



KEMPSEY
Shire Council

LOCAL TRAFFIC COMMITTEE

28th November 2007

SUBJECT TO ADOPTION BY COUNCIL

MINUTES OF THE MEETING OF THE LOCAL TRAFFIC COMMITTEE HELD ON WEDNESDAY, 28th NOVEMBER 2007, IN THE ELBOW STREET MEETING ROOM AT THE CIVIC CENTRE KEMPSEY WHICH COMMENCED AT 9.00AM.

PRESENT:

1.1 Attendance of Formal Members

Name	Agency	Key	Representative
Mayor Betty Green	Council	P	
Terry Orvard	RTA	P	
Sgt Paul Dilley	Police	A	APOLOGY
Andrew Stoner	Member for Oxley	A	Rod Dale

Key: A = Absent With Apology
P = Present

1.2 Attendance of Advisors

Name	Agency	Position
Mark Thompson	Council	Road Safety Officer

1.3 PREVIOUS MINUTES

The minutes of the meeting of 11th July 2007, were referred to Council's meeting on 14th August 2007, and adopted.

RESOLVED

That the information be noted.

2. LOCAL TRAFFIC COMMITTEE
SUMMARY OF PENDING TRAFFIC COMMITTEE MATTERS

14/12/2006	V.I.C. Entry Sth Kempsey	RTA	RTA letter received	Council requested to survey and design entrance
5/02/2007	4.7 Opening Tighes Lane	Tighes	refer SSP committee	W/o issued to erect barricades. Work will be completed by 14/12/07

3. LOCAL TRAFFIC COMMITTEE
FORMAL ITEMS

3.1 Letter received from the Hon. Andrew Stoner MP, Member for Oxley, requesting LTC to review Mr Barrie Bishton’s proposal, to re-route all northbound traffic.

Proposed route:

- All traffic directed from the bridge down Belgrave Street
- Right turn into Gladstone Street
- Right turn into First Lane
- Left turn back onto the Pacific Highway.

Committee Advice:

It is a unanimous vote that the Committee

support **and advise as follows:**

1. That the RTA be requested to review the traffic movements at the intersection of Smith and Belgrave Streets, Kempsey.
2. That the RTA provide traffic modelling of this intersection with the following inclusions:
 - a. Right hand turn from Smith to Belgrave Street, eliminated.
 - b. Southbound highway traffic diverted into the right hand lane
 - c. Centre lane used for local traffic to provide better access to parallel on street parking, left turn only at lights.
 - d. The slip lane for northbound traffic entering Belgrave Street be retained, with traffic diverted into the right hand lane from the bridge.

Voting Record:

Council	F	RTA	F	Police	F	Member for Oxley	F
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MAYOR

3.2 NORTHBOUND MOVEMENTS KEMPSEY TRAFFIC BRIDGE FILE

Letter received from a member of the public requesting Council to review northbound movements of traffic through Kempsey.

Proposed route:

- All traffic directed from the bridge down Belgrave Street
- Right turn into Stuart Street
- Left turn back onto the Pacific Highway

Committee Advice:

It is a unanimous vote that the Committee

support and advise as follows:

1. That the RTA be requested to review the traffic movements at the intersection of Smith and Belgrave Streets, Kempsey.
2. That the RTA provide traffic modelling of this intersection with the following inclusions:
 - a. Right hand turn from Smith to Belgrave Street, eliminated.
 - b. Southbound highway traffic diverted into the right hand lane
 - c. Centre lane used for local traffic to provide better access to parallel on street parking, left turn only at lights.
 - d. The slip lane for northbound traffic entering Belgrave Street be retained, with traffic diverted into the right hand lane from the bridge.

Voting Record:

Council	F	RTA	F	Police	F	Member for Oxley	F
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3.3 REVIEW SOUTHBOUND MOVEMENTS DURING HOLIDAY PERIODS THROUGH KEMPSEY - FILE 541 (358425)

Letter received from the Hon. Andrew Stoner MP, Member for Oxley, requesting LTC to investigate re-routing southbound traffic, through Smithtown during holiday periods.

Proposed route:

- traffic diverted left off the Highway at Smithtown Road
- Right turn into South West Rocks Road
- Left turn back onto the Pacific Highway at Rudder Street

Committee Advice:

It is a unanimous vote that the Committee

Decline to support this proposal.

Voting Record:

Council	F	RTA	F	Police	F	Member for Oxley	F
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4. LOCAL TRAFFIC COMMITTEE

INFORMAL ITEMS

**4.1 PARKING- KILLICK LANE CRESCENT HEAD
FILE: 59 (358157)**

A request has been received to install "No Stopping" signs in Killick Lane, Crescent Head.

The lane services the rear of the residences in May Street and a number of residences fronting Killick Lane on the eastern side. It is a two way lane with no line marking or restriction signage. The pavement is sealed with 60m of kerb and gutter present from the intersection of Rankine Street on the western side of the lane.

The usage of the lane is primary local residents' traffic, however several houses have holiday lease signage present.

Linear control could be used as described in AS1742.11, however this restriction would severely affect the residence at 5 Gowing Street, and may create additional parking problems. Vehicles that currently park in this area are only partly on the road reserve and if forced to park elsewhere in the lane it could cause greater angst with other neighbours.

Committee Informal Advice:

That Council undertake consultation with the residents of Killick Lane, Gowing and Stewart Streets, Crescent Head to determine if the lane should be restricted to a one way lane.

**4.2 TRUCKS PARKING-LACHLAN STREET SOUTH KEMPSEY
FILE: 188 (357578)**

Letter received from the Hon. Andrew Stoner MP, Member for Oxley, requesting LTC to review Mr Phillip Kelly's request to erect "Parked Trucks" residential area signage on the east side of the Pacific Highway in Lachlan Street, South Kempsey.

Committee Informal Advice:

That the RTA be requested to erect "Parked Trucks" residential area signage on the eastern side of Lachlan Street, South Kempsey.

**4.3 TRUCKS PARKING-FIRST LANE (PACIFIC HIGHWAY) KEMPSEY
FILE: 102 (353835)**

Letter received from concerned resident regarding trucks parking and unhitching their trailers opposite to the Shell Service Centre, Kempsey. Vehicles parked in this area restrict the line of sight to the south for vehicles entering the highway from First Lane.

Committee Informal Advice:

That the RTA be requested to erect "No Stopping" signage on the west side of Smith Street (Pacific Highway) to improve the line of sight for vehicles exiting First Lane.

**4.4 CHAPMAN STREET FREDERICKTON -RIGHT TURN ONTO HIGHWAY
FILE: 102 (360639)**

Letter received from a concerned resident that the movement of vehicles performing a right hand turn from Chapman Street onto the Pacific Highway at Frederickton is dangerous.

The intersection is situated on a slight left hand bend and line of sight can be restricted by either vehicles parking in the vicinity of the intersection or vegetation growing on a private property. The line of sight is presently 98m which is within the specified Austroad guidelines for 50km zones, however the volume of traffic may warrant further investigation of this intersection.

Committee Informal Advice:

That the RTA be requested to review the right hand turn from Chapman Street, Frederickton onto the Pacific Highway

**4.5 B-DOUBLE APPLICATION (25m) BELGRAVE STREET, KEMPSEY
FILE: 102 (360639)**

An application has been received from Mr Wayne Truong owner/operator of Long Automotive Transport, a car carrier company, requesting to gain access to Holden and Toyota dealerships in Belgrave Street, with a 25m long B-double.

Limited detail has been supplied by the applicant regarding the exact dimensions of the vehicle as the vehicle is yet to be purchased.

The proposed route is from the Pacific Highway into Belgrave Street:

Left at Vincent Street (unload)
Right onto Verge Street
Right onto Belgrave Street

The intersection from Verge Street to Belgrave Street currently prohibits right hand turns (buses exempted). The accident history shows 6 injury accidents in the past two years. A brief review of the intersection indicated a number of conflict points and safety risks that would be further exposed if B-double access was permitted onto this intersection.

Further investigation of current unloading procedures showed that carriers are proceeding into Verge Street Sporting Fields car park and reversing back into Verge Street, unattended with no traffic control whilst children were playing in the near vicinity. Evidence also indicated that these types of manoeuvres were also responsible for damage to the road pavement in this area.

Council currently does not charge an application fee for processing B-Double applications and considerable resources are needed to fully assess these types of applications.

Committee Informal Advice:

That the applicant be contacted prior to the application proceeding to advertising to request the following information:

- **Dimensions and weight of the vehicle**
- **Intersection of Verge and Belgrave Streets specification and design layout with vehicle turning movements in all direction shown.**

**4.6 B-DOUBLE APPLICATION-UPPER SMITH CREEK ROAD, KUNDERBUNG
FILE: LA7197 (359705)**

An application has been received from I.D & C.A. Menzies, owner/operators of a small transport company, to gain access to their property at 54 Upper Smiths Creek Road, Kundabung.

The property entrance is 326m from the junction of the Pacific Highway on Upper Smiths Creek. The road is a narrow, formed, unsealed, maintained gravel surface. The shoulders are in poor condition and vegetation is close to the road surface. Two bends leading to the property currently have inadequate sight distances for use by heavy vehicles.

The road is primarily used by local residences accessing their properties. The school bus stops in the mouth of the intersection of Upper Smiths Creek Road and the Pacific Highway. An average 5 students each day use this service, with 3 parental vehicles parked in this location which would prohibit a heavy vehicle movement.

Committee Informal Advice:

The current pavement formation will not support a 19m b-double vehicle.

5 NEXT MEETING

The next meeting will be held on Wednesday 30th January, 2007 at 9.00am