

LOCAL TRAFFIC COMMITTEE

25 February 2025

SUBJECT TO REPORTING TO COUNCIL



MINUTES OF THE MEETING OF THE LOCAL TRAFFIC COMMITTEE HELD, TUESDAY 25 FEBRUARY 2025, 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
Noel Selby	Council	P	
Christine Murray	Transport for NSW	P	
Jackson Page	NSW Police	E	
Michael Kemp	Member for Oxley	P	Jodie Griffiths

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
Maddy O'Bryan	Council	Executive Officer
Rhys Jones	Council	Road Safety Officer
Caro Szary	Council	Group Manager Strategic & Asset Planning

1.3 APOLOGIES

Nil.

1.4 PREVIOUS MINUTES

The minutes of the meeting of 19 November 2024 were referred to Council's 17 December 2024 meeting and adopted without change.

The Committee notes the adoption of the minutes of the previous minutes.

2 BUSINESS ARISING

THE FOLLOWING RECOMMENDED ACTIONS HAVE BEEN COMPLETED SINCE NOVEMBER 2024 MEETING.

Item No.	Location	Facility	Work Order Issue	Completed
2.1	Stuarts Point Town Centre	Installation of 40kmh High Pedestrian Activity Area	23/04/2024	Council endorsed final plan.
2.2	Intersection Paragon and Prince of Wales Avenues, SWR	Shared Zone review and lighting	14/05/2024	Lighting design Completed February 2024
2.3	Belgrave St off-street parking area near skate park	Line markings and signage	10/04/2024	Completed December 2024
2.4	Parking Controls	Fisherman's Reach Boat Ramp	1/06/2024	Completed December 2024
2.5	No Stopping Zone	Verge Lane	16/10/2024	Completed November 2024
2.6	Parking Zone	Gregory St South West Rocks	3/10/2024	Completed November 2024
2.7	No stopping zone and caravan parking direction sign	Smith St Kempsey	3/10/2024	Completed December 2024
2.8	Kiss & Drop Zone	Marsh St West Kempsey primary	18/10/2024	Completed February 2025
2.9	Dip warning signs	Point Plomer Road	10/10/2024	Completed November 2024
2.10	No Parking zone	Pump Track South Kempsey	10/11/24	Completed December 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	Children's Crossing and flashing lights.	10/04/2024	Flashing lights installed, expect crossing early 2025.
3.3	Pedestrian Crossing zebra marking of existing threshold.	Smith St Kempsey	10/10/2024	Expect installation early 2025

3.4	EV Charging Stations	Rankine St Crescent Head & Gregory St South West Rocks	3/10/2024	Expect installations March 2024
3.5	Time limited parking and no stopping zones	Straight St Hat Head	Not issued	Expect remaining installations March 2025
3.6	Rear to kerb parking zone	Horseshoe Bay South West Rocks	3/10/2024	Expect installation November 2024
3.7	Loading Zone	Carpark off Landsborough Street SWR	23/01/2025	Expect installation March 2025
3.8	Relocation 40kmh HPAA zone	River St West Kempsey	Not issued	Waiting TfNSW formal approval.

The information was noted by the Committee.

4 CONSIDERATION OF FORMAL ITEMS

4.1 PEDESTRIAN CROSSING FACILITY – PACIFIC STREET CRESCENT HEAD

Concerns have been raised regarding to the safety of pedestrians crossing Pacific Street Crescent Head near the school entrance. This area has a history of complaints regarding through traffic speeds and pedestrian safety.

Council is pursuing with the NSW Government funding of a traffic management scheme for Pacific Street. The scheme aims to improve the safety of the street for all road users by way of traffic calming devices combined with pedestrian crossing facilities, including a facility near the school entrance.

In the event of funding unable to be secured for the scheme, in the short term it is proposed to pursue installation of a pedestrian crossing facility in Pacific Street near the school entrance.

Council traffic staff have investigated multiple options for the crossing, and it is recommended the Committee support in principle the installation of a combined zebra school children crossing. The Committee's support in principle enables Council to proceed with detailed design and investigation of options to fund implementation of the preferred crossing facility.

Copy of recent resident submission, existing conditions photos and details of proposed crossing facility are provided in **Attachment 4.1** of the agenda.

COMMITTEE RECOMMENDATION

The Committee support in principle the installation of a combined zebra/school children's crossing in Pacific Street Crescent Head between Belmore Street and the Primary School property entrance.

Voting Record:

Council	F	TfNSW	F	Police	F	Member for Oxley	F
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4.2 PEDESTRIAN CROSSING FACILITY – RIVER STREET GREENHILL

The Greenhill Primary School Principal and parents have raised a concern to the safety of pedestrians crossing River St near the school entrance.

With the recent relocation of the water tanker filling hydrant to Sherwood Road, parents have started using the car spaces across the road from the school resulting in an increase of pedestrian crossings of River Street at the school.

The Committee discussed multiple options including the installation of a children crossing, and have Council proceed with detailed design and investigation of options to fund implementation of the crossing facility. This is the preferred option.

An alternative option was raised by the Member for Oxley Representative for investigation into parking to be established on the same side of the road as the school, on the southern side (river side) of River Street, to avoid movements across the road due to the rise in the road.

Copies of submissions, existing conditions photos and details of proposed improvements are provided in **Attachment 4.2** of the agenda.

COMMITTEE RECOMMENDATION

The Committee support in principle the installation of a school children's crossing in River Street Greenhill fronting the Greenhill Primary school.

Voting Record:

Council	F	TfNSW	F	Police	F	Member for Oxley	F
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4.3 INTERSECTION CONTROLS – INTERSECTION OF COLLOMBATTI ROAD AND SPOONERS AVENUE

Road users have raised a concern with Council to the safety of the intersection of Collombatti Road and Spooners Avenue. The main concern relates to restricted sight lines and approaching speed of through traffic in Collombatti Road.



The intersection services a mix of rural properties and provides an alternative flood free access between Kempsey & Frederickton during major flooding of the Macleay River. Council forecasts traffic movements will increase with planned upgrades of Spooners Avenue.

The intersection is located within an existing 100kmh speed zone with no stop or give way controls. Intersection ahead warning signs are installed on all approaches to the intersection. Given the intersection safety concerns identified and the existing bus stop activity involving school children it is recommended TfNSW undertake a review of the existing speed zone over the intersection. It is considered a lower speed zone will contribute to improve the safety of the intersection.

Installation of a stop control in Spooners Avenue is recommended. The existing junction of the roads will need to be modified to ensure the stop control functions as intended. There is an existing gravel pull over area for buses in Collombatti Road adjacent to the northern side of Spooners Avenue. Vehicles turning left from Spooners Avenue into Collombatti Road are observed to cut across the bus pull over area at risk of colliding with through traffic. The gravel area should be modified to better delineate the left turn movement from Spooners Avenue into Collombatti Road and restrict access to the gravel bus pullover area from Spooners Avenue.

A copy of the road user submission received photos of existing conditions and conceptual layout of proposed improvements are provided in **Attachment 4.3** of the agenda.

COMMITTEE RECOMMENDATION

The Committee supports:

- 1. The installation of a Stop Control within Spooners Avenue at its intersection with Collombatti Road**
- 2. Council undertakes the pavement improvements outlined in this report prior to the installation of the stop control.**
- 3. Council requests Transport for NSW to undertake a review of the existing speed zone in Collombatti Road within the area of its intersection with Spooners Avenue.**

Voting Record:

Council	F	TfNSW	F	Police	F	Member for Oxley	F
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4.4 NO STOPPING ZONE – GREGORY STREET SOUTH WEST ROCKS

Road users have raised a concern to the safety of the exit driveway from 102 Gregory Street (IGA Store) South West Rocks. The concerns relate to available sight lines between exiting traffic and approaching traffic in Gregory Street.

Sight lines for right turn exits into Gregory Street are restricted due to the proximity of parallel kerbside parking in Gregory Street. It is noted a short 5m No Stopping zone is in place adjacent to the exit driveway.

Sight lines from a vehicle seeking to exit right (holding at the kerb line) into Gregory Street is limited to approximately 15m (35m holding at the lane edge line) when a vehicle is parked up to the start of the No Stopping zone. Australian Standards indicate minimum safe intersection stopping sight distances (SSSD) for intersections within a 50kmh speed environment to be an “absolute” minimum 42m.

Drivers are reluctant to hold at the lane edge line nor should be encouraged with a potential for collisions with through traffic. Standards require hold lines for stop and give way controls to be no further than 300mm on the roadside of kerb lines. Marking of a hold line is estimated to increase sight lines from 15m to 20m.

Compliance with the standards for SSSD requires removal of the existing parking zone (2 x spaces) between the IGA and adjoining Service Station driveway. Observations of the site indicate the parking spaces are randomly occupied during off-peak holiday periods. Suitable off-street parking is available for the IGA site.

A copy of the road user submission received, photos of existing conditions and conceptual layout of proposed improvements are provided in **Attachment 4.4** of the agenda.

COMMITTEE RECOMMENDATION

The Committee supports extension of the No Stopping zone at 102 Gregory Street South West Rocks between the existing driveways servicing the IGA store and United Service Station.

Voting Record:

Council	F	TfNSW	F	Police	F	Member for Oxley	F
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4.5 PEDESTRIAN CROSSING – PARAGON AVENUE SOUTH WEST ROCKS

Pedestrian safety at the intersection of Memorial and Paragon Avenues, South West Rocks has been raised by local road users. The concern relates to vehicles undertaking at speed left turn entry into Paragon Avenue from Memorial Avenue whilst pedestrians are attempting to cross Paragon Avenue.

Traffic flows in Paragon Avenue are currently under a one-way (east to west) traffic control. There are no formal pedestrian crossing facilities in Paragon Avenue at its intersection with Memorial Avenue. Pedestrian access kerb ramps are in place.

The Committee discussed multiple pedestrian safety improvement options with the preferred option being the installation of a marked pedestrian zebra crossing in Paragon Avenue at the intersection of Memorial Avenue.

A copy of the road user submission received, and conceptual layout of proposed marked zebra crossing improvements are provided in **Attachment 4.5** of the agenda.

COMMITTEE RECOMMENDATION

The Committee support installation of a marked pedestrian zebra crossing in Paragon Avenue at its intersection with Memorial Avenue.

Voting Record:

Council	F	TfNSW	F	Police	F	Member for Oxley	F
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4.6 PARKING CONTROLS – NICHOLSON STREET SOUTH KEMPSEY

Residents in 71 to 75 Nicholson Street have requested Council consideration of installing No Stopping zones over their existing driveways (see map below).

The residents submit regular parking associated with the Melville High School restricts access limits larger vehicle access to their respective properties. Council has the option to install No Stopping zones to restrict parking right up to the driveways noting a loss of two on street parking spaces will occur. Adequate on street parking is available further west along Nicholson Street.

An alternative option to the No Stopping zone is to extend at the owners cost the existing lay back driveway crossings at the kerb line 1 to 2m. This will ensure adequate openings at the driveways to allow larger vehicles to enter and exit the driveways. This will result in a loss of one parking space between 73 and 75 Nicholson Street.

A copy of the affected property owner submission and photos of existing conditions are provided in **Attachment 4.6** of the agenda.

COMMITTEE RECOMMENDATION

The Committee support:

- 1. The preferred option to address the parking problem discussed in this report, the extension of the existing driveway crossing laybacks a maximum 2m at full cost to the respective landowners.**
- 2. Council staff to approach the school requesting further parent and teacher co-operation in refraining from parking over driveways in Nicholson St.**

Voting Record:

Council	F	TfNSW	F	Police	F	Member for Oxley	F
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4.7 ON STREET PARKING - POLWOOD AND HAROLD COUTMAN STREETS WEST KEMPSEY

The owner of the large undeveloped property fronting Polwood Street on the northern side of the Kempsey District Hospital has approached Council regarding concerns to the existing parking arrangements fronting the property, which include the restrictions imposed by the existing parking arrangements on their ability to maintain the property frontage. The section

of Polwood Street fronting the property is currently occupied by an unformed informal unlimited parking zone observed to be mainly occupied by hospital staff. Overflow parking from this area also occurs along the Harold Coutman Street frontage of the property.

The owner has requested Council to upgrade the northern side of Polwood Street to provide a formal parking area with kerb & guttering and sealed parking spaces. Council has no plans to upgrade Polwood Street in the short term and bearing in mind the parking is primarily associated with hospital activities Council is unlikely to give priority to these works over other programmed transport infrastructure works that benefit the wider community.

The owner has also raised a concern to the overflow parking along the Harold Coutman Street frontage of their property, claiming the parking often occurs across the three (3) property gated accesses. A site inspection confirms this to occur on some occasions.

It is noted each access has a layback property access installed in the kerb & gutter. Council normally doesn't support No Stopping zones in residential streets for residential properties that have formal driveways. Installation of No Stopping zones throughout residential areas creates an undesirable precedent resulting in a proliferation of signs with negative amenity impacts. NSW Road rules prohibit parking across driveways and as such drivers should be aware of this fundamental road rule and refrain from parking across driveways. In this instance it is proposed to have Council Rangers patrol the street when undertaking patrols in the area.

Details of the proposed bus zone and supporting emails from local bus companies are provided in **Attachment 4.7** of the agenda.

COMMITTEE RECOMMENDATION

The Committee notes the parking overflow problems in Polwood and Harold Coutman Streets and recommend Council approach NSW Health and Transport for NSW with the view of having the NSW Government fund the upgrade of the northern side of Polwood Street to provide formal parking spaces.

Voting Record:

Council	F	TfNSW	F	Police	F	Member for Oxley	F
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4.8 HEAVY VEHICLE MOVEMENTS – SALEYARDS ROAD WEST KEMPSEY

Saleyards Road users have raised a concern to the safety of the intersection of Saleyards Road with North Street. The concern relates to articulated heavy vehicle right turn movements from North Street into Saleyards Road. These movements have been observed to cross onto the wrong side of the Saleyards Road entry resulting in potential for collisions with oncoming traffic.

Quite some time ago, Council installed a turning bay off North Street to facilitate safer entry to Saleyards Road for westbound B-Doubles approaching from Second Lane. The facility requires B-Doubles to slip left from North St into the U-Turn Bay, exit into Kemp Street and thence proceed forward across North Street into Saleyards Road. Appropriate use of the facility is reliant upon the co-operation of drivers, which according to the complainants is not occurring. This may partially be attributed to the absence of a suitable advance direction sign advising drivers of the facility ahead.

It is proposed to improve the safety of the intersection via the installation of the following:

- Raised concrete median splitter island in between the left slip out and exit lane in Saleyards Road. This facility will deter short circuiting of the right turn movement into Saleyards Road.
- Modify the signs for the U-Turn Bay to include all articulated heavy vehicles.
- Install and advanced direction sign in Second Lane east of the railway crossing, directing all heavy articulated to the U-Turn Bay.

A copy of the submission received, details of the proposed intersection improvements and photos of existing conditions are provided in **Attachment 4.8** of the agenda.

COMMITTEE RECOMMENDATION

The Committee support

1. Installation of raised median island between the left slip out and exit ahead lanes in Saleyards Road at its intersection with North Street.
2. Modification of the existing U-Turn Bay signs to include all articulated heavy vehicles.
3. Installation of an advanced direction sign in Second Lane east of the railway crossing directing drivers to the U-Turn Bay facility.

Voting Record:

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

5.1 SPEED ZONE REVIEWS

Transport for NSW (TfNSW) has responsibility for determining all speed limits in NSW and delivers this responsibility in accordance with the NSW Speed Zoning Standard. The intent of the standard is to achieve consistency in speed limits across NSW.

The source of requests for speed zone reviews are generated by Council and residents, and are referred to TfNSW for their assessment.

TfNSW appreciates the discussions about speed zone reviews some Councils may have at Local Traffic Committee (LTC) meetings, it is noted that this is not a function of the LTC and reviews are completed in accordance with the Standard. TfNSW may provide advice about requests and progress of speed zone reviews to the Committee as an “informal item” for information.

TfNSW are currently progressing the following speed zone reviews:

Crescent Head Road

Council requested this review in zones in response to 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 is expected to include consideration of the applicability of the existing 70kmh zone. The review has also been requested considering the recent road upgrades funded under the NSW Government Safer Roads program.

TfNSW is working through the process for this review and is currently considering what community engagement may be required for the review.

Kemp and North Streets West Kempsey

Council has requested TfNSW review of the existing 60kmh zones within these streets in response to through traffic speeding concerns and safety of pedestrians observed to be walking along road edges. TfNSW has asked an independent contractor to complete the technical review on behalf of TfNSW.

Independent contractor has completed review and TfNSW now working through internal processes. An update will be provided at the appropriate time in the process.

Collombatti Road

TfNSW have been approached directly by local residents to review the existing 100kmh default speed zone on grounds of safety, volume of heavy vehicle movements, school bus route and road conditions.

An independent contractor has completed review and TfNSW now working through our internal processes. Update will be provided at the appropriate time in the process.

Rural Residential Estates

This review was reported to the February 2024 meeting of the Committee and Council adopted the following advice of the Committee.

- 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.**

The main aim of the review is to ensure consistency all rural residential estate speed zones across the Kempsey Shire and ensure compliance with NSW Government Speed Zone guidelines. TfNSW have commenced the review and provided initial confirmation of some minor changes to ensure consistency with the adjoining speed zones and in general across all rural residential estates. Speed zone changes authorised for various localities have been installed to date as follows:

Locality	Street	Existing Zone	New Zone
Greenhill	McPhillips Place	Not Shown	50kmh
Aldavilla	Ronella Drive	70kmh	50kmh
Aldavilla	Hillview Drive	60kmh	50kmh
Aldavilla	Fernhill Crescent	Not shown	50kmh
Aldavilla	Wirraway Crescent	70kmh	50kmh
Aldavilla	Eucalypt Close	70kmh	50kmh
Burnt Bridge	Old Pipers Creek Road	Not shown	60kmh
South Kempsey	Lika Drive	Not shown	80kmh
Euroka	Stewart Place	Not shown	50kmh
Euroka	Mulbury Place	Not shown	50kmh
Euroka	Channels Way	Not shown	50kmh
Dondingalong	Giblin Place	Not shown	50kmh
Dondingalong	Mollies Way	Not shown	50kmh

Reviews for estates that access from Crescent Head Road are currently on hold until the Crescent Head Road speed zone review is determined.

Arakoon Road

Committee representative Councillor Noel Selby has requested a further review of the existing 80kmh speed zone in Arakoon Road be reported for discussion at this meeting. TfNSW have undertaken reviews of the existing speed zone in recent years and have advised Council the existing zone is compliant with NSW Speed Zone guidelines and therefore do not support a lower speed zone at this stage.

The Committee note the progress of the speed zone reviews

6 GENERAL BUSINESS

6.1 STOP SIGN AT EXIT OF EVERSONS FOOD PROCESSORS

Committee member Councillor Noel Selby has advised the Committee that Everson's Food Processors in the past have had a Stop sign located at the exit of their driveway for all vehicles to stop prior to exiting the driveway.

This stop sign has now been removed by the business, allowing large and heavy vehicles to roll out of the driveway at a dangerous speed with not enough room to break for any oncoming traffic.

The Committee discussed that this is a private road/driveway and no enforcement can be made. Although Council staff will liaise with Everson's, advise of the concerns raised, and recommend they reinstall the Stop sign.

7 2025 MEETINGS

Meeting dates for the remaining 2025 meetings of the Committee are scheduled as follows.

Date	Time	Location
27 May 2025	2pm	Council Offices
26 August 2025	2pm	Council Offices
25 November 2025	2pm	Council Offices

Meeting closed: 3:08pm.