

EXTRACT FROM MINUTES OF ORDINARY MEETING – 24 MARCH 2021 – STAFF REPORTS

MINUTES OF THE LOCAL TRAFFIC COMMITTEE HELD 3 FEBRUARY 2021

Report Author **Jacob Harty, Traffic Engineer**
File No. / ECM Index **6387232**
Date of Meeting **24 March 2021**
Authorising Director **Robert Scott, Director Infrastructure & Engineering Services**

SUMMARY OF REPORT

This report presents the Minutes of the Local Traffic Committee held on 3 February 2021, for adoption.

SUMMARY OF RECOMMENDATION

It is recommended that the Minutes of the Local Traffic Committee meeting held on 3 February 2021 be noted and that the recommendations are adopted.

FINANCIAL/RESOURCE IMPLICATIONS

Items 5-14 will result in costs associated with the installation of signage and pavement marking totalling \$23,880. This work will be funded from the current operational budget.

LEGAL IMPLICATIONS

Nil.

ATTACHMENTS

A: Minutes of the Local Traffic Committee meeting held 3 February 2021

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

BACKGROUND

The Local Traffic Committee meeting was held on Wednesday 3 February 2021 at Council's administration building, Yalawanyi Ganya. The minutes of the meeting are attached in Attachment A with the recommendations for each item.

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

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

CONSULTATION

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

COMMUNITY IMPACTS

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

BUDGET IMPLICATIONS

Items 5-14 will result in costs associated with the installation of signage and pavement marking totalling \$23,880. This work will be funded from the current operational budget.

RECOMMENDATION

It is recommended that the Minutes of the Local Traffic Committee meeting held on 3 February 2021 be noted and that the recommendations are adopted.

25 MINUTES OF THE LOCAL TRAFFIC COMMITTEE HELD 3 FEBRUARY 2021

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|-----------------------------|---|
| Report Author | Jacob Harty, Traffic Engineer |
| File No. / ECM Index | 6387232 |
| Date of Meeting | 24 March 2021 |
| Authorising Director | Robert Scott, Director Infrastructure & Engineering Services |

RECOMMENDATION

It is recommended that the Minutes of the Local Traffic Committee meeting held on 3 February 2021 be noted and that the recommendations are adopted.

76/2021 RESOLUTION

(Moved Cr T Fowler/Seconded Cr L Roberts)

That the above recommendation be adopted.

FOR VOTE - Cr D West, Cr K Smith, Cr K Bell, Cr K Hutchinson, Cr B Christensen, Cr T Fowler, Cr C Pontin, Cr P Epov, Cr L Roberts

AGAINST VOTE - Nil

ABSENT. DID NOT VOTE - Cr D Keegan

INFRASTRUCTURE & ENGINEERING SERVICES

ATTACHMENT A

**MINUTES OF THE LOCAL TRAFFIC
COMMITTEE HELD
3 FEBRUARY 2021**

ORDINARY MEETING

24 March 2021



MIDCOAST
council

Local Traffic Committee Meeting – Minutes

Wednesday 3 February 2021

Yalawanyi Ganya (Council Administration Building)

2 Biripi Way, Taree

Manning Room – 10:00 AM



INTRODUCTION TO LOCAL TRAFFIC COMMITTEE

The Local Traffic Committee is primarily a technical review committee that is required as a function of the delegation of authority from Transport for NSW (TfNSW) who is legislated as the organisation responsible for the control of traffic on all roads in New South Wales. The delegation of functions related to the Roads Act 1993 allows Council to manage traffic on Regional and Local Roads, through the use of prescribed traffic control devices, once the advice of NSW Police and TfNSW has been obtained.

The Local Traffic Committee (LTC) is not a committee within the meaning of the Local Government Act, 1993. The operating arrangements for the LTC are contained in “A Guide to the Delegation to Councils for the Regulation of Traffic (including the operation of Traffic Committees) – Version 1.3 - 2009”, found at the following TfNSW web page: https://www.rms.nsw.gov.au/business-industry/partners-suppliers/documents/technical-manuals/ltcguidev13_i.pdf

FORMAL (VOTING) MEMBERS

Representative of **MidCoast Council**
Representative of **Transport for NSW (TfNSW)**
Representative of **NSW Police**
Member for Myall Lakes or their nominee
Member for Upper Hunter or their nominee
Member for Port Stephens or their nominee
Member for Port Macquarie or their nominee

QUORUM

While there is no need for a specific quorum to allow an LTC meeting to proceed, any advice can only be returned to the elected Council by the LTC if the views of TfNSW and the NSW Police have been obtained.

MEETING DATES FOR 2021

| | | |
|--------------------------------|------------------------------------|----------|
| February 3rd | Yalawanyi Ganya - Manning Room | 10:00 AM |
| April 7th | Yalawanyi Ganya - Manning Room | 10:00 AM |
| June 9th | Yalawanyi Ganya - Spotted Gum Room | 10:00 AM |
| August 4th | Yalawanyi Ganya - Manning Room | 10:00 AM |
| October 6th | Yalawanyi Ganya - Manning Room | 10:00 AM |
| December 1st | Yalawanyi Ganya - Manning Room | 10:00 AM |



TABLE OF CONTENTS

| | |
|--|-----------|
| <i>ITEM 1 – ACKNOWLEDGEMENT OF COUNTRY</i> | <i>1</i> |
| <i>ITEM 2 – ATTENDANCE.....</i> | <i>1</i> |
| <i>ITEM 3 – BUSINESS ARISING FROM PREVIOUS MINUTES.....</i> | <i>1</i> |
| <i>ITEM 4 – DISCLOSURES OF INTEREST</i> | <i>1</i> |
| <i>ITEM 5 – SCONE ROAD, COPELAND – LINEMARKING</i> | <i>2</i> |
| <i>ITEM 6 – NORTH STREET, FORSTER – LOADING ZONE</i> | <i>4</i> |
| <i>ITEM 7 – QUEEN STREET, GLOUCESTER – LOADING ZONE & TIMED PARKING</i> | <i>6</i> |
| <i>ITEM 8 – HUME STREET, GLOUCESTER – TIMED PARKING & LINEMARKING</i> | <i>8</i> |
| <i>ITEM 9 – AVON STREET, STRATFORD – BUS ZONE</i> | <i>11</i> |
| <i>ITEM 10 – PULTENEY STREET, TAREE – NO PARKING / MOTOR BIKE PARKING</i> | <i>13</i> |
| <i>ITEM 11 – MANCHESTER & HUTCHINSON STREETS, TINONEE – NO STOPPING.....</i> | <i>17</i> |
| <i>ITEM 12 – SEAL ROCKS ROAD, BUNGWAHL – NO PARKING ZONE</i> | <i>20</i> |
| <i>ITEM 13 – MARINE DRIVE, TEA GARDENS & BOONER STREET, HAWKS NEST – BUS ZONE.....</i> | <i>22</i> |
| <i>ITEM 14 – CLARKSON STREET, NABIAC – 15 MINUTE PARKING</i> | <i>25</i> |
| <i>ITEM 15 – GENERAL BUSINESS</i> | <i>27</i> |



ITEM 1 – ACKNOWLEDGEMENT OF COUNTRY

Mayor West delivered the Acknowledgement of Country

ITEM 2 – ATTENDANCE

Present:

Mayor David West (Chair)
Jamie Smoother (TfNSW) (via Zoom)
Michael Reid (NSW Police)
Katheryn Smith (Representative for MP for Upper Hunter) (via Zoom)
Scott Nicholson (Manager Transport Assets – MidCoast Council)
Richard Wheatley (Team Leader Transport – MidCoast Council)
Jacob Harty (Traffic Engineer – MidCoast Council)

Apologies:

Cr Brad Christensen
Christine George (NSW Police)
Margaret Bernard (NSW Police)
Bob Wilson (Representative for MP for Myall Lakes)
Chris Dimarco (MCC Road Safety Officer)

ITEM 3 – BUSINESS ARISING FROM PREVIOUS MINUTES

Reports from the December 2020 meeting (held electronically) have been incorporated into this meeting as some items required further discussion which was interrupted due to the Christmas / New Year's holiday period.

ITEM 4 – DISCLOSURES OF INTEREST

Nil

ITEM 5 – SCONE ROAD, COPELAND – LINEMARKING

Report Author **Jacob Harty, Traffic Engineer**

File No. / ECM Index **TRIM 20/54472**

Date of Meeting **3 February 2021**

SUMMARY OF REPORT

Investigations have been undertaken to consider the installation of dividing (barrier) lines (BB) along a newly rehabilitated section of Scone Road, Copeland.

SUMMARY OF RECOMMENDATION

It is recommended that a dividing barrier line (BB) be installed along Scone Road, from the intersection of Scone Road and Copeland Road to Griffith's Bridge (total length of 11.3km).

FINANCIAL/RESOURCE IMPLICATIONS

Council will be responsible for the costs associated with the installation of the linemarking. The work has an estimated cost of \$18,080.

LEGAL IMPLICATIONS

Nil.

ANNEXURES

A: Overview of proposed linemarking

BACKGROUND

Council's Northern Operations team has rehabilitated a section of Scone Road from the intersection with Copeland Road to Griffiths Bridge, a total length of 11.3km. This section of road previously had no linemarking, although adjoining sections of Scone Road are linemarked. The Northern Operations team made a request to Council's Transport Assets team to investigate a proposal to install dividing barrier lines along this upgraded section to improve delineation and safety. Council's Northern Operations' Works Engineer has reported that numerous locals have expressed concerns of motorists regularly encroaching into the lane of oncoming vehicles.

DISCUSSION

Scone Road has a rural default speed limit 100km/h and runs through mountainous and undulating terrain with numerous bends. The sealed pavement for the newly rehabilitated section has a minimum width of 6m. Investigation of the road has shown that there is restricted overtaking sight distance due to the horizontal and vertical curves along this section of Scone Road, and does not meet the 300m required for an overtaking zone. Therefore, the proposal is to install two-way barrier (BB) linemarking, restricting overtaking in both directions.

CONSULTATION

Council's Traffic Engineer has liaised with Northern Operations' Works Engineer to review proposal who has received reports from numerous locals of motorists regularly encroaching into the lane of oncoming vehicles.

DISCUSSION IN BRIEF

The Committee members agreed with the Officer's recommendation.

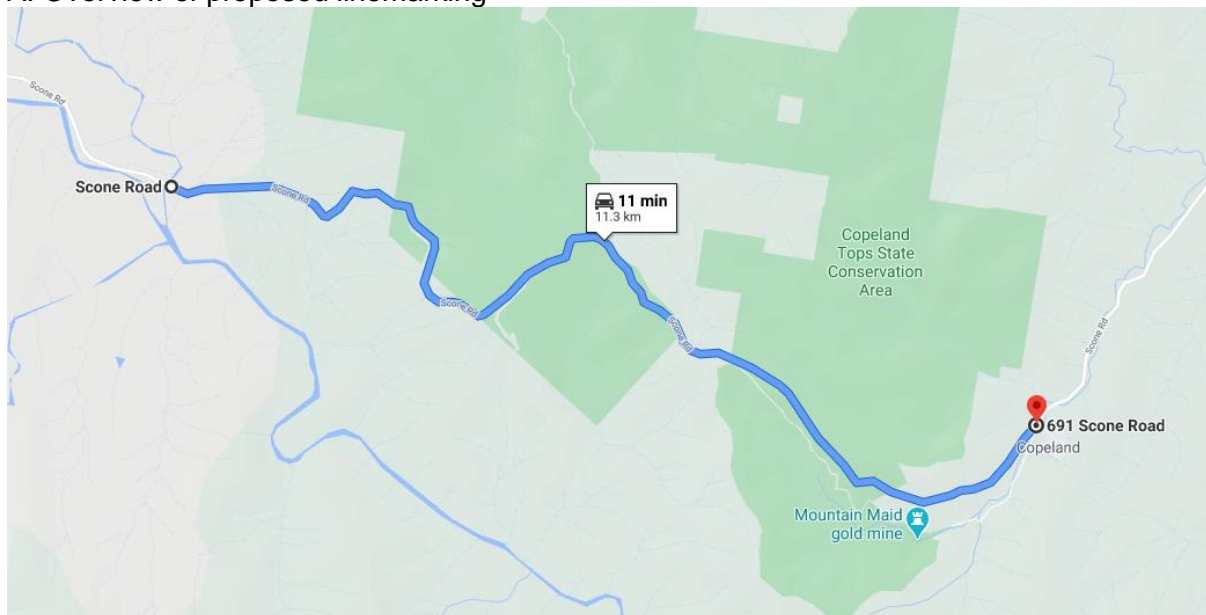
COMMITTEE RECOMMENDATION

It is recommended that a dividing barrier line (BB) be installed along Scone Road, from the intersection of Scone Road and Copeland Road to Griffith's Bridge (total length of 11.3km).

For motion: Unanimous

ANNEXURES

A: Overview of proposed linemarking



ITEM 6 – NORTH STREET, FORSTER – LOADING ZONE

Report Author **Jacob Harty, Traffic Engineer**

File No. / ECM Index **20/54511**

Date of Meeting **3 February 2021**

SUMMARY OF REPORT

Investigations have been undertaken into a proposal to introduce a Loading Zone on the southern side of North Street, Forster, adjacent to the Wingman Café at No. 22 North Street.

SUMMARY OF RECOMMENDATION

It is recommended that a Loading Zone (7AM – 10AM, Monday to Saturday) be installed in front of 22 North Street on the southern side of the road, between the speed hump and the driveway of No. 24.

FINANCIAL/RESOURCE IMPLICATIONS

Council will be responsible for the costs associated with the installation of signage. This work will be funded from the cost centres of Traffic Committee Items. The work has an estimated cost of \$400.

LEGAL IMPLICATIONS

Nil.

ANNEXURES

A: Proposed Loading Zone – aerial view

B: Proposed Loading Zone location – street view

BACKGROUND

Council received a request from the operator of the Wingman Café in North Street, Forster to consider installing a timed Loading Zone adjacent to the business in the existing space between the speed hump and the driveway of No. 24 North Street. It was stated by the business operator that a loading zone would help overcome the difficulties experienced by their suppliers when trying to make deliveries each day and particularly over the busy school and holiday periods.

DISCUSSION

North Street runs adjacent to Forster Main Beach and is a very popular destination for locals and tourists. Parking on the southern side of North Street is generally unrestricted with a short No Stopping zone across the speed hump in front of the Wingman Café (No. 22). The nearest Loading Zone is located approximately 180m to the north-west at the Beach Bums Café/Surf Lifesaving Club on Beach Street. There is a lane way (North Lane) that runs parallel to North Street; however the Wingman Café does not have direct access to this lane, requiring deliveries to be made via the front entrance.

CONSULTATION

Council's Traffic Engineer has liaised with the proprietor of the Wingman Café and Council's Business Liaison Officer.

DISCUSSION IN BRIEF

The Committee members agreed with the Officer's recommendation.

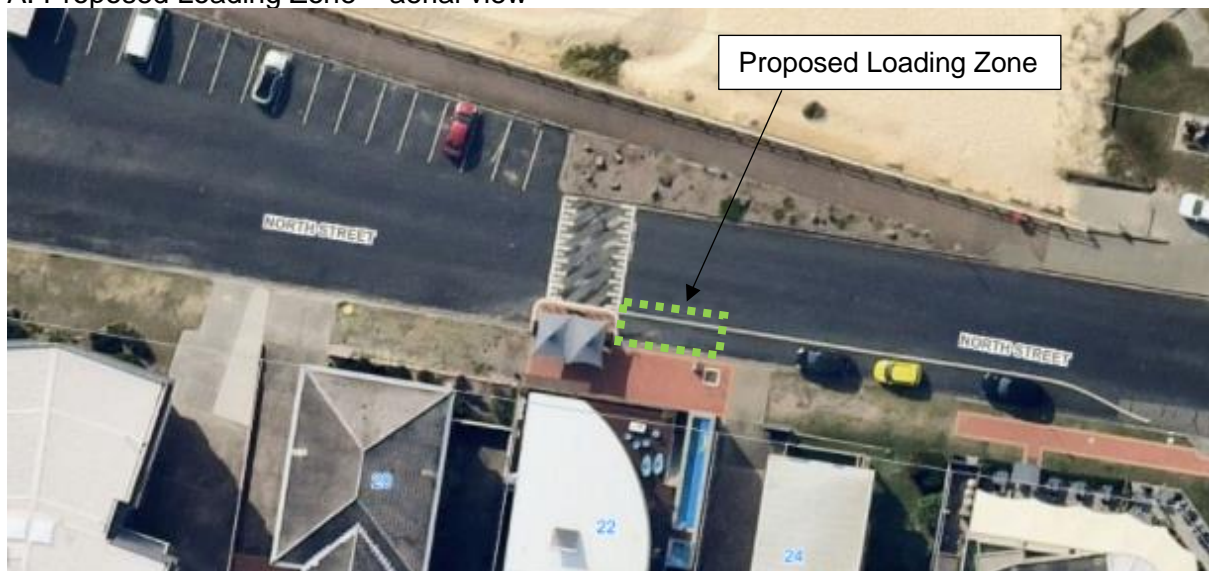
COMMITTEE RECOMMENDATION

It is recommended that a Loading Zone (7AM – 10AM, Monday to Saturday) be installed in front of 22 North Street on the southern side of the road, between the speed hump and the driveway of No. 24.

For motion: Unanimous

ANNEXURES

A: Proposed Loading Zone – aerial view



B: Proposed Loading Zone location – street view



ITEM 7 – QUEEN STREET, GLOUCESTER – LOADING ZONE & TIMED PARKING

Report Author **Jacob Harty, Traffic Engineer**

File No. / ECM Index **20/54541**

Date of Meeting **3 February 2021**

SUMMARY OF REPORT

Investigations have been undertaken into a proposal to apply a timed Loading Zone and 20-minute parking restriction to the three parking spaces in front of the Gloucester Post Office on Queen Street, Gloucester.

SUMMARY OF RECOMMENDATION

It is recommended that a Loading Zone (2:30 – 3PM Monday to Thursday, 4:30 – 5PM Friday) and 20-minute parking (9AM - 2:30PM and 3 – 5PM Monday to Thursday, 9AM – 4:30PM Friday) be applied to the three parking spaces in front of the Gloucester Post Office on Queen Street, Gloucester.

FINANCIAL/RESOURCE IMPLICATIONS

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

LEGAL IMPLICATIONS

Nil.

ANNEXURES

A: Proposed restrictions at Gloucester Post Office

BACKGROUND

Council has recently reconstructed the road and footpath along Queen Street, Gloucester, between Church Street and Barrington Street. Prior to the reconstruction there were four parking spaces in front of the post office sign posted as 30-minute parking. The reconstruction has reduced this to three due to the introduction of a pedestrian refuge and concrete blister. The post office manager has requested that these three spaces be reduced to 20-minute parking when the Post Office is open, with a half hour exception each day to allow the postal truck to park in front of the post office to fulfil their duty.

DISCUSSION

Queen Street has unrestricted parallel parking on the northern side, and unrestricted nose-in 60-degree angle parking on the south side. While mostly residential, there are some businesses that operate in Queen Street, most notably the post office and the Roundabout Inn that draw a significant demand for parking. The post office operates from 9AM to 5PM weekdays and has mail delivery/pick up by a small ridged postal truck in the afternoon between 2:30PM and 3PM Monday to Thursday, and on Friday between 4:30PM and 5PM.

The post office has high turnover of customers, which contrasts with the other businesses in Queen Street that have a longer turnover of customers.

CONSULTATION

Council's Traffic Engineer has liaised with Queen Street Rehabilitation Project officers and consulted with the manager of the post office and the Roundabout Inn.

DISCUSSION IN BRIEF

Jamie Smoother from TfNSW stated that although 20-minute timed parking can be installed it is more common to use 15 or 30 minutes and suggested the time restriction be reconsidered. All Committee members agreed with the suggestion and recommend the time be amended in consultation with the Post Office manager to either 15 or 30. As a result of subsequent discussions with the Post Office manager the recommendation is for 15-minute parking to be used.

It was also suggested that the timed parking section of the proposed sign be amended to read "ALL OTHER TIMES" for simplicity. The committee also supported this proposal.

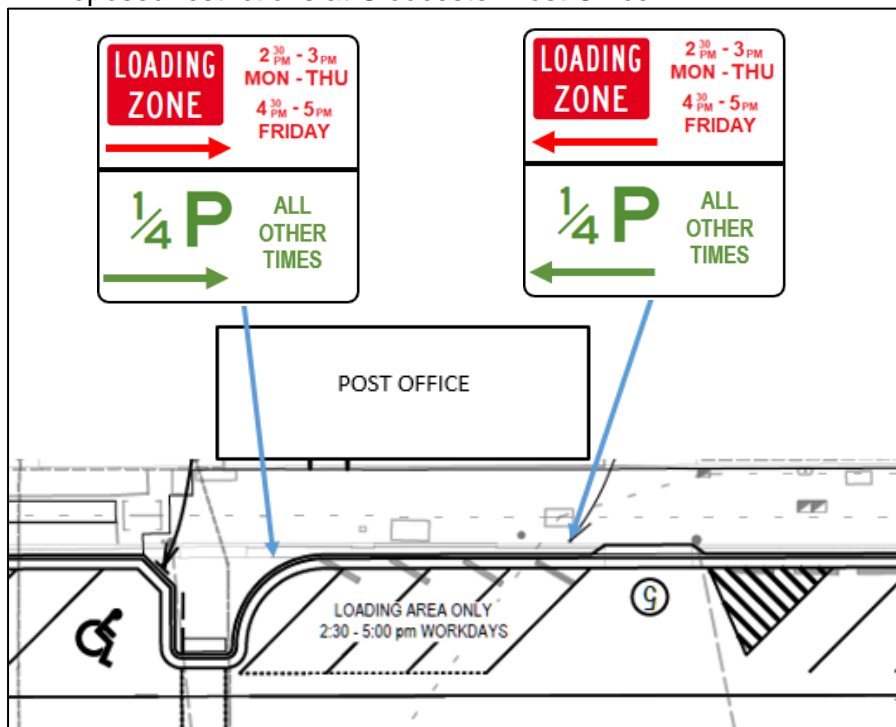
COMMITTEE RECOMMENDATION

It is recommended that a Loading Zone (2:30 – 3PM Monday to Thursday, 4:30 – 5PM Friday) and 20-minute parking all other times be applied to the three parking spaces in front of the Gloucester Post Office on Queen Street, Gloucester.

For motion: Unanimous

ANNEXURES

A: Proposed restrictions at Gloucester Post Office



ITEM 8 – HUME STREET, GLOUCESTER – TIMED PARKING & LINEMARKING

Report Author **Jacob Harty, Traffic Engineer**

File No. / ECM Index **TRIM 20/38967**

Date of Meeting **3 February 2021**

SUMMARY OF REPORT

Investigations have been undertaken into a proposal to amend the existing 10-minute parking restriction in front of the Gloucester Pre-school on Hume Street, to only apply during the hours of 8AM to 9:30AM and 2:30PM to 4PM, Monday to Friday. In addition, it is also proposed to install dividing barrier linemarking on approach to the school crossing, and linemark the 10-minute parking spaces.

SUMMARY OF RECOMMENDATION

It is recommended that the existing 10-minute parking area on Hume Street, adjacent to the Gloucester Pre-school be amended so that it only applies during the hours of 8AM to 9:30AM and 2:30PM to 4PM, Monday to Friday. It is also recommended that double-barrier linemarking be provided on either approach to the school crossing, and that three individual parking spaces are marked in the 10-minute zone.

FINANCIAL/RESOURCE IMPLICATIONS

Council will be responsible for the costs associated with the installation of signage and linemarking. This work will be funded from the cost centres of Traffic Committee Items. The work has an estimated cost of \$1000.

LEGAL IMPLICATIONS

Nil.

ANNEXURES

- A: Proposed amendment to 10-minute parking
 - B: Proposed linemarking changes
-

BACKGROUND

Council was approached by a representative of the Gloucester Pre-school to get the existing 10-minute parking signage in front of the school linemarking, and the signs amended so that it only applied during the school peaks, thereby freeing up the space for parking throughout the day. Upon inspection it was observed that the adjacent school crossing did not have the appropriate 15m of double barrier (BB) linemarking on approach to the stop line of the crossing, as per the Roads and Maritime Supplement to Australian Standard AS1742.10.

DISCUSSION

Hume Street, Gloucester is a primarily residential street, however between Barrington Street and Ravenshaw Street there are two churches, a primary school, and the pre-school and there is a significant demand for on-street parking. The school crossing at the Barrington Street end has stop lines and pedestrian cross walk lines, however there are no double barrier lines on

approach to the crossing, as required under the Roads and Maritime Supplement to Australian Standard AS1742.10.

CONSULTATION

Council's Traffic Engineer has liaised with representatives of the Gloucester pre-school.

DISCUSSION IN BRIEF

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

It is recommended that the existing 10-minute parking area on Hume Street, adjacent to the Gloucester Pre-school be amended so that it only applies during the hours of 8AM to 9:30AM and 2:30PM to 4PM, Monday to Friday. It is also recommended that double-barrier linemarking be provided on either approach to the school crossing, and that three individual parking spaces are marked in the 10-minute zone.

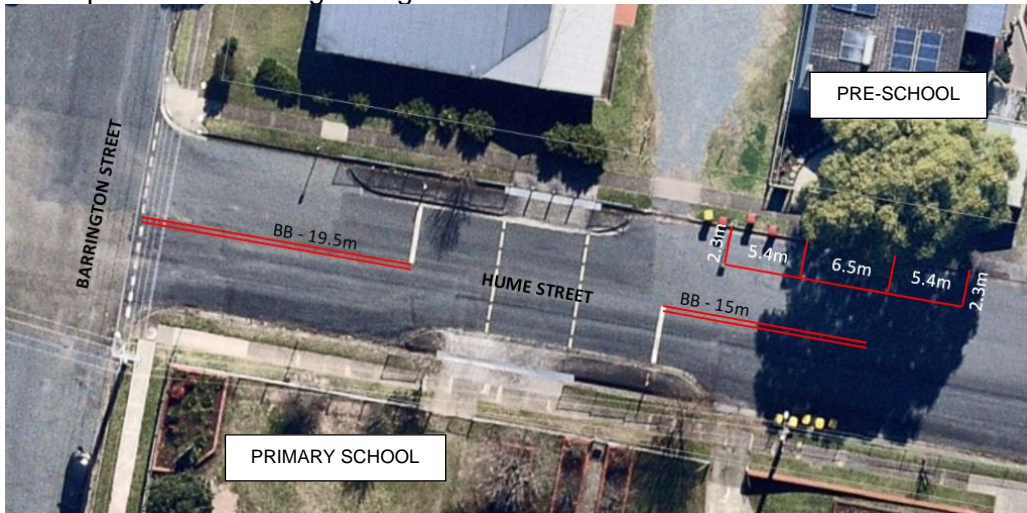
For motion: Unanimous

ANNEXURES

A: Proposed amendment to 10-minute parking



B: Proposed linemarking changes



ITEM 9 – AVON STREET, STRATFORD – BUS ZONE

Report Author **Jacob Harty, Traffic Engineer**

File No. / ECM Index **20/54624**

Date of Meeting **3 February 2021**

SUMMARY OF REPORT

Investigations have been undertaken into a proposal to formalise the bus school stop area on Avon Street, Stratford.

SUMMARY OF RECOMMENDATION

It is recommended that a 30m long bus zone be installed in front of Stratford Public School on Avon Street, applying between 8AM to 9:30AM and 2:30PM to 4PM, on school days.

FINANCIAL/RESOURCE IMPLICATIONS

Council will be responsible for the costs associated with the installation of signage. This work will be funded from the cost centres of Traffic Committee Items. The work has an estimated cost of \$400.

LEGAL IMPLICATIONS

Nil.

ANNEXURES

A: Proposed Bus Zone on Avon Street

BACKGROUND

Council received a request from Stratford Public School's relieving Principal to formalise the bus stop area in front of the school on Avon Street. The current bus area is informal and lacks appropriate signage. Some existing "No Standing" signage has been installed in the past, but this type of sign is not used in NSW.

DISCUSSION

The existing No Standing signage is faded, installed inappropriately, and is not used in NSW. This proposal seeks to bring the signage up to standard and extend the bus stop area to the east to encompass the existing bus shelter.

CONSULTATION

Council's Traffic Engineer and Road Safety Officer have liaised with the school principal and bus services.

DISCUSSION IN BRIEF

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

It is recommended that a 30m long bus zone be installed in front of Stratford Public School on Avon Street, applying between 8AM to 9:30AM and 2:30PM to 4PM, on school days.

For motion: Unanimous

ANNEXURES

A: Proposed Bus Zone on Avon Street



ITEM 10 – PULTENEY STREET, TAREE – NO PARKING / MOTOR BIKE PARKING

Report Author **Jacob Harty, Traffic Engineer**

File No. / ECM Index **20/32457**

Date of Meeting **3 February 2021**

SUMMARY OF REPORT

Investigations have been undertaken into a proposal to replace the existing Tourist Bus Parking zone at the southern end of Pulteney Street, adjacent to River Street, with a No Parking zone, and to introduce “Motor Bike Only” parking. This was previously reported to LTC, and Council resolved to refer it back to the Committee for further review.

SUMMARY OF RECOMMENDATION

It is recommended to;

- 1) Remove the existing “2P Tourist Bus Parking, 6AM to 7PM” signage at the southern end of Pulteney Street, adjacent to River Street, and replace with a “No Parking, 6AM to 7PM” zone
- 2) Install a “Motor Bike Only” zone within the southernmost nose-in 60-degree angle parking space, adjacent to the existing tourist bus zone.

FINANCIAL/RESOURCE IMPLICATIONS

Council will be responsible for the costs associated with the installation of signage and linemarking. This work will be funded from the cost centres of Traffic Committee Items. The work has an estimated cost of \$1000.

LEGAL IMPLICATIONS

Nil.

ANNEXURES

- A: Existing Tourist Bus Parking in Pulteney Street
 - B: Overview of tourist bus parking
 - C: Proposed No Parking zone and Motor Bike parking layout
-

BACKGROUND

There is a “Tourist Bus Zone” located at the southern end of Pulteney Street, adjacent to River Street. The existing signage allows tourist buses to park for up to two hours between the hours of 6AM and 7PM. Concerns were raised by Council’s Team Leader Rangers about the zone being a common area where infringements are issued for motorists illegally parking, and that it is rarely observed that any tourist buses make use of the area. It was requested that Council’s Transport Assets team review the parking restriction to determine if there may be a more suitable use of the area.

Additionally, it was reported that the southernmost nose-in 60-degree angle parking space adjacent to the tourist bus zone is shorter in length than the surrounding spaces due to a kerb

extension. Depending on the size of the vehicle, it can result in the parked vehicle protruding into the traffic lane.

This Item was previously reported to the Local Traffic Committee in August 2020 with the recommendation to change the zone to “No Parking, 6AM to 7PM” and install the Motor Bike Only zone both supported by the Traffic Committee, which was subsequently reported to Council. At the Council meeting held on 9 September 2020 Council resolved that “Item 1 be referred back to the Committee for further review as a temporary arrangement only in respect to Parking in River Street, Taree”.

DISCUSSION

At the time of the original report temporary traffic management was in place in River Street with the road being closed at the Martin Bridge underpass due to bridge works. The original report to Council was interpreted as being related to these bridge works which has led to the Item being referred back to the Committee. This proposal is unrelated to the temporary closure of River Street and is solely concerned with adjusting the regulatory signage at the southern end of Pulteney Street with a more beneficial arrangement.

By changing the Tourist Bus Parking area to a No Parking zone more function can be added to the area without losing the ability for buses to drop-off or pick up passengers. As per the Road User’s Handbook, under the No Parking rule motorists “must not stop for more than two minutes and must remain within 3 metres of their vehicle. Mobility Parking Permit holders are allowed to park for up to 5 minutes in a No Parking zone”. There is another tourist bus parking zone located on Victoria Street, adjacent to Fortheringham Park and the public toilets, as shown below in Annexure B: Overview of tourist bus parking.

It is also proposed that the southernmost nose-in parking space adjacent to the existing Tourist Bus Parking be configured for use by motorbikes, in line with the updated Australian Standard for on-street parking facilities (AS 2890.5:2020). The short length of the parking space makes it awkward for most vehicles to park without creating a hazard to passing traffic, so by adjusting the space to accommodate motorcycles instead makes the most efficient use of the available space. The proposed changes are shown below in Annexure C: Proposed No Parking zone and Motor Bike parking layout.

CONSULTATION

Council’s Traffic Engineer has liaised with Council’s Rangers and tourism staff, and staff at the Greedy Goat Café.

DISCUSSION IN BRIEF

The committee discussed the need for the 6am to 7pm time restriction and resolved to remove the time from the proposed No Parking signage.

COMMITTEE RECOMMENDATION

It is recommended to;

- 1) Remove the existing “2P Tourist Bus Parking, 6AM to 7PM” signage at the southern end of Pulteney Street, adjacent to River Street, and replace with a “No Parking zone**
- 2) Install a “Motor Bike Only” zone within the southernmost nose-in 60-degree angle parking space, adjacent to the existing tourist bus zone.**

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

For motion: Unanimous

ANNEXURES

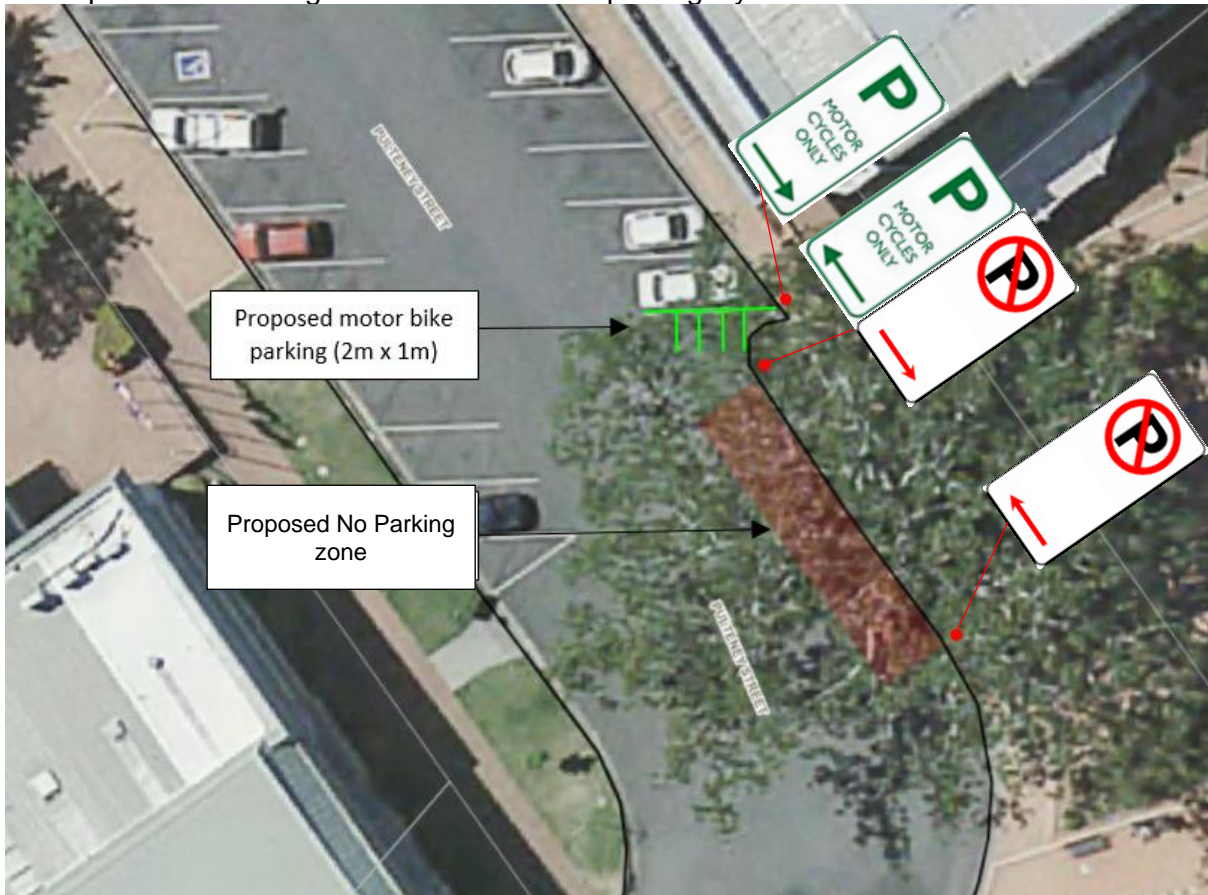
A: Existing Tourist Bus Parking in Pulteney Street



B: Overview of tourist bus parking



C: Proposed No Parking zone and Motor Bike parking layout



ITEM 11 – MANCHESTER & HUTCHINSON STREETS, TINONEE – NO STOPPING

Report Author Chris Dimarco, Road Safety Officer

Date of Meeting 3 February 2021

SUMMARY OF REPORT

Investigations have been undertaken to review the congested parking in the vicinity of Manchester Street, Hutchinson Street, and Mill Street, adjacent to the Tinonee Primary School.

SUMMARY OF RECOMMENDATION

It is recommended that a No Stopping Zone be installed at the intersection of Manchester Street and Hutchinson Street, on the inside of the curve, extending 10 metres from the nearest point of the intersecting road.

FINANCIAL/RESOURCE IMPLICATIONS

Council will be responsible for the costs associated with the installation of signage. This work will be funded from the cost centres of Traffic Committee Items. The work has an estimated cost of \$400.

LEGAL IMPLICATIONS

Nil.

ANNEXURES

A: Location of proposed No Stopping Zone

BACKGROUND

Council has received complaints from a resident in Mill Street, Tinonee regarding drivers parking on the intersections in the vicinity of the Tinonee school during the drop off and pick up times, and during school events. The resident states it impacts on accessibility and causes safety concerns and sight distance issues.

DISCUSSION

The western side of Manchester Street has kerb, guttering and a footpath leading towards the intersection of Hutchinson Street with a pram ramp/layback. No kerb and guttering exist on the eastern side of Manchester Street. The southern side of Hutchinson Street has kerb and guttering. No kerb and guttering exist on the northern side of Hutchinson Street. Mill Street is unsealed and has no kerb and guttering.

During the busier school periods of pick up, and school events, vehicles are parking on both sides of Hutchinson Street, Mill Street, and Manchester Street. Vehicles are parking on grass verges at the unformed intersections.

New South Wales Road rules state you must stop and either stay with your vehicle or leave it parked within 10 metres of an intersecting road at an intersection unless you are parked on the continuous side of the continuing road.

The report is seeking to formalise the Road Rules 2014, Division 3, Rule 170 (3). No legal parking spaces will be lost as we are formalising the above road rule.

CONSULTATION

Council met with residents who reside in the vicinity of the intersections. The general response from was one of empathy and understanding for the parents and caregivers that attend the school and compete for limited parking. Concerns were however raised regarding the narrowing of the intersection and Hutchinson Street by illegally parked vehicles at the intersection of Manchester and Hutchinson Street.

Council contacted other affected stakeholders, including JR Richards & Sons Waste Services, Tinonee Primary School, and Tinonee Bus Company. JR Richards raised no concerns. Tinonee Bus Company attended the location and provided a demonstration of the difficulty of negotiating the area in a bus when vehicles are parked on the intersections. Council has been working with the school principal on providing educational tools to reinforce safe parking and pedestrian practices. Parking education will continue during 2021.

COMMUNITY IMPACTS

The proposed No Stopping zone will not reduce legal parking spaces. The installation of No Stopping signs on the unformed intersection of Hutchinson Street and Mill Street to reinforce the 10-metre rule may negatively affect the amenity of the location and the signs would be exposed to vehicle strikes.

DISCUSSION IN BRIEF

Representative for the Member for Upper Hunter expressed concerns with the proposal to sign post what is an existing road rule. As the Member for Myall Lakes was an apology to the meeting the Committee resolved to defer the item until the next LTC meeting in order to discuss further.

COMMITTEE RECOMMENDATION

It is recommended that the proposed No Stopping zone on Manchester Street and Hutchinson Street be deferred until the next meeting of the Local Traffic Committee for further discussion.

For motion: Unanimous

ANNEXURES

A: Location of proposed No Stopping Zone



ITEM 12 – SEAL ROCKS ROAD, BUNGWAHL – NO PARKING ZONE

Report Author Chris Dimarco, Road Safety Officer

File No. / ECM Index TRIM 20/54472

Date of Meeting 3 February 2021

SUMMARY OF REPORT

Investigations have been undertaken to consider the installation of a No Parking Zone (Kiss and Ride) upon Seal Rocks Road, Bungwahl, outside the Bungwahl Primary School. The request was made by the School Principal and School Safety Officer.

SUMMARY OF RECOMMENDATION

It is recommended to;

- 1) Install a No Parking Zone during the Bungwahl School zone (non-standard) hours, 8AM - 9.30AM & 2PM - 4PM school days upon the southern side of Seal Rocks Road, west of the current bus zone for approximately 23 metres.
- 2) Install blue coloured advisory Kiss and Ride signs 8AM - 9.30AM & 2PM - 4PM school days above the regulatory signs.

FINANCIAL/RESOURCE IMPLICATIONS

Council will be responsible for the costs associated with the installation of signage and this work will be funded from the cost centres of Traffic Committee Items. The work has an estimated cost of \$700.

LEGAL IMPLICATIONS

Nil.

ANNEXURES

A: Seal Rocks Road, Bungwahl – Proposed No Parking zone (Kiss and Ride)

BACKGROUND

Council received a request from the Bungwahl School Principal and School Safety Officer to install a No Parking zone (Kiss and Ride) upon Seal Rocks Road in the vicinity of Bungwahl Primary School to improve the safety of students.

No Parking Zones in NSW allow drivers to stop for 2 minutes and remain within 3 metres of their vehicles to assist passengers from their vehicle.

DISCUSSION

Bungwahl Primary School is located upon Seal Rocks Road and is a designated 70km/h speed zone outside of school zone times. The school has approximately 40 enrolled students. Many students travel to school by private vehicle. A 22.5 metre Bus Zone exists east of the proposed No Parking zone between the hours of 8.15 – 9AM & 2 – 3PM. East of the proposed zone

exists approximately 12 metres of unrestricted parking. The proposed No Parking zone will be utilised for long term parking for school events outside the designated No Parking times.

MidCoast Council Road Safety Officer will partner with the school and conduct a school community awareness campaign including the installation of Kiss and Ride advisory signage to compliment the No Parking regulatory signs, and distribute information relating to the parking rules using corflute signage, school social media and flyers.

CONSULTATION

The School Executive has liaised with the school community.

COMMUNITY IMPACTS

The proposed No Parking zone will affect approximately 3-4 parking spaces during the proposed No Parking zone times. The majority of users will be visitors to the school as the school is isolated from other residents and businesses.

DISCUSSION IN BRIEF

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

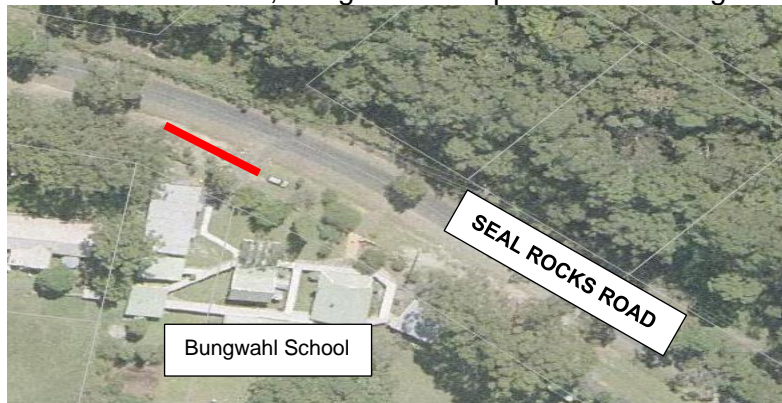
It is recommended to;

- 1) Install a No Parking Zone during the Bungwahl School zone (non-standard) hours, 8 - 9.30AM & 2 - 4PM school days upon the southern side of Seal Rocks Road, west of the current bus zone for approximately 23 metres.
- 2) Install blue coloured advisory Kiss and Ride signs 8AM - 9.30AM & 2PM - 4PM school days above the regulatory signs.

For motion: Unanimous

ANNEXURES

A: Seal Rocks Road, Bungwahl – Proposed No Parking zone (Kiss and Ride)



ITEM 13 – MARINE DRIVE, TEA GARDENS & BOONER STREET, HAWKS NEST – BUS ZONE

Report Author **Jacob Harty, Traffic Engineer**
Date of Meeting **3 February 2021**

SUMMARY OF REPORT

Investigations have been undertaken into a proposal to install two bus zones in Tea Gardens/Hawks Nest to provide safe stopping locations for a local tourist bus operator to pick up and drop off passengers.

SUMMARY OF RECOMMENDATION

It is recommended to;

- 1) Install a bus zone (9AM to 5PM) on the north eastern side of Marine Drive, Tea Gardens, south of the pedestrian crossing between Maxwell and Charles Street and
- 2) Install a bus zone (9AM to 5PM) on the northern side of Booner Street, Hawks Nest, west of the Surf Life Saving Club driveway

FINANCIAL/RESOURCE IMPLICATIONS

Council will be responsible for the costs associated with the installation of signage. This work will be funded from the cost centres of Traffic Committee Items. The work has an estimated cost of \$1000.

LEGAL IMPLICATIONS

Nil.

ANNEXURES

- A: Proposed Bus Zone – Marine Drive, Tea Gardens
 - B: Proposed Bus Zone – Booner Street, Hawks Nest
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BACKGROUND

Council received a request from Myall Coast Tours that Council consider the installation of several bus stops around the Tea Gardens and Hawks Nest areas to allow for the safe boarding and alighting of passengers. Operation so far has relied on the availability of suitably sized parking spaces to accommodate the 7-metre 22-seat bus, close to the desired drop-off and pick up spots.

DISCUSSION

The proposed bus zone in Tea Gardens is on Marine Drive, adjacent to the ferry wharf where passengers from the Nelson Bay ferry disembark. This is a high demand parking area, especially in tourist peak periods. Parking spaces closest to the wharf are nose-in angle parking that do not provide a suitable location for a vehicle of this type and size. South of the crossing in Myall Drive the parking is unrestricted parallel spaces. The two parallel spaces closest to the crossing will be required to provide a space of appropriate size with enough draw-in and draw-out.

The proposed bus zone in Hawks Nest is on the northern side of Booner Street, adjacent to the Surf Life Saving Club and Bennetts Beach. This location provides a stop close to the beach, which is a high demand parking area, and will not require the tour bus to enter the beach car park. The proposed zone would be located between the access into the Surf Club and a kerb ramp, the equivalent of 2 car spaces.

CONSULTATION

Consultation with the business owner has taken place to determine the needs of the business and their passengers.

DISCUSSION IN BRIEF

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

It is recommended to;

- 1) Install a bus zone (9AM to 5PM) on the north eastern side of Marine Drive, Tea Gardens, south of the pedestrian crossing between Maxwell and Charles Street and
- 2) Install a bus zone (9AM to 5PM) on the northern side of Booner Street, Hawks Nest, west of the Surf Life Saving Club driveway

For motion: Unanimous

ANNEXURES

A: Proposed Bus Zone – Marine Drive, Tea Gardens



B: Proposed Bus Zone - Booner Street, Hawks Nest



ITEM 14 – CLARKSON STREET, NABIAC – 15 MINUTE PARKING

Report Author **Jacob Harty, Traffic Engineer**

Date of Meeting **3 February 2021**

SUMMARY OF REPORT

Investigations have been undertaken into a proposal to introduce 15-minute timed parking in Clarkson Street, NABIAC, adjacent to the bakery and butchery north of NABIAC Street.

SUMMARY OF RECOMMENDATION

It is recommended that a 15-minute parking zone (8AM to 4PM Monday to Friday, and 8AM to 1PM on Saturdays) be installed in front of 85 Clarkson Street, NABIAC.

FINANCIAL/RESOURCE IMPLICATIONS

Council will be responsible for the costs associated with the installation of signage. This work will be funded from the cost centres of Traffic Committee Items. The work has an estimated cost of \$400.

LEGAL IMPLICATIONS

Nil.

ANNEXURES

A: Proposed 15-minute Parking zone location

BACKGROUND

Council received a request from the owner of the NABIAC Bakery to have a 15-minute parking zone installed in front of his shop and the adjacent butcher shop, on Clarkson Street, NABIAC. It was stated by the business owner that it is common for vehicles to park for long periods of time, often towing boats and caravans that take up the entire shop frontage of both shops. Both shops have a high turnover business and most customers are only in the shop for very short periods. There is no off-street parking available for either business.

DISCUSSION

NABIAC is a very popular destination for locals and tourists, particularly on weekends and in holiday periods. There is a mix of businesses along Clarkson Street and on NABIAC Street ranging from short-term to medium term parking stays, however all on-street parking is unrestricted and allows for long term stays.

CONSULTATION

Council's Traffic Engineer has liaised with the owner of the bakery and butchery, and with the NABIAC Village Futures Group who supports the proposal stating; "it would benefit visitors, local people and business owners".

DISCUSSION IN BRIEF

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

It is recommended that a 15-minute parking zone (8AM to 4PM Monday to Friday, and 8AM to 1PM on Saturdays) be installed in front of 85 Clarkson Street, Nabiac.

For motion: Unanimous

ANNEXURES

A: Proposed 15-minute Parking zone location



ITEM 15 – GENERAL BUSINESS

i) Intersection of Blackhead Road and The Lakes Way, Hallidays Point

Michael Martin, Sergeant HWP Supervisor of the NSW Police emailed Council's Traffic Engineer prior to the meeting to ask that the Intersection of The Lakes Way and Blackhead Road at Hallidays Point be discussed in relation to the two serious crashes that had occurred in quick succession in late January.

Council was successful in securing Black Spot funding to upgrade the intersection to a roundabout with works due to commence in March 2021.

The Committee discussed other potential upgrades that could be implemented in the short term to reduce the likelihood of further crashes. Council Transport Assets staff will investigate options to improve delineation of the southbound acceleration lane for traffic turning from Blackhead Road onto The Lakes Way.

ii) Intersection of Failford Road and The Lakes Way, Darawank

Representative for the Member for Myall Lakes, Bob Wilson, asked that the Committee discuss the intersection of Failford Road and The Lakes Way, Darawank, with regard to crashes and near-misses experienced at the intersection.

TfNSW representative, Jamie Smoother stated that TfNSW are currently investigating potential options to improve safety at the intersection. TfNSW are currently modelling traffic flows for various arrangements to determine the best way forward but no funds are available at this time for any construction. There will be substantial utility relocations and acquisition required for any major improvements.