

EXTRACT FROM MINUTES OF ORDINARY MEETING – 28 JANUARY 2015
STAFF REPORTS

1 LOCAL TRAFFIC COMMITTEE – 11 DECEMBER 2014 (S638)

Report Author: Richard Wheatley Traffic Engineer
Authorised: Phil Miles Senior Leader Asset Planning

SUMMARY

The purpose of the report is to provide Council with the recommendations of the December Local Traffic Committee meeting for consideration.

RECOMMENDATION

That all the recommendations of the Traffic Committee, as listed within this report, are accepted.

BACKGROUND

The Local Traffic Committee meeting was held on Thursday 11 December 2014. The reports for the meeting can be found in full as attachments to this Council report. Below is provided the report name and issue addressed, the recommendation of the Traffic Committee and any budgetary implications associated with the recommendation.

DISCUSSION

General discussion relating to new matters raised in this report.

ITEM 1: DIAMOND BEACH ROAD, DIAMOND BEACH – NO PARKING (RD1890/02)

RECOMMENDATION

That “No Parking, 8.30am – 9.30am, 3.00pm – 4.00pm, School Days” be approved in the indented bay of Hallidays Point Public School at the Diamond Beach Road frontage from the existing Bus zone to the northern school driveway. The remaining section of kerb line from the school driveway to Diamond Beach Road be approved as No Stopping.

BUDGET IMPLICATIONS

The installation of the signs will be funded out of *Projects Dev/Traffic – Traffic Committee Items* cost centre at a cost of approximately \$500.

ITEM 2: OXLEY STREET, CHATHAM – NO PARKING (RD3590/02)

RECOMMENDATION

That a 10m “No Parking, 8.00am – 9.00am, 3.00pm – 4.00pm, Monday - Friday” zone be approved along the frontage of 35 Oxley Street, Chatham.

BUDGET IMPLICATIONS

The installation of the signs will be funded out of *Projects Dev/Traffic – Traffic Committee Items* cost centre at a cost of approximately \$400.

ITEM 3: SALTWATER ROAD, WALLABI POINT – SPEEDING (RD4140/02)

RECOMMENDATION

That solid pavement lines between the parking lanes and traffic lanes with a centre broken separation line be approved on Saltwater Road, Wallabi Point to commence at Beach Street then easterly to the end of the residential area.

BUDGET IMPLICATIONS

The installation of the pavement marking will be funded out of *Projects Dev/Traffic – Traffic Committee Items* cost centre at a cost of approximately \$1000.

ITEM 4: CONNELL PLACE CARPARK – ALL DAY PARKING (CP0002/02)

RECOMMENDATION

That Connell Place Car Park should be changed to all day parking except the western row of parking spaces in the northern section become 1 hour parking.

BUDGET IMPLICATIONS

The installation of the signs will be funded out of *Projects Dev/Traffic – Traffic Committee Items* cost centre at a cost of approximately \$500.

ITEM 5: INFORMATION ITEMS (S638)

ITEM 5.1: COMMERCE STREET AT VICTORIA STREET, TAREE – TRAFFIC SIGNALS (RD1658)

Item 6 at the August LTC meeting discussed the operation of the traffic signals on Commerce Street at Victoria Street, Taree and the delays during the morning peak to traffic entering Taree by Manning River Drive across Martin Bridge. The Committee recommended:

“That the RMS be requested to increase the green time at the traffic signals of Commerce Street and Victoria Street, Taree for the traffic travelling into Taree from Manning River Drive across Martin Bridge.”

Chris Bunnik, RMS’s Senior Regional Network Operations Officer, has reported back to Council with this statement (15/10/2014):

“I attended this site this morning and have made some changes to assist westbound traffic on the Martin Bridge approach.

My observations revealed a travel time of around 3-4 minutes from back of queue at the roundabout at Masters Hardware to the signals at 8:30 this morning. Once the two into one lane merge at the roundabout was passed I proceeded at 60-65 km/hr to the introduction of the 60 km/hr speed zone just prior to Martin Bridge. A brief shock wave was encountered at this location before travelling at a good speed all the way to the stop line.

Over the morning peak traffic queues at the stop line on the Martin Bridge approach never exceed 12-15 vehicles prior to the reintroduction of a green signal. This indicates that the problem is the fundamental capacity of the Martin Bridge approach - the green time that is provided cannot be efficiently used as a combination of the bridge and the introduction of a second lane just prior to the signals limit how much traffic can reach the signals.

Queuing on the other three approaches did not appear to be substantially worse than observed on previous inspections. It should be noted that the north/ south movement is artificially given more green time when the pedestrian crossing over the western approach of the intersection is introduced, which occurs quite frequently between 8 am and 9am. This provides a better level of service to these movements than is desired.

We will continue to monitor this intersection but as always welcome any feedback you may have.”

ITEM 5.2: 2015 LTC MEETING DATES

All meetings of the LTC next year will be held on a Thursday starting at 10.00am in Council's Flett Room and the dates of these meetings are:

February 12
April 9
June 11
August 13
October 8
December 10

CONSULTATION

Attendees at the LTC meeting were voting members Rhett Pattison (Team Leader Development & Traffic - in the Chair), Kathryn Bell (representing Steve Bromhead MP), Mark Morrison (RMS), and non voting member Richard Wheatley (Traffic Engineer).

Apologies were received from Councillor Trent Jennison, Sergeant Michael Martin and Senior Constable Michael Reid (Police – they informed Council that they had no objections to the recommendations in the agenda), Chris Dimarco (Road Safety Officer). Consultation was undertaken in the development of the recommendations in the agenda with Police, RMS and Council staff.

COMMUNITY IMPACTS

Community impact (negative and positive) is considered by the Traffic Committee in its deliberations for each item. A whole of community impact is taken into account when formulating the recommendations within the regulations, standards and guidelines that administer the roads, traffic management and road safety.

TIMEFRAME

The endorsed recommendations will be undertaken within four weeks.

BUDGET IMPLICATIONS

The budgetary implication of each recommendation is listed in the summary of that report.

STATUTORY OR LEGISLATIVE REQUIREMENTS

The statutory and legislative requirements are delegated by the RMS to Council through the Local Traffic Committee and its recommendations.

ATTACHMENTS

[Copy of complete Traffic Committee reports and recommendations](#)

5 | 1 LOCAL TRAFFIC COMMITTEE – 11 DECEMBER 2014 (S638)

MOVED Cr Bell/West (*as per recommendation*)

That all the recommendations of the Traffic Committee, as listed within this report, are accepted.

CARRIED

For: Bell, Christensen, Jenkins, West, Tickle, Epov & Hogan.