



clarence  
VALLEY COUNCIL  
**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 6 October 2021 commencing at 9:30am.

**PRESENT:** Maclom Britt (Busways), Rod Gould (MP Rep), Dylan Kelly (Council), Alexie Miller (TfNSW), Greg Aitken (TfNSW), Jarrod French (Police), Greg Allsopp (Council), Alana Brooks (Council),

**APOLOGIES:** Arthur Lysaught (CVC), Jamie Fleeting (CVC)

**OPENING**

Due to not having a Council representative, council will not be voting on these items

**APOLOGIES**

**DECLARATION OF INTERESTS**

**PRESENTATIONS AND DEPUTATIONS:**

**BUSINESS ARISING FROM PREVIOUS MEETING**

Attached overleaf

**INSPECTIONS TO BE UNDERTAKEN**

**OFFICERS' REPORTS**

ITEM: 036/21 - WHITEMAN CREEK ROAD SPEED ZONE

ITEM: 037/21 - BROOMS HEAD ROAD – WILDLIFE SIGNAGE

ITEM: 038/21 - ILUKA POST OFFICE PARKING

ITEM: 039/21 - GRAFTON CYCLE CLUB – 2022/2023 MANAGEMENT PLAN AND RACING PROGRAM

ITEM: 040/21 - SHERIFF PARKING VICTORIA STREET GRAFTON

ITEM: 041/21 - REVIEW OF TIMED PARKING 60 POUND STREET

ITEM: 042/21 –YAMBA TRIATHLON EVENT 2021- ROAD CLOSURES

ITEM: 043/21- SCHOOL ZONE INFRASTRUCTURE PROJECTS

**ITEMS FOR DISCUSSION**

- SPEEDING CONCERNS ON GUMNUT DRIVE, YAMBA

**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.

### 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.

### 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.

### CENTRE PARKING - WHARF STREET MACLEAN

Item 027/21  
4.8.21

	<ol style="list-style-type: none"> <li>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.</li> <li>2. Edgeline marking be considered as part of the installation of parking bays.</li> <li>3. Funding being applied through TfNSW to undertake the works.</li> </ol>
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.
Item 028/21 4.8.21	<b>ON STREET PARKING - OCEANIA COURT, YAMBA</b> That Council undertake public consultation with residents and a further report be submitted to Traffic Committee.
6.10.21	Further consultation required.
Item 032/21 4.8.21	<b>REVIEW OF ONE-WAY TRAFFIC, RIVERVIEW ST ILUKA</b> <ol style="list-style-type: none"> <li>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.</li> <li>2. That Council seek community feedback on the traffic arrangements through available media.</li> <li>3. That the results of feedback be assessed and reported to the Local Traffic Committee.</li> </ol>
6.10.21	Communication plan to be developed and implemented.
Item 033/21 4.8.21	<b>SANDON ROAD, MINNIE WATER</b> 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.
6.10.21	Site meeting scheduled with TfNSW representatives and Council's Road Safety Officer for mid-October.
Item 034/12 4.8.21	<b>ORARA WAY GLENREAGH SPEED INDICATION SIGN</b> <ol style="list-style-type: none"> <li>1. That a traffic survey be undertaken on Orara Way at Glenreagh to determine the speed compliance level within the village.</li> <li>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.</li> <li>3. Council and TfNSW to consult on the CBD upgrade and entry statement to Glenreagh.</li> </ol>
6.10.21	TfNSW representatives are undertaking a site inspection with Council.
<b>ITEMS COMPLETE</b>	
Item 025/20 2.9.20	<b>SPEED ZONE REVIEW YAMBA ROAD MACLEAN TO HARWOOD BRIDGE</b> That: <ol style="list-style-type: none"> <li>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;</li> </ol>

	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
6.10.21	Funding has been successful under the Safer Roads Program for a gateway entry treatment on River Street, Maclean. The project should be completed before June 2023.
Item 009/21	<b>128 BACON STREET, GRAFTON - TIMED PARKING</b>
5.5.21	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.
6.10.21	Work completed.
Item 010/21	<b>DUKE STREET AND VICTORIA STREET, GRAFTON – LINEMARKING</b>
5.5.21	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.
6.10.21	Work completed.
Item 014/21	<b>SIGNAGE - OLD FERRY ROAD ASHBY</b>
5.5.21	That 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.

6.10.21	Works Scheduled and waiting for delivery of signs.
Item 016/21 5.5.21	<b>GRAFTON INFANTS SCHOOL – KISS AND DROP ZONE</b> 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.
6.10.21	Grant funding \$449,541 confirmed. Works programmed to be undertaken between January and June 2022.
Item 020/21 2.6.21	<b>MARANDOWIE DRIVE ILUKA, FURTHER SPEED ZONE REVIEW</b> Clarence Valley Council's pedestrian access and mobility plan (PAMP) be updated, commencing with the village of Iluka as a priority. 2. The request for speed zone reduction not be referred to TfNSW. 3. That Mr Geldof be advised of Council's recommendation.
3.8.21	Letter of response drafted.
6.10.21	Letter of response sent. Completed.
Item 022/21 2.6.21	<b>DRIVEWAY WARNING SIGNAGE – 141 WHITEMAN CREEK ROAD</b> 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.
6.10.21	Works completed.
Item 26/21 4.8.21	<b>CLARENCE VALLEY TRIATHLON CLUB – USE OF ROADS APPLICATION</b> 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.
6.10.21	Letter of response sent 15.9.21. Completed.
Item 029/21 4.8.21	<b>PEDESTRIAN CROSSING SUMMERLAND WAY</b> That a marked pedestrian crossing not be installed at this location.
6.10.21	Letter of response sent. Completed.
Item 030/21 & Item 031/21 4.8.21	<b>JACARANDA FESTIVAL SHOW RIDES – POUND STREET GRAFTON ROAD CLOSURE</b> <b>JACARANDA FESTIVAL CARNIVAL CAPERS – SKINNER STREET SOUTH GRAFTON ROAD CLOSURE</b> 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.

6.10.21

Letter of response sent. Completed.

<b>ITEM</b>	<b>036/21</b>	<b>WHITEMAN CREEK ROAD SPEED ZONE</b>
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<b>Meeting</b>	Local Traffic Committee	6 October 2021
<b>Directorate</b>	Works & Civil	
<b>Reviewed by</b>	Director - Works & Civil (Jamie Fleeting)	
<b>Attachment</b>	Nil	

## SUMMARY

Council has received a request to lower the speed zoning on Whiteman Creek Road between Clarence Way and Rogan Bridge Road.

## LOCAL TRAFFIC COMMITTEE RECOMMENDATION

That the request for reduction of the speed zoning on Whiteman Creek Road from 100km/h to 80km/h be forwarded to TfNSW for consideration.

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

## OFFICER RECOMMENDATION

That the request for reduction of the speed zoning on Whiteman Creek Road from 100km/h to 80km/h be forwarded to TfNSW for consideration.

## 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

Whiteman Creek Road is a rural collector local road 3.7km long between Clarence Way to the north and Rogan Bridge Road to the south. The road is sealed 5.5-6m wide with no delineation. The alignment is slightly curved and undulating with three lower standard curves with 55kph speed advisory signposted. There is a concrete causeway 500m from Clarence Way and grids defining a nature reserve either side of the causeway.

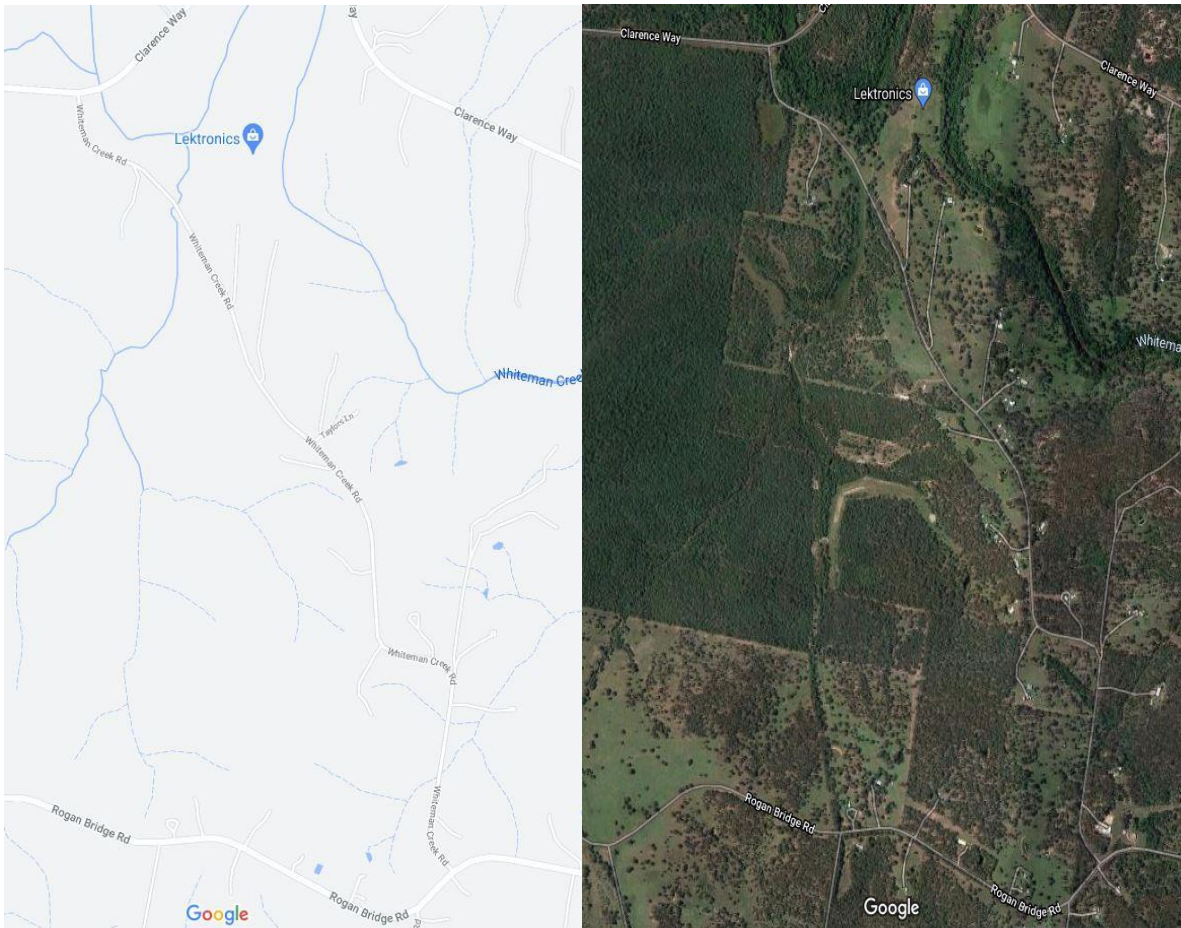
There are 19 regularly used driveway accesses along the road and one minor intersection with Taylors Lane. Traffic counts in 2018 showed an AADT of 200vpd with 17% HV. There are two serious injury crashes reported up to 2019.

## KEY ISSUES

A resident has requested that the speed zoning be reduced to 50km/h or 70km/h to increase safety and reduce damage by heavy vehicles.

The road does not meet the requirements for 50 or 70km/h speed zoning however it approaches the criteria for 80km/h speed zoning under NSW Speed Zoning Guidelines 3.2.2(d) with 5.1 regularly used driveways per kilometre, a width of 5.5-6m and no delineation.





Map View

Satellite View

Whiteman Creek Road

**COUNCIL IMPLICATIONS**

**Budget/Financial**

Cost of signage to be met from Councils Traffic Facilities budget.

**Asset Management**

N/A

**Policy or Regulation**

NSW Speed Zoning Guidelines V4.0

**Consultation**

Request from one resident.

**Legal and Risk Management**

N/A

**Climate Change**

Nil

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



<b>ITEM</b>	<b>037/21</b>	<b>BROOMS HEAD ROAD – WILDLIFE (COASTAL EMU) SIGNAGE</b>
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<b>Meeting</b>	Local Traffic Committee	6 October 2021
<b>Directorate</b>	Works & Civil	
<b>Reviewed by</b>	Director - Works & Civil (Jamie Fleeting)	
<b>Attachment</b>	Nil	

## SUMMARY

Council has received numerous requests from community groups regarding increased signage on Brooms Head Road wildlife corridors frequented by an endangered population of Coastal Emus. A proposal has been developed in collaboration with these groups.

### LOCAL TRAFFIC COMMITTEE RECOMMENDATION

That approval be provided to install the proposed pavement thermoplastic treatments and flashing vehicle activated signs at two locations located on Brooms Head Road (200m south of Grass Tree Drive and 600m east of Taillem Drive) adjacent to the recognised Coastal Emu crossings and wildlife corridor.

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

### OFFICER RECOMMENDATION

That approval be provided to install the proposed pavement thermoplastic treatments and flashing vehicle activated signs at two locations located on Brooms Head Road (200m south of Grass Tree Drive and 600m east of Taillem Drive) adjacent to the recognised Coastal Emu crossings and wildlife corridor

### LINKAGE TO OUR COMMUNITY PLAN

Theme	4 Environment
Objective	4.1 We will preserve and enhance our natural environment
Strategy	4.1.2 Promote sustainable Natural Resource Management

### BACKGROUND

Numerous submissions have been received regarding the wildlife corridors on Brooms Head Road, notably an item was tabled for discussion at the June 2021 LTC meeting submitted by the Lions Club of Clarence with associated letters of support from relevant organisations such as Wildlife Land Trust, Clarence Valley Council and others. Issues raised included the posted speed limit, alterations to overtaking opportunities and additional signage to alert drivers to the wildlife corridors.

Previously, media outlets have published articles requesting further action following emu strikes occurring particularly in October 2018 and February 2021.

A speed zone review is currently being conducted by Transport for NSW and adjustments to the line marking of overtaking opportunities on Brooms Head Rd is intended to be considered at a later date.

## KEY ISSUES

The Coastal Emu is listed as an endangered population under the NSW Biodiversity Conservation Act. Recent population estimates suggest there could be as few as 26 individual birds left in a small, concentrated remnant around the Brooms Head, Taloumbi area (*Coastal Emus: Sighting Data Analysis, CVC July 2020*)<sup>1</sup> Local extinction of emu populations across the east coast could have ecosystem wide implications (*Ryeland, 2021*)<sup>2</sup>.

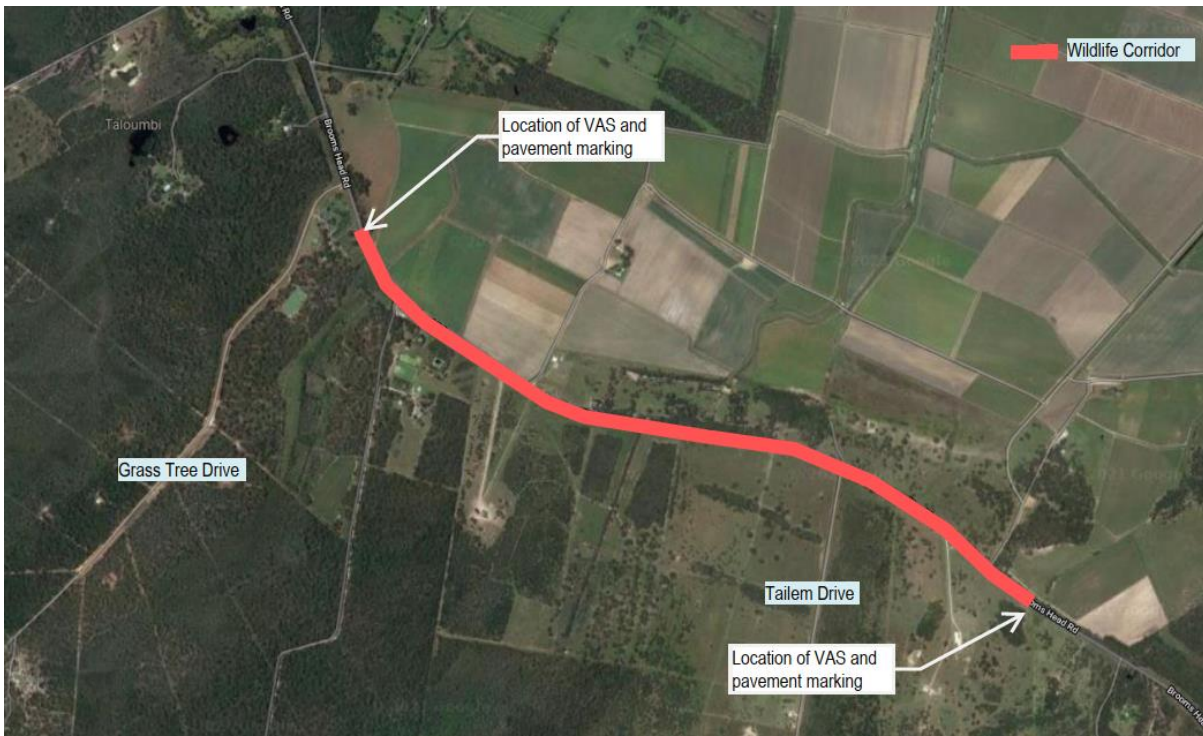
Under the NSW Government's Saving Our Species (SoS) program, the Department of Planning, Industry and Environment (DPIE) has been investing in on-ground efforts to manage threats to the coastal emu population. Some of this activity has focussed on reducing the risk of road strike at key hotspots along Brooms Head Road, including trialing fence modifications and temporary signage (VMS boards) to alert motorists to hazards and adjust driver behaviour.

It is viewed that the current use of VMS boards is financially unsustainable, and the use of fixed signage would be a more viable option.



### Location

Collaboration between Clarence Valley Council Natural Resources Management, Lions Club of Clarence – Environmental, Yaegl TOAC and Local Residents has identified a proposed wildlife corridor zone from 200m south of Grass Tree Drive extending to 600m east of Tailern Drive. This leads to the establishment of a wildlife corridor containing recognised Coastal Emu crossing points approximately 2.5km in length. See below overview.



**Proposed Treatments**

Proposed treatments to alert drivers entering the wildlife corridor include:

- 2 x Thermoplastic “EMU ZONE” patches applied to the lane approaching the corridor in both directions. Dimensions of these patches are proposed to be 3m x 3m.



- 2 x Vehicle activated wildlife signage with solar powered alternately flashing lights. The signs are fully programable on aspects such as vehicle speed, time/day or permanently on. Example shown below that is similar but will be supplied with the standard emu W5-45 warning on a 1120x1440mm sign.



The intention is to place these items together laterally with each other to form a ‘gateway treatment’ into the wildlife corridor increasing driver awareness and resulting in traffic calming. Similar treatments have been successfully employed in other LGAs such as Lismore, Byron and Tweed.

Existing emu warning signage will be relocated to within the wildlife corridor to act as repeater signs.

Source

1. *Coastal Emus: Sighting Data Analysis*. Clarence Valley Council Natural Resource Management, July 2020.
2. *Past and future potential range changes in one of the last large vertebrates of the Australian continent, the emu *Dromaius novaehollandiae**. Julia Ryeland, Hawkesbury Institute for the Environment, Western Sydney University, July 2021.

## COUNCIL IMPLICATIONS

### Budget/Financial

Estimated cost installation of pavement markings and signage is \$30,000. Lions Club Maclean and DPIE SoS Program have committed \$5000 each towards the proposal. The remainder of the funding required will be sourced from Council NRM Biodiversity Offset fund RA10245. A proposal has also been forwarded to Transport for NSW to contribute a proportion of funding the project.

### Asset Management

The installed signs and lines would become Council assets. It is proposed these are maintained by the NRM section of Council funded through the Biodiversity Offset fund.

### Policy or Regulation

*NSW Biodiversity Conservation Act 2016*

### Consultation

Preliminary consultation has occurred between local residents in the area, Yaegl TOAC, Lions Club of Clarence - Environmental, NSW DPIE SoS and Clarence Valley Council. Further consultation will be required through a range of avenues such as:

- Notices in Clarence Conversations,
- Facebook posts
- Letters to adjacent landholders
- Joint media releases

### Legal and Risk Management

N/A

### Climate Change

N/A

Prepared by	Dylan Kelly
Attachment	Nil
To be tabled	Nil

<b>ITEM</b>	<b>038/21</b>	<b>ILUKA POST OFFICE PARKING</b>
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<b>Meeting</b>	Local Traffic Committee	6 October 2021
<b>Directorate</b>	Works & Civil	
<b>Reviewed by</b>	Director - Works & Civil (Jamie Fleeting)	
<b>Attachment</b>	Nil	

## SUMMARY

Council has received a request to establish timed parking at Iluka Post Office.

### LOCAL TRAFFIC COMMITTEE RECOMMENDATION

That one 15P (8:30am-5pm Mon-Fri and 8:30am-12pm Sat) parking space be established in Charles Street Iluka adjacent to Iluka Post Office.

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

### OFFICER RECOMMENDATION

That one 15P business hours timed parking space be established in Charles Street Iluka adjacent to Iluka Post Office.

### 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 Iluka Residents Progress Association has requested establishment of 5-10minute parking restriction on one carparking space adjacent to Iluka Post Office. Parking in this area consists of unrestricted nose to kerb parking. There are food and retail premises nearby in this small commercial centre.

The post office/newsagency is open from 8:30am-5pm Monday to Friday and on Saturday from 8:30am-12pm.

### KEY ISSUES

The presence of other businesses in the vicinity will cause parking spaces adjacent to the Post Office to be occupied for varying periods of time. Timed parking adjacent to Post Offices is common with 15P at Grafton Post Office and 30P at South Grafton Post Office.

Establishment of one 15P timed carparking space adjacent to Iluka Post Office will increase turnover but may become ineffective if enforcement is limited by resources.

### COUNCIL IMPLICATIONS

#### Budget/Financial

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



**Asset Management**

The additional signage will be added to Council's asset register.

**Policy or Regulation**

AS 2890.5

**Consultation**

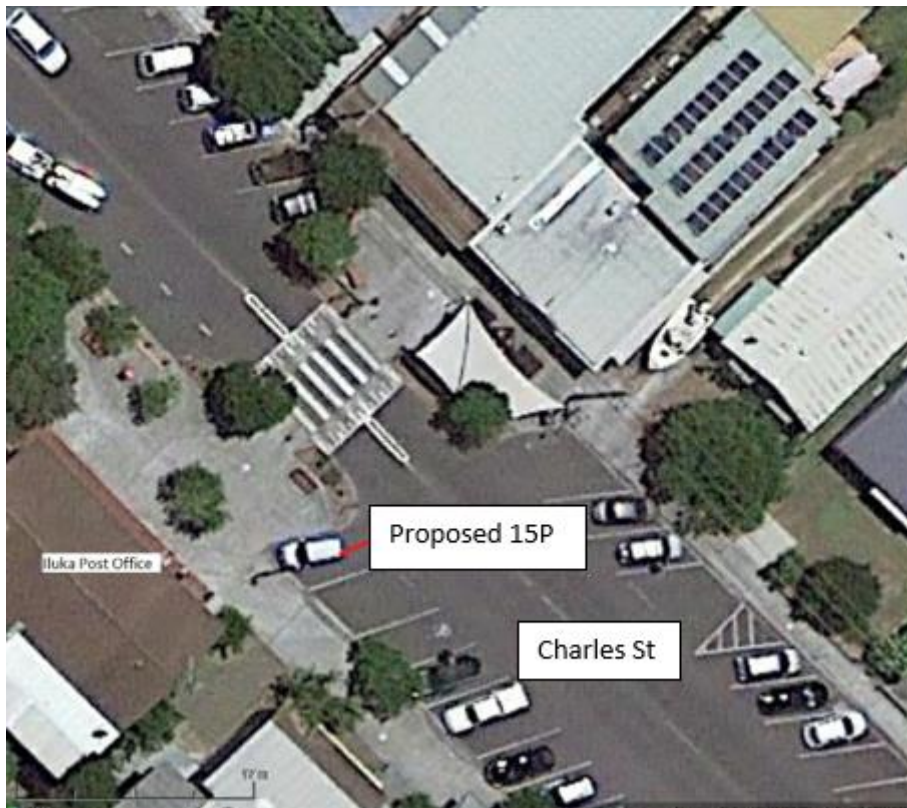
Request from Iluka Residents Progress Association.

**Legal and Risk Management**

N/A

**Climate Change**

N/A



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



<b>ITEM</b>	<b>039/21</b>	<b>GRAFTON CYCLE CLUB – 2022/2023 MANAGEMENT PLAN AND RACING PROGRAM</b>
<b>Meeting</b>	Local Traffic Committee	6 October 2021
<b>Directorate</b>	Works & Civil	
<b>Reviewed by</b>	Director - Works & Civil (Jamie Fleeting)	
<b>Attachment</b>	Yes	

## SUMMARY

The Grafton Cycle Club has submitted their Management Plan and Racing Program May 2022 to May 2023 and has requested approval through the Local Traffic Committee.

## LOCAL TRAFFIC COMMITTEE RECOMMENDATION

That Council approve the Management Plan for the Grafton Cycle Club May 2022 to May 2023 Racing Program, with the exception of the James Creek Gardiners Road course, subject to the following conditions.

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).
2. NSW Police approval is obtained.
3. Transport for NSW 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. The submission and approval of relevant council event application/s and compliance with any conditions imposed therein.
5. 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 must be 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 Transport for NSW's Traffic Control at Worksites Technical Manual.
  - 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 Transport for NSW and NSW Police.
  - e. Conformance with approved Traffic Management Plan and associated Traffic Control Plans which shall be implemented and controlled by Transport for NSW accredited persons.
6. Consultation with emergency services (Fire & Ambulance) and any identified issues addressed in a timely manner.
7. Consultation with bus and taxi operators and arrangements made for provision of services during conduct of the event.

8. Community and affected business consultation including adequate response/action to any raised concerns.
9. Arrangements made for private property access and egress affected by the event.
10. 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.
11. That the applicant organise for the events to be listed on council's web page.
12. Endorsement of the event by Cycling NSW.
13. The event be conducted and signposted in accordance with the NSW Guidelines for Bicycle Road Races.
14. This approval does not grant exclusive use of any course.

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

#### OFFICER RECOMMENDATION

That Council approve the Management Plan for the Grafton Cycle Club May 2022 to May 2023 Racing Program, with the exception of the James Creek Gardiners Road course, subject to the following conditions.

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).
2. NSW Police approval is obtained.
3. Transport for NSW 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. The submission and approval of relevant council event application/s and compliance with any conditions imposed therein.
5. 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 must be 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 Transport for NSW's Traffic Control at Worksites Technical Manual.
  - 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 Transport for NSW and NSW Police.

- e. Conformance with approved Traffic Management Plan and associated Traffic Control Plans which shall be implemented and controlled by Transport for NSW accredited persons.
6. Consultation with emergency services (Fire & Ambulance) and any identified issues addressed in a timely manner.
7. Consultation with bus and taxi operators and arrangements made for provision of services during conduct of the event.
8. Community and affected business consultation including adequate response/action to any raised concerns.
9. Arrangements made for private property access and egress affected by the event.
10. 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.
11. That the applicant organise for the events to be listed on council's web page.
12. Endorsement of the event by Cycling NSW.
13. The event be conducted and signposted in accordance with the NSW Guidelines for Bicycle Road Races.
14. This approval does not grant exclusive use of any course.

## LINKAGE TO OUR COMMUNITY PLAN

Theme	3 Economy
Objective	3.1 We will have an attractive and diverse environment for business, tourism and industry
Strategy	3.1.5 Attract and grow events which contribute to the economy with a focus on high participatory events

## BACKGROUND

The Grafton Cycle Club has submitted their Management Plan and Racing Program May 2022 to May 2023 and has requested approval through the Local Traffic Committee. A copy of the Management Plan is attached.

The Management Plan provides the Requirements, Planning and Implementation details necessary for the safe and successful running of this racing program. The Racing Program details eight previously used local courses

1. Pringles Way – Lawrence
2. Yamba Industrial estate
3. Trenayr Road – Experimental Farm Road
4. Gardiner Road – James Creek Road
5. Clarence Way- Stockyard Creek Road
6. Kangaroo Creek Road
7. Tucabia- Coldstream Rd
8. Glenugie- Old Pacific Highway

## KEY ISSUES

The Management Plans for the proposed courses are acceptable and can be approved with the exception of the James Ck Road - Gardiners Road course which should not be approved.

An application by Yamba Cycling Club in May 2021 for the James Ck Road - Gardiners Road course was not approved due to safety concerns that arose during assessment of that application.

Approval for the use of Yamba Industrial Estate Course was granted to Yamba Cycling Club in May 2021 and approval will also be issued to Grafton Cycling Club on a non-exclusive basis.

The Management Plan has been submitted to Council and the NSW Police. No Police approval has been provided to Council at this time.

Council can provide approval for the Racing Program subject to the Grafton Cycle Club obtaining written approval from NSW Police.

## COUNCIL IMPLICATIONS

### Budget/Financial

Not applicable

### Asset Management

Not applicable

### Policy or Regulation

Transport for NSW, Traffic Control at Worksites Technical Manual  
NSW Government, Guide to Traffic and Transport for Special Events  
Transport for NSW, NSW Guidelines for Bicycle Road Races

### Consultation

Not applicable

### Legal and Risk Management

Not applicable

### Climate Change

Not applicable

Prepared by	Tony Smith- Maintenance Engineer
Attachment	039/21- A. Grafton Cycle Club – 2022/2023 Event Management Plan
To be tabled	Nil

<b>ITEM</b>	<b>040/21</b>	<b>SHERIFF PARKING VICTORIA STREET GRAFTON</b>
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<b>Meeting</b>	Local Traffic Committee	6 October 2021
<b>Directorate</b>	Works & Civil	
<b>Reviewed by</b>	Director - Works & Civil (Jamie Fleeting)	
<b>Attachment</b>	Nil	

### SUMMARY

The Office of the Sheriff of NSW has requested allocation of two parking spaces adjacent to the Sheriffs Office in Victoria Street Grafton.

### LOCAL TRAFFIC COMMITTEE RECOMMENDATION

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.

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

### OFFICER RECOMMENDATION

That a "No Parking Sheriff Vehicles Excepted" with left arrow plate be added to the existing parking regulation sign in front of the Sheriffs Office, Victoria Street, Grafton.

### 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 Office of the Sheriff of NSW requires parking for vehicles associated with the operation of the Grafton Sheriffs Office in Victoria Street, Grafton. Parking needs to be adjacent to the office to allow monitoring of the security of the vehicles.

Parking at the frontage of this property is 2P 8:30-5:30 Mon-Fri and 8:30-12:30 Sat. Allocation of parking spaces for the Sheriffs Office will reduce slightly the available parking for the public.

### KEY ISSUES

Security of Sheriff vehicles in this location is relevant and justifies provision of reserved parking. The required parking can be provided by creation of a No Parking area in the two spaces between the existing parking sign and the kerb blister to the east. The sign location may require minor adjustment. The No Parking area can be posted with an exception for Sheriff Vehicles in accordance with AS1742.11 C3.4 (c) Note 5.

The Office of the Sheriff of NSW has been contacted and it has been confirmed that all Sheriff vehicles are badged on the side of the vehicle. This will enable the proposed parking restriction to be enforced.



## COUNCIL IMPLICATIONS

### Budget/Financial

The cost of additional signage will be met from Council's signage funding

### Asset Management

The additional signage will be added to Council's asset register.

### Policy or Regulation

AS1742.11

### 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



<b>ITEM</b>	<b>041/21</b>	<b>REVIEW OF TIMED PARKING 60 POUND STREET</b>
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<b>Meeting</b>	Local Traffic Committee	6 October 2021
<b>Directorate</b>	Works & Civil	
<b>Reviewed by</b>	Director - Works & Civil (Jamie Fleeting)	
<b>Attachment</b>	Nil	

## SUMMARY

Council has received a request to alter the 2P timed parking and provide unrestricted carparking spaces in the vicinity of 60 Pound Street, Grafton.

## LOCAL TRAFFIC COMMITTEE RECOMMENDATION

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.

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

## OFFICER RECOMMENDATION

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.

## 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

60 Pound Street is located on the northern side of Pound Street east of Villiers Street. This section of road was reconstructed in association with construction of the new Grafton Bridge and now forms part of Summerland Way.

Reconstruction of the roadway created two traffic lanes each way with parallel and angle parking on the northern side and parallel parking on the southern side. There is commercial development on the northern side and a Tafe campus on the southern side. 2P 8:30am-3:30pm Mon-Fri, 8am-7pm Sat-Sun, timed parking was established as part of the design of the TfNSW Grafton Bridge project. All consultation for the project design was undertaken by TfNSW and the contractor.

There are two parallel parking spaces and two marked angle parking spaces in addition to two driveway entrances at the frontage of 60 Pound Street. There is also a kerb blister containing electrical infrastructure and landscaping. There are site constraints at this location and it is understood that contributions to carparking have been made with a previous development application.

## KEY ISSUES

The owner of the business at 60 Pound Street considers that the timed parking places an unacceptable constraint on the business as vehicles associated with the business need to be parked adjacent to the premises for periods in excess of 2 hours and considers removal of this restriction on four spaces would provide an acceptable solution.

Removal of this restriction does not give exclusive use to the business owner and spaces may be legally occupied for a full day by other users if this restriction is removed.

Options available are:

1. Permanently remove the timed parking restriction at the frontage of 60 Pound Street.
2. Remove the timed parking restriction at the frontage of 60 Pound Street on a trial basis.
3. Consult with all commercial activities in Pound Street north side between Villiers Street and Clarence Street to determine if there is a need to review the parking restriction in this section.
4. Retain existing parking regulation as being appropriate to the commercial development in this section of Pound Street.



## COUNCIL IMPLICATIONS

### **Budget/Financial**

Cost of alteration of signage to be met from Traffic Facilities allocation.

### **Asset Management**

N/A

### **Policy or Regulation**

N/A

### **Consultation**

Future consultation with commercial activities in area.

### **Legal and Risk Management**

N/A

### **Climate Change**

Nil

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

ITEM:042/21	<b>ROAD CLOSURES – YAMBA TRIATHLON EVENT 2021</b>
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<b>Meeting</b>	Local Traffic Committee	6 October 2021
<b>Directorate</b>	Works & Civil	
<b>Reviewed by</b>	Manager - Strategic Infrastructure (Greg Allsopp)	
<b>Attachment</b>	Yes	

### SUMMARY

Council has received a request for road closures for the Yamba Triathlon Event to be held on 4 and 5 of December 2021.

### 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 where event uses a Transport for NSW asset such as a bridge, Motorway or viaduct).
2. NSW Police approval is obtained.
3. The submission and approval of relevant council event application/s and compliance with any conditions imposed therein.
4. 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 must be 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 Transport for NSW's Traffic Control at Worksites Technical Manual.
  - 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 Transport for NSW and NSW Police.
  - e. Conformance with approved Traffic Management Plan and associated Traffic Control Plans which shall be implemented and controlled by Transport for NSW accredited persons.
5. Consultation with emergency services (Fire & Ambulance) and any identified issues addressed in a timely manner.
6. Consultation with bus and taxi operators and arrangements made for provision of services during conduct of the event.
7. Community and affected business consultation including adequate response/action to any raised concerns.
8. Arrangements made for private property access and egress affected by the event.

9. 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.
10. That the applicant organise for the events to be listed on council's web page.
11. The event be conducted and signposted in accordance with the NSW Guidelines for Bicycle Road Races.

Voting:	Council	
	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 where event uses a Transport for NSW asset such as a bridge, Motorway or viaduct).
2. NSW Police approval is obtained.
3. The submission and approval of relevant council event application/s and compliance with any conditions imposed therein.
4. 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 must be 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 Transport for NSW's Traffic Control at Worksites Technical Manual.
  - 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 Transport for NSW and NSW Police.
  - e. Conformance with approved Traffic Management Plan and associated Traffic Control Plans which shall be implemented and controlled by Transport for NSW accredited persons.
5. Consultation with emergency services (Fire & Ambulance) and any identified issues addressed in a timely manner.

6. Consultation with bus and taxi operators and arrangements made for provision of services during conduct of the event.
7. Community and affected business consultation including adequate response/action to any raised concerns.
8. Arrangements made for private property access and egress affected by the event.
9. 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.
10. That the applicant organise for the events to be listed on council's web page.
11. The event be conducted and signposted in accordance with the NSW Guidelines for Bicycle Road Races.

#### **LINKAGE TO OUR COMMUNITY PLAN**

Theme	3 Economy
Objective	3.1 We will have an attractive and diverse environment for business, tourism and industry
Strategy	3.1.5 Attract and grow events which contribute to the economy with a focus on high participatory events

#### **BACKGROUND**

Council has received a request for road closures in association with the running of the Yamba Triathlon Event to be held on 4 and 5 of December 2021. The road closures details are provided in Figure 1.

The Yamba Triathlon is a not-for-profit event in support of the Donate Life campaign and Local Causes, and serves as a fundraiser for the Yamba Surf Life Saving Club



ROAD/SITE	BETWEEN	TYPE	START	END
Whiting Beach carpark		Full Closure	04/12/2021 06:00	05/12/2021 12:00
Yamba Rockwall	Use of Rockwall for Community Fun Run Course	Impacted	04/12/2021 06:30	04/12/2021 08:00
Harbour Street	Clarence Street and River Street	Full Closure	05/12/2021 06:30	05/12/2021 10:30
River Street	Harbour Street and Wooli Street	Full Closure	05/12/2021 06:30	05/12/2021 10:30
Wooli Street	River Street and Claude Street	Full Closure	05/12/2021 06:30	05/12/2021 10:30
Wooli Street	Claude Street and Angourie Road	Impacted	05/12/2021 06:30	05/12/2021 10:30
Angourie Road	Yamba Road and Lakes Boulevard	Impacted	05/12/2021 06:30	05/12/2021 10:30
Yamba Rockwall	Use of Rockwall for Triathlon Run Course	Full Closure	05/12/2021 06:30	05/12/2021 10:30
Yamba Street	Wooli Road and Harbour Street	Impacted	05/12/2021 06:30	05/12/2021 10:30

Figure 1. Road Closures details for the Yamba Triathlon 2021.

This event has been run successfully in Yamba for several years.

## KEY ISSUES

The event organisers have submitted an Event Management Plan which will be tabled at the meeting. The Traffic Control Plans will be submitted closer to the event.

## COUNCIL IMPLICATIONS

### Budget/Financial

Council has again resolved to support this event financially through the Special Events and Festivals Sponsorship Program.

### Asset Management

Not applicable

### Policy or Regulation

Transport for NSW, Traffic Control at Worksites Technical Manual  
 NSW Government, Guide to Traffic and Transport for Special Events  
 Transport for NSW, NSW Guidelines for Bicycle Road Races

### Consultation

A consultation plan is included in the Yamba Triathlon Event Management Plan. This includes consultation with affected businesses and residents.

### Legal and Risk Management

Traffic Control must be designed, installed and performed by accredited persons.  
 Traffic risk management contained in Event Management Plan

### Climate Change

Not applicable

Prepared by	Alana Brooks, Road Safety Officer
Attachment	042/21 A - Yamba Triathlon Local Traffic Committee Submission
To be tabled	042/21 B - Yamba Triathlon Event Management Plan
Confidential	B

ITEM	SCHOOL ZONE INFRASTRUCTURE PROJECTS	
<b>Meeting</b>	Local Traffic Committee	6 October 2021
<b>Directorate</b>	Works & Civil	
<b>Reviewed by</b>	Manager - Strategic Infrastructure (Greg Allsopp)	
<b>Attachment</b>	Yes	

## SUMMARY

Council has secured \$3.5M to provide pedestrian safety improvements for 19 school zones. Endorsement is requested for all the upgrades and approval for the construction of the first eight projects.

## LOCAL TRAFFIC COMMITTEE RECOMMENDATION

That Council:

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.

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

## LOCAL TRAFFIC COMMITTEE DISCUSSION

The Busways representative was generally supportive of the proposals and would like to be involved in the consultation process. The committee was supportive and the Project Managers will be requested to update the list of stakeholders for consultation.

## OFFICER RECOMMENDATION

That Council:

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.

## 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 secured \$3.5M to provide pedestrian improvements for 19 schools under the School Zone Infrastructure Sub Program. The School Zone Infrastructure sub-program is part of the Federal Stimulus NSW Road Safety Program. The program is administered by Transport for NSW on behalf of the Federal Government. The full list of projects is provided in Attachment A. Treatments may be modified following further investigation and consultation.

The program has a very short delivery timeframe with Council receiving the letter of offer on 27 July 2021 and second tranche projects due for construction by 31 December 2021. Concept designs for eight of these projects are provided in attachment B.

Tranche two projects are at the following locations:

5. Coutts Crossing Public School- Armidale Road, Coutts Crossing
6. Cowper Public School- Clarence Street, Cowper
7. Harwood Island Public School- Morpeth Street, Harwood
8. Lawrence Public School- Cook Street and High Street, Lawrence
9. Maclean High School- Cameron Street, Maclean
10. South Grafton High- Tyson Street, South Grafton
11. Westlawn Public School- Hoof Street, Cassia Street and Cranworth Street, South Grafton
12. Yamba Public School- Favorite Avenue, Yamba
13. Iluka Public School- Spencer Street, Iluka

The third tranche projects are to be completed by June 2022. However, some of these projects are scheduled for construction in the January school holidays to minimise impacts on the schools. These projects are still under review and detailed designs are not yet complete.

Tranche three projects are at the following locations:

- Palmers Island Public School - School Road, Palmers Island
- Maclean School Precinct - Clarence Street and Woodford Street, Maclean
- Maclean School Precinct - Stanley and Woodford Street, Maclean
- 2 x Grafton Schools Precinct - Queen St, Bacon St, Mary St, Fry St, Oliver St, Grafton
- Grafton High School - Mary Street, Grafton.
- South Grafton Infants School- Armidale Road, Grafton
- Gilwinga Public School I- Bent St & Vere St, South Grafton

- 2 x St Josephs and Gilwinga Public Precinct - Hyde St, South Grafton

Consultation has commenced with the schools and their P&C groups. Targeted consultation with impacted residents will also be undertaken.

## KEY ISSUES

The designs for Tranche two projects may be modified following further investigations and consultation with the schools. It is proposed that any modifications to the designs be circulated and approved by the Local Traffic Committee and endorsed retrospectively by Council at their meeting in February 2022. This is due to the very short delivery timeframe and there being no Council meeting in December 2021 and January 2022. This may also include some designs for Tranche 3 projects that are scheduled for construction in January 2022.

The projects were nominated based on past Local Traffic Committee and Council resolutions, requests from the school community and audits in the school zones. Funding has not been readily available in recent times for school zone infrastructure improvements. While the short deliver timeframes places pressure on resources and obtaining approvals it is an unprecedented opportunity to improve safety in our school zones.

## COUNCIL IMPLICATIONS

### Budget/Financial

The projects are 100% funded under the Federal Government Stimulus Commitment Road Safety Program (School Zone Infrastructure).

### Asset Management

The facilities and associated assets will be added to Council Asset Register.

### Policy or Regulation

AS1742.10- 2009 Manual of uniform traffic control devices-Pedestrian control and protection  
Roads and Maritime Supplement to AS1742: Manual of Uniform Traffic Control Devices

### Consultation

Consultation with schools and directly impacted residents

### Legal and Risk Management

Not applicable

### Climate Change

The project provides safer infrastructure to encourage walking and cycling to school which reduces reliance on private vehicles use.

Prepared by	Alana Brooks, Road Safety Officer
Attachment	A. School Zone Infrastructure Improvements Projects List B. Concept designs for eight projects

## ITEMS FOR DISCUSSION

### 1. GUMNUT DRIVE SPEEDING CONCERNS

A resident has raised concerns about speeding in Gumnut Drive, Yamba. The resident has been contacted and is requesting a mobile speed camera and police enforcement. A traffic survey was conducted in Gumnut Drive in September 2021 and a significant speeding issue was not identified.

The following works were undertaken in 2020 to improve safety and provide traffic calming in Gumnut Drive:

- The Installation of pedestrian refuges on all three legs of Treelands Drive / Gumnut Road intersection to provide safer pedestrian access and act as traffic calming. A footpath connection between Treelands Drive and the bus stop was also provided.
- Installation of pedestrian refuge near Bayside Park for traffic calming and safe access to the park. A connection was also provided to the existing Osprey Drive / Kolara lake footpath network.
- Line marking of the entire road (Gumnut Drive and each intersection) with barrier line and edge lines due to the wide formation for speed calming.
- Bus stop upgraded and shifted further away from the intersection to improve safety.

There is no pathway for the full length of Gumnut Drive which may be contributing to safety concerns for residents. A pedestrian path on the southern side of Gumnut Road from Shores Drive to Witonga Drive was listed as a high priority in the Pedestrian Access and Mobility Plan (PAMP) 2015. Only a small section of footpath near Treelands Drive to connect to a new pedestrian refuge has been installed. The PAMP is scheduled to be reviewed and this footpath should be included in the new plan to improve safety for pedestrians.

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.

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

### 2. POUND/VILLIERS STREET ROUNDABOUT

The Local State Member of Parliament's Representative raised concerns regarding the western leg of the Pound/Villiers Street roundabout at Grafton and suggested that the left lane (through and left movement) was under-utilised. He suggested that there may be scope to investigate re-configuring the entry and exit lanes of the western leg of the roundabout to improve traffic flow. The intersection geometry and traffic efficiency at this location was discussed at the previous Local Traffic Committee meeting dated 4/8/21.

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.

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

#### NOTE:

Next Local Traffic Committee meeting is proposed for 3<sup>rd</sup> November 2021 as the scheduled meeting in December will not be proceeding due to the Council election. The new meeting date was supported by the Committee.

This concluded the business and the meeting closed at 11:00am.