



**LOCAL TRAFFIC COMMITTEE MEETING HELD IN THE COMMITTEE ROOM,
RICHMOND VALLEY COUNCIL, CNR WALKER STREET AND GRAHAM
PLACE, CASINO,
ON THURSDAY, 23 MAY 2019 AT 1.00 P.M.**

Background

Council has various Committees which have various functions. The Report of the recent Local Traffic Committee Meeting held on 23 May 2019 is provided below.

RECOMMENDATION

Recommended that the Report of the Local Traffic Committee Meeting held on Thursday 23 May 2019 comprising minute numbers LTC.1 – LTC.9 be received and adopted.

AGENDA

1. Apologies
2. Declaration of Interests
3. Reports
 1. **REQUEST FOR NO STOPPING– CONVENT PARADE, CASINO**
 2. **FREEDOM CAMPING EDUCATION AND ENFORCEMENT SIGNAGE – EVANS HEAD**
 3. **REQUEST FOR NO PARKING–SIMPSON PARADE, CASINO**
 4. **REQUEST FOR FORMALISATION OF WOODBURN SCHOOL BUS ZONE AND KISS AND RIDE, WOODBURN STREET, WOODBURN**
 5. **REQUEST TO BAN RIGHT TURN NEAR IRVING BRIDGE INTO RIVER STREET FROM CENTRE STREET, CASINO**
 6. **REQUEST FOR CHANGE OF INTERSECTION PRIORITY AND ASSOCIATED INFRASTRUCTURE BLACKWOOD ROAD, NAUGHTONS GAP**
 7. **SPEED CUSHION TRIAL- BEECH STREET AND CHINAMANS BEACH ROAD, EVANS HEAD**
 8. **REQUEST FOR ANGLE PARKING ON CENTRE STREET BETWEEN CANTERBURY AND PRATT STREET**
 9. **REQUEST FOR PARKING RESTRICTIONS TO FACILTATE PARKING FOR VEHICLES OVER 6M- HICKEY STREET AND GRAHAM PLACE**
4. Other Matters

**MINUTES OF LOCAL TRAFFIC COMMITTEE MEETING HELD IN THE
COMMITTEE ROOM, RICHMOND VALLEY COUNCIL, CNR WALKER
STREET AND GRAHAM PLACE, CASINO,
ON THURSDAY, 23 MAY 2019 AT 1.00 P.M.**

PRESENT

Cr Sam Cornish (Chair), Senior Constable Daniel Nicoll (NSW Police), Linda Makejev (Roads and Maritime Services RMS), Graeme Robertson (Co-Ordinator Assets Management RVC [Director of Infrastructure and Environment Nominee]).

Kelsey Carter (Engineering Assistant Road and Transport Assets) and Katherine Boulton (Network and Safety Officer, RMS) were also in attendance.

APOLOGIES

Apologies tendered on behalf of Chris Gulaptis MP, (Member for Clarence) and Angela Jones (Director of Infrastructure and Environment [Nominated Graeme Robertson to represent her via email 22/5/19. Request for nominee distributed via email and endorsed by committee members 22/5/19]) were received and accepted.

DECLARATION OF INTERESTS

Nil.

MATTERS ARISING FROM PREVIOUS MINUTES

Nil.

REPORTS

1. REQUEST FOR NO STOPPING– CONVENT PARADE, CASINO

Council Staff have been receiving complaints, and requests for enforcement action regarding vehicles parking in Convent Parade near the Service NSW Service Centre which impede property access and thoroughfare.

This section of Convent Parade runs in a westerly direction between Walker Street and Bruxner Highway, and consists of a 4.8m carriageway providing access to both residential properties and light industrial sites at the Walker Street end. Due to the width of the carriageway, vehicles parking and stopping in the area cause an obstruction to through traffic and delivery trucks. As there is ample parking availability on Walker Street and Service NSW have onsite parking, the request doesn't have significant impact on neighbouring properties.

The request was to consider providing No Stopping signage in this section of Convent Parade to alleviate parked or stopped vehicles causing obstructions to all traffic, and subsequent queuing onto Walker Street.

LTC.1 RECOMMENDED that the proposed No Stopping Zone on Convent Parade be adopted.

2. FREEDOM CAMPING EDUCATION AND ENFORCEMENT SIGNAGE – EVANS HEAD

Council Rangers have been consulting with, and visiting neighbouring shires to find solutions to illegal camping activity within Richmond Valley.

Investigations have led to a request being received to adopt new 6 hour parking restrictions in carparks at Evans Head:

PARKING AREA

6P

9AM – 5PM

MON – SUN

Including public holiday

NO PARKING 12AM-5AM

MON – SUN

Including public holiday

Park in marked bays only

Camping at any time prohibited

Educational signage at all entry points to Evans Head are also requested:

NO CAMPING AT ANY TIME

On any streets, parks, reserves, foreshores or carparks.

Fines Apply

Maximum penalty exceeds \$1000

Section 632 Local Government Act 1993.

A copy of the report outlining findings of the investigation and proposed new signage layout was circulated to Committee Members.

NB: An A1 map of Evans Head showing proposed signage locations and text was tabled at the meeting.

LTC.2 RECOMMENDED that Freedom Camping Education and Enforcement Signage be adopted at Evans Head. Before signage design is finalised it is recommended to investigate standardising No Parking Signage to Australian Standards, and engage with Clarence Valley Rangers to investigate signage used at Yamba.

3. REQUEST FOR NO PARKING–SIMPSON PARADE, CASINO

Council Staff have been receiving complaints, and requests for enforcement action regarding parked vehicles blocking Simpson Parade between Walker Street and Ellis Lane. As the carriageway is 4.4m wide, and the street is used by trucks delivering to Woolworths Supermarket, parked vehicles block the roadway and prevent thoroughfare.

The request was to consider a No Parking restriction to allow pick up and drop off, but prevent vehicles parking for extended periods of time causing obstruction to through traffic.

A copy of the plan showing the location of the proposed No Parking Zone was circulated to Committee Members.

It was recommended that the Committee consider the submission and the request for a No Parking Zone on Simpson Parade.

LTC.3 RECOMMENDED that the proposed No Parking Zone on Simpson Parade be adopted.

4. REQUEST FOR FORMALISATION OF WOODBURN SCHOOL BUS ZONE AND KISS AND RIDE, WOODBURN STREET, WOODBURN

Council was successful in obtaining funding to upgrade the bus shelter outside Woodburn School on Woodburn Street. The bus shelter has been extended from the existing footprint, and a kiss and ride added as part of the project.

The request is to formalise a new Bus Zone 8.30am- 9.30am and 3.00pm to 4.00pm school days, and a Kiss and Drop area to allow parents to stop for 2 minutes to pick up or drop off, so long as they remain within 3m of the vehicle. Signage consisting of no parking 8.30am to 9.30am and 3.00pm to 4.00pm school days and school pick up and drop off signs is proposed.

RVC Ranger would provide education for the school community on use of the new restrictions once installed and fully operational. This request is fully supported by the school principal and school community.

A copy of a plan showing the location of the bus stop and kiss and ride area was circulated to Committee Members.

It was recommended that the Committee consider the request to formalise the bus zone and kiss and ride restrictions at Woodburn School.

LTC.4 RECOMMENDED that the proposed formalisation of the bus zone and kiss and ride restrictions at Woodburn School be adopted, with times of Bus Zone and No Parking Zone for Kiss and Drop altered to 8am-9.30am and 2.30pm to 4pm to match the existing School Zone Signage on the Pacific Highway.

5. REQUEST TO BAN RIGHT TURN INTO RIVER STREET FROM CENTRE STREET, CASINO

Council has received a request for the traffic committee to consider the option of implementing a no right turn from Centre street into River Street, for traffic travelling north off Irving Bridge. Concerns are raised around the volume of vehicles making the turn and close calls with rear end collisions, and positioning of Police RBT operations in the area exacerbating this risk.

A copy of the request, and map of the location showing crash data and position of pedestrian crossings was circulated to Committee Members.

It was recommended that the Committee seek advice from the RMS and consider the impacts of the request to ban the turn.

DISCUSSION: *Committee discussed function of the intersection, noting that turning movements are currently split between Richmond Street and River Street, and preventing this turn would increase queue length of turning vehicles at Richmond Street and at the pedestrian crossing. It was noted that the issue had been raised by constituents to Cr Cornish as people felt that had had near misses rear ending stopped vehicles when coming over the bridge. It was noted that there was sufficient width in the road should to allow oncoming vehicles to pass 1-2 vehicles waiting to turn. Police representative noted that they weren't aware of RBT stops at the area causing any safety issues, and it was noted crash data wasn't associated with RBT or turning movements, and more significant crash history existed at the Richmond Street intersection. Was noted that Police, RMS and RVC unlikely to support banning the turning movement at this stage.*

LTC.5 RECOMMENDED *engaging with the RMS Planning Team to obtain turning and traffic count data, and note this intersection as an issue to be reviewed and considered in the RMS Corridor Management Plan process.*

6. REQUEST FOR CHANGE OF INTERSECTION PRIORITY AND ASSOCIATED INFRASTRUCTURE BLACKWOOD ROAD AND STONES ROAD, NAUGHTONS GAP

Council has received multiple requests from residents of Stones Road and Blackwood Road raising concerns about vehicles failing to give way and speeding through the intersection of Blackwood Road and Stones Road. Increased traffic volumes and speed is creating sightline issues with driveways, safety concerns for motorists and pedestrians and children due to these speeds, and an increase in injured struck wildlife.

Stones Road was predominately a rural road, becoming gravel at the intersection of Blackwood Road. Development of 16 new properties as part of The Gap subdivision has recently been completed changing the area to rural residential. This has increased the AADT, and changed the intersection priority as these properties are accessed off Blackwood Road.

Council has conducted traffic counts on site. Speed data recorded speeds in excess of 95km/h, with an 85 percentile speed of 72km/h recorded. The AADT is 139 vehicles per day. A speed zone review request has been submitted to RMS.

Council officers inspected the site, and identified vehicles tracking over the marked centre line of Blackwood Road onto the wrong side of the road to proceed to travel straight up Stones Road, rather than slowing to give way and make a right turn onto Stones Road.

With the downhill topography of Blackwood Road and uphill topography of Stones Road, the current environment lends itself to higher speeds which are

exacerbated by vehicles failing to slow to give way, which is having an adverse effect on traffic travelling along Stones Road.

A copy of the written requests received, and map of the location, and proposed intersection treatment was circulated to Committee Members.

It was recommended that the committee discuss the proposal and ways to create deflection to slow vehicles at the Stones Road/ blackwood Road intersection.

DISCUSSION: *RMS representatives noted that the location would not meet warrants for a Stop Sign. Concerns were raised about lighting for a traffic island in this location. Discussion was had about intersection design, and priority. It was noted that the dominant vehicle flow was from Stones Road to Blackwood Road, so Stones Road should be the minor leg of a T intersection. It was acknowledged that this would not necessarily create any impact on compliance with speed restrictions. It was noted that the request to review the speed zone was being processed by RMS. Police noted that they hadn't undertaken enforcement in the area, and requested traffic count data. Concealed driveway signage for Stones Road was discussed, and it was noted that due to the local nature of the no through street, that the speeding vehicles were likely to be residents who know the area.*

LTC.6 RECOMMENDED *that further investigation into other intersection treatments such as line marking and changing the priority of Stones Road be undertaken, and that a request for enforcement of speed be undertaken by Police.*

7. SPEED CUSHION TRIAL- BEECH STREET AND CHINAMANS BEACH ROAD, EVANS HEAD

Council has received multiple concerns regarding vehicle speeds and requests from residents of Evans Head over several years for Speed Humps to assist in slowing vehicles on Beech Street and Chinamans Beach Road. Evans Head residents presented their concerns to the LTC on 24 August 2017, and requested physical improvements such as speed humps or traffic calming be implemented to address the ten hot spots identified, the worst locations being Beech Street and Chinaman's Beach Road.

Traffic studies were conducted by Council in 2016 and 2017, and these results showed Beech St had an AADT of 2083 vehicles, and 64.5% of vehicles were exceeding the 50km speed limit with the 85th percentile speed being 59.0km/h. Chinamans Beach Road had an AADT of 277 with 61.7% of vehicles exceeding the 50km speed limit.

Rubber speed cushions with speed hump signage and a 25km/h speed advisory sign have been installed as a trial in the two locations identified as being the two areas with the worst speed limit compliance- Beech Street and Chinamans Beach Road. Consultation was conducted with the Evans Head Chamber of Commerce, and a letter drop was done to affected residents.

Each location has traffic counters installed to monitor vehicle speeds. It is proposed to trial the speed cushions for a period of up to 12 months to allow holiday periods when Evans Head is busiest to be captured, and to test the

product in all conditions, with Council to monitor and complete a detailed review after a period of 6 months. Monitoring of other surrounding sites is being undertaken to ensure actions such as rat running to avoid the speed cushions aren't creating an adverse impact, and a review of locations for future installations to form a wider Local Area Traffic Management (LATM) Scheme should the trial sites be successful is being undertaken.

A copy of the concerns outlined by residents to the LTC in 2017, 2017 Speed and Traffic Count Study, and photos and a map of the installation locations was circulated to Committee Members.

It was recommended that the that the Committee endorse the speed cushion trial for a period of up to 12 months, with Council to conduct a review after a period of 6 months.

DISCUSSION: *At the meeting a copy of letters from adjacent residents requesting removal of the speed cushion in Beech Street due to noise and amenity affects as well as the results of the traffic count for the first month of the trial were circulated. It was noted that:*

- *In Beech St the percentage of vehicles exceeding the speed limit had dropped from 64.5% to an average of 8.9%, and the 85th percentile speed had reduced from 59.0km/h to 48.9km/h.*
- *On Chinamans Beach Road the percentage of vehicles exceeding the speed limit had dropped from 61.7% to an average of 1.37%, and that the 85th percentile speed had reduced from 61.9km/h to 42.8km/h*

It was noted to committee members that due to the complaints and concerns raised from adjacent residents, one of whom gave a presentation to the LTC on 24 August 2017 requesting the speed cushion on Beech street; instruction had been received from the RVC General Manager to remove the Beech Street speed cushion and end the trial in this location. Furthermore, that all speeding issues raised on Beech Street were to be forward to Police for enforcement. It was discussed at length that speed cushions installation can be polarising in communities, as many people would not want these in front of their properties, and that there are noise / amenity affects from installation.

Discussion was had about alternative ways to reduce speed on Beech Street, noting that chicanes wouldn't be appropriate due to use of the street by vehicles towing boats and caravans and RVs. Similarly, raised intersections would not be supported by RMS in this instance due to the issues raised to date. RMS suggested installing signage such as children crossing on the existing posts of the speed advisory signage on Beech Street once removed. RVC advised that they would consider this. Police representative advised that Police regularly undertake enforcement on Beech Street, and Traffic Count data was requested to allow Police to perhaps better target enforcement action.

LTC.7 ACKNOWLEDGED *that the Beech street trial was to conclude, and* ***RECOMMENDED*** *that Traffic Counter monitoring of speed changes be continued as trial had planned to gather data on changes after removal, and that traffic count data be provided to Police to provide enforcement.*

RECOMMENDED that the Chinamans Beach Road trial continue as planned due to positive feedback.

8. REQUEST FOR ANGLE PARKING ON CENTRE STREET BETWEEN CANTERBURY AND PRATT STREET

Council has received a request from the owner of Lazy Labrador café for the traffic committee to consider continuation of 45 degree reverse parking along centre street continuing from St. Mary's school, up to and including Lemos convenience store.

There is currently a mixture of parking restrictions in Centre Street. Outside St Marys before the pedestrian crossing has some parallel parking, and after the pedestrian crossings there is reverse in angle parking. The area where 45 degree parking is requested is currently unrestricted parallel parking.

No parking availability issues have been observed or reported in the area. Observations indicate trucks currently park parallel in this area to visit the motel and Lemos, and uninterrupted kerb space allowing parking for larger vehicles is at a premium in town.

Consultation with all affected business owners has not yet been undertaken, however on street parking is a public amenity which must be managed to the benefit of all businesses and the wider community.

A copy of the request received, and map of the location was circulated to Committee Members.

It was recommended that the Committee consider the submission and the request for 45-degree reverse in angle parking on Centre Street.

DISCUSSION: *The committee discussed current parking occupancy in the area, noting that current occupancy had been observed at less than 20%, and that the area was well utilised by trucks, and that Casino as a town between two highways had a lot of trucks passing through and little appropriate parking for these vehicles without double parking on the highway. It was noted that parking amenity changes in the area would affect all business owners and that the public amenity should be managed in a way that benefits the whole community.*

LTC.8 RECOMMENDED that once the Lazy Labrador Café was operational Council Staff to undertake Parking Occupancy surveys. If occupancy is over 50%, then engagement with all business owners in the vicinity on a parking solution should be undertaken.

9. REQUEST FOR PARKING RESTRICTIONS TO FACILITATE PARKING FOR VEHICLES OVER 6M- HICKEY STREET AND GRAHAM PLACE

Council has received requests from Chamber of Commerce and Tourism bodies to consider providing parking spaces in town for RV's and those towing caravans within walking distance of the town centre.

In Hickey Street, it is proposed to erect untimed Parallel Parking signs adjacent to McAuliffe Park with associated line marking for drive through parking, and adjacent to Woolworths carpark entrance and Simpson Parade It is proposed to erect No Parking – Vehicles over 6m.

Reverse in, and nose in angle parking were considered as options for parking in Hickey Street adjacent McAuliffe Park, but community engagement via RVCs Facebook page and showing concepts to the Camping and Motorhome Club Australia showed that parallel parking was preferred.

In Graham Place, adjacent to ALDI Carpark/opposite the Library it is proposed to alter the existing Bus Zone signs to now include a time period between 8.30am to 3.30pm School Days, accompanied by No Parking – Vehicles over 6m Excluded signage to apply outside of school days.

A copy of the request received, and map of the location was circulated to Committee Members.

It was recommended that the Committee consider the submission and the request for establishing parallel drive through parking on Hickey St adjacent McAuliffe Park, and No Parking, vehicles over 6m excepted adjacent Woolworths on Hickey Street.

It was recommended that that the Committee consider the submission and the request for altering existing Bus Zone signs to now include a time period- between 8.30am to 3.30pm School Days, accompanied by No Parking – Vehicles over 6m Excluded signage to apply all other times.

LTC.9 RECOMMENDED that the proposals be adopted at both locations be adopted.

OTHER MATTERS

- *RMS raised issues with Eric Box car dealership parking towing vehicles on Bruxner Highway. It was requested that Rangers be asked to follow up and ensure vehicles in this location were parking legally.*
- *Police advised that they now have a new policy in regard to dealing with straying stock- they are not to chase stock off the road anymore, but to slow traffic down with lights and contact the RVC Rangers. Police requested if Rangers could please supply information on the reported incidences of straying stock within Richmond Valley.*

The meeting closed at 2.20pm.