

EXTRACT FROM MINUTES OF ORDINARY MEETING - 25 JULY 2018 STAFF REPORTS

11 MINUTES OF LOCAL TRAFFIC COMMITTEE MEETING HELD ON 5 JUNE 2018

Report Author **Guru Arumugam – Traffic Engineer**

File No. / ECM Index **Traffic Committee Agendas**

Date of Meeting **25 July 2018**

SUMMARY OF REPORT

This report presents the Minutes of the Local Traffic Committee meeting held on 5 June 2018 for adoption.

SUMMARY OF RECOMMENDATION

It is recommended that the Minutes of the Local Traffic Committee meeting held on 5 June 2018 be noted and that Council endorse the recommendations made at the meeting.

FINANCIAL/RESOURCE IMPLICATIONS

For the items 1, 2, 3, 4, 5, and 6 Council will be responsible for the costs associated with the installation of signage and pavement markings as listed in the minutes with their estimate of costs. This work will be funded from the cost centres of the Local Traffic Committee Items.

LEGAL IMPLICATIONS

Nil.

ATTACHMENTS

A: Minutes of the Local Traffic Committee meeting held on 5 June 2018.

Attachment A has been circulated in hard copy to the Councillors and Senior Staff; however this Attachment is publicly available on Council's website.

BACKGROUND

The Local Traffic Committee meeting was held on Wednesday 5 June 2018 at MidCoast Council's Taree Office. The minutes of the meeting are attached as Attachment A with the recommendations for each item.

It should be noted that in order for traffic control devices to be approved and installed Council must seek the opinion of members of the Local Traffic Committee. The Committee make a recommendation to install a device, and the recommendation must then be accepted or rejected by Council.

By noting the minutes and endorsing the recommendations made at the meeting Council is accepting the advice and installing traffic control devices.

CONSULTATION

Attendees at the Local Traffic Committee meeting are listed in the minutes. Consultation was undertaken in the development of the recommendations in the minutes with Police, RMS and Council staff.

COMMUNITY IMPACTS

Community impact (negative and positive) is considered by the Local Traffic Committee in its deliberations for each item. A whole of community impact is taken into account when formulating the recommendations within the regulations, standards and guidelines that administer the roads, traffic management and road safety

BUDGET IMPLICATIONS

For the items 1, 2, 3, 4, 5, and 6 Council will be responsible for the costs associated with the installation of signage and pavement markings as listed in the minutes with their estimate of costs. This work will be funded from the cost centres of the Local Traffic Committee Items.

RECOMMENDATION

It is recommended that the Minutes of the Local Traffic Committee meeting held on 5 June 2018 be noted and that Council endorse the recommendations made at the meeting.

11 MINUTES OF LOCAL TRAFFIC COMMITTEE MEETING HELD ON 5 JUNE 2018

Report Author Guru Arumugam – Traffic Engineer

RECOMMENDATION

It is recommended that the Minutes of the Local Traffic Committee meeting held on 5 June 2018 be noted and that Council endorse the recommendations made at the meeting.

207/18 RESOLUTION

(Moved Cr K Bell/Seconded Cr K Hutchinson)

That the above recommendation be adopted.

FOR VOTE - Cr D West, Cr K Smith, Cr B Christensen, Cr D Keegan, Cr C Pontin, Cr K Bell, C J McWilliams, Cr T Fowler, Cr K Hutchinson, Cr P Epov
ABSENT. DID NOT VOTE - Cr L Roberts

ENGINEERING & INFRASTRUCTURE

ATTACHMENT A

**MINUTES OF LOCAL TRAFFIC COMMITTEE
MEETING HELD ON 5 JUNE 2018**

ORDINARY MEETING

25 JULY 2018



MIDCOAST
council

Minutes of the Local Traffic Committee Meeting

**held in the Administration Building
2 Pulteney Street, Taree in Manning Room**

5 June 2018 at 10am

**Steve Embry
ACTING GENERAL MANAGER**

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Minutes of the Local Traffic Committee held in the Administration Building of MidCoast Council's Taree Office on 5 June 2018 commencing at 10.00 am.

It should be noted that in order for traffic control devices to be approved and installed, Council must seek the opinion of members of the Local Traffic Committee. The Committee makes a recommendation that a device is installed and Council then must decide to either accept or reject the advice of the committee. By noting minutes and endorsing the recommendations made at the meeting, Council is accepting the advice and installing the traffic control devices.

IN ATTENDANCE

Brad Christensen (MCC – Chair), Jamie Smoother (RMS), Bob Wilson (Stephen Bromhead's representative), Chief Inspector Christine George (Police – Manning/Great Lakes LAC), Guru Arumugam (MCC) and Richard Wheatley (MCC).

APOLOGIES

A/Sergeant Kath Dunkley-Jones (Police – Manning/Great Lakes LAC) and S/Con Traffic Officer Margaret Bernard (Port Stephens – Hunter).

DECLARATION OF PECUNIARY & NON-PECUNIARY CONFLICTS OF INTEREST

Bob Wilson advised the Committee that he will not participate or vote on item 6 as he has non pecuniary interest.

ADOPTION OF MINUTES OF MEETING

RESOLUTION

That the Minutes of the Local Traffic Committee of 10 April 2018 copies of which were distributed to members after that meeting via email, be taken as read and confirmed as a true record of the proceedings.

MATTERS ARISING FROM PREVIOUS MINUTES

Nil.

CONSIDERATION OF OFFICERS' REPORTS:

ITEM 1 - LTC – NO STOPPING ZONE AT KULAROO DRIVE, FORSTER

Report Author **Guru Arumugam, Traffic Engineer**

ECM Index **Traffic - Parking**

Date of Local Traffic Meeting **5 June 2018**

SUMMARY OF REPORT

Investigations have been undertaken to install a "No Standing" zone on the northern side of Kularoo Drive for two parking spaces between the eastern side of the bridge and Water Street intersection and "No Parking" zone from the Water Street intersection to a reasonable distance along Kularoo Drive.

SUMMARY OF RECOMMENDATION

It is recommended to install a "No Stopping" zone on the northern side of Kularoo Drive for two parking spaces between the eastern side of the bridge and Water Street intersection and a "No Stopping" zone for 15m from the Water Street intersection to east along Kularoo Drive.

FINANCIAL/RESOURCE IMPLICATIONS

Council will be responsible for the costs associated with the installation of signage and pavement markings and this work will be funded from the cost centres of Traffic Committee Items. This work has an estimated cost of \$800.

LEGAL IMPLICATIONS

Nil.

ANNEXURE

A: Map showing proposed "No Stopping" zone and existing unrestricted parking zone.

BACKGROUND

Council has received a request from a resident to install a "No Standing" zone on the northern side of Kularoo Drive for two parking spaces between the eastern side of the bridge and Water Street intersection and a "No Parking" sign from the Water Street intersection to a reasonable distance along Kularoo Drive. The reason for the request is to prevent vehicles parking too close to the Water Street intersection and blocking the view of drivers exiting into Kularoo Drive.

DISCUSSION

During the investigation, Council's staff monitored the site on a number of occasions. The main concern was that the conflict between vehicles exiting out from Water Street and both east and west bound traffic travelling along Kularoo Drive. It was observed that sight distance restricted for vehicles exiting Water Street to the east and west along Kularoo Drive when vehicles are parked along both eastern and western sides of Kularoo Drive.

Kularoo Drive is a busy two way road. As this area is surrounded by various business, playing fields and office premises, unrestricted parking available on both sides of the road is occupied during business hours. However in order to avoid a sight distance issue for vehicles exiting Water Street to Kularoo Drive, it is recommended to install a "No Stopping" zone on the northern side of Kularoo Drive for two parking spaces between the eastern side of the bridge and Water Street intersection and a "No Stopping" zone for 15m from the Water Street intersection to east along Kularoo Drive.

CONSULTATION

Council has held discussions with the Manager of Forster Buslines Depot near the Water Street intersection. He fully supports the Council's decision to adopt a "No Stopping" zone along Kularoo Drive in order to avoid sight distance issues for vehicles exiting Water Street to Kularoo Drive. He also advised council that he is taking actions to build car park for their employees inside their depot and also indicated that he will circulate emails to their employees to avoid parking near the Water Street intersection along Kularoo Drive.

RECOMMENDATION

It is recommended to install a "No Stopping" zone on the northern side of Kularoo Drive for two parking spaces between the eastern side of the bridge and Water Street intersection and a "No Stopping" zone for 15m from the Water Street intersection to east along Kularoo Drive.

DISCUSSION IN BRIEF

Nil.



COMMITTEE RECOMMENDATION

That the Local Traffic Committee recommend that Council adopt the above recommendation.

ANNEXURE

A: Proposed "No Stopping" Zone and Existing Unrestricted Parking Zone



-  Existing Unrestricted Parking Zone
-  Proposed No Stopping Zone

ITEM 2 - LTC – NO STOPPING ZONE AT HIGH STREET, TAREE

Report Author Guru Arumugam, Traffic Engineer

File No RD2430/02

Date of Local Traffic Meeting 5 June 2018

SUMMARY OF REPORT

Investigations have been undertaken to install a "No Stopping" zone in between the existing unrestricted car parking zones in front of the Taree Craft Centre and Physician Consultant Clinic car parks at High Street.

SUMMARY OF RECOMMENDATION

It is recommended to install a "No Stopping" zone between the eastern side of the Taree Craft Centre car park driveway exit at High Street and the tree (eastern side) in front of the Physician Consultant Clinic car park driveway exit at High Street.

FINANCIAL/RESOURCE IMPLICATIONS

Council will be responsible for the costs associated with the installation of signage and pavement markings and this work will be funded from the cost centres of Traffic Committee Items. This work has an estimated cost of \$500.

LEGAL IMPLICATIONS

Nil

ANNEXURE

A: Map showing proposed "No Stopping" Zone and Existing Unrestricted Parking Zone.

BACKGROUND

Council has received a request from the secretary of the Taree Craft Centre to install a "No Stopping" zone in between the existing unrestricted car parking in front of the Taree Craft Centre and Physician Consultant Clinic at High Street. The reason for the request is to prevent vehicles parking too close to the Taree Craft Centre driveways exit blocking the view of drivers exiting into High Street.

DISCUSSION

During the investigation, Council's staff monitored the site on a number of occasions. The main concern was the conflict between vehicles exiting out from Taree Craft Centre and Physician Consultant Clinic and east bound traffic travelling along High Street. It was observed that sight distance were restricted for vehicles exiting both Taree Craft Centre and Physician Consultant Clinic when vehicles are parked along the eastern side of High Street.

High Street is a busy two way road. As this area is surrounded by various business, hospital, clinics and office premises, unrestricted parking available on both sides of the street are occupied during business hours. However, in order to avoid sight distance issue for vehicles exiting Taree Craft Centre and Physician Consultant Clinic to High Street, it is recommended to install a "No Stopping" zone between the eastern side of Taree Craft Centre car park driveway exit at High

Street and the tree (eastern side) in front of Physician Consultant Clinic car park driveway exit at High Street.

CONSULTATION

Council has held discussions with the doctor at the Physician Consultant Clinic and Secretary of the Taree Craft Centre at High Street. They both fully support Council's decision to install a "No Stopping" zone between the eastern side of Taree Craft Centre car park driveway exit at High Street and the tree (eastern side) in front of Physician Consultant Clinic car park driveway exit at High Street.

RECOMMENDATION

It is recommended to install a "No Stopping" zone between the eastern side of the Taree Craft Centre car park driveway exit at High Street and the tree (eastern side) in front of the Physician Consultant Clinic car park driveway exit at High Street.

DISCUSSION IN BRIEF

Nil.

COMMITTEE RECOMMENDATION

That the Local Traffic Committee recommend that Council adopt the above recommendation.

ANNEXURE

A: Proposed No Stopping Zone and Existing Unrestricted Parking Zone



Taree Craft Centre

Car Parks

Physician Consultant Clinic

Existing Unrestricted Parking Zone

Proposed No Stopping Zone

ITEM 3 - LTC – NO PARKING MARINE RESCUE VEHICLES EXCEPTED ZONE AT BEACH STREET, HARRINGTON

Report Author **Guru Arumugam, Traffic Engineer**

File No **S638/06**

Date of Local Traffic Meeting **5 June 2018**

SUMMARY OF REPORT

Investigations have been undertaken to install a "No Parking" zone for the volunteer's exclusive use in the existing car park at Marine Rescue Station on Beach Street at Harrington.

SUMMARY OF RECOMMENDATION

It is recommended to install two (2) "No Parking Marine Rescue Vehicles Excepted" zone beside the existing Disabled Parking zone in the existing unrestricted car parking spaces at Marine Rescue Station on Beach Street at Harrington.

FINANCIAL/RESOURCE IMPLICATIONS

Council will be responsible for the costs associated with the installation of signage and pavement markings and this work will be funded from the cost centres of Traffic Committee Items. This work has an estimated cost of \$500.

LEGAL IMPLICATIONS

Nil.

ANNEXURES

A: Map showing proposed two (2) "No Parking Marine Rescue Vehicles Excepted" zone and Existing Unrestricted Parking zone.

B: Lamination notice sample.

BACKGROUND

MidCoast Council has received a request from the President of Harrington Chamber of Commerce to provide parking spaces for the volunteer's exclusive use at Marine Rescue Station on Beach Street at Harrington.

DISCUSSION

Marine Rescue Station is located on Beach Street at Harrington. As it is surrounded by a picnic area, lagoon facilities, beach and residential area, unrestricted parking available in front of Marine Rescue Station are entirely occupied by visitors during holiday periods which forces volunteers to park far away from the car park and walk to their station. In order for the volunteer's exclusive use, it is recommended to install two (2) "No Parking Marine Rescue Vehicles Excepted" zone beside the existing Disabled Parking zone in the existing unrestricted car parking spaces at Marine Rescue Station on Beach Street at Harrington.

CONSULTATION

Council has held discussions with the President of Harrington Chamber of Commerce. He supports the Council's proposal to install two parking spaces beside the existing Disabled Parking zone for the volunteer's exclusive use in the existing unrestricted car parking spaces at Marine Rescue Station on Beach Street at Harrington. However, they preferred three (3) parking spaces. The President provided a lamination notice sample (attached in ANNEXURE B) to the Council which needs to be displayed on the dashboard of the volunteer's vehicles to differentiate with the public vehicles.

RECOMMENDATION

It is recommended to install two (2) "No Parking Marine Rescue Vehicles Excepted" zone beside the existing Disabled Parking zone in the existing unrestricted car parking spaces at Marine Rescue Station on Beach Street at Harrington.

DISCUSSION IN BRIEF

Nil.

COMMITTEE RECOMMENDATION

That the Local Traffic Committee recommend that Council adopt the above recommendation.

ANNEXURES

A: Proposed two (2) "No Parking Marine Rescue Vehicles Excepted" and Existing Unrestricted Car Parking Zones



Existing Disabled Parking Space

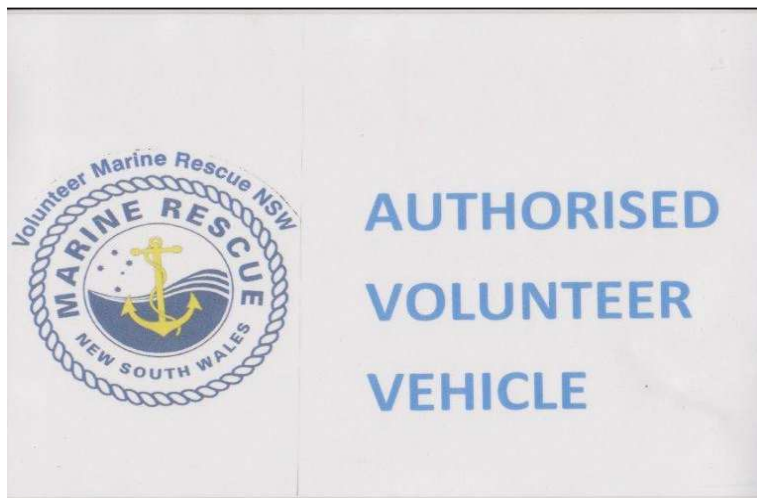


Existing Unrestricted Car Parking Spaces



Proposed two (2) No Parking Marine Rescue Vehicles Excepted Zone

B: Lamination Notice Sample



ITEM 4 - LTC – NO PARKING ZONE AT THE BUCKETTS WAY, KRAMBACH

Report Author Guru Arumugam, Traffic Engineer

File No RD1425/02

Date of Local Traffic Meeting 5 June 2018

SUMMARY OF REPORT

Investigations have been undertaken to install a "No Parking" zone at the existing bus turn around area located at 40m west of the BP Station, The Buckets Way, Krambach.

SUMMARY OF RECOMMENDATION

It is recommended to install a "No Parking" zone ("Between 7:30 to 8:30 am and 4:00 to 5:00 pm") in the bus turn around area located 40m west of the BP Station, The Bucketts Way, Krambach.

FINANCIAL/RESOURCE IMPLICATIONS

Council will be responsible for the costs associated with the installation of signage and pavement markings and this work will be funded from the cost centres of Traffic Committee Items. This work has an estimated cost of \$500.

LEGAL IMPLICATIONS

Nil.

ANNEXURE

A: Map showing proposed "No Parking" zone and Existing Unrestricted Parking Zone.

BACKGROUND

MidCoast Council has received a request from the Tinonee Bus Company to install a "No Parking" zone for accommodating school buses to turn around easily at the existing bus turn around area located at 40m west of the BP Station, The Bucketts Way, Krambach.

DISCUSSION

The Bucketts Way is a two way road. As this area is surrounded by various business and residential premises, existing bus turn around area 40m west of the BP station at The Bucketts Way are occupied during business hours. This creates difficulty for the school buses to turn around during school days. So in order for the buses to turn around easily at this location, it is recommended to install a "No Parking" zone ("Between 7:30 to 8:30 am and 4:00 to 5:00 pm") in the bus turn around area located at 40m west of the BP Station, The Bucketts Way, Krambach.

CONSULTATION

Council has held discussions with Tinonee Bus Company Manager. He supports the Council's proposal to install a "No Parking" zone ("Between 7:30 to 8:30 am and 4:00 to 5:00 pm") in the bus turn around area located 40m west of the BP Station, The Bucketts Way, Krambach.

RECOMMENDATION

It is recommended to install a "No Parking" zone ("Between 7:30 to 8:30 am and 4:00 to 5:00 pm") in the bus turn around area located 40m west of the BP Station, The Bucketts Way, Krambach.

DISCUSSION IN BRIEF

Nil.

COMMITTEE RECOMMENDATION



That the Local Traffic Committee recommend that Council adopt the above recommendation.

ANNEXURE

A: Proposed "No Parking" Zone and Existing Unrestricted Parking Zone



BP Station at the Bucketts Way

-  Existing Unrestricted Parking Zone
-  Proposed No Parking Zone

ITEM 5 - LTC – LOADING ZONE AT RIVER STREET, TAREE

Report Author **Guru Arumugam, Traffic Engineer**

File No **RD 4030/02**

Date of Local Traffic Meeting **5 June 2018**

SUMMARY OF REPORT

Investigations have been undertaken to install "Loading" zone near MidCoast Council office, Taree.

SUMMARY OF RECOMMENDATION

It is recommended to change existing three (3) hour parallel parking to "Loading" zone in front of MidCoast Council Car Park, River Street between the two driveways to the Council car parks.

FINANCIAL/RESOURCE IMPLICATIONS

Council will be responsible for the costs associated with the installation of signage and pavement markings and this work will be funded from the cost centres of Traffic Committee Items. This work has an estimated cost of \$500.

LEGAL IMPLICATIONS

Nil.

ANNEXURE

A: Map showing proposed "Loading" zone and existing three (3) hour parallel parking area.

BACKGROUND

MidCoast Council has received an internal request to install a "Loading" Zone for accommodating heavy vehicles to drop/pick off near Council Office.

DISCUSSION

River Street is a two way road. As this area is surrounded by MidCoast Council office, various business, park and office premises, restricted parking available on east and west sides of the street are occupied during business hours. However, there is a need for the "Loading" zone to be increased in order to accommodate heavy vehicles for delivering especially as MCC Water Services department relocated from Muldoon Street to Council office in Pulteney Street. It is recommended to change existing three (3) hour parallel parking to "Loading" zone in front of MidCoast Council Car Park, River Street between the two driveways to the Council car parks. The "Loading" zone can be used by public also.

RECOMMENDATION

It is recommended to change existing three (3) hour parallel parking to "Loading" zone in front of MidCoast Council Car Park, River Street between the two driveways to the Council car parks.

DISCUSSION IN BRIEF

Nil.

COMMITTEE RECOMMENDATION



That the Local Traffic Committee recommend that Council adopt the above recommendation.

ANNEXURE

A: Proposed Loading Zone and Existing 3 Hour Parallel Parking Zone



Midcoast Council Car Park

-  Existing 3 Hour Parallel Parking Zone
-  Proposed Loading Zone

ITEM 6 - LTC - NO STOPPING ON LAKESIDE CRESCENT, ELIZABETH BEACH

Report Author **Richard Wheatley, Senior Transport Engineer**

File No. / ECM Index **No Stopping – Lakeside Crescent**

Local Traffic Committee Meeting: **5 June 2018**

SUMMARY OF REPORT

Investigations have been undertaken following a request to remove parking on Lakeside Crescent near The Lakes Way at a right of way to improve sight distance when accessing the right of way.

SUMMARY OF RECOMMENDATION

It is recommended that a "No Stopping" zone be installed on the southern side of Lakeside Crescent, Elizabeth Beach between the driveways to 1 The Lakes Way and 2 Lakeside Crescent.

Council, RMS and Police voted in favour of this recommendation and MP Representative abstained.

FINANCIAL/RESOURCE IMPLICATIONS

Council will be responsible for the costs associated with the installation of signage and pavement markings and this work will be funded from the cost centres of Traffic Committee Items. This work has an estimated cost of \$500.

LEGAL IMPLICATIONS

Nil

ANNEXURE

A: Map showing Lakeside Crescent, Elizabeth Beach.

BACKGROUND

Council has received a request from a resident to have the parking removed from the eastern side of the driveway (right of way) to 1 The Lakes way to improve sight distance for motorists exiting the driveway.

DISCUSSION

The right of way (ROW) on Lakeside Crescent is the driveway to three properties (1, 2 & 3 The Lakes Way) about 80m from The Lakes Way and is located on a crest of a hill. The sight distance in both directions along Lakeside Crescent is very limited for people driving out of the ROW due to the crest. The residents have reported near misses with vehicles travelling along the road when using the ROW.

The sight distance is further reduced by vehicles parking to the east between the ROW and driveway into Pacific Palms Resort (2 Lakeside Crescent). These parked vehicles make it very difficult to see vehicles approaching on the right when leaving the ROW.

This ROW was discussed at a recent Land and Environment Court case relating to another property wanting access to the ROW but the Court did not approve access due the limited sight distance plus other boundary issues of the ROW. However, the traffic reports for this court case recommended the removal of this parking to increase sight distance should access had been provided.

CONSULTATION

The vehicles parking at this location are generally those of the staff working at the resort. Discussions have held with the resort management and they had no objections to the removal of the parking between the driveways with a "No Stopping" zone.

RECOMMENDATION

It is recommended that a "No Stopping" zone be installed on the southern side of Lakeside Crescent, Elizabeth Beach between the driveways to 1 The Lakes Way and 2 Lakeside Crescent.

DISCUSSION IN BRIEF

Nil.

COMMITTEE RECOMMENDATION

That the Local Traffic Committee recommend that Council adopt the above recommendation.

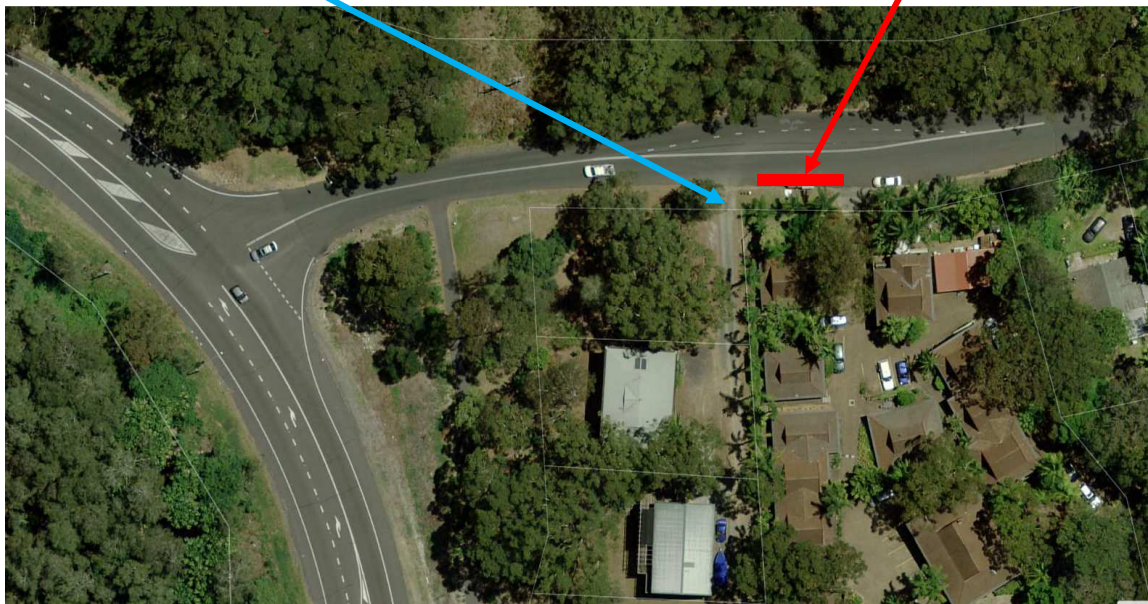
Council, RMS and Police voted in favour of this recommendation and MP Representative abstained.

ANNEXURE

A: Lakeside Crescent, Elizabeth Beach

Right Of Way

Proposed No Stopping Zone



ITEM 7 - LTC – INFORMATION ITEMS

7.1 RMS Speed Limit Reviews

Jamie Smoother informed the meeting that RMS changing the existing speed limit for the full length of Forest Lane, Old Bar as 50km/h. This changes unsealed section of Forest Lane from default speed limit of 100km/h to 50km/h heading towards Saltwater Road. He also informed that RMS has decided that Lee Street, Bulahdelah will have speed limit of 50km/h.

7.2 Albert Street, Taree - Taree Police Station Police Vehicle Parking

Christine George informed the meeting that the redevelopment of the Taree Police Station will have the new building public access on the western side of the Courthouse at the boundary of Albert Street, which is currently a driveway. The moving of the station frontage to the boundary line will require four (4) parking spaces on Albert Street for police as emergency response vehicles. These spaces will not take any of the current parking spaces on Albert Street as they will be located where the current western driveway is for the Police Station.

These spaces are to be rear to kerb angle parking at 90° to allow fast entry to the traffic lane for these emergency vehicles. The current angle parking in Albert Street is at 60° front to kerb and these Police parking spaces will not match with the general parking spaces. Therefore, Council has requested these new parking spaces to be indented into the footpath and have kerb extensions at either end to clearly define that these parking spaces are different to the remainder of the street. This proposal will be brought back to the Committee when the design has been completed.

Richard Wheatley noted the traffic report for the new Police Station was not using the full net floor area (NFA) for the new station of 1920m² for determining the parking requirement. Instead they were using the increased floor area from the existing station to the new one of NFA of 839m². This is a completely new station and therefore should be using the total NFA not a reduced figure. This would change the required car parking spaces from the planned 24 spaces to 55 spaces (1 space per 35m²). It is acknowledged this is a State Government building in which Council has little or no control over the approval of the development on State Government land.

7.3 On Street Exclusive Parking for Government Agencies

Richard Wheatley commented there has a number of State Government agencies moving to new buildings or rebuilding then requiring on street parking spaces to be sign posted for their operation. This exclusive parking is removing this finite resource of parking spaces from the general parking on the streets in the CBDs of the major towns. A private developer is required to provide the required parking spaces on site being developed (or a business moving to a new location) and they would not be provided with exclusive parking on the street for their business.

7.4 Failford Road, Darawank – Recent Crashes

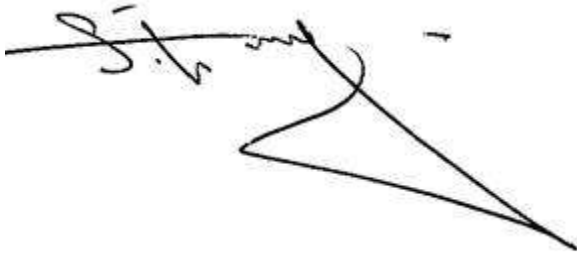
Bob Wilson raised concerns with the intersections of Failford Road at The Lakes Way and Pacific Highway following recent crashes. It was noted by the Police that recent crashes were the result of driver behaviour. Jamie Smoother stated the RMS will be undertaking minor upgrades at both intersections to improve the safety with line marking changes at The Lakes Way and resealing at the Pacific Highway.

7.5 The Lakes Way at Blackhead Road, Hallidays Point – Intersection Upgrade

Richard Wheatley presented to the meeting a plan showing minor improvements at the intersection of The Lakes Way and Blackhead Road that will be undertaken to improve safety. The improvements will include the widening of the left turn lane out of Blackhead Road, moving Blackhead Road's Stop Line further into the intersection, guiding lines for right turning vehicles and rumble bars along the centre line of The Lakes Way to stop right turning vehicles cutting across the intersection.

Next Meeting: 7 August 2018 at Forster Office

Close of Meeting: 11.30am

A handwritten signature in black ink, appearing to read 'S. Embry', written over a horizontal line. The signature is stylized and includes a large, sweeping flourish that extends downwards and to the right.

**Steve Embry
ACTING GENERAL MANAGER**