



Minutes

Traffic Advisory Local Committee
19th October 2017



ITEM 1: PRESENT AND APOLOGIES

PRESENT: Clr Stephen Lesslie (LCC), Sharon Grierson (RMS)

APOLOGIES: Glen Crawford (NSW Police), Michelle McGrath (Lithgow Buslines)

OFFICERS: Elias Shirt, Iain Stewart

DECLARATION OF INTERESTS: Nil

ITEM 2: CONFIRMATION OF MINUTES FROM PREVIOUS MEETING

RECOMMENDATION

THAT the Minutes of the meeting of 31st August 2017 be taken as read and confirmed.

ITEM 3: HARTLEY HISTORICAL VILLAGE – SPEED ZONE

Following an RMS inspection of Old Great Western Highway, Hartley upgrades to speed zone signage have been proposed.

A report is attached detailing the locations of proposed signage and a justification for their installation.

It is proposed to install 'High Pedestrian Activity 40km/h' in a gateway treatment at the entrance to the historic village as well as 40km/h repeater signs at the South West approach to the village. Funding for the upgrades will be provided by the RMS.

FINANCIAL IMPLICATIONS

- **Budget approved** – N/A
- **Cost centre** – N/A
- **Expended to date** – N/A
- **Future potential impact** – N/A

RECOMMENDATION

THAT Council, subject to final RMS approval and funding

1. Install Size B R4-237 (High Pedestrian Activity 40) signs on both sides of Old Great Western Highway at the entrance to Hartley Historic Village
2. Install Size B R4-1 (80) signs on both sides of Old Great Western Highway at the exit from Hartley Historic Village
3. Install Size B R4-1 (40km/h) signs at the South Western Entrance to the village.

Moved: Sharon Grierson **Seconded:** Clr Stephen Lesslie

ITEM 4: RAILWAY PARADE PEDESTRIAN CROSSING

Concerns have been raised by a resident regarding safety at the pedestrian crossing on Railway Parade.

An audit of the pedestrian crossing was undertaken and is included in the attachments. The existing parking at the crossing does not meet regulatory requirements.

To improve sight distance for vehicles and pedestrians at the crossing the following changes are proposed:

- Install advanced pedestrian crossing warning signs on the Roy Street approach to the intersection (Sign W6-2-1)
- Extend the No Stopping Restriction in front of the old post office (H&R Block)
- Extend the No Stopping Restriction on the West Bound approach to the crossing to the required 20m
- Paint zig zag line-marking on both approaches to the pedestrian crossing

FINANCIAL IMPLICATIONS

- **Budget approved** – No
- **Cost centre** – 2011 – Lithgow Urban Sealed Roads
- **Expended to date** – Nil
- **Future potential impact** –\$1,000

RECOMMENDATION

THAT Council

1. Prepare alternative design options for safety improvements to the Railway Parade Pedestrian Crossing for consideration at the next Committee meeting.
2. Consult with H&R Block regarding the potential impact of design options on their on-street parking.

Moved: Cllr Stephen Lesslie

Seconded: Sharon Grierson

ITEM 5: PINDARI PLACE - STOP SIGN

Concerns were raised by the Wallerawang Lidsdale Progress Association regarding the safety of the intersection of Pindari Place and James Parade.

Due to the presence of the bus shelter on James Parade sight distance is restricted at the intersection to 25m for vehicles travelling West on Pindari Place. This meets the warrant for an upgrade from Give-Way signs to Stop Signs.

Correspondence received and relevant technical information are included in the attachments.

It is proposed to replace the existing Give-Way sign and to line mark a stop line at the intersection for vehicles entering the intersection from the West on Pindari Place.

FINANCIAL IMPLICATIONS

- **Budget approved** – No
- **Cost centre** – 2011 – Lithgow Urban Sealed Roads
- **Expended to date** – Nil
- **Future potential impact** – \$500

RECOMMENDATION

THAT Council

1. Replace the existing Give-Way sign at the intersection of James Parade and Pindari Place Wallerawang with a Stop sign
2. Mark a Stop Line at the intersection

Moved: Sharon Grierson

Seconded: Clr Stephen Lesslie

ITEM 6: GENERAL BUSINESS

1. Short Stacking

Short Stacking at Level Crossing sites across the State have been identified through the Australian Level Crossing Assessment Model (ALCAM). An action plan has been developed to manage these risks. Many of these crossings are located on local roads, some adjacent to State roads. Inspections are to be undertaken to confirm that there is a short stacking issue at identified locations. In the Lithgow LGA the level crossing at Oakey Forest Road Marrangaroo was identified as one with a short stacking issue.

Develop a sign posting plan, install signage (this is where it is not feasible to prohibit movements, the driver of a long vehicle on the terminating road would be warned by the “Short Stacking” sign of the distance between the rail line and the road stop line (examples of signage were tabled at the meeting)

RMS to send signage layout to council for quotes for installation

2. Safety Management Plans

Safety Management Plans for Level Crossing The NSW Rail Safety Act requires roads authorities to identify and assess, so far as is reasonably practicable, risks to safety at rail or road crossings, and for the purposes of managing those risks seek to enter into interface agreements. The Rail Safety Act also promotes a spirit of cooperation and collaboration between the parties in the identification, assessment and management of risks to safety; an approach intended to increase safety of both rail and road users by limiting misunderstanding of responsibilities of risk management.

Discussion regarding Councils Safety Management Plans for their level crossing (at this stage Council does not have any SMP's for their local roads) RMS to send copy document which RMS used for their first SMP's.

3. Events

Events evening

- Local community events are part of Lithgow social fabric but have also been identified as a major economic contributor
- Learn about responsibilities of holding an event and why meeting the guidelines are important in the future of the events
- Event would try to
 - Reduce the confusion around event requests and requirement
 - To empower and better equip groups to deliver their events
 - Join the dots between event organisers, Council, Police and RMS
 - Support organisers to deliver their events more safely, efficiently and meet relevant requirements
 - Importance of having easy internal structure (for event organisers to obtain information)
 - Importance of having councillors to attend the events evening