



# Local Traffic Committee

## Business Paper

**date of meeting:** Wednesday 16 October 2019

**location:** Councillor Meeting Room  
Port Macquarie-Hastings Council  
17 Burrawan Street  
Port Macquarie

**time:** 10:00am

## **Local Traffic Committee**

### **CHARTER**

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The Local Traffic Committee is formed under the NSW Roads & Traffic Authority – "A Guide to the Delegation to Councils for the Regulation of Traffic (including the operation of Traffic Committees) – November 2006"

#### **Formal (Voting) Members**

Port Macquarie-Hastings Council  
Roads & Traffic Authority  
NSW Police  
Member for Port Macquarie  
Member for Oxley

#### **Informal (Non-Voting) Advisors**

Road Safety Officer  
Ministry of Transport  
NSW Fire Brigade  
NSW Ambulance Service  
Local Bus Company/s  
Transport Workers Union  
Chambers of Commerce

Informal advisors are only required to attend the LTC when items appear on the agenda which affect their area of expertise or responsibility

#### **Quorum**

There is no need for a specific quorum to allow a Committee meeting to proceed. The advice of the Roads & Traffic Authority and the NSW Police must be sought to allow Council to exercise its delegated authority.

#### **Convenor**

The Committee shall be convened by the Council voting representative. It shall be the responsibility of the convenor to ensure the conduct of the meeting including voting, informal advisor, public and media participation is undertaken in accordance with the RTA Guidelines.

#### **Roles**

- To advise Council on traffic related matters referred to the Committee
- To ensure matters referred to the Committee meets current technical guidelines
- To ensure matters referred to the Committee for which Council has delegated authority are voted upon.

## **Administration**

Council's Transport and Stormwater Network Section is responsible for the co-ordination of Committee advice, scheduling of meetings, preparation and circulation of meeting minutes and providing general support services to the Committee. The Section is also responsible for providing advice in relation to the conduct of meetings.

## **Delegations**

Council has delegations to authorise traffic control facilities and devices as prescribed in the Delegations to Councils – Regulation of Traffic October 2001.

Council has sub-delegated its powers in respect of Division 1 of Part 4 of the Road Transport (Safety and Traffic Management ) Act 1999 and Division 2 of Part 5 of the Road Transport (Safety and Traffic Management ) (Road Rules) Regulation 1999 to the Director of Infrastructure Services and the Technical Services Manager.

**Local Traffic Committee**  
**ATTENDANCE REGISTER**

Member	22/11/17 held via electronic	26/4/18 held via Electronic	31/10/18	24/04/19	26/06/19
Deputy Mayor Lisa Intemann (Chair)	✓	✓	✓	<b>PV</b>	✓
Councillor Lee Dixon (Deputy Chair)	✓	✓	<b>X</b>	<b>A</b>	<b>X</b>
<del>Paul Dilley</del> Daniel Finch (NSW Police)	✓	✓	✓	✓	✓
Greg Aitken (RMS)	✓	✓	✓	✓	<b>PV</b>
Representative of Mrs Leslie Williams (Member for Port Macquarie)	✓	✓	<b>X</b>	<b>X</b>	<b>X</b>
Representative of Melinda Pavey MP (Member for Oxley)	✓	✓	<b>X</b>	<b>X</b>	<b>X</b>
<b>Non-voting:</b>					
<del>Steve Read</del> Brett Dawson (Port Macquarie Taxis)	✓	✓	<b>A</b>	<b>X</b>	✓
Malcolm Britt (Busways)	✓	✓	<b>A</b>	<b>A</b>	✓
<del>Duncan Clarke</del> (PMHC - Group Manager Transport & Stormwater Network) Cameron Hawkins (acting)	✓	✓			
John Hanlon (PMHC - Transport & Traffic Engineer)	✓	✓	✓	✓	✓
Angela Chapman (PMHC Admin. Officer)	✓	✓	<b>X</b>	✓	✓
Phillip Marshal (Alternate - PMHC Admin. Officer)	✓	✓			✓

**Key:** ✓ = Present  
**PV** = Proxy Vote  
**A** = Absent With Apology  
**X** = Absent Without Apology



## Local Traffic Committee Meeting

Wednesday 16 October 2019

### Items of Business

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**Item: 01****Subject: ACKNOWLEDGEMENT OF COUNTRY**

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"I acknowledge that we are gathered on Birpai Land. I pay respect to the Birpai Elders both past and present. I also extend that respect to all other Aboriginal and Torres Strait Islander people present."

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**Item: 02****Subject: APOLOGIES**

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**RECOMMENDATION**

That the apologies received be accepted.

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**Item: 03****Subject: CONFIRMATION OF PREVIOUS MINUTES**

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**RECOMMENDATION**

That the Minutes of the Local Traffic Committee Meeting held on 26 June 2019 be confirmed.

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**PRESENT**

***Members:***

Deputy Mayor Lisa Intemann (PMHC)(Chair)  
Daniel Finch (NSW Police)  
Greg Aitken (RMS) (PV)

***Other Attendees:***

Brett Dawson (Port Macquarie Taxis)  
Malcolm Britt (Busways)  
Cameron Hawkins (PMHC - A/Group Manager Transport & Stormwater Network)  
John Hanlon (PMHC - Transport & Traffic Engineer)  
Angela Chapman (PMHC Admin. Officer)  
Phillip Marshall (Alternate - PMHC Admin. Officer)

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**Electronic Meeting.**

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**01 ACKNOWLEDGEMENT OF COUNTRY**

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The Acknowledgement of Country was delivered.

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**02 APOLOGIES**

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Nil.

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**03 CONFIRMATION OF MINUTES**

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MAJORITY SUPPORT:

Council – Yes  
RMS – Yes  
Police – Yes  
Member for Oxley - Nil  
Member for Port Macquarie - Nil

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That the Minutes of the Local Traffic Committee Meeting held on 24 April 2019 be confirmed.

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**04 DISCLOSURES OF INTEREST**

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There were no disclosures of interest presented.

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**05 BUSINESS ARISING FROM PREVIOUS MINUTES**

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MAJORITY SUPPORT:

Council – Yes

RMS – Yes

Police – Yes

Member for Oxley - Nil

Member for Port Macquarie - Nil

That the Business Arising Schedule be noted.

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**06 DIAMOND HEAD ROAD AND THE BOULEVARDE INTERSECTION,  
DUNBOGAN - CHANGE OF PRIORITY**

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MAJORITY SUPPORT:

Council – Yes

RMS – Yes

Police – Yes

Member for Oxley (Rep) - Nil

Member for Port Macquarie - Nil

That it be a recommendation to the Director Infrastructure, under sub-delegation, for implementation:

That the Diamond Head Road and The Boulevarde intersection priority be changed to assign priority to the Diamond Head Road (west) and The Boulevarde movements with a Give Way on the Diamond Head Road (south) movement.

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**07 GENERAL BUSINESS**

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Nil.

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Item: 04  
Subject: DISCLOSURES OF INTEREST

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**RECOMMENDATION**

That Disclosures of Interest be presented

**DISCLOSURE OF INTEREST DECLARATION**

<b>Name of Meeting:</b>	
<b>Meeting Date:</b>	
<b>Item Number:</b>	
<b>Subject:</b>	
<b>I, the undersigned, hereby declare the following interest:</b>	
<input type="checkbox"/> <b>Pecuniary:</b> Take no part in the consideration and voting and be out of sight of the meeting.	
<input type="checkbox"/> <b>Non-Pecuniary – Significant Interest:</b> Take no part in the consideration and voting and be out of sight of the meeting.	
<input type="checkbox"/> <b>Non-Pecuniary – Less than Significant Interest:</b> May participate in consideration and voting.	
<b>For the reason that:</b>	
<b>Name:</b>  <b>Signed:</b>	<b>Date:</b>
<b>Please submit to the Governance Support Officer at the Council Meeting.</b>	

*(Refer to next page and the Code of Conduct)*

**Pecuniary Interest**

- 4.1 A pecuniary interest is an interest that you have in a matter because of a reasonable likelihood or expectation of appreciable financial gain or loss to you or a person referred to in clause 4.3.
- 4.2 You will not have a pecuniary interest in a matter if the interest is so remote or insignificant that it could not reasonably be regarded as likely to influence any decision you might make in relation to the matter, or if the interest is of a kind specified in clause 4.6.
- 4.3 For the purposes of this Part, you will have a pecuniary interest in a matter if the pecuniary interest is:
- (a) your interest, or
  - (b) the interest of your spouse or de facto partner, your relative, or your partner or employer, or
  - (c) a company or other body of which you, or your nominee, partner or employer, is a shareholder or member.
- 4.4 For the purposes of clause 4.3:
- (a) Your "relative" is any of the following:
    - i) your parent, grandparent, brother, sister, uncle, aunt, nephew, niece, lineal descendant or adopted child
    - ii) your spouse's or de facto partner's parent, grandparent, brother, sister, uncle, aunt, nephew, niece, lineal descendant or adopted child
    - iii) the spouse or de facto partner of a person referred to in paragraphs (i) and (i)
  - (b) "de facto partner" has the same meaning as defined in section 21C of the *Interpretation Act 1987*.
- 4.5 You will not have a pecuniary interest in relation to a person referred to in subclauses 4.3(b) or (c)
- (a) if you are unaware of the relevant pecuniary interest of your spouse, de facto partner, relative, partner, employer or company or other body, or
  - (b) just because the person is a member of, or is employed by, a council or a statutory body, or is employed by the Crown, or
  - (c) just because the person is a member of, or a delegate of a council to, a company or other body that has a pecuniary interest in the matter, so long as the person has no beneficial interest in any shares of the company or body.

**Non-Pecuniary**

- 5.1 Non-pecuniary interests are private or personal interests a council official has that do not amount to a pecuniary interest as defined in clause 4.1 of this code. These commonly arise out of family or personal relationships, or out of involvement in sporting, social, religious or other cultural groups and associations, and may include an interest of a financial nature.
- 5.2 A non-pecuniary conflict of interest exists where a reasonable and informed person would perceive that you could be influenced by a private interest when carrying out your official functions in relation to a matter.
- 5.3 The personal or political views of a council official do not constitute a private interest for the purposes of clause 5.2.
- 5.4 Non-pecuniary conflicts of interest must be identified and appropriately managed to uphold community confidence in the probity of council decision-making. The onus is on you to identify any non-pecuniary conflict of interest you may have in matters that you deal with, to disclose the interest fully and in writing, and to take appropriate action to manage the conflict in accordance with this code.
- 5.5 When considering whether or not you have a non-pecuniary conflict of interest in a matter you are dealing with, it is always important to think about how others would view your situation.

Managing non-pecuniary conflicts of interest

- 5.6 Where you have a non-pecuniary conflict of interest in a matter for the purposes of clause 5.2, you must disclose the relevant private interest you have in relation to the matter fully and in writing as soon as practicable after becoming aware of the non-pecuniary conflict of interest and on each occasion on which the non-pecuniary conflict of interest arises in relation to the matter. In the case of members of council staff other than the general manager, such a disclosure is to be made to the staff member's manager. In the case of the general manager, such a disclosure is to be made to the mayor.
- 5.7 If a disclosure is made at a council or committee meeting, both the disclosure and the nature of the interest must be recorded in the minutes on each occasion on which the non-pecuniary conflict of interest arises. This disclosure constitutes disclosure in writing for the purposes of clause 5.6.
- 5.8 How you manage a non-pecuniary conflict of interest will depend on whether or not it is significant.
- 5.9 As a general rule, a non-pecuniary conflict of interest will be significant where it does not involve a pecuniary interest for the purposes of clause 4.1, but it involves:
- a) a relationship between a council official and another person who is affected by a decision or a matter under consideration that is particularly close, such as a current or former spouse or de facto partner, a relative for the purposes of clause 4.4 or another person from the council official's extended family that the council official has a close personal relationship with, or another person living in the same household
  - b) other relationships with persons who are affected by a decision or a matter under consideration that are particularly close, such as friendships and business relationships. Closeness is defined by the nature of the friendship or business relationship, the frequency of contact and the duration of the friendship or relationship.
  - c) an affiliation between the council official and an organisation (such as a sporting body, club, religious, cultural or charitable organisation, corporation or association) that is affected by a decision or a matter under consideration that is particularly strong. The strength of a council official's affiliation with an organisation is to be determined by the extent to which they actively participate in the management, administration or other activities of the organisation.
  - d) membership, as the council's representative, of the board or management committee of an organisation that is affected by a decision or a matter under consideration, in circumstances where the interests of the council and the organisation are potentially in conflict in relation to the particular matter
  - e) a financial interest (other than an interest of a type referred to in clause 4.6) that is not a pecuniary interest for the purposes of clause 4.1
  - f) the conferral or loss of a personal benefit other than one conferred or lost as a member of the community or a broader class of people affected by a decision.
- 5.10 Significant non-pecuniary conflicts of interest must be managed in one of two ways:
- a) by not participating in consideration of, or decision making in relation to, the matter in which you have the significant non-pecuniary conflict of interest and the matter being allocated to another person for consideration or determination, or
  - b) if the significant non-pecuniary conflict of interest arises in relation to a matter under consideration at a council or committee meeting, by managing the conflict of interest as if you had a pecuniary interest in the matter by complying with clauses 4.28 and 4.29.
- 5.11 If you determine that you have a non-pecuniary conflict of interest in a matter that is not significant and does not require further action, when disclosing the interest you must also explain in writing why you consider that the non-pecuniary conflict of interest is not significant and does not require further action in the circumstances.
- 5.12 If you are a member of staff of council other than the general manager, the decision on which option should be taken to manage a non-pecuniary conflict of interest must be made in consultation with and at the direction of your manager. In the case of the general manager, the decision on which option should be taken to manage a non-pecuniary conflict of interest must be made in consultation with and at the direction of the mayor.
- 5.13 Despite clause 5.10(b), a councillor who has a significant non-pecuniary conflict of interest in a matter, may participate in a decision to delegate consideration of the matter in question to another body or person.
- 5.14 Council committee members are not required to declare and manage a non-pecuniary conflict of interest in accordance with the requirements of this Part where it arises from an interest they have as a person chosen to represent the community, or as a member of a non-profit organisation or other community or special interest group, if they have been appointed to represent the organisation or group on the council committee.

## SPECIAL DISCLOSURE OF PECUNIARY INTEREST DECLARATION

*This form must be completed using block letters or typed.*

*If there is insufficient space for all the information you are required to disclose, you must attach an appendix which is to be properly identified and signed by you.*

<b>By</b> <i>[insert full name of councillor]</i>	
<b>In the matter of</b> <i>[insert name of environmental planning instrument]</i>	
<b>Which is to be considered at a meeting of the</b> <i>[insert name of meeting]</i>	
<b>Held on</b> <i>[insert date of meeting]</i>	
<b>PECUNIARY INTEREST</b>	
Address of the affected principal place of residence of the councillor or an associated person, company or body <i>(the <b>identified land</b>)</i>	
Relationship of identified land to councillor <i>[Tick or cross one box.]</i>	<input type="checkbox"/> The councillor has interest in the land (e.g. is owner or has other interest arising out of a mortgage, lease, trust, option or contract, or otherwise). <input type="checkbox"/> An associated person of the councillor has an interest in the land. <input type="checkbox"/> An associated company or body of the councillor has interest in the land.
<b>MATTER GIVING RISE TO PECUNIARY INTEREST<sup>1</sup></b>	
Nature of land that is subject to a change in zone/planning control by proposed LEP <i>(the <b>subject land</b><sup>2</sup>)</i> <i>[Tick or cross one box]</i>	<input type="checkbox"/> The identified land. <input type="checkbox"/> Land that adjoins or is adjacent to or is in proximity to the identified land.
Current zone/planning control <i>[Insert name of current planning instrument and identify relevant zone/planning control applying to the subject land]</i>	
Proposed change of zone/planning control <i>[Insert name of proposed LEP and identify proposed change of zone/planning control applying to the subject land]</i>	
Effect of proposed change of zone/planning control on councillor or associated person <i>[Tick or cross one box]</i>	<input type="checkbox"/> Appreciable financial gain. <input type="checkbox"/> Appreciable financial loss.

*[If more than one pecuniary interest is to be declared, reprint the above box and fill in for each additional interest]*

**Councillor's Signature:** ..... **Date:** .....

*This form is to be retained by the council's general manager and included in full in the minutes of the meeting*

Last Updated: 3 June 2019

**Important Information**

This information is being collected for the purpose of making a special disclosure of pecuniary interests under clause 4.36(c) of the Model Code of Conduct for Local Councils in NSW (the Model Code of Conduct).

The special disclosure must relate only to a pecuniary interest that a councillor has in the councillor's principal place of residence, or an interest another person (whose interests are relevant under clause 4.3 of the Model Code of Conduct) has in that person's principal place of residence.

Clause 4.3 of the Model Code of Conduct states that you will have a pecuniary interest in a matter because of the pecuniary interest of your spouse or your de facto partner or your relative or because your business partner or employer has a pecuniary interest. You will also have a pecuniary interest in a matter because you, your nominee, your business partner or your employer is a member of a company or other body that has a pecuniary interest in the matter.

"Relative" is defined by clause 4.4 of the Model Code of Conduct as meaning your, your spouse's or your de facto partner's parent, grandparent, brother, sister, uncle, aunt, nephew, niece, lineal descendant or adopted child and the spouse or de facto partner of any of those persons.

You must not make a special disclosure that you know or ought reasonably to know is false or misleading in a material particular. Complaints about breaches of these requirements are to be referred to the Office of Local Government and may result in disciplinary action by the Chief Executive of the Office of Local Government or the NSW Civil and Administrative Tribunal.

This form must be completed by you before the commencement of the council or council committee meeting at which the special disclosure is being made. The completed form must be tabled at the meeting. Everyone is entitled to inspect it. The special disclosure must be recorded in the minutes of the meeting.

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<sup>1</sup> Clause 4.1 of the Model Code of Conduct provides that a pecuniary interest is an interest that a person has in a matter because of a reasonable likelihood or expectation of appreciable financial gain or loss to the person. A person does not have a pecuniary interest in a matter if the interest is so remote or insignificant that it could not reasonably be regarded as likely to influence any decision the person might make in relation to the matter, or if the interest is of a kind specified in clause 4.6 of the Model Code of Conduct.

<sup>2</sup> A pecuniary interest may arise by way of a change of permissible use of land adjoining, adjacent to or in proximity to land in which a councillor or a person, company or body referred to in clause 4.3 of the Model Code of Conduct has a proprietary interest



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**Item: 05**

**Subject: BUSINESS ARISING FROM PREVIOUS MINUTES**

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Nil.

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Item: 06

Subject: PEDESTRIAN CROSSING - BOLD STREET, LAURIETON

Presented by: Infrastructure, Dan Bylsma

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## RECOMMENDATION

That it be noted to Council:

That a 'pedestrian (zebra) crossing' installed in Bold Street, Laurieton, between Tunis Street and the northern driveway of the Haven Plaza Shopping Centre, is endorsed following LTC review of location.

## Discussion

The Local Traffic Committee, on 31 October 2018, recommended to Council:

*That a 'pedestrian (zebra) crossing' be installed in Bold Street, Laurieton, between Tunis Street and Seymour Street.*

Council resolved, at the 12 December 2018 Ordinary Council meeting:

*RESOLVED: Alley/Intemann*

*That Council endorse the Local Traffic Committee's recommendation for a 'pedestrian (zebra) crossing' to be installed in Bold Street, Laurieton, between Tunis Street and Seymour Street.*

*CARRIED: 8/0*

*FOR: Alley, Cusato, Griffiths, Hawkins, Intemann, Levado, Pinson and Turner*

*AGAINST: Nil*

Council resolved, at the 15 May 2019 Ordinary Council meeting:

*RESOLVED: Pinson/Dixon*

*hat Council:*

- 1. Note the information provided in this report.*
- 2. Note the tabled Petition of over 600 signatures to locate the pedestrian crossing on Bold Street Laurieton and investigate the crossing being constructed between the entry and exit of the Coles Supermarket carpark and the Chemist Shop.*
- 3. Defer commencement of pedestrian crossing works in Bold Street Laurieton for the purpose of reviewing the location of the crossing.*
- 4. Request the General Manager report to the July 2019 Council Meeting on the feasibility of moving the crossing including the safety, financial and other impacts of doing so.*
- 5. Note that this deferral is likely to delay the project beyond the terms of the current funding agreement.*

*CARRIED: 8/0*

*FOR: Alley, Dixon, Griffiths, Hawkins, Intemann, Levado, Pinson and Turner*

*AGAINST: Nil*

Council resolved, at the 17 July 2019 Ordinary Council meeting:

*RESOLVED: Intemann/Alley*

*That Council:*

- 1. Note that Council staff recommend a mid-block (Option 1) alignment for the position of the Bold Street, Laurieton pedestrian crossing for the reasons as detailed in this report.*
- 2. Request the General Manager undertake additional community engagement for a period of 28 days from 22 July 2019, regarding the preferred location of the Bold Street, Laurieton pedestrian crossing, ensuring that the mid-block (Option 1) and the two alternate crossing locations are included in this engagement process.*
- 3. Request the General Manager provide a report to the September 2019 Council meeting summarising the outcomes of the community engagement.*
- 4. Request the General Manager write to the Local Member for Port Macquarie, Leslie Williams MP requesting an extension to the current grant funding agreement for the Bold Street, Laurieton pedestrian crossing, to cater for the additional community engagement process and related timelines.*

*CARRIED: 9/0*

*FOR: Alley, Cusato, Dixon, Griffiths, Hawkins, Intemann, Levido, Pinson and Turner*

*AGAINST: Nil*

Council resolved, at the 18 September 2019 Ordinary Council meeting:

*RESOLVED: Pinson/Dixon*

*That Council:*

- 1. Note the outcomes of the community engagement undertaken in response to the Council resolution from the Ordinary Council meeting of 17 July 2019.*
- 2. Note the community engagement identified as Option 3 as the preferred location by the majority.*
- 3. Note the earlier petition of over 600 signatures as tabled at 15 May 2019 Ordinary Council meeting.*
- 4. Endorse the Bold Street Laurieton pedestrian crossing to be located at Option 3.*
- 5. Request the General Manager write to the Local Member for Port Macquarie, Leslie Williams MP, providing a status update on the project and the proposed timeframe for delivery.*

*CARRIED: 8/0*

*FOR: Alley, Cusato, Dixon, Griffiths, Intemann, Levido, Pinson and Turner*

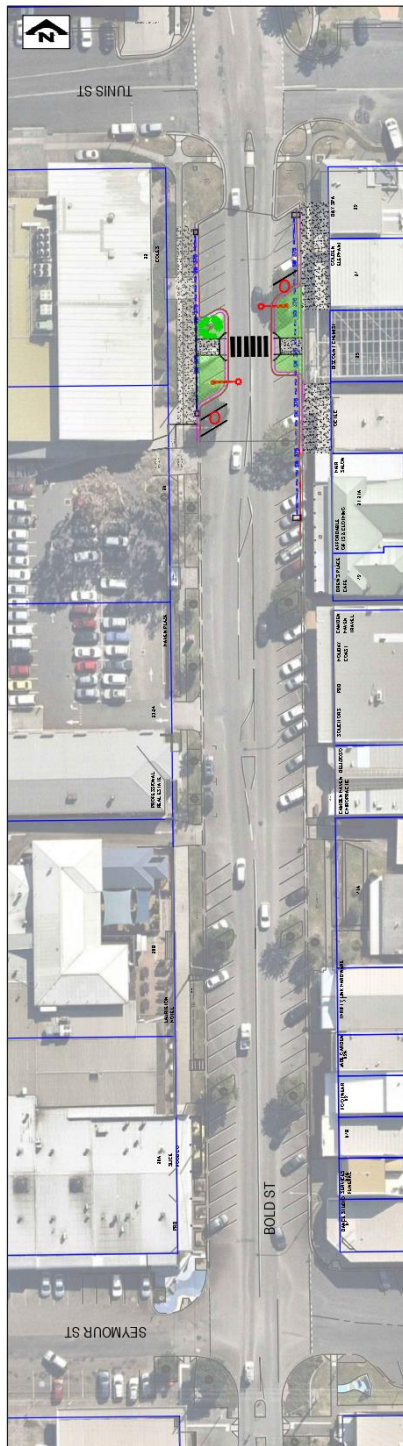
The 18 September 2019 resolution represents a different pedestrian crossing location from the originally approved location. "Option 3" refers to a location between Tunis Street and the northern driveway of the Haven Plaza Shopping Centre. Refer to Attachment 1 - Bold Street Pedestrian Crossing Option 3 Concept Plan.

The purpose of this agenda item is to seek Local Traffic Committee endorsement of the "Option 3" location.

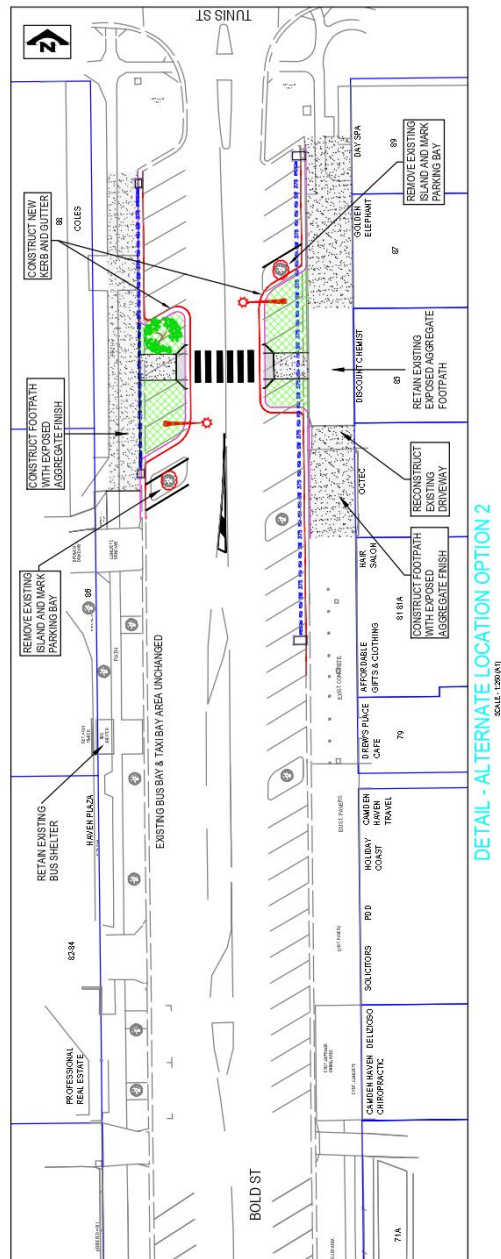
Further information can be found in the attachments, including the reasons for the change in proposed location as documented in a number of Council reports.

### **Attachments**

- [1View](#). Bold Street Pedestrian Crossing Option 3 Concept Plan
- [2View](#). Local Traffic Committee Report - 31 October 2018
- [3View](#). Council Report - 12 December 2018
- [4View](#). Council Report - 15 May 2019
- [5View](#). Council Report - 17 July 2019
- [6View](#). Council Report - 18 September 2019



PLAN OF ALTERNATE LOCATION OPTION 2 - PEDESTRIAN CROSSING LOCATED OPPOSITE CHEMIST



## DETAIL - ALTERNATE LOCATION OPTION 2

[illegible]

**MINUTES**  
**Local Traffic Committee Meeting**  
**31/10/2018**

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**04 DISCLOSURES OF INTEREST**

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There were no disclosures of interest presented.

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**05 BUSINESS ARISING FROM PREVIOUS MINUTES**

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Nil.

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**06 PEDESTRIAN CROSSING - HAYWARD STREET, PORT MACQUARIE**

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**CONSENSUS:**

That it be a recommendation to Council:

That a 'pedestrian (zebra) crossing' be installed in Hayward Street, Port Macquarie, between Short Street and Keena Lane, subject to RMS review of detailed design.

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**07 PEDESTRIAN CROSSING - BOLD STREET, LAURIETON**

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**CONSENSUS:**

That it be a recommendation to Council:

That a 'pedestrian (zebra) crossing' be installed in Bold Street, Laurieton, between Tunis Street and Seymour Street.

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**08 PARKING TIME RESTRICTIONS - BOLD STREET, LAURIETON**

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**CONSENSUS:**

That it be a recommendation to the Director Infrastructure, under sub-delegation, for implementation:

That Council changes the existing '1 Hour, 8.30am-6.00pm Mon-Fri & 8.30am-12.30pm Sat' parking time restrictions on Bold Street, Laurieton, between Tunis Street and Laurie Street, to '2 Hour, 8.30am-6.00pm Mon-Fri & 8.30am-12.30pm Sat'.

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## AGENDA

LOCAL TRAFFIC COMMITTEE  
31/10/2018

Item: 07

Subject: PEDESTRIAN CROSSING - BOLD STREET, LAURIETON

Presented by: Infrastructure, Alex Fisher

## RECOMMENDATION

That it be a recommendation to Council:

That a 'pedestrian (zebra) crossing' be installed in Bold Street, Laurieton, between Tunis Street and Seymour Street.

## Discussion

Bold Street, between Tunis and Laurie Streets, is the main road through the Laurieton town centre. There is significant demand for pedestrians to cross from one side of the road to the other. Formal crossing opportunities are facilitated by four pedestrian refuges – south of Tunis Street, south of Seymour Street, north of Laurie Street and south of Laurie Street – and one pedestrian (zebra) crossing midway between Seymour and Laurie Streets.

There is a clear need for a pedestrian crossing midway between Tunis and Seymour Streets, to supplement the existing crossing in the adjacent block to the south, i.e. between Seymour and Laurie Streets.

Council has received grant funding under the Stronger Country Communities Fund to construct a pedestrian crossing at the location shown in Figure 1. The works also involve kerb extensions, additional street lights and modification of parking layout, taxi stand, bus stop and loading zones in the vicinity of the crossing location.

The proposed pedestrian crossing is included in the Laurieton Pedestrian Access and Mobility Plan that was adopted by Council in 2015 (refer to Attachment 1).

The suburb of Laurieton has one of the highest proportions of aged people in NSW. The site is therefore classified as a Reduced Warrant location due to the significant use by aged and children pedestrians. Pedestrian warrant counts were collected in October 2018 as summarised in the following table. The proposal easily exceeds the RMS warrant for a pedestrian crossing at this location.

Time (weekday)	Pedestrians (P>30)	Vehicles (V>500)	PV (PV>45,000)
11:00 – 12:00	97	759	73,623
12:00 – 13:00	111	730	81,030
13:00 – 14:00	116	583	67,628
Outcome	Meets RMS warrant		



Item 07

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## AGENDA

LOCAL TRAFFIC COMMITTEE  
31/10/2018

Pedestrian crossing location

Figure 1: Proposed pedestrian crossing location

Consultation

Council has received a number of requests from the community, including the Camden Haven Chamber of Commerce, to install a pedestrian crossing on Bold Street, between Tunis and Seymour Streets. The frequency of these requests has increased since the opening of a large new pharmacy in 2018 on the eastern side of Bold Street which generates significant pedestrian traffic across the road to the supermarket on the western side.

The proposed pedestrian crossing has strong community support and therefore no further community consultation is proposed.



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Attachment 2

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**AGENDA**

**LOCAL TRAFFIC COMMITTEE  
31/10/2018**

Recommendation

It is proposed to install a pedestrian crossing on Bold Street, midway between Tunis and Seymour Streets.

The cost of the pedestrian crossing will be funded from the Stronger Country Communities Fund grant.

**Attachments**

1 [View](#). Laurieton Pedestrian Access and Mobility Plan



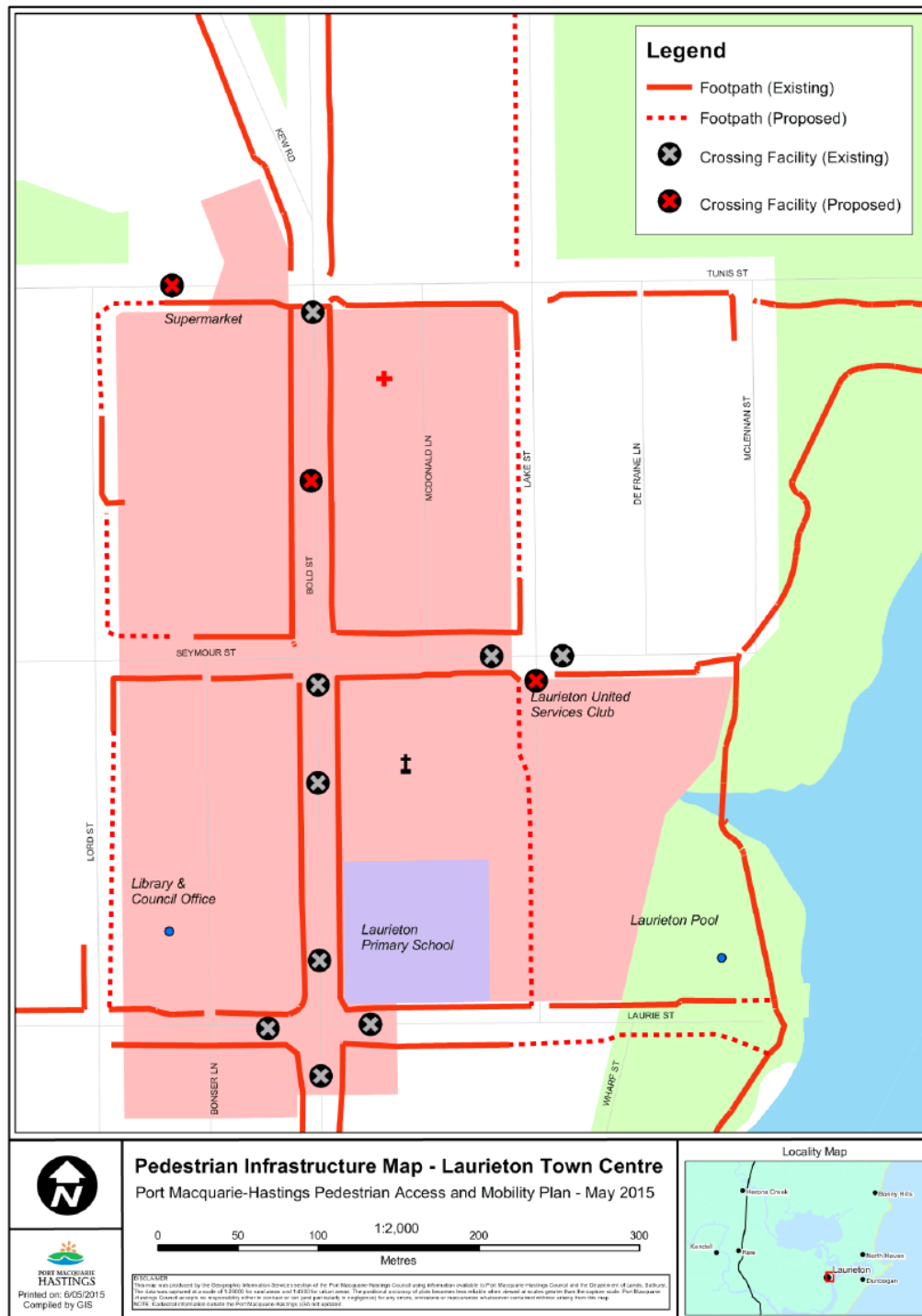
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CARRIED: 8/0  
FOR: Alley, Cusato, Griffiths, Hawkins, Intemann, Levido, Pinson and Turner  
AGAINST: Nil

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**12.06 RECOMMENDED ITEM FROM LOCAL TRAFFIC COMMITTEE -  
PEDESTRIAN CROSSING - BOLD STREET, LAURIETON**

---

RESOLVED: Alley/Intemann

That Council endorse the Local Traffic Committee's recommendation for a 'pedestrian (zebra) crossing' to be installed in Bold Street, Laurieton, between Tunis Street and Seymour Street.

CARRIED: 8/0  
FOR: Alley, Cusato, Griffiths, Hawkins, Intemann, Levido, Pinson and Turner  
AGAINST: Nil

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**12.07 RECOMMENDED ITEM FROM LOCAL TRAFFIC COMMITTEE - 40 KM/H  
HIGH PEDESTRIAN ACTIVITY AREA - WAUCHOPE TOWN CENTRE**

---

RESOLVED: Alley/Hawkins

That Council seek RMS approval of the final design of the scheme for a '40 km/h High Pedestrian Activity Area' in Wauchope town centre.

CARRIED: 7/1  
FOR: Alley, Cusato, Hawkins, Intemann, Levido, Pinson and Turner  
AGAINST: Griffiths

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**12.08 RECOMMENDED ITEM FROM LOCAL TRAFFIC COMMITTEE - 40 KM/H  
HIGH PEDESTRIAN ACTIVITY AREA - PORT MACQUARIE TOWN  
CENTRE**

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RESOLVED: Hawkins/Turner

That Council seek RMS approval of the final design of the scheme for a '40 km/h High Pedestrian Activity Area' in Port Macquarie town centre.

CARRIED: 7/1  
FOR: Alley, Cusato, Hawkins, Intemann, Levido, Pinson and Turner  
AGAINST: Griffiths

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## AGENDA

ORDINARY COUNCIL  
12/12/2018

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Item: 12.06Subject: **RECOMMENDED ITEM FROM LOCAL TRAFFIC COMMITTEE -  
PEDESTRIAN CROSSING - BOLD STREET, LAURIETON**Presented by: Infrastructure, Jeffery Sharp

---

**Alignment with Delivery Program**

4.5.2 Plan for infrastructure that supports population growth.

**RECOMMENDATION**

**That Council endorse the Local Traffic Committee's recommendation for a 'pedestrian (zebra) crossing' to be installed in Bold Street, Laurieton, between Tunis Street and Seymour Street.**

**Executive Summary**

Bold Street, between Tunis and Laurie Streets, is the main road through the Laurieton town centre. There is significant demand for pedestrians to cross from one side of the road to the other. Formal crossing opportunities are facilitated by four pedestrian refuges – south of Tunis Street, south of Seymour Street, north of Laurie Street and south of Laurie Street – and one pedestrian (zebra) crossing midway between Seymour and Laurie Streets.

There is a clear need for a pedestrian crossing midway between Tunis and Seymour Streets. Council has received a number of requests from the community, including the Camden Haven Chamber of Commerce, to install a pedestrian crossing at this location. The frequency of these requests has increased since the opening of a new pharmacy in 2018 on the eastern side of Bold Street which generates significant pedestrian traffic across the road to the supermarket on the western side.

Council has received grant funding under the Stronger Country Communities Fund to construct a pedestrian crossing at the location shown on the following page. The works also involve kerb extensions, additional street lights and modification of parking layout, taxi stand, bus stop and loading zones in the vicinity of the crossing location. Detailed design of the works are currently in progress.

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## AGENDA

ORDINARY COUNCIL  
12/12/2018

Pedestrian crossing location

The Local Traffic Committee met on 31 October 2018 and reached consensus on Item 07 with the following resolution:

**07 PEDESTRIAN CROSSING - BOLD STREET, LAURIETON**  
**CONSENSUS:**

*That it be a recommendation to Council:*

*That a 'pedestrian (zebra) crossing' be installed in Bold Street, Laurieton, between Tunis Street and Seymour Street.*

**Attachments**

Nil

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*RESOLVED: Turner/Hawkins*

That Council:

1. Note the recommendation from the Economic Development Steering Group that consideration be given to the development of a Smart City Strategy; and
2. Develop a Smart City Strategy as a replacement action for the development of a Regional City Strategy in the Draft 19/20 Operational Plan action 3.1.1.1 to "Implement actions from the 2017-2021 Economic Development Strategy to lead, create and proactively support an environment that stimulates sustainable industry, business and investment"
3. Endorse Councillors Hawkins and Turner to attend the Smart Cities conference in Melbourne 30 & 31 May 2019.

*CARRIED: 8/0*

*FOR: Alley, Dixon, Griffiths, Hawkins, Intemann, Levido, Pinson and Turner*

*AGAINST: Nil*

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#### **12.01 CLASSIFICATION OF LAND CONTAINING SEWER INFRASTRUCTURE**

*RESOLVED: Intemann/Griffiths*

That Council classify Lot 11 DP1250178 (land off Botanic Drive, Kew) as "operational land".

*CARRIED: 8/0*

*FOR: Alley, Dixon, Griffiths, Hawkins, Intemann, Levido, Pinson and Turner*

*AGAINST: Nil*

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#### **12.02 QUESTION FROM PREVIOUS MEETING - NEW PEDESTRIAN CROSSING - BOLD STREET, LAURIETON**

*RESOLVED: Pinson/Dixon*

That Council:

1. Note the information provided in this report.
2. Note the tabled Petition of over 600 signatures to locate the pedestrian crossing on Bold Street Laurieton and investigate the crossing being constructed between the entry and exit of the Coles Supermarket carpark and the Chemist Shop.
3. Defer commencement of pedestrian crossing works in Bold Street Laurieton for the purpose of reviewing the location of the crossing.
4. Request the General Manager report to the July 2019 Council Meeting on the feasibility of moving the crossing including the safety, financial and other impacts of doing so.
5. Note that this deferral is likely to delay the project beyond the terms of the

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current funding agreement.

**CARRIED:** 8/0

**FOR:** Alley, Dixon, Griffiths, Hawkins, Intemann, Levido, Pinson and Turner

**AGAINST:** Nil

Item - 12.03 Lorne Road Works as Material Public Benefit - has been moved to another part of the document.

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**12.04 RECOMMENDED ITEM FROM COAST, ESTUARY & FLOODPLAIN  
ADVISORY SUB COMMITTEE - HIBBARD PRECINCT FLOOD STUDY -  
DRAFT REPORT**

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**RESOLVED:** Intemann/Griffiths

That Council:

1. Place the draft Hibbard Precinct Flood Study (2019) on public exhibition for a minimum of 28 days commencing 20 May 2019; and
2. Receive a further report detailing the submissions received from the public during the exhibition period at the conclusion of the exhibition.

**CARRIED:** 8/0

**FOR:** Alley, Dixon, Griffiths, Hawkins, Intemann, Levido, Pinson and Turner

**AGAINST:** Nil

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**12.05 RECOMMENDED ITEM FROM COAST, ESTUARY & FLOODPLAIN  
ADVISORY SUB COMMITTEE - NORTH BROTHER FLOOD STUDY DRAFT  
REPORT**

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**RECOMMENDATION** Intemann/Dixon

That Council:

1. Place the North Brother Flood Study Draft Report on public exhibition for a minimum of 28 days commencing 20 May 2019; and
2. Receive a further report detailing the submissions received from the public during the exhibition period at the conclusion of the exhibition.

**CARRIED:** 8/0

**FOR:** Alley, Dixon, Griffiths, Hawkins, Intemann, Levido, Pinson and Turner

**AGAINST:** Nil



## AGENDA

ORDINARY COUNCIL  
15/05/2019

Item: 12.02

Subject: QUESTION FROM PREVIOUS MEETING - NEW PEDESTRIAN  
CROSSING - BOLD STREET, LAURIETON

Presented by: Infrastructure, Jeffery Sharp

## RECOMMENDATION

That Council note the information provided in this report.

## Question from Mayor Pinson:

Could the General Manager please detail the process for how the decision was made to place the new Laurieton Pedestrian Crossing in its proposed location?

## Comments by Mayor (if provided):

Nil.

## Response

Key dates in the planning timeline for the new 'pedestrian (zebra) crossing' to be installed in Bold Street, Laurieton, between Tunis Street and Seymour Street, are presented below:

2009	Streetscape upgrade completed of Bold Street, between Seymour Street and Laurie Street, including a mid-block pedestrian crossing
May 2015	Port Macquarie-Hastings Pedestrian Access and Mobility Plan (PAMP) adopted by Council - Att #1
May 2017	Concept masterplan developed for streetscape upgrade of Bold Street, between Tunis Street and Seymour Street, including a pedestrian crossing adjacent to 73 Bold Street - Att #2
October 2017	Stronger Country Communities Fund (SCCF) grant nomination submitted for construction of the pedestrian crossing and associated streetscape works based on the earlier developed concept masterplan
March 2018	Notification that the SCCF nomination was successful
July 2018	Preliminary detailed design of crossing completed - Att #3
31 October 2018	Local Traffic Committee Recommendation to Council: <i>That a 'pedestrian (zebra) crossing' be installed in Bold Street, Laurieton, between Tunis Street and Seymour Street.</i> - Att #4

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12 December 2018	Council Resolution: <i>That Council endorse the Local Traffic Committee's recommendation for a 'pedestrian (zebra) crossing' to be installed in Bold Street, Laurieton, between Tunis Street and Seymour Street. - Att #5</i>
------------------	--

The concept masterplan, completed in May 2017, clearly shows the location of the pedestrian crossing adjacent to 73 Bold Street and is based on the adopted 2015 Pedestrian Access and Mobility Plan.

In October 2017 Council subsequently applied for funding under the Stronger Country Communities Fund. Following funding success, detailed design and planning for the project commenced.

The preliminary detailed design was completed in July 2018 included the location of the pedestrian crossing adjacent to 73 Bold Street.

In October 2018 the pedestrian crossing was considered by the Local Traffic Committee (LTC). A pedestrian (zebra) crossing is a regulatory device and thus LTC approval is required.

This was then reported to Council for consideration on 12 Dec 2018, with Council resolving to proceed in the location included in that report.

**Attachments**

[1View](#). Laurieton PAMP - May 2015

[2View](#). Bold Street Streetscape Masterplan - May 2017

[3View](#). Pedestrian Crossing Preliminary Design - July 2018

[4View](#). Local Traffic Committee Report - Bold Street Pedestrian Crossing - October 2018

[5View](#). Ordinary Council Meeting Report - Bold Street Pedestrian Crossing - December 2018

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**13.02 NOTICE OF MOTION - PETITION FOR SECOND ENTRY/EXIT TO CRESTWOOD ESTATE**

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Mr David Irving, petition founder, addressed the Council in support of the recommendation.

*RESOLVED: Pinson/Cusato*

That Council:

1. Note the petition from residents and regular visitors to Crestwood Estate requesting that prior to the finalisation of the planned duplication of Ocean Drive, that Council make the proposed emergency exit a permanent entry/exit to the Estate by regular vehicular traffic.
2. Request the General Manager table a report to the September 2019 Council meeting detailing the following:
  - a) The feasibility of including a permanent secondary access into the Crestwood Estate through the design work already undertaken for the upgrade / duplication of Ocean Drive and what would be involved in doing this; and
  - b) Any other additional access options for the Crestwood Estate.

*CARRIED: 9/0*

*FOR: Alley, Cusato, Dixon, Griffiths, Hawkins, Intemann, Levido, Pinson and Turner*

*AGAINST: Nil*

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**13.03 BOLD STREET LAURIETON PEDESTRIAN CROSSING**

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Councillor Alley declared a Non-Pecuniary, Less Than Significant Interest in this matter and remained in the room during the Council's consideration.

Mr Noel Hiffernan addressed Council in opposition of the recommendation and answered questions from Councillors.

*RESOLVED: Intemann/Alley*

That Council:

1. Note that Council staff recommend a mid-block (Option 1) alignment for the position of the Bold Street, Laurieton pedestrian crossing for the reasons as detailed in this report.
2. Request the General Manager undertake additional community engagement for a period of 28 days from 22 July 2019, regarding the preferred location of the Bold Street, Laurieton pedestrian crossing, ensuring that the mid-block (Option 1) and the two alternate crossing locations are included in this engagement process.
3. Request the General Manager provide a report to the September 2019 Council meeting summarising the outcomes of the community engagement.

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- 
4. Request the General Manager write to the Local Member for Port Macquarie, Leslie Williams MP requesting an extension to the current grant funding agreement for the Bold Street, Laurieton pedestrian crossing, to cater for the additional community engagement process and related timelines.

**CARRIED:** 9/0

**FOR:** Alley, Cusato, Dixon, Griffiths, Hawkins, Intemann, Levido, Pinson and Turner

**AGAINST:** Nil

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**13.04 NORTH BROTHER LOCAL CATCHMENTS FLOOD STUDY - PUBLIC EXHIBITION SUBMISSIONS REPORT**

Mr Simon Hancox, PRD Nationwide Laurieton, addressed Council in opposition of the recommendation and answered questions from Councillors.

**RESOLVED:** Cusato/Turner

That Council:

1. Adopt the North Brother Local Catchments Flood Study (2019) report (Attachment 1).
2. Acknowledge the submissions made during the exhibition period and advise those who made submissions of the outcome of Council's consideration of this matter.
3. Proceed with the Floodplain Risk Management Study (FRMS) phase.

**CARRIED:** 9/0

**FOR:** Alley, Cusato, Dixon, Griffiths, Hawkins, Intemann, Levido, Pinson and Turner

**AGAINST:** Nil

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**13.05 PLANNING PROPOSAL - AIRPORT BUSINESS PARK**

Councillor Cusato declared a Pecuniary Interest in this matter and left the room and was out of sight during the Council's consideration, the time being 8:15pm.

Ms Donna Clarke, Land Dynamics, representing neighbouring Missen land in Boundary Street, Port Macquarie, addressed Council in opposition of the recommendation and answered questions from Councillors.

Mr Tony Thorne, King and Campbell Pty Ltd, representing Port Macquarie-Hastings Council, addressed Council in support of the recommendation and answered questions from Councillors.

Dr John Wilkins addressed Council in opposition of the recommendation and answered questions from Councillors.

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Item: 13.03Subject: **BOLD STREET LAURIETON PEDESTRIAN CROSSING**Presented by: Infrastructure, Jeffery Sharp

---

**Alignment with Delivery Program**

4.4.1 Plan, investigate, design and construct transport assets which address pedestrians, cyclist and vehicular needs to cater for the future growth of the region.

**RECOMMENDATION**

That Council:

1. Note that Council staff recommend a mid-block (Option 1) alignment for the position of the Bold St Laurieton pedestrian crossing for the reasons as detailed in this report.
2. Request the General manager undertake additional community engagement for a period of 28 days from 22 July 2019, regarding the preferred location of the Bold St Laurieton pedestrian crossing, ensuring that the mid block (Option 1) and the two alternate crossing locations are included in this engagement process.
3. Request the General Manager provide a report to the September 2019 Council meeting summarising the outcomes of the community engagement.
4. Request the General Manager write to the local Member for Port Macquarie, Leslie Williams MP requesting an extension to the current grant funding agreement for the Bold Street Laurieton pedestrian crossing, to cater for the additional community engagement process and related timelines.

**Executive Summary**

At the 15 May 2019 Ordinary Council meeting staff presented a report to Council in response to a question from the Mayor regarding the process undertaken to determine the proposed location of the pedestrian crossing in Bold Street Laurieton.

Following this Council resolved:

*RESOLVED: Pinson/Dixon*

That Council:

1. *Note the information provided in this report.*
2. *Note the tabled Petition of over 600 signatures to locate the pedestrian crossing on Bold Street Laurieton and investigate the crossing being constructed between the entry and exit of the Coles Supermarket carpark and the Chemist Shop.*
3. *Defer commencement of pedestrian crossing works in Bold Street Laurieton for the purpose of reviewing the location of the crossing.*



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4. *Request the General Manager report to the July 2019 Council Meeting on the feasibility of moving the crossing including the safety, financial and other impacts of doing so.*
5. *Note that this deferral is likely to delay the project beyond the terms of the current funding agreement.*

CARRIED: 8/0

FOR: Alley, Dixon, Griffiths, Hawkins, Intemann, Levido, Pinson and Turner

AGAINST: Nil

In response to this resolution, Council staff have assessed the feasibility of relocating the crossing between the between the entry and exit of the Coles Supermarket carpark and the Chemist Shop.

**Discussion**Project Background

The concept masterplan for the upgrade of Bold Street Laurieton was completed in May 2017. This Masterplan (refer Figure 1) shows a proposed Mid-Block pedestrian crossing, along with other upgrades to footpaths, lighting and additional vegetation. The location of the pedestrian crossing adopted in the Masterplan was based on the 2015 Pedestrian Access and Mobility Plan (PAMP).



Figure 1 - 2017 adopted Bold Street Masterplan extract

In October 2017 Council subsequently applied for funding under the Stronger Country Communities Fund to construct the pedestrian crossing based on the current Masterplan. Following funding success, detailed design and planning for the project commenced. At this stage it was noted that limited community consultation on the overall Masterplan had taken place and was to be completed as part of the design process.

In July 2018, following significant investigations by Council's design staff, the preliminary detailed design was completed specifying the pedestrian crossing be located adjacent to 73 Bold Street (consistent with the Masterplan of 2017).

Following the completion of the preliminary design Council commenced the community consultation process. This process involved:

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- **25 Oct 2018** - Council mailed 38 individual letters to those businesses/owners/tenants/residents directly adjacent to the new works to provide advice on the time when Council's Project Manager/Community Participation Officer would visit to discuss the project details.
- **25 Oct 2018** - Council mailed 19 individual letters to businesses/owners/tenants/residents in Bold Street between and Seymour and Tunis Streets indirectly affected by the works with a copy of the preliminary design, details on construction timing and advice that further updates/discussions will be provided prior to commencement.
- **6 November 2018** - Face to face meetings were held with Council's Project Manager and Community Participation Officer and the individual businesses as listed below to discuss project details.
  - Mark G Hammond Funeral Service
  - The Pied Piper
  - Laurieton Hardware Thrifty Link
  - Delizioso
  - Higgins & Dix
  - PDD Advisory Group
  - Camden Haven Travel
  - The Department Store
  - Forgiving Foods
  - Network Video
  - Property Haven
  - Bowls n Beautiful (owner not available - left details for owner to contact Council staff)
  - Camden Haven Chiropractic (owner not available - left details for owner to contact Council staff)

Following these face to face discussions a number of follow up e-mails were also sent between businesses and Council staff confirming discussions and providing further details when requested by the Businesses.

- **7-14 November 2018** - Design Plans issued from Council staff to the businesses listed below:
  - Laurieton Hotel
  - Searson Shannon & Co
  - HCCU
  - The Department Store
  - NAB
  - TSG & YPF Fashion
  - Property Haven
- **14-19 November 2018** - Further face to face meetings with the following businesses
  - Graham Linn - LinnFM Facility Managers
  - David Tooby - King & Campbell
  - Glenn Knight - Laurieton Hotel
  - Tye Morgan - Coles



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- **3-15 April 2019** - Phone call and face to face with the following business
  - Delizioso
- **12-26 April 2019** - Phone call and provided project details to the following business:
  - Jade Garden Chinese Restaurant
- **21 May 2019** - Council provided 35 individual letters to all owners/occupiers of Bold Street between Seymour and Tunis Streets regarding the deferral of project commencement.

The outcomes of the consultation with the impacted businesses were considered to be positive overall, with the majority of the business owners consulted generally being supportive of the crossing location and accepting of the potential impacts during construction. It is noted that one property owner did suggest that the crossing be located closer to the Coles entrance/exit as a high number of pedestrians travel between Coles and the Pharmacy.

Following this process, Council staff determined to proceed to the detailed design stage with minimal changes to the proposed design. As part of this process, In October 2018 the pedestrian crossing was considered by the Local Traffic Committee (LTC) with overall support of the proposal by the Committee members. This was then reported to Council for consideration on 12 Dec 2018, with Council resolving to proceed in the location included in that report.

Responding to concerns from the community, at the April 2019 Council meeting the Mayor requested that the General Manager provide detail on how the decision was made to place the crossing in its currently proposed location. A response to this question was then provided at the May 2019 Council meeting that generally reflects the above information. A petition containing over 600 signatures was also tabled at the May 2019 Council meeting in support of an alternate crossing location. Following consideration of this information at the May 2019 Council meeting, Council resolved to defer construction of the crossing and investigate the feasibility of its relocation.

Since this time various residents, other business owners on Bold Street and members of the broader community have raised concerns regarding the proposed location of the pedestrian crossing, specifically noting that locating the crossing further north, near the Coles entry/exit and Pharmacy would be more suitable given the high number of pedestrians crossing in that location. It was also raised that elderly or disabled pedestrians crossing between Coles and the Pharmacy would not be able to make use of the new pedestrian crossing as it would be too far to the south. It should be noted that some businesses have reconfirmed their support for the original location as currently designed.

Assessment of Pedestrian Location Options

Following the Council resolution in May 2019, as noted above, further investigations have been undertaken by Council staff into the feasibility of re-locating the proposed pedestrian crossing to the location suggested in the Petition also tabled at the May 2019 Council meeting. For reference an excerpt from the current (option 1) design proposal is shown in Figure 2.

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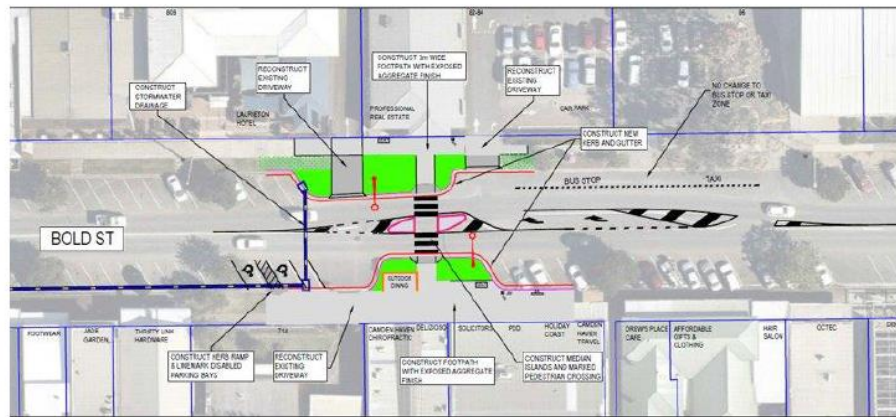
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Figure 2 - Option 1 proposed pedestrian crossing location

As part of these investigations a further two (2) potential alternative crossing locations have been investigated. The first alternative option (Option 2) involves shifting the proposed crossing to the northern side of the existing bus shelter, approximately midway between the option 1 location and the Coles entry/exit as shown in Figure 3 below.



Figure 3 - Option 2 - mid-carpark pedestrian crossing location

The next alternative option investigated (Option 3) was the relocation of the crossing even further north to be closer to the frontage of the Pharmacy. A sketch showing this option is shown in Figure 4 below.

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Figure 4 - Option 3 Northern crossing location (Coles to Pharmacy)

The outcomes of these investigations are summarised below for each alternate option for comparison. The pros and cons of each option have also been summarised in Table 1 below to assist in comparison.

The pros and cons for each option have been developed in consideration of the aims and objectives of constructing this crossing. These include:

- Provide a pedestrian (zebra) crossing to give pedestrians right of way when crossing Bold Street to improve safety and accessibility to the various businesses.
- Provide a crossing in a location that is most suitable for all users, including people of all ages and physical capacity. (as per Austroads Design Guide). A Mid-block crossing was originally proposed in the Master Plan to serve this purpose.
- Minimise impacts on current parking arrangements on Bold Street
- Minimise disturbance to the existing bus and taxi zones
- Minimise disturbance to the existing businesses and parking loss
- Provide a cost effective solution that best utilises the funds outlined in the funding deed (\$347,000), noting that Council will need to cover the costs of any expenditure beyond this amount.

#### Option 1 - Centrally Located (Mid-Block) crossing

The current crossing location (refer Figure 2 above) was selected in the original Master Plan and then later confirmed by Council's planning and design staff as it represents a central crossing location that has minimal impact on car parking and surrounding businesses as per the project objectives listed above.

The benefits of this option include:

- The crossing is located as close as possible to the Mid-Block and is considered to provide the most equitable, safe crossing location of all the options due to its central location.
- No impact on turning movements to or from the Coles Carpark

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- No impact on the taxi or bus bays
- There is an opportunity for outdoor dining at the restaurant on the western side of the street.
- The works will improve the footpath grades at the real estate and bottleshop driveway as the current, steep paths will be removed and replaced to current disabled access standards.
- This option was supported by the majority of nearby business owners during the consultation process carried out by Council staff.
- Removal of the least number of carparks of all options (9)

The negatives of this option include:

- Option 1 is located further from the Pharmacy than the other two options which, as raised in the community Petition may limit the suitability of the crossing for pedestrians with limited mobility travelling between Coles and the Pharmacy.
- Option 1 has a higher cost (\$580,000) when compared to Option 3 (\$430,000) as reconstruction of additional driveways and footpath is required. However, as some of these works would be completed as part of the overall Master Plan implementation in future, it would not be wasted funds.

Option 2 - Mid-Carpark crossing location

As shown in Figure 3 above, this option involves shifting the crossing to the north to be situated between the preferred crossing location (southern end of the Coles carpark) and the Coles entrance/exit. This places the crossing approximately central to the Coles carpark which was selected to provide a compromise between the current location and the location requested in the community Petition (Refer Figure 4), which is biased towards the northern end of the street potentially limiting the use for pedestrians to the south.

The benefits of this option include:

- Still provides a reasonably central crossing location whilst being positioned closer to the Pharmacy, as outlined in the Petition.
- Reduces the impact on businesses on the western side, particularly the bottleshop driveway as the crossing is located adjacent to the carpark.
- Is easier to construct on the western side as the site is flatter than the current location.

This option does however, have some significant drawbacks including some serious safety concerns. The negatives to this option include:

- The location of the central pedestrian refuge reduces the length of the right turn bay into the Coles carpark by approximately 1 car space. This will reduce the level of service of the turning lane and will lead to an increased chance of vehicles backing up into the travel lane. Further investigations may be required to test the significance of this should this option be progressed further.
- Relocation of the taxi rank would be required, impacting the taxi business (previously advised of no impact) and requiring the removal of 5-6 carparks to provide adequate room for the relocated taxi rank.



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- The bus zone would require shortening and allow for one bus park only. The bus bay currently allows for one and half buses (or two parked temporarily)
- Requires a ramp with a retaining wall on the eastern side of the road due to the steep existing ground surface as shown in Figure 5. This would add reasonably significant expense to the construction.
- Requires the removal of the most carparks of all the options, totalling eleven (11) versus the nine (9) being removed in the current proposal.
- An increased risk of a pedestrian/vehicle conflict when compared to the other options. This is a result of the close proximity of the crossing to the Coles carpark exit. Drivers exiting the carpark, travelling South are required to look north for on-coming traffic before immediately turning to the south to check for pedestrians crossing as demonstrated in Figure 6 below. Pedestrians using the footpath and vehicles reversing out of the adjacent car parking also complicated this movement increasing the risk of a collision.
- Poor sight distance is available for pedestrians on the western side of the crossing due to the proximity of the bus stop.
- This option is the most expensive (\$620,000) due to the need for retaining walls on the eastern side.



Figure 5 - Steep eastern side of crossing Option 2 to be addressed.

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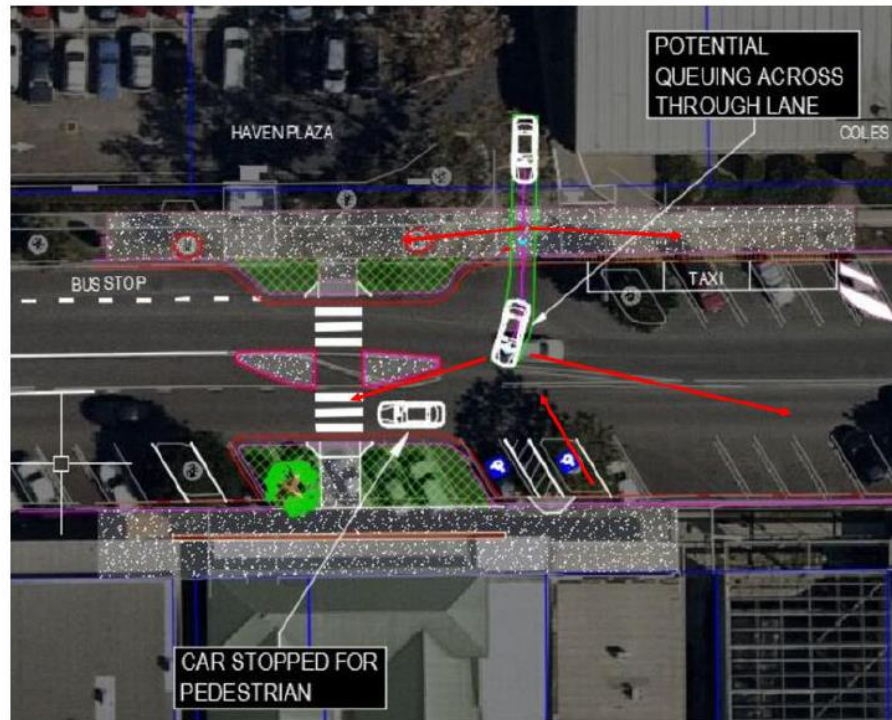
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Figure 6: Risk of Conflict between pedestrians and vehicles

Option 3 - Northern crossing location (Coles to Pharmacy)

Option 3 (refer Figure 4) has been investigated following the submission of a community Petition suggesting that the highest pedestrian movement on the street is to and from the Coles entrance/exit to the Pharmacy and the crossing should therefore be located here.

It has been raised that if the crossing is constructed in its current proposed location, pedestrians would need to walk an additional 120m to get from Coles to the Pharmacy if they wished to utilise the crossing. This could be particularly arduous for disabled pedestrians and may lead to people crossing the road at the front of Coles rather than utilising the new crossing.

The benefits of this option include:

- Pedestrians travelling from Coles to the Pharmacy or other nearby businesses would have a safe direct route to cross the road.
- No impact on turning movements to or from the Coles Carpark
- A central pedestrian refuge would not be required as the road is narrower in this location
- Minimal disruption to businesses on the western side of the road as Coles is located here.

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- The newly constructed footpath at the front of the chemist could be utilised, reducing the cost of construction.
- No impact on the taxi or bus zones would be required.
- This is cheapest of all the options costing an estimated \$430,000 (compared to \$580,000 being the cost of the current proposal)

There are decreased safety concerns when comparing this to Option 2 however, a number of negatives were also identified in investigating this option. These include:

- This option moves away from the concept of a Mid-Block crossing as is the current proposal and providing a significant bias towards the northern end of the street.
- The crossing in this location is very close to an existing pedestrian refuge which is located approximately 40m to the north.
- As outlined above, one of the key objectives of the crossing is to provide safe access for as many people as possible, minimising the number of people crossing the road in random locations. Although the crossing would be situated at an area of high pedestrian demand it is expected that as there is such a significant bias towards the northern end of the street more pedestrians would not be using the crossing overall.
- If the crossing were to be positioned in this location there may still be a need to place an additional crossing towards the southern end of the street to meet pedestrian demand. This would likely not be acceptable to the RMS given the close proximity of pedestrian crossings is not preferred.
- This crossing location would lead to the removal of approximately 11 carparks which would include six (6) directly in front of the chemist. Consultation has not occurred with the chemist regarding this at this stage.
- If the crossing is constructed to serve pedestrians moving between specific businesses, there is a reasonable risk that if in future these businesses no longer operate in these locations the crossing will be out of place and potentially require relocating.

For ease of comparison, Table 1 below summarises the pros and cons of each option.

Table 1 - Comparison of Options

Option	Pros	Cons
Current	<ul style="list-style-type: none"> <li>• Mid-Block Crossing providing equitable location for entire street</li> <li>• No impact on turning in or out of Coles Carpark</li> <li>• No impact on Bus or Taxi's</li> <li>• Creates opportunity for outdoor dining</li> <li>• Supported by nearby business owners</li> <li>• Improves grades on footpath and driveways on western side of Bold St.</li> </ul>	<ul style="list-style-type: none"> <li>• Located further from Coles and the Pharmacy as requested in the community Petition</li> <li>• Higher cost than option two at \$580,000 - although additional costs would not be wasted money due to future upgrade requirements</li> </ul>



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Option	Pros	Cons
<b>Option 2</b>	<ul style="list-style-type: none"> <li>Reasonably central location however, closer to the high pedestrian area of Coles/Pharmacy</li> <li>Reduces impact on businesses on the western side of Bold St</li> <li>Easier to construct on western side.</li> </ul>	<ul style="list-style-type: none"> <li>Reduces length of Coles carpark turning lane by approx. 1 car space</li> <li>Taxi rank would require relocation impacted 5-6 carparks</li> <li>Bus Zone would be shortened</li> <li>Requires retaining wall and ramp on eastern side of Bold St</li> <li>Removal of the most carparks of all options (11)</li> <li>Introduces risk of collisions with vehicles exiting Coles and pedestrians using the crossing</li> <li>Poor site distance for pedestrians on western side of Bold St due to proximity to bus bay</li> <li>The most expensive option (\$620,000)</li> </ul>
<b>Option 3</b>	<ul style="list-style-type: none"> <li>Suits area of high pedestrian demand from Coles to the Pharmacy as requested in the community Petition</li> <li>No impact on turning in or out of Coles Carpark</li> <li>No impact on Bus or Taxi's</li> <li>No central refuge required</li> <li>Minimal disruptions to businesses on western side due to location of Coles</li> <li>Minimal works required on eastern side</li> <li>The cheapest of all options at \$430,000</li> </ul>	<ul style="list-style-type: none"> <li>Provides a significant bias towards the northern end of the street.</li> <li>Limits use for pedestrians at the central and southern end of the street</li> <li>Located close to an existing refuge (40m)</li> <li>Additional crossings may still be required, would potentially not be supported by RMS.</li> <li>Leads to the removal of 11 carparks</li> <li>6 carparks would be removed directly at the front of the chemist</li> <li>If businesses move in future the crossing may be redundant in this location.</li> </ul>

Along with the above mentioned pros and cons for each option, the following should also be considered by Council in determining the most suitable crossing location.

## 2. Community Consultation

Should the crossing be moved to one of the alternative locations outlined in this report (options 2 or 3), an additional consultation period would be recommended to allow the businesses and broader community members that would be impacted by the new proposal to voice their opinions. It is possible that moving the crossing would lead to concerns from other business owners, in particular the Pharmacy, which could lose six (6) parks along their frontage under one of the alternate options.

### Local Traffic Committee Approval (LTC)

Moving the crossing by a significant distance (options 2 or 3), such as adjacent to the Pharmacy, would require new LTC approval. In addition, the location must meet Roads and Maritime Service (RMS) warrants (a calculation based on volume of pedestrians and vehicles).

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The current funding milestone for completion of the project is 31 March 2020. Early advice from the funding body has suggested that this date is fixed and there is a risk that if this milestone cannot be met the funding may be withdrawn.

Should the crossing location be moved, it would likely mean a lead time of approximately 3-6 months would be required to re-design the crossing, receive relevant approvals and complete community consultation. This would mean that the funding deadline would not be met and Council may have to fund the project in its entirety.

*Re-design Fees*

Additional costs would be incurred to re-design the crossing in a new location. Additional works required to progress to construction of a crossing in a new location would include:

- Survey of new crossing location
- Detailed design (concept design completed as part of this reporting)
- Project Management fees to revise construction planning documents and oversee community consultation period.

In total these additional works are expected to cost approximately \$30,000.

Summary

Following completion of the detailed design of the Bold Street pedestrian crossing concerns were raised by the community, suggesting that the crossing may be more suitably located between Coles and the Pharmacy, as this is the area of highest pedestrian demand.

Following this (in line with the May 2019 Council resolution), Council staff have further investigated the feasibility of relocating the crossing closer to the Coles entrance/exit and the Pharmacy. The results of this investigation generally found:

- The current option (Mid-Block crossing) is a reasonable proposal that minimises the impacts on carparking and businesses whilst providing an equitable, Mid-Block crossing location for the entire community that would remain functional should business usages change in the future. The main negative to this proposal is that some pedestrians travelling between Coles and the Pharmacy may not use the crossing due to its distance from this location.
- Option two (between Coles and the current location) was determined to not be a suitable option given the safety risks that would be introduced if the crossing were constructed in this location. This option is also the most expensive has a significant impact on parking.
- Option three (at the Pharmacy frontage) was also determined to be a reasonable option given it is the cheapest of the three options and would



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provide a crossing in a location for those pedestrians wanting to access the Pharmacy after visiting Coles (particularly disabled pedestrians). However, some negatives were also identified with this option, the key ones being that this location is significantly biased towards the northern end of the street where an existing pedestrian refuge is already located and does not provide an equitable crossing location for all pedestrians and businesses. This option would also remove approximately two (2) additional carparks when compared to the current option including six (6) located directly in front of the Pharmacy.

Council acknowledges that an oversight was made during the community consultation process in limiting the consultation to the impacted business owners and not consulting further with the broader community and businesses on Bold Street. As this information is also important to consider when making this determination it is recommended that Council undertake further consultation and more structured monitoring of the pedestrian activity on Bold Street, particularly in the two preferred crossing locations in order to confirm the most preferred crossing location.

**Options**

Council can resolve in line with the recommendations as included in this report, or Council may choose to proceed to construction with one of the options outlined in this report.

**Community Engagement & Internal Consultation**

There has been no community engagement in relation to this Council report.

A level of community engagement has already taken place in relation to the location and construction of the pedestrian crossing, as detailed earlier in this report.

One of the recommendations included in this report is to undertake further community engagement on the preferred location of the Bold St Laurieton pedestrian crossing, prior to a final decision being made by Council.

**Planning & Policy Implications**

There are no planning and policy implications in relation to this report.

**Financial & Economic Implications**

The proposed additional community and business engagement recommended within this report will delay construction commencement by a further 2 months minimum. A formal request to extend the funding agreement for this project will need to be progressed and is proposed as part of the recommended resolution.

The following construction costs are associated with each of the options:

- Option 1: \$580,000
- Option 2: \$620,000
- Option 3: \$430,000

It should also be noted that should Council resolve to relocate the crossing as per Options 2 and 3, there is a risk that the funding may be withdrawn as the deed



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milestones can no longer be met due to the need for an additional detailed design process. This would mean that Council may be required to fully fund the project which would mean an extra \$387,000 would be required to fund Option 2 and an additional \$197,000 if Option 3 is adopted.

**Attachments**

- 1[View](#). Bold Street Pedestrian Crossing Option 1 Concept Plan
- 2[View](#). Bold Street Pedestrian Crossing Option 2 Concept Plan
- 3[View](#). Bold Street Pedestrian Crossing Option 3 Concept Plan

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**MINUTES**  
**Ordinary Council Meeting**  
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#### **13.04 NOTICE OF MOTION - PROPOSED ORBITAL ROAD INVESTIGATION AREA**

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Mr Philip Lloyd, representing the Alliance and Action Groups, addressed Council in support of the recommendation.

Councillor Dixon left the meeting, the time being 7:40pm.

Councillor Dixon returned to the meeting, the time being 7:43pm.

Mr Tony Thorne, King and Campbell Pty Ltd, representing J Newton Construction and St Agnes Care & Lifestyle, addressed Council in support of the recommendation.

**RESOLVED:** *Cusato/Pinson*

That Council:

1. Request the General Manager investigate the impact on the development of the upcoming Strategic Business Case (and possible future solutions for broader transport network improvements), of removing the current investigation area (with impact on residents, a school and retirement village etc) for the east-west Orbital Road from Ocean Drive to Oxley Highway that was the subject of detailed community engagement from November 2018 to April 2019.
2. Request the General Manager table a report to the November 2019 Council Meeting on the impact of removing this investigation area with the intention for Council to investigate alternative routes for the proposed orbital road project. Within this report also include any impacts on applications for funding and impacts on procedures to cross or encroach any nature reserves eg. revocation of such reserves.

**CARRIED:** 8/0

**FOR:** *Alley, Cusato, Dixon, Griffiths, Intemann, Levido, Pinson and Turner*

**AGAINST:** Nil

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#### **13.10 BOLD STREET LAURIETON PEDESTRIAN CROSSING**

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Councillor Alley declared a Non-Pecuniary, Less Than Significant Interest in this matter and remained in the room during the Council's consideration.

Mr John Saunders, Camden Haven Chamber of Commerce, representing the Community in the Future and the Camden Haven Chamber of Commerce, addressed Council in opposition of the recommendation and answered questions from Councillors.

**MINUTES**  
**Ordinary Council Meeting**  
**18/09/2019**

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*RESOLVED: Pinson/Dixon*

That Council:

1. Note the outcomes of the community engagement undertaken in response to the Council resolution from the Ordinary Council meeting of 17 July 2019.
2. Note the community engagement identified as Option 3 as the preferred location by the majority.
3. Note the earlier petition of over 600 signatures as tabled at 15 May 2019 Ordinary Council meeting.
4. Endorse the Bold Street Laurieton pedestrian crossing to be located at Option 3.
5. Request the General Manager write to the Local Member for Port Macquarie, Leslie Williams MP, providing a status update on the project and the proposed timeframe for delivery.

*CARRIED: 8/0*

*FOR: Alley, Cusato, Dixon, Griffiths, Intemann, Levido, Pinson and Turner*

*AGAINST: Nil*

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**10.01 MAYORAL DISCRETIONARY FUND ALLOCATIONS - 8 AUGUST TO 4 SEPTEMBER 2019**

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*RESOLVED: Pinson/Dixon*

That Council note the allocations from the Mayoral Discretionary Fund for the period 8 August to 4 September 2019 inclusive.

*CARRIED: 8/0*

*FOR: Alley, Cusato, Dixon, Griffiths, Intemann, Levido, Pinson and Turner*

*AGAINST: Nil*

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**10.02 CREATION OF OFFICE OF DEPUTY MAYOR**

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*RESOLVED: Cusato/Alley*

That Council:

1. Create the Office of Deputy Mayor.
2. Set the term of the Office of Deputy Mayor to be 18 September 2019 up until the 2020 Local Government Ordinary Election.
3. Elect the Deputy Mayor by way of open voting, if more than one nomination for Deputy Mayor is received.

*CARRIED: 8/0*

*FOR: Alley, Cusato, Dixon, Griffiths, Intemann, Levido, Pinson and Turner*

*AGAINST: Nil*

The General Manager, acting as Returning Officer, called for nominations for the Office of Deputy Mayor.

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Item: 13.10Subject: **BOLD STREET LAURIETON PEDESTRIAN CROSSING**Presented by: Infrastructure, Dan Bylsma

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**Alignment with Delivery Program**

4.4.1 Plan, investigate, design and construct transport assets which address pedestrians, cyclist and vehicular needs to cater for the future growth of the region.

**RECOMMENDATION**

That Council:

1. Note the outcomes of the community engagement undertaken in response to the Council resolution from the Ordinary Council meeting of 17 July 2019
2. Note that Council staff recommend a mid-block (Option 1) location for the Bold Street, Laurieton pedestrian crossing for the reasons as detailed in this report
3. Endorse the mid-block (Option 1) location for the Bold Street, Laurieton pedestrian crossing
4. Request the General Manager write to the Local Member for Port Macquarie, Leslie Williams MP, providing a status update on the project and the proposed timeframe for delivery

**Executive Summary**

At the 15 May 2019 Ordinary Council meeting, staff presented a report to Council in response to a question from the Mayor regarding the process undertaken to determine the proposed location of the pedestrian crossing in Bold Street, Laurieton. Following this, Council resolved:

*RESOLVED: Pinson/Dixon**That Council:*

1. Note the information provided in this report.
2. Note the tabled Petition of over 600 signatures to locate the pedestrian crossing on Bold Street Laurieton and investigate the crossing being constructed between the entry and exit of the Coles Supermarket carpark and the Chemist Shop.
3. Defer commencement of pedestrian crossing works in Bold Street Laurieton for the purpose of reviewing the location of the crossing.
4. Request the General Manager report to the July 2019 Council Meeting on the feasibility of moving the crossing including the safety, financial and other impacts of doing so.
5. Note that this deferral is likely to delay the project beyond the terms of the current funding agreement.

*CARRIED: 8/0**FOR: Alley, Dixon, Griffiths, Hawkins, Intemann, Levido, Pinson and Turner**AGAINST: Nil*

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In response to this resolution, at the 17 July 2019 Ordinary Council meeting, staff presented a further report to Council in relation to the feasibility of moving the proposed Bold Street pedestrian crossing. Following this, Council resolved the following;

*RESOLVED: Intemann/Alley*

*That Council:*

1. *Note that Council staff recommend a mid-block (Option 1) alignment for the position of the Bold St Laurieton pedestrian crossing for the reasons as detailed in this report.*
2. *Request the General Manager undertake additional community engagement for a period of 28 days from 22 July 2019, regarding the preferred location of the Bold St Laurieton pedestrian crossing, ensuring that the mid block (Option 1) and the two alternate crossing locations are included in this engagement process.*
3. *Request the General Manager provide a report to the September 2019 Council meeting summarising the outcomes of the community engagement.*
4. *Request the General Manager write to the local Member for Port Macquarie, Leslie Williams MP requesting an extension to the current grant funding agreement for the Bold Street Laurieton pedestrian crossing, to cater for the additional community engagement process and related timelines.*

*CARRIED: 9/0*

*FOR: Alley, Cusato, Dixon, Griffiths, Hawkins, Intemann, Levdo, Pinson and Turner*

*AGAINST: Nil*

Council staff have now undertaken additional community engagement regards the preferred location and the two alternate crossing locations.

**Discussion****Community Engagement & Internal Consultation**Consultation Approach

The objective of this additional community engagement was to:

- Seek feedback from adjoining businesses and transport operators on their preferred location of the pedestrian crossing and potential impacts on their business; and
- Seek feedback from the community on their preferred location of the pedestrian crossing.

The community were provided with the opportunity to identify their preference for the location of the pedestrian crossing and detail their reasons. Businesses were visited for a face-to-face meeting to gauge any impacts on their business and determine their preferred location.

The community and businesses were given the opportunity to provide feedback on the three options below.

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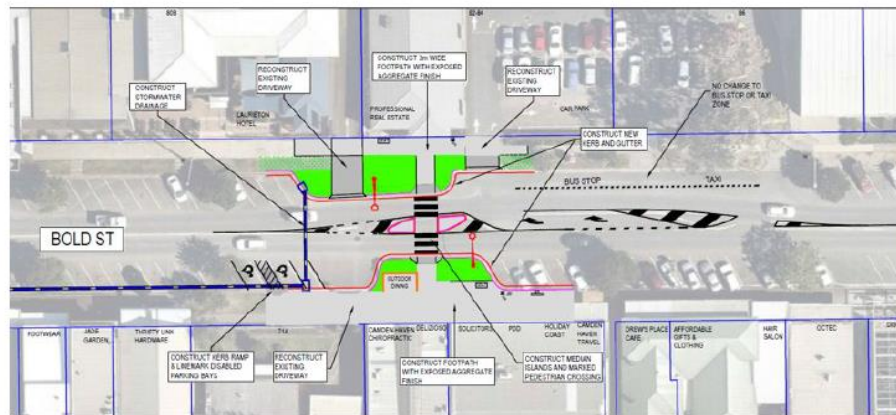
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Figure 1 - Option 1 Centrally located (Mid-Block)

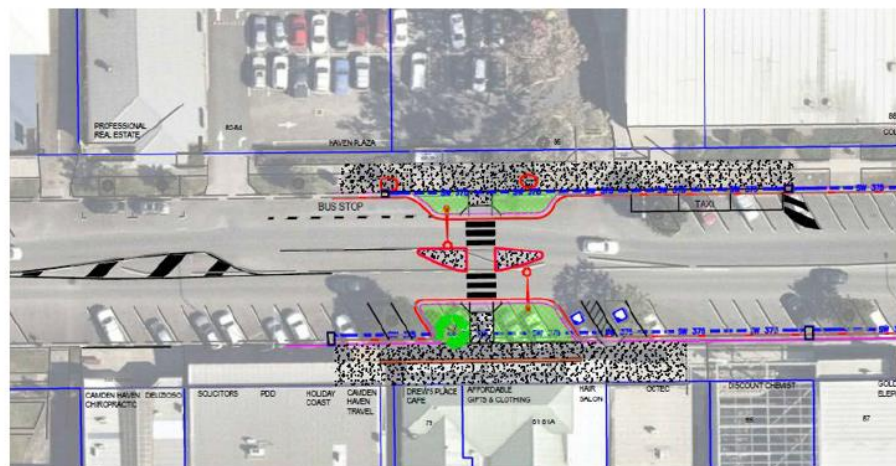


Figure 2 - Option 2: Mid-Carpark crossing location (Bus Stop)

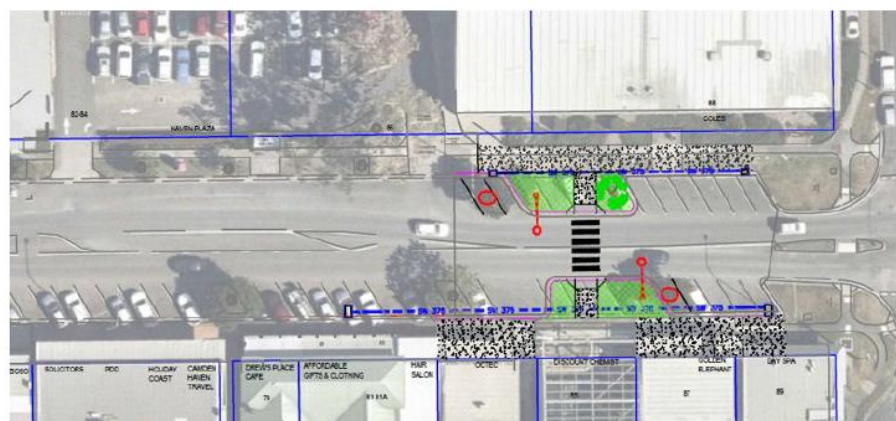


Figure 3 - Option 3 Northern crossing location (Coles to Pharmacy).

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The community consultation consisted of the following identified activities.

Date	Activity
Mon 22 July 2019	Submissions Open 'Have Your Say' page published giving an overview of the project and a survey.
Mon 22 July 2019	Posters advertising the project and Pop Up Information Stall displayed in Libraries and Customer Service Centres.
Wed 7 August 2019	11am to 1pm Pop Up Information Stall at Haven Plaza (next to Coles)
Fri 9 August 2019	Project Team visited businesses for face-to-face meetings.
Sat 10 August 2019	9am to 11am Pop Up Information Stall at Haven Plaza (next to Coles)
Mon 19 August 2019	Submissions close.

Consultation Methodology

The survey for the pedestrian crossing went on public display for four weeks from 22 July to 19 August 2019. Community members were encouraged to provide their feedback, leave comments and make submissions at the Pop Up Information Stall or via *Have Your Say* website, mail, email or printed survey forms to Council.

Council held two Pop Up Information Stalls at the Haven Plaza for the community to meet the project team and discuss the potential location and design.

The following communication channels were also utilised:

Local Media Newspaper Advertisements	2 x public notices over 2 weeks in Camden Haven Courier
Local Media	Article in Camden Haven Courier
Letter to stakeholder businesses	Letter sent to all businesses impacted inviting to meet with project team or make a submission
Social Media	Council Facebook Post
Project Survey/Submission	Available at <i>Have Your Say</i> website, the pop up information stalls, Laurieton Library and Laurieton Customer Service Centre.
Email to Camden Haven Chamber of Commerce	Invitation to Chamber to promote to businesses and make a submission
Stakeholder face-to-face meeting	Meeting directly with businesses impacted.
Webpage – Have Your Say	Project page published 22 July 2019 with concept plans, comparison of options, July 2019 Council

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	Report and opportunity to provide feedback and submissions.
Pop Up Information Stalls	Two Pop Up Information Stalls were held at Haven Plaza (Coles)
Posters	Displayed at Laurieton Library, Customer Service Centre, between Coles and Bakery, Hair dresser window

*Have Your Say* recorded 242 visitors to the project page. A summary of the engagement during this period is provided below:

A) **Business** 23 face-to-face- meetings. Preferred location is:

Option neutral: 7  
 Option 1 Central Mid-block Laurieton Hotel: 7  
 Option 2 Bus stop: 2  
 Option 2 or 3: 2  
 Option 3 Coles to Pharmacy: 5

B) **Stakeholder submissions.** 4 submissions were received. Preferred location is:

Option 1 Central Mid-block Laurieton Hotel: 2  
 Option 1 or 3: 1  
 Option 2 Bus stop: 0  
 Option 3 Coles to Pharmacy: 1

C) **Residents written submissions.** 10 submissions were received. Preferred location is:

Option neutral: 3  
 Option 1 Central Mid-block Laurieton Hotel: 0  
 Option 2 Bus stop: 2  
 Option 3 Coles to Pharmacy: 6

D) **Residents** 100 submissions were received. 37 submissions from *Have your Say* and 63 submissions were received via paper survey forms collected from the pop up information stalls, the Laurieton Customer Service Centre and Library, the preferred locations being:

Option neutral: 4  
 Option 1 Central Mid-block Laurieton Hotel: 25  
 Option 2: Bus stop: 9  
 Option 3: Coles to Pharmacy: 61  
 Withdrawn submission: 1

A full record of submissions and general comments from the community and businesses is contained within the attached "*Community Engagement Report - Bold Street Pedestrian Crossing - August 2019*"

Subsequent to the close of the 28-day community engagement period an email submission (4 September 2019) was received by Council staff regarding crossing locations. The information within this submission was not inconsistent with the

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broader community feedback received during the 28 day engagement period and has been included as a late attachment to this report for information.

Previous Assessment of Pedestrian Location Options

Following the Council resolution in May 2019, as noted previously, further investigations have been undertaken by Council staff into the feasibility of relocating the proposed pedestrian crossing to the location suggested in the Petition also tabled at the May 2019 Ordinary Council meeting.

The outcomes of these investigations are again summarised below for each alternate option for comparison. The pros and cons of each option have also been summarised in Table 1 below to assist in comparison.

The pros and cons for each option have been developed in consideration of the aims and objectives of constructing this crossing. These include:

- Provide a marked pedestrian crossing to give pedestrians right of way when crossing Bold Street to improve safety and accessibility to the various businesses.
- Provide a crossing in a location that is most suitable for all users, including people of all ages and physical capacity. (as per Austroads Design Guide). A mid-block crossing was originally proposed in the Master Plan to serve this purpose.
- Minimise impacts on current parking arrangements on Bold Street
- Minimise disturbance to the existing bus and taxi zones
- Minimise disturbance to the existing businesses and parking loss
- Provide a cost effective solution that best utilises the funds outlined in the funding deed (\$347,000), noting that Council will need to cover the costs of any expenditure beyond this amount.

Option 1 - Centrally Located (Mid-Block) crossing

The previously proposed crossing location (refer Figure 1 above) was selected in the original Master Plan and then later confirmed by Council's planning and design staff as it represents a central crossing location that has minimal impact on car parking and surrounding businesses as per the project objectives listed above.

The benefits of this option include:

- The crossing is located as close as possible to the Mid-Block and is considered to provide the most equitable, safe crossing location of all the options due to its central location.
- No impact on turning movements to or from the Coles Carpark.
- No impact on the taxi or bus bays.
- There is an opportunity for outdoor dining at the restaurant on the western side of the street.
- The works will improve the footpath grades at the real estate and bottleshop driveway as the current, steep paths will be removed and replaced to current accessibility standards.
- This option was supported by the majority of nearby business owners during the consultation process carried out by Council staff in particular the owner /operator of the Laurieton Hotel as well as the building owner who are both

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strong advocates for Option 1 and have objected strongly to any alternate options.

- Removal of the least number of carparks of all options (9)

The negatives of this option include:

- Option 1 is located further from the Pharmacy than the other two options which, as raised in the community Petition may limit the suitability of the crossing for pedestrians with limited mobility travelling between Coles and the Pharmacy.
- Option 1 has a higher estimated cost (\$570,000) when compared to Option 3 (\$460,000) as reconstruction of additional driveways and footpaths is required.

Option 2 - Mid-Carpark crossing location (Bus Stop)

As shown in Figure 2 above, this option involves shifting the crossing to the north to be situated between the preferred crossing location (southern end of the Coles carpark) and the Coles entrance/exit. This places the crossing approximately central to the Coles carpark which was selected to provide a compromise between the option 1 location and the location requested in the community Petition (Refer Figure 4), which is biased towards the northern end of the street potentially limiting the use for pedestrians to the south.

The benefits of this option include:

- Still provides a reasonably central crossing location whilst being positioned closer to the Pharmacy, as outlined in the Petition.
- Reduces the impact on businesses on the western side, particularly the bottleneck driveway as the crossing is located adjacent to the carpark.
- Is easier to construct on the western side as the site is flatter than the option 1 location.

This option does however have some significant drawbacks including some serious safety concerns. The negatives to this option include:

- The location of the central pedestrian refuge reduces the length of the right turn bay into the Coles carpark by approximately 1 car space. This will reduce the level of service of the turning lane and will lead to an increased chance of vehicles backing up into the travel lane. Further investigations may be required to test the significance of this should this option be progressed further.
- Relocation of the taxi rank would be required, impacting the taxi business (previously advised of no impact) and requiring the removal of 5-6 carparks to provide adequate room for the relocated taxi rank.
- The bus zone would require shortening and allow for one bus park only. The bus bay currently allows for one and half buses (or two parked temporarily) Busways do not support this option given the impacts to their operations.
- Requires a ramp with a retaining wall on the eastern side of the road due to the steep existing ground surface as shown in Figure 4. This would add reasonably significant expense to the construction.
- Requires the removal of the most carparks of all the options, totalling eleven (11) versus the nine (9) being removed in the option 1 proposal.

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- An increased risk of a pedestrian/vehicle conflict when compared to the other options. This is a result of the close proximity of the crossing to the Coles carpark exit. Drivers exiting the carpark, travelling South are required to look north for on-coming traffic before immediately turning to the south to check for pedestrians crossing as demonstrated in Figure 5 below. Pedestrians using the footpath and vehicles reversing out of the adjacent car parking also complicated this movement increasing the risk of a collision.
- Poor sight distance is available for pedestrians on the western side of the crossing due to the proximity of the bus stop.
- This option is the most expensive (\$650,000) due to the need for retaining walls on the eastern side.



Figure 4 - Steep eastern side of crossing Option 2 to be addressed.



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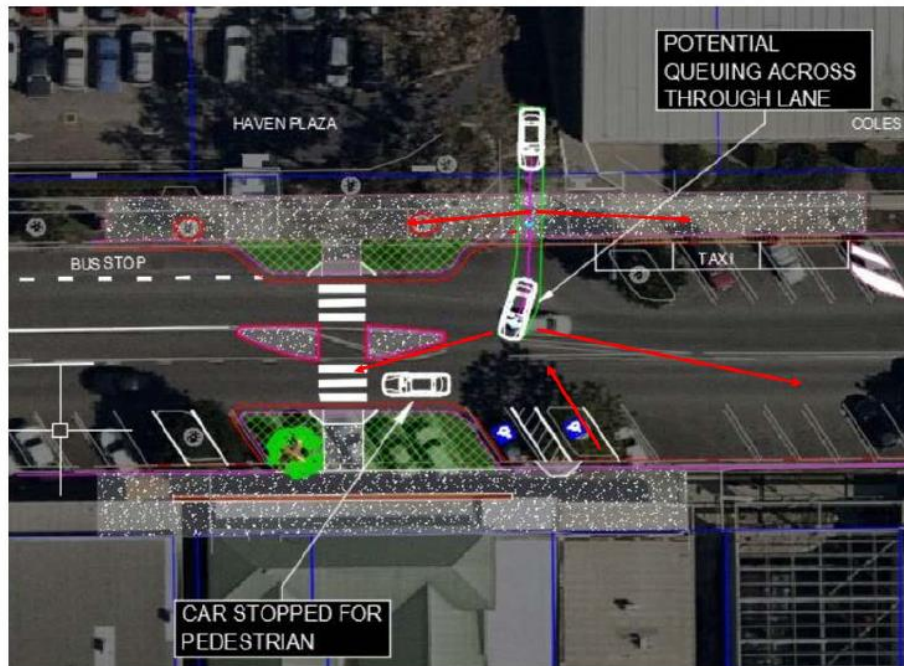
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Figure 5 - Risk of Conflict between pedestrians and vehicles

Option 3 - Northern crossing location (Coles to Pharmacy)

Option 3 (refer Figure 3) has been investigated following the submission of the community petition suggesting that the highest pedestrian movement on the street is to and from the Coles entrance/exit to the Pharmacy and the crossing should therefore be located at that location.

It has been raised that if the crossing is constructed in the option 1 location, pedestrians would need to walk an additional 120m to get from Coles to the Pharmacy if they wished to utilise the crossing. This could be particularly arduous for disabled pedestrians and may lead to people crossing the road at the front of Coles rather than utilising the new crossing.

The benefits of this option include:

- Pedestrians travelling specifically from Coles to the Pharmacy or other nearby businesses would have a safe direct route to cross the road.
- No impact on turning movements to or from the Coles Carpark.
- A central pedestrian refuge would not be required as the road is narrower in this location.
- Minimal disruption to businesses on the western side of the road as Coles is located here.
- The newly constructed footpath at the front of the chemist could be utilised, reducing the cost of construction.
- No impact on the taxi or bus zones would be required.
- This is cheapest of all the options costing an estimated \$460,000 (compared to \$570,000 being the cost of the option 1 proposal)

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There are decreased safety concerns when comparing this to Option 2 however, a number of negatives were also previously identified in investigating this option. These include:

- This option moves away from the concept of a Mid-Block crossing as in the option 1 proposal and provides a significant bias towards the northern end of the street.
- The crossing in this location is very close to an existing pedestrian refuge which is located approximately 40m to the north.
- As outlined above, one of the key objectives of the crossing is to provide safe access for as many people as possible, minimising the number of people crossing the road in random locations. Although the crossing would be situated at an area of high pedestrian demand it is expected that as there is such a significant bias towards the northern end of the street more pedestrians would not be using the crossing overall.
- If the crossing were to be positioned in this location there may still be a need to place an additional crossing towards the southern end of the street to meet pedestrian demand. This would likely not be acceptable to the RMS given the close proximity of pedestrian crossings.
- This crossing location would lead to the removal of approximately 11 carparks which would include six (6) directly in front of the Chemist. Detailed consultation has not occurred with the chemist regarding this at this stage however in the latest face to face consultation the Chemist have supported Option 2
- If the crossing is constructed to serve pedestrians moving between specific businesses, there is a reasonable risk that, if in future these businesses no longer operate in these locations, the crossing will be out of place and potentially require relocating.

For ease of comparison, Table 1 below summarises the pros and cons of each option.

Table 1 - Comparison of Options

Option	Pros	Cons
<b>Option 1</b>	<ul style="list-style-type: none"> <li>• Mid-Block Crossing providing equitable location for entire street</li> <li>• No impact on turning in or out of Coles Carpark</li> <li>• Removal of the least number of carparks (9)</li> <li>• No impact on Bus or Taxi's</li> <li>• Creates opportunity for outdoor dining</li> <li>• Supported by nearby business owners</li> <li>• Improves grades on footpath and driveways on western side of Bold St</li> </ul>	<ul style="list-style-type: none"> <li>• Located further from Coles and the Pharmacy as requested in the community Petition</li> <li>• Higher cost than option two at \$570,000 - although additional costs would not be wasted money due to future upgrade requirements</li> </ul>

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Option	Pros	Cons
<b>Option 2</b>	<ul style="list-style-type: none"> <li>Reasonably central location however, closer to the high pedestrian area of Coles/Pharmacy</li> <li>Reduces impact on businesses on the western side of Bold St</li> <li>Easier to construct on western side</li> </ul>	<ul style="list-style-type: none"> <li>Reduces length of Coles carpark turning lane by approx. 1 car space</li> <li>Taxi rank would require relocation thereby impacting 5-6 carparks</li> <li>Bus Zone would be shortened</li> <li>Requires retaining wall and ramp on eastern side of Bold St</li> <li>Removal of the most carparks of all options (11)</li> <li>Introduces risk of collisions with vehicles exiting Coles and pedestrians using the crossing</li> <li>Poor sight distance for pedestrians on western side of Bold St due to proximity to bus bay</li> <li>The most expensive option (\$650,000)</li> </ul>
<b>Option 3</b>	<ul style="list-style-type: none"> <li>Suits area of high pedestrian demand from Coles to the Pharmacy as requested in the community petition</li> <li>No impact on turning in or out of Coles Carpark</li> <li>No impact on Buses or Taxi's</li> <li>No central refuge required</li> <li>Minimal disruptions to businesses on western side due to location of Coles</li> <li>Minimal works required on eastern side</li> <li>The cheapest of all options at \$460,000</li> </ul>	<ul style="list-style-type: none"> <li>Provides a significant bias towards the northern end of the street</li> <li>Limits use for pedestrians at the central and southern end of the street</li> <li>Located close to an existing refuge (40m)</li> <li>Additional crossings may still be required subject to demand and would potentially not be supported by RMS</li> <li>Leads to the removal of 11 carparks</li> <li>6 carparks would be removed directly at the front of the chemist</li> <li>If businesses move in future the crossing may be redundant in this location</li> </ul>

Along with the above mentioned pros and cons for each option, the following should also be considered by Council in determining the most suitable crossing location.

*Community Consultation*

Should the recommended location of the crossing be moved to one of the alternate locations outlined in this report (Options 2 or 3), a further consultation period would be recommended to allow the businesses and broader community members that would be impacted by the new proposal to voice their opinions. It is possible that moving the crossing would lead to concerns from other business owners who have supported alternate options, in particular the Pharmacy, which could lose six (6) parks along their frontage under one of the alternate options and also the Laurieton Hotel who have been strong advocates for the recommended option. It is therefore recommended that a further 28 day period of public exhibition be undertaken once the final crossing location is confirmed.

*Local Traffic Committee Approval (LTC)*

Moving the crossing by a significant distance (Options 2 or 3), such as adjacent to the Pharmacy, would require new LTC approval. In addition, the

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location must meet Roads and Maritime Service (RMS) warrants (a calculation based on volume of pedestrians and vehicles). There is no surety that either alternate location will be supported by the LTC once recommended by Council. It should be noted that the construction of a formal pedestrian crossing without LTC concurrence is not possible.

*Requirements of the Funding Deed*

The current funding milestone for completion of the project is 31 March 2020. Discussions have been had with the Dept of Planning, Industry and Environment (DPIE) on the potential to extend this date. Council has received a letter from the DPIE (attached) reaffirming that the delivery of this project is required to be complete by 31 March 2020.

Should the Option 2 or 3 location be confirmed, it would likely mean a lead time of approximately 3-4 months to re-design the crossing, receive relevant approvals and complete community consultation. This would require reassignment of design resources, impacting other priority projects in progress.

All delays associated with Option 2 or 3 would result in an inability to meet the funding deadline, causing funding to be withdrawn. Council would then have to fund the project in its entirety.

*Re-design Fees*

Additional costs would be incurred to re-design the crossing in a new location. Additional works required to progress to construction of a crossing in a new location would include:

- Survey of new crossing location
- Detailed design (concept design completed as part of this reporting)
- Project Management fees to revise construction planning documents and oversee community consultation period.

In total these additional works are estimated to cost approximately \$30,000.

**Summary**

Community members have suggested the crossing should be located directly between Coles and the Pharmacy as this is considered the area of highest pedestrian demand. This community feedback was received after completion of the detailed design.

In line with the May 2019 Council resolution, Council staff further investigated the feasibility of relocating the crossing closer to the Coles entrance/exit and the Pharmacy and have now (consistent with the July 2019 Council resolution) undertaken additional community consultation on the respective options. The results of this earlier investigation generally found:

- The Option 1 (Mid-Block crossing) is a reasonable proposal that minimises the impacts on carparking and businesses whilst providing an equitable, Mid-Block crossing location for the entire community that would remain functional should business usages change in the future. The main negative to this

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proposal is that some pedestrians travelling specifically between Coles and the Pharmacy may not use the crossing due to its distance from their desired crossing location.

- Option 2 (between Coles and the Option 1 location) was determined an unsuitable option given the safety risks that would be introduced if the crossing were constructed in this location. It is the professional opinion of staff that a pedestrian crossing at the Option 2 location could not reasonably be approved for construction in consideration of the traffic safety risks it introduces. This option is also the most expensive and has a significant impact on parking.
- Option 3 (at the Pharmacy) was also determined to be a potentially reasonable option given it is the lowest cost of the three options and would provide a crossing in a location for those pedestrians wanting to specifically access the Pharmacy after visiting Coles (particularly disabled pedestrians). Some negatives however were identified with this option, the key ones being that this location is significantly biased towards the northern end of the street where an existing pedestrian refuge is already located and does not provide an equitable crossing location for all pedestrians and businesses. This option would also remove approximately two (2) additional carparks when compared to the option 1 preferred location, including six (6) located directly in front of the Pharmacy. It is the professional opinion of staff that a pedestrian crossing at the Option 3 location whilst practically feasible to be approved for construction, represents a suboptimal crossing location from a broader CBD viewpoint.

The results of the associated community engagement have now shown;

- The majority of businesses in support of Option 1 (7) A similar number expressed a neutral response for the location of the crossing (7) Most importantly the owner/operator of the Laurieton Hotel, building owner and Laurieton Hardware are strong supporters of Option 1 and have provided logical justification for this choice.
- There was lesser support from a number of businesses for Options 2 (2) and 3 (5) however these were largely with unsubstantiated reasons. A number of respondents also identified either a combination of Option 2 or 3 as their preference. Coles as a major stakeholder expressed support for Option 3 however justified this as a representation of their customers preference as opposed to direct impacts to business associated with each option.
- The majority of residents surveyed were in support of Option 3 (61) with the primary justification being that Coles and the Pharmacy are the primary destinations for shoppers. Of the remaining choices Option 1 attracted 25 responses and Option 2 (10) A number of other respondents were neutral (4)

**Options**

Council can resolve in line with the recommendations as included in this report, or may choose to proceed to construction with one of the options outlined in this report.

**Planning & Policy Implications**

Should the recommended location of the crossing be moved to one of the alternate locations outlined in this report (Options 2 or 3), a further consultation period would be recommended to allow the impacted businesses and broader community to voice their opinions.

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Moving the crossing by a significant distance (Options 2 or 3), such as adjacent to the Pharmacy, would require new LTC approval and must also meet Roads and Maritime Service (RMS) warrants. Neither Option 2 or 3 has been tested in this regard.

Should Council resolve to proceed with either Option 2 or 3, an additional 3-4 months will be required to re-design the crossing, receive relevant approvals and complete community consultation.

**Financial & Economic Implications**

The current project budget for the Bold Street crossing is made up of \$347,000 grant funding via the DPIE - Stronger Country Communities Fund (SCCF) and \$224,999 from Council Reserves, totalling \$571,999.

Estimates are outlined below for the total projected cost of each option, noting that Options 2 and 3 are based on concept design only, with a relatively small contingency of 15%:

- Option 1: \$570,000
- Option 2: \$650,000 (includes provisional \$30K allocation for re design)
- Option 3: \$460,000 (includes provisional \$30K allocation for re design)

The current grant funding milestone for completion of the project is 31 March 2020. Recent discussions have been had with DPIE, as the funding body, on the potential to extend this date. DPIE have reaffirmed the delivery deadline remains at 31 March 2020, see attached letter. If Council is unable to meet this deadline there is a risk that funding will be withdrawn.

**Attachments**

1. Bold Street Pedestrian Crossing Option 1 Concept Plan
2. Bold Street Pedestrian Crossing Option 2 Concept Plan
3. Bold Street Pedestrian Crossing Option 3 Concept Plan
4. Community Engagement Report - Bold Street Pedestrian Crossing - August 2019
5. Letter to PMHC re project funding from DPC Aug 2019
6. Email submission from Cr Alley - 4 September 2019

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**Item: 07**

**Subject: ISSUES BEING REFERRED TO POLICE FOR ENFORCEMENT**

**Presented by: Infrastructure, Dan Bylsma**

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**RECOMMENDATION**

**That the Issues being referred to Police for Enforcement Report as at 10 October 2019 be received and noted.**

**Discussion**

Attached is the updated issues being referred to Police for Enforcement Report relating to concerns raised by the community to Council regarding speeding and other traffic matters for the interest and consideration of the committee.

**Attachments**

1 [View](#). Issues being referred to Police for Enforcement

## LOCAL TRAFFIC COMMITTEE - ISSUES BEING REFERRED TO POLICE FOR ENFORCEMENT

Date	Issue
Apr-19	Speeding vehicles along Gore, Edward & Burraneer Street. Traffic data shows 85% speed as 53km/h on Gore. Edward Street is a No Through Road.
May-19	Vehicle failed to stop at children's crossing on Yarranabee Road - Beige Ford Territory AH 84 TK (cust states that also reported to police)
Jul-19	Speeding vehicles along along Brotherglen Drive and Twilight Close
Aug-19	Speeding vehicles along High Street (showground) when dropping kids to the bus stop. 85 percentile speed is 56.6. Requested traffic calming devices
Aug-19	Requested additional Police patrols set up in side streets off The Parade, North Haven. Suggests that Police remain in this location for a period of time rather than drive the road due to vehicles excessively speeding. Concerns of pedestrian and cyclist safety.
Sep-19	Speeding vehicles along along The Ruins Way

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**Item: 08**

**Subject: STATUS OF AGENDA ITEMS - LOCAL TRAFFIC COMMITTEE 2019**

**Presented by: Infrastructure, Dan Bylsma**

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### **RECOMMENDATION**

**That the Status of Agenda items as at 16 October 2019 be received and noted.**

### **Discussion**

Attached is the updated Status of Agenda Items Report 2019 relating to traffic matters considered by this Committee and resolved by Council. The Status Report is provided for the information of all Committee members and to assist in finalising their actions to ensure that all items are completed as soon as practical.

A verbal update on each item, as required, will be provided by Council Staff.

### **Attachments**

1 [View](#). Status of Agenda Items

LTC Meeting Date	Agenda Item			
	Item #	Description	Action	Complete (yes/no)
24 April 2019	6	2019 Ironman Triathlon Australia	Traffic management arrangements for event	Yes
	7	Seaview Cycling Classic 2019	Traffic management arrangements for event	Event deferred
26 June 2019	6	Diamond Head Road and The Boulevard Intersection, Dunbogan - Change of Priority	Approval in principle	Yes