



INFRASTRUCTURE POLICY COMMITTEE

AGENDA

1 DECEMBER 2020

Notice is hereby given, in accordance with the provisions of the Local Government Act 1993 that a **INFRASTRUCTURE POLICY COMMITTEE MEETING of ORANGE CITY COUNCIL** will be held in the **COUNCIL CHAMBER, CIVIC CENTRE, BYNG STREET, ORANGE WITH AN OPTION OF ONLINE CONFERENCING PLATFORM ZOOM DUE TO COVID-19 REQUIREMENTS** on **Tuesday, 1 December 2020.**

David Waddell
CHIEF EXECUTIVE OFFICER

For apologies please contact Administration on 6393 8218.

AGENDA

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1 INTRODUCTION

1.1 DECLARATION OF PECUNIARY INTERESTS, SIGNIFICANT NON-PECUNIARY INTERESTS AND LESS THAN SIGNIFICANT NON-PECUNIARY INTERESTS

The provisions of Chapter 14 of the Local Government Act, 1993 (the Act) regulate the way in which Councillors and designated staff of Council conduct themselves to ensure that there is no conflict between their private interests and their public role.

The Act prescribes that where a member of Council (or a Committee of Council) has a direct or indirect financial (pecuniary) interest in a matter to be considered at a meeting of the Council (or Committee), that interest must be disclosed as soon as practicable after the start of the meeting and the reasons given for declaring such interest.

As members are aware, the provisions of the Local Government Act restrict any member who has declared a pecuniary interest in any matter from participating in the discussion or voting on that matter, and requires that member to vacate the Chamber.

Council's Code of Conduct provides that if members have a non-pecuniary conflict of interest, the nature of the conflict must be disclosed. The Code of Conduct also provides for a number of ways in which a member may manage non pecuniary conflicts of interest.

RECOMMENDATION

It is recommended that Committee Members now disclose any conflicts of interest in matters under consideration by the Infrastructure Policy Committee at this meeting.

2 COMMITTEE MINUTES

2.1 MINUTES OF THE CITY OF ORANGE TRAFFIC COMMITTEE MEETING - 10 NOVEMBER 2020

RECORD NUMBER: 2020/2296

AUTHOR: Ian Greenham, Director Technical Services

EXECUTIVE SUMMARY

The City of Orange Traffic Committee held a meeting on 10 November 2020 and the recommendations from that meeting are presented to the Infrastructure Policy Committee for adoption.

LINK TO DELIVERY/OPERATIONAL PLAN

The recommendation in this report relates to the Delivery/Operational Plan strategy “9.1 Preserve - Construct and maintain a road network meets the community’s transport and infrastructure needs”.

FINANCIAL IMPLICATIONS

The cost of signage will be funded from the sign budget.

POLICY AND GOVERNANCE IMPLICATIONS

Nil

RECOMMENDATION

That Council resolves:

- 1 To acknowledge the reports presented to the City of Orange Traffic Committee at its meeting of 10 November 2020.
- 2 To determine Recommendations 3.1, 3.2, 3.3, 3.4 and 3.5 from the minutes of the City of Orange Traffic Committee meeting of 10 November 2020 being:
 - 3.1 That Council install stop signs and double barrier line marking at the Chapman Street and Spring Street intersection as per figure 2 in this report.
 - 3.2 That Council install “No Stopping” signs at the Racecourse Road and Kenna Street intersection, 10 metres from the corner, as per Figure A of this report.
 - 3.3 That this item be deferred until blackspot funding is announced.
 - 3.4 That Council adopt Coronation Drive (TF 223) Lines and Signs.
 - 3.5 That Council allow Taxis to undertake a U-Turn at the Anson Street layback near the Ex-Services Club and that this be reviewed in 6 months.
- 3 That the remainder of the minutes of the City of Orange Traffic Committee Meeting of 10 November 2020 be adopted.

FURTHER CONSIDERATIONS

Consideration has been given to the recommendation's impact on Council's service delivery; image and reputation; political; environmental; health and safety; employees; stakeholders and project management; and no further implications or risks have been identified.

ATTACHMENTS

- 1 Minutes of the Meeting of the City of Orange Traffic Committee held on 10 November 2020
- 2 COTC 10 November 2020 Agenda, D20/68887 [↓](#)

ORANGE CITY COUNCIL

MINUTES OF THE

CITY OF ORANGE TRAFFIC COMMITTEE

HELD IN GIYALANG GANYA MEETING ROOM, LORDS PLACE, ORANGE

ON 10 NOVEMBER 2020

COMMENCING AT 9.30AM

1 INTRODUCTION

ATTENDANCE

Mr Richard Drooger, Senior Sgt Peter Foran, Strategic Planning and Design Engineer, Road Safety Officer, Works Manager, Manager Engineering Services, Cadet Engineer (Wills), Divisional Administration Officer

*** In the absence of the Chairperson, Cr R Turner, the Manager Engineering Services chaired the meeting. ***

1.1 Apologies and Leave of Absence

RESOLVED

Senior Sgt P Foran/Mr R Drooger

That the apologies be accepted from Chief Inspector David Harvey and Mr Geoff Lewis for the City of Orange Traffic Committee meeting on 10 November 2020.

1.2 Acknowledgement of Country

1.3 Declaration of pecuniary interests, significant non-pecuniary interests and less than significant non-pecuniary interests

Nil

2 PREVIOUS MINUTES

RESOLVED

Senior Sgt P Foran/Mr R Drooger

That the Minutes of the Meeting of the City of Orange Traffic Committee held on 13 October 2020 (copies of which were circulated to all members) be and are hereby confirmed as a true and accurate record of the proceedings of the City of Orange Traffic Committee meeting held on 13 October 2020.

3 GENERAL REPORTS

3.1 SPRING HILL LEVEL CROSSING

TRIM REFERENCE: 2020/2175

RECOMMENDATION**Senior Sgt P Foran/Mr R Drooger**

That Council install stop signs and double barrier line marking at the Chapman Street and Spring Street intersection as per figure 2 in this report.

3.2 RACECOURSE ROAD AND KENNA STREET INTERSECTION

TRIM REFERENCE: 2020/2221

RECOMMENDATION**Mr R Drooger/Senior Sgt P Foran**

That Council install "No Stopping" signs at the Racecourse Road and Kenna Street intersection, 10 metres from the corner, as per Figure A of this report.

3.3 DALTON / CLINTON AND DALTON / SAMPSON INTERSECTIONS CHANGE OF PRIORITY

TRIM REFERENCE: 2020/2220

RECOMMENDATION**Senior Sgt P Foran/Mr R Drooger**

That this item be deferred until blackspot funding is announced.

3.4 CORONATION DRIVE PEDESTRIAN CROSSING LINES AND SIGNS

TRIM REFERENCE: 2020/2222

RECOMMENDATION**Mr R Drooger/Senior Sgt P Foran**

That Council adopt Coronation Drive (TF 223) Lines and Signs.

3.5 TAXI U-TURNS IN ANSON STREET IN FRONT OF EX-SERVICES CLUB

TRIM REFERENCE: 2020/2223

RECOMMENDATION**Senior Sgt P Foran/Mr R Drooger**

That Council allow Taxis to undertake a U-Turn at the Anson Street layback near the Ex-Services Club and that this be reviewed in 6 months.

THE MEETING CLOSED AT 9.59AM.



CITY OF ORANGE TRAFFIC COMMITTEE

AGENDA

10 NOVEMBER 2020

Notice is hereby given, in accordance with the provisions of the Local Government Act 1993 that a **CITY OF ORANGE TRAFFIC COMMITTEE MEETING** of **ORANGE CITY COUNCIL** will be held in the **GIYALANG GANYA MEETING ROOM, LORDS PLACE, ORANGE** on **Tuesday, 10 November 2020** commencing at **9.30AM**.

David Waddell

CHIEF EXECUTIVE OFFICER

For apologies please contact Jason Theakstone on 6393 8505.

CITY OF ORANGE TRAFFIC COMMITTEE

10 NOVEMBER 2020

AGENDA**EVACUATION PROCEDURE**

In the event of an emergency, the building may be evacuated. You will be required to vacate the building. The Committee Clerk will now identify the emergency muster point.

Under no circumstances is anyone permitted to re-enter the building until the all clear has been given and the area deemed safe by authorised personnel.

In the event of an evacuation, a member of Council staff will assist any member of the public with a disability to vacate the building.

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CITY OF ORANGE TRAFFIC COMMITTEE

10 NOVEMBER 2020

1 INTRODUCTION**MEMBERS**

Cr R Turner (Chairperson), Mr Richard Drooger, Sgt Adam Cornish, Mr Geoff Lewis, Chief Executive Officer, Director Technical Services, Manager Development Assessments, Strategic Planning and Design Engineer, Road Safety Officer, Works Manager, Manager Engineering Services, Communications Officer, Divisional Administration Officer

1.1 APOLOGIES AND LEAVE OF ABSENCE**1.2 ACKNOWLEDGEMENT OF COUNTRY**

I would like to acknowledge the Wiradjuri people who are the Traditional Custodians of the Land. I would also like to pay respect to the Elders both past and present of the Wiradjuri Nation and extend that respect to other Aboriginal Australians who are present.

1.3 DECLARATION OF PECUNIARY INTERESTS, SIGNIFICANT NON-PECUNIARY INTERESTS AND LESS THAN SIGNIFICANT NON-PECUNIARY INTERESTS

The provisions of Chapter 14 of the Local Government Act, 1993 (the Act) regulate the way in which Councillors and designated staff of Council conduct themselves to ensure that there is no conflict between their private interests and their public role.

The Act prescribes that where a member of Council (or a Committee of Council) has a direct or indirect financial (pecuniary) interest in a matter to be considered at a meeting of the Council (or Committee), that interest must be disclosed as soon as practicable after the start of the meeting and the reasons given for declaring such interest.

As members are aware, the provisions of the Local Government Act restrict any member who has declared a pecuniary interest in any matter from participating in the discussion or voting on that matter, and requires that member to vacate the Chamber.

Council's Code of Conduct provides that if members have a non-pecuniary conflict of interest, the nature of the conflict must be disclosed. The Code of Conduct also provides for a number of ways in which a member may manage non pecuniary conflicts of interest.

RECOMMENDATION

It is recommended that Committee Members now disclose any conflicts of interest in matters under consideration by the City of Orange Traffic Committee at this meeting.

2 PREVIOUS MINUTES**RECOMMENDATION**

That the Minutes of the Meeting of the City of Orange Traffic Committee held on 13 October 2020 (copies of which were circulated to all members) be and are hereby confirmed as a true and accurate records of the proceedings of the City of Orange Traffic Committee meeting held on 13 October 2020.

ATTACHMENTS

- 1 Minutes of the Meeting of the City of Orange Traffic Committee held on 13 October 2020

ORANGE CITY COUNCIL

MINUTES OF THE

CITY OF ORANGE TRAFFIC COMMITTEE

HELD IN COMMITTEE ROOM 3, CIVIC CENTRE, BYNG STREET, ORANGE

ON 13 OCTOBER 2020

COMMENCING AT 9.30AM

1 INTRODUCTION

ATTENDANCE

Cr R Turner (Chairperson), Sgt Peter Foran, Mr Geoff Lewis, Mr D Vant, Strategic Planning and Design Engineer, Works Manager, Manager Engineering Services, Senior Parking Officer, Parking Attendant, Divisional Administration Officer

1.1 Apologies and Leave of Absence

RECOMMENDATION

Cr R Turner/Mr G Lewis

That the apologies be accepted from Chief Inspector David Harvey and Mr Richard Drooger for the City of Orange Traffic Committee meeting on 13 October 2020.

1.2 Acknowledgement of Country

The Chairperson conducted the Acknowledgement of Country.

1.3 Declaration of pecuniary interests, significant non-pecuniary interests and less than significant non-pecuniary interests

Nil

2 PREVIOUS MINUTES

RECOMMENDATION

Mr G Lewis/Cr R Turner

That the Minutes of the Meeting of the City of Orange Traffic Committee held on 8 September 2020 (copies of which were circulated to all members) be and are hereby confirmed as a true and accurate record of the proceedings of the City of Orange Traffic Committee meeting held on 8 September 2020.

MINUTES OF CITY OF ORANGE TRAFFIC COMMITTEE

13 OCTOBER 2020

3 GENERAL REPORTS**3.1 PRINCE STREET (SALE TO ANSON) ROAD CLOSURE FOR DPI OPENING**

TRIM REFERENCE: 2020/1970

RECOMMENDATION**Mr G Lewis/Cr R Turner**

That Council close Prince Street (Sale to Anson) from 9am to 12noon on Tuesday 3 November 2020.

3.2 BUS SIGNS AT CANOBOLAS PUBLIC SCHOOL

TRIM REFERENCE: 2020/1813

RECOMMENDATION

That the bus zone times at Canobolas Public School be changed to 9.00am – 9.15am and 3.15pm – 3.30pm subject to the approval of Apple City buses.

3.3 SEATON STREET SPRING HILL SCHOOL TRAFFIC CONCERNS

TRIM REFERENCE: 2020/1971

RECOMMENDATION

- 1 That Council install 100m of BB lines on Seaton Street from the intersection of Carcoar Street to Lucknow Street, install No Stopping signs at the intersection of Seaton Street and Carcoar Street and a further 20m of No Parking zone (Kiss and Drop) on the southern side of Seaton Street as per Figure A between 8:30am - 9:30am weekday mornings.
- 2 That the Road Safety Officer carry out inspections prior to the implementation of each measure and report back to the Committee.

GENERAL BUSINESS

- The Senior Parking Officer advised that the changes made to parking (parallel to angle) at Bletchington Public School are working well. Have been fewer fines issued.
- The movement of the pedestrian crossing on Coronation Drive, near Orange High School, is an improvement.

THE MEETING CLOSED AT 9.55AM.

CITY OF ORANGE TRAFFIC COMMITTEE

10 NOVEMBER 2020

3 GENERAL REPORTS**3.1 SPRING HILL LEVEL CROSSING**

RECORD NUMBER: 2020/2175

AUTHOR: Wayne Gailey, Works Manager

EXECUTIVE SUMMARY

John Holland Rail have approached Council following a recent near miss incident at the Spring Hill level crossing between the XPT service and a commuter vehicle which allegedly disobeyed the active signals at the time. John Holland have confirmed that it is their intention to upgrade the crossing to include automatic boom gates in the current financial year. This report makes additional recommendations to alter the intersection arrangements immediately west of the level crossing to help discourage similar behaviour and generally improve the safety of the intersection environment.

LINK TO DELIVERY/OPERATIONAL PLAN

The recommendation in this report relates to the Delivery/Operational Plan strategy “9.1 Preserve - Construct and maintain a road network meets the community’s transport and infrastructure needs”.

FINANCIAL IMPLICATIONS

Estimate for new linemarking and stop sign installation \$1,800

POLICY AND GOVERNANCE IMPLICATIONS

Nil

RECOMMENDATION

That Council install stop signs and double barrier line marking at the Chapman Street and Spring Street intersection as per figure 2 in this report.

FURTHER CONSIDERATIONS

Consideration has been given to the recommendation’s impact on Council’s service delivery; image and reputation; political; environmental; health and safety; employees; stakeholders and project management; and no further implications or risks have been identified.

SUPPORTING INFORMATION

John Holland Rail have approached Council following a recent near miss incident at the Spring Hill level crossing between the XPT service and a commuter vehicle. It is alleged that a vehicle heading in an easterly direction along Whitley Road ignored the active signals at the crossing and cut across in front of the southbound XPT service with only 20m clearance. The train driver did not have an opportunity to apply the emergency braking.

No vehicle registration was recorded by the train driver and it was not known whether the vehicle approached the crossing from Chapman Street or Spring Street.

CITY OF ORANGE TRAFFIC COMMITTEE

10 NOVEMBER 2020

3.1 Spring Hill Level Crossing

A subsequent meeting was held on site with John Holland safety officers and Council staff to inspect the current conditions and discuss possible contributing factors.

At the site meeting, John Holland staff confirmed that it is their intention to upgrade the crossing to include automatic boom gates in the current financial year which should greatly assist in deterring this behaviour. However, as the matter is one of Work, Health and Safety for John Holland in addition to public safety, further exploration of possible contributing factors was undertaken.

Generally, it was noted that all level crossing related signs, lines and active signals in and on the approach to the level crossing were either in compliance with, or exceeded current delineation guidelines. Further, no sight distance issues could be identified for vehicles approaching the crossing.



Figure 1. General arrangements

It was theorised that the commuter vehicle may have approached in an easterly direction from Chapman Street and accelerated through the give way signs at the Spring Street intersection. Upon inspection, it was noted that the intersection is poorly defined and encourages traffic to use the intersection in an unsafe manner as the approach is not perpendicular to the through road and sight distance is compromised by the position of the give way holding line and a nearby street tree on the road verge to the north.

To improve safety at the intersection through reduced movement, speed and sight distance improvements, it is proposed to:

- 1 Replace the give way signs with stop signs (R1-1) across Chapman Street;
- 2 Move the stop line forward of the current holding line;
- 3 Install double barrier lines for 30m on Chapman Street and approach the intersection perpendicular to the through road, as per figure 2 below.

CITY OF ORANGE TRAFFIC COMMITTEE
3.1 Spring Hill Level Crossing

10 NOVEMBER 2020

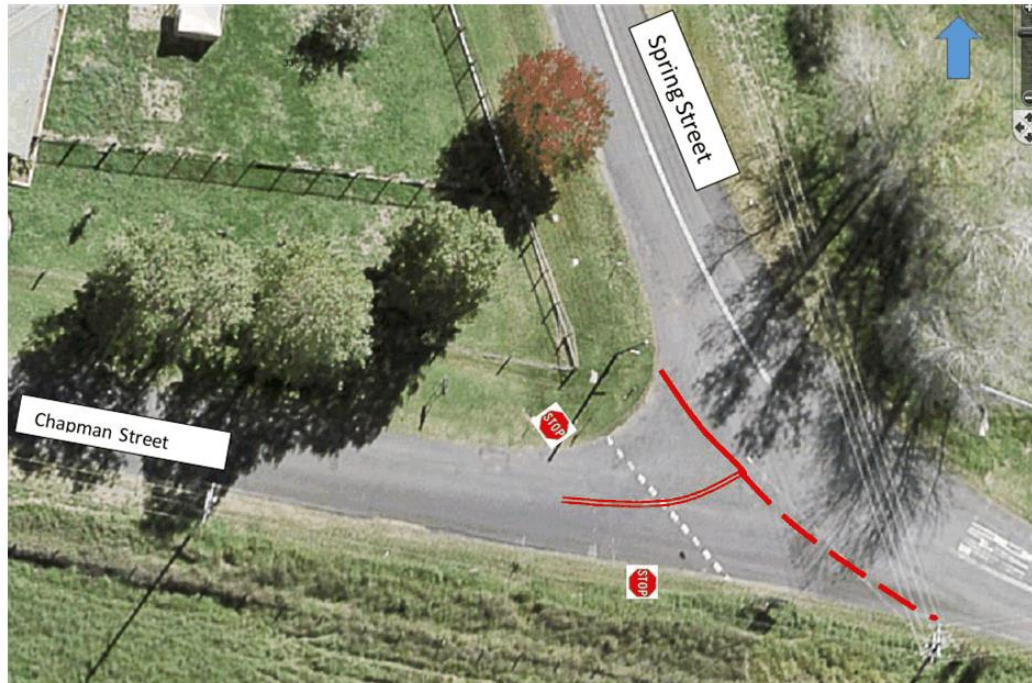


Figure 2: Proposed Stop sign and line marking

CITY OF ORANGE TRAFFIC COMMITTEE

10 NOVEMBER 2020

3.2 RACECOURSE ROAD AND KENNA STREET INTERSECTION

RECORD NUMBER: 2020/2221

AUTHOR: Jason Theakstone, Manager Engineering Services

EXECUTIVE SUMMARY

Council has received a complaint about people parking close to the Racecourse Road and Kenna Street intersection.

LINK TO DELIVERY/OPERATIONAL PLAN

The recommendation in this report relates to the Delivery/Operational Plan strategy “9.1 Preserve - Construct and maintain a road network meets the community’s transport and infrastructure needs”.

FINANCIAL IMPLICATIONS

\$2,000 to be funded from the sign budget.

POLICY AND GOVERNANCE IMPLICATIONS

Nil

RECOMMENDATION

That Council install “No Stopping” signs at the Racecourse Road and Kenna Street intersection as per Figure A of this report.

FURTHER CONSIDERATIONS

Consideration has been given to the recommendation’s impact on Council’s service delivery; image and reputation; political; environmental; health and safety; employees; stakeholders and project management; and no further implications or risks have been identified.

SUPPORTING INFORMATION

Council has received a complaint about people parking close to the Racecourse Road and Kenna Street intersection.

The complainant claims this parking is obscuring sight distance to the west when exiting Kenna Street. There is no history of crashes at the intersection within the current crash period.

It is recommended that Council install “No Stopping” signs 10m from the corner at the intersection as per Figure A below:

CITY OF ORANGE TRAFFIC COMMITTEE

10 NOVEMBER 2020

3.2 Racecourse Road and Kenna Street Intersection



CITY OF ORANGE TRAFFIC COMMITTEE

10 NOVEMBER 2020

3.3 DALTON / CLINTON AND DALTON / SAMPSON INTERSECTIONS CHANGE OF PRIORITY

RECORD NUMBER: 2020/2220

AUTHOR: Jason Theakstone, Manager Engineering Services

EXECUTIVE SUMMARY

The purpose of this report is to demonstrate, using Metro Count Data, why Dalton Street should have priority over Sampson Street and Clinton Street at their respective intersections. This would allow Dalton Street to have either full priority or equal priority from Burrendong Way to Ophir Road. Dalton Street could then be utilized more frequently by road users as a thoroughfare East and West across Orange.

LINK TO DELIVERY/OPERATIONAL PLAN

The recommendation in this report relates to the Delivery/Operational Plan strategy “9.1 Preserve - Construct and maintain a road network meets the community’s transport and infrastructure needs”.

FINANCIAL IMPLICATIONS

\$10,000 to be funded from the sign budget.

POLICY AND GOVERNANCE IMPLICATIONS

Nil

RECOMMENDATION

That Council change the priority of Dalton/Sampson and Dalton/Clinton intersections to give Dalton Street the priority.

FURTHER CONSIDERATIONS

Consideration has been given to the recommendation’s impact on Council’s service delivery; image and reputation; political; environmental; health and safety; employees; stakeholders and project management; and no further implications or risks have been identified.

SUPPORTING INFORMATION**Introduction:**

This report was drafted by Council’s Cadet Engineer, Georgie Willis and acknowledgement should be directed to her efforts in researching and drafting this report.

The purpose of this report is to demonstrate, using Metro Count Data, why Dalton Street should have priority over Sampson Street and Clinton Street at their respective intersections. This would allow Dalton Street to have either full priority or equal priority from Burrendong Way to Ophir Road. Dalton Street could then be utilized more frequently by road users as a thoroughfare East and West across Orange.

Sampson Street:

The traffic classifiers were located south of the Dalton Street and Sampson Street intersection (Red Arrows).

CITY OF ORANGE TRAFFIC COMMITTEE

10 NOVEMBER 2020

3.3 Dalton / Clinton and Dalton / Sampson intersections change of priority

The **daily average** based on a week (Monday to Sunday) was **1457 vehicles per day**.

The data can also be split into northbound and southbound, providing information on which specific direction vehicles are travelling. For this counter, the **northbound daily average** (based on a week) is **735 vehicles per day**. The **southbound daily average** (based on a week) is **723 vehicles per day**. Therefore, on average 12 more vehicles per day travel northbound compared to southbound.

**Clinton Street:**

The counters were located south of the Dalton Street and Clinton Street Intersection (Blue Arrows).

The **daily average** based on a week (Monday to Sunday) was **950 vehicles per day**.

The data can also be split into northbound and southbound, providing information on which specific direction vehicles are travelling. For this counter, the **northbound daily average** (based on a week) is **415 vehicles per day**. The **southbound daily average** (based on a week) is **535 vehicles per day**. Therefore, on average 120 more vehicles per day travel southbound compared to northbound.

CITY OF ORANGE TRAFFIC COMMITTEE

10 NOVEMBER 2020

3.3 Dalton / Clinton and Dalton / Sampson intersections change of priority

**Dalton Street:**

The counters were located on Dalton Street, between Sampson Street and Clinton Street (Green Arrows).

The **daily average** based on a week (Monday to Sunday) was **2003 vehicles per day**.

The data can also be split into northbound and southbound, providing information on which specific direction vehicles are travelling. For this counter, the **westbound daily average** (based on a week) is **997 vehicles per day**. The **eastbound daily average** (based on a week) is **1006 vehicles per day**. Therefore, on average 9 more vehicles per day travel eastbound compared to westbound.

CITY OF ORANGE TRAFFIC COMMITTEE

10 NOVEMBER 2020

3.3 Dalton / Clinton and Dalton / Sampson intersections change of priority

**Crash Data:**

The following crash data is supplied to assist in determining this recommendation,

Dalton Sampson Intersection

- 2014 – Cross Traffic (dry, daylight), travelling east
- 2018 – Cross Traffic (wet, daylight), travelling east
- 2019 – Cross Traffic (dry, daylight), travelling west

This intersection has 3 crashes from 2014 to 2019. Each of the crashes was a Cross Traffic, meaning a vehicle travelling from the north or south has been impacted by a vehicle travelling east or west (like a “T Bone”).

If the priority was changed at this intersection it would allow the eastbound and westbound traffic to have right of way across the intersection, hence reducing the ratio of crashes by 37%, 2003:1457 to 1457:2003.

Dalton Clinton Intersection

- 2014 – Cross Traffic (dry, darkness), travelling west
- 2015 – Left Near (dry, daylight), travelling west
- 2018 – Cross Traffic (dry, daylight), travelling west
- 2019 – Other Adjacent (dry, daylight), travelling east

This intersection has 4 crashes from 2014 to 2019. The 2 Cross Traffic crashes were similar to the crashes at the Dalton Sampson Intersection (T Bone). A Left Near crash indicates a vehicle travelling west along Dalton has gone to turn left into Clinton (heading south) and a car also travelling south along Clinton has hit the first car. An Other Adjacent crash is an intersection crash that was either not recorded or unable to conclude which type of crash occurred.

If the priority was changed at this intersection, it would allow the eastbound and westbound traffic to have right of way across the intersection, hence reducing the ratio of crashes by 53%, 2003:950 to 950:2003.

CITY OF ORANGE TRAFFIC COMMITTEE

10 NOVEMBER 2020

3.3 Dalton / Clinton and Dalton / Sampson intersections change of priority

Conclusion:

The data above clearly demonstrates that there are more vehicles travelling along Dalton Street compared to both Sampson Street and Clinton Street. This can be seen in a summary table below. Therefore, changing the priority to benefit Dalton Street at these two intersections would be an appropriate decision, based on the data gathered.

Street/Location of Counter	Vehicles per day (average)
Dalton Street (between Sampson and Clinton)	2003
Sampson Street (south of Dalton)	1457
Clinton Street (south of Dalton)	950

CITY OF ORANGE TRAFFIC COMMITTEE

10 NOVEMBER 2020

3.4 CORONATION DRIVE PEDESTRIAN CROSSING LINES AND SIGNS

RECORD NUMBER: 2020/2222

AUTHOR: Jason Theakstone, Manager Engineering Services

EXECUTIVE SUMMARY

This report serves to adopt the new Coronation Drive Lines and Signs.

LINK TO DELIVERY/OPERATIONAL PLAN

The recommendation in this report relates to the Delivery/Operational Plan strategy “9.1 Preserve - Construct and maintain a road network meets the community’s transport and infrastructure needs”.

FINANCIAL IMPLICATIONS

Funded from Safer Roads (Blackspot).

POLICY AND GOVERNANCE IMPLICATIONS

Nil

RECOMMENDATION

That Council adopt Coronation Drive (TF 223) Lines and Signs.

FURTHER CONSIDERATIONS

Consideration has been given to the recommendation’s impact on Council’s service delivery; image and reputation; political; environmental; health and safety; employees; stakeholders and project management; and no further implications or risks have been identified.

SUPPORTING INFORMATION

This report serves to adopt the new Coronation Drive Lines and Signs in retrospect.

Council has been awarded funding under the Safer Roads programme to renew the Coronation Drive pedestrian crossing after two pedestrian crashes occurring within the current crash period.

The changes to the crossing include:

- 1 Moving the crossing to the east;
- 2 Removing the pedestrian refuge; and
- 3 Extending the kerb extension.

The design is annexed to this report and is presented for line and sign adoption.

ATTACHMENTS

- 1 Coronation - Kenna, IC20/24033

CORONATION DRIVE AND KENNA STREET INTERSECTION & PEDESTRIANS CROSSING UPGRADE FOR CONSTRUCTION

SHEET	TITLE	REVISION
SHEET 1	COVER SHEET	F
SHEET 2	OVERALL INTERSECTION LAYOUT	F
SHEET 3	OVERALL LAYOUT FROM INTERSECTION TO EXISTING ROUNDABOUT	F
SHEET 4	DETAIL A & DETAIL B	F
SHEET 5	LINES AND SIGNS LAYOUT	F
SHEET 6	LINES AND SIGNS LAYOUT FROM INTERSECTION TO EXISTING ROUNDABOUT	F
SHEET 7	EXISTING SERVICES LAYOUT	F
SHEET 8	LIGHTING NOTES	F
SHEET 9	STANDARD DETAILS	F



LOCALITY PLAN
NOT TO SCALE

GENERAL NOTES:
A. THESE PLANS DO NOT DEFINE PROPERTY BOUNDARIES.
B. DO NOT SCALE FROM PLAN. IF IN DOUBT ASK.
C. THE SERVICES SHOWN ON THESE PLANS HAVE BEEN DETERMINED BY SURFACE INSPECTION ONLY. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO HAVE ALL SERVICES ACCURATELY LOCATED BY THE RELEVANT SERVICE AUTHORITIES PRIOR TO THE COMMENCEMENT OF THE SITE WORK.
D. WORK SITES NEED TO BE ASSESSED AND IF NATURAL OCCURRING ASBESTOS IS DISCOVERED APPROPRIATE CONTROL MEASURES IMPLEMENTED.
E. SERVICES ON THESE PLANS ARE INDICATIVE ONLY. SERVICES ARE TO BE ACCURATELY LOCATED BY THE RELEVANT SERVICE AUTHORITY PRIOR TO COMMENCEMENT OF CONSTRUCTION.

DUST CONTROL NOTES:
A. NO EARTHWORKS SHALL BE CARRIED OUT DURING HIGH WINDS OR AS DIRECTED BY ORANGE CITY COUNCIL.
B. DURING EARTHWORKS THE CONTRACTOR SHALL HAVE A WATER CART ON SITE AND MUST PROGRESSIVELY WATER DOWN EXCAVATION AND FILL AREAS TO MINIMISE DUST.
C. ALL VEHICLE TRAVEL PATHS AND ROADS SHALL BE REGULARLY WATERED TO MINIMISE DUST.

ROAD NOTES:
A. ROADWORKS TO BE CARRIED OUT IN ACCORDANCE WITH ORANGE CITY COUNCILS DEVELOPMENT AND SUBDIVISION OF LAND CODE.
B. CONTRACTOR MUST HAVE ALL SERVICES ACCURATELY LOCATED BY THE RELEVANT SERVICE AUTHORITY PRIOR TO COMMENCEMENT OF CONSTRUCTION.
C. CONTRACTOR MUST TAKE CARE NOT TO DISTURB TREES THAT ARE TO REMAIN.
D. ANY TREES TO BE REMOVED FROM THE PROPOSED ROAD FORMATION MUST HAVE ALL ROOTS GRUBBED FOR A MINIMUM DEPTH OF 500mm WITH ALL MAJOR ROOTS COMPLETELY REMOVED. REMAINING HOLES SHALL BE FULLY BACKFILLED WITH SELECT FILL MATERIAL AND THOROUGHLY COMPACTED TO 95% STANDARD DENSITY.
E. LINEMARKING TO COMPLY WITH ROAD MARITIME SERVICE STANDARDS

EROSION NOTES:
A. ALL EROSION CONTROL MEASURES TO BE INSTALLED PRIOR TO THE COMMENCEMENT OF ANY SITE WORK.
B. ALL EROSION CONTROL MEASURES MUST BE INSPECTED AFTER EACH RAINFALL EVENT. SILT SHALL BE REMOVED TO AN APPROVED LOCATION.
C. FOLLOWING COMPLETION OF EARTHWORKS ALL DISTURBED AREAS SHALL HAVE A MINIMUM 100mm THICK LAYER OF TOPSOIL SPREAD OVER THEM AND BE SOWN WITH AN APPROVED GRASS/FERTILISER MIX.
D. SEDIMENT FENCES, TRAPS & FILTERS SHALL BE MAINTAINED IN THE LOCATION SHOWN ON THE DRAWING UNTIL SUCH TIME THAT ALL WORK IS COMPLETED AND A SUITABLE GRASS COVER IS ESTABLISHED.

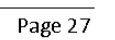
RESTORATION NOTES:
A. PAVEMENTS, LAWNS AND OTHER IMPROVED AREAS SHALL BE CLEANED AND LEFT IN THE SAME ORDER AS THEY WERE AT THE COMMENCEMENT OF THE WORKS. LAWNS SHALL BE RESTORED WITH TURF CUT AND SET ASIDE FROM THE ORIGINAL SURFACE AND WITH TURF IMPORTED FROM A SOURCE APPROVED BY THE COUNCIL.
B. ALL RESTORED SURFACES SHALL BE MAINTAINED, BY THE CONTRACTOR, IN THE CONDITION TO WHICH THEY ARE RESTORED UNTIL THE EXPIRY OF THE DEFECTS LIABILITY APPLICABLE TO THE INDIVIDUAL SURFACE TYPES.
C. IMMEDIATELY AFTER THE BACKFILLING OF A TRENCH EXCAVATED THROUGH A PAVEMENT HAS BEEN COMPLETED, THE PAVEMENT SHALL BE TEMPORARILY RESTORED. A PRE-MIXED ASPHALTIC MATERIAL SHALL BE USED FOR TEMPORARY RESTORATION UNTIL FINAL RESTORATION CAN BE CARRIED OUT. MAINTENANCE OF THE TEMPORARY RESTORATION IS THE RESPONSIBILITY OF THE CONTRACTOR UNTIL FINAL RESTORATION. FINAL RESTORATION MAY REQUIRE REMOVAL OF THE TEMPORARY RESTORATION, AS TO THE SATISFACTION OF ORANGE CITY COUNCIL.
D. BACKFILL SHALL BE PLACED SUFFICIENTLY HIGH TO COMPENSATE FOR EXPECTED SETTLEMENT AND FURTHER BACKFILLING SHALL BE CARRIED OUT OR THE EXCESS TRIMMED AT THE LAPSE OF THE LIABILITY PERIOD.
E. SHOULD THE CONTRACTOR ELECT TO TUNNEL UNDER PAVING, KERB AND GUTTERING OR OTHER IMPROVED SURFACES IN LIEU OF TRENCHING, BACKFILLING SHALL BE CARRIED OUT SO AS TO RESTORE FULL SUPPORT TO THOSE SURFACES / STRUCTURES.

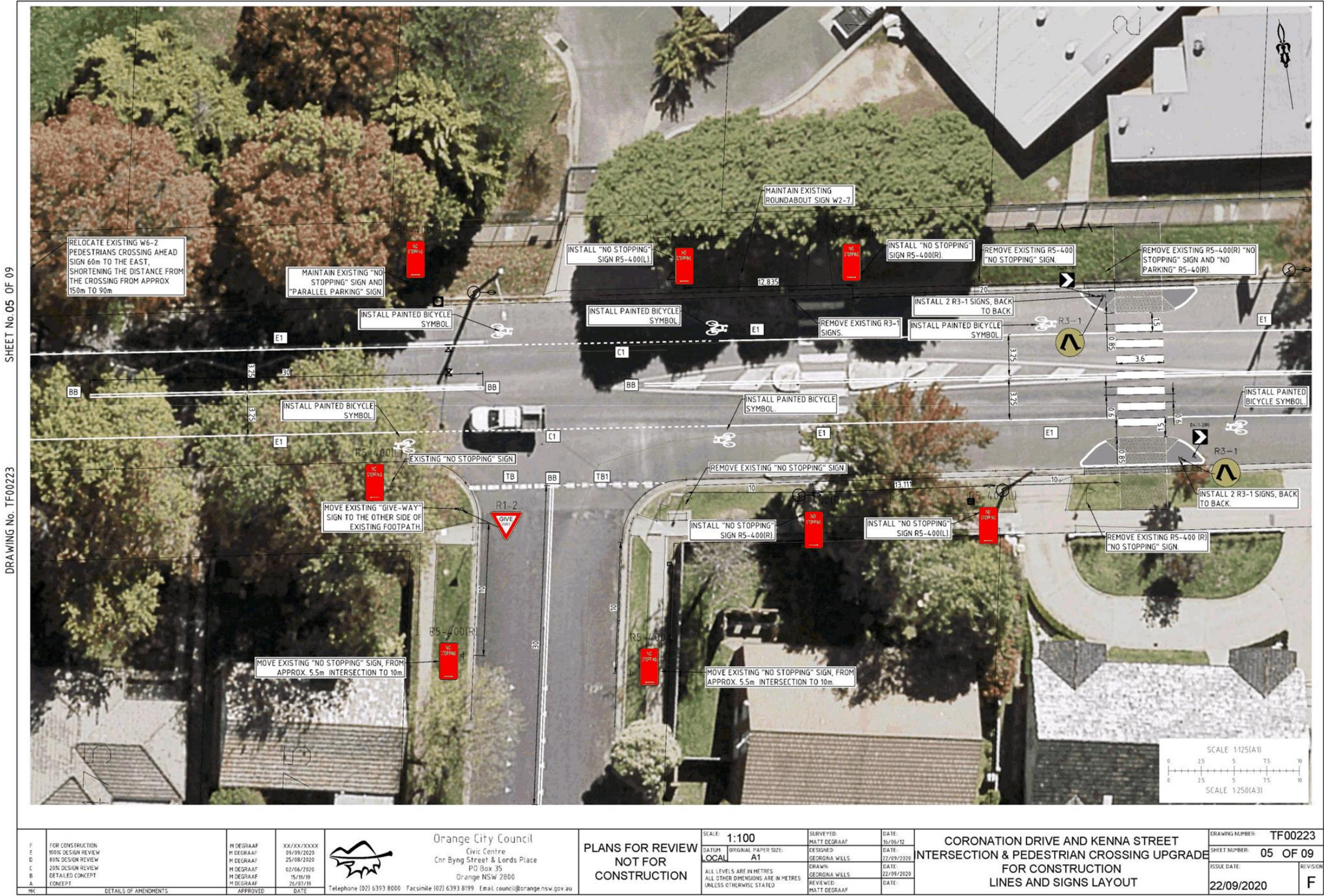


F	FOR CONSTRUCTION	M DEGRAAF	XX/XX/XXXX	Orange City Council	SCALE: 1:100	SURVEYED: MATT DEGRAAF	DATE: 15/05/12	CORONATION DRIVE AND KENNA STREET	DRAWING NUMBER: TF00223
E	80% DESIGN REVIEW	M DEGRAAF	09/09/2019	Civic Centre	DATUM: LOCAL	DESIGNED: GEORGINA WILLS	DATE: 22/09/2020	INTERSECTION & PEDESTRIAN CROSSING UPGRADE	SHEET NUMBER: 01 OF 09
D	80% DESIGN REVIEW	M DEGRAAF	25/08/2020	Cnr Byng Street & Lords Place	ORIGINAL PAPER SIZE: A1	DRAWN: GEORGINA WILLS	DATE: 22/09/2020	FOR CONSTRUCTION	ISSUE DATE: 22/09/2020
C	20% DESIGN REVIEW	M DEGRAAF	02/06/2020	PO Box 35	ALL LEVELS ARE IN METRES	REVIEWED: MATT DEGRAAF	DATE:	COVER SHEET	REVISION: F
B	DETAILED CONCEPT	M DEGRAAF	15/11/18	Orange NSW 2800	ALL OTHER DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED				
A	CONCEPT	M DEGRAAF	26/07/15	Telephone (02) 6393 8000 Facsimile (02) 6393 8199 Email: council@orange.nsw.gov.au					
NK	DETAILS OF AMENDMENTS	APPROVED	DATE						





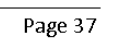












CITY OF ORANGE TRAFFIC COMMITTEE

10 NOVEMBER 2020

3.5 TAXI U-TURNS IN ANSON STREET IN FRONT OF EX-SERVICES CLUB

RECORD NUMBER: 2020/2223

AUTHOR: Jason Theakstone, Manager Engineering Services

EXECUTIVE SUMMARY

The Orange Taxi Co-op have asked Council to consider allowing taxis to undertake a U-turn manoeuvre over the centre lay back in Anson Street.

LINK TO DELIVERY/OPERATIONAL PLAN

The recommendation in this report relates to the Delivery/Operational Plan strategy “9.1 Preserve - Construct and maintain a road network meets the community’s transport and infrastructure needs”.

FINANCIAL IMPLICATIONS

Nil

POLICY AND GOVERNANCE IMPLICATIONS

Nil

RECOMMENDATION

That Council allow Taxis to undertake a U-Turn at the Anson Street layback near the Ex-Services Club.

FURTHER CONSIDERATIONS

Consideration has been given to the recommendation’s impact on Council’s service delivery; image and reputation; political; environmental; health and safety; employees; stakeholders and project management; and no further implications or risks have been identified.

SUPPORTING INFORMATION

The Orange Taxi Co-op have asked Council to consider allowing taxis to undertake a U-turn manoeuvre over the centre lay back in Anson Street as to pick up people from the Ex-Services Club when driving from the north.

The existing layback is signposted “Emergency Vehicles Excepted”.

CITY OF ORANGE TRAFFIC COMMITTEE

10 NOVEMBER 2020

3.5 Taxi U-Turns in Anson Street in front of Ex-Services Club



Legally drivers are permitted to undertake U-turns mid-block or where there is a break in the median if there isn't a "No U-turn" sign and on the provision they give way to vehicles and pedestrians.

It is recommended that Council allow Taxis to make the U-turn manoeuvre.

3 GENERAL REPORTS

3.1 CURRENT WORKS

RECORD NUMBER: 2020/2326

AUTHOR: Ian Greenham, Director Technical Services

EXECUTIVE SUMMARY

The purpose of this report is to update Council on construction and maintenance works which have been carried out since the last current works report to Council.

LINK TO DELIVERY/OPERATIONAL PLAN

The recommendation in this report relates to the Delivery/Operational Plan strategy “9.1 Preserve - Construct and maintain a road network meets the community’s transport and infrastructure needs”.

FINANCIAL IMPLICATIONS

Nil

POLICY AND GOVERNANCE IMPLICATIONS

Nil

RECOMMENDATION

That the information provided in the report on Current Works be acknowledged.

FURTHER CONSIDERATIONS

Consideration has been given to the recommendation’s impact on Council’s service delivery; image and reputation; political; environmental; health and safety; employees; stakeholders and project management; and no further implications or risks have been identified.

SUPPORTING INFORMATION

Road Maintenance

Council’s maintenance crews have been continuing reactive maintenance works across the city.

Road Upgrading

Southern Feeder Road Stage 3

Council’s contractor began Stage 3 of the Southern Feeder Road between Elsham Avenue and the Mitchell Highway. Tree felling works were undertaken and earthworks begun at the western end of the project. During the works traffic bound for the Leewood Industrial area will be detoured via McLachlan Street and Edward Street from the highway.

3.1 Current Works

Prince Street from Hill to Anson Street

Asphalt surfacing was completed on this upgraded section of road.

Dalton Street from Peisley to Anson Street

Asphalt surfacing was completed on this upgraded section of road.

Icely Road from Water Treatment Plant to NDR

Pavement upgrading and sealing works have now been completed on this section of roadway.

Ploughman's Lane

Pavement upgrading and surfacing has now been completed.

Forest Road – Hospital to Cadia Road

Council's contractor has now begun the process of rebuilding the pavement on Forest Road and constructing kerb and gutter in selected areas.

Leewood Drive

Council's contractor has undertaken stabilisation works on the existing pavement and sealed the works. Asphalt surfacing will now be applied as night works to minimise disruption to the Leewood Estate.

Traffic Facilities

Hill Street / NDR / William Maker Drive Roundabout

Works on building new pavement on the eastbound lanes of the NDR has progressed allowing for the last of the kerbs to be poured and allow for the partial reopening of William Maker Drive.

Airport Secure Carpark

Following the completion of footings for the new carpark awnings, kerb and gutter and dish drains have been poured allowing for the completion of the remaining pavement and sealing works.

Concrete and Drainage

Footpath Construction

Works were completed on a new footpath in Spring Street between Dalton and Bletchington Streets.

Footpath Rehabilitation

Work continued on footpath rehabilitation at:

- Prince Street between Clinton and Sampson Streets
- Nile Street between Summer and Byng Streets

3.1 Current Works

WATER SUPPLY SERVICES

The type and number of water supply service responses by maintenance staff are shown in the table below.

Category	July 2019 – June 2020	October 2020
Water - Leak (Meter)	393	27
Water Request - Meters Faulty (incorrect readings)	188	5
Water – No Water Supply	27	8
Water - Pressure	19	1
Water Request – Replace Meter box/lid	57	4
Water quality - Dirty	48	2
Water – Burst Main	70	6
Water – leak (Main, Valve, Hydrant)	226	31
Total Water Requests	1028	84

Construction Works

- Water Service renewals
 - 133 March Street
- New water service connections
 - Potable and non-potable 32mm diameter water services connection to 32 Geraldton Place.
 - Potable 20mm diameter water service connection to 26 Cox Avenue.

Smart Water Meters

Council is in the process of continuing the roll out of Smart Water Meters. The registration process has been finalised and council is in the process of on-boarding customers.

Autumn Street water main renewal

Works are continuing in the renewal of the water main in Autumn Street. Works have been completed between Icely Road and Byng Street with the section between Byng Street and March Street currently underway. All construction work is expected to be completed by the end of January 2020.

McNamara Street Water Main Renewal

Works have been completed on the water main renewal in McNamara Street. Night works were undertaken in order to minimise impacts on surrounding businesses. The water main was upgraded to a 150mm diameter UPVC water main in line with current standards.

3.1 Current Works

SEWER SERVICES

The type and number of sewer service responses by maintenance staff are shown in the table below.

Category	July 2019 – June 2020	October 2020
Sewer Choke - Blockages	423	39
Sewer Complaint - Odour	20	3
Sewer Complaint - Overflow	163	13
Total Sewer Requests	606	55

Sewer Construction Works

- Raising of sewer manhole in Dalton Street to align with new road pavement.
- Sewer reconstruction
 - 245 Anson Street junction connection
 - 79 Kite Street Junction connection
- Sewer manhole construction at 47 Kite Street
- Sewer junction installation at 26 Cox Avenue

Sewer Relining Program 2020 / 2021

All works have been completed on the relining of the sewer main with junction sealing to the property connections currently underway. All works are expected to be finalised by the end of the year.

Vent Removal Program

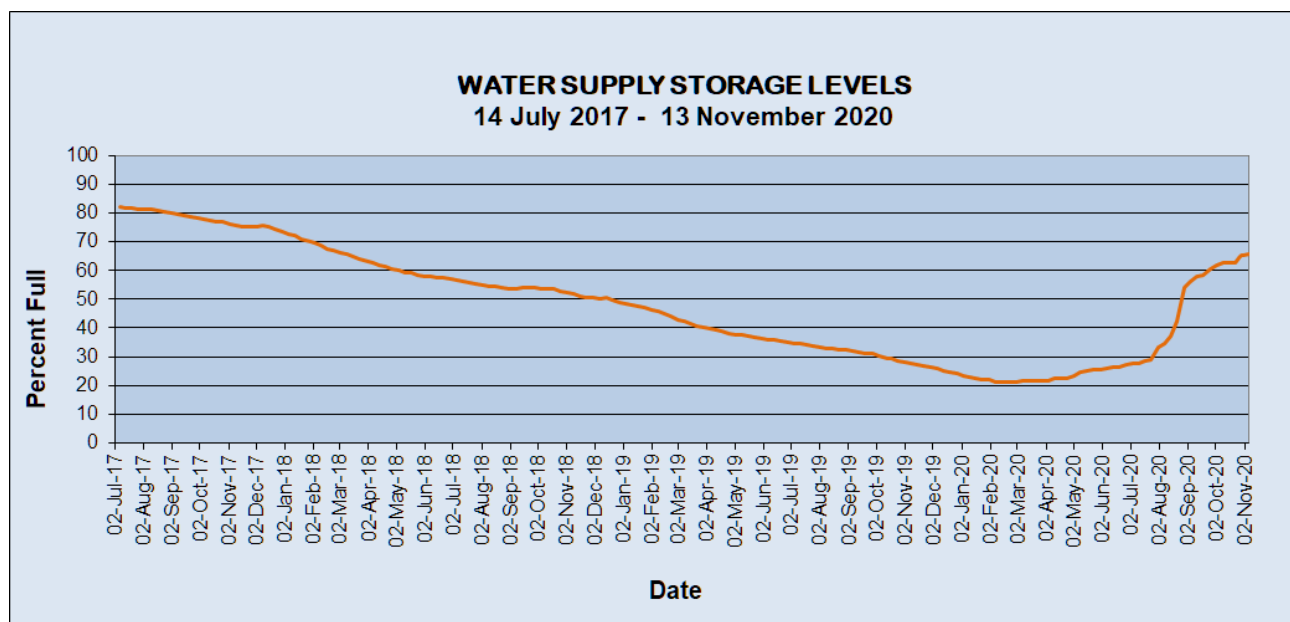
Works have commenced on the removal of six (6) sewer vents across the sewer network and are expected to be completed by the end of the year.

3.1 Current Works

WATER SUPPLY SECURITY

Water Storage Levels

Water storage trends for the combined storages from 14 July 2017 to 13 November 2020 are shown in the graph below.



Location	Level Below Spillway (mm)	% of Capacity
Suma Park Dam	5,898	57.10%
Spring Creek Dam	0	100%
Lake Canobolas	0	100%
Gosling Creek Dam	0	100%

Supplementary Raw Water Sources

Extractions from the supplementary raw water supplies in recent months are provided in the table below.

Raw Water Source	August 2020 (ML)	September 2020 (ML)	October 2020 (ML)	Total (ML) 2020/2021
Bores*	8.34	10.17	4.63	35.12
Stormwater	177.90	137.85	107.10	534.79
Macquarie River	208.12	145.11	97.29	643.22
Total	394.36	293.13	209.02	1213.13

* Bores include two at Clifton Grove and two at the Showground/Margaret Street

3.1 Current Works

A more detailed monthly summary of raw water transfers can be found on Council's website at <https://www.orange.nsw.gov.au/water/oranges-water-supply/>

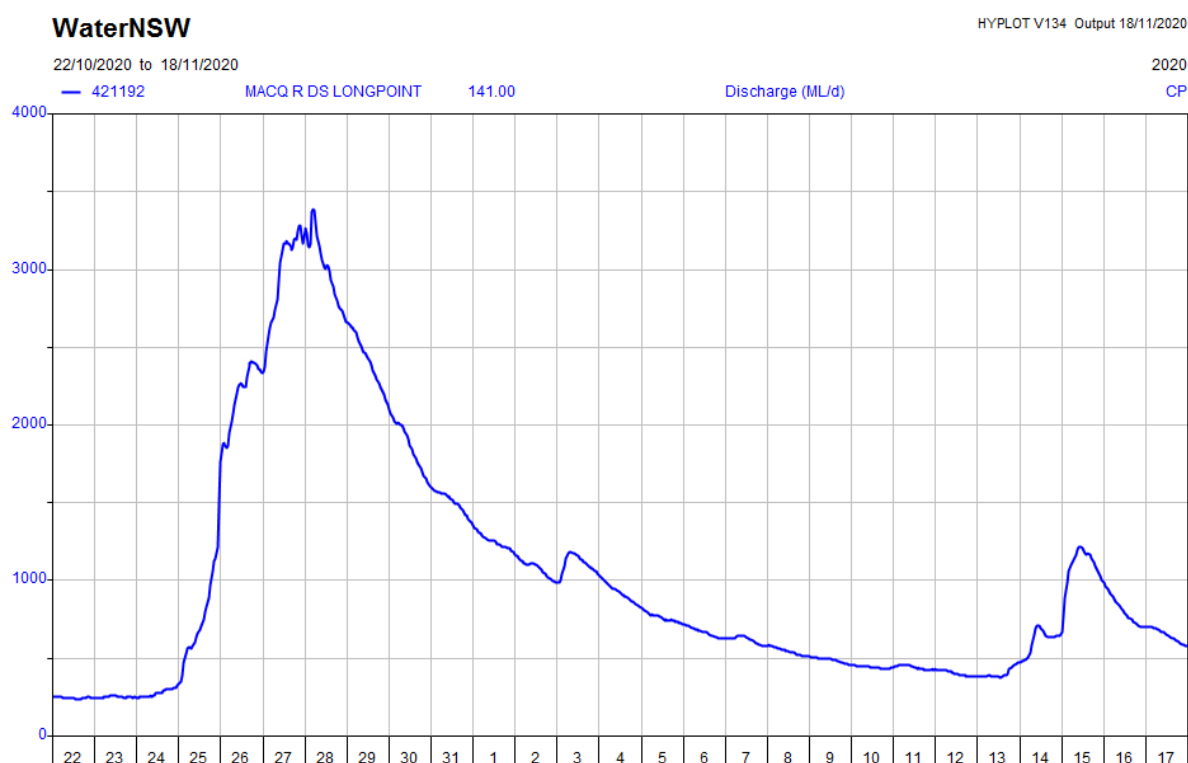
The Decision Support Tool (DST) quarterly review was conducted 6 October 2020. All available supplementary raw water sources remain operational for this quarter, except for the Macquarie Pipeline for which extraction was halted at the end of October given the forecast for above average rainfall. The next review will be for the third quarter and is planned for January 2020.

The draft independent environmental audit report has been received for the Macquarie Pipeline project approval and other aspects of the Orange City Council Operation Environmental Management Plan for the Orange Raw Water Supply System.

Macquarie River Flows

The flows in the Macquarie River monitored downstream of Long Point (Station 421192) remained above the flow rate trigger of 108 ML/d for the whole of the period of 22 October to 17 November 2020 and continuing. The minimum flow rate for the period was 246 ML/day on 22 October and the maximum flow of 3,011 ML/day was on 29 October.

The data for the chart below was sourced from the WaterNSW website with flows presented in Megalitres per day (ML/d).



Demand Management

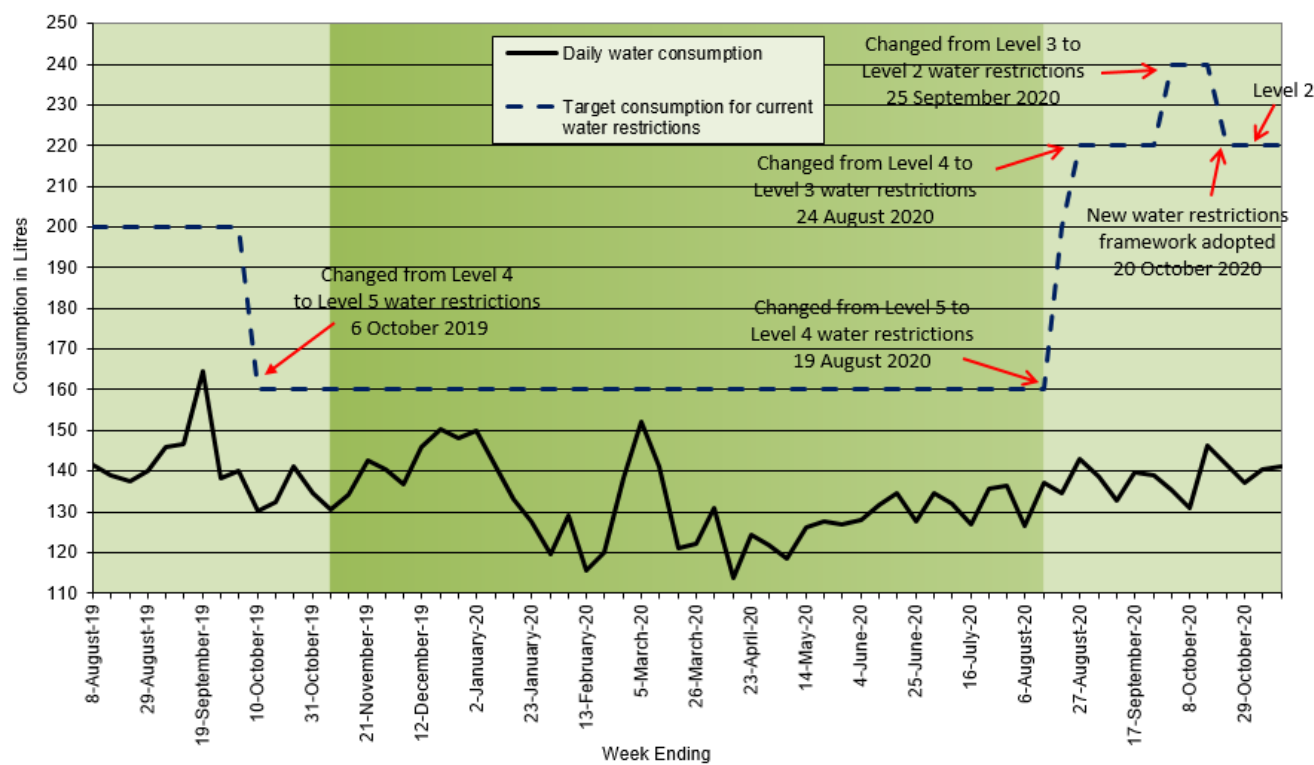
Residential water use

Level 2 water restrictions were introduced on Sunday 4 October 2020. Council resolved to adopt a new water restriction framework on 20 October 2020.

3.1 Current Works

Average daily residential water consumption during the week ending 13 November 2020 was 141 litres per person per day. The graph below shows the average daily residential water consumption trends since August 2019.

Daily Water Consumption
8 August 2019 - 12 November 2020



Total water use

The average daily city-wide water consumption for the period 15 October to 12 November 2020 was 9.1 ML/day.

DRINKING WATER QUALITY

Water samples are collected as a component of Orange City Council's Drinking Water Quality Monitoring Program in accordance with NSW Health requirements. Samples are collected regularly and sent to a NSW Government National Association of Testing Authorities (NATA) accredited laboratory for analysis. Samples collected in October 2020 complied with the Australian Drinking Water Guidelines health targets.

WATER SUPPLY AND SEWERAGE MAJOR PROJECTS

Spring Creek to Icely Road Water Treatment Plant Water Security Pipeline

The Pipeline between Spring Creek Reservoir and Icely Road Water filtration plant is complete and capable of being operated as necessary. Some minor rehabilitation KPIs remain for the Contractor to achieve and this will be monitored over the next few months.

It is proposed to undertake trial pumping from Spring Creek Reservoir in the near future following the completion of a water quality risk assessment.

3.1 Current Works

Shiralee Creek Gravity Sewer

There are some contractual issues being experienced on this project which are holding up completion and rehabilitation. Council staff are in communication with the Contractor with a review to resolving the delay in completion as soon as practicable.

OTHER MAJOR PROJECTS

Whiteway Lighting

Whiteway lighting in Summer Street is operational. Work remaining includes the repair of defective paving, lowering of some light poles so their base falls below the paving and the removal of the existing under awning lights.

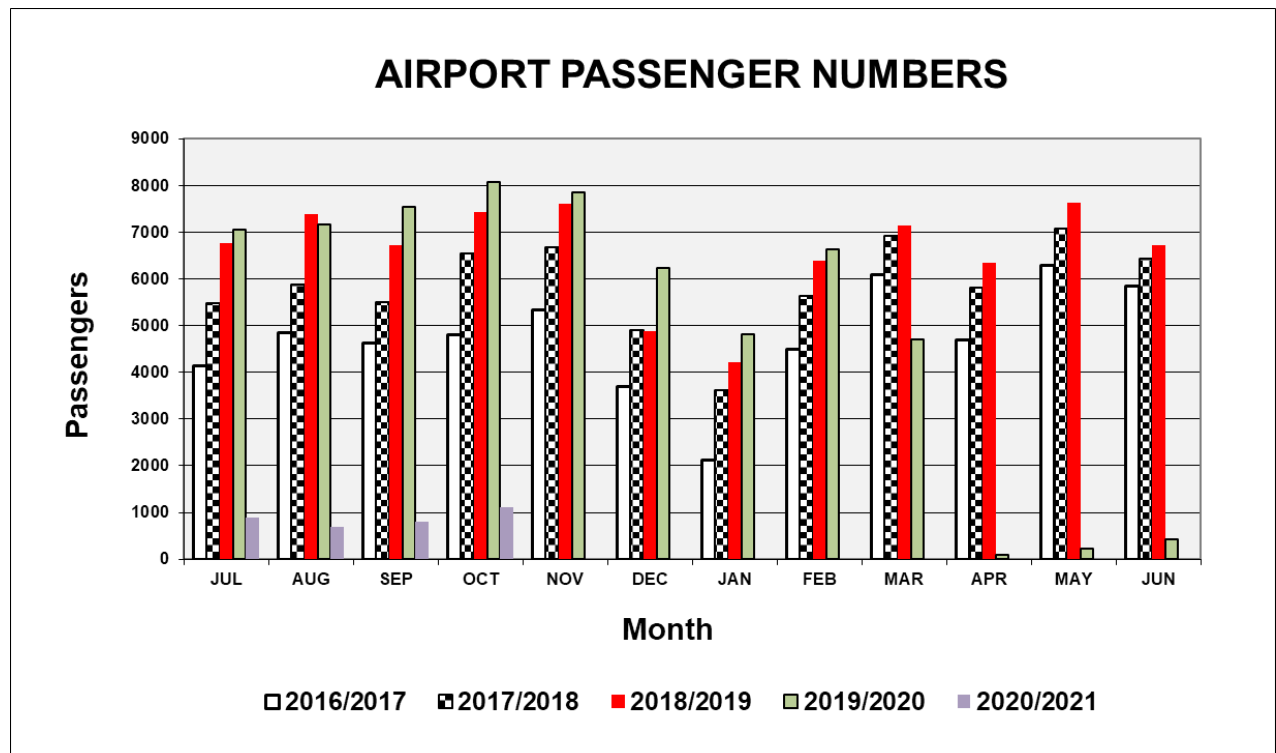
The functionality of the system will allow remote dimming of individual lights at times and locations as required.

AIRPORT ENERGY USAGE

Energy used at the airport during October 2020 was 17,787.92 kWh at a cost to Council of \$1,559.79.

AIRPORT PASSENGER NUMBERS

Passenger numbers for October 2020 were 1,119 compared with 8,071 in the same month in 2019. This figure now includes passenger numbers from QantasLink.

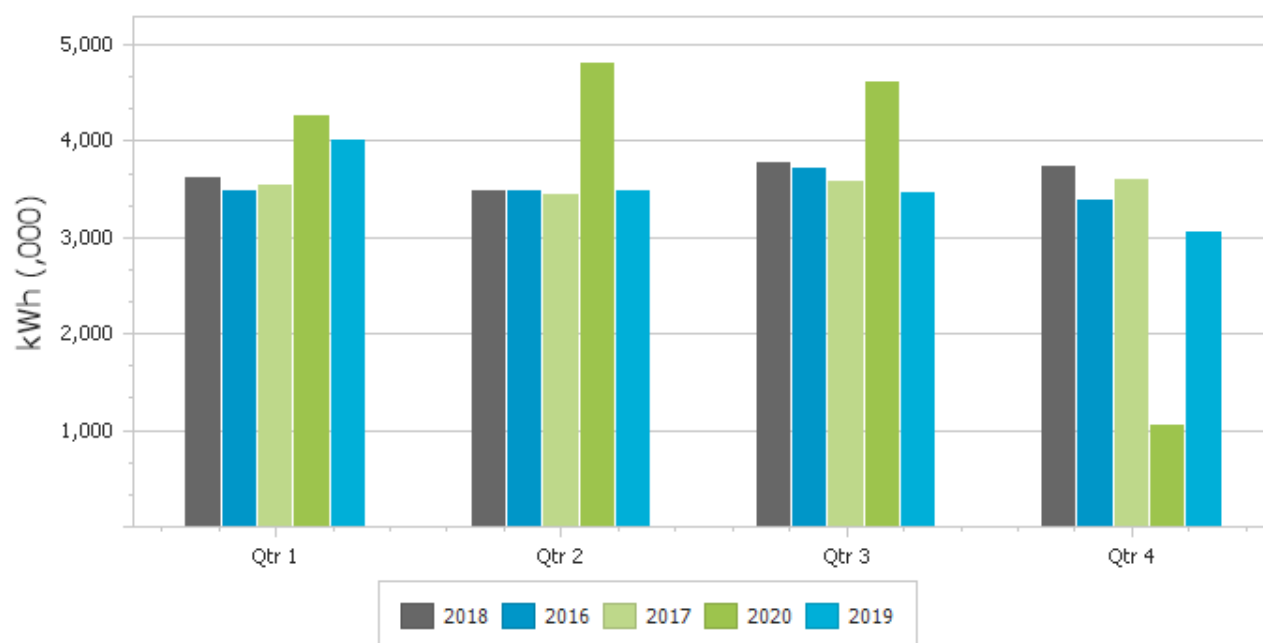


3.1 Current Works

ENERGY USE

The following information is sourced from E21, Council's energy software.

Consumption History



History Last 12 Months

Group	Consumption (kWh)	CO2 Emissions (t)	Bill (Ex GST)
Parks & Gardens	208,265	187	\$66,999
Water	4,442,788	3,999	\$946,958
Public Buildings & Facilities	2,933,285	2,640	\$668,497
Lighting	2,049,990	1,845	\$618,609
Other	366,822	330	\$95,487
Sewer	3,723,801	3,351	\$719,065
Macquarie Pipeline	4,440,485	3,996	\$794,412
Ungrouped	0	0	\$0
RFS	364,260	328	\$127,321
Total	18,529,696	16,677	\$4,037,348

Thursday 19 November 2020