



LOCAL TRAFFIC COMMITTEE

MINUTES of a meeting of the **LOCAL TRAFFIC COMMITTEE** held in the Nymboida Meeting Room, Rushforth Road Depot, Tyson Street, South Grafton on Wednesday 4 August 2021 commencing at 9:30am.

PRESENT: Arthur Lysaught (Chairman), Rod Gould (MP Rep), Dylan Kelly (Council), Scott English (Police), Alexie Miller (TfNSW), Greg Aitken (TfNSW), Jarrod French (Police),

APOLOGIES:

PRESENTATIONS AND DEPUTATIONS:

BUSINESS ARISING FROM PREVIOUS MEETING

Attached overleaf

INSPECTIONS TO BE UNDERTAKEN

OFFICERS' REPORTS

ITEM: 026/21 - CLARENCE VALLEY TRIATHLON CLUB – USE OF ROADS APPLICATION

ITEM: 027/21 - CENTRE PARKING - WHARF STREET MACLEAN

ITEM: 028/21 - ON STREET PARKING - OCEANIA COURT, YAMBA

ITEM: 029/21 - PEDESTRIAN CROSSING SUMMERLAND WAY

ITEM: 030/21 - JACARANDA FESTIVAL SHOW RIDES – POUND STREET GRAFTON ROAD CLOSURE

ITEM: 031/21 – JACARANDA FESTIVAL CARNIVAL CAPERS – SKINNER STREET SOUTH GRAFTON ROAD CLOSURE

ITEM: 032/21 - REVIEW OF ONE-WAY TRAFFIC, RIVERVIEW ST ILUKA

ITEM: 033/21 - ORARA WAY GLENREAGH SPEED INDICATION SIGN

ITEMS FOR DISCUSSION

- IMPLEMENTATION OF A COMMITTEE TO ASSESS LOCATIONS SUBSEQUENT TO A FATAL CRASH
- LINEMARKING – ROUNDABOUT POUND AND VILLIERS STREET, GRAFTON

ADDITIONAL MATTERS

	CLARENCE AND HARBOUR STREET, YAMBA – BLIND CORNER
Item 009/20 3.6.20	That: <ul style="list-style-type: none"> 1. Concept designs for a one-way treatment be developed that includes Harbour Street as Eastbound only and Clarence Street as Southbound only. 2. That community consultation on the concept design be undertaken, and; <ul style="list-style-type: none"> 1. A further report be provided to the Traffic Committee on the outcome of points 1 and 2.
2.9.20	<i>No further update</i>
4.11.20	<i>No further update</i>
3.2.21	<i>No further update</i>
1.3.21	<i>No further update</i>
5.5.21	<i>Survey works have been completed.</i>
2.6.21	<i>Awaiting on design.</i>
3.8.21	<i>Design works commenced.</i>
	SPEED ZONE REVIEW YAMBA ROAD MACLEAN TO HARWOOD BRIDGE
Item 025/20 2.9.20	That: <ul style="list-style-type: none"> 1. The request for a speed zone review for extending the 50km/hr zone to the east from Maclean not be forwarded to Transport for NSW, and; 2. That the committee support an application for a proactive safety grant to implement a rural threshold treatment in this location.
4.11.20	A Safer Roads grant has been submitted.
3.2.21	No further update
1.3.21	No further update
5.5.21	No further update Awaiting funding review.
2.6.21	No further information on funding to date.
3.8.21	No further information on funding to date – Safer Roads – Traffic Calming devices
	RIVER ROAD EAST - PROPOSED CLOSURE
Item 008/21 5.5.21	That the Committee approve the road closure to River Road East at the location nominated on the attached sketch. A lockable gate will be installed to allow access along the road in times of flood with the keys held by the Roads Supervisors for the area
2.6.21	Arrangements to be made to have the works undertaken
3.8.21	Site inspection undertaken to assess works and investigate funding.
	128 BACON STREET, GRAFTON - TIMED PARKING
Item 009/21 5.5.21	<ul style="list-style-type: none"> 1. That 2 Hour timed parking restriction be provided to the frontage of 128 Bacon Street, Grafton. 2. That the business be requested to formalise on site parking and provide reserved parking for high priority customers.
2.6.21	CRM OP2021/2708 raised 8.6.21

3.8.21	Work Order raised and ready for work.
Item 010/21 5.5.21	DUKE STREET AND VICTORIA STREET, GRAFTON – LINEMARKING That parking guidelines be provided in Duke Street south of Victoria Street and the “No Stopping” on the southern side of the Police Station entrance be moved 3m further south to provide clearance to the driveway entrance.
2.6.21	CRM OP2021/2709 raised 8.6.21
3.8.21	Line marking to be set out and programmed. Work Order M0001555 raised.
Item 014/21 5.5.21	SIGNAGE - OLD FERRY ROAD ASHBY That <ol style="list-style-type: none"> 1. The existing 50kph speed zone sign be replaced with two R4-1B (50kph) speed restriction signs and R4-12B end speed limit signs be attached to the rear. 2. Council to provide sight distance for both directions at the intersection of Esk Lane and Clarence Street to determine whether it meets the warrant for the installation of a stop sign. Where visibility is limited due to some removable obstruction, (eg vegetation or earth bank) attempts should be made to remove the obstruction rather than install a STOP sign. 3. That a W2-10L – side road on curve- sign be installed on Old Ferry Road 70m south of Esk Lane.
2.6.21	CRM OP2021/2710 raised 8.6.21
3.8.21	On site inspection undertaken. Assessment indicates sight distanced limited to 40 metres being obscured by fully grown tree. So recommend installation of holding line and STOP sign. Arrangements in place for this to be programmed. Work Order M0001583 raised.
Item 016/21 5.5.21	GRAFTON INFANTS SCHOOL – KISS AND DROP ZONE That the Committee review and endorse Option B as the preferred location on Mary Street for the Kiss and Drop Facility.
2.6.21	Grant has been submitted – discussions will be held with school on options.
3.8.21	Draft offer of funding has been received from TfNSW.
Item 020/21 2.6.21	MARANDOWIE DRIVE ILUKA, FURTHER SPEED ZONE REVIEW Clarence Valley Council’s pedestrian access and mobility plan (PAMP) be updated, commencing with the village of Iluka as a priority. <ol style="list-style-type: none"> 2. The request for speed zone reduction not be referred to TfNSW. 3. That Mr Geldof be advised of Councils recommendation.
3.8.21	Letter of response drafted.
Item 021/21 2.6.21	JACARANDA FESTIVAL ROAD CLOSURES That this event be approved subject to the compliance to the relevant conditions below. <ol style="list-style-type: none"> 1. Valid public liability insurance being held by the event organiser (minimum \$20,000,000). 2. NSW Police approval is obtained.

3. Roads and Maritime Services approval is obtained by way of a Road Occupancy License where event is on a state road or where the event may impact the state road network.
4. National Heavy Vehicle Regulator approval is obtained as required where road closures of approved Restricted Access Vehicles routes require identification of new routes for traffic detours.
5. The submission and approval of relevant council event application/s and compliance with any conditions imposed therein.
6. Local Traffic Committee advice is sought for the event Traffic Management Plan prior to approval of traffic control devices. This includes a Risk Management Plan and Traffic Control Plan/s. The following traffic control conditions shall also be observed:
 - a. Traffic Control Plans to include a map indicating any alternative routes required for traffic detours.
 - b. Traffic Control Plans to be drawn to scale and indicate the provision of passageways and clearances for pedestrian and emergency access. Plans should be prepared in accordance with Roads & Maritime Services Guide to Traffic Control at Worksites.
 - c. All signage erected for the event should not cause a hazard for motorists or pedestrians and be removed immediately following the completion of the event.
 - d. Temporary Speed Zone Authorisation is obtained from the roads authority for any reduced speed limit/s required as part of the traffic control for the event. Where local council is the roads authority, notification of any reduced speed limit should be forwarded to Roads and Maritime Service and NSW Police.
 - e. Conformance with approved Traffic Management Plan and associated Traffic Control Plans which shall be implemented and controlled by Roads & Maritime Services accredited persons.
7. Consultation with emergency services (Fire & Ambulance) and any identified issues addressed in a timely manner.
8. Consultation with bus and taxi operators and arrangements made for provision of services during conduct of the event.
9. Community and affected business consultation including adequate response/action to any raised concerns.
10. Arrangements made for private property access and egress affected by the event.
11. The event organiser notifies local community of the impact of the event/s by advertising in the *local paper/s* a minimum of one week prior to the operational impacts taking effect. The advertising must include the event name, specifics of any traffic impacts or road closures and times, alternative route arrangements, event organiser, a personal contact name and a telephone number for all event related enquiries or complaints.
12. That the applicant organise for the events to be listed on council's web page.

3.8.21 Letter of response drafted.

Item 022/21
2.6.21 **DRIVEWAY WARNING SIGNAGE – 141 WHITEMAN CREEK ROAD**
That a Caution Driveway sign be installed to the north of 141 Whiteman Creek Road, The Whiteman in accordance with AS 1742.2 (see figure 1).

3.8.21 Letter of response drafted and Work Order M0001041 raised to have the signage installed.

Item 023/21
2.6.21 **GRAFTON HOTEL NOSE IN PARKING**
That approval be provided to install line marking, wheel stops and signage to formalise 45 degree 'Nose In' parking on the southern side of Fitzroy Street, Grafton from Post Office Lane extending east approximately 70m to the unnamed lane way.

3.8.21 Council will undertake community consultation prior to the changes.

Item 024/21 2.6.21	<p>ULMARRA PRECINCT PLAN</p> <p>That</p> <ol style="list-style-type: none"> 1. The Traffic committee approve the plans for construction of the Ulmarra Precinct Streetscape. 2. That Council consider seeking a 40km pedestrian zone as part of this precinct plan.
3.8.21	Item will be dealt with as part of the project plan. TfNSW will need to have notification of any speed changes.
Item 025/21 2.6.21	<p>GRAFTON WATERFRONT</p> <p>That the Committee concur with:</p> <ol style="list-style-type: none"> 1. The removal of parking at Prince Street to facilitate the pedestrian arrival plaza 2. The restricted access to Waterfront end of Prince Street 3. The addition of formulised access and parking at Villiers Street 4. The addition of formulised access and parking at Salty Seller Reserve 5. That Council consider seeking a 10km pedestrian zone as part of this precinct plan. <p>as outlined in the attached Waterfront project concept plans.</p>
3.8.21	Item will be dealt with as part of the project plan. TfNSW will need to have notification of any speed changes.

ITEM	026/21	CLARENCE VALLEY TRIATHLON CLUB – USE OF ROADS APPLICATION
-------------	---------------	------------------------------------------------------------------

Meeting	Local Traffic Committee	4 August 2021
Directorate	Works & Civil	
Reviewed by	Director - Works & Civil (Jamie Fleeting)	
Attachment	Yes	

SUMMARY

Clarence Valley Triathlon Club has requested permission to utilise Council's roads and the Yamba Sports Complex environs to undertake monthly club events over the 2021/2022 triathlon season. Council has previously approved the use with various conditions.

LOCAL TRAFFIC COMMITTEE RECOMMENDATION

That approval be given for the Clarence Valley Triathlon Club to utilise the various adjacent local roads and Yamba Sports Complex environs as identified in the traffic management plan under the conditions proposed to undertake their monthly events.

Voting:	Council	Y
	Local State Member of Parliament Representative	Y
	TfNSW	Y
	Police	Y

OFFICER RECOMMENDATION

That approval be given for the Clarence Valley Triathlon Club to utilise the various adjacent local roads and Yamba Sports Complex environs as identified in the traffic management plan under the conditions proposed to undertake their monthly events.

LINKAGE TO OUR COMMUNITY PLAN

Theme	1 Society
Objective	1.2 We will have a safe, active and healthy region
Strategy	1.2.1 Provide, maintain and develop sport and recreational facilities and encourage greater utilisation and participation

BACKGROUND

The Clarence Valley Triathlon Club requires Council approval to utilise specified public roads and the Yamba Sports Complex environs to undertake their monthly events. This approval is a requirement for sanctioning of their events by Triathlon Australia.

The Club has supplied all required documentation, risk management and traffic management plans.

Council has approved previous requests by the Club to undertake events as proposed. The events have been undertaken in previous seasons without incident or inconvenience to the general public.

KEY ISSUES

The use of public roads for sporting events has inherent risks. These risks have been identified and assessed under the Club's risk management and traffic management plans and appropriate actions have been put forward to minimise the risk.

The required Public Liability Insurance Certificate of Currency listing Council as an interested party has not yet been supplied.

Relevant Conditions	Applicable	Status
1. Valid public liability insurance being held by the event organiser (minimum \$20,000,000 where event uses a Roads and Maritime asset such as a bridge, Motorway or viaduct)	Yes	Supplied
2. NSW Police approval is obtained <i>(Schedule Form 1 Notice to Hold Public Assembly)</i>	Yes	Lodged with NSW Police awaiting approval.
3. Roads and Maritime Services approval is obtained by way of a Road Occupancy License where event is on a state road or where the event may impact the state road network.	NA	NA
4. National Heavy Vehicle Regulator approval is obtained as required where road closures of approved Restricted Access Vehicles routes require identification of new routes for traffic detours.	NA	NA
5. The submission and approval of relevant council event application/s and compliance with any conditions imposed therein	Yes	Noted, will comply as required.
6. Local Traffic Committee advice is sought for the event Traffic Management Plan, <i>as per Special Event Resources - Special Event Transport Management Plan Template</i> , prior to approval of traffic control devices. This includes a Risk Management Plan and Traffic Control Plan/s. The following traffic control conditions shall also be observed;	Yes	Provided and submitted to the August 2021 LTC meeting
a. Traffic Control Plans to include a map indicating any alternative routes required for traffic detours.	Yes	Provided
b. Traffic Control Plans to be drawn to scale and indicate the provision of passageways and clearances for pedestrian and emergency access. Plans should be prepared in accordance with Roads & Maritime Services Guide to Traffic Control at Worksites	Yes	Provided
c. Temporary Speed Zone Authorisation is obtained from the roads authority for any reduced speed limit/s required as part of the traffic control for the event. Where local council is the roads authority,	NA	NA

notification of any reduced speed limit should be forwarded to Roads and Maritime Service and NSW Police		
d. Conformance with approved Traffic Management Plan and associated Traffic Control Plans which shall be implemented and controlled by Roads & Maritime Services accredited persons	Yes	Yes
7. Consultation with emergency services (Fire & Ambulance) and any identified issues addressed in a timely manner	N/A	N/A
8. Consultation with bus and taxi operators and arrangements made for provision of services during conduct of the event	N/A	N/A
9. Community and affected business consultation including adequate response/action to any raised concerns	N/A	N/A
10. Arrangements made for private property access and egress affected by the event	N/A	N/A
11. The event organiser notifies local community of the impact of the event/s by advertising in the <i>local paper/s</i> a minimum of one week prior to the operational impacts taking effect. The advertising must include the event name, specifics of any traffic impacts or road closures and times, alternative route arrangements, event organiser, a personal contact name and a telephone number for all event related enquiries or complaints	N/A	N/A Low participant numbers, Low frequency of events Low impact on community.
12. That the applicant organise for the events to be listed on council's web page	Yes	To be complied with by applicant

COUNCIL IMPLICATIONS

Budget/Financial

There is no cost to Council for this event

Asset Management

N/A

Policy or Regulation

N/A

Consultation

Not considered necessary for the size and timing of the event. Participants are generally Clarence Valley residents. No roads are closed and there is no impact on general public.

Legal and Risk Management

Clarence Triathlon Clubs Risk and Traffic Management Plans supplied.

Public Liability Insurance Certificate of Currency naming Council as interested party supplied.

Climate Change

N/A

Prepared by	Tony Smith, Maintenance Engineer
Attachment	Special Event Application
To be tabled	Nil
Confidential	Nil

ITEM	027/21	CENTRE PARKING - WHARF STREET MACLEAN
-------------	---------------	----------------------------------------------

Meeting	Local Traffic Committee	4 August 2021
Directorate	Works & Civil	
Reviewed by	Director - Works & Civil (Jamie Fleeting)	
Attachment	Nil	

SUMMARY

Council has received a request to provide marked spaces in the centre parking bays in Wharf Street Maclean and to consider timed parking in this area.

LOCAL TRAFFIC COMMITTEE RECOMMENDATION

1. It is recommended that the centre parking bay in Wharf Street, nearest River Street, be line marked with 10 short term parking spaces 2.6m wide with 2P 9am to 4pm Mon-Fri parking restriction (Sign No. R5-16) and it is recommended that the next bay be marked with 7 long term 2.4m wide unrestricted parking spaces.
2. Edgeline marking be considered as part of the installation of parking bays.
3. Funding being applied through TfNSW to undertake the works.

Voting:	Council	Y
	Local State Member of Parliament Representative	Y
	TfNSW	Y
	Police	Y

OFFICER RECOMMENDATION

It is recommended that the centre parking bay in Wharf Street, nearest River Street, be line marked with 10 short term parking spaces 2.6m wide with 2P 9am to 4pm Mon-Fri parking restriction (Sign No. R5-16) and it is recommended that the next bay be marked with 7 long term 2.4m wide unrestricted parking spaces.

LINKAGE TO OUR COMMUNITY PLAN

Theme	2 Infrastructure
Objective	2.1 We will have communities that are well serviced with appropriate infrastructure
Strategy	2.1.5 Provide safe and effective vehicular and pedestrian networks that balance asset conditions with available resources

BACKGROUND

Wharf Street, Maclean, between River Street and Woodford Street has a 30m wide road reserve which permits two travel lanes and a central parking area. The central parking consists of four main bays separated by grass areas and turning bays. Bay 1 is nearest to River Street. There is currently no linemarking or timed parking. Parallel parking is available adjacent to kerb and gutter on both sides of the road.

KEY ISSUES

The op-shops, businesses and churches nearest River Street consider that parking availability is reduced due to the random alignment of parked cars and all day occupation of parking spaces in bay 1 and bay 2 and have requested marked spaces and 2P parking at the River Street end.

A survey conducted during mid-morning over a period of two weeks showed the following average occupancy

Bay 1	93% (100% on six days)
Bay 2	73%

Bay 3 51%
 Bay 4 16%

Bay 1 has the highest occupancy rate due to its proximity to both offices and businesses.
 Bay 1 will accommodate 10 short term 2.6m wide marked spaces.
 Bay 2 will accommodate 7 long term 2.4m wide marked spaces.
 Marking of the spaces will ensure full utilisation of the available space in the high demand bays.
 Establishment of 2P parking in the first bay will provide improved parking availability to the adjacent businesses. Long term parking will be moved approximately 30m further away from River Street.



COUNCIL IMPLICATIONS

Budget/Financial

The cost of additional signage and line marking will be met from Council's signage and line marking operational budget.

Asset Management

Additional signage and line making will be added to Council's asset register.

Policy or Regulation

AS 2890.5 1993 Parking Facilities – On street parking.
 AS 1742.1-2003 Manual of uniform traffic control devices.
 AS1742.11-1999 Manual of uniform traffic control devices – Parking controls.

Consultation

N/A

Legal and Risk Management

N/A

Climate Change

N/A

Prepared by	Tony Smith, Maintenance Engineer
Attachment	Nil

To be tabled	Nil
Confidential	Nil

ITEM	028/21	ON STREET PARKING - OCEANIA COURT, YAMBA
-------------	---------------	-------------------------------------------------

Meeting	Local Traffic Committee	4 August 2021
Directorate	Works & Civil	
Reviewed by	Director - Works & Civil (Jamie Fleeting)	
Attachment	Nil	

SUMMARY

Council has been requested to provide no-standing signage in Oceania Court Yamba between the roundabout and T intersection.

LOCAL TRAFFIC COMMITTEE RECOMMENDATION

That Council undertake public consultation with residents and a further report be submitted to Traffic Committee.

Voting: Council
Local State Member of Parliament Representative
TfNSW
Police

OFFICER RECOMMENDATION

It is recommended that "No Parking" zones be established on both sides of Oceania Court between Beachside Way roundabout and the T intersection.

LINKAGE TO OUR COMMUNITY PLAN

Theme 2 Infrastructure

Objective 2.1 We will have communities that are well serviced with appropriate infrastructure

Strategy 2.1.5 Provide safe and effective vehicular and pedestrian networks that balance asset conditions with available resources

BACKGROUND

Oceania Court is a residential access street serving 32 individual dwellings and several multi unit residential properties.



Street Map

The section of Oceania Street between the roundabout and the T intersection is 53m in length. The road pavement is 8m wide between kerb lines and there are 5m wide grassed footpaths on both sides. A request has been made for construction of a paved footpath on the southern side of Oceania Court.



Locality Plan

KEY ISSUES

Parking in the first section of Oceania Court is limited by proximity of intersections and driveways however three unrestricted parking spaces are available on each side of the road. Should those spaces be occupied the available road width for through traffic is reduced to one lane however, visibility is not restricted and vehicles can proceed safely with delays.

The presence of roll type kerb allows vehicles to park partially on the footpath and vehicles are shown in the image parked fully on the footpath. At time of inspection a caravan appeared to be parked permanently on the southern side.



Detail Plan

The treatment options available are-

1. Retain existing arrangements with traffic restricted to one lane when vehicles are parked on both sides.
2. Provide “No Parking” signs on one side of the road. This allows for two lanes of traffic but will deprive one residence of adjacent on street parking.
3. Provide “No Parking” signs on both sides of the road. This may encourage unauthorised footpath parking.
4. Construct formal footpath parking bays behind the kerb and gutter to provide authorised footpath parking. This will require allocation of funds by Council.

Option 3 provides the highest level of safety at low cost.

COUNCIL IMPLICATIONS

Budget/Financial

The cost of additional signage will be met from Councils signage and linemarking operational budget.

Asset Management

Additional signage will be added to Councils asset register.

Policy or Regulation

AS1742.11-1999 Manual of uniform traffic control devices – Parking controls.

Consultation

N/A

Legal and Risk Management

N/A

Climate Change

N/A

Prepared by	Tony Smith, Maintenance Engineer
Attachment	Nil
To be tabled	Nil
Confidential	Nil

ITEM	029/21	PEDESTRIAN CROSSING SUMMERLAND WAY
Meeting	Local Traffic Committee	4 August 2021
Directorate	Works & Civil	
Reviewed by	Director - Works & Civil (Jamie Fleeting)	
Attachment	Nil	

SUMMARY

Council has received a request for the installation of a marked pedestrian crossing on Summerland Way Junction Hill adjacent to the service station and store.

LOCAL TRAFFIC COMMITTEE RECOMMENDATION

That a marked pedestrian crossing not be installed at this location.

Voting:	Council	Y
	Local State Member of Parliament Representative	Y
	TfNSW	Y
	Police	Y

OFFICER RECOMMENDATION

That a marked pedestrian crossing not be installed at this location.

LINKAGE TO OUR COMMUNITY PLAN

Theme	2 Infrastructure
Objective	2.1 We will have communities that are well serviced with appropriate infrastructure
Strategy	2.1.5 Provide safe and effective vehicular and pedestrian networks that balance asset conditions with available resources

BACKGROUND

A marked pedestrian crossing has been requested at this location to improve the safety of pedestrians crossing between the service station and the bakery outlet on opposite sides of Summerland Way.

KEY ISSUES

The existence of food outlets on both sides of Summerland Way at this location creates the possibility of pedestrian traffic between these two sites.

Monitoring of pedestrian traffic has shown that pedestrian traffic volumes are low with the highest observed being 7 pedestrian movements in half an hour around midday. This volume is well below the warrant for the provision of a marked pedestrian crossing. The site is also an undesirable location for a crossing due to the long downhill approach from the north on a B-double route.

A pedestrian refuge may be a more appropriate treatment however this would impose limitations on the high turnover of kerbside parking.

A large number of turning movements have been observed with vehicles turning into and out of the driveways of the commercial premises together with u-turns from the kerbside parking. The traffic volume is 5059 vpd with an 85th percentile speed of 56.61 kph. The heavy vehicle percentage is 13.44%.

COUNCIL IMPLICATIONS**Budget/Financial**

N/A

Asset Management

N/A

Policy or Regulation

AS1742.10- 2009 Manual of uniform traffic control devices-Pedestrian control and protection

Consultation

N/A

Legal and Risk Management

N/A

Climate Change

N/A

Prepared by	Tony Smith, Maintenance Engineer.
Attachment	Nil
To be tabled	Nil
Confidential	Nil

ITEM	030/21	JACARANDA FESTIVAL SHOW RIDES – POUND STREET GRAFTON ROAD CLOSURE
Meeting	Local Traffic Committee	4 August 2021
Directorate	Works & Civil	
Reviewed by	Director - Works & Civil (Jamie Fleeting)	
Attachment	Yes	

SUMMARY

Special Events (Traffic Management Plans) for road closures in Pound Street as part of the Jacaranda Festival between Thursday 4 November to Sunday 7 November 2021 are presented for consideration.

LOCAL TRAFFIC COMMITTEE RECOMMENDATION

That this event be approved subject to the compliance to the relevant conditions below.

1. Valid public liability insurance being held by the event organiser (minimum \$20,000,000).
2. NSW Police approval is obtained.
3. Roads and Maritime Services approval is obtained by way of a Road Occupancy License where event is on a state road or where the event may impact the state road network.
4. National Heavy Vehicle Regulator approval is obtained as required where road closures of approved Restricted Access Vehicles routes require identification of new routes for traffic detours.
5. The submission and approval of relevant council event application/s and compliance with any conditions imposed therein.
6. Local Traffic Committee advice is sought for the event Traffic Management Plan prior to approval of traffic control devices. This includes a Risk Management Plan and Traffic Control Plan/s. The following traffic control conditions shall also be observed:
 - a. Traffic Control Plans to include a map indicating any alternative routes required for traffic detours.
 - b. Traffic Control Plans to be drawn to scale and indicate the provision of passageways and clearances for pedestrian and emergency access. Plans should be prepared in accordance with Roads & Maritime Services Guide to Traffic Control at Worksites.
 - c. All signage erected for the event should not cause a hazard for motorists or pedestrians and be removed immediately following the completion of the event.
 - d. Temporary Speed Zone Authorisation is obtained from the road's authority for any reduced speed limit/s required as part of the traffic control for the event. Where local council is the roads authority, notification of any reduced speed limit should be forwarded to TfNSW and NSW Police.
 - e. Conformance with approved Traffic Management Plan and associated Traffic Control Plans which shall be implemented and controlled by TfNSW accredited persons.
7. Consultation with emergency services (Fire & Ambulance) and any identified issues addressed in a timely manner.
8. Consultation with bus and taxi operators and arrangements made for provision of services during conduct of the event.
9. Community and affected business consultation including adequate response/action to any raised concerns.

10. Arrangements made for private property access and egress affected by the event.
11. The event organiser notifies local community of the impact of the event/s by advertising in the *local paper/s* a minimum of one week prior to the operational impacts taking effect. The advertising must include the event name, specifics of any traffic impacts or road closures and times, alternative route arrangements, event organiser, a personal contact name and a telephone number for all event related enquiries or complaints.
12. That the applicant organises for the events to be listed on council's web page.

Voting:	Council	Y
	Local State Member of Parliament Representative	Y
	TfNSW	Y
	Police	Y

OFFICER RECOMMENDATION

That this event be approved subject to the compliance to the relevant conditions below.

1. Valid public liability insurance being held by the event organiser (minimum \$20,000,000).
2. NSW Police approval is obtained.
3. Roads and Maritime Services approval is obtained by way of a Road Occupancy License where event is on a state road or where the event may impact the state road network.
4. National Heavy Vehicle Regulator approval is obtained as required where road closures of approved Restricted Access Vehicles routes require identification of new routes for traffic detours.
5. The submission and approval of relevant council event application/s and compliance with any conditions imposed therein.
6. Local Traffic Committee advice is sought for the event Traffic Management Plan prior to approval of traffic control devices. This includes a Risk Management Plan and Traffic Control Plan/s. The following traffic control conditions shall also be observed:
 - a. Traffic Control Plans to include a map indicating any alternative routes required for traffic detours.
 - b. Traffic Control Plans to be drawn to scale and indicate the provision of passageways and clearances for pedestrian and emergency access. Plans should be prepared in accordance with Roads & Maritime Services Guide to Traffic Control at Worksites.
 - c. All signage erected for the event should not cause a hazard for motorists or pedestrians and be removed immediately following the completion of the event.
 - d. Temporary Speed Zone Authorisation is obtained from the road's authority for any reduced speed limit/s required as part of the traffic control for the event. Where local council is the roads authority, notification of any reduced speed limit should be forwarded to TfNSW and NSW Police.
 - e. Conformance with approved Traffic Management Plan and associated Traffic Control Plans which shall be implemented and controlled by TfNSW accredited persons.
7. Consultation with emergency services (Fire & Ambulance) and any identified issues addressed in a timely manner.
8. Consultation with bus and taxi operators and arrangements made for provision of services during conduct of the event.

9. Community and affected business consultation including adequate response/action to any raised concerns.
10. Arrangements made for private property access and egress affected by the event.
11. The event organiser notifies local community of the impact of the event/s by advertising in the *local paper/s* a minimum of one week prior to the operational impacts taking effect. The advertising must include the event name, specifics of any traffic impacts or road closures and times, alternative route arrangements, event organiser, a personal contact name and a telephone number for all event related enquiries or complaints.
12. That the applicant organises for the events to be listed on council's web page.

LINKAGE TO OUR COMMUNITY PLAN

Theme	1 Society
Objective	3.1 We will have an attractive and diverse environment for business, tourism and industry
Strategy	3.1.1 Promote the Clarence region as a wonderful place to invest, live, work and visit

BACKGROUND

The Pound St Show Rides is an interactive area for 4 days for the community members and visitors to the festival to experience some thrill rides and show rides to enhance their experience of the Jacaranda Festival. It features show and thrill rides for 4 days during the busiest days of the festival. Special Events Traffic Management Plans for Jacaranda Festival show rides to be held between Thursday 4 November to Sunday 7 November 2021 have been lodged with Council for consideration. A copy of the Management Plan is attached.

KEY ISSUES

The event will be conducted in Pound Street and a road closure will be in place from the Prince Street intersection to the entrance to Wiseman Way. Road Closure of this section of Pound Street is requested from 6:00pm Wednesday 3 November 2021 to 9:00pm Sunday 7 November 2021. The road closure for event is attached for consideration as part of the management plan. TCP's are being prepared.

COUNCIL IMPLICATIONS

Budget/Financial

There will be a cost in the installation and dismantling of the road closures for the festival. Council has typically donated funds to cover the costs of the road closures.

Asset Management

N/A

Policy or Regulation

Transport for NSW Special Events Guidelines.
In accordance with section 4.6 and Appendix B of AS 1742.3

Consultation

Refer to Event Management plans.

The Committee has been in contact with Grafton Taxi's who will relocate to a temporary taxi rank in front of Grafton Regional Library on Pound Street and adjacent to Grafton Food Emporium.

The Festival Committee are very grateful to Grafton Taxi's offering to make this relocation of their rank for this 4-day period to allow the closure of Pound Street from Prince Street to Wiseman Way. The festival will prepare signage to guide people to the temporary taxi rank and also advertise in the festival program in relation to this change. Festival Information Volunteers will also be at the location during events to redirect anyone wishing to catch a taxi during these dates.

Legal and Risk Management

Traffic Control must be designed and installed by accredited persons

Climate Change

N/A

Prepared by	Phil Daniels, Maintenance Engineer
Attachment	Event Management Plans Traffic Control Plans

ITEM	031/21	JACARANDA FESTIVAL CARNIVAL CAPERS – SKINNER STREET SOUTH GRAFTON ROAD CLOSURE
Meeting	Local Traffic Committee	4 August 2021
Directorate	Works & Civil	
Reviewed by	Director - Works & Civil (Jamie Fleeting)	
Attachment	Yes	

SUMMARY

Special Events Traffic Management Plans for the Carnival Capers event as part of the Jacaranda Festival on 3 November 2021 are presented for consideration.

LOCAL TRAFFIC COMMITTEE RECOMMENDATION

That this event be approved subject to the compliance to the relevant conditions below.

1. Valid public liability insurance being held by the event organiser (minimum \$20,000,000).
2. NSW Police approval is obtained.
3. Roads and Maritime Services approval is obtained by way of a Road Occupancy License where event is on a state road or where the event may impact the state road network.
4. National Heavy Vehicle Regulator approval is obtained as required where road closures of approved Restricted Access Vehicles routes require identification of new routes for traffic detours.
5. The submission and approval of relevant council event application/s and compliance with any conditions imposed therein.
6. Local Traffic Committee advice is sought for the event Traffic Management Plan prior to approval of traffic control devices. This includes a Risk Management Plan and Traffic Control Plan/s. The following traffic control conditions shall also be observed:
 - a. Traffic Control Plans to include a map indicating any alternative routes required for traffic detours.
 - b. Traffic Control Plans to be drawn to scale and indicate the provision of passageways and clearances for pedestrian and emergency access. Plans should be prepared in accordance with Roads & Maritime Services Guide to Traffic Control at Worksites.
 - c. All signage erected for the event should not cause a hazard for motorists or pedestrians and be removed immediately following the completion of the event.
 - d. Temporary Speed Zone Authorisation is obtained from the road's authority for any reduced speed limit/s required as part of the traffic control for the event. Where local council is the roads authority, notification of any reduced speed limit should be forwarded to TfNSW and NSW Police.
 - e. Conformance with approved Traffic Management Plan and associated Traffic Control Plans which shall be implemented and controlled by TfNSW accredited persons.
7. Consultation with emergency services (Fire & Ambulance) and any identified issues addressed in a timely manner.
8. Consultation with bus and taxi operators and arrangements made for provision of services during conduct of the event.
9. Community and affected business consultation including adequate response/action to any raised concerns.
10. Arrangements made for private property access and egress affected by the event.

11. The event organiser notifies local community of the impact of the event/s by advertising in the *local paper/s* a minimum of one week prior to the operational impacts taking effect. The advertising must include the event name, specifics of any traffic impacts or road closures and times, alternative route arrangements, event organiser, a personal contact name and a telephone number for all event related enquiries or complaints.
12. That the applicant organises for the events to be listed on council's web page.

Voting:	Council	Y
	Local State Member of Parliament Representative	Y
	TfNSW	Y
	Police	Y

OFFICER RECOMMENDATION

That this event be approved subject to the compliance to the relevant conditions below.

1. Valid public liability insurance being held by the event organiser (minimum \$20,000,000).
2. NSW Police approval is obtained.
3. Roads and Maritime Services approval is obtained by way of a Road Occupancy License where event is on a state road or where the event may impact the state road network.
4. National Heavy Vehicle Regulator approval is obtained as required where road closures of approved Restricted Access Vehicles routes require identification of new routes for traffic detours.
5. The submission and approval of relevant council event application/s and compliance with any conditions imposed therein.
6. Local Traffic Committee advice is sought for the event Traffic Management Plan prior to approval of traffic control devices. This includes a Risk Management Plan and Traffic Control Plan/s. The following traffic control conditions shall also be observed:
 - a. Traffic Control Plans to include a map indicating any alternative routes required for traffic detours.
 - b. Traffic Control Plans to be drawn to scale and indicate the provision of passageways and clearances for pedestrian and emergency access. Plans should be prepared in accordance with Roads & Maritime Services Guide to Traffic Control at Worksites.
 - c. All signage erected for the event should not cause a hazard for motorists or pedestrians and be removed immediately following the completion of the event.
 - d. Temporary Speed Zone Authorisation is obtained from the road's authority for any reduced speed limit/s required as part of the traffic control for the event. Where local council is the roads authority, notification of any reduced speed limit should be forwarded to TfNSW and NSW Police.
 - e. Conformance with approved Traffic Management Plan and associated Traffic Control Plans which shall be implemented and controlled by TfNSW accredited persons.
7. Consultation with emergency services (Fire & Ambulance) and any identified issues addressed in a timely manner.
8. Consultation with bus and taxi operators and arrangements made for provision of services during conduct of the event.
9. Community and affected business consultation including adequate response/action to any raised concerns.

10. Arrangements made for private property access and egress affected by the event.
11. The event organiser notifies local community of the impact of the event/s by advertising in the *local paper/s* a minimum of one week prior to the operational impacts taking effect. The advertising must include the event name, specifics of any traffic impacts or road closures and times, alternative route arrangements, event organiser, a personal contact name and a telephone number for all event related enquiries or complaints.
12. That the applicant organises for the events to be listed on council's web page.

LINKAGE TO OUR COMMUNITY PLAN

Theme	1 Society
Objective	3.1 We will have an attractive and diverse environment for business, tourism and industry
Strategy	3.1.1 Promote the Clarence region as a wonderful place to invest, live, work and visit

BACKGROUND

Special Events Traffic Management Plans for Jacaranda Festival and carnival capers to be held on 3 November 2021 have been lodged with Council for consideration. The activities will commence at 3.00pm and will conclude at 8.00pm. Set up begins at 12:00pm with road opened by 9.00pm. The road closures will be required from 12.00pm to 9.00pm. A copy of the Management Plan is attached.

KEY ISSUES

The event will take place in Skinner Street from the northern side of Busways entrance (which will remain open) to the southern side of the BP Service Station entrance. This leaves one entrance to the BP Service Station open, with access coming from Through Street. The Jacaranda Festival are requesting a road closure during the event between the hours of 12.00pm to 9.00pm. The road closure for event is attached for consideration as part of the management plan. TCP's are be prepared.

COUNCIL IMPLICATIONS

Budget/Financial

There will be a cost in the installation and dismantling of the road closures for the festival. Council has typically donated funds to cover the costs of the road closures.

Asset Management

N/A

Policy or Regulation

Transport for NSW Special Events Guidelines.
In accordance with section 4.6 and Appendix B of AS 1742.3

Consultation

Refer to Event Management plan.

The Committee have been in contact with Mary Buckler from Grafton Taxi's who informed the Festival Committee the South Grafton Taxi rank on Skinner Street adjacent to Farmer Lou's is very rarely used and closing Skinner Street in this location for this afternoon and evening will not affect the operation of Taxi's in South Grafton. Anyone wanting to catch a taxi in South Grafton normally calls. Grafton Taxi's are happy to arrange pickup and drop offs with their customers from in front of Busway, or the Service Station on Skinner

Street that afternoon or on Spring Street. Festival Information Volunteers will be available to guide anyone that afternoon on how to catch a taxi.

Legal and Risk Management

Traffic Control must be designed and installed by accredited persons

Climate Change

N/A

Prepared by	Phil Daniels, Maintenance Engineer
Attachment	Event Management Plans Traffic Control Plans

ITEM	032/21	REVIEW OF ONE-WAY TRAFFIC, RIVERVIEW ST ILUKA
Meeting	Local Traffic Committee	4 August 2021
Directorate	Works & Civil	
Reviewed by	Director - Works & Civil (Jamie Fleeting)	
Attachment	Nil	

SUMMARY

Council implemented One Way traffic arrangements in Riverview Street Iluka between Spenser Street and Angourie Street in September 2020. Subsequent feedback from some members of the community has requested a review of those arrangements.

LOCAL TRAFFIC COMMITTEE RECOMMENDATION

1. That Council write to all affected residents of Cave Street and Riverview Street seeking comment on the implementation of the one way traffic arrangement and suggestions for refinement of the arrangements.
2. That Council seek community feedback on the traffic arrangements through available media.
3. That the results of feedback be assessed and reported to the Local Traffic Committee.

Voting:	Council	Y
	Local State Member of Parliament Representative	Y
	TfNSW	Y
	Police	Y

OFFICER RECOMMENDATION

1. That Council write to all affected residents of Cave Street and Riverview Street seeking comment on the implementation of the one way traffic arrangement and suggestions for refinement of the arrangements.
2. That Council seek community feedback on the traffic arrangements through available media.
3. That the results of feedback be assessed and reported to the Local Traffic Committee.

LINKAGE TO OUR COMMUNITY PLAN

Theme	2 Infrastructure
Objective	2.1 We will have communities that are well serviced with appropriate infrastructure
Strategy	2.1.5 Provide safe and effective vehicular and pedestrian networks that balance asset conditions with available resources

BACKGROUND

Council implemented one-way traffic in Riverview Street Iluka following the process summarised in the table below.

Chronology	Document	Date
In May 2018 the Ratepayers Association of Iluka submitted a request for consideration to convert Riverview Street, Iluka into a One-way arrangement.	01_Email request Iluka Ratepayers Association	11 May 2018
Following the request the Manager of Civil Services wrote to those residents deemed to be directly impacted by the arrangement.	02_Preliminary letter on suggestion...	31 May 2018
The attached map identifies those properties directly contacted detailing the proposal.	03_Property Consultation Map	

Note: There were a total of 4 responses received from residents who had been contacted with no objections received to the proposal.	03a_Combined resident responses	Various
In November 2019 the manager of Civil Services informing residents that as a result of the support received Council would initiate plans to implement the traffic change including consideration by the Local Traffic Committee.	04_Letter from Council advising of intent to implement the change.	20 November 2019
Proposal was presented to the August 2020 Local Traffic Committee (LTC). The LTC endorsed the proposal in line with support from residents.	05_LTC August minutes	5 August 2020
Correspondence sent to residents advising that the LTC had endorsed the traffic one way proposal	06_Letter to residents	6 August 2020
LTC minutes endorsed by Council at the ordinary August meeting		25 August 2020
In September correspondence to residents advising that the implementation would be carried out following the Council resolution	07_Letter to residents	1 September
Signage has recently been installed with some negative feedback received from 2 residents, one from Cave Street who were not directly consulted with.		September 2020

KEY ISSUES

The altered traffic arrangements have been in place for almost one year and this has provided an opportunity for altered traffic volumes in adjacent streets to stabilise. During this period aspects of the changed arrangements that were not apparent during consultation and assessment may have emerged. Some negative feedback has been received following the implementation. It is also important to note some residents have communicated their support for the implemented one way traffic arrangement.

Since the implementation of the one way traffic arrangement council has received the following feedback from residents of Iluka;

- 6 supportive
- 5 unsupportive
- 2 seeking more public consultation.

It is recommended that Council again write to all directly affected residents in Riverview Street and Cave Street (and adjoining streets) seeking comment on the effectiveness of the arrangements and suggestions for improvement. Council should also seek broader community feedback from Iluka residents through all available media.

COUNCIL IMPLICATIONS

Budget/Financial

Nil

Asset Management

N/A

Policy or Regulation

N/A

Consultation

Further consultation to be undertaken.

Legal and Risk Management

Nil

Climate Change

Nil

Prepared by	Tony Smith, Maintenance Engineer
Attachment	Nil
To be tabled	Nil
Confidential	Nil

ITEM	033/21	SANDON ROAD, MINNIE WATER
-------------	---------------	----------------------------------

Meeting	Local Traffic Committee	4 August 2021
Directorate	Works & Civil	
Reviewed by	Director - Works & Civil (Jamie Fleeting)	
Attachment	Mandatory Selection	

SUMMARY

The Minnie Water Progress Association Inc. has raised concerns regarding pedestrian safety in the vicinity of Minnie Water Store on Sandon Road and has requested traffic calming measures.

LOCAL TRAFFIC COMMITTEE RECOMMENDATION

That Council in conjunction with TfNSW undertake an onsite meeting to further investigate traffic calming measures to improve pedestrian safety before seeking funding from TfNSW.

Voting:	Council	Y
	Local State Member of Parliament Representative	Y
	TfNSW	Y
	Police	Y

OFFICER RECOMMENDATION

That Council prepare an application to TfNSW in accordance with the guidelines for establishment of a 40 km/h speed zone and associated traffic calming in Sandon Road Minnie Water in the vicinity of Minnie Water Store.

LINKAGE TO OUR COMMUNITY PLAN

Theme	2 Infrastructure
Objective	2.1 We will have communities that are well serviced with appropriate infrastructure
Strategy	2.1.5 Provide safe and effective vehicular and pedestrian networks that balance asset conditions with available resources

BACKGROUND

The Minnie Water store area has seen gradual development over a very long period. There is a wide bitumen sealed area between the store and the community hall and surf club opposite.

Minimal traffic control measures are in place with basic line marking and a sub-standard pedestrian refuge. There is informal nose in parking on the western side south of the store and informal parallel parking and driveway accesses at the store frontage. W6 Pedestrian warning signs have been erected on Minnie Water Road approaching this area.

Sandon Road, north of the store, provides access to nine dwellings and beachside parking areas within a reserve.



Street Map

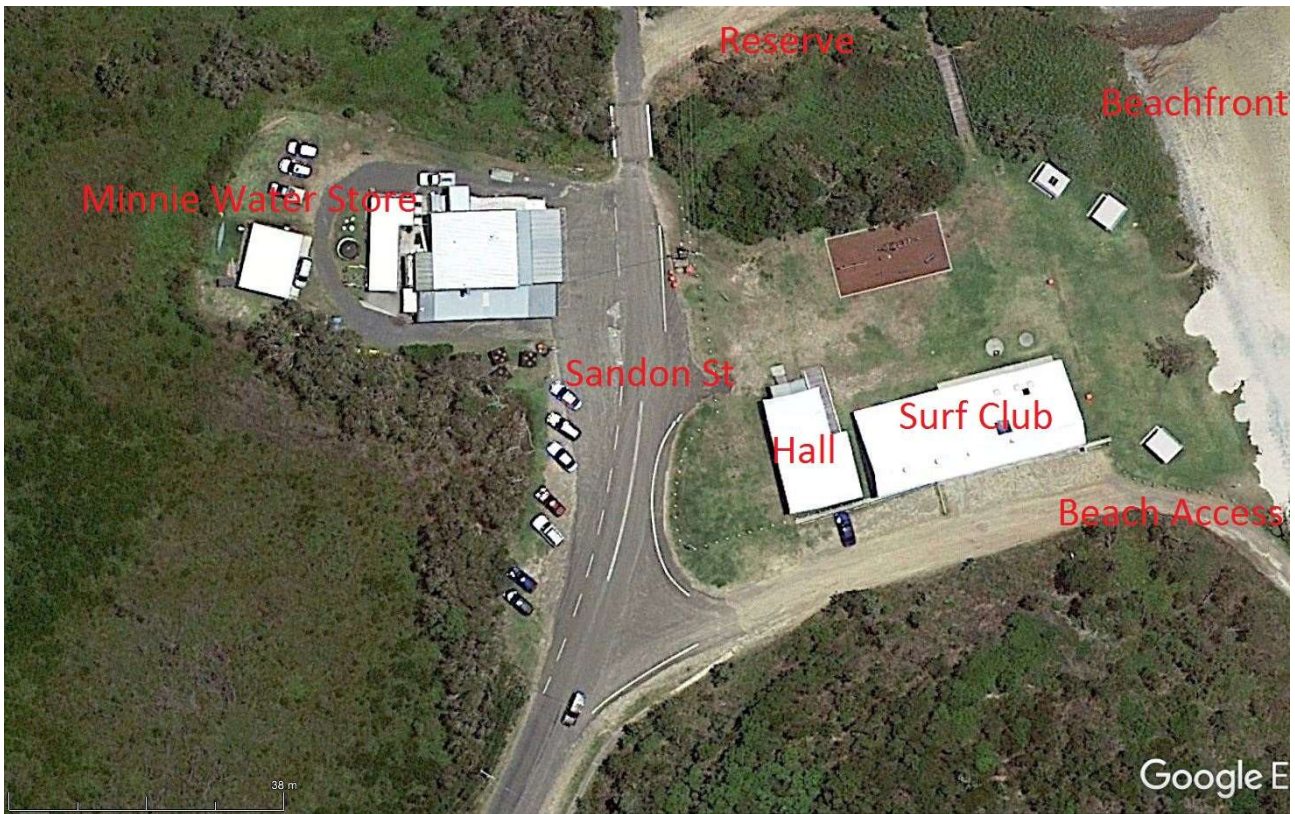
KEY ISSUES

During non-holiday periods there is a moderate level of local pedestrian and vehicular traffic which is generally self regulating. During holiday periods there is a significant increase in pedestrian vehicle traffic with much of that visitor traffic unfamiliar with the area.

Minnie Water store is the only retail facility in this area and attracts both visiting and local pedestrian and vehicular traffic. The pedestrian traffic emanates from numerous access points between the beach access track to the south and the beachside reserve to the north.

Due to the numerous pedestrian traffic generators, there is no defined or concentrated crossing location on Sandon Road and actual pedestrian numbers are difficult to evaluate.

Safe regulation of traffic in this precinct requires development of an integrated traffic calming plan associated with a 40 km/h speed zoning appropriate for a high pedestrian area.



Locality Plan

COUNCIL IMPLICATIONS

Budget/Financial

Funding for preparation of Traffic Calming Plans to be sought from TfNSW.

Asset Management

Nil

Policy or Regulation

RTA Guide “40 km/h speed limits in high volume pedestrian areas”

Consultation

Public consultation is integral to development of the Traffic Calming Plans.

Legal and Risk Management

N/A

Climate Change

N/A

Prepared by	Tony Smith, Maintenance Engineer
Attachment	Nil
To be tabled	Nil
Confidential	Nil

ITEM	034/21	ORARA WAY GLENREAGH SPEED INDICATION SIGN
-------------	---------------	--------------------------------------------------

Meeting	Local Traffic Committee	4 August 2021
Directorate	Works & Civil	
Reviewed by	Director - Works & Civil (Jamie Fleeting)	
Attachment	Nil	

SUMMARY

The Glenreagh Progress Association has requested installation of electronic speed indication signs at the entrances to Glenreagh township on Orara Way similar to that installed at Nana Glen.

LOCAL TRAFFIC COMMITTEE RECOMMENDATION

1. That a traffic survey be undertaken on Orara Way at Glenreagh to determine the speed compliance level within the village.
2. That installation of electronic speed indication signs be considered if the 85th percentile speed at the Tallawudjah Ck Road and Sherwood Creek Road intersections with Orara Way is in excess of 55km/h.
3. Council and TfNSW to consult on the CBD upgrade and entry statement to Glenreagh.

Voting:	Council	Y
	Local State Member of Parliament Representative	Y
	TfNSW	Y
	Police	Y

OFFICER RECOMMENDATION

4. That a traffic survey be undertaken on Orara Way at Glenreagh to determine the speed compliance level within the village.
5. That installation of electronic speed indication signs be considered if the 85th percentile speed at the Tallawudjah Ck Road and Sherwood Creek Road intersections with Orara Way is in excess of 55km/h.

LINKAGE TO OUR COMMUNITY PLAN

Theme 2 Infrastructure

Objective 2.1 We will have communities that are well serviced with appropriate infrastructure

Strategy 2.1.5 Provide safe and effective vehicular and pedestrian networks that balance asset conditions with available resources

BACKGROUND

The Glenreagh Progress Association has expressed concern at the observed speed of through traffic on Orara Way in Glenreagh Village.

A 50km/h speed zone exists in Glenreagh village, a 100km/h speed zone exists on the southbound approach and an 80km/h speed zone exists on the northbound approach. "50 Ahead" signs are in place on both approaches. The Orara Way road reserve through Glenreagh is 30m wide providing an open streetscape with good visibility and wide parking lanes either side.

There is no recent crash history within the 50km/h speed zone area.

There is one "Evolis" electronic speed indication device installed on the southbound Orara Way approach to Nana Glen. This device is installed at a location where speed compliance has been poor due to the long downhill approach to the village. The sign is also located in the vicinity of an intersection and a school zone with a bus layby and a school crossing located on a curve. Enquiries with Coffs Harbour City Council have indicated that although there is no historical speed compliance data the current speed data provided by the device indicates an improved level of compliance.

KEY ISSUES

Austrroads research shows that electronic speed indication devices can result in a speed reduction of 5km/h in the vicinity of intersections. The effectiveness is significantly reduced if good compliance levels are existing. The level of compliance needs to be established prior to site selection and implementation of a speed indication device.

Suitable locations for devices, if warranted, would be on the southbound approach between Tallawudjah Creek bridge and the Tallawudjah Creek Road intersection and on the northbound approach near the Sherwood Creek Road intersection. The device at Nana Glen is located behind a kerb affording a degree of protection. Any devices installed at Glenreagh would be exposed to traffic and would require some protection from vehicles.



“Evolis” Speed Indication Sign at Nana Glen



Southbound approach to Nana Glen

COUNCIL IMPLICATIONS

Budget/Financial

The supply cost of an "Evolis Speed Indication Device" as installed at Nana Glen is \$5350. Installation cost will depend on the amount of protection needed for the installation at the selected site. Currently no funding source has been identified and if a decision to go ahead with the project was reached Council would be seeking funding from some form of road safety grant.

Asset Management

Additional signage will be added to Council's asset register.

Policy or Regulation

Austrroads Guide to Traffic Management Pt 10
TfNSW Specification TSI-SP-008 TSI-SP-008 Variable Message Signs

Consultation

Request from Glenreagh Progress Association

Legal and Risk Management

Nil

Climate Change

Nil

Prepared by	Tony Smith Maintenance Engineer
Attachment	Nil
To be tabled	Nil
Confidential	Nil

ITEMS FOR DISCUSSION**IMPLEMENTATION OF A COMMITTEE TO ASSESS LOCATIONS SUBSEQUENT TO A FATAL CRASH**

TfNSW recommend Council review grants under the Fatal Crash Response being a sub program under the Safer Roads Program. With the suggestion to establish a committee involving Clarence Valley Council, TfNSW and Grafton Police. This committee would attend the site subsequent to a fatal incident on our road network and assess the location. Once assessed the site can be determined eligible to apply for 'Fatal Crash' funding to address the key safety issues.

That a Safe Systems Committee as a separate committee be set up with members from TfNSW, Police and Council to discuss any safety issues or non regulatory issues on the local roads. The committee to meet following the Local Traffic Committee. The committee recommendations be documented.

That the Local Traffic Committee fully support the implementation of a Safe Systems Committee.

Voting:	Council	Y
	Local State Member of Parliament Representative	Y
	TfNSW	Y
	Police	Y

LINEMARKING – ROUNDABOUT POUND AND VILLIERS STREET, GRAFTON

New roundabout at Pound Street and Villiers Street, Grafton – Police have suggested that the intersection approaching the roundabout after coming off the new bridge have the direction of the traffic flow be changed. Making the right lane a right turn only lane and have the left lane changed from left turn only to allow vehicles to turn left or go straight ahead.

LOCAL TRAFFIC COMMITTEE MEETING

That Council write to TfNSW and the Local State Member requesting a review the intersection treatment of Pound and Villiers Street following concerns raised by the members of the Local Traffic Committee.

Voting:	Council	Y
	Local State Member of Parliament Representative	Y
	TfNSW	Y
	Police	Y

NO STOPPING SIGNS – RUSHFORTH ROAD & CAMBRIDGE STREET, SOUTH GRAFTON

That Council investigate the No Stopping signage installed along Rushforth Road near the intersection of Cambridge Street and report back to Committee.

This concluded the business and the meeting closed at 11:12am.