

LOCAL TRAFFIC COMMITTEE

LOCAL TRAFFIC COMMITTEE

27 February 2024

SUBJECT TO REPORTING TO COUNCIL

MINUTES OF THE MEETING OF THE LOCAL TRAFFIC COMMITTEE HELD, TUESDAY 27 FEBRUARY 2024, IN THE FREDERICKTON ROOM AT THE CIVIC CENTRE KEMPSEY THAT COMMENCED AT 2.00PM.



1 ATTENDANCE, APOLOGIES AND PREVIOUS MINUTES

1.1 ATTENDANCE OF FORMAL MEMBERS

Name	Agency	Key	Representative
Kerri Riddington	Council	P	
Lee Taylor	Transport for NSW	P	
Luke Love	NSW Police	A/E	
Michael Kemp	Member for Oxley	P	Anthony Patterson

Key: A = Absent with Apology
P = Present
NP = Not Present
E = Responses provided via email

1.2 ATTENDANCE OF INFORMAL ADVISORS

Name	Agency	Position
Cliff Toms	Council	Investigations Engineer / Chair
Maddison O'Bryan	Council	Executive Officer
Tahlia Randle	Council	Business Support Officer
John Carey	Transport for NSW	Community and Safety Support Officer
Caro Szary	Council	Group Manager Strategic & Asset Planning
Alison Perdikaris	Transport for NSW	Observer
Michael Jackson	Council	Director Operations & Planning

1.3 APOLOGIES

Luke Love – NSW Police

1.4 PREVIOUS MINUTES

The minutes of the meeting of 5 December 2023 were adopted without change by the Committee.

2 BUSINESS ARISING

The following recommended actions have been completed since December 2023 meeting.

Item No.	Location	Facility	Work Order Issue	Status
2.1	Skyline Drive Crescent Head	No Stopping zone amendments and new 2 space parking zone	5/12/2023	Complete
2.2	Intersection Collombatti and Tamban Roads	Intersection controls	25/10/2023	Complete
2.3	Sherwood Road Aldavilla	Bus Stop Zone Aldavilla Primary School	29/11/2023	Complete
2.4	Plummers Lane	Speed Zone change 80kmh to 60kmh at Jerseyville	18/12/23	Complete
2.5	Gowing Hill Road	Speed Zone change 100kmh to 80kmh western section.	26/10/2023	Complete
2.6	Second Lane	Speed Zone change 100kmh to 80kmh	26/10/2023	Complete
2.7	Smithtown Road	Speed zone change 100kmh to 80kmh	25/10/2023	Complete
2.8	Belgrave Street Kempsey	Parking associated swimming carnivals interim signs	29/11/2023	Scheduled for March 2024

The information was noted by the Committee.

3 SUMMARIES OF PENDING MATTERS

The following actions on previous council resolutions of committee advice as listed in the table below are pending:

Item No.	Location	Facility	Work Order Issue	Status
3.1	Gregory Street South West Rocks	Relocation of School Children refuge crossing (including provisions for disabled parking)	Not Issued	Designs complete, seeking grant funding.
3.2	Killuke Crescent Crescent Head	Childrens Crossing and flashing lights.	Not Issued	Waiting confirmation from school. TfNSW confirmed approval for 2 flashing lights, no estimated completion date.

3.3	Stuarts Point Town Centre	Installation of 40kmh High Pedestrian Activity Area	Not Issued	Expect outsourcing of works to commence March 2024
3.4	Lachlan Street South Kempsey	Bus stop zone	30/01/2024	Scheduled for March 2024
3.5	Tozer Street West Kempsey	Disabled parking bay	25/10/2023	Scheduled for April 2024.
3.6	Fatal Accident Sites	Grant applications for funding road safety improvement works	Not issued	Expect submissions to TfNSW early 2024. Expect completion June 2024.
3.7	Intersection Paragon and Prince of Wales Avenues, SWR	Shared Zone review and lighting	Not Issued	Expect outsourcing of works to commence March 2024
3.8	Gregory Street SWR	Interim disabled parking space and drop zone	30/01/2024	Scheduled for March 2024.
3.9	Sherwood Road Aldavilla	Drop Zone and modified parking zone	Not issued	Expect issue of WO February 2024.
3.10	Sea Street West Kempsey	Modified parking zone to install No Stopping Zone	30/01/2024	Scheduled for March 2024.

TfNSW representative enquired to the progress of the Point Plomer Road speed zone change. Council's Investigation Engineer confirmed completion reporting to be forwarded to TfNSW mid-March 2024.

Local Member representative enquired to progress of fatal accident site grant applications. Council's Investigation Engineer confirmed applications expected to be completed mid 2024.

The information was noted by the Committee.

4.1 SPEED ZONE REVIEWS

Transport for NSW (TfNSW) are currently progressing the following speed zone reviews. TfNSW are the determining authority for all speed zones within NSW. The source of the requests for the reviews are in the main generated by Council through this Committee. Following is an update on the progress of the speed zone reviews for Committee information.

Crescent Head Road

Council requested this review in response to considerable community concerns to the existing 100kmh zone. Accordingly, the review is for the section of the existing 100kmh zone commencing from the eastern end of the existing 70kmh zone through to the existing 50kmh zone at Crescent Head. The review has also been requested considering the recent road upgrades funded under the NSW Government Safer Roads program.

TfNSW have completed the assessment and expect to advise Council on the outcomes by the end of March 2024.

Macleay Valley Way – South Kempsey

Council has with the support of the Local Traffic Committee requested Transport for NSW to review the existing 60kmh zone between the South Kempsey state rail overpass through to approx.350m south of South Street.

TfNSW have completed the assessment and expect to advise Council on the outcomes by the end of March 2024.

Phillip Drive – South West Rocks

Recent and planned residential developments along Phillip Drive between Les Gilligan Place and Trial Street warrant consideration of the applicability of the existing 60kmh zone, especially the section between the 50kmh transition at Les Gilligan Place and Waianbar Avenue. Submitted for the Committees discussion and recommendation to Council.

TfNSW have completed the assessment and are currently consulting options with Council and NSW Police and expect to advise Council on the outcomes by the end of March 2024.

Macleay Valley Way

Council is currently progressing detailed designs for the upgrade of the intersection of Macleay Valley Way and Second Lane. Council has requested TfNSW to undertake a review of the existing 100kmh speed zones in Macleay Valley Way (Kempsey to Frederickton) and Second Lane.

Second Lane reduction to an 80kmh zone has been authorised and installed.

TfNSW have completed the assessment for Macleay Valley Way and expect to advise Council on the outcomes by the end of March 2024.

COMMITTEE RECOMMENDATION

The Committee noted the progress of the speed zone reviews.

Voting Record:

Council	F	TfNSW	F	Police	Y	Member for Oxley	F
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4.2 SPEED ZONE REVIEWS – SHIRE RURAL RESIDENTIAL ESTATES

The speed zone review report to the June 2023 meeting of the Committee highlighted a concern to inconsistencies and the absence of sign posted speed zones within rural residential estates across the shire. The following table lists existing rural residential estates and details of existing speed zones.

Locality	Main Access Road	Speed Zone	Lead in Road	Speed Zone	Recommendation
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Greenhill	River Street	50kmh	Springfield Drive	50kmh	No change
Greenhill	River Street	50kmh	McPhillips Place	Not shown	Install default 50kmh
Aldavilla	Sherwood Road	80kmh	Ronella Drive	70kmh	
Aldavilla	Sherwood Road	80kmh	Hillview Drive	60kmh	
Aldavilla	Old Aerodrome Road	Not shown	Fernhill Crescent	Not shown	Review
Aldavilla	Airport Road	70kmh	Wirraway Crescent	70kmh	
Aldavilla	Sherwood Road	80kmh	The Ponds Way	70kmh	
Aldavilla	Armidale Road	100kmh	Ferrier Drive	Not shown	Review
Burnt Bridge	Gowings Hill Road	80kmh	Pipers Creek Road	60kmh	
Burnt Bridge	Pipers Creek Road	60kmh	Old Pipers Creek Road	Not shown	Review
South Kempsey	Gowings Hill Road	80kmh	Lika Drive	Not shown	Review
Euroka	Marys Bay Road	80kmh	Stewart Place	Not shown	Review
Euroka	Marys Bay Road	80kmh	Mulbury Place	Not shown	Review
Euroka	Marys Bay Road	80kmh	Channells Way	Not shown	Review
Euroka	Marys Bay Road	80kmh	Euroka Road	Not shown	Review
South Kempsey	West Street	50kmh	Theresa Street	60kmh	Review
Euroka	Theresa Street	60kmh	Euroka Road	80kmh	
Dondingalong	Gowings Hill Road	80kmh	Giblin Place	Not shown	Review
Dondingalong	Gowings Hill Road	80kmh	Mollies Way	Not Shown	
Kundabung	Ravenswood Road	80kmh	Smith Creeks Road	80kmh	
Kundabung	Smith Creek Road	80kmh	Crowther Drive	80kmh	
Kundabung	Kundabung Road	60kmh	Winstead Road	Not Shown	Review
South Kempsey	Crescent Head Road	70kmh	Bruces Lane	Not Shown	Review
South Kempsey	Crescent Head Road	70kmh	Blairs Lane	Not Shown	Review
South Kempsey	Crescent Head Road	70kmh	Roy Lewis Close	Not shown	Review

South Kempsey	Crescent Head Road	70kmh	Stanley Folkard Place	Not shown	Review
South Kempsey	Crescent Head Road	70kmh	Settlers Way	Not shown	Review
South Kempsey	Crescent Head Road	70kmh	Teague Drive	Not shown	Review
South Kempsey	Crescent Head Road	70kmh	Ronald Lyne Drive	Not shown	Review
Crescent Head	Crescent Head Road	100kmh	Neville Morton Drive	Not shown	Review
Verges Creek	Old Station Road	80kmh	Sunset Close	Not shown	Review
Verges Creek	Old Station Road	80kmh	Inches Road	Not shown	Review
Verges Creek	Old Station Road	80kmh	Harold Circuit	Not shown	Review
Frederickton	Collombatti Road	80kmh	Everingham's Lane	60kmh	Review

The above table highlights several estates that require review; however, some may only require at the main lead in road speed zone signs that reinforce the adjoining main access road speed zones. It is also noted that some roads have 70kmh speed zones, in most cases representing a 10kmh speed zone change from the adjoining main access road having similar road alignment and roadside conditions. This should be reviewed in light of current TfNSW policy with respect to 70kmh speed zones.

Given the number of reviews identified and limited resources of TfNSW to undertake these reviews in the short term it is recommended the reviews be staged on a "locality-by-locality" basis, initially identifying in consultation with TfNSW those estates that do not require a detailed speed zone review. These initial investigations of each estate may identify immediate actions that do not require detailed speed zone assessments. The following localities, in order of priority, are recommended for the undertaking of the reviews.

- South Kempsey/Crescent Head (to align with current Crescent Head Road speed zone review)
- Aldavilla /Greenhill (to address inconsistencies e.g. existing 70kmh zones)
- Verges Creek (to bring on line new estates)
- Euroka/Burnt Bridge/Dondingalong
- Kundabung
- Frederickton

Map views showing the locality of the estates were provided in **Attachment 4.2** of the agenda.

COMMITTEE RECOMMENDATION

The Committee supports:

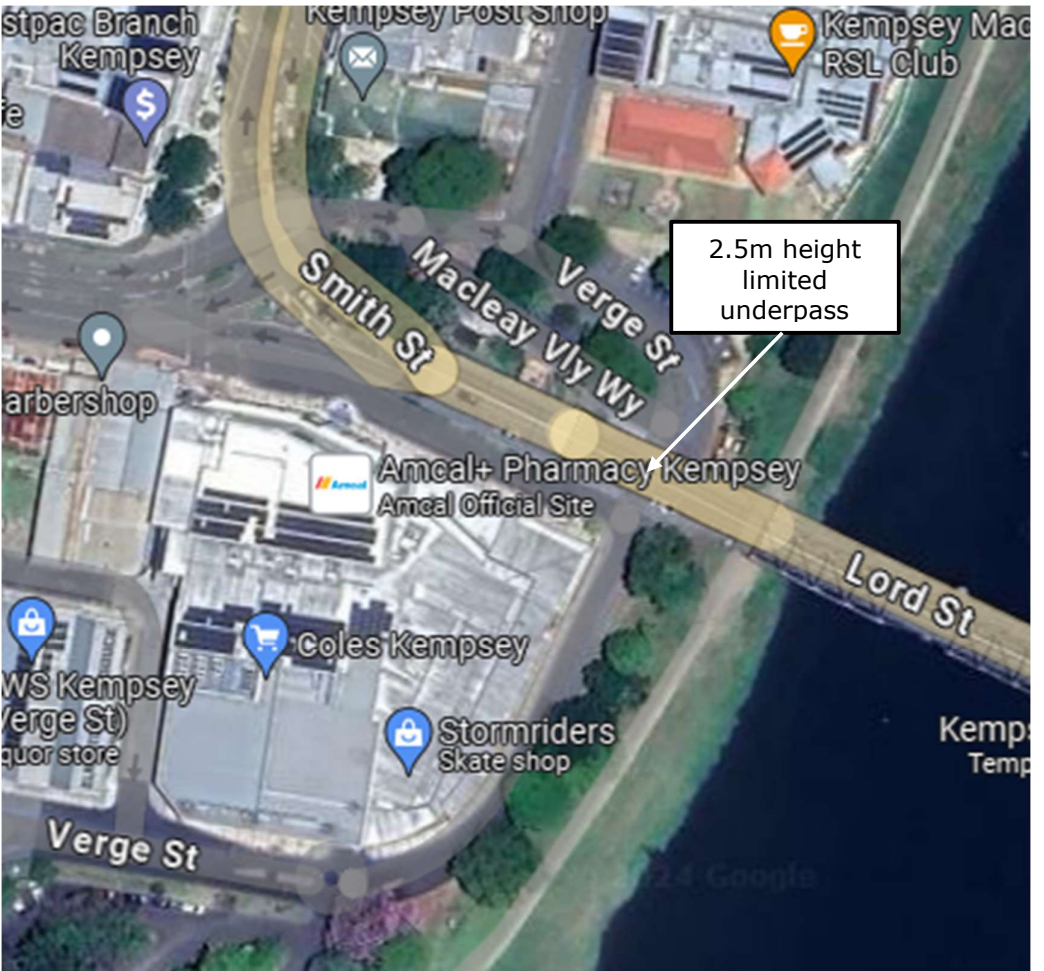
1. A Council request to Transport for NSW for the undertaking of speed zone reviews of the rural residential localities listed in this report.
2. The reviews be undertaken in accordance with the locality order listed in this report.

Voting Record:

Council	F	TfNSW	F	Police	Y	Member for Oxley	F
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4.3 KEMPSEY TRAFFIC BRIDGE UNDERPASS ALTERNATIVE ROUTE

Committee member Councillor Riddington recently brought to Council’s attention on behalf of the Mayor a problem with over height vehicles being caught at the approaches to the Kempsey traffic bridge underpasses in Verge Street (see map below).



It has been reported that vehicles exceeding the 2.5m height limit of the underpass are approaching the underpass from the southern side and are unaware of the alternate route left into Belgrave Street south. There is an existing advance warning sign on the Coles building façade in Verge Street advising drivers on the underpass height limits, however, it appears drivers are not observing this sign and are continuing to travel through to the underpass.

There appears to be no problems for vehicles approaching the north side of the underpass via York Lane, noting there is capacity for vehicles to safely turn around and return via the adjoining carpark.

It is proposed to install an alternative route sign adjacent to the existing height limit sign on the underpass to direct vehicles over the existing 2.5m height restriction along Belgrave Street (south).

Details of the alternative route sign were provided in **Attachment 4.3** of the agenda.

Committee Comments

Local member representative suggested the existing low clearance signage and markings need to be better highlighted for approaching drivers, especially for night driving and adverse weather conditions.

COMMITTEE RECOMMENDATION
The Committee supports:

1. The installation of an alternative route sign adjacent to the underpass height limit sign on the southern side of the Kempsey traffic bridge underpass in Verge Street, Kempsey.
2. Council to investigate and implement a standards compliant option for better highlighting of the low clearance sign and underside girder of bridge.

Voting Record:

Council	F	TfNSW	F	Police	Y	Member for Oxley	F
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4.4 INTERSECTION SAFETY – INTERSECTION PACIFIC & BELMORE STREETS CRESCENT HEAD

Council has received a submission for a resident raising concerns to the safety of the intersection of Pacific & Belmore Streets, Crescent Head (see map below). Similar concerns have been raised by residents with Council in recent years. The main concern raised surrounds the potential for rear end collisions associated with vehicles waiting to turn right from Pacific Street into Belmore Street.



Westbound vehicles are currently required to queue behind vehicles waiting to turn right into Belmore Street. The existing kerb side parking along the southern side of Pacific Street eliminates the ability of vehicles to pass vehicles waiting to turn right into Belmore Street.

The submissions also raise concerns in relation to speeding in Pacific Street and drivers short cutting the intersection and driving on the wrong side of Belmore Street.

Investigation of road safety improvements normally involves consideration of available traffic data, including accident history held by the NSW Centre for Road Safety. The accident history shows two (2) accidents during the past 15 years involving intersection movements. Traffic count data held by Council indicates around 20% of traffic approaching the intersection from the west are exceeding the sign posted 50kmh speed zone. Around 12% of traffic approaching the intersection from the east are exceeding the speed zone. Fresh traffic counts are in hand to update this information. All streets within Crescent Head are subject to statewide 50kmh default speed zone unless otherwise sign posted. Based on the relatively low accident history and traffic count data held by Council it is considered a reduction of the 50kmh speed zone and/or traffic calming works for the western section of Pacific Street is not warranted at this stage.

Council traffic staff have inspected the intersection with the residents and discussed options for road safety improvements. The option of a roundabout or other intersection improvements suggested by the residents was discussed however, discounted at this stage due significant costs and other transport infrastructure work priorities currently endorsed by Council. The following interim measures were discussed and are considered to improve the safety of the intersection.

- Install a No Stopping zone along the southern side of Pacific Street, opposite Belmore Street. This option is supported as it will provide an emergency escape through lane for west bound through traffic.
- Extend the double barrier centre lines in Pacific Street (east) to reduce the potential for short cutting the intersection.
- White paint the kerb faces of the intersection splitter island in Belmore Street
- Install separate left turn lane in Belmore Street for traffic left turn entering Pacific Street.
- Installation of a No Stopping zone in Belmore Street commencing northern side house no. 5 through to Pacific Street to support operation of left turn lane.

The above interim intersection improvement options are recommended for the Committee's advice.

A copy of the resident's submission and details of the proposed interim intersection improvements were provided in **Attachment 4.4** of the agenda.

Committee Comments

Local member representative suggested the current review of the Crescent Head Road speed zone by TfNSW consider extending the existing 50kmh zone further west to provide a better opportunity for approaching vehicles to slow down before entering the roadside residential development area.

COMMITTEE RECOMMENDATION

The Committee supports:

1. Installation of a No Stopping zone on the southern side of Pacific Street commencing from the eastern side of the driveway to house no. 36 (Resort) to the western side of house no. 40.
3. Extension of the double barrier centre line in Pacific Street (east side of Belmore St splitter island).
4. Installation of a left turn only lane in eastern side Belmore Street for traffic turning left into Pacific Street
5. Installation of a No Stopping zone in Belmore Street commencing northern side house no. 5 through to Pacific Street to support operation of left turn lane.
6. Painting (reflective white) kerb faces of the splitter island in Belmore Street.
7. A request to TfNSW to consider as part of the current Crescent Head Road speed zone review extension west of the existing 50kmh zone entry at Crescent Head.

Voting Record:

Council	F	TfNSW	F	Police	Y	Member for Oxley	F
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4.5 DISABLED PARKING SPACE – COUNCIL CUSTOMER SERVICE CENTRE TOZER STREET

Council endorsed at its September 2023 meeting the following recommendation of the Committee.

- 1. Installation of a rear to kerb disabled persons parking bay fronting the Council customer service centre in Tozer Street and***
- 2. Replacement of the lost ½ hour time limited parking spaces within the adjoining one (1) hour time limited parking zone.***

The proposed disabled persons parking space was initiated as a replacement of an existing space located at the rear of the customer service centre within the Council offices parking area. It is noted 2 x parallel disabled parking spaces are in Tozer Street approx. 20m west of the customer service centre entry. Monitoring of these spaces has revealed a moderate level of occupancy, and it is therefore proposed to defer the installation of the proposed space immediately in front the customer service centre. Council staff will continue to monitor the disabled persons parking demand associated with the customer service centre and if required proceed to install the additional space as previously supported by the Committee.

Details of the proposed and existing disabled parking spaces were provided in **Attachment 4.5** of the agenda.

COMMITTEE RECOMMENDATION

The Committee supports:

1. Deferral of the installation of the disabled persons parking space fronting the Council customer services centre in Tozer Street and;
2. The demand for additional disabled parking facilities to access the Council customer service centre be monitored on a regular basis with the view of installing the additional space as the demand warrants.

Voting Record:

Council	F	TfNSW	F	Police	Y	Member for Oxley	F
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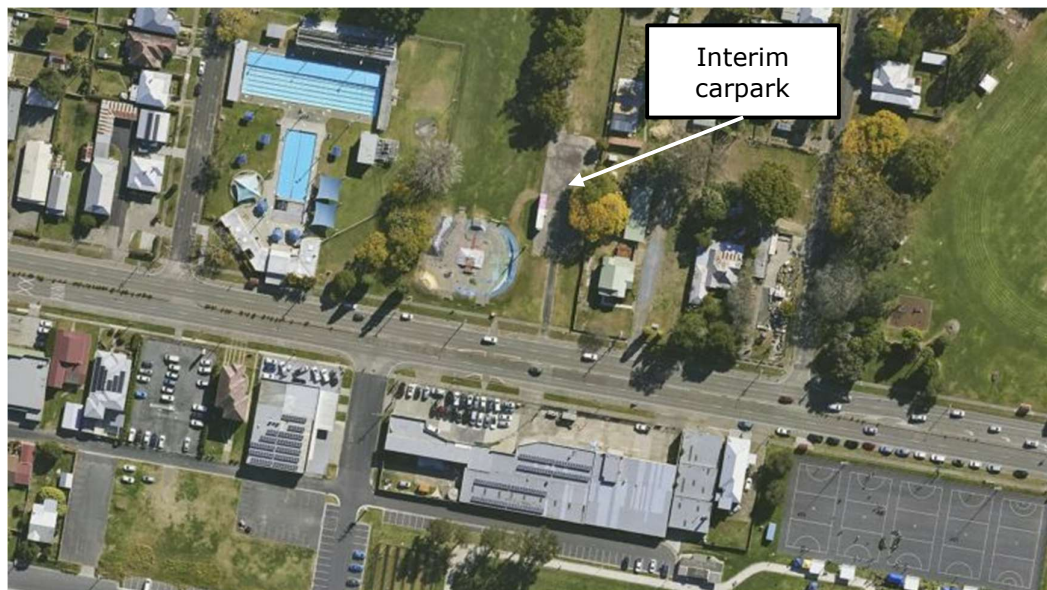
4.6 OFF STREET PARKING AREA – BELGRAVE STREET KEMPSEY

Council endorsed at its September 2023 meeting the following recommendations of the Committee.

- 1. No parking on the open space areas north of the swimming pool and the area (including the Forth Street frontage) be sign posted accordingly.***
- 2. Parking directional signs be installed in Belgrave Street directing drivers to the Verge Street parking areas.***
- 3. The hardstand area east of the existing skate park be marked as an interim measure only and subject to ongoing investigations for use of this site for an alternative use, and***
- 4. Council investigates permanent parking for the Kempsey swimming pool, as part of the current Council wide Aquatic Centre investigations or other planned upgrades for the pool.***

Items 1 & 2 have been implemented and item 4 is still in progress by Council.

Council design staff have now prepared a layout design for implementation of item 3. The location of the proposed carpark is shown on the map below. The design is now submitted for Committee advice. No time limits are proposed having regard to the expected patrons seeking parking for all day swimming carnivals and other nearby all-day sporting events. Two (2) disabled parking spaces are also proposed.



A copy of the proposed line marking and signs for the parking area is provided in **Attachment 4.6** of the agenda.

COMMITTEE RECOMMENDATION

The Committee supports:

- 1. The proposed line marking and signs (including installation of 2 x disabled parking spaces) for the off-street interim parking area located off Belgrave Street, Kempsey.**

2. The disabled parking spaces be deferred until Council is in a position to construct the entry widenings and accessible footpath link to the Belgrave Street footpaths.

Voting Record:

Council	F	TfNSW	F	Police	Y	Member for Oxley	F
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4.7 NO CAMPING SIGNS – HAT HEAD & SOUTH WEST ROCKS

Council endorsed at its March 2020 meeting the following recommendation of the Committee.

1. The Committee support the installation of a No Camping Zone with Crescent Head by way of installation of the signs tabled at this meeting as a replacement to the sign circulated with this report.

Council's Rangers reported increased incidences of unauthorised camping within public roads and open spaces at Crescent Head. The problem is more prevalent during holiday seasons. Unauthorised camping activities also has been identified by Council Rangers as a problem in other coastal towns and villages. Rangers have advised the Crescent Head signs are working as intended with reduced illegal camping incidents and it is now proposed to install signs at Hat Head and South West Rocks.

The signs are proposed to be located at key entry roads to create a "No Camping Zone" throughout the entire public reserve and road spaces within Hat Head and South West Rocks. Creation of the zone is opposed to site specific sign controls is expected to:

- Eliminate the need for multiple signs throughout public reserve and road areas.
- Improve the visual amenity of the area.
- Reduce sign replacement and maintenance costs.

Creation of site-specific no camping zones is likely to result in no camping activities in locations no sign-posted (i.e. side streets, more remote public reserves and car parking areas).

It is proposed to locate "No Camping Zone" signs at the following locations.

Hat Head

- Hat Head Road at town entry
- Hungry Road & Gap Road intersection
- Beach track off Led Dunford Road

South West Rocks

- Gregory Street south of Arakoon Road
- Smokey Cape camping track at Lighthouse Road intersection

A copy of the proposed sign image was provided in **Attachment 4.7.** of the agenda.

Committee Comments

Council Representative enquired to the need for the sign to highlight "penalties apply".

COMMITTEE RECOMMENDATION

The Committee supports:

1. No Camping Zones for all streets and reserves within Hat Head & South West Rocks by way of installation of the signs attached to the agenda.
2. Council to investigate and include as required appropriate wording to ensure the signs are enforceable.

Voting Record:

Council	F	TfNSW	F	Police	Y	Member for Oxley	F
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4.8 PROPOSED UPGRADES OF LLOYD PARK PRECINCT CRESCENT HEAD

Council has progressed detailed designs for the upgrade of the Lloyd Park precinct as part of the public domain planning strategy for Crescent Head. Specialist design consultants Civile have been engaged to prepare the designs now progressed to the draft preliminary final design stage. Initial comments on the design features are now sought from the Committee, noting details on the traffic regulatory aspects of the design will further be reported for Committee formal advice.

The key design features include.

- New pedestrian paths and pedestrian ramps to improve accessibility and connectivity to the shops, park, and surrounding streets.
- Relocated the war memorial and new gathering space for memorial events
- Upgraded seating and picnic tables to provide places to sit, meet people and enjoy the park.
- Open lawn space with good natural shade
- Timber deck underneath the existing trees
- Widening of Main Street to allow space for accessible ramps from the lower car park area up to the entrance level of the shops
- New accessible parking spaces
- Replacement of parallel parking on both sides of the street with angled parking on one side of Main Street to improve accessibility and safety of the car park while retaining car parking spaces
- Relocated the bus stop

A copy of the design concept and project overview was provided in **Attachment 5.1** of the agenda.

Committee Comments

Detailed draft final design plans were circulated prior to the meeting and as such the Committee Chair requested this item be considered as a formal item for the Committee advice. In addition to the design concepts the detailed designs provided details of proposed traffic controls including.

- Give way controls at the intersections of Main & Hill Streets, Pacific and Hill Streets
- One Way traffic flow (east to west) control in Main Street
- One hour nose in angle parking in Main Street
- One Hour parallel parking in Pacific Street (Main Street east to Hill Street)
- One hour parallel parking west end of bus zone to Hill Street.
- Wombat pedestrian (zebra marked) crossing in Main Street

- Relocated bus zone to northern side of Pacific Street.

TfNSW representative highlighted the need to review the following considering relevant on-street parking and signage (AS) standards.

- Width of access aisle and parking bays in Main Street
- Wombat crossing requires standards compliant dedicated street lighting
- Wombat crossing speed advisory must end with a 5 – 25km is the typical signage however 15km could be used
- Vehicle reversing from angle parking bay next to wombat crossing may impact on pedestrian safety
- Additional hold lines (TB1) in Give Way control at intersection Hill & Pacific Streets required.

Local Member representative queried the adequacy of loading bay arrangements for delivery vehicles, noting the proposal for retention of existing arrangements to service the bottle shop area.

Council representative suggested widening of the Main Street access aisle to better accommodate reversing and through traffic movements in Main Street.

COMMITTEE RECOMMENDATION

The Committee supports

- a) The Lloyd Park design elements outlined in this report and recommends the final design development address the points raised in the Committee Comment section of this report.

Voting Record:

Council	F	TfNSW	F	Police	Y	Member for Oxley	F
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5 INFORMAL ITEMS

Nil.

6 GENERAL BUSINESS

6.1 PARKING – ELBOW & SMITH STREET AND CLYDE STREET CARPARK KEMPSEY

The Local Member Representative advised they have received concerns from shop owners regarding staff parking all day limiting customer parking in the on-street parking area of Elbow and Smith Streets, and Clyde Street off -street public parking area.

The Committee Chair advised that Council Ranger's may be able to undertake extra patrols of these sites with the view of enforcing time limits.

COMMITTEE RECOMMENDATION

The Committee supports:

1. Council undertaking of additional patrols of the Elbow, Smith & Clyde Street public parking areas with view of ensuring compliance with existing parking time limits.

Voting Record:

Council	F	TfNSW	F	Police	Y	Member for Oxley	F
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6.2 CRESCENT HEAD FORESHORE CONGESTION

The Local Member Representative advised they have received concerns from community members regarding the congestion of vehicles along Reserve Road and within the Crescent Head Foreshore parking area. The member representative has received suggestions of creating a one way ring road starting from the foreshore carpark, through the golf course and linking with Rankine Street.

The Committee Chair advised that this initiative is currently being investigated by Council staff noting there are a few constraints involving land ownership and impacts on existing activities.

COMMITTEE RECOMMENDATION

The Committee noted this item as a matter for further Council consideration.

Voting Record:

Council	F	TfNSW	F	Police	Y	Member for Oxley	F
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6.3 STOP SIGN – CORNER GREGORY STREET & BUCHANAN DRIVE SOUTH WEST ROCKS

The Council Representative enquired about installing a stop sign at the corner of Gregory Street and Buchanan Drive South West Rocks instead of the current give way sign.

The Committee Chair advised that once works are completed Council Staff will investigate options for suitable intersection controls and advise the Committee further.

COMMITTEE RECOMMENDATION

The Committee noted this item as a matter for further investigation and reporting to the Committee as required.

Voting Record:

Council	F	TfNSW	F	Police	Y	Member for Oxley	F
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6.4 HIGHWAY ACCESS – SOUTH WEST ROCKS/FREDERICKTON EXIT

The Local Member Representative raised concerns regarding a vehicle entering the highway via the Frederickton interchange exit and driving up the incorrect side of the road.

COMMITTEE RECOMMENDATION

The Committee recommend Council request TfNSW to investigate signage options to limit the possibility of vehicles entering the highway in the wrong direction from The Frederickton interchange.

Voting Record:

Council	F	TfNSW	F	Police	Y	Member for Oxley	F
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6.5 SPORTING EVENT – FOOTBALL FIELDS CRESCENT HEAD ROAD

The Local Member representative raised a concern to a potential traffic hazard associated with a recent sporting event held on the football fields off Crescent Head Road immediately west of Crescent Head. The concerns related to parking overflow onto the road and associated uncontrolled pedestrian movements within a 100kmh speed zone.

The Committee Chair advised events of this nature normally required to obtain a Council approved event application which includes an approved Traffic Control Plan.

COMMITTEE RECOMMENDATION

The Committee recommend Council enquire with the event organisers in relation to the issue of event approvals (if issued) and further advice for the holding of future events.

Voting Record:

Council	F	TfNSW	F	Police	Y	Member for Oxley	F
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7 2024 MEETINGS

Date	Time	Location
28 May 2024	2pm	Council Offices
27 August 2024	2pm	Council Offices
19 November 2024	2pm	Council Offices

There being no further business, the meeting concluded at 3:40pm