



Local Traffic Committee

Business Paper

date of meeting: Wednesday 24 June 2020

location: Via Skype

time: 10:00am

Local Traffic Committee

CHARTER

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	24/04/19	26/06/19	16/10/19	20/11/19 held via Electronic	07/05/20 held via Electronic
Deputy Mayor Lisa Intemann (Chair)	PV	✓	✓	✓	✓
Councillor Lee Dixon (Deputy Chair)	A	X	A	✓	✓
Daniel Finch Joel Wehlow (NSW Police)	✓	✓	✓ ✓	✓	✓
Greg Aitken Linda Makejev Liz Smith (TfNSW)	✓	PV	PV ✓	✓	✓
Representative of Mrs Leslie Williams (Member for Port Macquarie)	X	X	X	✓	✓
Representative of Melinda Pavey MP (Member for Oxley)	X	X	X	✓	✓
Non-voting:					
Brett Dawson (Port Macquarie Taxis)	X	✓	A	✓	✓
Malcolm Britt Mark Lawrence (Busways)	A	✓	A	✓ ✓	✓
Dan Bylsma (PMHC Director Infrastructure)			✓		
Cameron Hawkins (PMHC - Group Manager Infrastructure Planning)	✓	✓	A	✓	✓
John Hanlon (PMHC - Transport & Traffic Engineer)	✓	✓	✓	✓	✓
Amanda Foster (PMHC Admin. Officer)	✓	✓	✓	✓	✓
Phillip Marshal (Alternate - PMHC Admin. Officer)		✓		✓	✓

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

Meeting Dates for 2020

26/02/2020	Committee Room	10:00am
29/04/2020	Committee Room	10:00am
24/06/2020	Committee Room	10:00am
26/08/2020	Committee Room	10:00am
28/10/2020	Committee Room	10:00am
16/12/2020	Committee Room	10:00am

Local Traffic Committee Meeting

Wednesday 24 June 2020

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

"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."

Item: 02**Subject: APOLOGIES**

RECOMMENDATION

That the apologies received be accepted.

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

Note: the Minutes of 20 November 2019 were not confirmed at the meeting held on 7 May 2020, so are presented to this meeting for confirmation.

RECOMMENDATION

1. That the Minutes of the Local Traffic Committee Meeting held on 20 November 2019 be confirmed.
2. That the Minutes of the Local Traffic Committee Meeting held on 7 May 2020 be confirmed.

PRESENT

Members:

Deputy Mayor Lisa Intemann (PMHC)(Chair)
Councillor Lee Dixon (PMHC)(Deputy Chair)
Seargent Daniel Finch (NSW Police)
Greg Aitken (RMS)
Member for Port Macquarie (or representative)
Member for Oxley (or representative)

Other Attendees:

Brett Dawson (Port Macquarie Taxis)
Mark Lawrence (Busways)
Malcolm Britt (Busways)
Cameron Hawkins (PMHC - Group Manager Transport & Stormwater Network)
John Hanlon (PMHC - Transport & Traffic Engineer)
Amanda Foster (PMHC Admin. Officer)
Phillip Marshall (Alternate - PMHC Admin. Officer)

The electronic meeting was emailed at 12.14pm on 19/11/19.

11 ACKNOWLEDGEMENT OF COUNTRY

The Acknowledgement of Country was delivered.

12 APOLOGIES

Nil.

13 CONFIRMATION OF MINUTES

MAJORITY SUPPORT:

Council - Yes

RMS - Yes

Police - Yes

Member for Oxley - Nil

Member for Port Macquarie - Yes

CONSENSUS:

That the minutes of the Local Traffic Committee Meeting held on the 16th October 2019 be confirmed.

14 DISCLOSURES OF INTEREST

There were no disclosures of interest presented.

15 BUSINESS ARISING FROM PREVIOUS MINUTES

There was no business arising from previous minutes.

06 2019 NSW STATE CUP TOUCH FOOTBALL CHAMPIONSHIPS

MAJORITY SUPPORT:

Council - Yes

RMS - Yes

Police - Yes

Member for Oxley - Nil

Member for Port Macquarie - Yes

CONSENSUS:

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

That Council approve the temporary road closures and support the associated transport management arrangements associated with the 2019 NSW State Cup Touch Football Championships between 6-8 December 2019, subject to the following conditions:

1. That the event organiser advertise, at no cost to Council, the following details of all temporary road closures and temporary parking restrictions associated with this event in the local print media on separate days, at least twice (2) within 14 days prior to the event:
 - ☐ temporary road closure times
 - ☐ duration of the temporary road closures temporary parking restrictions times and duration
 - ☐ alternative routes and access arrangements.
2. That the event organiser advertise the event by undertaking a letter box drop to all residents and businesses directly affected by the temporary road closures and temporary parking restrictions at least 14 days prior to the event, advising the following:
 - ☐ event name
 - ☐ event times
 - ☐ contact details of at least two (2) people involved in the organisation of the Event, in case of an emergency
 - ☐ proposed actions to be undertaken to mitigate the impact of the temporary road closures and temporary parking restrictions.
3. That the Transport Management Plan (TMP) and associated Traffic Guidance Scheme dated 15 October 2019 be implemented. Any modifications to the plans must be agreed with Council prior to the running of the event.
4. That the event organiser abides by the written approval from the NSW Police.
5. That the event organiser notify the NSW Ambulance, NSW Fire & Rescue, NSW Rural Fire Service and the State Emergency Service of the proposed road closures at least 14 days in advance of the event.
6. That the event organiser notifies Port Macquarie Airport of the proposed road closures and traffic management arrangements at least 14 days in advance of the event.
7. That the event organiser notifies local Transport Services (Bus Companies, Taxis) of the proposed road closures at least 14 days in advance of the event and assists in developing alternatives for affected users.

-
8. An RMS/SafeWork NSW accredited person (Implement Traffic Control Plans) is to be used for the establishment and removal of the traffic control devices.
 9. RMS/SafeWork NSW accredited traffic controllers (Traffic Controller) are to be used to control traffic.
 10. That the event organiser abides by any other condition that Council and the Police may impose at any time.
 11. That the event organiser submit to Council 14 days prior to the commencement of the event evidence of Public Liability Insurance for the amount of \$20 million, which is valid for the duration of the event, including placement and removal of traffic control devices.
 12. The event organiser must have this approval and the Transport Management Plan and Traffic Guidance Scheme described above on site at all times for the duration of the event.
 13. That a review of the implementation of the Transport Management Plan (TMP) be undertaken by the proponent within three months of the conclusion of the event. The review is to be in consultation with Council and other services so that the TMP can be further refined and any issues identified can be addressed prior to any future events.
-

07 GENERAL BUSINESS

Nil.

Electronic Meeting.

PRESENT

Members:

Deputy Mayor Lisa Intemann (PMHC)(Chair)
Councillor Lee Dixon (PMHC)(Deputy Chair)
Daniel Finch (NSW Police)
Greg Aitken (RMS) (PV)
Terry Sara (representative for Member for Port Macquarie)
Leslie Wells (representative for Member for Oxley)

Other Attendees:

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

This meeting was held electronically.

01 ACKNOWLEDGEMENT OF COUNTRY

The Acknowledgement of Country was delivered.

02 APOLOGIES

Nil.

03 CONFIRMATION OF MINUTES

Nil.

04 DISCLOSURES OF INTEREST

Nil.

05 BUSINESS ARISING FROM PREVIOUS MINUTES

Nil

06 BRIDGE LOAD LIMITS

MAJORITY SUPPORT:

Council - Yes

I support the actions being taken. However I ask that the resolution have additional points to note for example the consultation process that is being undertaken with affected residents/transport companies, and that alternative arrangements will be put in place where necessary (e.g. detours, low level side access, speed limits).

RMS - Yes

Police - Yes

Member for Oxley - Nil

Member for Port Macquarie - Nil

CONSENSUS:

That it be recommended to the Director of Infrastructure, under sub-delegation, for implementation:

That Council install load limit signs on the following bridges:

- Little Mortons Creek Bridge, Mortons Creek Road
 - Kindee Bridge, Kindee Road
 - Donkins Flat Bridge, Wingham Road
 - Logans Crossing Bridge, Logans Crossing Road
 - Bridge on The Cedars Road, The Cedars Road
 - Tipperary Bridge, Tipperary Road
 - Old School Road Bridge, Old School Road
 - Myhills Bridge, Upper Rollands Plains
 - Bril Bril Bridge, Upper Rollands Plains Road
 - Bridge on Scotts Plains Road, Scotts Plains Road
 - Bridge on Fernbank Creek Road, Fernbank Creek Road
 - Bridge on Foxs Road, Foxs Road
 - Bridge on Bril Bril Road (Bottlebrush No 1), Bril Bril Road
-

-
- Bridge on Stoney Creek Road, Stoney Creek Road
 - Bridge on Thone River Road, Thone River Road
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07 GENERAL BUSINESS

Nil.

Item: 04
Subject: DISCLOSURES OF INTEREST

RECOMMENDATION

That Disclosures of Interest be presented

DISCLOSURE OF INTEREST DECLARATION

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

(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.

By <i>[insert full name of councillor]</i>	
In the matter of <i>[insert name of environmental planning instrument]</i>	
Which is to be considered at a meeting of the <i>[insert name of meeting]</i>	
Held on <i>[insert date of meeting]</i>	
PECUNIARY INTEREST	
Address of the affected principal place of residence of the councillor or an associated person, company or body <i>(the identified land)</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.
MATTER GIVING RISE TO PECUNIARY INTEREST¹	
Nature of land that is subject to a change in zone/planning control by proposed LEP <i>(the subject land²)</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.

¹ 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.

² 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

Item: 05

Subject: BUSINESS ARISING FROM PREVIOUS MINUTES

Nil.

Item: 06

Subject: INTERSECTION IMPROVEMENTS - WILLIAM ST/MUNSTER ST,
PORT MACQUARIE

Presented by: Infrastructure, Dan Bylsma

RECOMMENDATION

That it be a recommendation to Council:

That community engagement be undertaken to inform consideration of extending the William Street central median through the Munster Street intersection.

Discussion

The William Street/Munster Street intersection is a busy location on the eastern edge of Port Macquarie town centre (refer to Figure 1). It is a 4-way junction with vehicular movements permitted in all directions. Stop signs are in place on the Munster Street approaches in addition to various median islands. William Street is relatively flat but there is a significant incline on Munster Street from south to north.

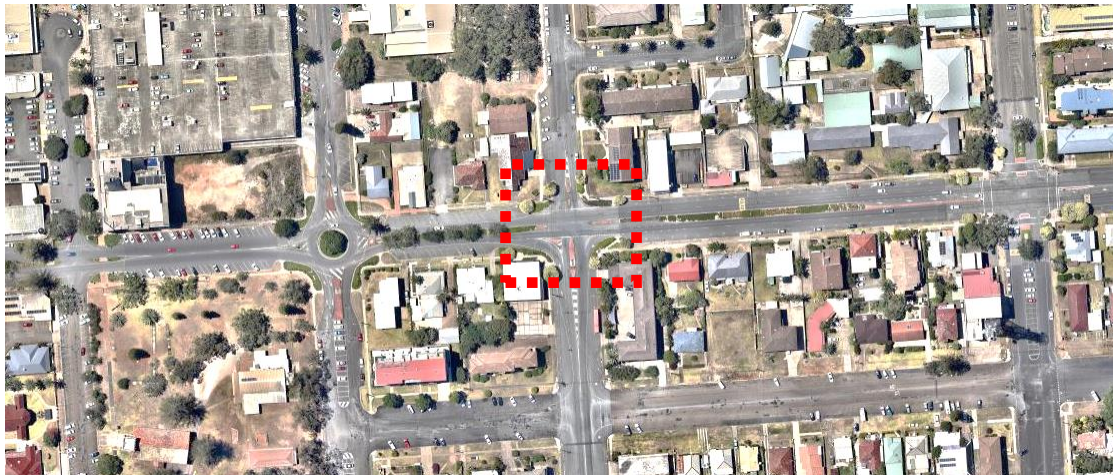



Figure 1: Site Location

The William Street/Munster Street intersection has a poor crash history as shown in the table below. All reported crashes are “cross-traffic” involving a vehicle from Munster Street colliding with a vehicle from William Street.

Table 1: Crash History (1/7/2013 - 30/6/2018)

Total Crashes	5 (3 injury, 2 non-injury)
RUM Code	10 (all 5 crashes)
	<div style="border: 1px solid black; padding: 5px; text-align: center;"> <p>VEHICLES FROM ADJACENT DIRECTIONS (INTERSECTIONS ONLY)</p>  <p>CROSS TRAFFIC</p> <p style="font-size: 2em;">10</p> </div>

Traffic signals, as shown below in Figure 2, are seen as the most appropriate long-term safety improvement for the intersection. A roundabout is not appropriate due to the physical characteristics of the site. Traffic signals would greatly reduce the number of conflicting movements, increase capacity and improve safety for pedestrians.

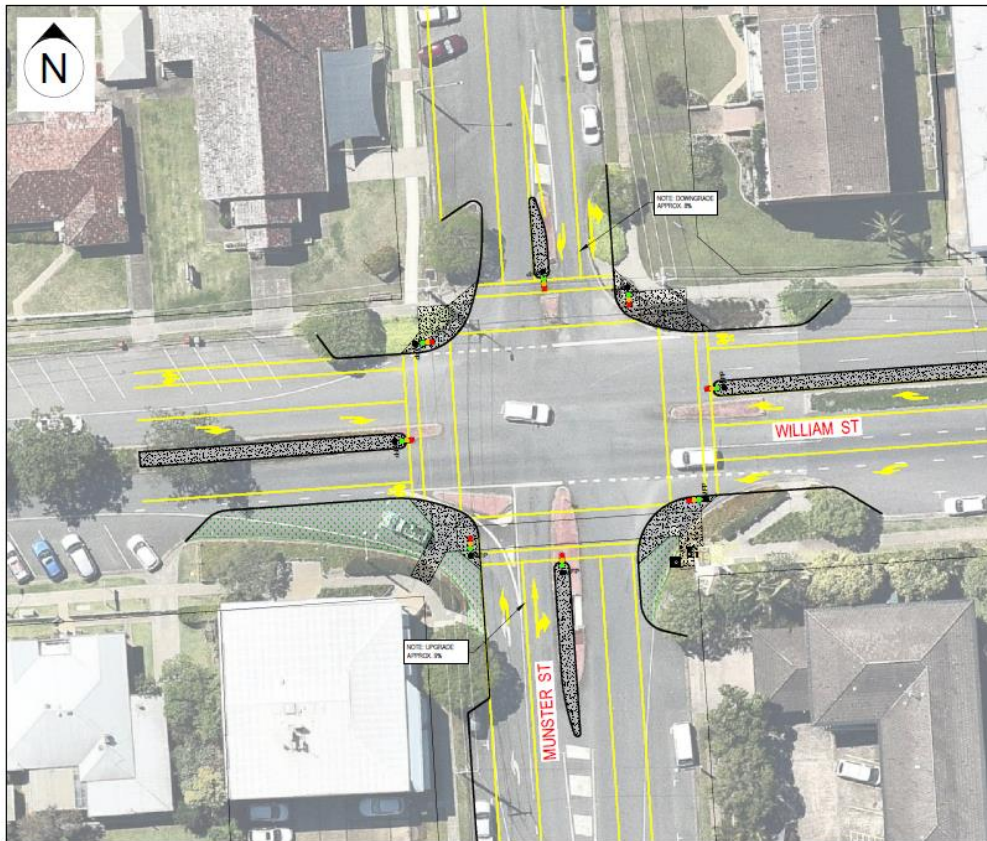


Figure 2: Proposed traffic signal upgrade for William and Munster Streets intersection

Traffic signals are, however, a long-term solution and the required funding is unlikely to be available in the short-term. In the short-term it is desirable to implement a lower cost interim solution to improve road safety. Turn restrictions are traditionally the most commonly used treatments in similar situations. Restrictions supported by physical barriers, such as medians, are usually more effective than restrictions that only involve signposted turn bans.

The proposal is to extend the William Street central median through the Munster Street intersection. This is shown in Figure 3, which is indicative only - further design work would be required. The works would have the effect of physically prohibiting right turns to/from Munster Street and the Munster Street through movements.



Figure 3: Proposed median extension (indicative only)

The main benefit of the proposal is the forecast reduction in crashes arising from the elimination of a number of vehicle movements. The main impact of the proposal is that the turn and through movement restrictions would force motorists to use alternative routes for some trips. The inconvenience to motorists would be relatively minor for the majority of trips, particularly with the nearby William Street/Murray Street roundabout permitting all movements including U-turns.

Consultation

It is proposed that community engagement be undertaken to inform consideration of extending the William Street central median through the Munster Street intersection to fully understand the impact to the community of such a interim measure. The engagement would involve both the wider community and key stakeholders such as businesses located near the intersection and along Munster Street.

Recommendation

It is proposed to extend the William Street central median through the Munster Street intersection subject to the results of community feedback.

The cost of the works will be funded from future operational budgets or suitable grant funding programs.

Attachments

Nil

Item: 07

Subject: LAKE ROAD ON-ROAD BICYCLE FACILITIES

Presented by: Infrastructure, Dan Bylsma

RECOMMENDATION

That it be a recommendation to the Director Infrastructure, under subdelegation, for implementation:

That Council removes the existing bicycle pavement symbols on Lake Road between Gordon Street and John Fraser Place.

Discussion

Council has received a number of requests from the community about the on-road bicycle facilities on Lake Road between Gordon Street and John Fraser Place. The main theme of the requests is that the facilities are non-continuous, inconsistent and unsafe.

Council is currently rehabilitating the Lake Road pavement between Gordon Street and John Fraser Place. It is therefore an opportune time to consider changes to the signage, linemarking and pavement marking.

Lake Road has an average traffic volume of 14,000 vehicles per day in a relatively low speed environment. The section of road between north of Hill Street and Savoy Street is subject to a 40 km/h High Pedestrian Activity Area speed zone whilst the remaining sections are covered by the default urban speed limit of 50 km/h.

Lake Road has a number of bicycle pavement symbols as per AS1742.9, Figure 2.2, typically placed between the edge line and kerb:



Figure 1: Lake Road bicycle pavement markings

Under the NSW Road Rules the bicycle pavement symbols have no legal significance when used on a roadway. The Rules state that formal bicycle lanes only exist when R7-1-4 signs are installed:



Figure 2: Bicycle lane sign (R7-1-4)

Lake Road has bicycle pavement symbols but does not have bicycle lane signs. Motorists can still drive and park in areas with bicycle pavement symbols but cannot if bicycle lane signs are installed. Lake Road therefore does not have formal bicycle lanes in accordance with the NSW road rules and Australian Standards.

There are two forms of on-road bicycle facility that are typically appropriate for urban roads such as Lake Road:

- Exclusive bicycle lane; and
- Shared bicycle/car lane

There are only short sections of Lake Road where such facilities exist (although without signposting) and meet the required Austroads lane widths. In most sections there is insufficient available space to meet the Austroads lane widths due to competing demands for space from vehicle travel lanes, on-street parking and traffic calming devices. The alternative is a mixed traffic environment where cyclists share available road space with other forms of traffic.

The current arrangement creates confusion for both cyclists and motorists. The original intent of the pavement symbols was to indicate where cyclists should ride and alert motorists to the likely presence of cyclists. However, cyclists may incorrectly perceive that a safe cycling environment exists. Cyclists are continually transitioning from a relatively safe section of road to an unsafe section where inadequate space to ride exists. Motorists are confused with the intent and legal standing of the bicycle pavement symbols.

Austroads lists the features that are important to form a good bicycle network: safety, coherence, directness, attractiveness and comfort. Bicycle infrastructure should form a coherent entity, link major trip origins and destinations, have connectivity, be continuous, signed, consistent in quality, easy to follow, and have route options.

Road authorities have an obligation to provide a safe road environment with elements designed, constructed and maintained in accordance with appropriate standards and guidelines. This requires a consistent approach to the on-road bicycle facilities on Lake Road. There should be either a continuous on-road bicycle facility or a continuous mixed traffic environment.

A continuous on-road bicycle facility can only be provided on Lake Road between Gordon Street and John Fraser Place if both of the following occurred:

- The on-street parking is reconfigured resulting in the loss of a considerable number of parking spaces; and
- The existing traffic calming devices are removed or reconfigured, potentially reducing their effectiveness for slowing traffic.

These actions are not considered appropriate in the short term.

It is therefore proposed to remove the existing bicycle pavement symbols to create a continuous mixed traffic environment. All other linemarking such as edge lines and centre lines would be reinstated. A mixed traffic environment is appropriate in a 40/50 km/h low speed environment. This would create a safer environment for all road users, including cyclists, by providing a more consistent and legible road environment. On-road bicycle facilities could be installed in the future but only in conjunction with changes to on-street parking and traffic calming devices.

Recommendation

It is proposed to remove the existing bicycle pavement symbols on Lake Road between Gordon Street and John Fraser Place. On-road bicycle facilities could be installed in the future but only in conjunction with changes to on-street parking and traffic calming devices.

Attachments

Nil

Item: 08**Subject: STATUS OF AGENDA ITEMS - LOCAL TRAFFIC COMMITTEE 2020****Presented by: Infrastructure, Dan Bylsma**

RECOMMENDATION

That the Status of Agenda items as at 24 June 2020 be received and noted.

Discussion

Attached is the updated Status of Agenda Items Report 2020 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 [↓](#). Status of Agenda Items

LOCAL TRAFFIC COMMITTEE - STATUS OF AGENDA ITEMS

LTC Meeting Date	Agenda Item		
	Item #	Description	Action
7 May 2020	6	Installation of bridge load limits on 15 bridges	Bridge load limit signs have been installed
			Complete (yes/no) Yes

Local Traffic Committee and Traffic Facilities Request Register.xlsm.XLSM

18/06/2020

Item: 09

Subject: ISSUES BEING REFERRED TO POLICE FOR ENFORCEMENT

Presented by: Infrastructure, Dan Bylsma

RECOMMENDATION

That the Issues being referred to Police for Enforcement Report as at 24 June 2020 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 [↓](#). Issues being referred to Police for enforcement

LOCAL TRAFFIC COMMITTEE - ISSUES BEING REFERRED TO POLICE FOR ENFORCEMENT

Date	Issue
Jan-20	Speeding vehicles around corner of 199 Rollands Plains Road. Affecting customers ability to enter and exit driveway.
Jan-20	Speeding vehicles on North Shore Drive & Shoreline Drive in 50 km/h zone, North Shore. Also requested speed hump and variable speed sign.
Feb-20	Speeding vehicles on North Shore Drive
Feb-20	Beechwood Road (vicinity of Glenview Park Estate) - speeding vehicles once the speed limit changes to 50km/h.
Mar-20	Speeding vehicles on Settlement Point Road
Mar-20	Speeding vehicles on Buller Street
Mar-20	Comboyne Road, Byabarra- vehicles are not slowing down and children catch the bus
Apr-20	Speeding vehicles on Botanic Drive
Apr-20	Speeding vehicles on Rushcutter Way. Customer is also concerned about koala preservation.
Apr-20	Speeding vehicles on Seaside Drive, Lake Cathie
May-20	Speeding vehicles on Bunderra Drive, Beechwood
May-20	Ashtown Drive - Speeding vehicles during school drop off/pick up. Also suggested traffic calming measures.
Jun-20	Speeding vehicles on Pacific Drive near Sea Acres due to pedestrian, wildlife and cyclist activity
Jun-20	Speeding vehicles on Major Innes Road , in particular between Braeroy Drive (to St. Columba) and the Ruins Way.
Jun-20	Speeding vehicles on Hindman Street (near the TAFE)
Jun-20	Speeding vehicles on The Ruins Way near Sitella St
Jun-20	Speeding vehicles on The Ruins Way at Ironbark Spur