

**MEETING DISCUSSION MINUTES  
FOR TRAFFIC ENVIRONMENT ADVISORY COMMITTEE  
THURSDAY 7 MARCH 2019  
TRAINING ROOM – CALLIOPE OFFICE**

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1. **MEETING OPEN / WELCOME:** Philip Baker (GRC) opened the meeting at 1.32PM.
2. **ATTENDEES:** Colleen Williams (Translink), Amanda Hughes (Translink), Phil Baker (GRC), Fiona Claridge (GRC), Anna Scott (GRC), Susan Petersen (GRC), Sarah Williams (GRC), Cassandra Simpson (GRC Secretariat), Trevor Neumann (DTMR), Laxman A Gopali (DTMR), Colin Edmonston (DTMR), Shaune English (Queensland Police Service), Marc Bailey (GRC) (left at 2.40PM), Cr Peter Masters (GRC), Cr Rick Hansen (GRC), Jessica Dennien (GRC), Haitham Zoheiry (GRC), Rick Mulvey (GRC)

GRC Staff presenting reports/information: Nil.

Observers: Guila Garcia (GRC)

**APOLOGIES:** Thomas Natsa (GRC), Kevin Oberg (DTMR), Katharine Ferguson (DTMR), Rob Huth (GRC), Carly Quinn (GRC), Tegan McDonald (GRC)

3. **PREVIOUS MINUTES**  
Minutes were accepted via email communication on 20 November 2018.

4. **TERMS OF REFERENCE**

The proposed changes that were discussed by TEAC at its meeting on 7 September 2017 will be referred to Council's General Meeting in due course.

GRC are currently undertaking a review of all the Committees and Groups that Council has representation on / formed. Following on the email sent out in November, with the proposed changes to the Terms of Reference. Council Officers will now prepare a report to Council General meeting anticipated for the April meeting for endorsement of changes.

TMR are reviewing a service level agreement style document to what they can provide the various road safety and TEAC/TAC committees across the state to gain consistency. TMR will send through the information they have provided internally to areas of which they currently and can value add to these committees. Three (3) main areas that capture this are governance, technical support, resourcing. TMR are looking to realign with the overall committee direction including the items being discussed and working as a group of stakeholders to make more holistic and strategic decisions as opposed to operational item

5. OUTSTANDING ITEMS FROM PREVIOUS MEETING

5A. GLADSTONE REGIONAL COUNCIL - OUTSTANDING ITEMS

Item	Subject	Discussion	Status
T.5.17.6.3	<p>J Hickey Avenue &amp; Chapman Drive, Clinton – Traffic Signals</p> <p>Classification - MINOR</p>	<p>7/3/19 - GRC to advise consultants to amend drawings so that only phasing changes are required.</p> <p><u><b>ACTION (GRC)</b></u></p> <ul style="list-style-type: none"> <li>• GRC to provide DTMR with the latest plans.</li> </ul> <p><u><b>ACTION (DTMR)</b></u></p> <ul style="list-style-type: none"> <li>• DTMR to review updated plans.</li> </ul> <p>1/11/18 – Design provided by Consultants showed some physical modifications and installation of new loops, however GRC wished to keep works purely as phasing changes, Gary Patterson (DTMR) reviewed the design and agreed. GRC to advise consultants to amend drawings so that only phasing changes are required.</p> <p><u><b>ACTION</b></u></p> <ul style="list-style-type: none"> <li>• GRC to advise when work has been completed in accordance with Drawing No. 17-072-302 (Rev 1.1).</li> </ul> <p>3/5/18 – Contract awarded, drawings prepared and with DTMR signal coordinator for review. Phil Baker (GRC) to advised once finalised.</p> <p><u><b>ACTION</b></u></p> <ul style="list-style-type: none"> <li>• GRC to advise when work has been completed in accordance with Drawing No. 17-072-302 (Rev 1.1).</li> </ul> <p>1/3/18 – Quotes for works received, to be evaluated and awarded in the near future.</p> <p><u><b>ACTION</b></u></p>	<p>GRC to provide DTMR with the latest plans.</p> <p>DTMR to review updated plans.</p>

		<ul style="list-style-type: none"> <li>GRC to advise when work has been completed in accordance with Drawing No. 17-072-302 (Rev 1.1).</li> </ul> <p>2/11/17 <u>Purpose</u> The purpose of this report is to allow Council to consider an alternative traffic signal phasing sequence to improve intersection performance and alleviate public complaints from the intersection of J Hickey Avenue and Chapman Drive, Clinton.</p> <p><u>Officer's Recommendation</u> That Council:-</p> <ol style="list-style-type: none"> <li>Endorse the recommended phasing plan as showing in Drawing No. 17-072-302 (Rev 1.1) to split vehicle phases and provide a dedicated pedestrian phase;</li> <li>Engage a Registered Professional Engineer of Queensland (RPEQ) to review and certify the endorsed phasing plan at an estimated cost of \$2,500 funded by Councils 2017/18 Road Services Budget – RDC0703 – Various TEAC Resolutions; and</li> <li>Request Department of Transport &amp; Main Roads to implement the Registered Professional Engineer of Queensland (RPEQ) certified phasing plan.</li> </ol> <p><b>TEAC RESOLVED to Accept the OFFICERS RECOMMENDATION</b></p>	
T.1.18.6.2	<p>Improvements to Neptune Street and School Street Intersection, Tannum Sands</p> <p>CSR 497588 CSR 502077 (Works)</p> <p><b>Classification - MINOR</b></p>	<p>7/3/19 – GRC is in the process of undertaking detailed design. GRC to provide an update to the Committee once works have been completed.</p> <p><u>ACTION</u></p> <ul style="list-style-type: none"> <li>Detailed design to be completed and forward to Road Services (GRC) for programming of intersection works.</li> <li>GRC to advise once trees/vegetation have been removed/trimmed.</li> </ul> <p>1/11/18 – CSR has been raised for GRC (Parks) to undertake vegetation clearing and tree trimming to improve sight distance. GRC to provide an update to the Committee once works have been completed.</p> <p><u>ACTION</u></p> <ul style="list-style-type: none"> <li>GRC to advise once trees/vegetation have been removed/trimmed.</li> </ul>	<p>GRC to complete detailed design for intersection works.</p> <p>GRC to advise once trees/vegetation have been removed/trimmed</p>

		<ul style="list-style-type: none"> <li>Detailed design to be completed and forward to Road Services (GRC) for programming of intersection works.</li> </ul> <p>3/5/18 – CSR has been raised for GRC (Parks) to undertake vegetation clearing and tree trimming to improve sight distance. Works on the Neptune Street intersection will be scheduled to be completed in the 2018/19 financial year. Detailed design is in progress. Property owner has been notified.</p> <p><b>ACTION</b></p> <ul style="list-style-type: none"> <li>GRC to advise once trees/vegetation have been removed/trimmed.</li> <li>Detailed design to be completed and forward to Road Services (GRC) for programming of intersection works.</li> </ul> <p>1/3/18 <u>Purpose</u> The purpose of this report is to allow Council to consider possible remedial treatments for safety issues that have been reported by the applicant at the Neptune Street and School Street intersection, Tannum Sands.</p> <p><u>Officer's Recommendation</u></p> <p>That Council:-</p> <ol style="list-style-type: none"> <li>Install traffic control devices and trim vegetation clear of road reserve in accordance with Drawing No. 17-115-900 (Rev 1.1) at an estimated cost of \$10,000 funded from Council's 2018/19 Road Services Budget – Various TEAC Resolutions.</li> <li>Advise the local residents at least one month prior to starting the works.</li> </ol> <p><b>TEAC RESOLVED to Accept the OFFICERS RECOMMENDATION</b></p>	
T.2.17.7.1	<p>Right Hand Turn into Rosedale Transfer Station.</p> <p>CSR 470127 CSR 473812</p> <p><b>Classification – MINOR</b></p>	<p>7/3/19 – Project bid #ES-PB1582 has been included Council's internal project planning for consideration for 19/20 budget deliberations. Overview of current line marking arrangement and signage was discussed, consideration was taken into account that the proposed works GRC is to undertake is subject to budget deliberations. Therefore, as an interim measure it was agreed that installation of 2 x T- Warning Signs (yellow) on each approach to Rosedale Transfer Station, Bundaberg Lowmead Road intersection and investigate the continuation of a solid centre line.</p>	<p>DTMR install yellow T-Advisory signs and investigate solid centre line.</p>

		<p><b><u>ACTION (DTMR)</u></b></p> <ul style="list-style-type: none"> <li>• DTMR install yellow T-Advisory signs on both sides and investigate solid centre line.</li> <li>• Provide drawings to GRC to schedule in the works.</li> </ul> <p>1/11/18 – DTMR have engaged a consultant who has reviewed the plans provided by GRC and provided the following feedback:-</p> <ul style="list-style-type: none"> <li>• Rosedale Transfer Station is identified by the department as a service road access</li> <li>• TMR/Local Government Cost Sharing Arrangement (Section 9 – Service Roads, Access Roads, Property Access) service roads, access roads and property accesses are deemed the responsibility of the property owner to fund, maintain and upgrade. In the case of the Rosedale Transfer Station, the facility is council infrastructure and the access to which is the responsibility of the Local Government. Letter dated 2 July 2018 sent to Gladstone Regional Council with these details, including consultant report.</li> </ul> <p><b><u>ACTION (GRC)</u></b></p> <p>GRC to include the following in the IPP: Endorse Drawing No. 17-067-300 (Rev 1.1) as the preferred solution to improve traffic safety for right turn manoeuvres into Rosedale Transfer Road from Bundaberg Lowmead Road and ensure compliance with the Manual of Uniform Traffic Control Devices (MUTCD). Works including:-</p> <ul style="list-style-type: none"> <li>▪ Construct additional pavement widening on the Basic Right Turn (BAR) lane to a full width of 6.5m (7.5m shoulder) from the centreline.</li> <li>▪ Remove existing section of lane lines (ODBL-21m and BDL-113m), install new centre line marking (MDL-125m), single barrier line (SBL-65m) and continuity line marking (CL-68m).</li> <li>▪ Install one (1) W2-4B (R) and one (1) W2-4B (L) signs on Bundaberg Lowmead Road.</li> <li>• GRC to carry out the work as per Drawing No. 17-067-300 (Rev 1.1) for an estimated cost of \$50,000, in accordance with their priorities.</li> <li>• Transfer item to “GRC Outstanding Items”.</li> </ul> <p>3/5/18 - Still awaiting feedback from consultants – update to be provided next meeting. DTMR have not received a complete report back from the consultant, currently comparing to DTMR standards.</p> <p><b><u>ACTION (DTMR)</u></b></p>	<p>Provide drawings to GRC to schedule in the works.</p>
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		<ul style="list-style-type: none"> <li>• DTMR to advise when work is completed as per Drawing No. 17-067-300 (Rev 1.2) and 17-067-301 (Rev 1.1) in accordance with their priorities.</li> </ul> <p>1/3/18 – Still awaiting feedback from consultants – update to be provided next meeting.</p> <p><b><u>ACTION (DTMR)</u></b></p> <ul style="list-style-type: none"> <li>• DTMR to advise when work is completed as per Drawing No. 17-067-300 (Rev 1.2) and 17-067-301 (Rev 1.1) in accordance with their priorities.</li> </ul> <p>2/11/17 – Jorge El-Khouri (GRC) sent Peter Trim (DTMR) written correspondence dated 1 November 2017 requesting DTMR carry out works in accordance with Drawing No. 17-067-300 (Rev 1.2) and 17-067-301 (Rev 1.1).</p> <p><b><u>ACTION (GRC)</u></b></p> <ul style="list-style-type: none"> <li>• GRC to forward through correspondence dated 1 November 2017 requesting DTMR carry out works in accordance with Drawing No. 17-067-300 (Rev 1.2) and 17-067-301 (Rev 1.1) to Katharine Ferguson (DTMR).</li> </ul> <p><b><u>ACTION (DTMR)</u></b></p> <ul style="list-style-type: none"> <li>• DTMR to advise when work is completed as per Drawing No. 17-067-300 (Rev 1.2) and 17-067-301 (Rev 1.1) in accordance with their priorities.</li> </ul> <p>7/9/17 <u>Purpose</u> The purpose of this report is to allow Council to consider safety improvements on Bundaberg Lowmead Road and Rosedale Transfer Road Intersection, Rosedale.</p> <p><u>Officer's Recommendation</u> That Council:-</p> <ul style="list-style-type: none"> <li>• Endorse Drawing No. 17-067-300 (Rev 1.1) as the preferred solution to improve traffic safety for right turn manoeuvres into Rosedale Transfer Road from Bundaberg Lowmead Road and ensure compliance with the Manual of Uniform Traffic Control Devices (MUTCD). Works including:-</li> </ul>	
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		<ul style="list-style-type: none"> <li>• Construct additional pavement widening on the Basic Right Turn (BAR) lane to a full width of 6.5m (7.5m shoulder) from the centreline.</li> <li>• Remove existing section of lane lines (ODBL-21m and BDL-113m), install new centre line marking (MDL-125m), single barrier line (SBL-65m) and continuity line marking (CL-68m).</li> <li>• Install one (1) W2-4B (R) and one (1) W2-4B (L) signs on Bundaberg Lowmead Road.</li> </ul> <p>• Request the Department of Transport and Main Roads (DTMR) to carry out the work in accordance with Drawing No. 17-067-300 (Rev 1.1) for an estimated cost of \$50,000.</p> <p><b><u>TEAC RESOLVED as follows:-</u></b> That Council:-</p> <ul style="list-style-type: none"> <li>• Endorse Drawing No. 17-067-300 (Rev 1.1) as the preferred solution to improve traffic safety for right turn manoeuvres into Rosedale Transfer Road from Bundaberg Lowmead Road and ensure compliance with the Manual of Uniform Traffic Control Devices (MUTCD). Works including:- <ul style="list-style-type: none"> <li>▪ Construct additional pavement widening on the Basic Right Turn (BAR) lane to a full width of 6.5m (7.5m shoulder) from the centreline.</li> <li>▪ Remove existing section of lane lines (ODBL-21m and BDL-113m), install new centre line marking (MDL-125m), single barrier line (SBL-65m) and continuity line marking (CL-68m).</li> <li>▪ Install one (1) W2-4B (R) and one (1) W2-4B (L) signs on Bundaberg Lowmead Road.</li> </ul> </li> <li>• Request the Department of Transport and Main Roads (DTMR) to carry out the work as per Drawing No. 17-067-300 (Rev 1.1) for an estimated cost of \$50,000, in accordance with their priorities.</li> </ul> <p><b><u>ACTIONS (GRC)</u></b></p> <ul style="list-style-type: none"> <li>• Transfer item to “DTMR Outstanding Items”.</li> </ul> <p><b><u>ACTIONS (DTMR)</u></b></p> <ul style="list-style-type: none"> <li>• DTMR to carry out work as per Drawing No. 17-067-300 (Rev 1.1) in accordance with their priorities.</li> </ul>	
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		<p>6/7/17 – Road Services have undertaken a site inspection. There appears to be adequate pavement width for vehicles to utilise should a car be propped waiting to turn right from Rosedale Lowmead Road into the Rosedale Transfer Station.</p> <p><b><u>ACTION</u></b>          CSR to be reallocated to Technical Services to investigate further as to what is the current arrangement for vehicles turning right into Rosedale Transfer Station. Investigations should include widths of right hand turn, linemarking and can the current intersection be improved for vehicle safety.</p> <p>4/5/17 - Cr Masters raised a concern regarding Rosedale Lowmead Road – CSR has been created regarding the right hand turn into Rosedale Transfer Station, GRC to investigate further as to what linemarking is currently in place.</p>	
T.2.18.7.6	<p>Calming Devices - Lowmead</p> <p>CSR 588426</p>	<p>7/3/19 – CSR 588426 has been created for traffic counts to be undertaken to determine if speeding is occurring. DTMR suggested this could be included in the Township Entry Treatment at both entry points.</p> <p><b><u>ACTION (GRC)</u></b></p> <ul style="list-style-type: none"> <li>• GRC to determine if speeding is occurring and if any traffic calming devices can be installed.</li> <li>• GRC to provide DTMR with information for need e.g. complaints received, speed information.</li> </ul> <p><b><u>ACTION (DTMR)</u></b></p> <ul style="list-style-type: none"> <li>• DTMR can provide GRC with examples of designs and sample guidelines for Township Entry Treatment.</li> </ul> <p>1/11/18 – Item to be transferred to GRC to investigate speeding complaints received into the Lowmead township.</p> <p><b><u>ACTION</u></b></p> <ul style="list-style-type: none"> <li>• GRC to investigate speeding complaints into the Lowmead township.</li> </ul>	<p>GRC to investigate speeds into Lowmead township.</p> <p>GRC to provide DTMR with information for need.</p> <p>DTMR to provide GRC with examples and sample guidelines.</p>



		<p>3/5/18 – Cr Hansen (GRC) has received speeding complaints into the Lowmead township and has asked whether traffic calming devices are able to be installed.</p> <p><b><u>ACTION (DTMR)</u></b> DTMR to investigate the speed into Lowmead Township and advise whether Traffic Calming Devices are able to be installed.</p>	
T.5.18.7.1	Meeting Dates for 2019	<p>7/3/19 – Invites have been sent out.</p> <p>1/11/18- The following dates are proposed for the 2019 TEAC/SMC Meetings:-</p> <ul style="list-style-type: none"> <li>• 7 March</li> <li>• 2 May</li> <li>• 4 July</li> <li>• 5 September</li> <li>• 7 November</li> </ul> <p><b><u>ACTION</u></b></p> <ul style="list-style-type: none"> <li>• GRC to send out meeting invites for the proposed meeting dates for 2019.</li> </ul>	<p>Completed. Remove.</p> <p><b><u>AGREED</u></b></p>
T.5.18.7.2	<p>Carpark request outside of 21 Dawson Road, West Gladstone (Roseberry QLD)</p> <p>CSR 588427</p>	<p>7/3/19 –GRC to action letter drop, It was noted that Cr Masters is a board member of Roseberry QLD and as such will not partake in voting or any decision making.</p> <p><b><u>ACTION (GRC)</u></b></p> <ul style="list-style-type: none"> <li>• GRC to letter drop to the adjacent businesses regarding the removal of the loading zone and implementation of parking bays.</li> <li>• GRC to keep DTMR informed. Provide advice to DTMR with feedback received.</li> </ul> <p>1/11/18- Item tabled by Katharine Ferguson (DTMR) following a request received from Roseberry QLD to have the current loading zone in front of their building (21 Dawson Road, West Gladstone) changed to parking bays. This request was also received by GRC (CSR 577133) 10 October 2018 advising the Customer that this request was within DTMR jurisdiction. Cost Sharing Arrangement document applicable. No operational item from DTMR as to parking or loading zone. Suggested consistency should parking be implemented and remain with surrounding time limits. Keep communication with DTMR to requests such as this with GRC recommendation to the action. In areas of which GRC have a revenue opportunity, DTMR don't want to singly determine the result. Consultation to be undertaken with surrounding businesses regarding loading zone use.</p>	<p>GRC to letter drop to the adjacent businesses keeping DTMR informed on feedback received.</p>

		<p><b><u>ACTION</u></b></p> <ul style="list-style-type: none"> <li>• GRC to letter drop to the adjacent businesses regarding the removal of the loading zone and implementation of parking bays.</li> <li>• GRC to keep DTMR informed. Provide advice to DTMR with feedback received.</li> </ul>	
T.5.18.7.7	<p>Speeding concerns along Dean Street, Gladstone</p> <p>CSR 575455</p>	<p>7/3/19 – Council Officers provided an update on information obtained from the web crash data, with 1 reported traffic incident at the bend. Traffic Classifiers were previously undertaken in 2017. Council will install Traffic Classifiers to determine if speeding is occurring along the bend. If speeding is occurring GRC to advise QPS of these findings for enforcement.</p> <p><b><u>ACTION</u></b></p> <ul style="list-style-type: none"> <li>• <b><u>GRC to install traffic counts and determine if speeding is occurring and the volume of traffic.</u></b></li> </ul> <p>1/11/18 – Item tabled by Sarah Williams (GRC) following a Customer Service Request received by Council 19.09.18 regarding speeding concerns along Dean Street, Gladstone. The request advises that there have been a number of near misses and a recent crash that has occurred due to vehicles speeding around the shoulder of the street. This issue has previously been investigated by Council through CSR 468237 and presented to TEAC in 2014 (T.2.14.6.6) to which it was resolved to install two (2) 20 km/h speed advisory signs in front of 34 and 19 Dean Street, Gladstone.</p> <p><b><u>ACTION</u></b></p> <ul style="list-style-type: none"> <li>• GRC to investigate suitable linemarking treatments that may further assist residents speeding concerns along Dean Street, Gladstone and advise the Customer of the outcome.</li> </ul>	GRC to investigate further.
T.5.18.7.5	<p>'Golf' sign relocation request - Dawson Highway and Bloomfield Street, Calliope</p>	<p>7/3/19 – GRC has provided the customer with the website to apply for relocation of signage.</p> <p><b><u>ACTION (DTMR)</u></b></p> <ul style="list-style-type: none"> <li>• Review current signage arrangement located in the vicinity of Dawson Highway and Bloomfield Street, Calliope intersection.</li> </ul>	<p>Item to be transferred to DTMR Section.</p> <p>DTMR to review current signage arrangement in this location.</p>

		<p>1/11/18- Item tabled by Susan Petersen (GRC) to discuss a request received by Council to relocate the 'Golf' sign on the corner of Dawson Highway and Bloomfield Street, Calliope which is in DTMR road reserve to the traffic island opposite the Bloomfield Street, Calliope.</p> <p>It was noted in discussions that before updating any signage that communication is had with the emergency services located in the area to confirm they allow for 24hr public service otherwise these signs are irrelevant for purpose at this location. A number of community facility signs are located in the vicinity of the Dawson Highway and Bloomfield Street, Calliope intersection and a holistic review should be carried out to minimise signage pollution. Customers can apply for new, replacement or relocation of community facility signs through Queensland Government's business industry webpage – <a href="https://www.business.qld.gov.au/industries/hospitality-tourism-sport/tourism/accreditation-signage/applying-sign">https://www.business.qld.gov.au/industries/hospitality-tourism-sport/tourism/accreditation-signage/applying-sign</a></p> <p><b><u>ACTION (GRC)</u></b></p> <ul style="list-style-type: none"> <li>• Provide Customer with above Queensland Government website to apply for relocation of signage.</li> </ul> <p><b><u>ACTION (DTMR)</u></b></p> <ul style="list-style-type: none"> <li>• Review current signage arrangement located in the vicinity of Dawson Highway and Bloomfield Street, Calliope intersection.</li> </ul>	
T.5.18.7.10	Street sweeper operation through red light camera intersection	<p>7/3/19 – Shaune English (QPS) has clarified with Rob Huth (GRC) that proceeding after the stop line at an intersection once it turns red is enforceable.</p> <p>1/11/18 – Rob Huth (GRC) tabled a question around street sweepers continuing through the Tank Street and Glenlyon Road intersection during the green to red phase of traffic signals. QPS provided comment that the cameras are triggered by the speed of a vehicle travelling through the lights and that the camera wouldn't be activated if the street sweeper is travelling at a low speed.</p> <p><b><u>ACTION</u></b> QPS to provide GRC with confirmation that street sweeper drivers will not be penalised for continuing thru the intersection during the green to red phase of traffic signals.</p>	<p>Complete. Remove.</p> <p><b><u>AGREED</u></b></p>

**5B. DEPARTMENT OF TRANSPORT & MAIN ROADS - OUTSTANDING ITEMS**

Item	Subject	Discussion	Status
T.2.16.7.5	Extension of barrier fence on Philip Street (from Toolooa SHS to Glenlyon Road roundabout).	<p>7/3/19 - GRC has provided the estimate to DTMR and have approved the estimate. Contractor has been engaged by GRC to install the fence.</p> <p><b><u>ACTION (GRC)</u></b></p> <ul style="list-style-type: none"> <li>• GRC Operations will advise Strategic Asset Performance when works are programmed to be completed.</li> <li>• GRC to advise DTMR once works are complete.</li> </ul> <p><b><u>ACTION</u></b></p> <p>1/11/18 – DTMR have engaged GRC to complete the required works however have requested that a new quote be provided. This quote is being finalised by GRC and the works expected to be completed by January 2019.</p> <p><b><u>ACTION</u></b></p> <ul style="list-style-type: none"> <li>• GRC to provide DTMR with updated quote and advise when works are complete.</li> </ul> <p>3/5/18 – Trevor Neumann (DTMR) completed site observations, each location was assessed twice (locations and comments displayed at meeting). Between the cutting (Windward Passage) and Glenlyon Street roundabout 9 students crossed at 3 locations. All others crossed at the pedestrian traffic lights.</p> <p><b><u>ACTION (DTMR)</u></b></p> <ul style="list-style-type: none"> <li>• DTMR to progress fencing design further by leaving panelling out in the vicinity of 42 Philip Street and Hurley Street.</li> <li>• DTMR to advise when the extension of the fencing on Philip Street (from Toolooa State High School to Glenlyon Road/Philip Street roundabout) has been completed.</li> </ul>	GRC to advise when works are complete.

		<p>1/3/18 – DTMR have received quote from GRC for the supply and installation of fence. Concerns have been raised regarding the fencing materials that are used and these materials being easily vandalised and becoming a costly maintenance issue.</p> <p><b><u>ACTION</u></b></p> <ul style="list-style-type: none"> <li>• DTMR to look at design further to allow for breaks in fencing (safe crossing point) and potentially extend the “school zone” area to provide further protection prior to works being undertaken.</li> <li>• DTMR to advise when the extension of the fencing on Philip Street (from Toolooa State High School to Glenlyon Road/Philip Street roundabout) has been completed.</li> </ul> <p>2/11/17 – DTMR has placed this item into their Road Safety Minor Works Program, scheduled for completion in the 2018 June/July school holiday period.</p> <p><b><u>ACTION</u></b></p> <ul style="list-style-type: none"> <li>• DTMR to advise when the extension of the fencing on Philip Street (from Toolooa State High School to Glenlyon Road/Philip Street roundabout) has been completed.</li> </ul> <p>7/9/17 – Still in progress.</p> <p><b><u>ACTION</u></b></p> <ul style="list-style-type: none"> <li>• DTMR to include the extension of the fencing on Philip Street (from Toolooa State High School to Glenlyon Road/Philip Street roundabout) in the 2017/18 budget and advise when works are scheduled to be completed.</li> </ul> <p>6/7/17 – DTMR are seeking funding assistance from SRS/Blackspot and will advise if successful.</p> <p><b><u>ACTION</u></b></p> <p>DTMR to include the extension of the fencing on Philip Street (from Toolooa State High School to Glenlyon Road/Philip Street roundabout) in the 2017/18 budget and advise when works are scheduled to be completed.</p>	
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		<p>4/5/17 - No further update DTMR will consider adding to the 17/18 budget.</p> <p><b><u>ACTION</u></b> DTMR to include the extension of the fencing on Philip Street (from Toolooa State High School to Glenlyon Road/Philip Street roundabout) in the 2017/18 budget and advise when works are scheduled to be completed.</p> <p>2/3/17 – DTMR advised they are in receipt of a quote from a contractor and there is insufficient funds for 2016/17 program of works. DTMR will consider adding this to the 2017/18 budget.</p> <p><b><u>ACTION</u></b> DTMR to include the extension of the fencing on Philip Street (from Toolooa State High School to Glenlyon Road/Philip Street roundabout) in the 2017/18 budget and advise when works are scheduled to be completed.</p> <p>3/11/16 - DTMR advised that a contract has been established to carryout investigations for the Road Safety team and will be briefing a contractor in the immediate future on works to be undertaken.</p> <p><b><u>ACTION</u></b> DTMR to advise when works are scheduled to be actioned.</p> <p>1/9/16 - DTMR advised that no action has been taken with this request as yet.</p> <p><b><u>ACTION</u></b> DTMR to investigate if the width of the footpath is appropriate and whether additional fencing should be installed to create a barrier between the footpath and travel lane on Philip Street (from Toolooa State High School to Glenlyon Road/Philip Street roundabout).</p> <p>7/7/16 - Jeff Van Nunen (DTMR) advised that this will be progressed after the end of the financial year (30/6/16).</p> <p><b><u>ACTION</u></b></p>	
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		<p>DTMR to investigate if the width of the footpath is appropriate and whether additional fencing should be installed to create a barrier between the footpath and travel lane on Philip Street (from Toolooa SHS to Glenlyon Road roundabout).</p> <p>5/5/16 - Cr Masters raised a concern from a resident that Toolooa State High School children are mucking around walking along the footpath on Philip Street between Windward Passage and Toolooa State High School, potentially falling out onto Philip Street in the line of traffic. This is extremely dangerous as the speed limit on Philip Street is 60km/h and the travel lane edge line is right next to the kerb and channel. Currently there is approximately 25m of fencing installed from the crossing on Windward Passage, along Philip Street heading towards Toolooa State High School.</p> <p><b><u>ACTION</u></b> DTMR to investigate if the width of the footpath is appropriate and whether additional fencing should be installed to create a barrier between the footpath and travel lane on Philip Street.</p>	
T.4.16.7.5	<p>Awoonga Dam Road/Bruce Highway Intersection</p> <p><b>Classification – MINOR</b></p>	<p>7/3/19 – No update from DTMR was provided, an overview was given to new attendees. GRC has previously provided Drawing No. 16-070-001 (Rev1.2) and data to help estimate Vehicles travelling from Gladstone-Benaraby Road, heading to Awoonga Dam Road to turn left at the Gladstone-Benaraby Road/Bruce Highway "T" intersection, rather than travelling along the slip lane. This concept will have to cater for heavy vehicles as well. DTMR have investigated options of using O'Connor Road and speed limit review of the 80km/h section of Bruce Highway/Benaraby.</p> <p><b><u>ACTION (DTMR)</u></b></p> <ul style="list-style-type: none"> <li>• DTMR progress speed limit review of the 80km/h section of the Bruce Highway.</li> <li>• DTMR provide report to GRC that includes the option of directing traffic to Awoonga Dam Road via O'Connor Road.</li> <li>• DTMR to provide feedback on Drawing 16-070-001 (Rev. 1.2)</li> </ul> <p>1/11/18 – DTMR are currently reviewing draft options, including the option of directing the traffic to Awoonga Dam via O'Connor Road (including upgrading the intersection). DTMR is seeking any feedback from GRC in relation to O'Connor Road. DTMR will also be applying for a Speed Limit Review along this length of the Bruce Highway 80km/h section.</p>	<p>DTMR to provide results of speed limit review.</p> <p>DTMR to provide proposed O'Connor Road report.</p> <p>DTMR to provide feedback on Drawing 16-070-001 (Rev. 1.2)</p>

		<p><b><u>ACTION (DTMR)</u></b></p> <ul style="list-style-type: none"> <li>• Provide report to GRC which includes the option of directing traffic to Awoonga Dam via O'Connor Road.</li> </ul> <p><b><u>ACTION (GRC)</u></b></p> <ul style="list-style-type: none"> <li>• GRC to review impacts this option this will have on O'Connor Road (School and causeway). Provide any comments to Kathrine Ferguson (DTMR).</li> </ul> <p>3/5/18 - Speed data at the intersection is due end of this week (only southbound data being sought within the intersection). Consultant will then use in their assessment.</p> <p><b><u>ACTION (DTMR)</u></b></p> <ul style="list-style-type: none"> <li>• DTMR to review concept plan Drawing No. 16-070-001 (Rev 1.2) and provide feedback/comment to TEAC once completed.</li> </ul> <p>1/3/18 – Still in progress. GRC provided data to help estimate the number of vehicles conducting a 'weave' manoeuvre through the intersection, which showed it to be a popular manoeuvre. DTMR are urgently gathering speed data at the intersection for vehicles travelling south on the Bruce Highway as the DTMR Design Team base their opposition to allowing the Awoonga Dam bound vehicles making a right turn at the intersection on the assumption that these vehicles are travelling at higher speeds than the posted 80km/h. If this assumption is false, it will remove one of the impediments to the proposal.</p> <p><b><u>ACTION</u></b></p> <ul style="list-style-type: none"> <li>• DTMR to review concept plan Drawing No. 16-070-001 (Rev 1.2) and provide feedback/comment to TEAC once completed.</li> </ul> <p>2/11/17 – Still in progress.</p> <p><b><u>ACTION</u></b></p> <ul style="list-style-type: none"> <li>• DTMR to review concept plan Drawing No. 16-070-001 (Rev 1.2) and provide feedback/comment to TEAC once completed.</li> </ul>	
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		<p>7/9/17 – Response was received from DTMR dated 27 June 2017 (displayed at meeting) advising Council that TMR’s Road Safety Team will review the concept plan Drawing No. 16-070-001 (Rev 1.2) and will report back to TEAC once completed.</p> <p><b><u>ACTION</u></b></p> <ul style="list-style-type: none"> <li>• <b>DTMR to review concept plan Drawing No. 16-070-001 (Rev 1.2) and provide feedback/comment to TEAC once completed.</b></li> </ul> <p>6/7/17 – Request was sent to DTMR with concept plan Drawing No. 16-070-001 (Rev1.2) on 12 May to carry out the works The drawing suggests amendments to the current layout to ensure safer merging manoeuvres for vehicles wanting to enter the Awoonga Dam Road.</p> <p><u>TEAC Discussion</u> DTMR is aware that correspondence will be forwarded to GRC addressing the request to amend the current layout for the Awoonga Dam Road, Bruce Highway intersection.</p> <p><b><u>ACTION</u></b></p> <ul style="list-style-type: none"> <li>• <b>Item to be transferred to DTMR to follow up.</b></li> </ul> <p>4/5/17 - Drawing No. 16-070-001 (Rev 1.1) has been amended; correspondence to DTMR has been drafted with Manager Technical Services for approval.</p> <p><b><u>ACTION</u></b> GRC to forward Drawing No. 16-070-001 (Rev1.2) and request DTMR to carry out the works. The drawing suggests amendments to the current layout to ensure safer merging manoeuvres for vehicles wanting to enter the Awoonga Dam Road.</p> <p>2/3/17 <u>Purpose</u> The purpose of this report is to allow Council to consider endorsing the proposed modification of the Gladstone-Benaraby Road &amp; Bruce Highway intersection arrangement in order to provide safe turning for vehicles into Awoonga Dam Road from Gladstone-Benaraby Road, Benaraby.</p> <p><u>Officer’s Recommendation</u></p>	
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		<p>In order to provide safe turning for vehicles into Awoonga Dam Road from Gladstone-Benaraby Road, Benaraby Council:-</p> <ul style="list-style-type: none"> <li>• Endorse Drawing No. 16-070-001 (Rev 1.1) as the preferred solution to improve traffic safety for left turn maneuverers into Bruce Highway from Gladstone-Benaraby Road for traffic wishing to travel to Awoonga Dam Road; and</li> <li>• Request the Department of Transport &amp; Main Roads (DTMR) to carry out the work in accordance with Drawing No. 16-070-001 (Rev 1.1) for an estimated cost of \$70,000.</li> </ul> <p><u>TEAC Discussion</u></p> <ul style="list-style-type: none"> <li>• The consensus was that the item was to remain a Minor item as the value of the proposed works \$70,000 were to be funded by DTMR.</li> </ul> <p><b>TEAC RESOLVED to Accept the OFFICERS RECOMMENDATION</b></p> <p><u>ACTION</u></p> <ul style="list-style-type: none"> <li>• GRC to amend Drawing No. 16-070-001 (Rev 1.1) to include :-</li> <li>• A physical barrier to stop the slip lane traffic travelling from Gladstone-Benaraby Road southbound onto the Bruce Highway interacting with the right turn lane from Bruce Highway onto Awoonga Dam Road.</li> <li>• One additional sign to be installed on Gladstone –Benaraby Road before the intersection to direct traffic to use the “Left Lane” for southbound destinations i.e. Miriam Vale and Brisbane.</li> <li>• GRC to request DTMR to carry out the works.</li> </ul> <p>3/11/16 -GRC officer to present a report to the March 2017 meeting.</p> <p>1/9/16 - Lee Rickard (QPS) advised that he witnessed a near miss, where a truck had to brake urgently when travelling behind a vehicle towing a boat coming out of Gladstone-Benaraby Road, merging onto the Bruce Highway, and turn right into Awoonga Dam Road.</p>	
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		<p>The single barrier line for merging traffic from Gladstone-Benaraby Road onto the Bruce Highway has been extended, which makes it difficult for motorists to merge and then make the right turn into Awoonga Dam Road.</p> <p>It was suggested that this could be alleviated if all traffic coming from Gladstone-Benaraby Road, heading to Awoonga Dam Road be directed to make their turn at the "T" intersection, rather than travelling along the slip lane.</p> <p><b><u>ACTION</u></b> GRC to present a report back to the November TEAC meeting with a concept that encourages traffic coming from Gladstone-Benaraby Road, heading to Awoonga Dam Road to turn left at the Gladstone-Benaraby Road/Bruce Highway "T" intersection, rather than travelling along the slip lane. This concept will have to cater for heavy vehicles as well.</p>	
T.5.17.7.6	DTMR educational packages and factsheets	<p>7/3/19 – Professional Development workshop on 29.03.19. The current GRC Officers nominated to attend are Philip Baker, Carla Featherstone, Thomas Natsa, Sarah Williams, Sue Petersen, Fiona Claridge. The theme will be speed management and also cover:-</p> <ul style="list-style-type: none"> <li>• DTMR's Road Safety Policy.</li> <li>• Higher Active Transport User Areas</li> <li>• School Transport Infrastructure Policy</li> </ul> <p>The next workshop will cover Funding. 1) targeted road safety program 2) low cost treatments.</p> <p><b><u>ACTION (DTMR)</u></b></p> <ul style="list-style-type: none"> <li>• DTMR will send out invitations and agenda for workshop on 8.03.19. Attention to Thomas Natsa and Sue Petersen.</li> <li>• Send email with workshop overview to <a href="mailto:info@gladstone.qld.gov.au">info@gladstone.qld.gov.au</a> to forward on to SAP Management.</li> </ul> <p>1/11/18 – New video series received by Colin Edmonston (DTMR) that will be sent through to further circulate to GRC Communications team accordingly. Series of factsheets been published also and will be provided to GRC.</p> <p><b><u>ACTION</u></b></p>	DTMR to send through information to GRC.

		<ul style="list-style-type: none"> <li>• DTMR to forward GRC information and additional videos for staff and public information/display.</li> </ul> <p>3/5/18 - Colin Edmonston (DTMR) to forward through education package to include the Ripple Effect video and Fatal Animation video for staff and public information/display.</p> <p><b>ACTION</b></p> <ul style="list-style-type: none"> <li>• DTMR to forward GRC an educational information package to include the Ripple Effect video and Fatal Animation videos for staff and public information/display.</li> </ul> <p>1/3/18 – Final version of the Ripple Effect video Developed by the Road Accident Action Group (RAAG) for use by GRC provided by DTMR. <a href="https://www.youtube.com/watch?v=OyFvAwYURHA">https://www.youtube.com/watch?v=OyFvAwYURHA</a></p> <p><b>ACTION</b></p> <ul style="list-style-type: none"> <li>• DTMR to forward GRC an educational information package to include the Ripple Effect video and Fatal Animation videos for staff and public information/display.</li> </ul> <p>2/11/17 – Colin Edmonston (DTMR) advised that as part of the Community Roads Safety Grant Program, DTMR have developed an educational video to be distributed to all High Schools in the region in preparation for the senior graduation celebrations. This video reiterates the importance of safety on the roads. The Ripple Effect video was presented in the meeting.</p> <p><b>ACTION</b></p> <ul style="list-style-type: none"> <li>• DTMR to advise GRC what publishing rights there are regarding the use of The Ripple Effect video for further internal (i.e toolbox talks) and external use (i.e uploading to GRC website).</li> </ul>	
T.1.18.7.8	Factsheet for Councils and Councillors	<p>7/3/19 – DTMR will release factsheets through Communications on workshop day.</p> <p><b>ACTION</b></p> <ul style="list-style-type: none"> <li>• DTMR will release these through Communications on workshop day.</li> </ul> <p>1/11/18 - Colin Edmonston (DTMR) to forward through factsheets detailing basic information on how speed limits are determined. Draft factsheet provided at meeting.</p>	DTMR to provide GRC with Speed Limit Factsheets once finalised.

		<p><b>ACTION</b></p> <ul style="list-style-type: none"> <li>DTMR to provide GRC with Speed Limit Factsheets once finalised.</li> </ul> <p>3/5/18 – Colin Edmonston (DTMR) to forward through factsheets detailing basic information on how speed limits are determined. Draft factsheet provided at meeting.</p> <p><b>ACTION</b></p> <ul style="list-style-type: none"> <li>DTMR to provide GRC with Speed Limit Factsheets once finalised.</li> </ul> <p>1/3/18 – DTMR are currently drafting Factsheets detailing basic information on speed limits – why they are set/how they are determined for Councils and Councillors. Once finalised DTMR will send to GRC.</p> <p><b>ACTION</b></p> <ul style="list-style-type: none"> <li>DTMR to provide GRC with Speed Limit Factsheets once finalised.</li> </ul>	
T.1.18.7.11	Queue length turning to right to GP Superclinic	<p>7/3/19 – No further update was provided on outstanding action items. A brief overview of the original concern was undertaken for the new attendees. The right turn queuing / green arrow does not need to be investigated further due to it being previously reviewed and no obvious operational concerns were found.</p> <p><b>ACTION</b></p> <ul style="list-style-type: none"> <li>DTMR to provide preliminary layout of Option 1 for chevron works to be undertaken.</li> <li>DTMR to raise a works request to have vegetation maintained.</li> <li>DTMR will investigate history of why chevron was removed and suitability of reinstating the chevron.</li> </ul> <p>1/11/18 – DTMR engaged a consultant to review the possibility of extending the chevron linemarking to deter vehicles using this area as a left turning lane (to perform a left handing turn from Philip Street into the Shopping Centre) and whether this area could be converted into a left-turn only lane.</p> <p>DTMR tabled 2 Options (attached in email from Katharine Ferguson dated 31 October 2018) for consideration:-</p> <ul style="list-style-type: none"> <li>Option 1 – Provision of chevron on sealed shoulder and 2 extra through and left pavement arrows</li> </ul>	<p>DTMR to investigate history of why chevron was removed and suitability of reinstating the chevron.</p> <p>DTMR to undertake tree trimming, advise when complete.</p> <p>DTMR to provide preliminary layout of chevron marking.</p>

		<ul style="list-style-type: none"> <li>• Option 2 – Yellow linemarking on sealed shoulder with edgeline and 2 extra through and left pavement arrows. Committee was agreeable to option 1.</li> <li>• Further update was provided on signal sequencing: Monitoring of the signal's operation does not present any obvious operational concerns. Traffic flows and any negligible queuing seems acceptable for the periods of the day. The very occasional restricted entry into a right turn lane from through lane queuing is short, observation of anyone not clearing with one cycle are not found.</li> <li>• It was also observed that there is a need to maintain tree trimming to the intersection to give safe visibility to the signals, etc. In particular is the tree to the left overhanging the primary lantern and the tree in the centre median over the right turn lane. Applies in both directions.</li> </ul> <p><b><u>ACTION</u></b></p> <ul style="list-style-type: none"> <li>• DTMR to raise a works request to have vegetation maintained.</li> <li>• DTMR to provide preliminary layout of Option 1 for chevron works to be undertaken.</li> </ul> <p>3/5/18 - From data the intersection show that it is operating correctly with average times well within the maximum allowances available.</p> <p>From volumes and observations, it can be seen that the right turn takes considerable traffic along with the adjacent two through lanes. However, the lane directly adjacent to the right turn slot take considerably more volumes than the left lane, volumes on an average day are something like RT- 1835+, Thru 2nd lane (adjacent RT) - 4539+, Thru (left kerb) – 2767+ daily.</p> <p>Noting the considerable difference in the 2nd lane volume and it is presumed they are positioned to predominately turn right at Sun Valley Rd further up there appears to be instances where the stopped queue at Supa Clinic intersection in the 2nd lane backs back to or past the entry to the right turn slot. These times may be more dependent on the opposing right turn volumes holding up the through traffic and restricting entry to the right turn lane. Vehicle mounting medians are basically impatient.</p> <p>From this we still require further monitoring with phasing options available to be trailed. Investigations are still ongoing.</p>	
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		<p><u>TEAC Discussion</u> It has been witnessed that some vehicles are performing a left turn into shopping centre from Philip Street, using the area/lane to the side of the turning/thru lane. DTMR to look at extending chevron linemarking or investigate whether this area could be used as a 'left turn only' lane.</p> <p><u>ACTION (DTMR)</u></p> <ul style="list-style-type: none"> <li>• DTMR to continue investigating signal sequence lengths to determine if phasing is appropriate for this intersection.</li> <li>• DTMR to investigate extending the chevron linemarking to deter vehicles using this area as a left turning lane (to perform a left handing turn from Philip Street into the Shopping Centre) or investigate whether this area could be converted into a left-turn only lane.</li> </ul> <p>1/3/18 – Rob Huth (GRC) raised concerns with the queue lengths when performing a U-Turn or Right-Hand turn into the GP Superclinic as cars are mounting the centre median whilst waiting to perform a U-Turn / Right Hand turn while travelling along Philip Street.</p> <p><u>ACTION</u></p> <ul style="list-style-type: none"> <li>• DTMR to investigate signal sequence lengths to determine if phasing is appropriate for this intersection.</li> </ul>	
T.1.18.7.12	Dawson Highway / Drynan Drive	<p>7/3/19 – No further update was provided. A brief overview was undertaken for the new attendees. It was suggested that DTMR set up a meeting with the State Member and their Planning Team. GRC to raise this further at the RRTG meeting. Noted below is the previous outstanding item which was agreed at the November 2018 TEAC meeting as the preferred interim option.</p> <p><u>Option 1 - Blister medians utilising paint</u></p> <ul style="list-style-type: none"> <li>• Painted medians are a much cheaper option than concrete. The painted medians could be supplemented with RRPMS to highlight the restricted approach and aid delineation in darkness.</li> <li>• Painted medians do not mandate overhead lighting.</li> <li>• Due to the shorter installation time, there will be less disruption to traffic</li> <li>• Some drivers may ignore the painted area and continue to approach the intersection two abreast.</li> </ul> <p><u>ACTION (DTMR)</u></p>	<p>DTMR to pursue line marking Option 1 including community consultation.</p> <p>GRC to provide DTMR with contact details for officer to assist with the community consultation.</p>

		<ul style="list-style-type: none"> <li>DTMR to pursue line marking Option 1 including community consultation and internally work through delivery dates.</li> </ul> <p><b><u>ACTION (GRC)</u></b></p> <ul style="list-style-type: none"> <li>Provide DTMR with GRC contact details for officer to assist with the community consultation</li> </ul> <p>1/11/18 – Advice from project manager: Construction of Footpath is a Local Government (LG) responsibility but DTMR will provide ramps in the intersection so the LG can have connectivity. Preliminary plans for Drynan Drive/Dawson Highway are attached within agenda for information purposes. This is to be a fully signalised intersection. The signal phasing will be considered based on traffic movements in each direction.          Advice from project manager: Dawson Highway/Don Cameron Drive is out of scope of this project. Advice from DTMR is there is no current committed funds for Drynan Drive.          DTMR tabled a concept drawing options via email and presented at the meeting for discussion.</p> <p><b><u>Option 1 - Blister medians utilising paint</u></b></p> <ul style="list-style-type: none"> <li>Painted medians are a much cheaper option than concrete. The painted medians could be supplemented with RRPMS to highlight the restricted approach and aid delineation in darkness.</li> <li>Painted medians do not mandate overhead lighting.</li> <li>Due to the shorter installation time, there will be less disruption to traffic</li> <li>Some drivers may ignore the painted area and continue to approach the intersection two abreast.</li> </ul> <p><b><u>Option 2 - Blister medians concrete</u></b></p> <ul style="list-style-type: none"> <li>Concrete medians will deter/stop drivers from approaching two abreast.</li> <li>The edge of the concrete medians could be supplemented with RRPMS for better delineation in darkness.</li> <li>Concrete medians are expensive compared to painted medians.</li> <li>Concrete medians require lighting. If the concrete medians are installed without lighting, RPEQ sign off may be required</li> </ul> <p>Committee agreed - Option 1 would be the better option however Linemarking may indicate that acknowledgement to intersection not working and public may request further action (signalised). Community consultation will need to be undertaken, GRC will provide contact details for Council Representative to assist with consultation.</p>	
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		<p>GRC Highlighted that the new high school will have an impact on the Drynan Drive/Dawson Highway intersection and also Don Cameron Drive/ Dawson Highway intersection. DTMR meeting with school stakeholders next Thursday (8/11/18) with impacts of further network to be captured in the agenda.</p> <p><b><u>ACTION (DTMR)</u></b></p> <ul style="list-style-type: none"> <li>• DTMR to persue linemarking Option 1 including community consultation and internally work through delivery dates.</li> </ul> <p><b><u>ACTION (GRC)</u></b></p> <ul style="list-style-type: none"> <li>• Provide DTMR with GRC contact details for officer to assist with the community consultation.</li> </ul> <p>3/5/18 - A detailed design is currently being worked on. There is no funding for construction at this stage, but the aim is to have this project ready to go once funding is available. This intersection is being upgraded to a signalised intersection with improved lighting. As part of these works the existing water mains at the intersection will be upgraded (consultants in discussions with GRC). The existing pavement marking will also be modified from Don Cameron Drive to join smoothly into the new pavement marking. It was discussed that potentially reducing the width of the central chevron linemarking between the Drynan Drive intersection on the approach to Don Cameron Drive, to allow for the cycle lane to be extended through to Don Cameron Drive intersection.</p> <p>GRC asked if DTMR would consider reviewing the Don Cameron Drive intersection as part of this project due to the future high school and associated traffic predicted in 2020 and beyond, investigating the associated impacts it will bring on the road network along Dawson Highway. GRC noted that they owned the two vacant allotments adjacent to the existing intersection which could be used to improve the intersection.</p> <p>DTMR to ensure considerations (pedestrian and vehicle) are given to new high school due to be open 2020.</p> <p>Currently, vehicles from Drynan Drive (travelling from Morris Avenue) performing a right turn or straight manoeuvre through over Dawson Highway are finding that another vehicle uses the left</p>	
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		<p>lane and performs a straight through manoeuvre also. Is it possible for line marking to be installed (turning arrows are similar) to deter this from happening in the interim.</p> <p>DTMR could use knowledge of the high school be factored in as part of their future funding submissions.</p> <p><b>ACTION (DTMR)</b></p> <ul style="list-style-type: none"> <li>• DTMR to determine if line marking (turning arrows or similar) could be installed in the interim at the intersection of the Dawson Highway and Drynan Drive, Calliope.</li> <li>• DTMR to ensure considerations (vehicles and pedestrian) have been given to the Drynan Drive intersection design with relation to the new Calliope high school due to be constructed.</li> <li>• DTMR to consider reviewing the Don Cameron Drive intersection as part of the Drynan Drive project due to the future high school and traffic predictions.</li> </ul> <p>1/3/18 – Cr Peter Masters (GRC) raised the issue of unsafe traffic movements crossing over the Dawson Highway from Drynan Drive, Calliope. The issue has previously been raised, however, the safety of this intersection is still being questioned. DTMR to investigate whether linemarking treatments or traffic signals are able to be installed.</p> <p><b>ACTION</b></p> <ul style="list-style-type: none"> <li>• DTMR to determine if line marking or traffic signals are able to be installed at the intersection of the Dawson Highway and Drynan Drive, Calliope.</li> </ul>	
T.1.18.7.13	Calliope State School – Stop, Drop and Go area, Staff Car Parking & Extending School Zone	<p>7/3/19 – Stop, Drop and Go area and car parking linemarking works have been completed and functions well.</p> <p>Extending of school zone is to be raised as separate items for clarity within the minutes.</p> <p>No further update provided. There was general discussion about using RSL and Church land and their suitability for car parking. Church land would be ideal for teacher car parking.</p> <p><b><u>ACTION -GRC</u></b> GRC to raise a new item for DTMR to provide updates on the request to extend the school zone and a second pedestrian crossing.</p>	<p>Complete. Remove.</p> <p><b><u>AGREED</u></b></p>

		<p><b><u>ACTION -</u></b></p> <ul style="list-style-type: none"> <li>• DTMR to undertake traffic/pedestrian counts to determine if the school zone should be extending towards Bloomfield Street and if another school crossing is warranted in this area.</li> <li>• DTMR to provide consultant reports for attachment to minutes</li> </ul> <p>1/11/18 – Drawings are with GRC following last meeting with School. Drawings to be updated. School requested further changes including removal of angled however due to compliance concerns, the decision was made to have the current layout remain with potential to signage changes. Cushioning is not included within current drawings.</p> <p><b><u>ACTION (GRC)</u></b></p> <ul style="list-style-type: none"> <li>• GRC to amend drawings to the Stop Drop and Go area at Calliope School.</li> </ul> <p><b><u>ACTION (DTMR)</u></b></p> <ul style="list-style-type: none"> <li>• DTMR to undertake traffic/pedestrian counts to determine if the school zone should be extending towards Bloomfield Street and if another school crossing is warranted in this area.</li> </ul> <p>3/5/18 – Still in progress. Trevor Neumann (DTMR) met with Phil Baker and Scott McDonald (GRC) to discuss amendments to the drawings for the Stop, Drop and Go area. Have proposed that the small stop, drop and go to be replaced with angled parking and that the current bus parking be converted into a stop, drop and go area (dual purpose) as buses do not arrive until 3.30pm and parents are gone from the stop, drop and go before this time.</p> <p>Signage is also to be installed on cycle/footpath near the Calliope pool to advise of it being a footpath after cars have been using the footpath as an access to carpark.</p> <p>GRC to confirm whether the Church was considering leasing/lending part of land for teacher/staff car parking.</p> <p><b><u>ACTION (GRC)</u></b></p> <ul style="list-style-type: none"> <li>• GRC to confirm whether the Church is considering leasing/lending part of their land for school staff parking.</li> </ul>	
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		<ul style="list-style-type: none"> <li>• GRC to amend drawings to the Stop Drop and Go area at Calliope School.</li> </ul> <p><b><u>ACTION (DTMR)</u></b></p> <ul style="list-style-type: none"> <li>• DTMR to install signage on footpath near Calliope Pool to advise drivers of it being a footpath/cycleway.</li> <li>• DTMR to undertake traffic/pedestrian counts to determine if the school zone should be extending towards Bloomfield Street and if another school crossing is warranted in this area.</li> </ul> <p>1/3/18 – Colin Edmonston (DTMR) advised that DTMR and Cr Peter Masters (GRC) would be meeting at Calliope State School on 9 March 2018 to discuss concerns around the school with The Principal and parents, including the potential reconfiguration of the Stop, Drop and Go area and staggering the finishing times of students to relieve traffic congestion. DTMR invited Shaune English (QPS) to attend the meeting and would forward through information to GRC so that an appropriate GRC Officer could be nominated to attend.</p> <p><b><u>ACTION</u></b></p> <ul style="list-style-type: none"> <li>• DTMR to forward through information in relation to the upcoming meeting at Calliope State School on 9 March 2018 to enable GRC to nominate a GRC Officer to attend.</li> </ul>	
T.1.18.7.14	Disabled Parking Bays – Calliope State School	<p>7/3/19 – Calliope School carpark upgrade has been constructed.</p> <p>1/11/18 – Trevor Neumann (DTMR) and Philip Baker (GRC) completed a site visit to investigate parking arrangements. It was noted that altering the disabled car park to out front of the school would create additional implications for pool users to gain access. Therefore, it was decided that the existing park remain at its current location.</p> <p><b><u>ACTION</u></b></p> <ul style="list-style-type: none"> <li>• GRC to finalise drawings for DTMR handover.</li> </ul> <p>3/5/18 – Shahed Anwar (GRC) to investigate disabled carpark in the pool.</p> <p><b><u>ACTION (GRC)</u></b></p> <ul style="list-style-type: none"> <li>• GRC to investigate the suitability of the Disabled Carpark located at the Calliope Pool due to the positioning of the square kerb/gutter located beside the carpark as part of the Stop, Drop and Go Design.</li> </ul>	<p>Complete. Remove.</p> <p><b><u>AGREED</u></b></p>

		<p><b><u>ACTION (DTMR)</u></b></p> <ul style="list-style-type: none"> <li>DTMR to determine the requirement of the Disabled Carpark space out the front of the Calliope State School.</li> </ul> <p>1/3/18 – Shaune English (QPS) highlighted whether a Disabled Carparking space is still required out the front of Calliope State School now that they have an onsite Disabled Carparking space installed.</p> <p>It was also noted that the Disabled Carparking space located in front of the Calliope Pool need to be repainted, however, concerns were raised over the suitability of the carpark location as the carpark is located beside square kerb which would make it difficult for someone in a wheelchair to access.</p> <p><b><u>ACTION (DTMR)</u></b></p> <ul style="list-style-type: none"> <li>DTMR to investigate the suitability of the Disabled Carpark located at the Calliope Pool due to the positioning of the square kerb/gutter located beside the carpark.</li> <li>DTMR to repaint/stencil the carpark once the investigations into the suitability of the location is completed.</li> <li>DTMR to discuss the requirement of the Disabled Carpark space out the front of the Calliope State School at the meeting being held between DTMR, GRC, the Principal and Parents on 9 March 2018.</li> </ul>	
T.2.18.7.8	Harvey Road Upgrade – Clinton State School	<p>7/3/19 – GRC raised the following CSR's: 577874, 584409, 578074.</p> <p>Trevor Neumann (DTMR) raised an issue of vehicles propped on the chevron to turn right into the school grounds prior to the traffic lights. Vehicles turning on a single lined chevron is not a traffic offence and it appears this may only occur during the mornings. No further action but noted for monitoring.</p> <p><b><u>ACTION (GRC)</u></b></p> <ul style="list-style-type: none"> <li>CSR 577874 was raised to address the customer confusion due to the pedestrian 'zebra' crossing being removed and now only being used as a supervised school crossing. Advice was provided to the customer to clarify the use of a pedestrian refuge and traffic island. Item now complete.</li> <li>CSR 584409 -The onstreet carpark on the school side of Harvey Road, closest to the supervised school crossing obstructs sight distance vehicles travelling along</li> </ul>	<p>GRC to investigate received CSRs and action as required.</p> <p>DTMR to forward information to Clinton State School for inclusion in newsletter.</p>

		<p>Harvey Road towards Dawson Highway. Council to investigate safe sight distance and remove any car parks as required. Pram Ramp on the carpark/sports field side of Harvey Road leads directly into a carpark. Chevroning required within this space to allow pram access to the carpark. Drawings are currently in Concept stage (19-004-001).</p> <ul style="list-style-type: none"> <li>• CSR 578074 - Vehicles travelling along Harvey Road towards Dawson Highway are making a right-hand turn into Harvey Road Tavern, despite linemarking and signage to stop this from occurring. Currently reviewing previous decisions. Further update to be provided.</li> </ul> <p><u>ACTION (DTMR)</u></p> <ul style="list-style-type: none"> <li>• DTMR will issue information/education to Clinton State School for inclusion in the school newsletter regarding safe road crossing.</li> </ul> <p>1/11/18 – Trevor Neumann (DTMR) to provide update to Committee as to whether information has been provided to Clinton State School regarding safe road crossing for inclusion in the school newsletter.</p> <p>Council has received CSRs relating to:</p> <ul style="list-style-type: none"> <li>• Confusion due to the pedestrian 'zebra' crossing being removed and now only being used as a supervised school crossing. Council is currently investigating options to mitigate any confusion.</li> <li>• The onstreet carpark on the school side of Harvey Road, closest to the supervised school crossing obstructs sight distance vehicles travelling along Harvey Road towards Dawson Highway. Council to investigate safe sight distance and remove any car parks as required.</li> <li>• Pram Ramp on the carpark/sports field side of Harvey Road leads directly into a carpark. Chevroning required within this space to allow pram access to the carpark.</li> <li>• Vehicles travelling along Harvey Road towards Dawson Highway are making a right-hand turn into Harvey Road Tavern, despite linemarking and signage to stop this from occurring. Council to investigate whether concrete traffic island should be installed within this area.</li> </ul> <p><u>ACTION (DTMR)</u></p>	
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		<ul style="list-style-type: none"> <li>DTMR will issue information/education to Clinton State School for inclusion in the school newsletter regarding safe road crossing.</li> </ul> <p><b><u>ACTION (GRC)</u></b></p> <ul style="list-style-type: none"> <li>GRC to investigate received CSRs and action as required.</li> </ul> <p>3/5/18 – Trevor Neumann (DTMR) advised that Harvey Road appears to be working well, although traffic has been observed as being backed up from Dawson Highway/Harvey Road roundabout to the Bunnings traffic lights.</p> <p>Parents also have been observed as making children cross at ‘don’t walk’ signal. DTMR to issue education to school for inclusion in newsletter about safe road crossing.</p> <p>The pedestrian crossing in front of The Harvey Road Tavern was accidentally reinstalled and has since been removed.</p> <p><b><u>ACTION (DTMR)</u></b></p> <ul style="list-style-type: none"> <li>DTMR will issue information/education to Clinton State School for inclusion in the school newsletter regarding safe road crossing.</li> </ul>	
T.5.18.7.3	Turkey Beach Road – Emerging Crash Locations	<p>7/3/19 – No update. Confirmation is needed that the mailing list has been updated.</p> <p><b><u>ACTION</u></b></p> <ul style="list-style-type: none"> <li>DTMR to update the list with <a href="mailto:strategicassetperformance@gladstone.qld.gov.au">strategicassetperformance@gladstone.qld.gov.au</a> to receive this information</li> </ul> <p>1/11/18- Item tabled by Katharine Ferguson (DTMR) to discuss actions taken following the recent fatal crash on Turkey Beach Road. TMR Director requested a crash report to identify any emerging crash locations. DTMR Data Analysis advised that there is insufficient number of crashes to identify any cluster and will send local governments an Emerging Crash Locations report (sent every Tuesday).</p> <p><b><u>ACTION</u></b></p> <ul style="list-style-type: none"> <li>DTMR to update the list with <a href="mailto:strategicassetperformance@gladstone.qld.gov.au">strategicassetperformance@gladstone.qld.gov.au</a> to receive this information.</li> </ul>	DTMR to update emailing list.

T.5.18.7.4	Overnight use of the Bororen rest area by heavy vehicles	<p>7/3/19 – DTMR have reminded the frequent users of signage.</p> <p>1/11/18- Item tabled by Katharine Ferguson (DTMR) to discuss a Bororen resident's enquiry to the use of the Bororen rest area by heavy vehicles overnight. The resident raises concern to B double refrigerated trucks and running auxiliary motors whilst stationary at this stop for many hours throughout the night causing angst and distress for many townfolk.</p> <p><b><u>ACTION</u></b></p> <ul style="list-style-type: none"> <li>• DTMR to contact known heavy vehicle companies that frequent the area and remind of signage.</li> <li>• DTMR to suggest contact with GRC for local law enforcement.</li> </ul>	<p>Complete. Remove.</p> <p><b><u>AGREED</u></b></p>
T.5.18.7.6	Cost Sharing Arrangement - On street parking outside of 3-5 Dawson Road, Gladstone	<p>7/3/19 – No update provided by DTMR.</p> <p><b><u>ACTION (DTMR)</u></b></p> <ul style="list-style-type: none"> <li>• DTMR Communications team to discuss with business owners a proposal to remove all parking bays.</li> </ul> <p>1/11/18 - Item tabled by Katharine Ferguson (DTMR) to discuss the Cost Sharing Arrangement document following a request forwarded by Gladstone Regional Council concerning the six (6) car spaces outside the service station (located at 3-5 Dawson Highway), with a sign: ½ hour parking 8am–5pm Mon to Fri, 8am-12 Noon Sat. The concern is in relation to the compromise of sight distance for vehicles exiting the site due to the vehicles parking at the designated car park. Sight distance reviews indicate the removal of all 6 parking bays. Action is to be in accordance with standards.</p> <p><b><u>ACTION</u></b></p> <ul style="list-style-type: none"> <li>• DTMR Communications team to discuss with business owners a proposal to remove all parking bays.</li> </ul>	<p>DTMR to follow up if communication with business owners has occurred.</p>
T.5.18.7.9	Bruce Highway Project	<p>7/3/19 – Truckie Road Safety Survey 2018 – presentation on USB provided by Colin Edmonston. Going over survey questions and response results.</p> <ul style="list-style-type: none"> <li>• 314 truckies were interviewed for the survey at different locations also.</li> <li>• Rest area behind Calliope Historical Village not utilised much.</li> </ul>	<p>DTMR to provide presentation for inclusion with minutes.</p>



		<ul style="list-style-type: none"> <li>• DTMR have developed a business card which shows how to download Rest Space App so truck drivers can see where Rest Spaces are to help plan their trip.</li> <li>• Business card was distributed to all meeting attendees.</li> <li>• Clean toilets was an important factor that was raised by survey participants.</li> <li>• Customer consultation has been received well.</li> </ul> <p><b><u>ACTION (DTMR)</u></b></p> <ul style="list-style-type: none"> <li>• DTMR to provide presentation for inclusion with minutes.</li> </ul> <p>1/11/18 – Colin Edmonston (DTMR) advised the Committee that a Bruce Highway project from Gin Gin to St Lawrence is being completed in consultation with members of the public. The project will be compiled of 8 to 10 questions to provide suggestions for current and new rest areas, overtaking lanes, fatigue management. The project will also be looking at the effectiveness of new and existing sites. A large section of the project will be catered to heavy vehicle movements. Data from this project will be shared with Local Governments within the regions prior to Christmas 2018. The project is currently finalising the logistics.</p> <p><b><u>ACTION</u></b></p> <ul style="list-style-type: none"> <li>• DTMR to provide information once available to GRC as FYI.</li> </ul>	
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**6. NEW AGENDA ITEMS**

Item	Subject	Discussion	Status
Nil			

**7. GENERAL BUSINESS ITEMS**

Item	Subject	Discussion	Status
T.1.19.7.1	Redirecting traffic on GRC local roads in response to traffic accidents, without notification to Council	7/3/19 – Item tabled by Rob Huth (GRC) to discuss redirecting traffic on GRC local roads in response to traffic accidents, without notification to Council, to consider load limit restrictions that may apply to structures. It was noted that during the Gates & Grids Community Consultations,	GRC to provide QPS with examples.

		<p>some customers brought up if there is an accident on the highway and a detour is on dirt/gravel road, can there be more communication with Council so we can arrange to water some of the gravel roads to keep the dust down. Also the other issue that has been brought up is that some of our bridges have load limit restrictions, and there have been concerns raised if a bridge can safely carry the load of the vehicle.</p> <p>Is it a matter of GRC supplying QPS with list of bridges and load limits? Education with QPS about being mindful of where diverting traffic e.g. heavy vehicles – load limits, gravel roads.</p> <p><b><u>ACTION (GRC)</u></b></p> <ul style="list-style-type: none"> <li>• GRC to provide QPS with examples of where this has occurred. E.g. Ambrose-Bracewell Road, John Clifford Way through Lowmead.</li> </ul> <p><b><u>ACTION (QPS)</u></b></p> <ul style="list-style-type: none"> <li>• QPS to follow up with their relevant sections to make them aware to be mindful where they direct traffic, and to contact GRC when directing traffic on to gravel roads so GRC can arrange for dust suppression.</li> </ul>	<p>QPS to follow up with relevant sections</p>
<p>T.1.19.7.2</p>	<p>Stop, Drop &amp; go area outside of Clinton State School</p>	<p>7/3/19 – Item tabled by Trevor Neumann (DTMR) to discuss a customer request they received regarding the length of the Stop, Drop and Go area outside of Clinton State School on Harvey Road. The customer believes the Stop, Drop and Go is too short, dangerous. They believe the area should be extended the whole way along outside the school to both the first and second pedestrian crossings and there should be no parking bays on the road side beside the school. The customer believes there should be two (2) Stop, Drop and Go areas one to allow for younger grades to be collected, and the other for older children to be collected. All parking should be limited to the car park opposite the school.</p> <p>Suggestion to force parents to park in the car park. Cars wanting to utilise the Stop, Drop, Go are now backed up to the new roundabout (Spindrift Road).</p> <p><b><u>ACTION (DTMR)</u></b></p> <ul style="list-style-type: none"> <li>• DTMR to forward request on to GRC to investigate.</li> </ul>	

T.1.19.7.3	Possible issues with friction on Dawson Highway at the Biloela Range when wet.	7/3/19 – QPS is investigating 2 traffic incidents within the same location on Dawson Highway at the Biloela Range which occurred during wet weather. Dash cam footage was shown at the meeting. It appears that both incidents friction or water run off with the pavement may have contributed to the accident. <b>ACTION</b> <ul style="list-style-type: none"> <li>• QPS to forward dash cam footage to DTMR for investigation.</li> <li>• DTMR investigate crash reports.</li> </ul>	QPS to forward dashcam footage to DTMR  DTMR to review and provide update.
T.1.19.7.4	Boyne Island State School - 31 May	For information - DTMR have advised the Boyne Island State School wig wags will be replaced with 40km/h flashing lights sign. Programmed for 31 May. Gladstone South – Ann Street and Kin Kora/Hibiscus Street – is scheduled for early June 2019.	
T.1.19.7.5	DTMR Workshop – 29 March 2019	For information - DTMR workshop on 29 March, attendees will be asked to bring a couple of schools that require treatment – for homework.	
T.1.19.7.6	Location of bollards in road reserve - Morris Ave / Central Ave - Calliope	Cr Masters queried the location of bollards near footpaths adjacent to the road network. A resident has raised this concern for Morris Avenue/Central Avenue, Calliope. Advice was provided by DTMR generally, when bollards are next to road, it can be risk/hazard to vehicle which is why bollards need to be installed away from road. Minimum of 1.2m from edge of road.  <b>ACTION.</b> <ul style="list-style-type: none"> <li>• Laxman Gopali (DTMR) to email Cr Masters with technical information.</li> </ul>	DTMR to provide technical information.
T.1.19.7.7	Summary of crashes for past three (3) months	For information - QPS presented a summary of crashes for the past three (3) months. <ul style="list-style-type: none"> <li>• There's been an increase on crashes on Round Hill Road, Agnes Waters.</li> <li>• Gravel roads with grids on corners – QPS Officer when working out west had experience with crashes. However none since working in Gladstone region.</li> </ul>	

8. NEXT MEETING - 2 May 2019

9. MEETING CLOSED – 4.17PM