

GENERAL PURPOSE COMMITTEE

SECTION 2 INFRASTRUCTURE

GENERAL PURPOSE COMMITTEE - INFRASTRUCTURE**Table of Contents****Meeting Date:** 28 June 1994

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ITEM 1: McQUADE PARK - LACHLAN MACQUARIE STATUE
FLOODLIGHTING

FILE NUMBER: PK/203 PT9/ENG

REPORT:

A proposal has been received from Prospect Electricity detailing the proposed floodlighting for the statue of Lachlan Macquarie which will be erected later this year.

The proposed lighting consists of the installation of two 120 watt sodium high pressure floodlights on columns, representing an annual charge of \$510.64. No capital contribution is required for the installation. The installation will become part of the streetlighting program.

Enquiries were made with a view to using solar powered lighting for this installation as an alternative power source, however, advice was received that solar powered lighting is not suitable for the proposed application.

RECOMMENDATION:

That the installation of floodlighting for the Lachlan Macquarie statue in McQuade Park be approved.

ATTACHMENTS:

There are no supporting documents for this report.

FN:IN628NBX.E07

****** END OF ITEM 1 ******

ITEM 2: VEHICLE INSPECTIONS - ROADS & TRAFFIC AUTHORITY**FILE NUMBER:** GT230/004 PT3/ENG

REPORT:

As an extension to the vehicles inspection scheme currently being carried out by Council, an opportunity was identified, whereby the provision of Compulsory Third Party Insurance could be provided from the Wilberforce Operations Depot as a further service to the public during the vehicle registration procedure.

Council's current Insurers, MMI, were approached regarding the proposal and agreed to it, carrying out a training program for the staff at the Depot with the scheme being implemented in the first week in June. There has currently been eight Greenslips issued in the three week period following commencement of the service. Council receives a commission for the issue of Greenslips on behalf of MMI.

RECOMMENDATION:

That the information regarding the issue of Compulsory Third Party Insurance as part of the vehicle registration service be received.

ATTACHMENTS:

There are no supporting documents for this report.

FN:IN628NBX.E06

****** END OF ITEM 2 ******

ITEM 3: GOVERNOR PHILLIP RESERVE - PONTOON WHARF**FILE NUMBER:** GR060/017 PT2, PK/205 PT3/ENG

REPORT:

As Council is aware, an application was made to the Department of Public Works for funding for the construction of a floating pontoon at the confluence of South Creek and the Hawkesbury River on the upstream side of the ramp.

Advice has now been received from the Hon. Ian Armstrong MP., Deputy Premier, Minister for Public Works and Minister for Ports, via the Hon. Kevin Rozzoli M., Speaker of the House, Member for Hawkesbury, that the New South Wales Government is prepared to offer Council financial assistance of up to \$14,500 towards the construction of the pontoon wharf. This amount is 50% of the estimated project cost, and as such, it will be necessary for Council to fund its share of \$14,500 from the 1994/95 Capital Works Program to allow the work to be completed.

RECOMMENDATION:

That \$14,500 (fourteen thousand five hundred) be provided in the 1994/95 Capital Works Program as Council's 50% (fifty) contribution to the construction of a pontoon wharf at Governor Phillip Reserve, Windsor.

ATTACHMENTS:

There are no supporting documents for this report.

FN:IN628NBX.E04

****** END OF ITEM 3 ******

ITEM 4: WINDSOR WHARF ENHANCEMENT - COMMONWEALTH DEPARTMENT OF TOURISM

FILE NUMBER: GG021/187 PT1, 0265/R PT2/ENG

REPORT:

Advice has been received from the Commonwealth department of Tourism that a grant of \$200,000 has been made available towards the funding of the Windsor Wharf Parking and Area Enhancement Project.

The project includes the reconstruction of the existing road to include improvements to drainage and formalise bus parking arrangements, the construction of a new car parking area on the riverbank above the wharf and general improvements to the area, including landscaping and the provision of footpaving connecting the wharf with the commercial area of Windsor. The project is estimated to cost \$250,000, with Council providing \$50,000 towards the works.

As the project has a time limit of twelve months for completion it will be necessary to provide the \$50,000 from the 1994/95 Capital Works Program.

RECOMMENDATION:

That \$50,000 (fifty thousand) be included in the 1994/95 Capital Works Program as Council's contribution to the Windsor Wharf Parking and Area Enhancement Project.

ATTACHMENTS:

There are no supporting documents for this report.

FN:IN628NBX.E03

****** END OF ITEM 4 ******

ITEM 5: **CYCLEWAYS****FILE NUMBER:** GR030/009 PT2/ENG

REPORT:

Council had previously requested a report regarding concrete cycle/pedestrian tracks and their implementation from Kurrajong Village to McGraths Hill, including Wilberforce and Bligh Park. Preparation of the report had been delayed whilst waiting for completion of the Roads & Traffic Authority Regional Bike Plan.

The Regional Bike Network has evidently been identified, however, the implementation of the Plan was estimated to cost \$150 million. As such, the report has not been adopted or distributed, but is being used as a planning document.

At a recent Bicycle Forum it was indicated that a cycleway pilot program was being considered by the RTA on a sub-regional basis where a bicycle network would be identified within a five kilometre radius of a bicycle trip generator. Following discussions with the RTA officers, an application was made on the basis of the RAAF Base being a bicycle trip generator and a five kilometre radius from that facility would roughly encompass North Richmond, Richmond, Hobartville, Bligh Park, South Windsor, include this area in the pilot program.

An offer has been received from the RTA to implement the sub-regional bicycle network, based on the area previously outlined. The general concept of a sub-regional bicycle network is to provide/upgrade access to trip generators in the designated area, such as the RAAF Base, railway stations, schools, business, sporting and commercial precincts. The concept encompasses attention to bicycle parking, storage, route signposting, area map displays at a few strategic locations and linemarking.

Concurrently, particular attention will be paid to enhancement of the safety of riders through a special local education, law enforcement and publicity program. On this basis, if council wishes to proceed with the project, a steering committee will be established to plan, develop and implement the project, comprised of representatives of the RTA, Council, the local State and Catholic School systems, local Police, Bicycle NSW, RAAF Richmond, the University and the TAFE. It is also proposed that a local consultative committee be formed as a forum for inputs from and information about the project to local groups and individuals.

On the basis of Council's resolution at its Corporate Planning Workshop, it was indicated that Council would consider the contribution of \$50,000 in the 1994/95 Financial Year towards cycleway projects. The RTA has indicated it is prepared to make significant funds available for this pilot project.

If Council wishes to participate in the project, it is anticipated that the costed works program will be identified within eight weeks of acceptance of the offer and the entire project completed within one year of that acceptance.

RECOMMENDATION:

That the offer from the Roads & Traffic Authority to implement a pilot sub-regional bicycle network as outlined, be accepted and Council's contribution of \$50,000 (fifty thousand) towards the project be provided in the 1994/95 Financial Year from the Capital Works Program.

ATTACHMENTS:

There are no supporting documents for this report.

FN:IN628NBX.E05

****** END OF ITEM 5 ******

ITEM 6: SISTER CITY/SERVICE CLUB SIGNS**FILE NUMBER:** GP092/005 PT2/ENG

REPORT:

A request has been made by the Sister City Association, that signs be erected at the entrance to the Hawkesbury City area, signifying Sister City relationships with both Temple City, USA and Tamba, Japan. The Association has suggested that these signs may be combined with the Service signs which are currently erected on Windsor Road at McGraths Hill Bells Line of Road, at Richmond and Blacktown Road Richmond.

The structure supporting the Service signs is relatively old and the quality of the Service signs themselves varies considerably due to the length of time they have been erected.

Alternative structures have been investigated which would enable some uniformity with the Service signs and also could incorporate the Sister City signs that the Sister City Association requested. The alternatives will be displayed at the meeting, however, it is felt that the circular structure would be the more suitable alternative. The estimated cost to manufacture, erect and paint the structure is \$850.00 at each location, with the production and installation of each Service sign estimated to cost \$100.00 at each location. It is considered that the Service Clubs should be approached on the basis of meeting the costs of the production and installation of their particular signs at each location.

RECOMMENDATION:

1. That the existing structures supporting the community service signs at Windsor Road, McGraths Hill, Bells Line of Road, Richmond and Blacktown Road, Richmond be replaced with the 1200mm (twelve hundred) diameter structure.
2. Negotiations be held with the Service Clubs and Sister City Association with a view to those Groups contributing towards the installation of their particular signs at a rate of \$100.00 (one hundred) per location.

ATTACHMENTS:

There are no supporting documents for this report.

FN:IN628NBX.E09

****** END OF ITEM 6 ******

ITEM 7: **COLLITH AVENUE, SOUTH WINDSOR****FILE NUMBER:** 360/R PT1/ENG

REPORT:

There has been concern for some time, about the condition of Collith Avenue and also the volume of traffic using this road.

In June, 1993, Traffic Consultants, Stapleton & Hallam, were commissioned to investigate traffic flows in this area, particularly with reference to the development of Bligh Park.

Traffic counts were undertaken and the following average daily traffic flows were recorded:-

Collith Avenue -	6,879
Mileham Street -	2,586
Rifle Range Road -	5,119
Colonial Drive -	1,837

The flows in Colonial Drive were lower than anticipated, most likely due to the count being undertaken over the Easter period and the following school holidays, which would give different traffic patterns. The other roads were surveyed without the effect of the holiday traffic patterns, thus the figures for Colonial Drive should not be regarded as typical.

The first observation that was made is that the flows in Collith Avenue are very high, too high even for a collector road. A desirable upper limit for a collector road is 3,000 vehicles per day while an absolute upper limit is 5,000 vehicles per day. Average week day flow showed that the south bound flow (3,554) was slightly higher than the north bound flow (3,352). This suggested that Collith Avenue is used because it is convenient and not just because it avoids the right turn movement from Rifle Range Road to travel north bound on George Street. In the morning peak hour, the north bound average week day flow was 138 vehicles per hour, with a south bound flow of 355 vehicles per hour. In the evening peak hour, the north bound flow was 399 vehicles per hour with the south bound flow being 204 vehicles per hour. The morning peak hour traffic flows confirmed the previous observation. It was considered that part of the explanation for the high traffic flows in Collith Avenue was that it was used for convenient access to Bede Polding High School. A second reason is that it could be used by the residents of South Windsor in the Stewart Street - Woods Road East - Berger Road area for access to George Street - Richmond Road.

As well as impacting on the amenity of residential properties fronting Collith Avenue, the high traffic flows also provide a potential safety hazard for school children walking to the High School. This will be exacerbated when the primary school proposed by the Catholic Education Office is constructed on Collith Avenue, as will the residential subdivision which has recently been approved at the intersection of Collith Avenue and Stewart Street and encompassing the area back to the extension of Woods Road which will be further detailed later.

A road network assessment was carried out on the basis of the traffic counts recorded and projected to 1998, both with and without the North Bligh Park development. At the intersection of Rifle Range Road and George Street it was recommended that traffic signals be installed in the short to medium term and the Roads & Traffic Authority have been approached in this regard. It was also recommended that either Collith Avenue or another new road be developed for access from Rifle Range Road to South Windsor. At the Colonial Drive/George Street intersection, it was recommended that a one lane roundabout be installed in the short to medium term and should additional capacity be required in the long term, plan for either the widening of the roundabout to two lanes or for the installation of signal control on the approaches to operate in peak periods. Again, the Roads & Traffic Authority has been requested to consider the installation of a roundabout at this location.

The collector road network serving the Bligh Park area primarily consists of Colonial Drive and Rifle Range Road with Collith Avenue providing additional link to south Windsor. As the traffic volumes indicate, Collith Avenue carries more traffic than Rifle Range Road. Taking into account the current rate of development and projected development in the next five years, the question is, should there be additional collector roads serving the area. It was recommended by the Consultants, that a new link road be constructed as a collector road between Rifle Range Road and South Windsor with the options including the extension of Stewart Street or a link to Berger Road. The preferred option when North Bligh Park is developed, is to construct a collector road link from the intersection of Rifle Range Road/Colonial Drive to link with the southern end of Berger Road with a local road link from the centre of the collector road previously mentioned to link to the southern end of Stewart Street.

As was indicated to Council previously, the section of Collith Avenue between Woods Road and Stewart Street was acquired by the Department of Housing for housing purposes and as such, does not have legal status as a road.

As mentioned earlier in the report, a Catholic Primary School is proposed on the eastern side of Collith Avenue between Woods Road and Rifle Range Road. Construction on this project is proposed to commence within the next two years and it will be a condition on that development that kerb and gutter and road shoulder reconstruction and sealing be undertaken over the full length of the property.

As also mentioned previously in the report, a residential subdivision has recently been approved consisting of 23 residential blocks located in a triangular section of land bounded by Stewart Street, Collith Avenue and Woods Road extension to Stewart Street. The subdivider has proposed that Woods Road be extended from Collith Avenue to Stewart Street and this work will be undertaken as part of the subdivisional works. Once this construction has been completed, it is felt that the physical closure of Collith Avenue between Woods Road and Stewart Street would assist in deterring the through traffic from Bligh Park to South Windsor via Collith Avenue.

When the traffic facilities are in place in Colonial Drive/George Street and Rifle Range Road/George Street it may then be necessary to place traffic control devices on both Collith Avenue and Mileham Street between Rifle Range Road and Woods Road to further encourage the use of George Street rather than the residential streets of South Windsor.

An amount of \$57,039 has been provided in the current Works Program for the reconstruction of Collith Avenue. It is proposed that these funds be utilised on the reconstruction of the failed pavement on the eastern side of Collith Avenue between Woods Road and Rifle Range Road and also to provide for the physical closure of Collith Avenue at Woods Road intersection and Stewart Street intersection.

RECOMMENDATION:

That following the completion of the construction of the Woods Road extension between Collith Avenue and Stewart Street that Collith Avenue be physically closed at the intersection of Woods Road and Stewart Streets and following the completion of these works, traffic counts be undertaken to determine the need for further traffic control facilities in both Collith Avenue and Mileham Streets and this matter be further reported to Council.

ATTACHMENTS:

There are no supporting documents for this report.

FN:IN628NBX.E10

****** END OF ITEM 7 ******

ITEM 8: NAMING OF ROADS - RENAMING EASTERN END OF BLAXLANDS
RIDGE ROAD**FILE NUMBER:** GR120/003 PT2 0209/4 PT2/ENG

REPORT:

Following advertising of the proposed re naming of the section of Blaxlands Ridge Road between Putty Road and West Portland Road as Packer Road, one objection has been received suggesting the name should be Lower Portland Road.

It is felt that Lower Portland Road would be liable to be confused with West Portland Road, negating the intention of altering its current name.

RECOMMENDATION:

That the section of Blaxlands Ridge Road between Putty Road and West Portland Road be named Packer Road in accordance with the provisions of the Roads Act 1993.

ATTACHMENTS:

There are no supporting documents for this report.

FN:IN628NBX.E01

****** END OF ITEM 8 ******

ITEM 9: EAST KURRAJONG ROAD - PROPOSED RENAMING**FILE NUMBER:** 0510/R PT4/ENG

REPORT:

As Council is aware, it was resolved that the survey of residents of East Kurrajong Road be re-conducted, following representations regarding the renaming of East Kurrajong Road, Section 1 and 2.

The survey was conducted in the format in the Business Paper for both sections of East Kurrajong Road and although there was a discrepancy in the date when the questionnaire was to be returned, this was addressed by advising residents of an extended time period for the return of the questionnaire.

The questionnaires have now been collated and the results are:-

East Kurrajong Road, Section 1

232 questionnaires were distributed
133 being returned, ie; 57% returned

Of the questionnaires returned, eighty (60.9%) indicated the desire to keep the name of East Kurrajong Road, Section 1 as East Kurrajong Road. Forty seven (36.1%) requested a change to the name of East Kurrajong Road, Section 1 to Bull Ridge Road or the Bull Ridge. Of the remaining questionnaires, one requested a name change to Walsh Road, one requested Settlers Ridge Road and one requested Kurrajong Road. Two respondents requested a change to the name of the road, but had no preference as to the name change, while one respondent asked for anything but Bull Ridge Road.

On the basis of the questionnaires returned, it appears there is general consensus that the name East Kurrajong Road be adopted in lieu of East Kurrajong Road, Section 1.

East Kurrajong Road, Section 2

70 questionnaires were distributed
40 being returned
Similar to Section 1, a response rate of 56% was achieved.

Of the questionnaires returned, twelve (30%) requested East Kurrajong Road, Section 2 be named East Kurrajong Road. Nineteen (47.5%) requested East Kurrajong Road, Section 2 be renamed Bull Ridge Road or the Bull Ridge. Of the remaining questionnaires returned, there was one request to change the name to Orchard Road, one to East Ridge Road, one to Angophora Road and one to Warrawara Road. Five respondents had no preference as to the name change.

It appears from the responses received to questionnaire, the general consensus is to change the name of East Kurrajong Road, Section 2 to Bull Ridge Road.

It is interesting to note that on the 1-25,000 scale, topographic maps produced by the Land Information Centre, that the entire area between Comleroy Road and West Portland Road along East Kurrajong Road, Sections 1 and 2, is identified as Bull Ridge.

All those respondents to the questionnaire have been notified that this matter will be considered at its General Purpose Committee of 28th June, 1994.

RECOMMENDATION:

That:-

1. East Kurrajong Road, Section 1, be renamed East Kurrajong Road.
2. East Kurrajong Road, Section 2, be renamed Bull Ridge Road.

ATTACHMENTS:

AT-1 Survey

FN:IN628NBX.E08

****** END OF ITEM 9 ******