

PRESENT

Councillor Dan Hayes
Katherine Boulton (TfNSW)
Sgt Steven Bloomfield (NSW Police)
Peter Braneley (Local Member's Representative)

IN ATTENDANCE

Mr Bill Harvey Senior Traffic Officer

The meeting of the Traffic Committee commenced at 9.15am.

ACKNOWLEDGEMENT OF COUNTRY

I would like to Acknowledge the Traditional Custodians of this Land, on which this meeting takes place and to pay my respects to Elders past and present.

CONFIRMATION OF MINUTES

CM-1 CONFIRMATION OF MINUTES - MEETING HELD 12 MARCH 2020

Recommendation:

On the Motion of K Boulton and S Bloomfield

That the Minutes of the proceedings of the Traffic Committee Meeting held on 12 March 2020 be confirmed as a true and accurate record.

CARRIED

DECLARATIONS OF INTEREST

No declarations of interest were received.

REPORTS

RP-1 RAYE STREET - INSTALLATION OF A SIGHT BOARD NEAR NUMBER 85

Recommendation:

On the Motion of K Boulton and S Bloomfield

That the Traffic Committee members note that the following matter was sent to members by email on 24 April 2020 with members responding in favour of the recommendation.

Traffic Committee recommends the installation of an 'A' size D4-1-1 sight board behind the eastern kerb of Raye Street, in front of number 85, facing east bound traffic in Raye Street

CARRIED

RP-2 DALMAN PARKING - NO PARKING ZONE ACROSS DRIVEWAY TO RIVERINA GUMS RETIREMENT VILLAGE

Recommendation:

On the Motion of K Boulton and S Bloomfield

That the Traffic Committee:

- a note that the following matter was distributed to members by email on 21 April 2020 with members responding in favour of the recommendation**
- b recommends the installation of a length of NO PARKING zone, using standard R5-40 series signs, on the southern kerb of Dalman Parkway, commencing six metres on the western side of the main driveway to number 44, Riverina Gums Retirement Village, and extending towards the east to the eastern side of the first individual driveway that is associated with that development, an overall distance of 31 metres**

CARRIED

Points of Discussion

This matter arose as a result of a request from the facility management after concerns were raised by residents.

RP-3 LAKESIDE DRIVE AND LAKE ALBERT ROAD - BUS INTERCHANGE

Recommendation:

On the Motion of Councillors K Boulton and S Bloomfield

Traffic Committee members note that the following matter was distributed to members by email on 9 April 2020 with members responding in favour of the recommendation.

That the Traffic Committee recommends that:

- a 18 metres at the eastern end of the existing BUS ZONES that are on both sides of Lakeside Drive near the intersection with Lake Albert Road be changed from only operating in the periods before and after school to operating for the standard BUS ZONE times in Wagga Wagga by adding the following words, '7am to 7pm / Sun – Wed / 7am to 10pm / Thu – Sat'**
- b remaining 42 metres of existing BUS ZONE on both sides of Lakeside Drive should not change**

- c construction of a bus shelter and a connecting path at the BUS ZONE on the southern side of Lakeside Drive, as indicated in the attached diagram**
- d installation of an 18 metre length of BUS ZONE, using standard R5-20 series signs with the additional words, '7am to 7pm / Sun – Wed / 7am to 10pm / Thu – Sat', on the western side of Lake Albert Road about 30 metres north of the intersection with Lakeside Drive**
- e construction of a hard stand area off the western side of Lake Albert Road to ensure that the BUS ZONE that is mentioned at point 'd' does not interfere with north bound traffic**
- f construction of a bus shelter and a connecting path at the bus zone that is mentioned at point 'd', as indicated in the attached diagram**
- g installation of an 18 metre length of BUS ZONE, using standard R5-20 series signs with the additional words, '7am to 7pm / Sun – Wed / 7am to 10pm / Thu – Sat', on the eastern side of Lake Albert Road opposite the intersection with Lakeside Drive, as indicated in the attached diagram**
- h construction of a hard stand area off the eastern side of Lake Albert Road to ensure that the BUS ZONE that is mentioned at point 'g' does not interfere with south bound traffic**
- i construction of a pedestrian friendly all-weather surface at the BUS ZONE that is mentioned at point 'g' that provides connection between a stopped bus and the existing pedestrian footpath**
- j construction of a pedestrian refuge on Lake Albert Road about 25 metres south of the intersection with Lakeside Drive, with the aim of assisting pedestrians to cross Lake Albert Road between the BUS ZONE that is mentioned and point 'g' and the BUS ZONE that is mentioned in point 'a', as shown in the attached diagram**
- k installation of R2-3AA KEEP LEFT signs on the ends of the refuge islands that are mentioned at point 'j', facing approaching traffic**

CARRIED

Points of Discussion

This is the minimum additional controls and infrastructure that are required to provide an interchange facility at this location.

It is expected that the cost of implementation of this recommendation will be met as part of the overall project to improve the public bus service in Wagga Wagga.

RP-4 FORSYTH STREET BETWEEN BAYLIS STREET AND BERRY STREET - PREVENTION OF U-TURNS

Recommendation:

On the Motion of Councillors B Harvey and S Bloomfield

Traffic Committee members note that the following matter was distributed to members by way of email on 6 April 2020 with members responding in favour of the recommendation.

That the Traffic Committee recommends that:

- a U turns be denied on the length of Forsyth Street between Baylis Street and Berry Street by:**
- b in the short term, installing 'A' size R2-5 NO U TURN signs at each of the three breaks in existing median islands on that section of road, facing traffic travelling in both directions as per the attached diagram, and**
- c in the long term, design and construct a continuous median island, broken only by the pedestrian traffic signals at the mid-block point.**

CARRIED

Points of Discussion

This matter has been raised as a result of the number of drivers who are making U turns on Forsyth Street at locations that were not intended to accommodate such manoeuvres.

The volume of pedestrian and vehicle traffic in the area causes a situation that makes U-turns an unnecessarily dangerous movement.

There are adequate safe places to reverse direction nearby that requires little extra travel for a driver to make a turn at a place where it is safe to do so.

QUESTIONS WITH NOTICE

Sergeant Bloomfield asked that consideration be given to the east-west link that is formed by Leavenworth Drive and Stanley Street after a recent fail to stop motor vehicle crash that was contributed to by the apparent excessive speed of the offending driver.

The Traffic Committee rose at 9:20am – all matters were dealt with by email as is permitted by the instructions on the operation of Traffic Committee.