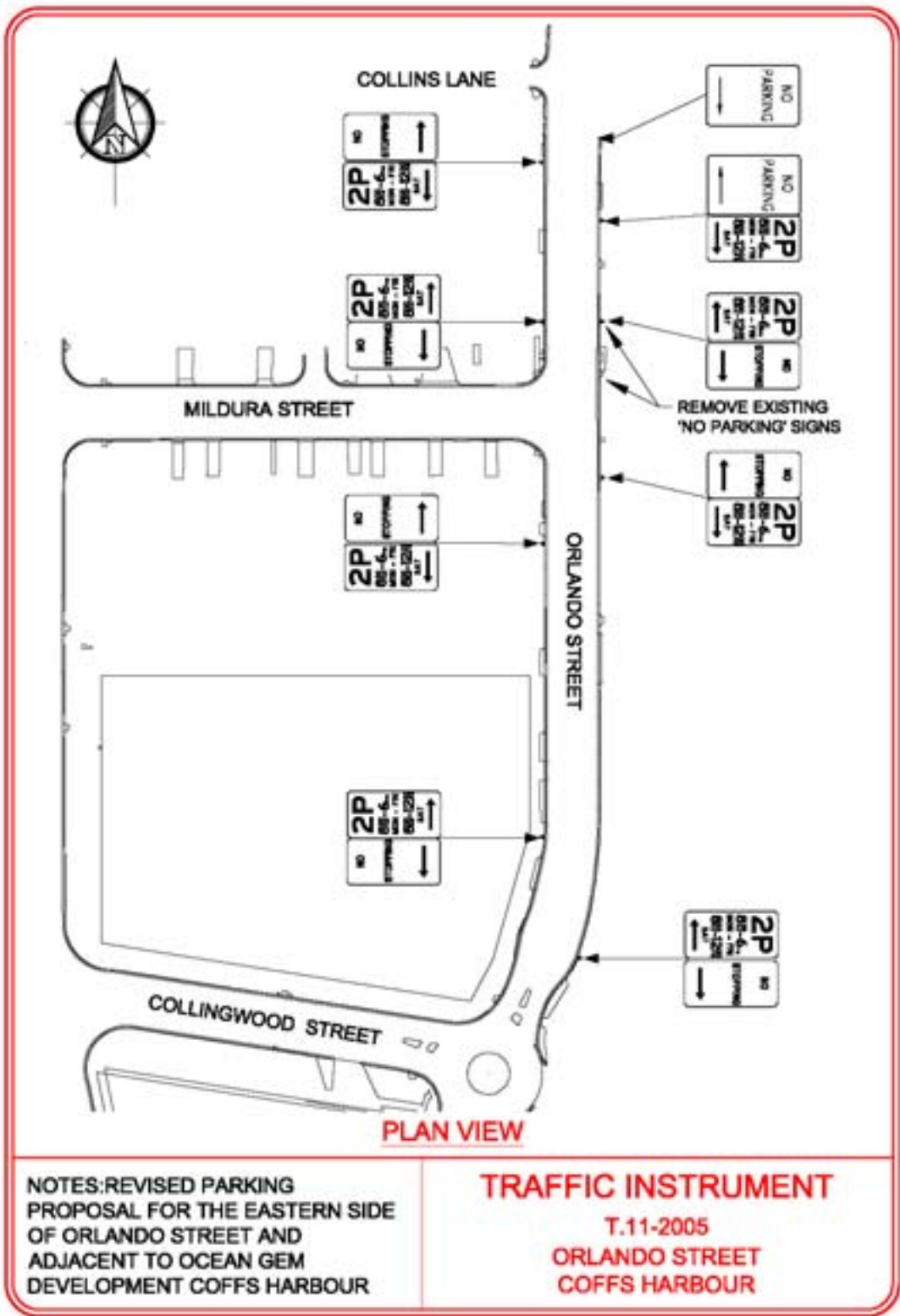
NOTES: CHANGE PARKING RESTRICTIONS FROM 2 HOUR TO 4 HOUR IN HARBOUR DRIVE ADJACENT TO CAVANBAH HALL

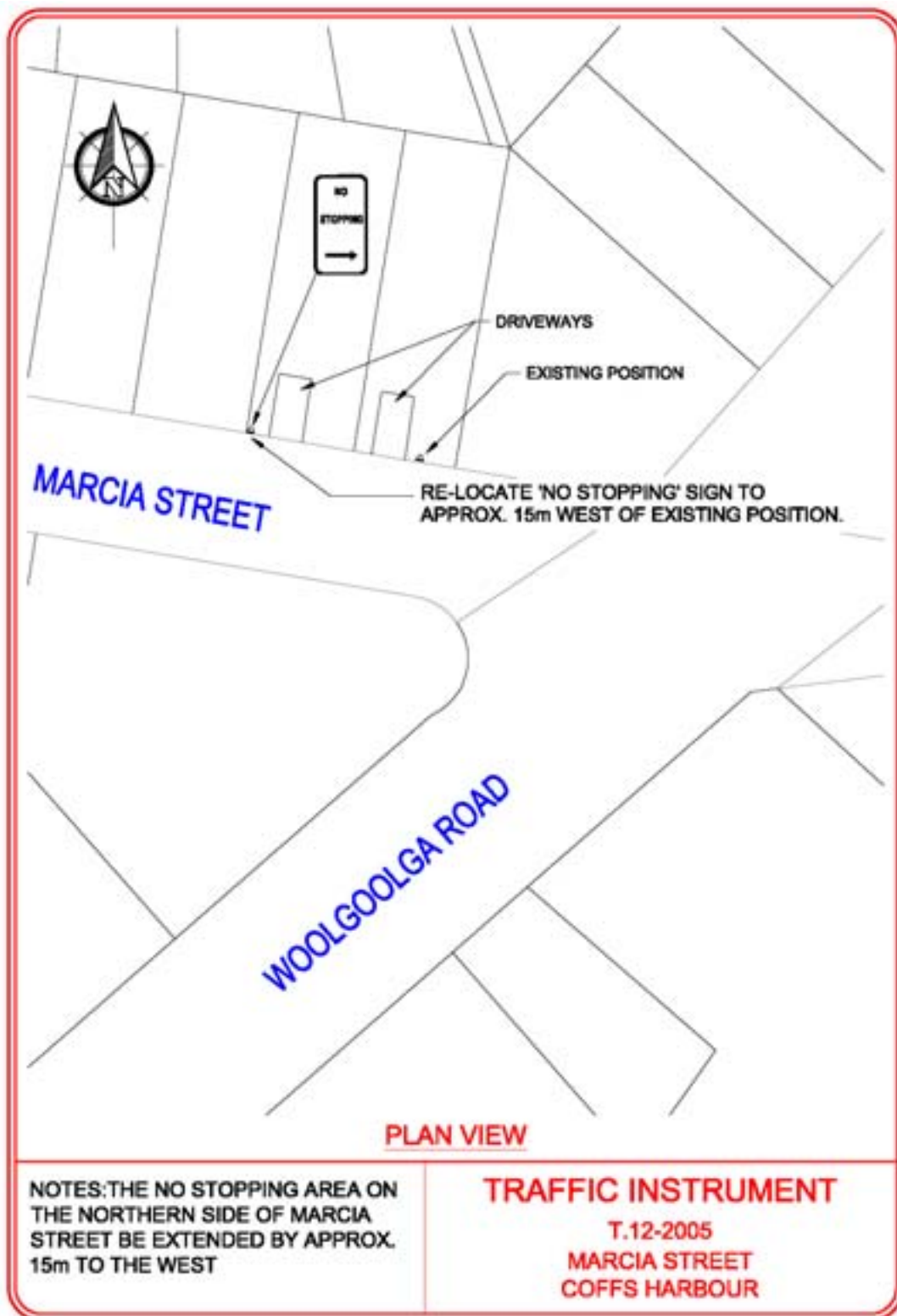
TRAFFIC INSTRUMENT

T.8-2005
 HARBOUR DRIVE
 COFFS HARBOUR





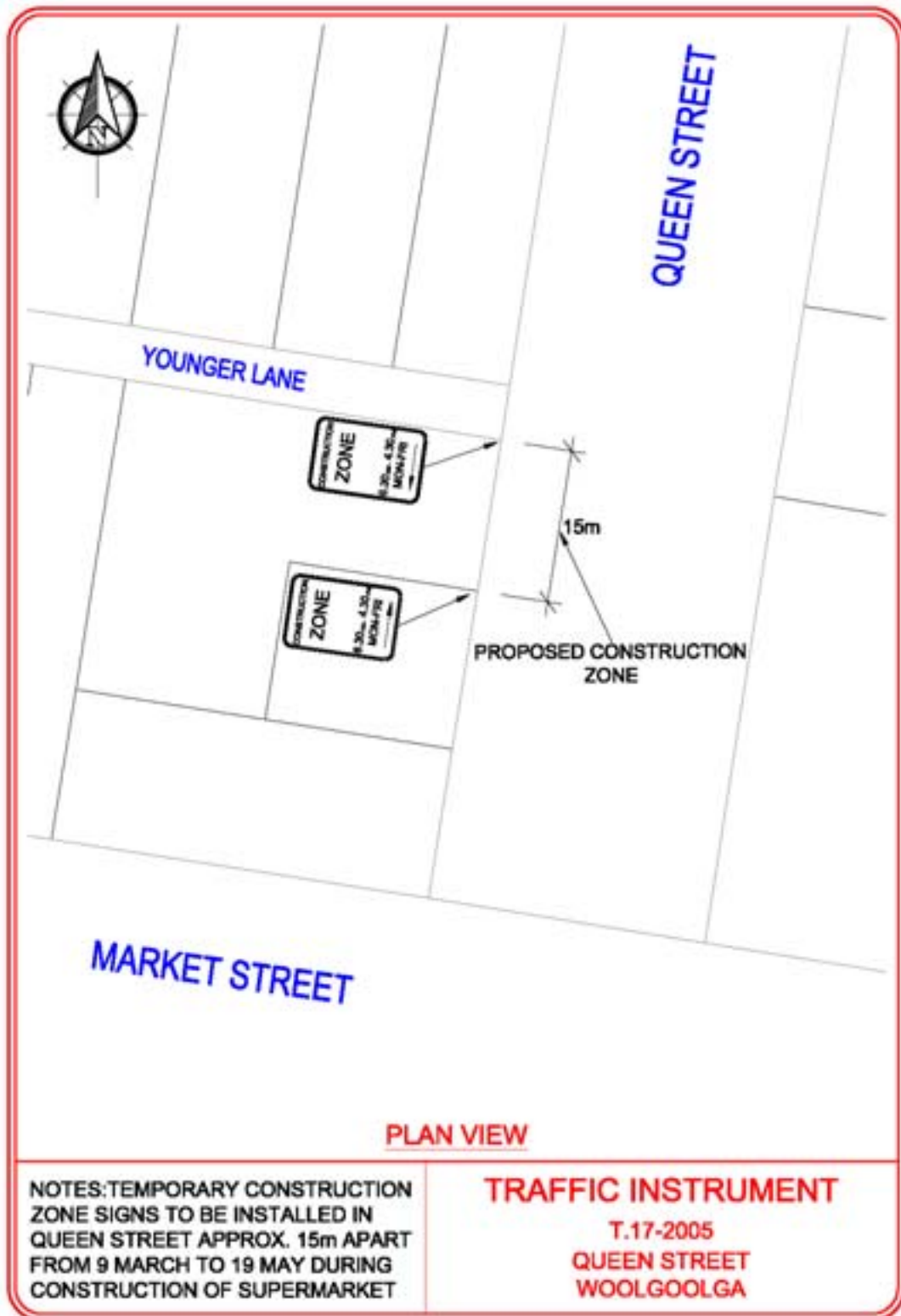




NOTES: THE NO STOPPING AREA ON THE NORTHERN SIDE OF MARCIA STREET BE EXTENDED BY APPROX. 15m TO THE WEST

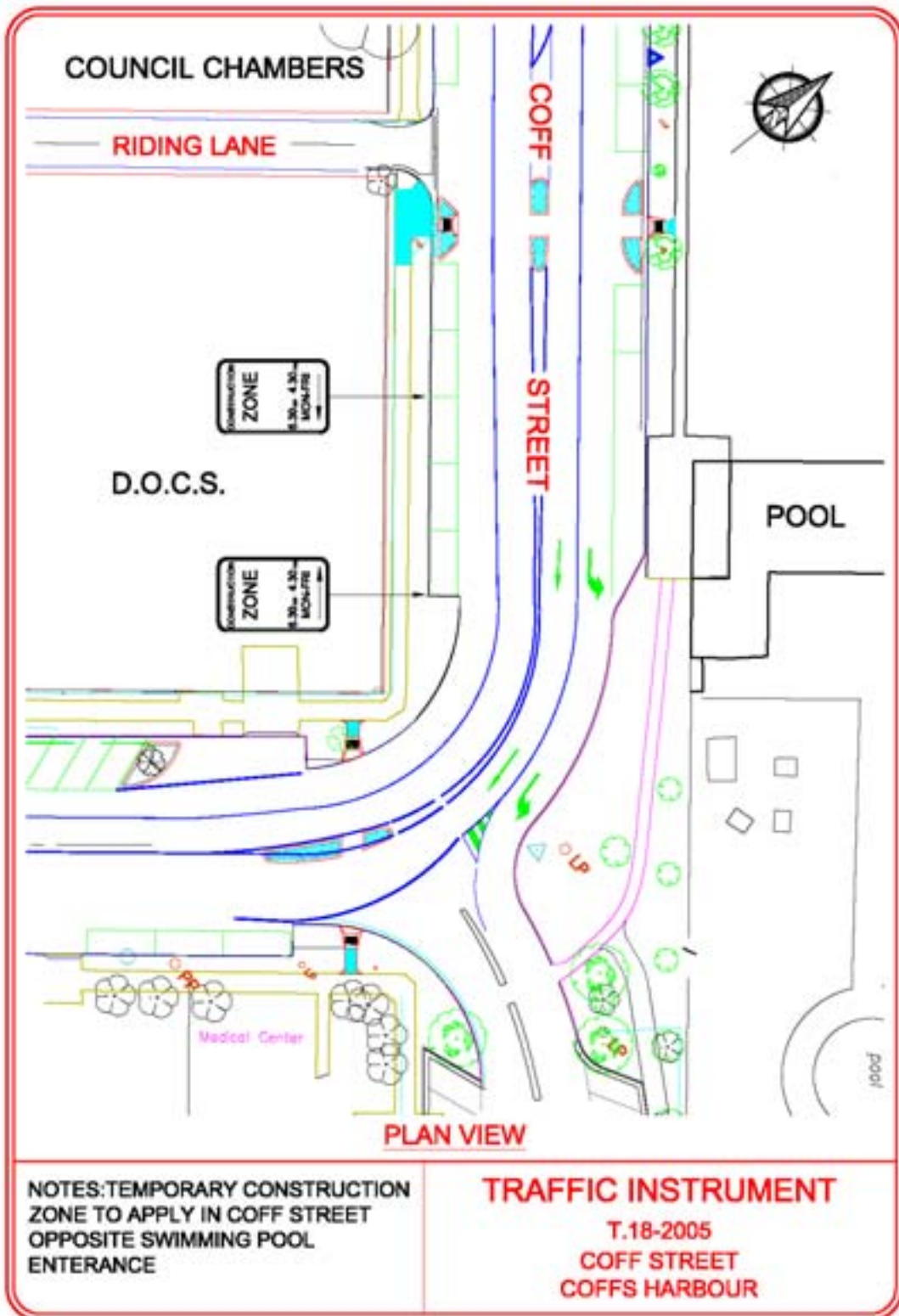
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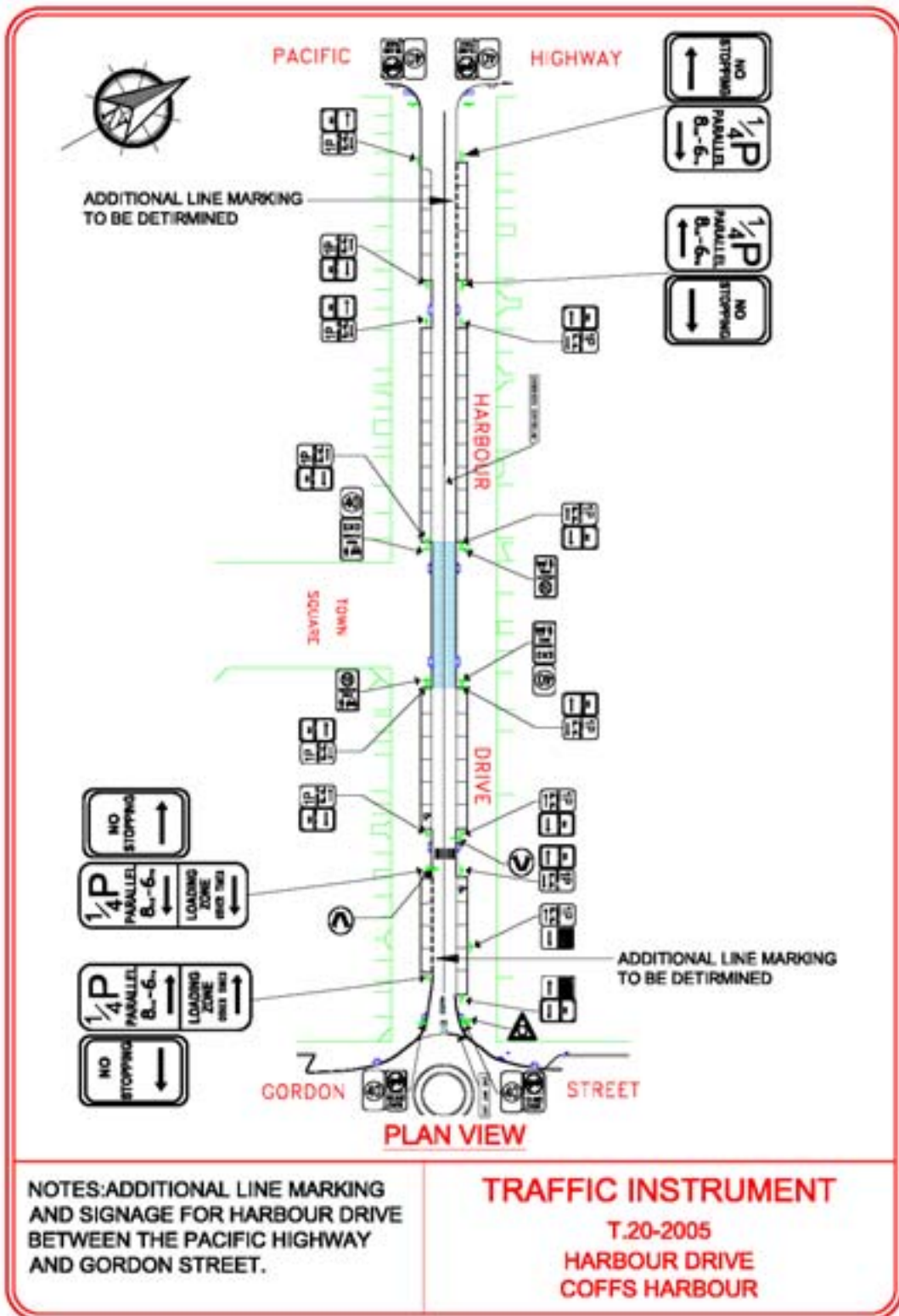
T.12-2005
MARCIA STREET
COFFS HARBOUR



NOTES: TEMPORARY CONSTRUCTION ZONE SIGNS TO BE INSTALLED IN QUEEN STREET APPROX. 15m APART FROM 9 MARCH TO 19 MAY DURING CONSTRUCTION OF SUPERMARKET

TRAFFIC INSTRUMENT
 T.17-2005
 QUEEN STREET
 WOOLGOOLGA





Purpose:

To report to Council the outcome of the joint tour of Main Road 120 with Coffs Harbour and Bellingen Councils and consider the adoption of recommendations resulting from the tour.

Description of Item:

Previous Coffs Harbour City and Bellingen Shire Councils have made steps towards a strategy to improve the transport link between Megan and Ulong at Eastern Dorrigo. This is an important link providing an alternative route to the coast when the Dorrigo – Bellingen link becomes blocked, or roadworks restrict the traffic to cars only. There are two routes between Ulong and Megan, one the existing formal roadway passing through Brooklana, the other a formed access way through Cascade, both of which are gravel pavements.

In June 2004 the preceding Councils jointly commissioned an economical study to be undertaken to assess the viability of both routes.

A joint Coffs Harbour and Bellingen Council site inspection was undertaken on Tuesday 15 February, 2005 to see first hand the difficulties and attributes of both routes.

Sustainability Assessment:

- **Environment**

Environmental impacts for the Brooklana Route and the Cascade Route have been assessed on a preliminary basis and would need significant further investigation and clarification for any concrete proposal for works on either route. It is unlikely that any upgrading option would negatively impact European heritage values in the area and the effect on Aboriginal heritage values would need to be determined after further consultation.

Sealing the road surface and adjusting the alignments to suit a rigid truck standard will have positive impacts in the reduction of dust from unsealed pavement surfaces and a reduction of sediment wash-off into local streams. It would also reduce fuel usage for vehicles using the section of road, and therefore also have a benefit in reducing vehicle emissions, on a per-vehicle basis.

However, sealing the road is likely to generate more traffic which will have negative environmental impacts in terms of increased noise generation and increased total vehicle emissions in the area. Construction impacts are also likely to be significant in some locations in terms of potential soil erosion, loss of vegetation and habitat disturbance. These impacts are likely to be more pronounced on the Brooklana Route because of its steeper terrain and constrained alignment. However, the construction impacts would be localised and mainly short-term on either route and unlikely to be significant in a regional context.

Upgrading either route to a standard that would suit semi-trailers would increase the construction impacts, particularly on the Brooklana Route.

cont'd

S15 Mr120 - Preferred Route Ulong To Megan (cont'd)

- **Social**

Upgrading of either route will enhance the transport opportunities for the local communities in the Eastern Dorrigo. The upgrading of MR120 to a sealed standard was identified as a priority in the Rural Lands Strategy developed by Council for the area. It is also identified as an important element in the development of tourism-related industries in the area, a potential source of future wealth for the local communities. A sealed road is also likely to improve safety for road users, both visitors and residents, and provide a safe alternative route to the Dorrigo plateau area on occasions when MR76 is impassable due to flooding or landslips.

- **Economic**

The economical report identifies that investment in upgrading either route to a rigid truck standard is justified in terms of the road user benefits generated over a 30 year period. These benefits are primarily through reduced vehicle operating costs and reduced travel times over the improved length of 22 kilometres. This assessment is predicated on increasing tourism traffic along the upgraded route, which would bring additional economic benefits to local communities and the region that are not quantified in the calculated benefits. A summary of the estimated costs and road user benefits provided in the report is shown in the table below for the option of a sealed road upgrade to rigid truck standard.

	Brooklana Route	Cascade Route
Capital Cost (2002)	\$11,500,000	\$9,600,000
Benefit Cost Ratio (BCR)	1.35	1.52

Unquantified economic benefits incurred through upgrading the roads also include reduced accident costs, emergency benefits when MR76 is impassable and development benefits in the local area.

The overall sustainability assessment indicates that the positive effects of upgrading either the Brooklana or Cascade routes are likely to outweigh any negative impacts incurred.

Statutory Requirements:

MR120 is currently classified as a regional road and therefore receives funding from the State Government through the annual block grant arrangements. However, this funding is only for maintenance of the existing road, and is entirely inadequate for capital improvements to the road. Whilst additional State government funding is available for capital improvements through the Regional Roads Repair program, the low traffic volumes on the road ensure that its priority on a regional basis remains low.

cont'd

S15 Mr120 - Preferred Route Ulong To Megan (cont'd)

Issues:

A major issue to be resolved is the standard to which the selected route should be upgraded. The additional capital cost to go to a semi-trailer standard over a rigid truck standard is some 35% for the Cascade Route and 57% for the Brooklana Route. It is unlikely that the level of use by semi-trailer transports would justify the additional expenditure in purely economic terms. This would make the higher standard difficult to justify to any funding body, such as the RTA.

Responses from State government agencies have been cautious, and less than positive in offering any funding assistance. This is not entirely unexpected, given that none of the agencies would have funding programs for such projects. However, given this initial reluctance, a strategy needs to be devised to overcome or bypass resistance within the agencies to funding approaches by the Councils. This strategy will need practical commitment from the two councils and, if pursued, must be given some priority in terms of other projects that might compete for available funds from state or federal governments.

In August 2004 the RTA called for all Councils to make submission to a regional road review panel. The purpose of the review is to verify the regional road status of roads and give Councils opportunity to argue for an increase in their regional road network. Main Road 120 (Brooklana route) qualifies as a regional road in that it provides an alternative route for the Dorrigo – Bellingen road and is a link between regional centres. However in regards to MR120 not being a heavy transport route and having low traffic volumes it is questionable whether the road will maintain its regional status. The RTA was due to advise Councils of its preliminary determinations in November 2004, however this date has been amended, Council now expects to be given advice on the regional road status of MR120 in April, 2005.

If MR120 does not retain its regional classification maintenance funding will be through the Councils, and it will be more difficult to attract funding for capital upgrades as there will not be a State Government focus on the route.

Recommendation:

- 1. Supports the main road classification for the Brooklana route.**
- 2. Develops strategies to progress the upgrade of the Cascade Route.**
- 3. As a separate undertaking pursues improvements to the unsealed section of the Brooklana route as opportunities arise.**

S Sawtell
Director, City Services