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**NARROMINE SHIRE COUNCIL**  
**ORDINARY MEETING BUSINESS PAPER – 14 AUGUST 2019**  
**COMMITTEES SUPPLEMENTARY REPORT**

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**1. LOCAL TRAFFIC COMMITTEE**

<b>Author</b>	Director Infrastructure and Engineering Services
<b>Responsible Officer</b>	Director Infrastructure and Engineering Services
<b>Link to Strategic Plans</b>	CSP – 4.3.4 Ensure Council's property assets are monitored and well managed

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**Executive Summary**

This supplementary report provides Council with the report to and minutes of the Local Traffic Committee Meeting held on 5 August 2019.

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**Report**

This supplementary report should be considered with Item No 1 of the Reports of Committees – Local Traffic Committee.

The report to and minutes of the Local Traffic Committee Meeting held at the Council Chambers on Monday 5 August 2019 are attached (**see Attachment No. 1**).

Concurrence of the minutes has now been obtained from the majority of the Committee members present at the meeting.

**RECOMMENDATION**

That the report of the Local Traffic Committee and the recommendations from the minutes of 5 August 2019 be adopted.

Andre Pretorius  
**Director Infrastructure and Engineering Services**

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**MINUTES OF THE LOCAL TRAFFIC COMMITTEE MEETING HELD AT THE NARROMINE SHIRE COUNCIL CHAMBERS ON MONDAY 5 AUGUST 2019**

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**PRESENT:** Cr Dawn Collins (Chair, Narromine Shire Council), David Vant (Roads & Maritime Services), Jane Redden (General Manager, Narromine Shire Council), Stephen Wynne (Sergeant, Highway Patrol, NSW Police), André Pretorius (Director Infrastructure & Engineering Services, Narromine Shire Council), Cr Rob McCutcheon (Local Member Representative Dubbo) & Sarah Masonwells (Minute Secretary).

**1. WELCOME**

The Chair welcomed those present and declared the meeting open at 9.30am.

**2. APOLOGIES**

Nil

**3. MINUTES OF THE PREVIOUS MEETING**

**RECOMMENDED** David Vant/Cr McCutcheon that the Minutes of the previous meeting of the Local Traffic Committee held on 3 June 2019 be accepted as a true and accurate record of that meeting.

**4. BUSINESS ARISING FROM THE PREVIOUS MINUTES**

**1. Item 7, General Business 1)**

The Chair requested an update regarding the signs on the roadside. The Director Infrastructure & Engineering Services will respond to the Members of the Committee via email when he receives a response back from the Executive Manager Health Building & Environmental Services and the Director of Community & Economic Services.

The General Manager noted the Economic Development & Communications Officer would like to meet with David Vant at the conclusion of this meeting regarding putting a Roadside Signs Policy into place.

**5. DECLARATION OF PECUNIARY/CONFLICT OF INTEREST**

Nil

**6. REPORT TO LOCAL TRAFFIC COMMITTEE**

**1) FORMAL RATIFICATION OF BEAT THE BREAKDOWN CHARITY WALK**

**RECOMMENDED** David Vant/Cr McCutcheon that the report be formally ratified.

**2) TEMPORARY LANE CLOSURE ST JOHNS TRANGIE**

**RECOMMENDED** David Vant/Cr McCutcheon that the recommendation be accepted and that keys be given to Council and emergency services.

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**MINUTES OF THE LOCAL TRAFFIC COMMITTEE MEETING HELD AT THE NARROMINE SHIRE  
COUNCIL CHAMBERS ON MONDAY 5 AUGUST 2019**

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**6. REPORT TO LOCAL TRAFFIC COMMITTEE CONT.**

**3) GIVEWAY UPGRADE**

The Chair asked if the request was put in by a Manildra Street resident. The Director Infrastructure & Engineering thought this to be the case.

David Vant noted it fell under Regulating a Local Road not a state road issue. As the intersection has no sight issues he would not recommend to replace the giveaway sign with a stop sign.

The General Manger noted that a number of funding applications have been applied for by the RMS to upgrade this intersection, including a Black Spot Funding application, but to date applications have been unsuccessful.

Cr McCutcheon noted the sun is also an issue.

Council will continue requesting funding through RMS for the needed upgrades.

The Director Infrastructure & Engineering Services advised that Road Safety funding has been applied for by the Manger Engineering Services.

Stephen Wynne and David Vant noted Council would increase their funding chances by gathering all required data regarding the intersection.

**RECOMMENDED** Cr McCutcheon/David Vant that a stop sign not be installed and that the Director Infrastructure & Engineering Services pursue other avenues such as a Road Safely Audit.

**7. GENERAL BUSINESS**

1) Sergeant Stephen Wynne noted a request he had from the Dubbo office asking for the stop lines to be remarked at the following level crossings;

- a) Tanthitha Road
- b) Saleyard Road
- c) Backwater Road
- d) Dandaloo Road

The Director Infrastructure & Engineering Services noted those particular lines have recently been remarked but would follow it up with the Manger Engineering Services.

2) The General Manager referred to concerns voiced by Highpark Road residents regarding the intersection with the highway and a potential upgrade. David Vant stated we would have to show demand, turning movements and pass the threshold for the right hand turning lane for an upgrade to be considered. A widening of the shoulder may also suffice. Council to apply to RMS for a Road Safety Audit and complete a traffic study.

3) The General Manager raised Council's concerns regarding Inland Rail and the level crossing treatments and grade separation on the Tomingley and Eumungerie Roads, as it is a very high priority. David Vant advised Council to keep in contact with Andrew McIntyre with these and any other concerns regarding Inland Rail.

4) David Vant questioned Council regarding the speed reduction down to 40km in the CBD. The Director Infrastructure & Engineering Services advised that Classifiers have been installed.

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**MINUTES OF THE LOCAL TRAFFIC COMMITTEE MEETING HELD AT THE NARROMINE SHIRE  
COUNCIL CHAMBERS ON MONDAY 5 AUGUST 2019**

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**7. GENERAL BUSINESS CONT.**

- 4)** The Manager Engineering Services will request a SIDRA analysis be completed by the RMS.

**8. NEXT MEETING**

The next Meeting of the Local Traffic Committee will be held on **Monday, 14 October 2019** commencing at **9.30 am** in the Narromine Shire Council Chambers.

There being no further business, the meeting closed at 10.15am.

The Minutes (pages 1 –3) were confirmed on \_\_\_\_\_, 2019 and are a full and accurate record of proceedings of the meeting held on 5 August 2019.

**CHAIR**

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**NARROMINE SHIRE COUNCIL**  
**LOCAL TRAFFIC COMMITTEE BUSINESS PAPER – 5 AUGUST 2019**

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**1. FORMAL RATIFICATION OF BEAT THE BREAKDOWN CHARITY WALK**

**Author** Director Infrastructure and Engineering Services  
**Responsible Officer** Director Infrastructure and Engineering Services

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**Executive Summary**

The purpose of this report is to formally minute the approval granted to the Beat The Breakdown to conduct a charity walk on 27 – 28 July 2019.

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**Report**

As the Committee would be aware, permission was sought for Beat The Breakdown to conduct a charity walk. A report was subsequently submitted to voting members of the Committee via email for consideration and ratification. (**Attachment No. 1**). RMS requested additional information and an amended TCP and Risk Assessment was then re-submitted to the voting members which was accepted. (**Provided under separate cover**).

**RECOMMENDATION**

That the approval provided by the Committee Members on 18 July 2019 be formally noted.

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**2. TEMPORARY LANE CLOSURE ST JOHNS TRANGIE**

**Author** Manager Engineering Services  
**Responsible Officer** Director Infrastructure and Engineering Services

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**Executive Summary**

This report seeks the Committee's approval to allow for the temporary closure of St Johns Trangie School Laneway located between Harris Street and Burroway Street Trangie.

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**Report**

Council received a request from the St Johns school in Trangie regarding the request for consideration of the temporary closure of public access laneway through the St Johns School, Trangie. (**Attachment No. 2**). There were concerns raised regarding safety due to access from the public during school hours. Currently, there is a gate installed at the intersection with Burroway St and another gate approximately 80m down the lane from Harris St. (**Attachment No. 3**).

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**2. TEMPORARY LANE CLOSURE ST JOHNS TRANGIE CONT.**

The request from the school is for the access from both sides to be locked during school hours to prevent public accessing the school or school grounds. Due to the positions of the gates, they will have no impact on neighbouring properties.

**RECOMMENDATION**

- 1) That the Local Traffic Committee approve the submitted request for the gates to be locked during school hours by school staff and that Council receive a key for the locks.
- 2) That public notice of the temporary road closure be given in terms of the Roads Act, 1993 and land holders located in the affected block be notified once Council has ratified the recommendation.

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**3. GIVEWAY UPGRADE**

<b>Author</b>	Manager Engineering Services
<b>Responsible Officer</b>	Director Infrastructure and Engineering Services

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**Executive Summary**

The purpose of this report is to seek the Committee's advice regarding a request for the changes to signage at the Manildra Street and Mitchell Highway intersection.

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**Report**

Narromine Shire Council received a request from a resident for the signage at the intersection of Manildra St and Mitchell Highway to be upgraded from a Give Way to a Stop sign.

**Issues**

The following points are relevant to the request:

1. RMS give advice on regulator traffic signage;
2. AS1742 clauses (**Attachment No. 4**). Cl2.5.4 Requirements for installation of STOP signs states that:

*"A history of crashes may prompt requests for STOP signs. Where intersection sight distance is adequate, it is most likely that crashes can be reduced more effectively by other means, e.g. by improved delineation of the conflict area. Furthermore, the use of STOP signs where poor sight distance is not a factor can lead to driver disobedience, and lack of credibility of STOP signs. For these reasons no crash warrant is given for the use of STOP signs"*

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**3. GIVEWAY UPGRADE CONT.**

From this statement and **Attachment No. 4** it can be seen that there is adequate sight distance, yet since 2013 there has been a total of 6 crashes at a rate of almost 1 per year (**Attachment No. 5**)

**Assessment**

**1. Legal Implications**

Nil.

**2. Financial Implications**

Cost of the work is to be borne by Council.

**3. Policy Provisions**

Nil.

**4. Strategic Implications**

Council have been lobbying RMS to have the intersection upgraded for some time now, the increased controls for the intersection can only help.

**5. Impact on Councils Assets**

The changes to the signage should create a safer intersection.

**6. Technical Considerations**

The AS1742.

**7. Environmental Impacts / Considerations**

Nil.

**8. Social Impacts / Considerations**

Increased Safety.

**RECOMMENDATION**

That the RMS give a recommendation on the outcome of the request and the recommendation be considered for adoption by the Committee.

André Pretorius  
**Director, Infrastructure and Engineering Services**

**1. BEAT THE BREAKDOWN CHARITY WALK**

**Author** Director Infrastructure and Engineering Services  
**Responsible Officer** Director Infrastructure and Engineering Services

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**Executive Summary**

The purpose of this report is to provide the Local Traffic Committee members with information regarding a proposed charity walk in July, 2019.

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**Report**

Council has received an application (**provided to the committee under separate cover**) from Beat The Breakdown to hold a two day charity walk on 27 – 28 July 2019, from Collie to Trangie on day one and Trangie to Narromine on day two.

The walkers and escort vehicles will be travelling approximately 7.5 hours per day. Day one commences at Bundemar Collie and will be walking on the Trangie/Collie Road which is a Regional classified road (MR347) and will finish at Trangie Central School where they will be hosting a mental health day.

Day two commences from the Imperial Hotel Trangie walking on the southern side of the railway line on formed and unformed road to avoid the Mitchell Highway, arriving at Cale Oval Narromine at 2:30pm.

**RECOMMENDATION**

That approval be granted to Beat The Breakdown to hold a charity walk commencing on 27 July, 2019 and finishing on 28 July, 2019 as described in the application.

André Pretorius  
**Director, Infrastructure and Engineering Services**



## Attachment No 2

16 October 2018

[REDACTED]  
Manager of Engineering Services  
Narromine Shire Council  
124 Dandaloo Street  
Narromine NSW 2821



Ref: St John's School Trangie

Dear [REDACTED]

I am writing to you to request Council's consideration of the closure of a public access Laneway through the site of St John's School, Trangie. This Laneway does not appear to be named in available maps, but runs through the school site between Harris Street and Burraway Street, parallel to Dandaloo Street and Temoin Street. (See attached map)

Our concerns are around the increased safety risk to the students. Although this Laneway is not utilised regularly by the public, on occasion there have been unknown persons entering the school ground, both on foot and in motor vehicles, due to this access. As this is a Primary School site, we are very aware of our Child Safety and Protection requirements and the potential this accessibility has to create an extremely dangerous situation within our school. Although the students are well supervised when they are outdoors, there are certainly situations on a daily basis where a child would be walking unaccompanied throughout the school during class time.

Our proposal would be to allow access gates on either end of this Laneway to be locked during school hours. We understand this would require appropriate public consultation and would be guided by you of the best method to approach this, in line with Council requirements. These gates would be left unlocked after school hours to allow any Emergency Services access as required.

I Look forward to working with you to improve the safety for our students at St John's Trangie and would be available for further discussion at your request. Please do not hesitate to contact me either by email [REDACTED] or phone [REDACTED].

Regards

[REDACTED]  
WHS/Facilities Officer  
[REDACTED]

(cc. [REDACTED] - Principal St John's School, [REDACTED] - School Consultant)

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### *Diocese of Wilcannia-Forbes*

PO Box 10  
Forbes NSW 2871

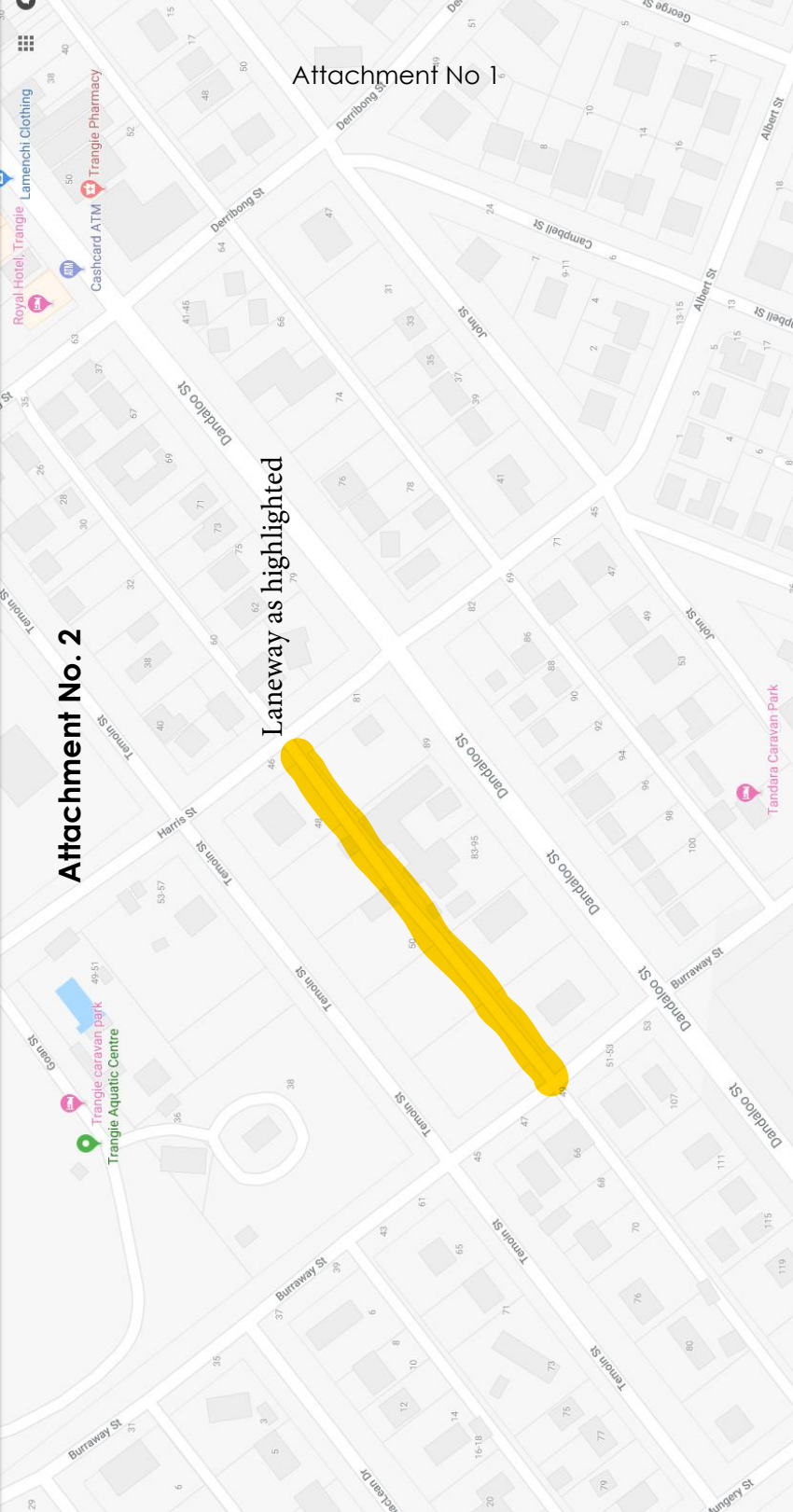
Faith, Learning and Transformation in Jesus Christ

PH: 02 6853 9300  
FAX: 02 6853 9303

# Attachment No. 2

Laneway as highlighted

Attachment No 1









### 2.5.2 Application

GIVE WAY and STOP sign control at an intersection needs to be applied in the simplest manner practicable. This is achieved as follows:

- (a) Every controlled intersection shall have exactly two uncontrolled legs that together form the major road through the intersection.
- (b) The major road through the intersection either—
  - (i) should be on a straight or substantially straight alignment; or
  - (ii) if on a curved alignment, should have pavement markings, kerbs or other indications aligned in such a way that its path is clearly defined.

Where other than a simple control pattern is unavoidable, and alternative treatments, e.g. a roundabout, are not appropriate, the intersection should be modified by means such as construction or relocation of kerbs, median or channelizing islands, widening of the pavement, or a combination of these, so that the path of the major road through the intersection is clearly defined.

The pavement markings used with GIVE WAY and STOP signs shall comply with Clauses 5.4.2, 5.4.3 and 5.4.4. Figure 2.1 shows the use of GIVE WAY signs and the associated give-way lines on roads of various widths, with and without medians. The use of STOP signs and associated lines is similar.

### 2.5.3 Warning signs for STOP and GIVE WAY signs

The use of warning signs in advance of intersections on approaches where GIVE WAY (R1-2) and STOP (R1-1) signs are installed shall be restricted to the following:

- (a) The Give Way Sign Ahead (W3-2) sign shall be used in advance of a GIVE WAY sign in accordance with Clause 2.9.3(b).
- (b) The Stop Sign Ahead (W3-1) sign shall be used in advance of a STOP sign in accordance with Clause 2.9.3(c).
- (c) The Cross Road (W2-1) sign shall not be used on any approach to a STOP or GIVE WAY sign.
- (d) The T-intersection sign, W2-3 or W2-14 may be used on the approach to T-intersection if the requirements of Clause 2.9.2.3 are met. The W3-1 sign may be required, see Item (b). If both signs are required, the T-intersection sign shall precede the W3-1 sign.

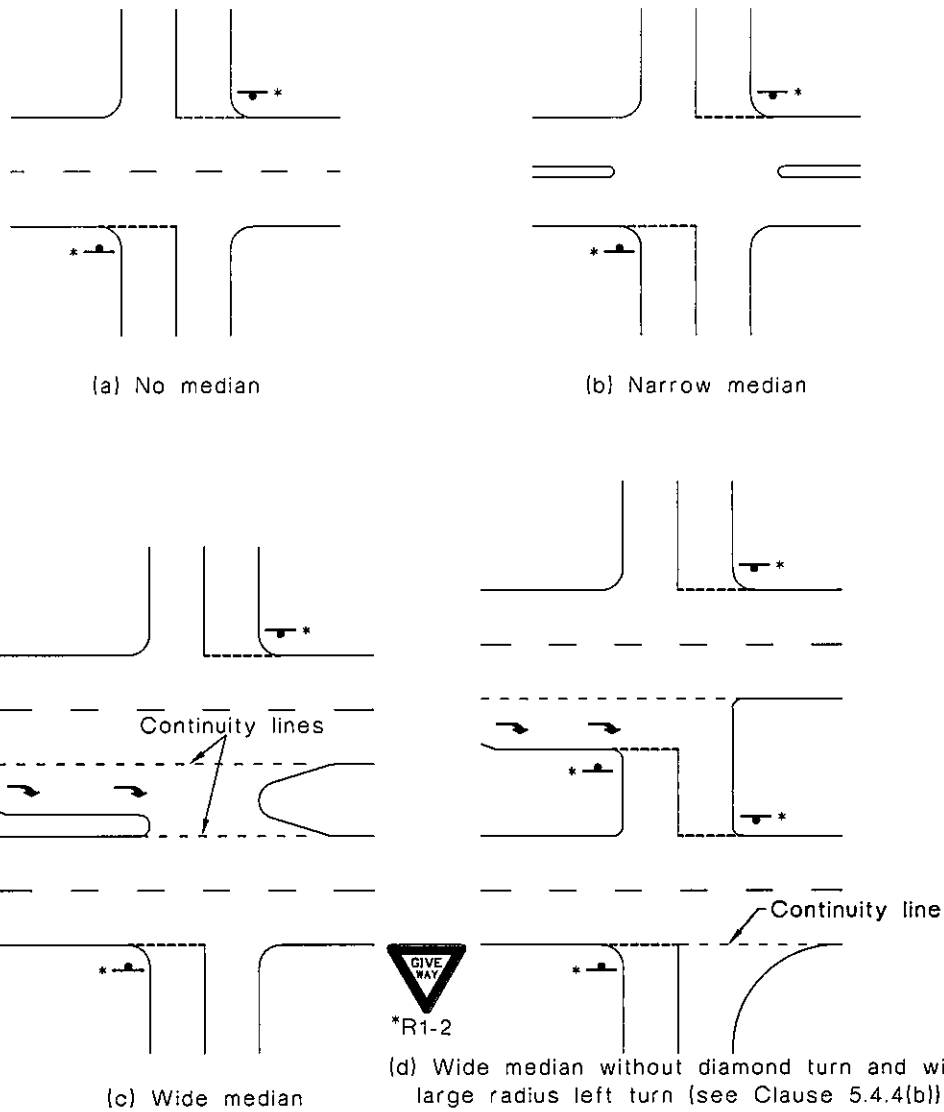
Care is needed to ensure that intersection warning signs, if used, do not draw attention away from, or otherwise reduce the effect of, the STOP or GIVE WAY signs.

### 2.5.4 Requirements for installation of STOP signs

This Clause specifies sight distance conditions for determining whether a STOP sign is required on any approach to an intersection on which a driver is required to give way to an intersecting stream. Where these conditions are met a STOP sign shall be used, regardless of whether a GIVE WAY sign would have otherwise been installed.

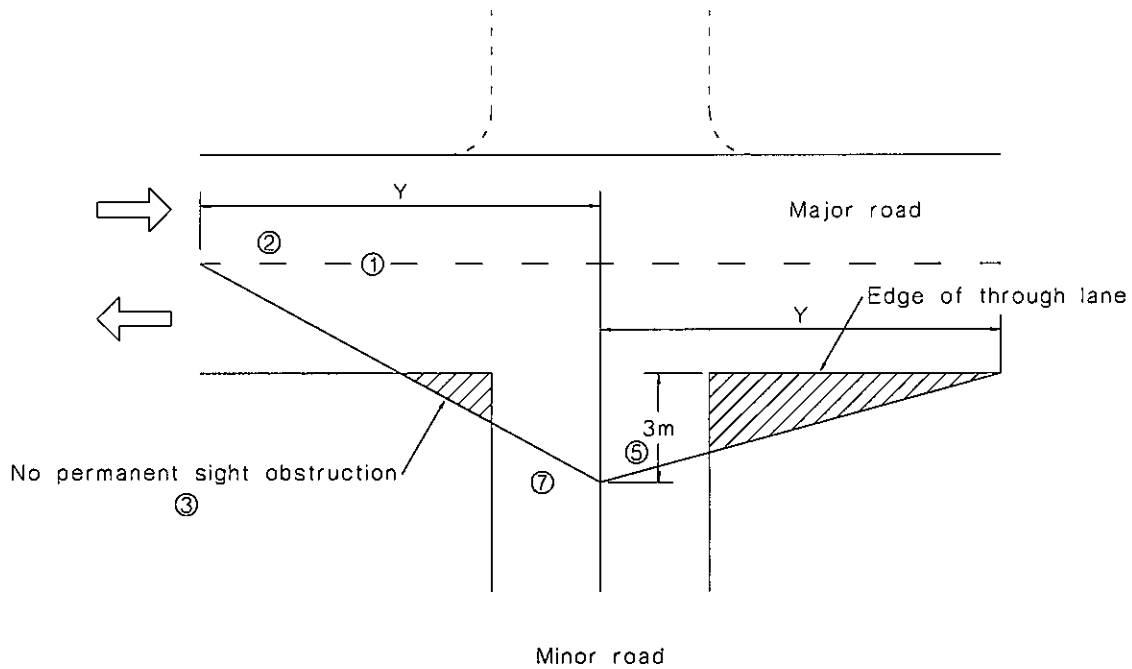
A STOP sign shall be used when, for minor road traffic, the sight distance,  $Y$ , in either direction along the major or uncontrolled road as shown in Figure 2.2 is less than the distance given for the corresponding major road speed. A STOP sign shall NOT be used if the sight distance is equal to or greater than shown in Figure 2.2.

NOTE: A history of crashes may prompt requests for STOP signs. Where intersection sight distance is adequate, it is most likely that crashes can be reduced more effectively by other means, e.g. by improved delineation of the conflict area. Furthermore, the use of STOP signs where poor sight distance is not a factor can lead to driver disobedience, and lack of credibility of STOP signs. For these reasons no crash warrant is given for the use of STOP signs.



NOTE: Any dividing lines or lane lines on the main road, except barrier lines, should be carried through the intersection.

FIGURE 2.1 LOCATION OF GIVE WAY SIGNS AND ASSOCIATED PAVEMENT MARKINGS



Major road speed (see Note 4) km/h	Distance along major road: Y, (see Note 6) m
40	20
50	30
60	40
70	55
80	65
90	80
100	95
110	115
120	140

NOTES:

- 1 Separation line (undivided road), or right hand edge of right hand through lane (divided road).
- 2 A check to the left is required at a divided road except where the median is wide enough for a crossing or turning manoeuvre to be staged in the median.
- 3 Where visibility is limited due to some removable obstruction, (e.g. vegetation or earth bank) attempts should be made to remove the obstruction rather than install a STOP sign.
- 4 The posted or default speed limit is used, unless the 85<sup>th</sup> percentile speed is significantly higher.
- 5 Where the minor road approach is an arterial road this dimension should be increased to 4.5 m.
- 6 When checking sight distance the height of both the observer's eye and the object is 1.05 m.
- 7 If the safety of the surveyor is likely to be a problem, sighting may be taken from the kerb in the minor road, with appropriate adjustments to the sight triangle.
- 8 The distances in the Table along both the minor road and the major road are based empirically on the ability of a driver on the minor road approaching the intersection at a speed of 10 km/h or less, being able to stop before reaching a conflict point if there is insufficient gap for crossing or joining the major road stream.

FIGURE 2.2 SIGHT DISTANCE RESTRICTIONS REQUIRING USE OF STOP SIGNS

### 2.5.5 Signs

The following signs are used for give way and stop control of intersections:

(a) *GIVE WAY (R1-2)*



R1-2

The GIVE WAY sign shall be used as indicated in Clauses 2.5.1 and 2.5.2.

The sign shall be positioned on the left side of a two-way roadway, facing approaching traffic and at, or as close as practicable to, the point where approaching vehicles are required to stop. On a one-way roadway having more than one lane at the intersection, including one side of a two-way roadway where there is a median island at the intersection, GIVE WAY signs shall be erected on both sides facing approaching traffic. Except on unsealed roads, the GIVE WAY sign shall be supplemented with the pavement markings specified in Clause 5.4.2.

At intersections, the sign shall be erected as close as practicable to the edge of the intersecting roadway consistent with its still being in view near the edge of the minor road for approaching traffic. Where a sign-controlled road intersects at an acute angle, the sign shall be placed so that its face is not prominently in view of road users on the through roadway.

At a left turn slip-lane which requires entering traffic to give way to the intersecting traffic stream, a GIVE WAY sign may be provided. If, however, the slip-lane has an acceleration lane of adequate length to enable traffic to merge, a GIVE WAY sign shall not be used.

(b) *STOP (R1-1)*



R1-1

The STOP sign shall be used in the same way and for the same purpose as specified for the GIVE WAY sign (R1-2) but with the additional requirement that a complete stop is necessary for safety before entering the intersection.

The STOP sign shall replace the GIVE WAY sign when the requirements of Clause 2.5.4 are met.

STOP signs shall be positioned in accordance with the requirements for GIVE WAY signs and shall be supplemented with pavement markings specified in Clause 5.4.3.

(c) *Warning signs* For warning signs Give Way Sign Ahead (W3-2) and Stop Sign Ahead (W3-1), see Clause 2.9.3.

## 2.6 ROUNDABOUT CONTROL

### 2.6.1 Function and installation

Control shall be by use of the Roundabout (R1-3) sign (see Clause 2.6.2(a)) on the immediate approach to roundabouts. Roundabout Ahead (W2-7) warning signs shall also be used on the approaches if the requirements of Clause 2.9.3(a) are met. The need for hazard markers should also be considered (see Clause 4.6.7).





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