

# Local Traffic Committee Meeting

## Business Paper

Notice is hereby given that a Local Traffic Committee Meeting of Parkes Shire Council will be held in the Parkes Council Chamber, 2 Cecile Street, Parkes, on Wednesday 7 August 2024 at 9:00am.



Kent Boyd PSM  
**GENERAL MANAGER**



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**1 OPENING OF MEETING**

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The Chairperson will declare the meeting open.

Meeting of Council committees are not recorded or streamed to the internet.

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**2 ACKNOWLEDGEMENT OF COUNTRY**

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Parkes Shire Council acknowledges the Wiradjuri People who are the Traditional Custodians of the Land. I would also like to pay respect to the Elders past, present and emerging of the Wiradjuri Nation and extend that respect to other Aboriginal peoples from other nations who are present.

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**3 APOLOGIES**

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In accordance with clauses 5.3, 5.4 and 5.5 of Council's Code of Meeting Practice, apologies must be received and accepted from absent Councillors and a leave of absence from the Council Meeting may be granted.

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## 4 CONFIRMATION OF MINUTES

### 4.1 MINUTES OF THE EXTRAORDINARY LOCAL TRAFFIC COMMITTEE MEETING HELD ON 27 JUNE 2024

**IP&R Linkage:** Pillar: Leadership

**Goal:** Our local government is open, accountable and transparent.

**Strategy:** Provide open and transparent decision-making and undertake the civic duties of Council with professionalism and integrity.

**Annexures:** A. **Extraordinary Local Traffic Committee Meeting Minutes - 27 June 2024**

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### RECOMMENDATION

That the Extraordinary Local Traffic Committee Meeting receive and confirm the Minutes of the meeting held on Thursday 27 June 2024.

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## 5 DISCLOSURES OF INTERESTS

All Council Officials must disclose and manage any conflicts of interest they may have in matters being considered at the meeting.

Council's Code of Conduct deals with pecuniary and non-pecuniary conflicts of interest and political donations, and provides guidance on how these issues should be managed.

Council Officials must be familiar with Council's Code of Conduct and their obligations to disclose and manage any conflicts of interest that they may have in matters being considered at this Council Meeting.

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**Note:** Council Officials who declare an Interest at the Meeting are also required to complete a Declaration of Interest form.

**6 LATE BUSINESS**

## 7 OFFICERS' REPORTS

### 7.1 LANE BETWEEN GRENFELL AND WELCOME STREET, PARKES

**IP&R Linkage:** **Pillar:** Leadership

**Goal:** Our local government is contemporary, effective and efficient.

**Strategy:** Ensure compliance with statutory requirements and ensure Parkes Shire Council's operations are supported by good corporate governance and effective risk management.

**Author:** **Jaymes Rath, Executive Manager Technical Services**

**Authoriser:** **Jaymes Rath, Executive Manager Technical Services**

**Annexures:** **A. Proposed Speed Cushion Layout** [↓](#)

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#### STAFF RECOMMENDATION

##### Council Responsibilities:

That:

1. The proposed speed cushions in the Lane, between Grenfell and Welcome Street, Parkes be approved and installed for a 12-month trial period.

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#### EXECUTIVE SUMMARY

This report proposes the installation of two speed cushions in the Lane, between Grenfell and Welcome Street, Parkes to address safety concerns related to vehicle speeds. The proposal is for a 12-month trial period to assess the effectiveness of the speed cushions in reducing vehicle speeds and improving safety in the laneway.

#### BACKGROUND

Concerns have been raised about the speed of vehicles traveling through the Lane, between Grenfell and Welcome Street, Parkes particularly where it intersects with Grenfell Street. The issue identified is the potential safety risk due to vehicles moving too quickly through the laneway raising the crash risk of vehicles exiting McDonalds. In response, proposes to implement two speed cushions along the Lane to mitigate this issue.

#### KEY ISSUES

- A. The primary issue is the need to reduce vehicle speeds in the Lane to enhance safety for both pedestrians and motorists.
- B. Installation of the speed cushions will require additional signage.
- C. The proposal includes a 12-month trial period to evaluate the effectiveness of the speed cushions

**EVENT CLASS**

Nil

**CONCLUSION**

The installation of two speed cushions on the Lane, between Grenfell and Welcome Street, Parkes is proposed as a safety measure to address identified concerns. The 12-month trial will allow for assessment of the speed cushions' impact on vehicle speeds and overall safety. It is recommended that the installation proceed as proposed, with ongoing monitoring and review to ensure its effectiveness.





**7.2 STOP SIGN AT THE INTERSECTION OF MOLONG ROAD AND GLENGOWRIE CLOSE****IP&R Linkage:** Pillar: Leadership**Goal:** Our local government is contemporary, effective and efficient.**Strategy:** Ensure compliance with statutory requirements and ensure Parkes Shire Council's operations are supported by good corporate governance and effective risk management.**Author:** Reba Nicholson, Cadet Engineer**Authoriser:** Jaymes Rath, Executive Manager Technical Services**Annexures:** A. **Traffic Counts - Intersection of Glengowrie Close** [↓](#)  
B. **Intersection Layout** [↓](#)

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**STAFF RECOMMENDATION**

That:

1. The proposed Signage update at the intersection of Molong Road and Glengowrie Close be approved for Installation.
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**EXECUTIVE SUMMARY**

The Council has received a request from the Local Traffic Committee to change the intersection of Glengowrie Close and Molong Road, specifically exiting from Lions Park.

**BACKGROUND**

The Local Traffic Committee has raised concerns regarding the flow of traffic through the intersection of Glengowrie Close and Molong Road, with priority currently being Molong Road.

In the current situation of this intersection vehicles enter Glengowrie Close to give-way to traffic travelling along Molong Road.

The Local Traffic Committee have raised concerns that Molong Road has priority despite most traffic continuing straight through the intersection into Glengowrie Close.

The Local Traffic Committee has proposed changing the priority road from Molong Road to Glengowrie Close which involves relocating give-way signs to Molong Road.

**KEY ISSUES**

- A. Traffic Data Count for the period of 17 May - 30 May 2024 (14 days) indicates 8888 vehicles entering/exiting Glengowrie Close intersection between Molong Road and Henry Parkes Way.
- B. 4169 of 8888 (46.9%) vehicles proceed straight on through Glengowrie Close, however this road is not priority.
- C. A total of 2078 vehicles were counted West of Glengowrie Close intersection to Lions Park and 2783 vehicles were counted East of Glengowrie Close intersection.
- D. Water channel North of Glengowrie Close intersection requires traffic to slow down to cross which could increase wait times for traffic giving way on Molong Road if priority road is changed.

**EVENT CLASS**

Nil

**CONCLUSION**

That the Committee recommends the approval of change of priority road from Molong Road to Glengowrie Close and the installation of a 'Stop Sign' and relocation of a 'Give Way' signs and associated line marking on Molong Road as per AS 1742.2-2009. Along with the removal of the 'Give Way' signs on Glengowrie Close and line marking.





**7.3 DISABLED PARKING - TRUNDLE****IP&R Linkage:** **Pillar:** Leadership**Goal:** Our local government is contemporary, effective and efficient.**Strategy:** Ensure compliance with statutory requirements and ensure Parkes Shire Council's operations are supported by good corporate governance and effective risk management.**Author:** **Jaymes Rath, Executive Manager Technical Services****Authoriser:** **Jaymes Rath, Executive Manager Technical Services****Annexures:** **A. Proposed Disabled Parking - Parkes Street - Trundle** [↓](#)**STAFF RECOMMENDATION****Council Responsibilities:**

That:

1. The proposed disabled parking on Parkes Street, Trundle be approved for installation.

**EXECUTIVE SUMMARY**

This report proposes the installation of two disabled parking spaces on Parkes Street, Trundle. The need for these spaces was identified during the main street beautification project, highlighting the lack of accessibility to the pub and main street in general.

**BACKGROUND**

During the recent main street beautification project in Trundle, community feedback indicated a significant need for improved accessibility. Specifically, the lack of disabled parking spaces was noted as a barrier for residents and visitors with mobility challenges. To address this need, it is proposed to install two disabled parking spaces on Parkes Street.

**KEY ISSUES**

- A. The primary issue to consider is the loss of two parallel parking spaces on Parkes Street, Trundle
- B. All Parking spaces have been designed conformant with AS2890.5

**EVENT CLASS**

Nil

**CONCLUSION**

The installation of two disabled parking spaces on Parkes Street, Trundle will enhance accessibility to key locations such as the pub and the main street, addressing a clear community need. The minor loss of two parallel parking spaces is outweighed by the benefits of improved access for individuals with disabilities. It is recommended that the proposal be approved and implemented promptly.



**7.4 PARALLEL PARKING OUT THE FRONT OF PETER WOODS & ASSOCIATES****IP&R Linkage:** **Pillar:** Leadership**Goal:** Our local government is contemporary, effective and efficient.**Strategy:** Ensure compliance with statutory requirements and ensure Parkes Shire Council's operations are supported by good corporate governance and effective risk management.**Author:** **Sue McGrath, Business Support Coordinator****Authoriser:** **Jaymes Rath, Executive Manager Technical Services****Annexures:** **A. Currajong Proposed Parking** [↓](#)**STAFF RECOMMENDATION****Council Responsibilities:**

That:

1. The proposed parallel parking in front of 84 Currajong Street, Parkes be approved for installation.

**EXECUTIVE SUMMARY**

This report proposes changing the angled parking in front of 84 Currajong Street, Parkes to parallel parking. This change is recommended to address safety concerns that have arisen due to increased vehicle speeds and limited visibility caused by larger vehicles parked in the current angled spaces and an increase in speed resulting from a better ride surface from recent works.

**BACKGROUND**

The recent roadworks on Currajong Street, completed in 2023, have significantly improved the surface ride quality. However, this has led to increased vehicle speeds, especially when turning from Bushman Street into Currajong Street. There have been multiple accidents reported and anecdotal near misses involving the general public. Pedestrians, including school children, often cross the road in this area, creating a risk of rear-end collisions when vehicles stop abruptly.

**KEY ISSUES**

- A. Increased vehicle speeds on Currajong Street due to improved road surface.
- B. Limited visibility for vehicles exiting the angled parking spaces, particularly when larger vehicles are parked.
- C. Increased risk of accidents involving pedestrians.
- D. The change from angled to parallel parking will reduce the parking capacity from 8 cars to 5 cars, resulting in a loss of 3 spaces.

**EVENT CLASS**

Nil

**CONCLUSION**

Changing the angled parking in front of 84 Currajong Street, Parkes to parallel parking will improve visibility and safety for both drivers and pedestrians. This adjustment is expected to reduce the risk of accidents and near misses, despite the loss of three parking spaces.







## 8 GENERAL BUSINESS

### 8.1 EAST STREET - DIRT DR'S YARD

**IP&R Linkage:** **Pillar:** Leadership

**Goal:** Our local government is contemporary, effective and efficient.

**Strategy:** Ensure compliance with statutory requirements and ensure Parkes Shire Council's operations are supported by good corporate governance and effective risk management.

**Author:** **Jaymes Rath, Executive Manager Technical Services**

**Authoriser:** **Jaymes Rath, Executive Manager Technical Services**

**Annexures:** **A. Street View of Driveway** [↓](#)  
**B. Swept Paths of B-Doubles - 2A East Street Access** [↓](#)

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### RECOMMENDATION

That:

1. The report detail is for the information of the Committee.
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### REPORT DETAIL

This report addresses concerns raised by business owners regarding the risk of heavy vehicles clipping parked vehicles near their driveway entrance. The driveway in question is approximately 16 metres wide. The likelihood of heavy vehicles causing such issues appears minimal unless another vehicle is exiting the premises simultaneously.

### BACKGROUND

Business owners have expressed concerns that heavy vehicles may risk clipping parked vehicles near their driveway entrance. The driveway's width of approximately 16 metres suggests that such incidents are unlikely, except in situations where another vehicle is simultaneously exiting the premises.

### KEY ISSUES

- A. The driveway width of 16 metres generally accommodates heavy vehicle movements without risk.
- B. The risk of clipping parked vehicles increases only if another vehicle is exiting the driveway at the same time.
- C. Discussion is needed to assess if additional measures are required to address these concerns.

### CONCLUSION

While the current width of the driveway reduces the risk of heavy vehicles clipping parked vehicles, the concerns raised warrant further discussion by the committee to determine if any additional measures are needed.













## **7 REPORT OF CONFIDENTIAL RESOLUTIONS**

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In accordance with clauses 14.22 and 14.23 of Council's Code of Meeting Practice, resolutions passed during a meeting, or a part of a meeting that is closed to the public must be made public by the Chairperson as soon as practicable. Such resolutions must be recorded in the publicly available minutes of the meeting.

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