

ITEM NO: 12

SUBJECT: LOCAL TRAFFIC COMMITTEE

FILE NO: F01211

Recommendations:

1. *That the Council note the Local Traffic Committee Minutes.*
 2. *That the Council adopt recommendations 2007.12, 2007.13, 2007.14 and 2007.15.*
 3. *That the members of the Local Traffic Committee be notified of the Council decision.*
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Report by Group Manager, Community and Corporate:

Report summary

Attached to this report are the Minutes of the meeting of the Local Traffic Committee held on 18 September 2007. The recommendations of the Committee are now submitted to the Council for approval.

Sustainability assessment

The actions resulting from the approved recommendations will improve safety and increase the sustainable transport options for road users.

Financial implications

All actions will be covered by existing operational budgets.

Legal and risk management issues

No additional issues will be incurred.

External consultation

As per attendance list.

Conclusion

The recommendations of the Committee are now submitted to the Council for approval.

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MINUTES OF LOCAL TRAFFIC COMMITTEE MEETING

18 September 2007

Meeting commenced 10.05 amPrevious Items Adopted by Council

Items of the LTC meeting of 5 May 2007 were adopted at the ordinary meeting of the Council on 17 July 2007.

Attendance:

Constable Matt Tilt	Police Representative
Mr James Suprain	RTA Representative
Mr Greg Clifford	BMCC - Program Leader, Transport & Recreation
Mr Graham Green	BMCC – Traffic and Safety Engineer (Chair)
Mr Naoki Tanaka	BMCC - Acting Traffic Officer
Ms Helen Halpin	BMCC – Administration Officer, Assets (Minutes)

Apologies:

Mr Mick Fell	Representative for Mr Phil Koperberg MP
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Ward 1 Mt Tomah to Leura**2007.12 Leura Mall, Leura. Adjustments to Parking Restrictions at 152-156 Leura Mall.**

This site is currently being redeveloped and it is was suggested that the *No Stopping* and *No Parking Zones* along the frontage at the redundant driveways could be replaced with a *1 Hour Parking Zone* to provide 21 metres of extra parking.

Assessment and discussions with the Leura Village Association and the Goodies General Store shopkeeper indicated that this area will continue to be needed for semi-trailer and other truck deliveries to the Goodies General Store until a rear loading bay is provided as part of the redevelopment.

Recommendation

That a *Loading Zone 8 am – 5 pm Mon to Fri / 1 Hour Parking Zone 8:30am – 6:00 pm Sat and Sun* be installed as shown on Attachment 1 and that this area be adjusted to *1 Hour Parking 8:30 am – 6:00 pm Seven Days* on completion of the redevelopment.

Ward 2 Wentworth Falls to Faulconbridge

Nil items

Ward 3 Springwood to Warrimoo**2007.13 Lomatia Lane, Springwood. Adjustments to Speed Humps.**

Residents have requested adjustments and additional speed humps in Lomatia Lane due to traffic and pedestrian conflicts.

Lomatia Lane is a narrow local access lane to Lomatia Park and the installation of two additional speed humps (2 metres wide and 75 mm high) would be appropriate.

Recommendation

That the Council approves the installation of two additional speed humps in Lomatia Lane as shown on Attachment 2. This is funded in the 2007/8 Capital Works Program.

2007.14 Access Lane to Tom Hunter Park, Falconbridge. Provision of Speed Humps.

Nearby residents and park users have requested that speed humps be installed along the access lane to Tom Hunter Park due to traffic and pedestrian conflicts.

This site is a narrow access lane to Tom Hunter Park and the installation of four speed humps at 25 metre intervals would be appropriate.

Recommendation

That the Council approves the installation of four speed humps along the access road to Tom Hunter Reserve as shown on Attachment 3. This is funded in the 2007/8 Capital Works Program.

Ward 4 Blaxland to Lapstone

2007.15 25th Glenbrook Village Spring Festival. Special Events Traffic Management Plan for the event to be held on Saturday 10 November 2007

The Council has received a Special Events Traffic Management Plan and Risk Management Plan for the above event to be held Saturday 10 November 2007.

The organisers have requested the temporary closure of the Park Street (between Ross Street and Euroka Road), Ross Street (between Park Street and Cross Street), Commerce Lane and the car park in Glenbrook Park off Park Street. The temporary closures are to take place between 7 am and 5 pm. The Traffic Management Plan for the event is shown on Attachment 4.

The committee agreed that the event is an RTA Class 2 type event and is accepted for referral of the Traffic Management Plan, Traffic Control Plan and RTA Special Event Transport Management Template to the RTA and the Police.

Recommendation

That the Council accepts the temporary road and car park closures for event on the 10 November 2007 subject to RTA and the Police concurrence.

Discussion Items**2007.16 Great Western Highway, Blackheath. Request for a *Loading Zone* Fronting Gardiners Inn Hotel.**

The Great Western Highway is a classified road under the control of the RTA. This item is included for LTC discussion and advice to the RTA.

The Council & the RTA have received a request for a *Loading Zone* fronting the Gardiners Inn Hotel to allow direct delivery of beer kegs.

The committee noted that:

- beer delivery trucks have historically and currently deliver at this location using traffic cones to keep the space available however the Police now advise that this practice cannot continue
- beer trucks need to deliver here as it allows direct loading of beer kegs to the cellar chute at the footpath.
- a 15 metre long loading zone will also allow deliveries to other nearby businesses
- the *Loading Zone* was appropriate subject to consultation with the Blackheath Chamber of Commerce and the nearby businesses.

2007.17 Hawkesbury Road Intersection with Halcyon Avenue, Winmalee. The Council Request for the Local Traffic Committee Comment on Traffic Arrangements.

Hawkesbury Road is a classified road under the control of the RTA. This item is included for the LTC discussion and advice to the RTA.

The Council meeting of 22 May 2007 minute 124 resolved:

That the Council ask the Local Traffic Committee and the RTA to examine options for improving road safety at the intersection of Hawkesbury Road and Halcyon Avenue, Winmalee.

The Committee noted that:

- Assessment of site conditions is that Halcyon Avenue intersects with Hawkesbury Road on a wide bend with appropriate (in excess of 100 metres) sight distance at both approaches
- Hawkesbury Road has edge line marked single lanes with sealed and kerbed parking shoulders
- There is a street light at the intersection
- Conflicts occur between turning traffic at Halcyon Avenue and the high volumes and speed of traffic along Hawkesbury Road
- Council's preferred improvement is the provision of a "seagull type" treatment (central median with sheltered right turn in bay and right turn out merge bay) as recommended in the Springwood Traffic Study undertaken in 1996 and adopted by the Council.
- The Springwood Traffic Study identified other intersections along Hawkesbury Road that are a similar priority for treatment including "seagull" at Lawson Road, "seagull" at Moore Road, "seagull" at Davesta Road, "seagull" at Linksvie Road, right turn bay or "seagull" at Singles Ridge Road, right turn bay or "seagull": at Lee Road and pedestrian refuge at Summerhayes Park
- Council officers will write to the RTA requesting a review of the above treatments along Hawkesbury Road and the programming of appropriate works.

2007.18 Great Western Highway, Glenbrook. The RTA's Proposed Traffic Adjustments at the Ross Street Intersection.

The Great Western Highway is a classified road under the control of the RTA. This item is included for discussion and advice to the RTA.

The RTA are assessing a possible restriction to traffic at Ross Street to left in/left out only at the Highway in order to reduce traffic conflicts and crashes.

The Committee noted that:

- The RTA accept that a review of other options, possible improvements to the local road network and community consultation needs to be completed
- The Glenbrook Chamber of Commerce is developing possible alternate options for Highway access at Ross Street and require further consultation
- The Highway traffic turning to the service station cuts across traffic turning out of Ross Street and the Ross Street median should be extended to separate movements
- A restriction to traffic at Ross Street to left in/left out would direct more traffic to the Wascoe Street/Mann Street/Hare Street/Highway intersection
- The Wascoe Street/Mann Street/Hare Street/Highway intersection has traffic delays and pedestrian/ traffic conflicts which need review for possible improvements or changes to the intersection and local road network.
- Pedestrian access across Mann Street and Wascoe Street should also be considered especially for Glenbrook Public School children
- Further discussions will take place between the RTA and Council officers on options
- Further liaison will take place with the Police, the Glenbrook Chamber of Commerce, the Glenbrook Public School, other stakeholders and the community

2007.19 Leura Mall, Leura. Temporary *Taxi Zone*.

The Police raised the matter of the temporary *Taxi Zone* at Leura station for discussion. Some loss of parking and enforcement concerns were caused by this zone. This zone was temporarily relocated during reconstruction work in Railway Parade and is now reinstated.

2007.20 Leura Mall, Leura. Proposed Tree in Roundabout at Highway Interchange.

The RTA and the Council officers advised that they have assessed and agreed to a request from Leura Village Association for permission to plant a tree in this roundabout.

Close of meeting – 11.00am

The next Local Traffic Committee meeting is tentatively scheduled for Tuesday, 4 December, 2007. This date is subject to further confirmation by agenda from Council officers.

ITEM NO: 13

SUBJECT: COST TO SEAL JENNINGS AND GROSE ROAD, FAULCONBRIDGE

FILE NO: F01905.

Recommendation:

That Grose and Jennings Road, Faulconbridge remain as an unsealed road and that the minor works identified during the road safety audit be implemented.

Report by Group Manager, Community and Corporate:

Introduction

The purpose of this report is to provide information on the costs associated with sealing Grose and Jennings Road, Faulconbridge.

At the Council meeting of 26 June 2007, question without notice:

“Can Council receive a report on the cost of sealing Jennings & Grose Road, Faulconbridge.”

Background

The Council adopted in 2003 to develop works programs based on preserving current asset functionality, and restricting new works. This resulted in no further sealing of significant sections of un-sealed road.

The Council’s current funding for road re-seal is \$1,600,000 annually. Little or no funding is allocated to sealing un-sealed roads. Grose and Jennings Roads is not included in the Council’s Capital Works Program.

The Council’s Investigation and Traffic Engineer conducted a road safety onsite condition audit of Grose and Jennings Road and noted the following points:

- The unsealed section of Grose Road is unlit local access road which leads to the gate of the National Park.
- Jennings Road branches off Grose Road for a further 300 metres leading to two houses at the end of the road.
- There are low volumes of traffic and pedestrians along the road (possibly less than 50 vehicles per day and less than 10 pedestrians and 10-12 cyclists per day along Grose Road accessing the National Park or Jennings Road to the two houses).
- The roadway is about 6 metres wide with encroachments of shrubs and bushland along sides.
- The road surface is in good order, well graded, well drained and no significant ruts or pot holes. There are sections of loose gravel on the road which may affect vehicle handling at higher speeds on bends.

- The shrubs encroaching along the road shoulders tend to restrict road widths and sight lines around bends.
- The road environment of unsealed curving road through bushland indicates that prudent drivers would travel at speeds of less than 40 kph to allow control of vehicle on the surface and have appropriate slowing distance along sight lines to any obstacles or pedestrians on the road or approaching vehicles.
- There are no features, crests or severe curves that warrant special warning signs, guide posts or hazard signage.
- Advice from local residents is that there have been accidents with vehicles leaving the road that have not been reported to the Police. This may suggest that these crashes involve reckless drivers travelling too fast for the conditions.
- The unsealed surface may have the affect of slowing drivers down as apposed to a sealed surface which can increase traffic speeds.

The Council's Investigation and Traffic Engineer advises that the road alignment and surface are satisfactory for this low speed, traffic and pedestrian use of a local access road, however, the following works have been scheduled:

- Trimming of shrubs to improve road width to pass oncoming vehicles and improve sight lines around bends.
- Grading and rolling of the road surface to reduce loose gravel.
- The installation of a 'Gravel Road sign' approximately 50 metres before the unsealed section.

Sustainability Assessment (Triple Bottom Line Reporting):

This assessment is based on sealing of Grose & Jennings Road, Faulconbridge

Effects	Positive	Negative
<u>Environmental</u>	Less impacts from dust Reduce sediment run-off	Increased water velocity run-off from the road surface Increase in down stream erosion
<u>Social</u>	Safer driving surface	Drivers may travel at faster speeds Increase in traffic volume
<u>Economic</u>	This section is currently graded twice annually at a cost of \$10,703. By sealing this section, the Council may have a reduction in on-going grading costs.	The sealing of this road would require substantial funding which would take a number of years to off-set the grading cost.

Financial implications for the Council

This section of un-sealed road is estimated at \$287,000 to seal. This road would need a detailed design which would cost an additional \$10,000.

Should the Council resolve to re-allocate resources to developing new assets (sealing un-sealed roads) then Grose & Jennings roads will need to be assessed and prioritised with other requests for sealing of un-sealed roads.

Legal and risk management issues for the Council

Nil.

External consultation

Nil.

Conclusion

It is recommended that Grose and Jennings Road, Faulconbridge remain as an unsealed road and that the minor works identified during the road safety audit be implemented.

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