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**NARROMINE SHIRE COUNCIL  
ORDINARY MEETING BUSINESS PAPER – 10 NOVEMBER 2021  
REPORTS OF COMMITTEES**

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**1. REPORT OF THE LOCAL TRAFFIC COMMITTEE MEETING**

The report to and minutes of the Local Traffic Committee Meeting held on 11 October 2021 via Teams are attached. (**See Attachment No. 1**).

**RECOMMENDATION**

That the report of the Local Traffic Committee and the recommendations from the minutes of the Meeting held on 11 October 2021 be adopted.

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**MINUTES OF THE LOCAL TRAFFIC COMMITTEE HELD  
VIA TEAMS ON MONDAY 11 OCTOBER 2021**

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**PRESENT:** Cr Dawn Collins (Chair, Narromine Shire Council), Richard Drooger (Transport for NSW), Michael Donley (Senior Constable, Orana Mid-Western Police District, NSW Police), Jane Redden (NSC - General Manager), André Pretorius (Director Infrastructure & Engineering Services, NSC), Cr Rob McCutcheon (Local Member Representative Dubbo), Jordan Richardson (Manager Engineering Services, NSC) & Sarah Masonwells (Minute Secretary, NSC).

**1. WELCOME**

The Chair welcomed those present, and declared the meeting open at 9.33am.

**2. APOLOGIES**

Nil

**3. MINUTES OF THE PREVIOUS MEETING**

**RECOMMENDED** Cr Dawn Collins/Richard Drooger that the Minutes of the previous meeting of the Local Traffic Committee held on 16 June 2021 be accepted as a true and accurate record of that meeting.

**4. BUSINESS ARISING FROM PREVIOUS MINUTES**

Cr Dawn Collins asked if the additional signage had been installed at Tomingley. Director Infrastructure & Engineering Services advised, Council has provided comments to the developers for inclusion in the designs. Signs will be installed by the developer.

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

Nil

**6. REPORT TO LOCAL TRAFFIC COMMITTEE**

**1) RAISED CROSSING – DERRIBONG STREET TRANGIE**

The Chair, Cr Dawn Collins asked how much funding had been received?

Manager Engineering Services advised Council had been successful in obtaining \$70,000 funding as per the application submitted in June for Safer Roads Funding. The total will be spent on the associated works.

Richard Drooger asked if it was an upgrade to the existing crossing?

Manager Engineering Services advised yes, it is currently a zebra crossing and a wombat crossing will be installed by Australian Standards.

Richard Drooger advised advisory signs will be required before construction.

Director Infrastructure & Engineering Services asked, at what point is Council required to install signage?

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**MINUTES OF THE LOCAL TRAFFIC COMMITTEE HELD  
VIA TEAMS ON MONDAY 11 OCTOBER 2021**

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

Richard Drooger advised around a week would be appropriate. The community will see the changes during the construction phase, and then after completion, variable message boards could be used to advise of the change.

**RECOMMENDED** Richard Drooger/Michael Donley that the committee approve installation of a Wombat Crossing (Raised Pedestrian Crossing) at the existing location.

**2) PEDESTRIAN FENCING – NARROMINE AQUATIC CENTRE**

The Chair, Cr Dawn Collins asked how much funding had been received?

Manager Engineering Services advised Council had been successful in obtaining \$50,000 funding as per the application submitted.

**RECOMMENDED** Richard Drooger/Michael Donley that the committee approve the upgrade and installation of pedestrian fencing and the delineation at the existing refuge located at the Narromine Aquatic Centre on the Mitchell Highway.

**7. GENERAL BUSINESS**

**a) Manager Engineering Services – NSC – Grant funding for Safer Roads**

Manager Engineering Services noted, expanding on the above-mentioned grant funding for Safer Roads, Council also received funding for the replacement of the thermo plastic at the zebra crossings on Dandaloo Street Narromine. Council is also progressing with funding for the school speed zones, including the dragon teeth.

Cr Dawn Collins asked what the thermo plastic was?

Manager Engineering Services noted it is a material that is heated and applied/laid, and is a higher grade and lasts longer than paint. This will be applied on all the white areas. They will remove the existing material and replace it with the new thermo plastic.

**b) Cr Rob McCutcheon - Local Member Representative Dubbo – Trangie Level Crossing**

Cr Rob McCutcheon asked if there was an outcome for the GrainCorp site, or were changes required before harvest commenced?

Director Infrastructure & Engineering Services advised, after speaking with the manager and sighting the traffic movements entering the site, at this stage, no changes are required. The intent is for the heavy vehicles to turn onto

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**MINUTES OF THE LOCAL TRAFFIC COMMITTEE HELD  
VIA TEAMS ON MONDAY 11 OCTOBER 2021**

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**7. GENERAL BUSINESS CONT.**

Saleyards Road at the Goan Waterhole, and if they need to, they are able to park in the open area, or enter the grain receival facility.

Cr Rob McCutcheon asked if road trains will still be able to come over the crossing, will they be alright length wise?

Director Infrastructure & Engineering Services advised yes, if they come within the length limit for the road.

Cr Rob McCutcheon noted they have always conducted a U-Turn at the parking bay, so they will continue to do so.

Director Infrastructure & Engineering Services advised the preferred route is to come along Saleyards Road, not Sahara Road as they will not be able to park if required.

In regards to the near miss incident, the heavy vehicle did not stop where they should have. A road train will fit.

Cr Rob McCutcheon asked if the truck parking bay will operate as it always has?

Director Infrastructure & Engineering Services advised, yes it will.

**c) Director Infrastructure & Engineering – Road Reclassification**

Director Infrastructure & Engineering Services advised Council recently received the road reclassification reviews from Transport for NSW. Submissions submitted for the transfer of Culling/Manildra Street, and Wentworth Bypass were successful. Council is not sure of the timing of the transfer. The next round for submissions, closes 23 December.

**8. NEXT MEETING**

The next Meeting of the Local Traffic Committee to be notified.

There being no further business, the meeting closed at 9:53am.

The Minutes (pages 1 –3) were confirmed on \_\_\_\_\_, 2021 and are a full and accurate record of proceedings of the meeting held on 11 October 2021.

**CHAIR**

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**NARROMINE SHIRE COUNCIL**  
**LOCAL TRAFFIC COMMITTEE BUSINESS PAPER – 11 OCTOBER 2021**

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**1. RAISED CROSSING – DERRIBONG STREET TRANGIE**

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

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**Executive Summary**

The purpose of this report is to seek comment and endorsement for the installation of a "Wombat Crossing" (Raised Pedestrian Crossing) at the Trangie Central School located in Derribong Street, Trangie.

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**Report**

Council has successfully received grant funding under the Safer Roads Road Safety Program to undertake the installation of a "Wombat Crossing" (Raised Pedestrian Crossing) at the Trangie Central School located in Derribong Street, Trangie (**Attachment No. 1**). Currently there is an existing pedestrian crossing between Temoin and Goan Streets. This existing pedestrian crossing will be upgraded to a "Wombat Crossing".

This section is currently a determined School Zone, primarily used by the two schools across each other and the introduction of this "Wombat Crossing" would encourage further reduction in speeds within the zone. The Australian Standards 1742.10 - 2009, summarised in the Western Australian, Guideline Planning and Designing for Pedestrians: Guidelines (IPWEA) page 151 (**Attachment No. 2**) will be used for the design and installation. Existing line marking will be re-delineated.

**RECOMMENDATION**

1. That comments are received from the Committee for the installation of a Wombat Crossing (Raised Pedestrian Crossing) at the existing location.
  2. That the Committee endorse the proposed installation of the "Wombat Crossing".
  3. That community consultation occurs to advise road users regarding changed traffic conditions at this location during and after the upgrade of the crossing.
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**2. PEDESTRIAN FENCING – NARROMINE AQUATIC CENTRE**

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

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**Executive Summary**

The purpose of this report is to seek comment and endorsement for the upgrade and installation of pedestrian fencing and delineation at the Narromine Aquatic Centre,

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**NARROMINE SHIRE COUNCIL  
LOCAL TRAFFIC COMMITTEE BUSINESS PAPER – 11 OCTOBER 2021**

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**2. PEDESTRIAN FENCING – NARROMINE AQUATIC CENTRE CONT.**

pedestrian refuge which is located on the Mitchell Highway between Meryula and Merilba Streets, Narromine

**Report**

Council has successfully received grant funding under the Safer Roads Road Safety Program to undertake the installation of pedestrian fencing and the upgrade of delineation at the existing pedestrian refuge located at the Narromine Aquatic Centre, (**Attachment No. 3**). The purpose of the funding is to increase safety and to facilitate improved pedestrian movement crossing the road.

The section in is primarily used by the light vehicles. Heavy vehicles, apart from local delivery vehicles are not encouraged to use. The Manildra/Culling Streets were recently reclassified as state roads. Heavy vehicles have been using these roads as a heavy vehicle bypass. Installation will be in accordance with Transport for NSW Standard Drawings (**Attachment No. 4**), and as per summarised in Western Australia, Guideline Planning and Designing for Pedestrians Guidelines (IPWEA) page 140 – Type 1 (**Attachment No. 5**). The NSW Transport Roads and Traffic Authority Technical Direction for Pedestrian Refuges (TDT 2011/01a) will also be used. Existing line marking will be re-delineated.

Relevant authorisations/approvals will be obtained from Transport for NSW prior to commencing of these works.

**RECOMMENDATION**

1. That comments are received from the Committee for the upgrade and installation of pedestrian fencing and the delineation at the existing refuge located at the Narromine Aquatic Centre on the Mitchell Highway.
2. That the Committee endorse the proposed installation of the pedestrian fencing and delineation of the refuge.

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



NOTES:


1. THIS DRAWING IS A CONCEPT ONLY
2. LOCATIONS OF LINES, POINTS AND HATCHES MAY NOT BE IN ACCORDANCE WITH AN ADOPTED COORDINATE SYSTEM
3. THE ABOVE DRAWING SHOWS THE APPROXIMATE LOCATION OF FINAL CONSTRUCTED WOMBAT CROSSING
4. WOMBAT CROSSING TO BE CONSTRUCTED IN ACCORDANCE WITH AS1742.10-2009
5. SEE PLANNING AND DESIGN FOR PEDESTRIANS GUIDELINES FOR SUMMARY OF WOMBAT CROSSING



REV.	DATE	DESCRIPTION	DRAWN	CHECK	APPROVED
1	071021	DRAWING CREATED	JR	JR	

INITIALLY APPROVED BY: \_\_\_\_\_

Reports of Committees Page 7



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CLIENT: LOCAL TRAFFIC COMMITTEE	
PROJECT: SAFER ROADS GRANT	
TITLE: WOMBAT CROSSING	
SIZE: A3	PAGE #1
DRAWING #1	
Scale: AS SHOWN	REVISION #1

## Attachment No. 2

### Example

A signalised crossing may be more appropriate where there is high pedestrian use and high vehicle volumes. In this example, the zebra crossing has been changed to a Puffin crossing.



Hay Street, West Perth

### 9.3.7 Wombat Crossings

#### Description

A wombat crossing is a zebra crossing on a raised plateau at footpath level.

This type of treatment is suitable in a low speed environment, typically 40 km/h or less.

#### Advantages

As for a zebra crossing plus:

- The raised platform improves the visibility of the crossing and forces motorists to slow down

#### Disadvantages

As for a zebra crossing.

#### Preferred Locations

- Two-lane roads with short crossing distances, low traffic speeds, consistent pedestrian usage throughout the day, street lighting and good visibility of the crossing
- Residential roads not used as bus routes

#### Inappropriate Locations

As for a zebra crossing plus:

- On bus routes and other routes used by heavy vehicles that could be adversely affected by the raised platform

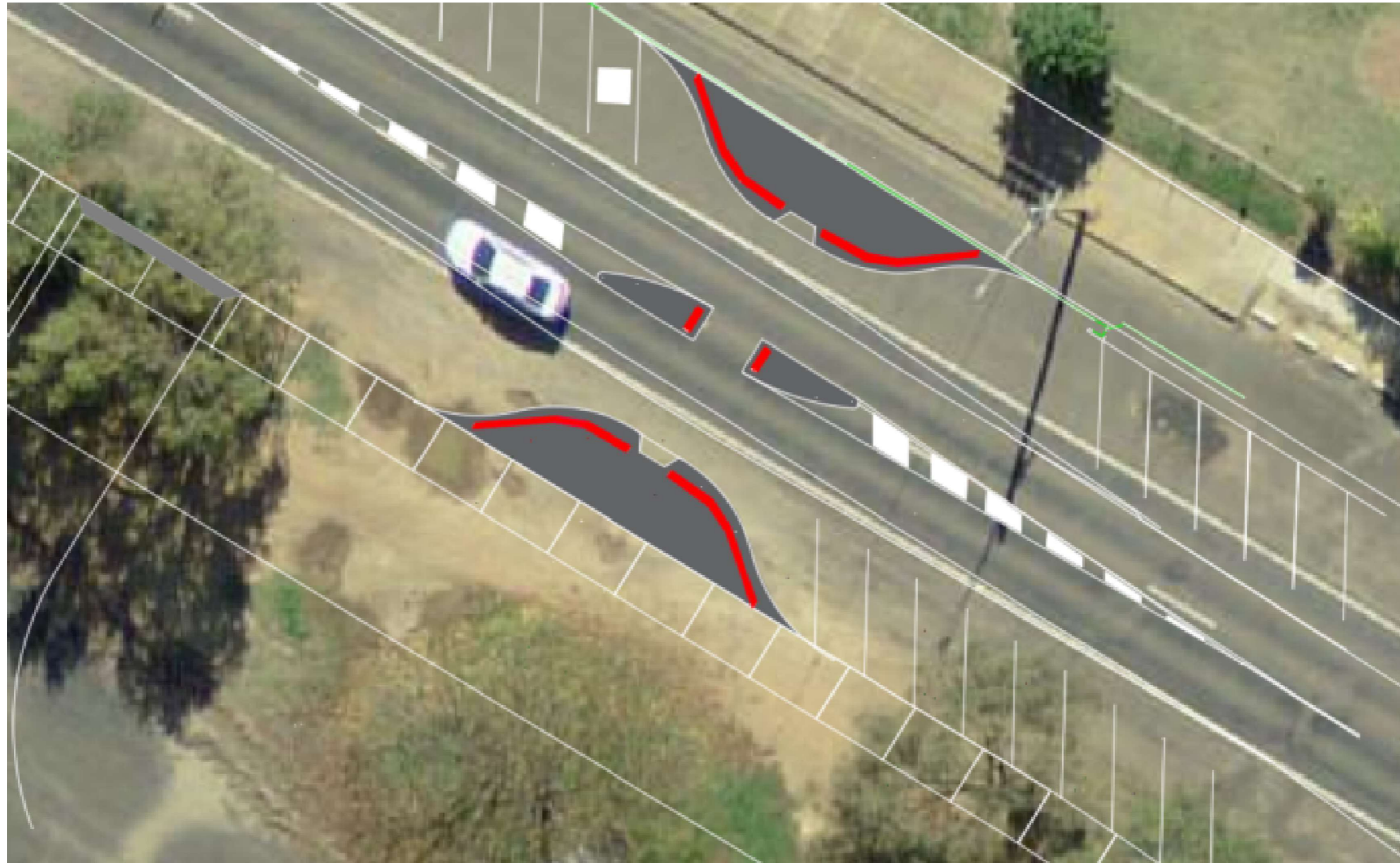


Hay Street, Subiaco



Lissiman Street, Gosnells





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2. LOCATIONS OF LINES, POINTS AND HATCHES MAY NOT BE IN ACCORDANCE WITH AN ADOPTED COORDINATE SYSTEM
3. THE ABOVE DRAWING SHOWS THE APPROXIMATE LOCATION OF FINAL CONSTRUCTED TYPE 1 PEDESTRIAN FENCING
4. TYPE 1 PEDESTRIAN FENCING TO BE CONSTRUCTED IN ACCORDANCE WITH SAFE DIRECTION TYPE 1 PEDESTRIAN SAFE FENCE
5. FENCING TO BE INCLUDED ON MEDIAN



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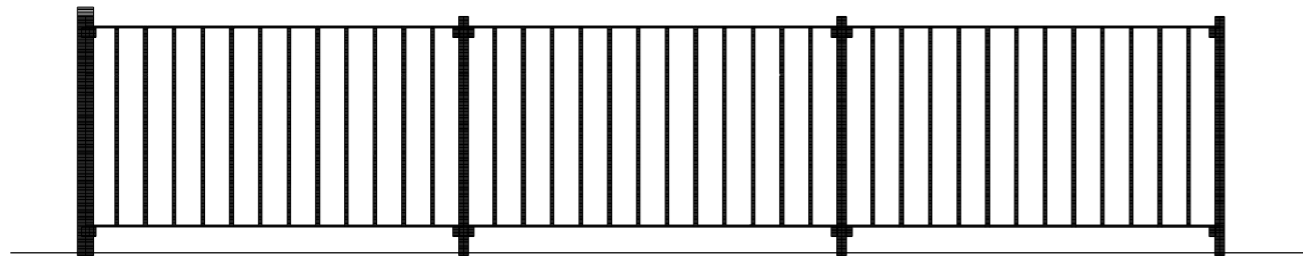
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 PROJECT: SAFER ROADS GRANT  
 TITLE: POOL PEDESTRIAN FENCING

SIZE: A3    PAGE #1    DRAWING #1

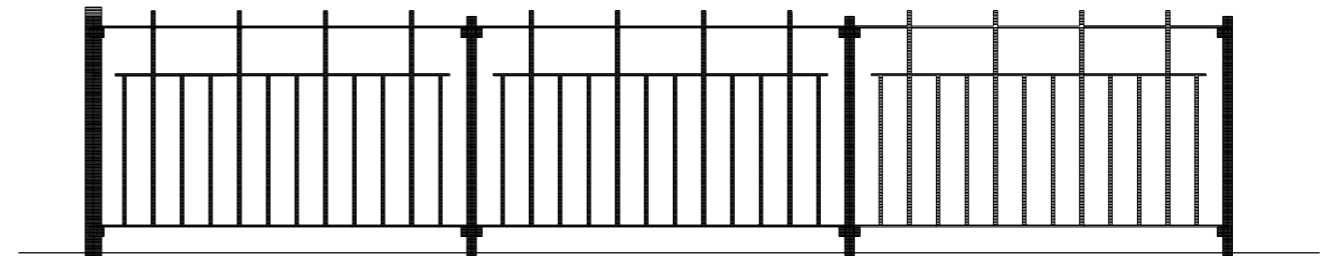
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Attachment No. 4

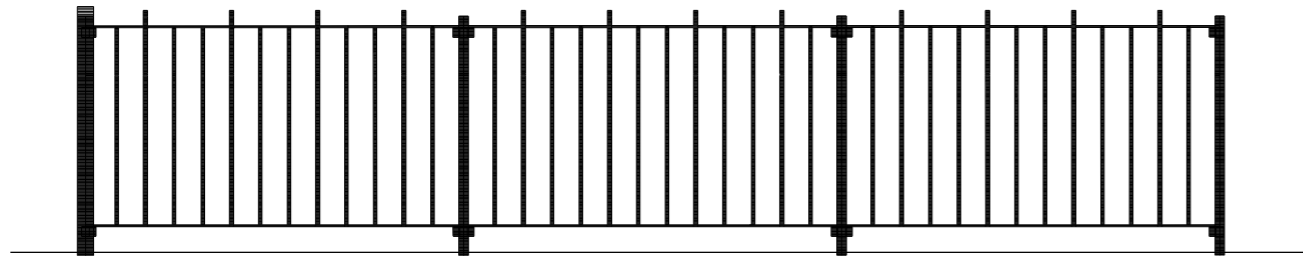
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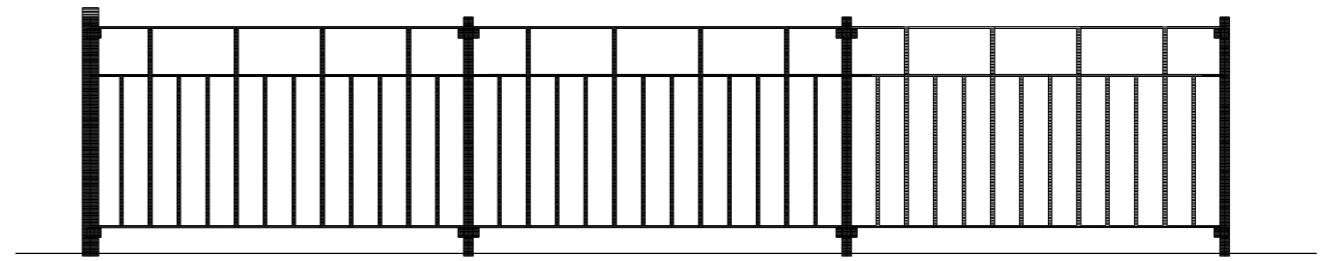
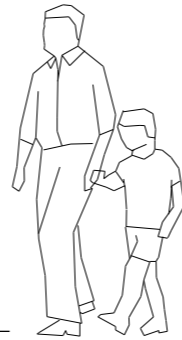
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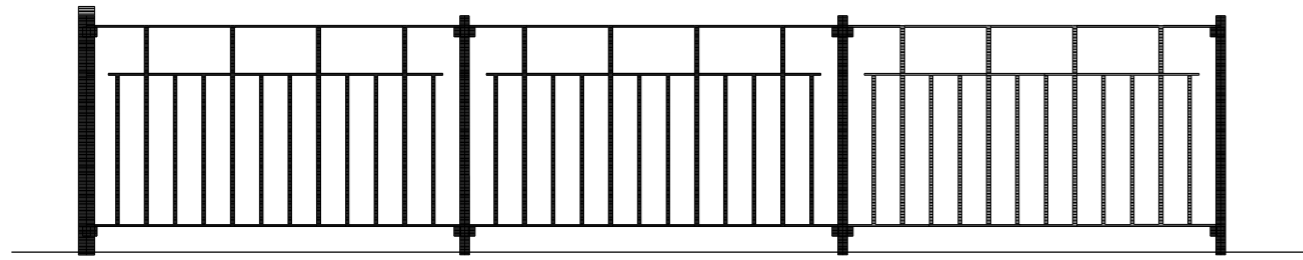
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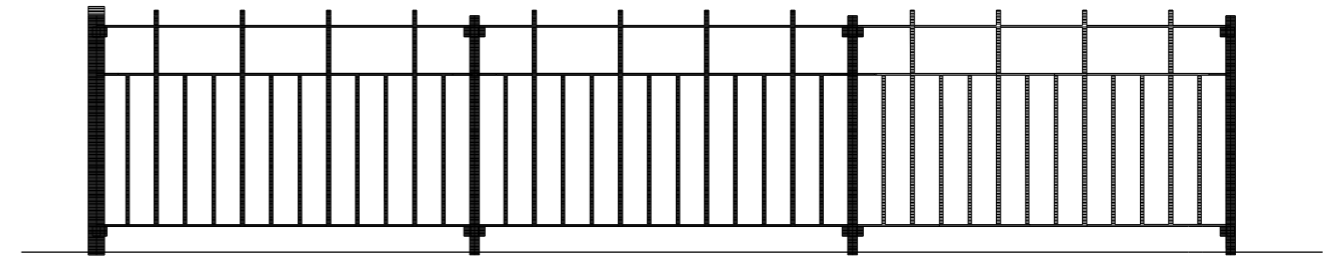
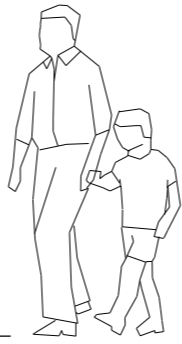
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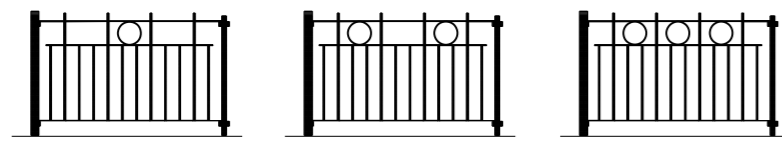
TYPE 5



TYPE 3



TYPE 6

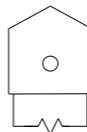
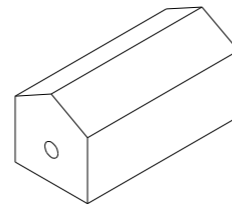


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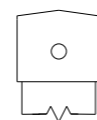
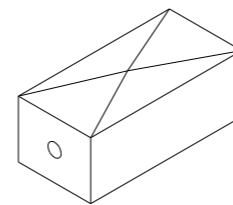
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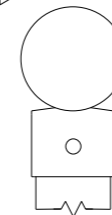
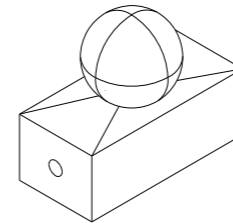
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CROSS BREAK CAPS





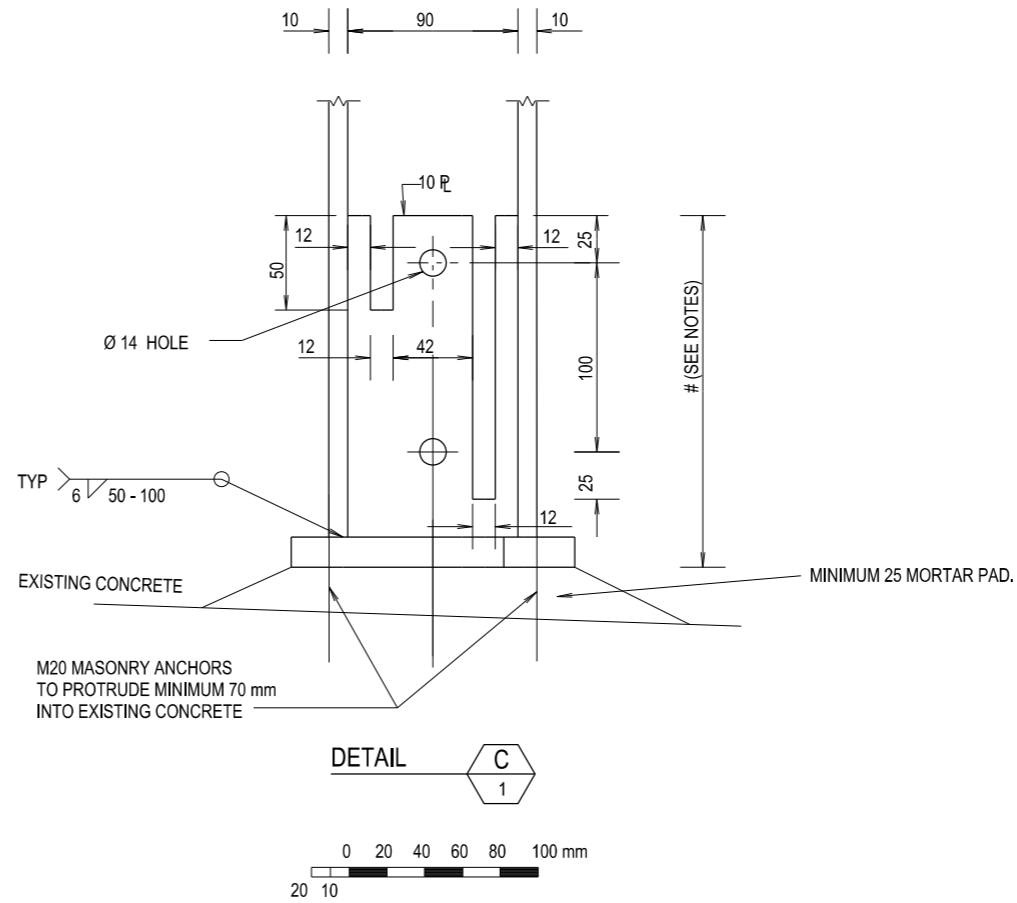
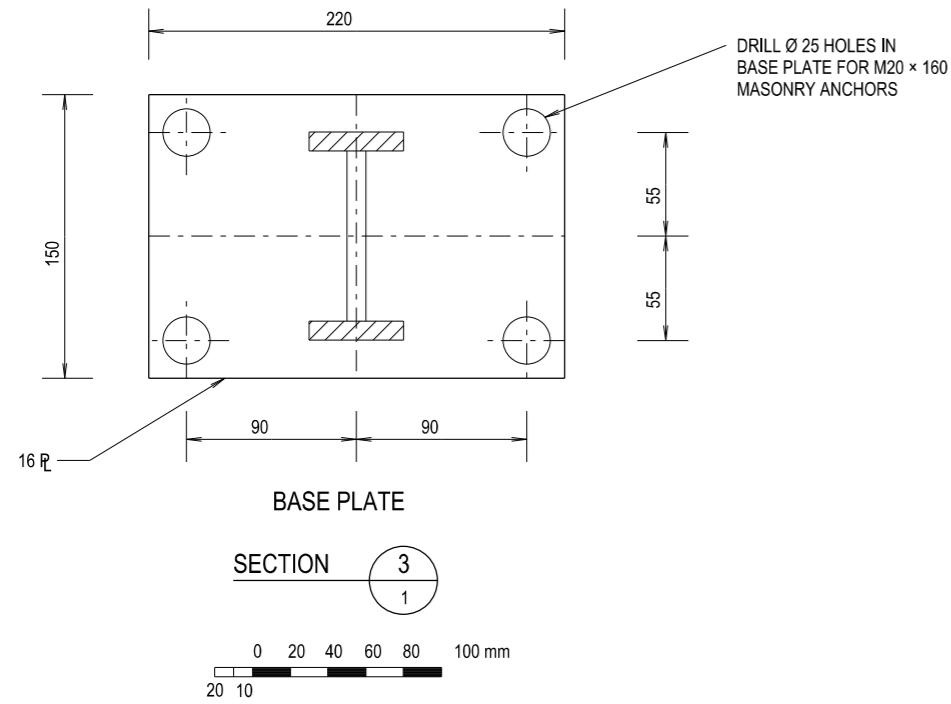
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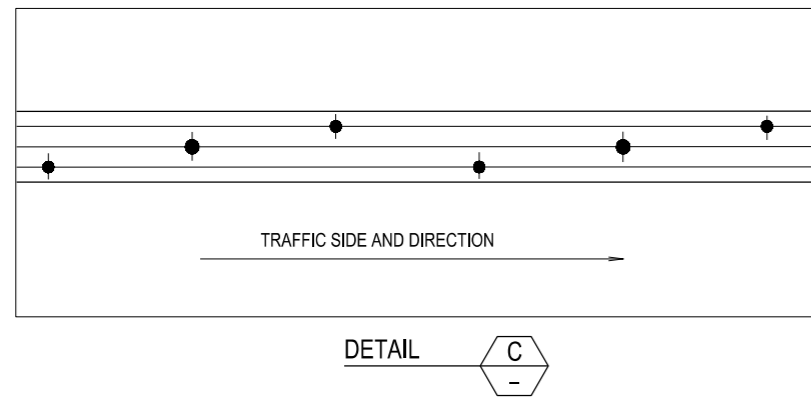
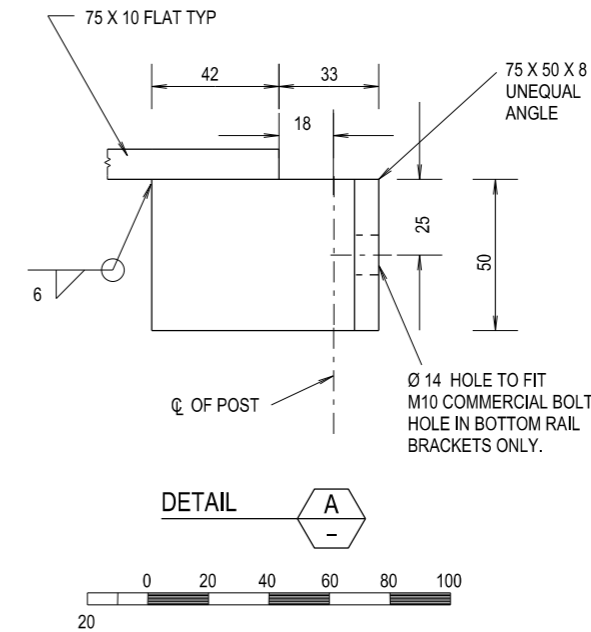
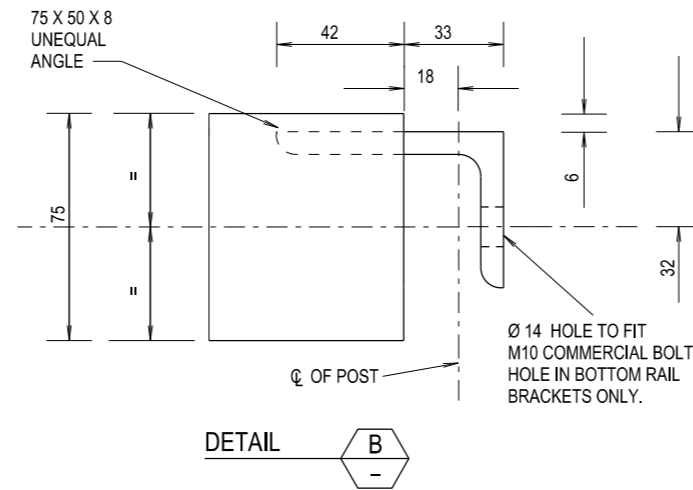
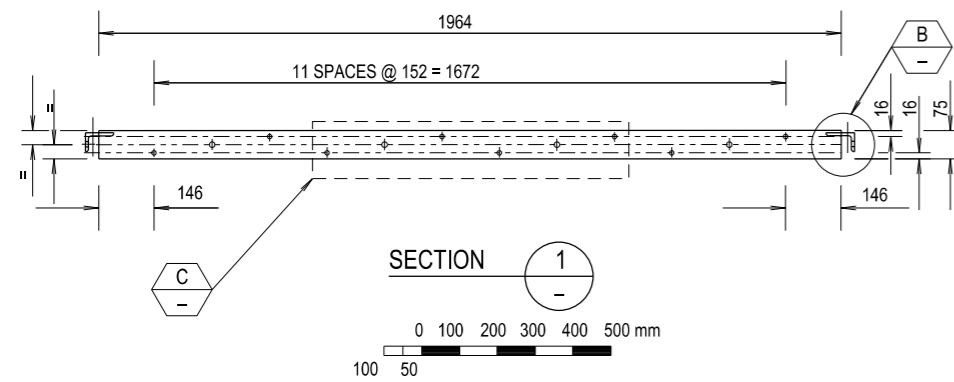
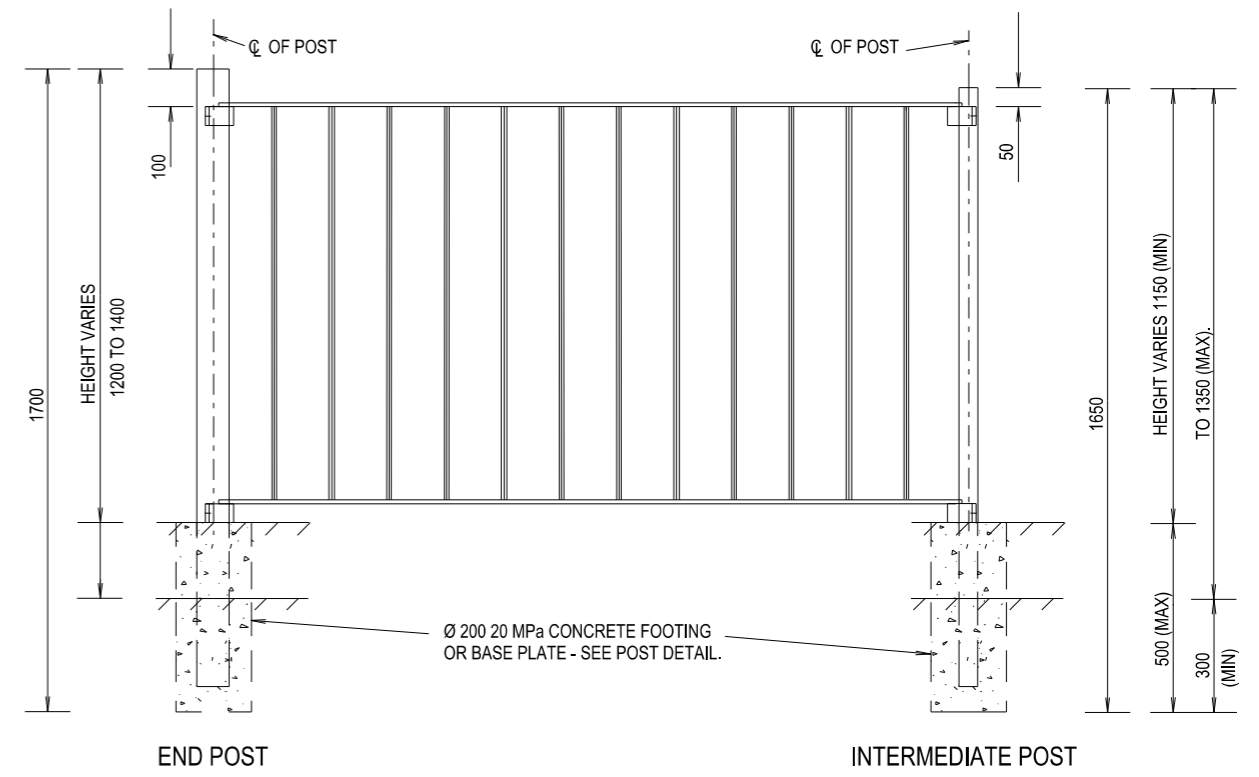
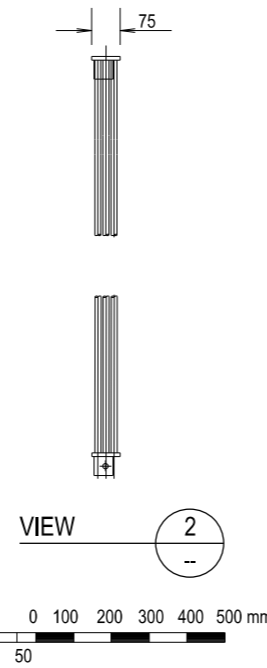
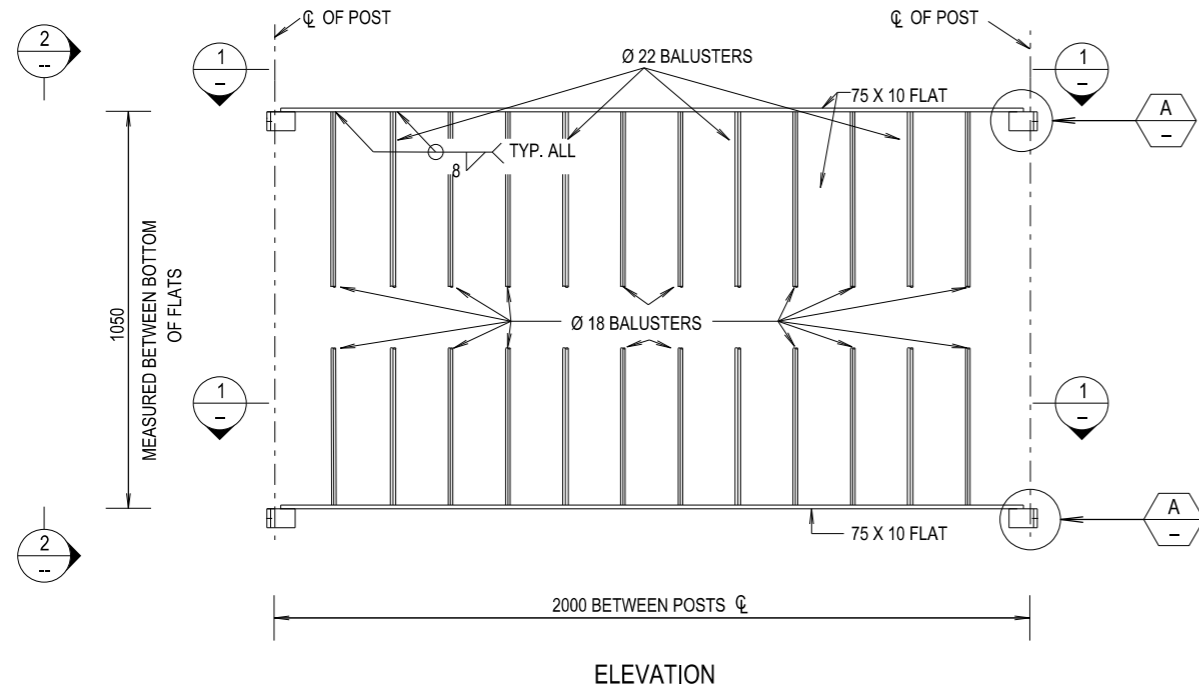
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Attachment No. 4

Attachment No. 1



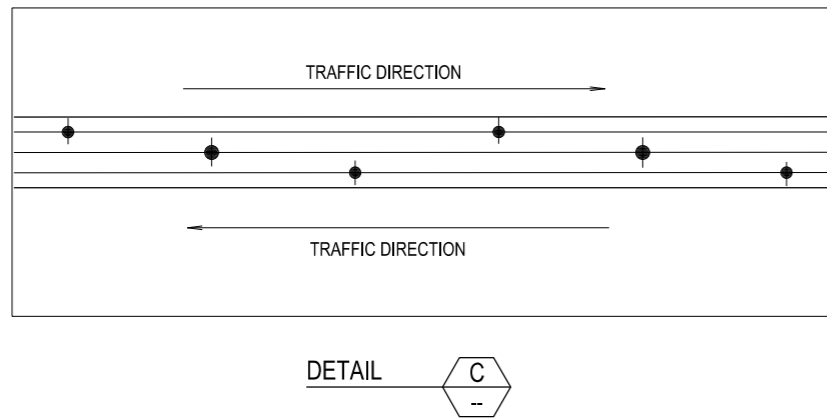
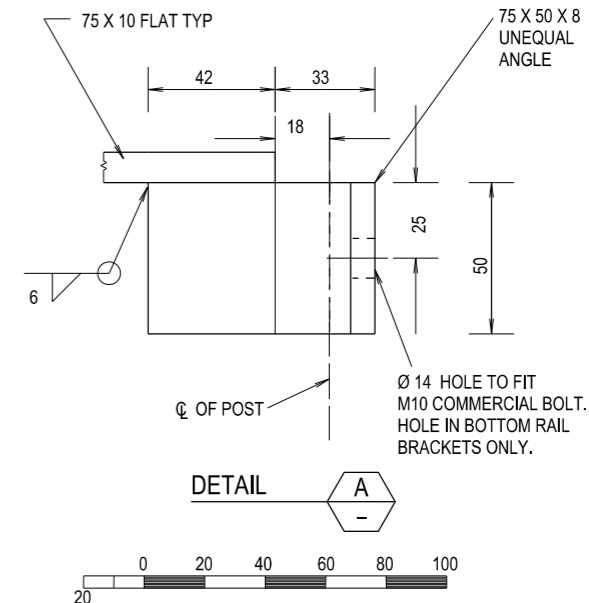
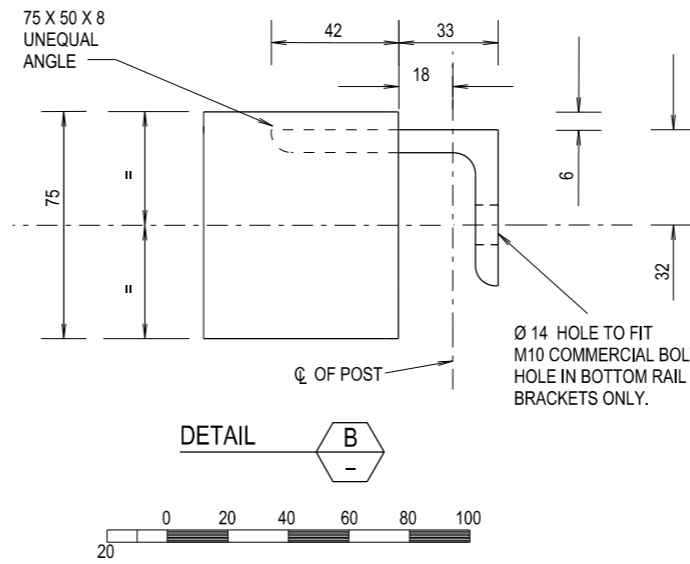
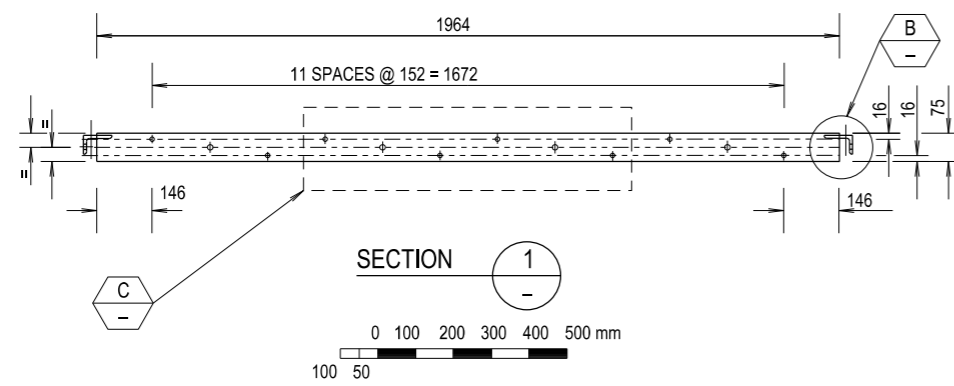
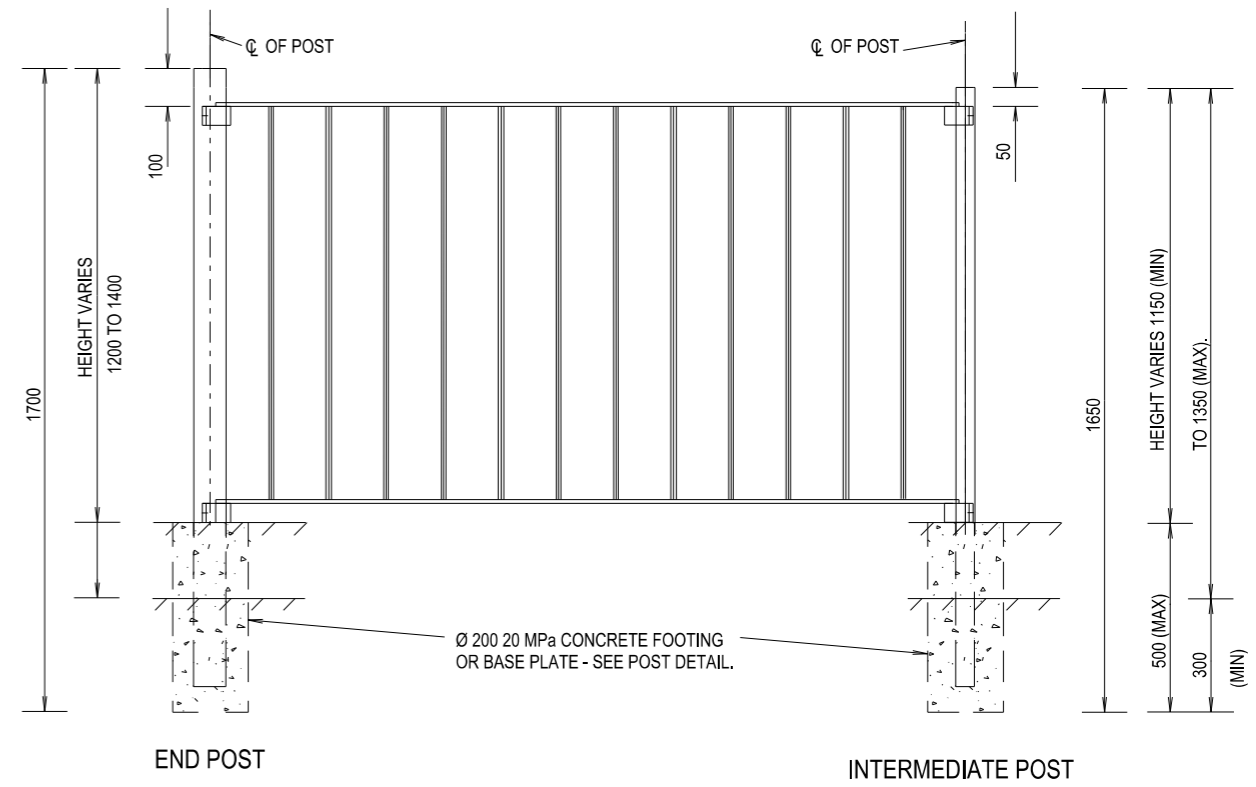
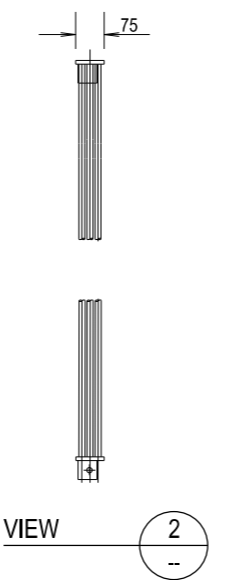
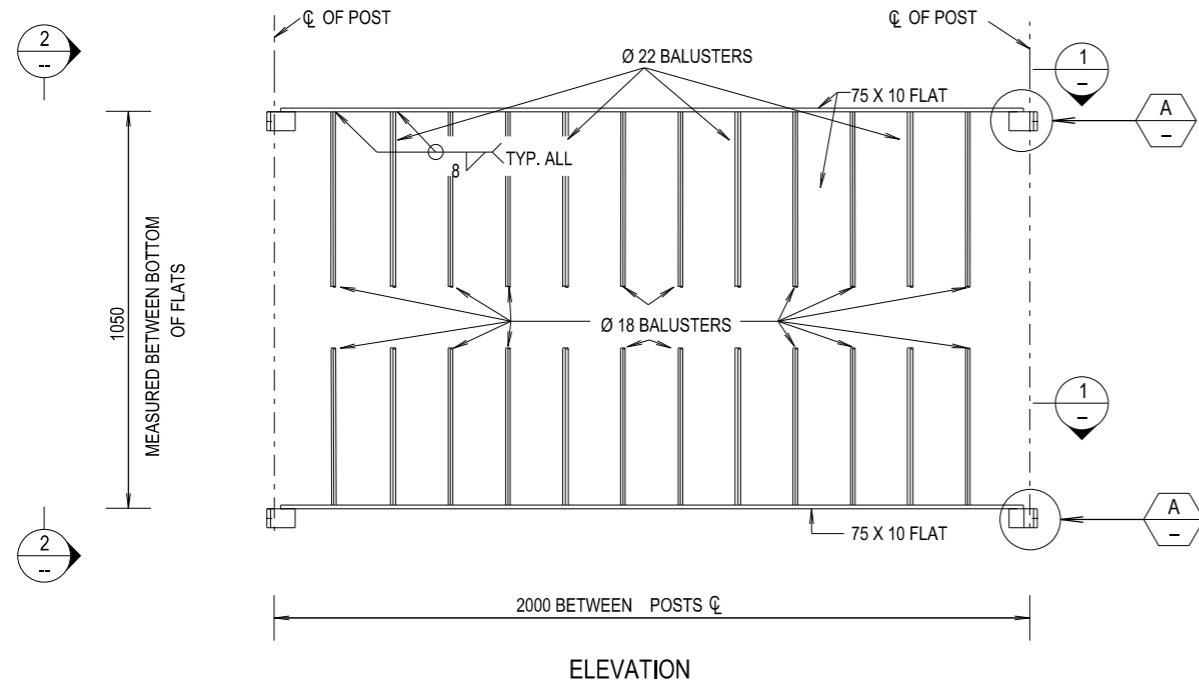
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Attachment No. 4

Attachment No. 1



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STATUS	ISSUED	EDMS No.	DS2014/006003
ORIGINAL ISSUE DATE	JANUARY 2017		

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## 9.3 Mid-Block Crossings

### Objective

To illustrate physical aids within the roadway that can be constructed at mid-block locations to increase the safety and ease of pedestrians crossing the road.

### Key Points

Good visibility required.

Minimise the crossing distance that pedestrians are exposed to vehicular traffic.

Provide safe gaps for pedestrians to cross the road.

### 9.3.1 Crossing Types

Crossing Types – vehicle priority (pedestrians give way to oncoming vehicles):

- Raised medians
- Painted medians
- Pedestrian refuge Islands
- Kerb extensions

Crossing Types – pedestrian priority (vehicles give way to oncoming pedestrians):

- Zebra crossings
- Wombat crossings
- Signalised pelican crossings
- Signalised puffin crossings
- Children's crossings

Facility	Freeway/ motorway	Primary arterial urban / (rural)	Secondary arterial	Collector road	Local street
Refuge / traffic island, median	X	O	O	A	A
Kerb extension	X	X(O)	O	A	A
Road narrowing, indented parking	X	X	X	A	A
Pedestrian fencing	X	O	O	O	X
Speed control device	X	X	X	O	A
Pedestrian (Zebra) crossing	X	X	O	O	A
Children's crossing	X	X	X	O	A
Pedestrian traffic signals	X	A(X)	A	O	X
Grade separated	A	O	O	X	X
Mall	X	X	X	O	O

#### Legend

- A Most Likely  
 O May be appropriate  
 X Inappropriate  
 X/(O) Represents urban/(rural)

#### Quick Guide to Selection of Crossing Facilities According to Road Classification

Source: AGTM Part 6, Table 8.2.