

## **MEETING NOTICE**

A meeting of the  
**Public Works & Maintenance Committee**  
will be held in the Botany Town Hall Meeting Room  
Cnr Edward Street and Botany Road, Botany  
on **Wednesday 18 April 2018 at 8:00 pm**

## **AGENDA**

### **1 ACKNOWLEDGEMENT OF TRADITIONAL OWNERS**

Bayside Council respects the traditional custodians of the land, and elders past and present, on which this meeting takes place, and acknowledges the Gadigal and Bidjigal Clans of the Eora Nation.

### **2 APOLOGIES**

### **3 DISCLOSURES OF INTEREST**

### **4 MINUTES OF PREVIOUS MEETINGS**

- 4.1 Minutes of the Public Works & Maintenance Committee Meeting - 28  
February 2018 .....2

### **5 REPORTS**

- 5.1 Sutherland and King Street Signalised Intersection - review of funding  
strategy.....5
- 5.2 Re-opening of Chuter Avenue Exit Ramsgate Beach Town Centre .....9
- 5.3 Tree Management Principals .....17

### **6 GENERAL BUSINESS**

### **7 NEXT MEETING**

Meredith Wallace  
**General Manager**

**Public Works & Maintenance Committee**

**18/04/2018**

Item No	4.1
Subject	<b>Minutes of the Public Works &amp; Maintenance Committee Meeting - 28 February 2018</b>
Report by	Jeremy Morgan, Manager City Infrastructure
File	SC18/51

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**Officer Recommendation**

That the Minutes of the Public Works & Maintenance Committee meeting held on 28 February 2018 be received and the recommendations therein be adopted.

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**Present**

Councillor James Macdonald  
Councillor Michael Nagi  
Councillor Dorothy Rapisardi

**Also present**

Director City Presentations, Colin Clissold  
Manager City Infrastructure, Jeremy Morgan

General Manager, Meredith Wallace  
Councillor Liz Barlow  
Councillor Christina Curry  
Manager City Works, Steve Poulton  
Manager Waste & Cleansing Services, Joe Logiacco  
Manager Parks & Open Spaces, Kyle Jamieson  
Manager Governance & Risk, Fausto Sut

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The Chairperson opened the meeting in the Meeting Room, Botany Town Hall at 6.28pm.

**1 Acknowledgement of Traditional Owners**

The Chairperson affirmed that Bayside Council respects the traditional custodians of the land, and elders past and present, on which this meeting takes place, and acknowledges the Gadigal and Bidjigal Clans of the Eora Nation.

**2 Apologies**

There were no apologies received.

**3 Disclosures of Interest**

There were no disclosures of interest.

## **4 Minutes of Previous Meetings**

Nil

## **5 Reports**

### **5.1 Terms of Reference**

Committee recommendation

- 1 That the attached Terms of Reference be received and noted.
- 2 That the schedule of meeting dates be received and noted.

### **5.2 City Projects Program - Presentation**

Committee Recommendation

- 1 That the Committee note the make-up of the City Projects Program.
- 2 That City Projects Program Presentation be placed on the Councillor Portal.

### **5.3 Asset Management Life Cycle - Presentation**

Committee Recommendation

- 1 That the committee note the presentation.
- 2 That Asset Management Life Cycle Presentation be placed on Councillor Portal.

### **5.4 City Presentation Service Alignment and Improvements - Waste & Cleansing Services**

Committee Recommendation

- 1 That the report on the City Presentation service alignment and improvements within the Waste & Cleansing Service Unit be received and noted.
- 2 That a report be provided on statistics about illegal waste dumping throughout the LGA.
- 3 That the video on street sweeping be placed on Council's Facebook page.

## **5.5 City Presentation Service Alignment and Improvements - Parks & Open Space**

### Committee Recommendation

- 1 That the report on the City Presentation Service Alignment and Improvements – Parks & Open Space be received and noted.

## **5.6 Key Focus Areas**

### Committee Recommendation

That the Committee endorse its key focus areas mentioned in the report and include the following:

- Strategic direction for public infrastructure, including playground facilities.
- Service reviews, including identify areas of improved efficiency and environmental sustainability.
- Delivery of major projects and progress.
- Education and awareness strategies related to Committee activities.
- Capital Works program.
- Strategies to assist schools to improve children drop off and related issues.
- Review of TPO process.

## **6 General Business**

There was no General Business.

## **7 Next Meeting**

That the next meeting be held in the Meeting Room, Botany Town Hall at 6.30pm on Wednesday, 18 April 2018.

The Chairperson closed the meeting at 8.38pm.

## **Attachments**

Nil

**Public Works & Maintenance Committee**

**18/04/2018**

Item No	5.1
Subject	<b>Sutherland and King Street Signalised Intersection - review of funding strategy</b>
Report by	Jeremy Morgan, Manager City Infrastructure
File	F17/417

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**Summary**

The Local Traffic Committee of both Bayside Council and the former City of Botany Bay have considered the request to upgrade the signalised intersection of King Street and Sutherland Street at Mascot.

The most recent resolution on this matter, as made at the meeting of 9 November 2018 was as follows:

**Council Resolution**

That an exclusive right turn lane with a right turn phase for the northbound traffic in Sutherland Street at the King Street signalised intersection be approved for detailed design and a funding strategy be prepared for implementation of the proposal.

The detailed design for the proposal has progressed, and comments received from the Roads and Maritime Service (RMS). To prepare for a funding strategy, a costing of the proposal has been prepared.

The cost estimate to implement the proposed modifications far exceeds the typical annual allocation of funding towards traffic improvements, and pursuit of the proposal will require significant investment into this single intersection modification. It is recommended that alternate cost effective options be considered in preference to the modification of the traffic signals.

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**Officer Recommendation**

That alternate options to an exclusive right turn phase for the northbound traffic at the Sutherland Street at the King Street signalised intersection be considered to improve traffic flow due to the significant cost implications of the proposal.

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**Background**

This matter has been referred to the Public Works and Maintenance Committee to provide advice on the strategic direction and priority associated with the proposed works at the intersection of King Street and Sutherland Street.

**Role of the Local Traffic Committee**

The Local Traffic Committee provides technical advice to Council on specified traffic matters on Council controlled roads, such as the appropriateness of the proposal and the compliance

with legislative, standard and specification requirements. However it is not within the Terms of Reference of the local traffic committee to provide advice on funding of traffic facilities.

The RMS owns and operated all traffic control signals on public roads, including those on Council's road network. Approval of any new works, maintenance and modification of signals require the consent of the RMS. For signals on the Council road network, the RMS seeks Council concurrence for the proposal, typically through the Local Traffic Committee.

Council has given its concurrence through previous resolutions to proceed with design of the intersection modification.

The RMS advised that Council will need to fully fund the proposed intersection upgrade as Council initiated the proposed signal upgrade, and the affected roads are both under the control of Council.

### **Proposal to Introduce a Right Turn Only Movement**

On 4 April 2016, the City of Botany Bay Local Traffic Committee considered a General Business item (refer Item 6.1):

#### **SUTHERLAND / KING STREET INTERSECTION – 'PROPOSED RIGHT TURN ONLY' ARROW COMMITTEE RECOMMENDATION**

THAT: A letter of response be sent to the State MP for Heffron outlining the following:

1. A survey of traffic flow at the intersection is scheduled to be undertaken;
2. The result of the survey will be forwarded to Council's traffic consultant to determine if the 'Right Turn Only' movement is required at the intersection;
3. The traffic consultant's recommendations will be forwarded to the RMS to determine whether the 'Right Turn Only' movement is required; and
4. The outcome of the investigation be reported at a future Local Traffic Committee meeting.

The most recent resolution on this matter, as made by the Administrator at the meeting of 9 November 2018 was as follows:

#### **Council Resolution**

That an exclusive right turn lane with a right turn phase for the northbound traffic in Sutherland Street at the King Street signalised intersection be approved for detailed design and a funding strategy be prepared for implementation of the proposal.

#### **Design and Costing**

Council commissioned an accredited signal designer to prepare a design that meets the RMS requirements. The draft design was submitted to the RMS for review.

The RMS require any proposed upgrades to signalise intersections to comply with current standards. There are significant cost implications of this requirement at the intersection King and Sutherland Streets, primarily relating to the following factors:

1. Traffic signal lanterns mounted on a timber power pole need to be replaced and as they can no longer be re-instated back onto the power pole. A new RMS traffic

- signal is to be installed. Two existing sets of lanterns mounted on wooden power poles will need to be replaced, which triggers two new RMS posts to be installed.
2. Existing pedestrian crossing affected by the works need to be changed to dashed lines and made 3.6m wide. Crossings will be affected by new posts at this location. The kerb ramps of these crossings to be updated to RMS standards.
  3. Public utilities need to be relocated in association with the proposed works, including relocation of power poles and overhead cabling.

The amount of rework at the intersection to comply with current standards is significant and a strategic cost review has resulted in an estimated cost in the order of \$1.2million.

### **Funding Strategy**

RMS has indicated that the proposed works would need to be fully funded by Council. For Council to fund the proposal based on existing program allocations would consume six (6) years of the Traffic Improvements Program.

### **Utility Alterations**

It will be Council's responsibility to relocate all the affected utilities to meet the requirements of relevant authorities, including RMS. In particular, the power poles / lighting columns must be relocated at least 3.0 m from the back of the kerb or closer to the boundary. This will require the relocation of two (2) power poles one of which supports multiple power and telecommunications distribution systems. In order to avoid encroachment of the overhead wires across private property additional poles may be required. The utility providers have not fully detailed the requirements at this point, and this still remains a risk.

### **Traffic Modelling**

Specific intersection and road network analysis was undertaken in 2005 in the Mascot area. The data has been used to predict the benefits of a dedicated right turn lane from Sutherland Street into King Street. Further traffic counts were undertaken at the intersection in 2016. The modelling undertaken was relatively basic, and more thorough investigation would be recommended should Council seek to proceed with the proposal.

There is a 'No Right Turn' restriction for northbound motorists on Botany Road into Gardeners Road. This restriction results in some motorists seeking to travel eastbound on Gardeners Road to filter through the residential catchment bounded by Botany Road, Wentworth Avenue, Southern Cross Drive and Gardeners Road.

The northbound right turn in the morning peak at this intersection is much higher than the returning afternoon peak movement. Upgrading the capacity of the intersection has the potential to encourage greater volumes of traffic through the intersection.

The traffic models have been more recently reviewed by Bitzios Consulting, and they determined that providing a peak period parking ban on the King Street (east) approach, would potentially achieve a similar the level of performance at the intersection to the dedicated northbound right turn facility.

The traffic scenarios analysed are for the 2005 AM and PM peak hours and are described as follows:

- **Scenario 1:** existing conditions and two-phase sequence;

- **Scenario 2:** proposed upgrade – dedicated northbound right turn, prohibition of the southbound right turn and changes to the signal phase sequence. Northbound right turn has been modelled as fully controlled;
- **Scenario 3:** alternative low-cost option – increasing the on-street kerbside parking clearways during peak hours to provide additional approach and departure capacity at the intersection; namely, all kerbside departure lanes extended to 50m and the westbound kerbside approach lane extended to 85m. No changes to the existing geometry, line marking, lane disciplines, phase sequence, etc. required.

All scenarios have been analysed on a 60-second user given cycle time to provide a like-comparison. The Sidra outputs for the above scenarios have been summarised in the table below.

Scenario		Degree Of Saturation (v/c)	Ave Delay (s)	Level Of Service	95%ile Queue (m)
S1	AM	1.27	125	F	487
S1	PM	0.86	25	B	86
S2	AM	0.89	24	B	83
S2	PM	0.90	28	B	98
S3	AM	0.90	26	B	139
S3	PM	0.78	21	B	62

As shown in the table above, the Sidra results indicate that:

- Scenario 1 does not operate within acceptable performance limits for a signalised intersection (in terms of degree of saturation, level of service, average delays and 95-percentile vehicle queues) in the AM peak. However, the PM peak is shown to operate within acceptable performance limits;
- Scenario 2 operates within acceptable performance limits for a signalised intersection. However, the AM results indicate the northbound right turn queue would significantly exceed the turning lane storage and overflow into the adjacent lane; and
- Scenario 3 operates within acceptable performance limits for a signalised intersection.

#### Minimum Cost Signal Modifications Option

If the RMS was prepared to accept a minimum scope of works to replace only the essential components of the signalised intersection and accept the remaining existing infrastructure, the estimated cost of \$125,000 – \$200,000.

#### Attachments

Nil



**Public Works & Maintenance Committee**

**18/04/2018**

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Item No	5.2
Subject	<b>Re-opening of Chuter Avenue Exit Ramsgate Beach Town Centre</b>
Report by	Stefan Trajkovski, Major Projects Project Manager / Administrator
File	F16/1

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**Summary**

Following completion of the Ramsgate Beach Town Centre upgrade, a retail tenancy owner has requested that Council consider re-opening the Chuter Avenue car-park exit. Many aspects need to be taken into account in assessing the viability of this proposal, not least of which are pedestrian safety and vehicular movements in the vicinity.

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**Officer Recommendation**

- 1 That the Public Works and Maintenance Committee receives and notes the report.
  - 2 That if this report is supported by the Public Works & Maintenance Committee, a separate technical report be referred to the Bayside Council Traffic Committee for consideration.
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**Background**

Planning for the upgrade of the Ramsgate Beach Town Centre commenced in late 2012 with the engagement of a multi-disciplinary design team to develop master plan options and detailed design documentation. Community consultation was undertaken and the Master Plan was amended in response to the community feedback received.

On 2 December 2015, the former Rockdale City Council resolved to accept the tender submission offered by Ichor Constructions Pty Ltd, and they were formally engaged as the main contractor. Construction works have since concluded, with the reconfigured car-park and footpaths being a focus of the improvements made to the Town Centre to effect improved access and safety for pedestrians, along with improved circulation and parking facilities.

Amendments to the car-park included a reduction in the width of the central aisle, and a change to one-way traffic from west to east. To compliment these changes, new entry/exit points to/from the car-park were constructed, and existing exits to Chuter Avenue and The Grand Parade were closed.

A retail tenancy within the Town Centre expressed their dissatisfaction with the closure of the Chuter Avenue exit, citing reduced vehicular access to their respective stores as potentially affecting their customer base. To appease the business owners, Bayside Council suggested that traffic flow would be monitored once the project works were complete, with a view of reassessing the reinstatement of the Chuter Avenue car-park exit.

The following points should be taken into consideration by the Public Works and Maintenance Committee in assessing the viability of re-opening of the Chuter Avenue exit:

- 1 The proximity of the proposed exit to the traffic control system at the inspection of Chuter Avenue and Ramsgate Road creates an unnecessary conflict point for motorists. Furthermore, the adjacent slip lane leading from Ramsgate Road into Chuter Avenue is also problematic. In both instances, sight lines are obstructed.
- 2 Significant pedestrian conflict would exist when crossing the proposed exit driveway into Chuter Avenue.
- 3 The proposed exit would conflict with the on-street bicycle route.
- 4 The street light pole adjacent the pharmacy will likely require relocation to provide adequate space for the driveway exit.
- 5 The bus zone adjacent the pharmacy will be affected, and will likely require relocation to provide adequate space for the driveway exit.
- 6 Given that the majority of the car-park utilises a one-way aisle, the only motorists that will benefit from a new exit at Chuter Avenue will be:
  - a Those who enter the car-park at the western entry point and want to exit the car-park immediately.
  - b Those who have parked in one of the 9 off car spaces in the two-way aisle at the western-most end of the car-park.
- 7 The redesign of the car-park results in the proposed car-park exit point to Chuter Avenue being shifted north by approximately 5 - 6 metres. This has the consequence of bringing the Chuter Avenue exit closer to the traffic control system and the associated slip lane.
- 8 Exiting traffic will have to stop and give way to pedestrians at the footpath/driveway crossing. This is compounded as pedestrians crossing at the intersection can only access the town centre via this driveway crossing. A flush pedestrian threshold treatment will need to be provided at this driveway.

The above list of items for consideration has been formulated by consulting RMS and Bayside Council's Traffic and Roads safety section.

Cost:

Excluding the potential requirement for relocating the street light pole and the existing bus stop, the cost estimate for re-opening of the Chuter Avenue car-park exit would approximately be \$100,000. This would include design costs and consultation. It should be noted that the works would likely need to be undertaken out-of-hours.

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## Attachments

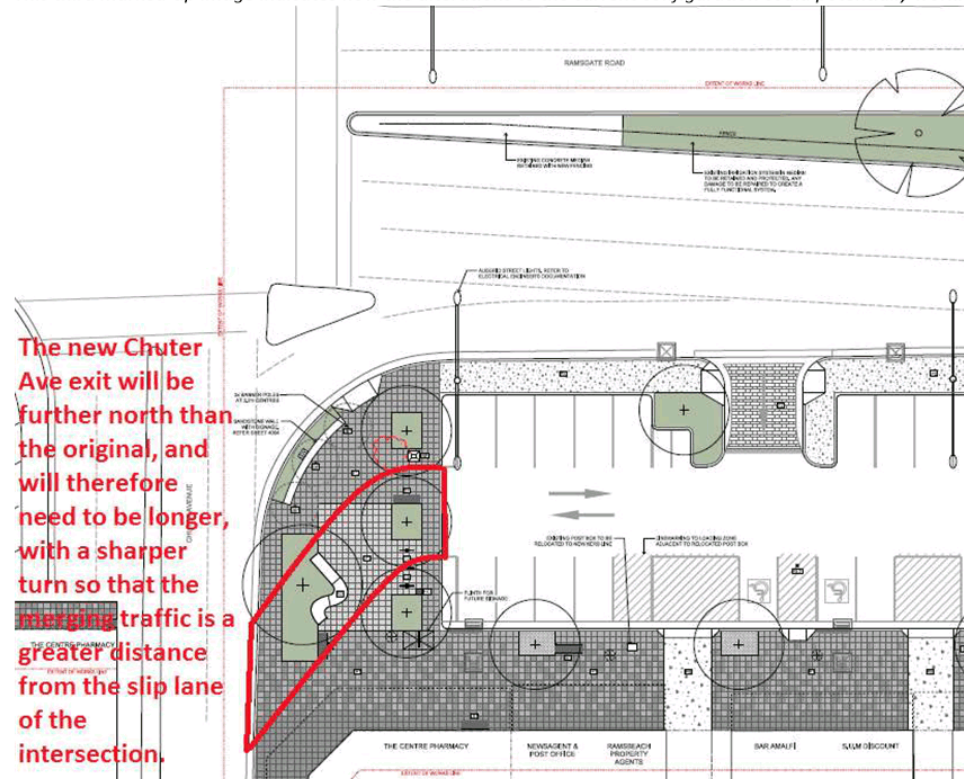
- 1 Chuter Avenue Re-opening Plans
- 2 Photos existing situation [↓↓](#)

*This first image highlights the previous carpark exit before the revitalisation project commenced:*



[illegible]

*This third marked-up image indicates how the alterations to the current configuration could potentially work:*





Photos existing finished works Chuter Avenue end of the car park











**Public Works & Maintenance Committee**

**18/04/2018**

Item No	5.3
Subject	<b>Tree Management Principals</b>
Report by	Kyle Jamieson, Manager Parks and Open Spaces
File	F18/122

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**Summary**

A presentation will be provided on the principals and guidelines around Council Tree Management.

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**Officer Recommendation**

That the report on the principals and guidelines around Council Tree Management be received and noted.

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**Attachments**

Nil