



MINUTES of a meeting of the **LOCAL TRAFFIC COMMITTEE** held in the Nymboida Meeting Room, Rushforth Road Depot, Tyson Street, South Grafton on Wednesday 3 November 2021 commencing at 9:30am.

PRESENT: Rod Gould (MP Rep), Alexie Miller (TfNSW), Greg Allsopp (Council), Alana Brooks (Council), Arthur Lysaught (CVC), Jamie Fleeting (CVC), Sn Constable Scott English (Police)

APOLOGIES: Maclom Britt (Busways), Greg Aitken (TfNSW), Jarrod French (Police),

OPENING

APOLOGIES

DECLARATION OF INTERESTS

PRESENTATIONS AND DEPUTATIONS:

BUSINESS ARISING FROM PREVIOUS MEETING
Attached overleaf

INSPECTIONS TO BE UNDERTAKEN

OFFICERS' REPORTS

ITEM: 044/21 - ACCESSIBLE PARKING FOR GRAFTON BASE HOSPITAL

ITEM: 045/21 – ON STREET PARKING – THE BOULEVARDE, YAMBA

ITEM: 046/21 – RIVER ROAD EAST, HARWOOD, NO TRUCKS

ITEM: 047/21 – UNION STREET, MACLEAN, NO STOPPING

ITEMS FOR DISCUSSION

GRAFTON HOTEL NOSE IN PARKING-WHEEL STOPS

SPEED LIMIT REVIEW REQUEST, SOUTH ARM ROAD

ADDITIONAL MATTERS

BUSINESS ARISING FROM PREVIOUS MEETINGS

CLARENCE AND HARBOUR STREET, YAMBA – BLIND CORNER

Item 009/20 3.6.20	That: 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; 3. A further report be provided to the Traffic Committee on the outcome of points 1 and 2.
2.9.20	No further update
4.11.20	No further update
3.2.21	No further update
1.3.21	No further update
5.5.21	Survey works have been completed.
2.6.21	Awaiting on design.
3.8.21	Design works commenced.
6.10.21	Further consultation and investigation has found that maintaining Harbour Street as two-way with Clarence Street one-way southbound may be the preferred option. Currently reviewing design options and a report will be prepared for the next meeting. Traffic impacts and bus services to be considered.
3.11.21	Traffic counts have been installed to understand speeds and the volume of traffic re-routed to the main street. Further review is required to understand the full impact of the one-way arrangement on surrounding streets.

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.
6.10.21	Further review required following site inspections and issues identified with the installation of a gate.
3.11.21	New item on this agenda recommending 'No Trucks' signage be installed instead of the closure of the road with a gate.

GRAFTON HOTEL NOSE IN PARKING

Item 023/21 2.6.21	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.
6.10.21	Consultation process commenced.

3.11.21	Newsletter article is being developed to inform the community of changes and temporary corflute signs will be installed in Fitzroy Street to increase awareness for motorists. Works Scheduled for December 2021. See discussion item in this agenda regarding the wheel stops being excluded from the initial installation. The wheel stops are only recommended to be installed if vehicles continue to hit the posts at the hotel due to the impact on the street sweeper and the potential trip hazard for pedestrians.
Item 027/21 4.8.21	<p>CENTRE PARKING - WHARF STREET MACLEAN</p> <ol style="list-style-type: none"> 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.
6.10.21	TfNSW has suggested additional linemarking to Councils original concept plan. The additional linemarking consists of E3 & E5 edgeline. Council is requested to provide cost estimate for additional linemarking to TfNSW for potential contribution funding to Councils original plan.
3.11.21	Quote sent to TfNSW for potential funding.
Item 032/21 4.8.21	<p>REVIEW OF ONE-WAY TRAFFIC, RIVERVIEW ST ILUKA</p> <ol style="list-style-type: none"> 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.
6.10.21	Communication plan to be developed and implemented.
3.11.21	Clarence Conversations page has been developed and will go live on November 5 2021. Article to be published in Newsletter and a letter box drop to residents directly impacted on Cave Street and Riverview Street. Consultation closes 30 November 2021. A petition was received on the 3/8/2021 with 168 signatures supporting the reinstatement of two-way traffic. The petition will be tabled at the meeting.
Item 033/21 4.8.21	<p>SANDON ROAD, MINNIE WATER</p> <p>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.</p>
6.10.21	Site meeting scheduled with TfNSW representatives and Council's Road Safety Officer for mid-October.
3.11.21	Site meeting occurred and Council will prepare an application to TFNSW for a 40 km/h High Pedestrian Activity Zone that includes a raised platform on the southern approach to the Minnie Water shops. It was also recommended that a concept design be prepared for improved pedestrian facilities and parking arrangements in Minnie Waters shop precinct, subject to available resources. The design can be used for external funding nominations. TfNSW suggesting that a 40km High Pedestrian Activity Zone signage be implemented before the holiday period
Item 034/12 4.8.21	<p>ORARA WAY GLENREAGH SPEED INDICATION SIGN</p> <ol style="list-style-type: none"> 1. That a traffic survey be undertaken on Orara Way at Glenreagh to determine the speed compliance level within the village.

	<p>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.</p> <p>3. Council and TfNSW to consult on the CBD upgrade and entry statement to Glenreagh.</p>
6.10.21	TfNSW representatives are undertaking a site inspection with Council.
3.11.21	TfNSW to provide update at the meeting. Site inspection still to be undertaken.
4.8.21	<p>NO STOPPING SIGNS – RUSHFORTH ROAD & CAMBRIDGE STREET, SOUTH GRAFTON</p> <p>That Council investigate the No Stopping signage installed along Rushforth Road near the intersection of Cambridge Street and report back to Committee.</p>
3.11.21	This request to be clarified with Police at the meeting. Further investigation on the reasoning for the signage be undertaken by Council.
4.8.21	<p>SAFE SYSTEM COMMITTEE</p> <p>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.</p>
3.11.21	TfNSW, Police and Council Officers met on Yamba Road following a fatal crash to discuss possible measures to prevent future crashes and potential funding through the Fatal Crash Response Program. No formal Committee has been developed as yet.
COMPLETE	
Item 039/21	GRAFTON CYCLE CLUB – 2022/2023 MANAGEMENT PLAN AND RACING PROGRAM
6.10.21	
3.11.21	Letter sent to customer. Complete.
Item 040/21	SHERIFF PARKING VICTORIA STREET GRAFTON
6.10.21	That a “No Parking Sheriff Vehicles Excepted (8:30am-5:30pm Mon-Fri and 8:30am-12:30pm Sat)” with left arrow plate be added to the existing parking regulation sign in front of the Sheriffs Office, Victoria Street, Grafton.
3.11.21	Letter sent to customer and Work Order M0004086 raised. Complete.
Item 041/21	REVIEW OF TIMED PARKING 60 POUND STREET
6.10.21	That unrestricted parking be established for the four spaces at the frontage of 60 Pound Street, Grafton on a trial basis for six months and that the effectiveness be reviewed at the end of that period.
3.11.21	Letter sent to customer and Work Order M0004084 raised. Complete.
Item 042/21	ROAD CLOSURES – YAMBA TRIATHLON EVENT 2021
6.10.21	
3.11.21	Letter sent to customer. Complete.

SCHOOL ZONE INFRASTRUCTURE PROJECTS

That Council:

- Item 043/21
6.10.21
1. Notes the receipt of \$3.5 million from the Federal Government Stimulus Commitment Road Safety Program (School Zone Infrastructure) and provides support for the construction of the 19 projects.
 2. Approves the designs for the first eight projects at the following locations:
 - Coutts Crossing Public School- Armidale Road, Coutts Crossing
 - Cowper Public School- Clarence Street, Cowper
 - Harwood Island Public School- Morpeth Street, Harwood
 - Lawrence Public School- Cook Street and High Street, Lawrence
 - Maclean High School- Cameron Street, Maclean
 - South Grafton High School- Tyson Street, South Grafton
 - Westlawn Public School- Hoof Street, Cassia Street and Cranworth Street, South Grafton
 - Yamba Public School- Favorite Avenue, Yamba
 3. Endorse that any modifications to the first eight projects and the designs for the Tranche three projects identified for construction in January 2022 be approved by LTC before construction commences and endorsed retrospectively by Council February 2022.
 4. Remaining tranche three project designs to be submitted to LTC for review during normal meeting in 2022.

3.11.21 Works are scheduled. Complete.

Item for Discussion 6.10.21 **GUMNUT DRIVE SPEEDING CONCERNS**
The Committee noted that future road upgrades in the vicinity could change traffic conditions on Gumnut Drive and further review may be required if concerns are raised in the future.

3.11.21 No further action required. Complete.

POUND/VILLIERS STREET ROUNDABOUT

The Committee supported the previous recommendation that Council write to TfNSW and the Local State Member requesting a review of the intersection treatment of Pound and Villiers Streets with a view to addressing traffic efficiency and road safety concerns raised by the members of the Local Traffic Committee.

3.11.21 Letters sent to TfNSW and Local State Member. Complete.

Item 028/21
4.8.21 **ON STREET PARKING - OCEANIA COURT, YAMBA**
That Council undertake public consultation with residents and a further report be submitted to the Traffic Committee.

6.10.21 Further consultation required.

3.11.21 New report on November Agenda. Complete.

Item : 038/21
6.10.21 **ILUKA POST OFFICE PARKING**

That one 15P (8:30AM-5PM MON-FRI and 8:30AM-12 NOON SAT) parking space be established in Charles Street Iluka adjacent to Iluka Post Office

3.11.21 Letter sent to customer. Work Order M0004092 was raised.

ITEM	044/21	ACCESSIBLE PARKING FOR GRAFTON BASE HOSPITAL
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Meeting	Local Traffic Committee	3 November 2021
Directorate	Works & Civil	
Reviewed by	Manager - Strategic Infrastructure (Greg Allsopp)	
Attachment	Nil	

SUMMARY

The Grafton Base Hospital has requested additional accessible parking spaces to be installed in Arthur Street, Grafton, adjacent to the entrance to the hospital.

LOCAL TRAFFIC COMMITTEE RECOMMENDATION

That a total of five accessible parking spaces and three shared spaces be provided in Arthur Street, east of the main entrance to the Grafton Base Hospital and that the work proposed be installed to the relevant Australian Standards. Prior to implementation a final design be submitted to TfNSW for their concurrence.

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

OFFICER RECOMMENDATION

That a total of five accessible parking spaces and three shared spaces be provided in Arthur Street, east of the main entrance to the Grafton Base Hospital.

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

Grafton Base Hospital staff has received complaints from the community about the lack of accessible parking at the hospital. The frontage of the hospital is currently functioning with three on-street accessible parking spaces without shared space access. A vehicle parked in the middle space restricts access to the kerb ramp.

KEY ISSUES

An additional two accessible parking spaces would require the net loss of three parking spaces because shared spaces should be installed to provide unobstructed access to the kerb ramps and to allow the unloading of wheelchairs and mobility devices. This is illustrated in Figure 1. Stage two comprising of one additional accessible space could be considered if there is a demonstrated demand under the new arrangement.

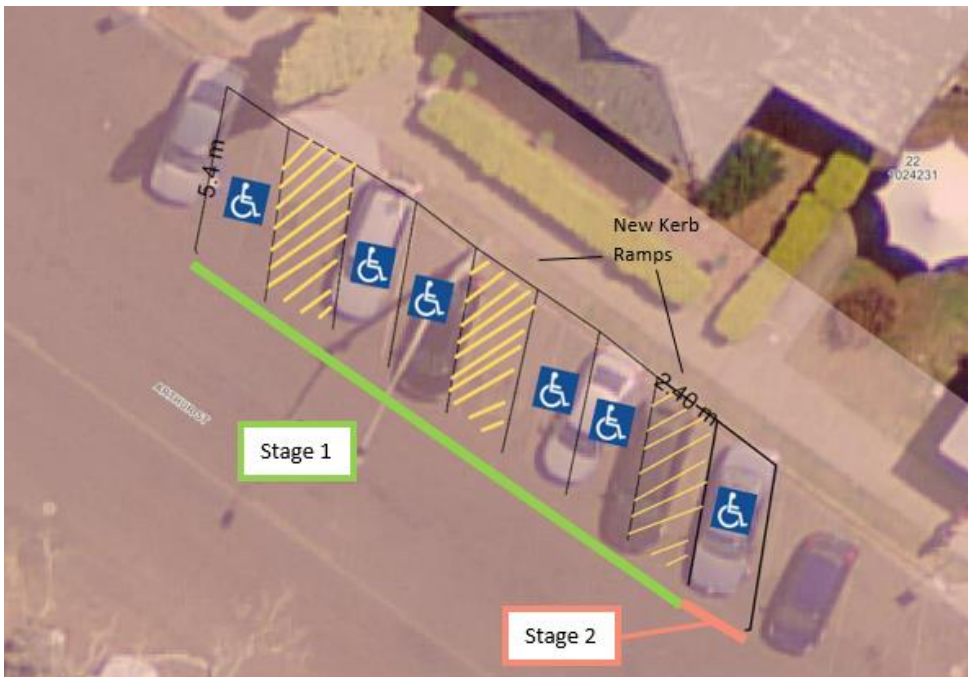


Figure 1. Concept design for the accessible parking spaces.

COUNCIL IMPLICATIONS

Budget/Financial

The two additional kerb ramps, line marking and stencils is estimated to cost \$8000. This could be covered under the pedestrian facilities allocation.

Asset Management

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

Policy or Regulation

AS 2890.6-2009 Parking Facilities - Off-street parking for people with disabilities

AS 2890.5-1993 Parking facilities - On-street parking

Consultation

Consultation has occurred with Grafton Base Hospital who are supportive of the proposal and understand there will be a net loss of parking to provide appropriate accessible parking.

Legal and Risk Management

N/A

Climate Change

N/A

Prepared by	Alana Brooks, Road Safety Officer
Attachment	Nil
To be tabled	Nil
Confidential	Nil

ITEM	045/21	ON STREET PARKING – THE BOULEVARDE, YAMBA
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Meeting	Local Traffic Committee	3 November 2021
Directorate	Works & Civil	
Attachment	Nil	
Reviewed by	Manager - Strategic Infrastructure (Greg Allsopp)	

SUMMARY

This report is in response to a Local Traffic Committee report from August 2021 about parking in the Boulevard, Yamba. The Committee recommended:

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

LOCAL TRAFFIC COMMITTEE RECOMMENDATION

It is recommended that:

1. A loading zone be installed on the southern side of The Boulevard, Yamba. The Loading Zone should extend 16 metres from the Sands Resort driveway towards Oceania Court.
2. The missing link in the footpath between the roundabout on The Boulevard and Oceania Court be installed to provide a safe pathway for pedestrians.
3. That following implementation Council Rangers be requested to enforce the new loading zone.

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

OFFICER RECOMMENDATION

It is recommended that:

4. A loading zone be installed on the southern side of The Boulevard, Yamba. The Loading Zone should extend 16 metres from the Sands Resort driveway towards Oceania Court.
5. The missing link in the footpath between the roundabout on The Boulevard and Oceania Court be installed to provide a safe pathway for pedestrians.

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 received a petition requesting “No Parking” Signage be installed in The Boulevard, Yamba to improve access and safety. The Boulevard is a residential access street serving 32 individual dwellings and several multi-unit residential properties.

The section of The Boulevard (Figure 1) 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 also been made for construction of a paved footpath on the southern side of the Boulevard.

Parking in the first section of The Boulevard is limited by proximity of intersections and driveways, however, 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 with minimal delay if required to give way to a vehicle travelling in the opposite direction. Very low traffic volumes were observed during inspections.

Adjacent streets, including Oceania Court and The Beachside Way are narrow and parking on either side of the road reduces traffic to one lane. There is no regulatory parking in these roads to maintain two-way traffic flow. Installing prohibitive parking in this section of The Boulevard could result in similar requests from surrounding streets.

The presence of roll type kerb allows vehicles to park partially on the grassed footway and vehicles are shown in Figure 1 parked fully on the footway. There has been a caravan parked permanently on the southern side of The Boulevard. The owner of the caravan has advised Council that they are moving from the area in two weeks and taking the caravan. This may alleviate some of the concerns raised.



Figure 1. The Boulevard, Yamba.

KEY ISSUES

Council has also received complaints about a 14.5m delivery vehicle that frequently parks in The Boulevard to service the resort. This occurs up to three times a week, for up to half an hour each time. The business does not have a suitable off-street alternative for these deliveries. The truck has been observed by residents to double park and restrict access through The Boulevard. The company has been advised of the concerns raised and asked to park legally while undertaking deliveries.

Consultation with the two resorts found that staff and visitors sometimes park in The Boulevard. 'No Parking' signage in this section may prevent the businesses from receiving deliveries as vehicles would only be able to park for two minutes and the driver could not be more than three metres from the vehicle. The businesses were not supportive of the 'No Parking' proposal.

A Loading Zone may address the safety issues associated with deliveries. While a 'Loading Zone' would not usually be installed in this environment, it could be considered given the short length of the street and the safety issues associated with a large vehicle stopping near the intersections.

The treatment options available are-

1. Retain existing arrangements.
2. Provide a 'Loading Zone' on the southern side of The Boulevard to allow the delivery trucks to park safely and legally.
3. 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.
4. Provide "No Parking" signs on both sides of the road. This may encourage unauthorised footpath parking. This will prevent delivery vehicles from servicing the adjacent businesses.
5. Provide the missing link footpath to allow a safe travel path for pedestrians.

The recommended treatment is the Loading Zone and footpath connection (Figure 2).



Figure 2. Proposed Treatment

COUNCIL IMPLICATIONS

Budget/Financial

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

The footpath could be funded through a recent allocation to deliver pedestrian facilities. The cost of the missing link and two kerb ramps is approximately \$9400.

Asset Management

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

Policy or Regulation

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

Consultation

Consultation with adjacent businesses in The Boulevard.

Legal and Risk Management

N/A

Climate Change

N/A

Prepared by	Alana Brooks, Road Safety Officer
Attachment	Nil
To be tabled	Nil
Confidential	Nil

ITEM	046/21	RIVER ROAD EAST, HARWOOD, NO TRUCKS
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Meeting	Local Traffic Committee	3 November 2021
Directorate	Works & Civil	
Attachment	Nil	
Reviewed by	Manager - Strategic Infrastructure (Greg Allsopp)	

SUMMARY

This report seeks approval to install 'No trucks' signage to prevent heavy vehicles from using River Road East, Harwood.

LOCAL TRAFFIC COMMITTEE RECOMMENDATION

It is recommended that:

1. The 'No Trucks' B Size sign including supplementary plate indicating the load limit of 4.5 tonne be approved to prevent heavy vehicles from using River Road East as per the plan.
2. The previous resolution from May 2021 to install a gate to close River Road East is revoked because of concerned raised after further investigations.

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

OFFICER RECOMMENDATION

It is recommended that:

3. The 'No Trucks' sign plan be approved to prevent heavy vehicles from using River Road East.
4. The previous resolution from May 2021 to install a gate to close River Road East is revoked because of concerned raised after further investigations.

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 Harwood Precinct Heavy Vehicle Project was completed in 2020 by Council upgrading 4km of road to a sealed formation. This upgrade provides improved access to the adjoining roads and alternative heavy vehicle route to the Precinct. The upgraded section includes Nicholsons, Bewleys, Beckmans, Eggins and Careys Lanes and is an alternative to the deteriorating River Road East which has a history of costly repairs and current risk of stabilisation failure along the riverbank.

At the May 2021 Local Traffic Committee meeting it was recommended:

"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."

KEY ISSUES

After further review the proposed gate is not recommended due to:

- The practicalities of installing the gate when there is no fencing. Motorists could drive around the gate on to the private property.
- Concerns about the locked gate and access in emergencies and during floods.
- No suitable turn around for vehicles that reach the gate.
- No lighting for motorists to clearly see the gate when approaching in the dark.

It is now proposed to install 'No trucks' signage (Figure 1) to prevent heavy vehicle access to River Road East from Nicholson Street, south of Watts Lane to Harwood Marine. The proposed locations for the signs are provided in Figures 2 and 3.



Figure 1. 'No trucks' road sign

Drivers of long or heavy vehicles, except buses, must not drive past a 'No trucks' sign unless the vehicle is equal to or less than the mass or length specified on the sign.

When the sign does not provide detailed information, no truck (ie GVM greater than 4.5 tonnes) is permitted to drive past the sign, unless the driver's destination lies beyond the sign and it is the only route.

The Sugar Mill are supportive of the proposal and very rarely use their back exit on River Road East. Harwood Marine were involved in earlier consultation and suggested a load limit be applied rather than a gate. The 'No trucks' sign is like the load limit but allows heavy vehicles access if there is no other alternate route to a destination.

The road will be monitored and stronger measures could be considered if warranted by further road deterioration and safety concerns.



Figure 2. Proposed 'No Trucks' signage plan 1



Figure 3. Proposed 'No Trucks' signage plan 2

COUNCIL IMPLICATIONS

Budget/Financial

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

Asset Management

Installation of new signs will be added to Council's asset management systems upon completion.

Policy or Regulation

AS 1742.12 Manual of uniform traffic control devices – Bus, transit, tram and truck lanes.

Consultation

Consultation has occurred previously with residents and while they were generally supportive of a full closure with a gate, some concerns were raised regarding access for emergency vehicles and access during floods. The Sugar Mill are supportive of the proposal and Harwood Marine suggested that the road be load limited in previous correspondence.

Legal and Risk Management

N/A

Climate Change

N/A

Prepared by	Alana Brooks, Road Safety Officer
Attachment	Nil
To be tabled	Nil
Confidential	Nil

ITEM	047/21	UNION STREET, MACLEAN, NO STOPPING
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Meeting	Local Traffic Committee	3 November 2021
Directorate	Works & Civil	
Attachment	Nil	
Reviewed by	Manager - Strategic Infrastructure (Greg Allsopp)	

SUMMARY

This report is in response to concerns raised about vehicles parking too close to the intersection on Union Street at Oban Lane, Maclean.

LOCAL TRAFFIC COMMITTEE RECOMMENDATION

It is recommended that:

1. A 'No Stopping' sign be installed on the southern side of Union Street, Maclean, 13m west of Oban Lane to allow easier access to the stairs at Number 6 Union Street.
2. A 'No Stopping' sign be installed on the southern side of Union Street, Maclean, 10m east of Oban Lane.

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

OFFICER RECOMMENDATION

It is recommended that:

3. A 'No Stopping' sign be installed on the southern side of Union Street, Maclean, 13m west of Oban Lane to allow easier access to the stairs at Number 6 Union Street.
4. A 'No Stopping' sign be installed on the southern side of Union Street, Maclean, 10m east of Oban Lane.

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 has received a request to install 'No Stopping' signs to prevent vehicles parking too close to the intersection on Union Street at Oban Lane. The correspondence is attached.

KEY ISSUES

There is a high demand for parking in Union Street near the hospital. Vehicles were observed to be parking too close to the Union Street/Oban Lane intersection on several occasions. This may be due to some motorist not being aware that the no parking 10 metres from an intersection rule also applies to laneways. 'No Stopping' signage (Figure 1) will make the parking requirement clear to motorists and provide easier access to the stairs adjacent Number 6 Union Street.



Figure 1. Sign plan

COUNCIL IMPLICATIONS

Budget/Financial

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

Asset Management

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

Policy or Regulation

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

Consultation

Consultation with adjacent resident

Legal and Risk Management

N/A

Climate Change

N/A

Prepared by	Alana Brooks, Road Safety Officer
Attachment	Confidential attachment UNION STREET, MACLEAN, NO STOPPING
To be tabled	Nil
Confidential	Yes

GRAFTON HOTEL NOSE IN PARKING- WHEEL STOPS

At the Local Traffic Committee meeting in June 2021, it was recommended:

“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.”

Concerns have been raised about the installation of the wheel stops as part of the nose in parking. Wheel stops can be a trip hazard and Council has received several insurance claims relating to their use. The wheel stops will also prevent the street sweeper from properly servicing the street. This is undertaken by a contractor and there is no hand sweeper. It is now recommended that the wheel stops are not installed as part of the initial changes. The bay length should be sufficient to allow the wheel stops to be retrofitted if vehicles continue to hit the posts.

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

SPEED LIMIT REVIEW REQUEST, SOUTH ARM ROAD, WOODFORD ISLAND

A customer is requesting a reduction in the speed limit from 80 km/h to 60 km/h near 1050-1068 South Arm Road (Figure 1) due to four houses being close to the road and blind driveways. House 1050 is 50m from the beginning of the 80 km/h speed change from 100 km/h. There are '80 ahead' signs in place.

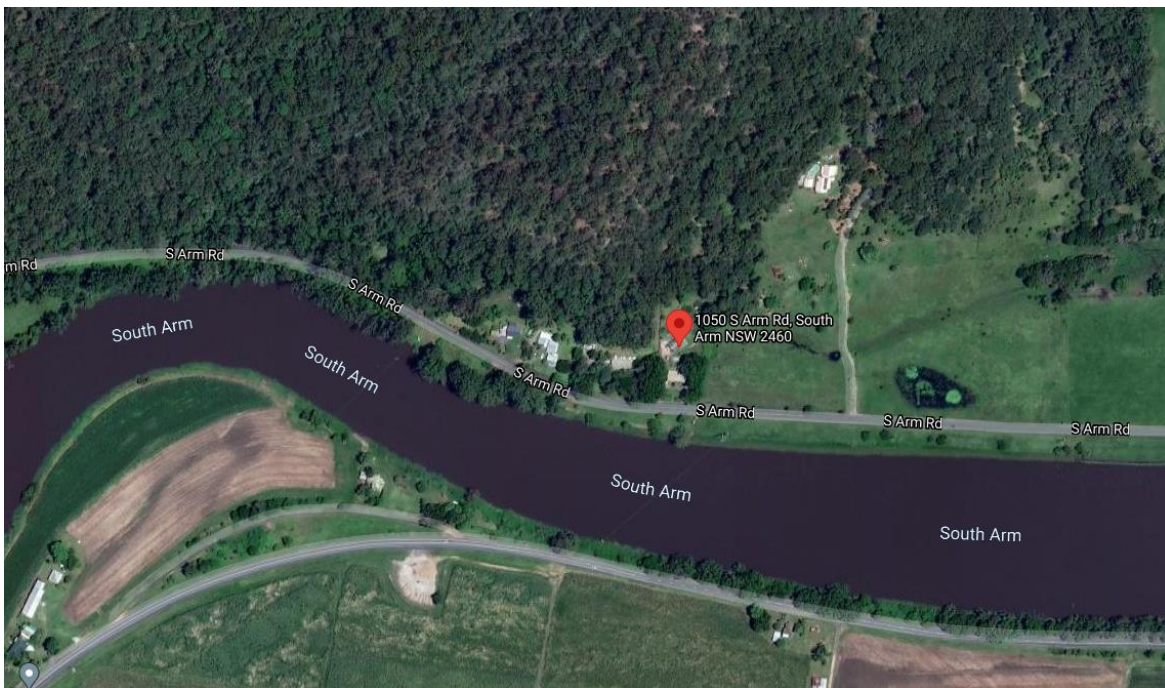


Figure 1. 1050-1068 South Arm Road

There are concealed driveway signs on either approach to the houses. A garden bed planted around the curve restricts sight distance to and from the driveways and it will be recommended that the resident manages the vegetation to improve sight distance and safety. The customer notes that vehicles are speeding, and enforcement of the existing speed limit could be considered.

The section of road has no crash history and does not appear to meet the warrants for a 60 zone under the NSW Speed Zoning Guidelines.

TfNSW representative advised that TfNSW will undertake a speed zone review of the road and report back to Committee.

PARKING GRAFTON BASE HOSPITAL

Councillor Lysaught raised the issue of the lack of staff parking in the vicinity of the Grafton Base Hospital. Councillor Lysaught suggested that staff review the parking and report back to Committee if required.

Arthur Lysaught thanked the Committee members and staff for his time as Chairman of the Committee.

This concluded the business and the meeting closed at 10:42am.