

Extract from Minutes of Ordinary Meeting – 27 November 2024 – Staff Reports

17.4. MINUTES OF THE LOCAL TRAFFIC COMMITTEE HELD 17 OCTOBER 2024

REPORT INFORMATION

Report Author	Lahiru Abhayarathne, Traffic Engineer
Date of Meeting	27 November 2024
Authorising Director	Robert Scott, Director Infrastructure & Engineering Services

SUMMARY OF REPORT

This report presents the Minutes of the Local Traffic Committee held on 17th October 2024 for adoption.

RECOMMENDATION

It is recommended that the Minutes of the Local Traffic Committee meeting held on 17 October 2024 be noted and that the recommendations are adopted.

FINANCIAL / RESOURCE IMPLICATIONS

The costs associated with the installation of signage, line marking and kerb ramps will be funded from the traffic facilities budget. The costs for the items are:

- Item 6 is \$800.
- Item 7 is \$800.
- Item 8 is \$800.
- Item 9 is \$17,000.
- Item 10 at developers cost.
- Item 11 is \$15,000.
- Item 12 at developers cost.

LEGAL IMPLICATIONS

Nil.

RISK IMPLICATIONS

Nil.

DISCUSSION

The Local Traffic Committee meeting was held on Thursday 17th October 2024 at Council's administration building, Yalawanyi Ganya. The minutes of the meeting are included 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, Transport for NSW 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 considered when formulating the recommendations within the regulations, standards and guidelines that administer the roads, traffic management and road safety.

LIST OF ATTACHMENTS

The following attachment is available on the meeting page of Council's website under the 'Attachments to Agenda' heading:

Attachment 1 - Minutes of the Local Traffic Committee meeting held 17th October 2024

17.4. MINUTES OF THE LOCAL TRAFFIC COMMITTEE HELD 17 OCTOBER 2024

REPORT INFORMATION

Report Author	Lahiru Abhayarathne, Traffic Engineer
Date of Meeting	27 November 2024
Authorising Director	Robert Scott, Director Infrastructure & Engineering Services

RECOMMENDATION

It is recommended that the Minutes of the Local Traffic Committee meeting held on 17 October 2024 be noted and that the recommendations are adopted.

435/2024 RESOLUTION

(Moved Cr J Miller/Seconded Cr N Turnbull)

It is recommended that the Minutes of the Local Traffic Committee meeting held on 17 October 2024 be noted and that the recommendations are adopted.

FOR VOTE – Cr P Beazley, Cr M Graham, Cr P Howard, Cr J Miller, Cr T O'Keefe, Cr C Pontin, Cr D Smith, Cr A Tickle, Cr N Turnbull, Cr D Wilson.

AGAINST VOTE – Nil

ABSENT, DID NOT VOTE – Cr M McKenzie

17.4. MINUTES OF THE LOCAL TRAFFIC COMMITTEE HELD 17 OCTOBER 2024

Attachment 1 – Minutes of the Local Traffic Committee held 17 October 2024



Minutes of Local Traffic Committee Meeting

17th October 2024 at 1.00pm

**Held at Yalawanyi Ganya
Council Administration Building
2 Biripi Way, Taree**

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 to Council from Transport for NSW (TfNSW). TfNSW is the legislated organisation responsible for the control of traffic on all roads in New South Wales. The delegation of functions under 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: [Delegations and traffic committees | Transport for NSW](#)

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.



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ITEM 1 – ACKNOWLEDGEMENT OF COUNTRY

“We acknowledge the traditional custodians of the land on which we work and live, the Gathang-speaking people and pay my respects to all Aboriginal and Torres Strait Islander people who now reside in the MidCoast Council area. We extend our respect to elders past and present, and to all future cultural-knowledge holders.”

ITEM 2 – ATTENDANCE

Attending

Richard Wheatley – MCC

Chris Dimarco – MCC (via Zoom)

Lahiru Abhayarathne – MCC

Paras Shah – MCC

Kerry Jenkins – Representing Member for Myall Lakes (via Zoom)

Apologies

Hon. Kate Washington MP – emailed.

Jamie Smoother, TfNSW – emailed no objections to agenda items with comments.

Katheryn Stinson, Representative for Member for Upper Hunter – emailed no objections to agenda items with comments.

Chief Inspector Timothy Bayly, Police (Maning Great Lakes) – emailed no objections to agenda items.

Acting Inspector Sally Hatch, (Port Stephens) – emailed no objections to agenda items.

ITEM 3 – BUSINESS ARISING FROM PREVIOUS MINUTES

Nil

ITEM 4 – DISCLOSURES OF INTEREST

Nil

ITEM 5 – MP ELECTORATE AND POLICE OFFICE FOR EACH ITEM

Item	MP Electorate	Police Office
6	Myall Lakes	Forster
7	Myall Lakes	Taree
8	Upper Hunter	Taree
9	Myall Lakes	Taree
10	Upper Hunter	Port Stephens
11	Myall Lakes	Forster
12	Myall Lakes	Forster

ITEM 6 – LTC – SOUTH STREET, TUNCURRY – NO PARKING ZONE

Report Author	Lahiru Abhayarathne, Traffic Engineer
Date of Meeting	17 October 2024
Authorising Director	Robert Scott Director Infrastructure and Engineering Services
Electorate	Myall Lakes
Police Office	Forster

SUMMARY OF REPORT

Investigations have been undertaken following a request from a resident from Crystal Water Estate, Tuncurry to impose a No Parking Zone in front of Crystal Water Estate at 133 South Street, Tuncurry at eastern side near the entrance to the estate to improve sight distance and to enable a safer pick-up and drop-off point for residents and patients.

RECOMMENDATION

It is recommended to:

- 1) Impose a No Parking Zone in South Street near the eastern side of the entrance to the Crystal Water Estate, Tuncurry as per the attached plan.

FINANCIAL/RESOURCE IMPLICATIONS

Council will be responsible for the costs associated with the installation of signage for the No Parking Zone and this work will be funded from the cost centres of Traffic Committee Items. This work has an estimated cost of \$800.

LEGAL IMPLICATIONS

Nil

ATTACHMENTS

A: Proposed No Parking Zone, South Street, Tuncurry.

BACKGROUND

The Council has received a request from a resident at Crystal Water Estate, Tuncurry, to impose a No Parking Zone on South Street near the eastern side of the entrance to the estate to improve sight distance while exiting the estate and to enable a safer pick-up and drop-off point for residents and patients. The Management of Crystal Water Estate confirmed this request, citing that vehicles parked near the entrance obstruct the view of incoming eastbound traffic on South Street, leading to several near-miss accidents for residents.

Further, the Council has set up a seat at this location for elderly residents to sit and wait for their pickup rides. This No Parking Zone will enable a safe pick-up and drop-off point for residents and patients waiting for transport services. This initiative ensures that elderly residents have a comfortable and secure place to wait, enhancing their overall experience and safety while using transport services.

DISCUSSION

During the investigation, it was noted that vehicles parked at the entrance of Crystal Water Estate reduce the sight distance for those approaching from the eastbound direction of South Street. Larger vehicles, such as caravans, parked near the entrance exacerbate the situation, making it even more challenging for residents.

The frequent parking of vehicles and the absence of a designated area for patient transport vehicles have created a challenging and unsafe environment for residents who rely on pick-up and drop-off services for medical appointments. Council installed a seat at this location to assist elderly residents waiting for transport vehicles. However, parked vehicles limit the space available for these transport and emergency services.

The proposed No Parking Zone near the entrance, situated just in front of the recently installed seat, will enable a safer pick-up and drop-off point for residents and patients while improving the sight distance for vehicles exiting the Estate. This will be a short zone (8m), just enough for one vehicle, and will have a negligible impact compared to the on-street parking spaces available on South Street at this location.

CONSULTATION

After receiving the request from a resident, Council reconfirmed the situation from the Management of Crystal Water Estate. The Management has conveyed the message of implementation of the No Parking to the residents in their monthly newsletter.

COMMUNITY IMPACTS

The proposed No Parking Zone will provide safer pick-up and drop-off point for residents and patients while improving the sight distance for vehicles exiting the Estate. It will remove one on street parking space in South Street near the Estate. However, it will not have any negative impacts on local businesses and community close to the area.

RECOMMENDATION

It is recommended to:

- 1) Impose a No Parking Zone in South Street near the eastern side of the entrance to the Crystal Water Estate, Tuncurry as per the attached plan.

DISCUSSION IN BRIEF

Nil

COMMITTEE RECOMMENDATION

Local Traffic Committee recommended that the Council adopt the above recommendation.

For motion: Unanimous

ATTACHMENT: A
Proposed No Parking Zone South Street, Tuncurry

Location



After Installation of No Parking Zone



ITEM 7 – LTC – MUDFORD STREET, TAREE – BUS ZONE

Report Author	Lahiru Abhayarathne, Traffic Engineer
Date of Meeting	17 October 2024
Authorising Director	Robert Scott Director Infrastructure and Engineering Services
Electorate	Myall Lakes
Police Office	Taree

SUMMARY OF REPORT

Investigations have been undertaken following a request from the Local Bus Company to install a Bus Zone in Mudford Street opposite the Manning Garden Public School for school bus services.

RECOMMENDATION

It is recommended to:

- 1) Install a Bus Zone upon Mudford Street in front of 71 Mudford Street, Taree to 73 Mudford Street, to be only active during school bus peak hours from 08.00AM to 09.30AM and 02.30PM to 04.00PM on school days as per the attached plan.

FINANCIAL/RESOURCE IMPLICATIONS

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

LEGAL IMPLICATIONS

Nil

ATTACHMENTS

A: Proposed Bus Zone, Mudford Street, Taree.

BACKGROUND

The Eggins Bus Company has requested the Council to establish a Bus Zone in Mudford Street opposite Manning Garden Public School. They noted that while school bus routes servicing Manning Gardens Public School use the existing bus zones in front of the school, some services pick up and drop off students opposite the school. Additionally, students from other schools living in the area are also picked up and dropped off opposite Manning Gardens school to access the pedestrian crossing and safely reach their school bus routes.

DISCUSSION

The Traffic Team conducted investigations near Manning Garden Public School during school hours and observed that school bus services dropping off and picking up students

opposite the school, near the existing pedestrian crossing, faced difficulties due to parked vehicles along Mudford Street. This often forced buses to stop in the traffic lane. To ensure the safety of school children, a bus zone operating during school hours was deemed necessary, as requested by the Eggins Bus Company. The investigation concluded that the most suitable location for this bus zone would be in front of 71 to 73 Mudford Street, Taree, as it is closest to the existing pedestrian crossing. The Bus Zone will be 20m in length.

During consultation residents of 71 and 73 Mudford Street oppose the proposed bus zone, fearing it will block their driveways. Considering frequency of buses and short time duration it takes to drop off or pick up students, investigation concluded that the impact to residents will be minimal.

CONSULTATION

Residents of 71 and 73 Mudford Street, Taree, have expressed opposition to the proposed bus zone, citing concerns that it will block their driveways. However, investigations reveal that school buses arrive every 15 minutes during school hours and stop for less than a minute to drop off and pick up students. Given that the bus zone will only operate during school days and hours, the impact on these residents is expected to be minimal.

COMMUNITY IMPACTS

The proposed Bus Zone will remove 3 on street parking spaces during school hours but it will not create a huge impact since further on street parking is available along Mudford Street.

RECOMMENDATION

It is recommended to:

- 1) Install a Bus Zone upon Mudford Street in front of 71 Mudford Street, Taree to 73 Mudford Street, Taree to be only active during school bus peak hours from 08.00AM to 09.30AM and 02.30PM to 04.00PM on school days as per the attached plan.

ATTACHMENT:

Proposed Bus Zone, Mudford Street, Taree.

DISCUSSION IN BRIEF

Jamie Smoother (TfNSW) made an observation that the existing pedestrian crossing near the proposed bus zone should be upgraded with kerb extensions or to be a wombat crossing (raised pedestrian crossing).

COMMITTEE RECOMMENDATION

Local Traffic Committee recommended that the Council adopt the above recommendation.

For motion: Unanimous

ATTACHMENT: A
Proposed Bus Zone, Mudford Street, Taree

Proposed Location for the Buz Zone



Properties Affected



ITEM 8 – LTC – QUEEN STREET, GLOUCESTER – PARKING RESTRICTIONS

Report Author	Lahiru Abhayarathne, Traffic Engineer
Date of Meeting	17 October 2024
Authorising Director	Robert Scott Director Infrastructure and Engineering Services
Electorate	Upper Hunter
Police Office	Taree

SUMMARY OF REPORT

Investigations have been undertaken following a request from the Gloucester Post Office to change the parking restrictions in front of the post office at Queen Street, Gloucester to replace the current loading with strict parking restriction and adjust the time for the 20 minutes parking to better accommodate their customer needs.

RECOMMENDATION

It is recommended to make the following changes to the parking restrictions in front of the Gloucester Post Office at Queen Street:

- 1) Change the current loading zone to a No Parking Zone from Monday to Friday 02.00pm to 3.00pm with the exception to Australia Post Vehicles as per attached plans.
- 2) Change the time for 20 minutes parking as 08.00am to 02.00pm from Mon – Fri as per attached plans.

FINANCIAL/RESOURCE IMPLICATIONS

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

LEGAL IMPLICATIONS

Nil

ATTACHMENTS

A: Proposal for Gloucester Post Office Parking Restrictions.

BACKGROUND

The Gloucester Post Office has requested the Council to modify the parking restrictions in front of the Post Office at Queen Street. They proposed replacing the current loading zone with a strict parking restriction, as customers of nearby businesses often ignore the loading zone sign and occupy the space during crucial post and parcel delivery times. Additionally, they requested to adjust the time for the 20-minute parking limit to better accommodate their customers' needs.

DISCUSSION

Currently there are 3 on street parking spaces in front of the Gloucester Post Office. All 3 of these spaces are under the following parking restrictions,

- Loading zone active for 2.30pm to 3.00pm from Monday-Thursday and 04.30pm to 5.00pm on Friday.
- 20 minutes parking from 09.00am to 02.30pm from Mon – Fri.

But the post office stated that customers to the nearby pub park during the loading zone hours blocking the path to the post and parcel delivery vehicles, and the staff from the post office has to go to the pub to find the owners of the vehicles to move them. The post office requested a sign that would clearly convey a message that the parking should not be occupied during the time they have their delivery vehicles come in. Traffic Team concluded that the most appropriate replacement for the Loading Zone sign would be a No Parking sign, with an exception for Australia Post vehicles during their post and parcel delivery arrival times (Monday to Friday 02.00pm to 3.00pm).

Further, the post office requested the time for the 20 minutes parking to be changed (08.00am to 02.00pm from Mon – Fri) to better accommodate their customers' needs.

CONSULTATION

The parking restrictions will only apply to the spaces directly in front of the Gloucester Post Office at Queen Street. Since the request was made by the Post Office no further party was consulted on the matter.

COMMUNITY IMPACTS

Similar parking restrictions are already in place in front of the Gloucester Post Office. The proposal will only reflect strongly on the No Parking for the Loading Zone hours and implement the slight time changes suggested by the Gloucester Post Office.

RECOMMENDATION

It is recommended to make the following changes to the parking restrictions in front of the Gloucester Post Office at Queen Street:

- 1) Change the current loading zone to a No Parking Zone from Monday to Friday 02.00pm to 3.00pm with the exception to Australia Post Vehicles as per attached plans.
- 2) Change the time for 20 minutes parking as 08.00am to 02.00pm from Mon – Fri as per attached plans.

ATTACHMENT:

Proposed for Gloucester Post Office Parking Restrictions.

DISCUSSION IN BRIEF

Katheryn Stinson (Representative for Member for Upper Hunter) noted that this has been the second time the parking restrictions in front of the Gloucester post office has changed on the request of the Post Office at the cost of the Council. Therefore, any future changes to the signage should be done at the cost of the post office.

COMMITTEE RECOMMENDATION

Local Traffic Committee recommended that the Council adopt the above recommendation.

For motion: Unanimous

ATTACHMENT: A

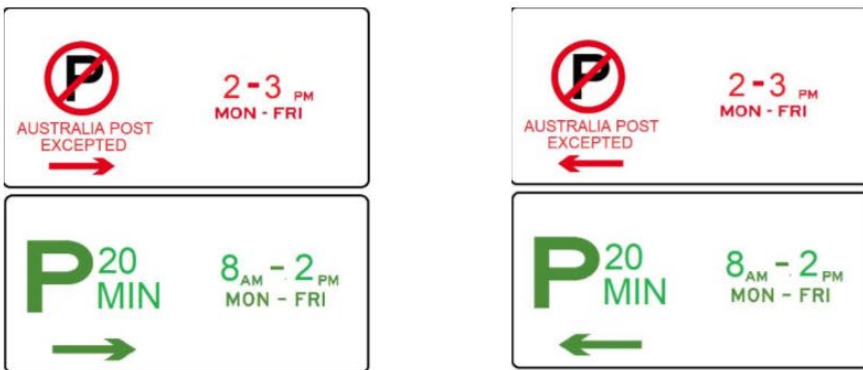
Proposed Parking Restrictions for on street parking in front of Gloucester Post Office at Queen Street



Current Parking Restrictions at Location 1 and 2



Proposed Parking Restrictions with Signs for Location 1 and 2



ITEM 9 – LTC – YORK STREET, TAREE – PARKING RESTRICTIONS

Report Author	Lahiru Abhayarathne, Traffic Engineer
Date of Meeting	17 October 2024
Authorising Director	Robert Scott Director Infrastructure and Engineering Services
Electorate	Myall Lakes
Police Office	Taree

SUMMARY OF REPORT

Investigations have been undertaken following a request from a local practitioner in York Street, Taree to impose 2-hour parking restrictions on north side of the York Street to increase short term parking availability for visitors and patients who visit the Hospital and private medical facilities in the area.

RECOMMENDATION

It is recommended to:

- 1) Convert 27 Parking Spaces in York Street at the Commerce Street end on the opposite side of the Manning Base Hospital as follows;
 - a. 24 spaces with 2hr parking restrictions (2P) 8.30am-6pm Monday-Friday, 8:30am-12.30pm Saturday as per attached plans.
 - b. 2 Accessible Parking Spaces, plus 1 more parking as a shared pedestrian area for wheelchair access in front of 39-41 Commerce Street, Taree as per attached plans.

FINANCIAL/RESOURCE IMPLICATIONS

Council will be responsible for the costs associated with the installation of signage for the parking restrictions, line marking and kerb ramp for accessibility parking spaces and this work will be funded from the cost centres of Traffic Committee Items. This work has an estimated cost of \$17,000.

LEGAL IMPLICATIONS

Nil

ATTACHMENTS

- A: Existing Parking Arrangements at York Street, Taree.
- B: Proposed Parking Changes for York Street, Taree.

BACKGROUND

To service the patients and visitors that come to the Manning Base Hospital, near by local practitioners and private medical support service providers, there is a request to increase on street short term parking availability in York Street for the section between Commerce Street and Pulteney Street. Specially patients who have severe to moderate underlying health conditions face difficulty in finding short term parking to reach clinics and obtain other medical services.

There are 44 on street parking spaces in this section which can be identified as below,

- a) 32 Unrestricted parking spaces.
- b) 10 parking spaces with 2hr parking restrictions (2P) 8.30am-6pm Monday-Friday, 8:30am-12.30pm Saturday.
- c) 2 Accessibility Parking spaces.

Therefore, the proposal is to increase the short-term parking by converting 27 Parking Spaces in York Street at the Commerce Street end on the opposite side of the Manning Base Hospital as 24 spaces with 2hr parking and 2 accessible parking with 1 shared pedestrian area.

DISCUSSION

A local practitioner from the Heart Centre first brought the proposal to impose parking restrictions in York Street after discussing it with other Local Practitioners and Businesses in Yorks Street to help patients who have severe to moderate underlying health conditions find short term parking near the Hospital to reach clinics and obtain other medical services at ease.

The Council's Traffic Team completed investigations into the possibility of imposing parking restrictions on street parking available in York Street between Commerce Street and Pulteney Street. This parking is mainly occupied by Manning Base Hospital staff, patients, visitors, and patients and staff of private local practitioners. The current proposal will affect 27 parking spaces to increase their turnover, allowing wider public access for those living in the MidCoast region who seek medical attention from the hospital and private practitioners. This includes two accessible parking spaces, fulfilling the community's requirements.

During our consultation it was noted that due to staff parking, the above unrestricted parking spaces hardly turnover during the day. Patients and visitors who look for short term parking to visit their clinics or access other medical facilities must find parking towards the end of York Street or Pulteney street. The turnover of current 10 parking spaces with time restrictions is not adequate to cater this demand.

Consultation proceeded as a letter box drop to all the businesses, residents, local practitioners and the hospital. Proposal was sent to the Hospital General Manager and her confirmation was obtained that she distributed it among the entire staff. Out of the four feedback we received two were opposing the proposal and came from hospital staff. They noted that the parking inside the hospital is mostly dedicated to patients and visitors. Staff is only allowed to park in one floor of the multi-storeyed carpark.

One local business and a local practitioner supported the proposal. They have noted displeasure in hospital staff occupying the on-street parking spaces throughout the day and even their private parking spaces within the premises.

However, unrestricted parking spaces are available end of York Street and Pulteney Street. But the staff claims that it is unsafe to access them during the night times. However, hospital policy allows them to request a security personnel to accompany them if they feel unsafe to reach their vehicles. Still the proposed changes will only affect from 08.30am to 06.00pm.

These spaces at the end of York Street and Pulteney Street are currently used by patients and visitors who are unable to find parking near the Hospital. It is difficult for them to walk far with their underlying medical conditions. The proposed changes will help them to find parking near the hospital.

CONSULTATION

The General Manager of the Manning Base Hospital was notified of the change in parking restrictions and was requested to convey the message to all staff unions and members, which she confirmed was done. Additionally, one local businesses, 5 local practitioners, and 6 residents were informed of the changes and given a period to provide feedback through a letter box drop.

We received 4 feedback as a result of the consultation. Two of them came from hospital staff (1 nurse and 1 doctor) who opposed the proposal. They have noted that most of the parking inside the hospital is dedicated to patients. Even in the 3 storeyed carpark, they are only given a floor to park. They raised concerns for safety during night shifts to reach their vehicles when they have to park towards end of York Street or Pulteney Street.

Apart from the above 2 opposed responses, a local practitioner and local business supported the proposal. They also expressed displeasure of hospital staff who arrive for shifts early in the morning occupying these on street parking spaces near the hospital throughout the day and even occupying their private parking spaces inside their practices and businesses.

COMMUNITY IMPACTS

The proposal will impose 2-hour parking restrictions on 24 on street parking spaces and convert 3 parking spaces to 2 accessibility parking spaces and a shared pedestrian area for wheelchair access for the accessibility parking.

However, by imposing the 2-hour parking restrictions, these 24 on street parking spaces will help to meet the short-term parking demand of patients who come to seek medical treatments from hospital and local practitioners. Additional on street parking is available at the end of York Street and Pulteney Street to service the parking demand of Hospital staff.

RECOMMENDATION

It is recommended to:

- 1) Convert 27 Parking Spaces in York Street at the Commerce Street end on the opposite side of the Manning Base Hospital as follows;
 - a. 24 spaces with 2hr parking restrictions (2P) 8.30am-6pm Monday-Friday, 8:30am-12.30pm Saturday as per attached plans.
 - b. 2 Accessible Parking Spaces, plus 1 more parking as a shared pedestrian area for wheelchair access in front of 39-41 Commerce Street, Taree as per attached plans.

ATTACHMENT:

- A: Existing Parking Arrangements at York Street, Taree.
- B: Proposed Parking Changes for York Street, Taree.

DISCUSSION IN BRIEF

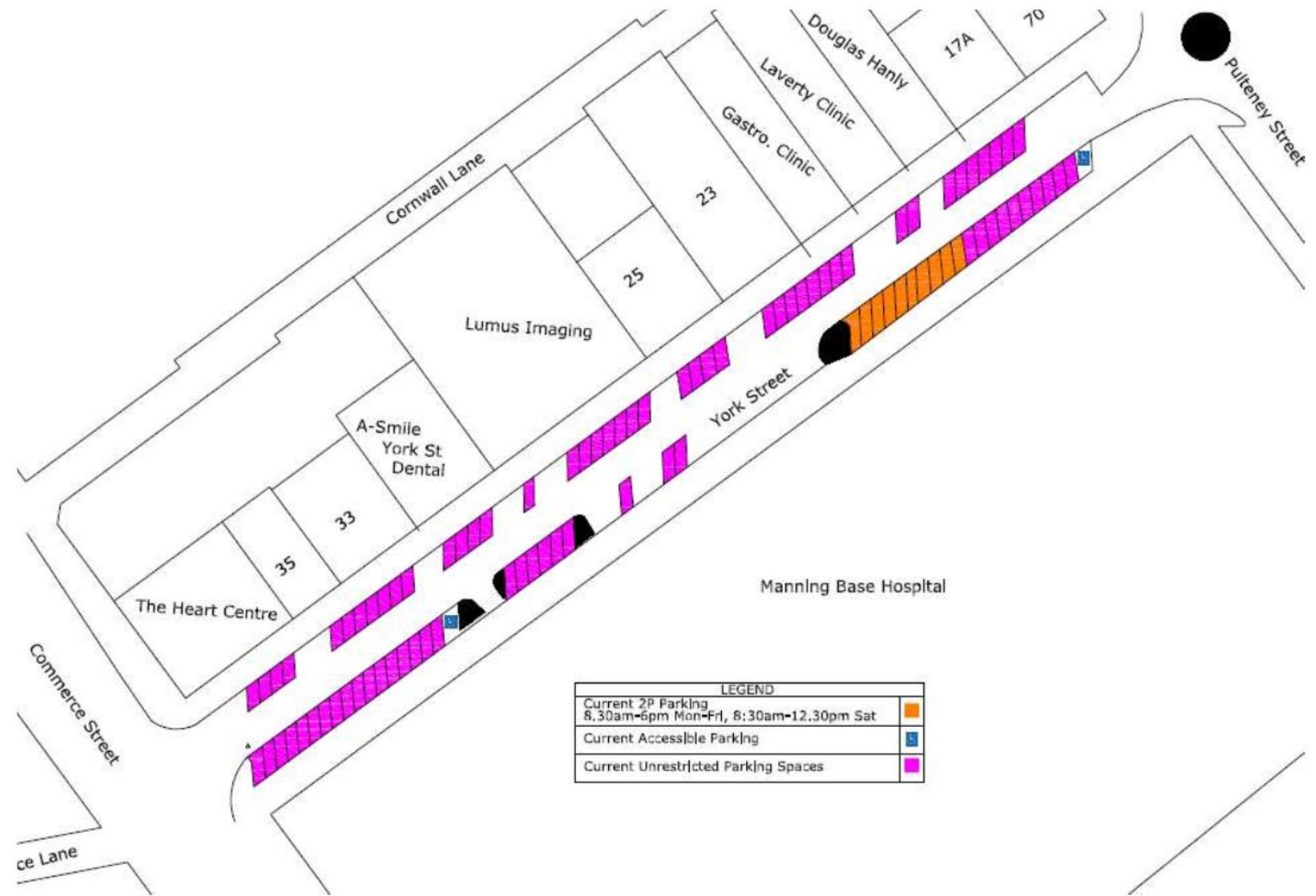
Nil.

COMMITTEE RECOMMENDATION

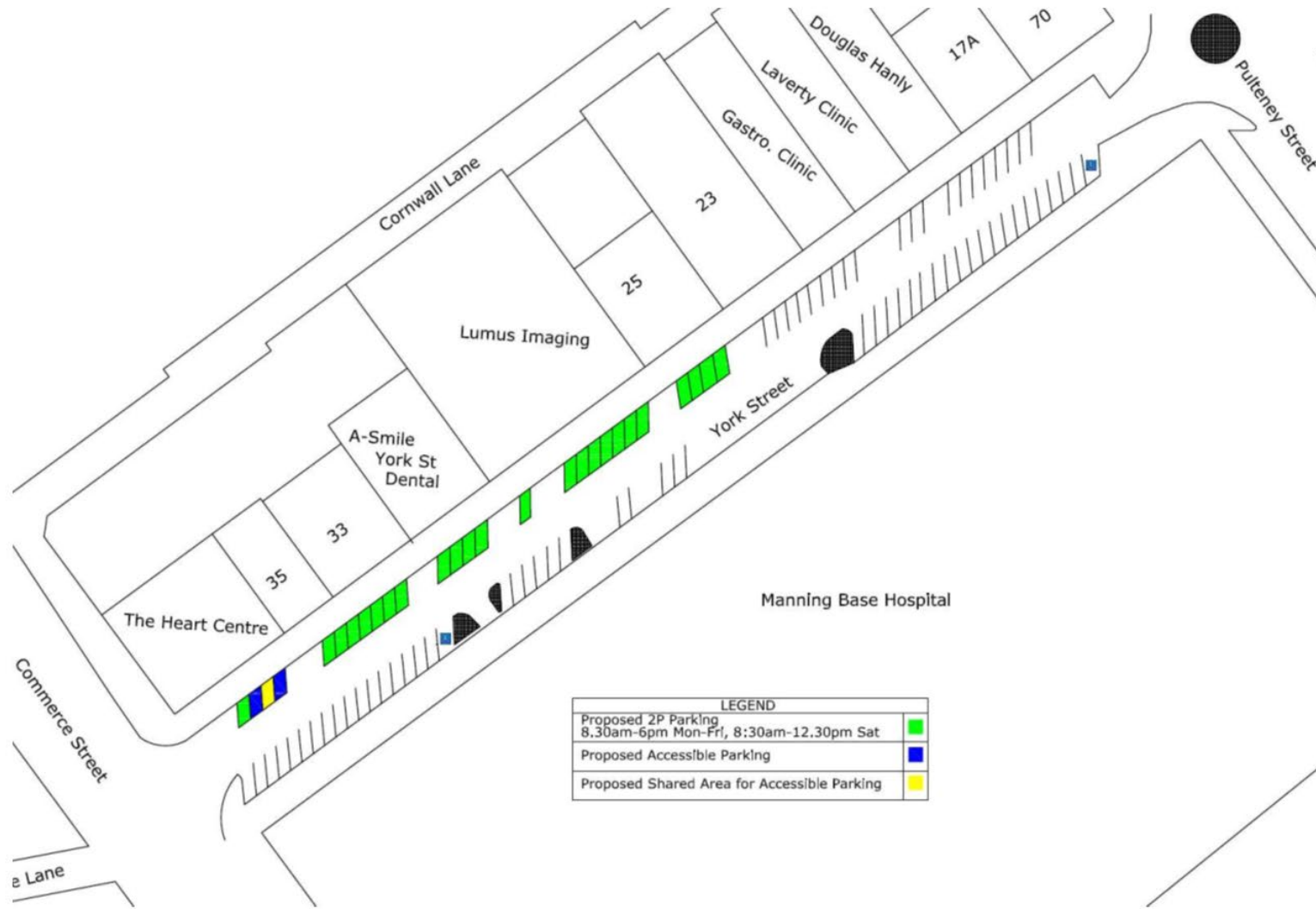
Local Traffic Committee recommended that the Council adopt the above recommendation.

For motion: Unanimous

ATTACHMENT: A
Existing Parking Arrangements at York Street, Taree



ATTACHMENT: B
Proposed Parking Changes for York Street, Taree



ITEM 10 – LTC – MEMORIAL AVENUE, STROUD – ACCESSIBILITY PARKING

Report Author	Lahiru Abhayarathne, Traffic Engineer
Date of Meeting	17 October 2024
Authorising Director	Robert Scott Director Infrastructure and Engineering Services
Electorate	Upper Hunter
Police Office	Port Stephens

SUMMARY OF REPORT

Investigations have been undertaken following a request from the Stroud Community Lodge to install an accessibility parking space in Memorial Avenue, Stroud.

RECOMMENDATION

It is recommended to:

- 1) Approve an accessibility parking space in the Memorial Avenue, Stroud in front of the Stroud Community Lodge at 8, Memorial Avenue, Stroud as per attached plans to be installed subjected to the following conditions,
 - a. Stroud Community Services lodge a development application (DA) and take approval for the change of use for the premises at 8 Memorial Avenue, Stroud.
 - b. On street accessible parking space to be provided only if an off-street accessible parking space cannot be provided within the premises.
 - c. If an on street accessible parking is to be provided as per above condition, then it will go as a condition into the DA and will be provided at the cost of the applicant.

FINANCIAL/RESOURCE IMPLICATIONS

Applicant will be responsible for the costs associated with the installation of signage, line marking, and kerb ramp required for the accessibility parking space and this work will be carried out subjected to DA approval process.

LEGAL IMPLICATIONS

Nil

ATTACHMENTS

A: Proposed Accessibility Parking, Memorial Avenue, Stroud.

BACKGROUND

Stoud Community Services operates a hub at 8, Memorial Avenue Stroud which provides home care and assistance to the ageing community living in Stroud and surrounding areas. The establishment offers a range of medical services such a wound care and respite care which attracts ageing community on wheelchairs. The hub at 8, Memorial Avenue Stroud had recently upgraded its ramps within the facility to facilitate accessibility requirements of

its customers and they require a dedicated accessibility parking space in the Memorial Avenue in front of the lodge.

DISCUSSION

Currently there are unrestricted parking spaces available in the Memorial Avenue, Stroud for the section between Cowper Street and Gloucester Street. There is one accessibility parking space available, but it is near the intersection with Cowper Street and this parking space gets occupied by community members who visit the shops and cafes along the Cowper Street.

The hub of the Stroud Community Services at 8 Memorial Avenue Stroud had recently upgraded its ramps within the facility to facilitate accessibility requirements of its customers and they require a dedicated accessibility parking space in the Memorial Avenue just in front of the establishment with a kerb ramp so that its customers with a disability sticker can access the facility with ease.

CONSULTATION

The parking space is directly in the frontage of the Stroud Community Service Lodge at Memorial Avenue and the request was made by the lodge. Therefore, no further consultation was needed.

COMMUNITY IMPACTS

The proposal will convert one parallel on street parking space to an accessible parking space. There is further unrestricted parking available in the Memorial Avenue and Lowrey Street.

RECOMMENDATION

It is recommended to:

- 1) Approve an accessibility parking space in the Memorial Avenue, Stroud in front of the Stroud Community Lodge at 8, Memorial Avenue, Stroud as per attached plans to be installed subjected to the following conditions,
 - a. Stroud Community Services lodge a development application (DA) and take approval for the change of use for the premises at 8 Memorial Avenue, Stroud.
 - b. On street accessible parking space to be provided only if an off-street accessible parking space cannot be provided within the premises.
 - c. If an on street accessible parking is to be provided as per above condition, then it will go as a condition into the DA and will be provided at the cost of the applicant.

ATTACHMENT:

Proposed Accessibility Parking, Memorial Avenue, Stroud.

DISCUSSION IN BRIEF

Katheryn Stinson (Representative for Member for Upper Hunter) noted that there is a non-compliant accessible parking space in Memorial Avenue close to this location and it will be

beneficial to make that parking space complaint or relocate it to be compliant due to the cost. It was noted that Stroud Community Lodge has not obtained approval for the change of use of land for their community lodge at 8 Memorial Avenue, Stroud. Therefore, the installation of the accessibility parking space, will be only implemented subjected to DA approval process for the change of use of land at the cost of the applicant.

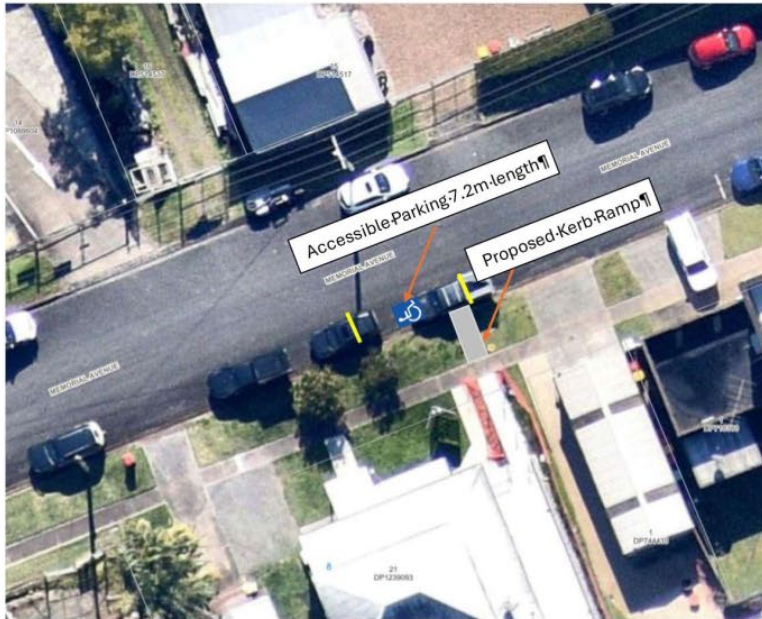
COMMITTEE RECOMMENDATION

Local Traffic Committee recommended that Council adopt the above recommendation.

For motion: Unanimous

ATTACHMENT: A

Accessibility Parking Location at Memorial Avenue Stroud



After Installation



ITEM 11 – LTC – KINKA ROAD, SEAL ROCKS – PARKING & ROAD SAFETY ISSUES

Report Author	Paras Shah, Graduate Engineer
Date of Meeting	17 October 2024
Authorising Director	Robert Scott Director Infrastructure and Engineering Services
Electorate	Myall Lakes
Police Office	Forster

SUMMARY OF REPORT

Parking and traffic congestion issues continue to be experienced in the Seal Rocks village. The investigation of the issues has identified that some additional changes to implement No-Stopping zones and parking restrictions will provide road safety and community benefits.

RECOMMENDATION

It is recommended that:

- 1) An additional No Overnight Parking (10pm to 5am) restriction on Seal Rocks Road adjacent to Number One beach to be imposed as outlined in Attachment A.
- 2) An additional No Stopping restriction to be imposed near the new shower area, three one-way arrow road markings to be painted, front-to-kerb signage to be installed, and two parking spaces to be converted to accessible parking spaces next to the upgraded public space in the car park opposite Reflections Holiday Park, as outlined in Attachment C.
- 3) An additional No Stopping restriction and double centre line on Kinka Road (at the end of Boat Beach) will be established to improve traffic circulation and facilitate the line marking of structured parking spaces, as outlined in Attachments D and E.
- 4) Complete a review of the Seal Rocks Road and Kinka Road parking restrictions after six (6) months of implementation.

FINANCIAL/RESOURCE IMPLICATIONS

Council will be responsible for the costs for the installation of the additional "No Stopping", "Front to Kerb" and "No Overnight Parking" signage, pavement markings (one-way arrow and double centre line) and line marking of parking spaces and this work will be funded from the cost centres of Traffic Committee Items. This work has an estimated cost of \$15,000.

LEGAL IMPLICATIONS

Nil

ATTACHMENTS

A: Map showing proposed No Overnight Parking signages at Seal Rocks Road adjacent to Number One Beach.

B: Map showing pre-existing line markings on public parking spaces opposite Reflections Holiday Park from 2021 drone image.

C: Map showing proposed No Stopping, front to kerb signages and 3 one-way pavement arrows on public parking spaces opposite Reflections Holiday Park.

D: Map showing proposed No Stopping signage at Kinka Road adjacent to Boat Beach.

E: Map showing proposed double solid line & No Stopping signage Kinka Road Boat Beach.

BACKGROUND

The council regularly receives complaints about the impact of tourists and visitors on the road network within the Seal Rocks village. Complaints escalate during the busy summer months, and the local road network is regularly flooded with large numbers of vehicles.

The complaints relate to roadways being blocked by illegally parked vehicles and concerns about the ability of emergency service vehicles, delivery vehicles, and waste services vehicles to access the village because of parking behaviours in specific locations along Kinka Road.

In the past, the Council has implemented several initiatives to address congestion issues in the village. These initiatives have improved the situation; however, we continue to receive complaints, and the purpose of this report is to request the LTC to endorse changes to the local traffic and parking arrangements before the 2024 / 2025 holiday period.

It is intended that the changes proposed in this report be reviewed six (6) months after implementation. To support the proposed changes, the Council will have additional resources available to support the enforcement of the proposed restrictions. This resource will come from the Council Rangers Team, who have recently employed two (2) parking officers to focus on parking enforcement across the Council area.

DISCUSSION

Kinka Road is a local road of variable width that connects the Seal Rocks village to the Lakes Way. Sections of Kinka Road already have No Stopping restrictions in place to address concerns about congestion and queuing that occurs upon entry to the village.

There are limited parking spaces available in the Seal Rocks village. In these holiday periods, parking spaces are in high demand. It is common for the parking spaces in the village to be occupied by vehicles parked for long periods (illegal roadside camping), which decreases the number of parking spaces available for day visitors to the village.

Overnight parking of vehicles on the road network provides additional risk because it is common for these vehicles to be parked in the opposing direction to trafficable lanes and involves camping articles, chairs, cooking apparatus and associated articles being stored in the public roadway.

As a part of the investigations, parking activities on Seal Rocks Road were monitored to find out the extent of concerns raised by the community in relation to traffic issue. Over the course of time, it is common for long term parking of vehicles to be observed on the beach fronts to both Number One beach and Boat Beach at Seal Rocks. It was observed that vehicles were parked in front of the Reflections holiday park for extended periods, resulting in the loss of parking spaces for day visitation.

Based on the outcome of investigations so far, an extension of existing parking restrictions to create a No Stopping area will remove any safety risks for vehicles using this portion of Kinka Road in an unstructured, irregular fashion.

CONSULTATION

The Seal Rocks Reflections Holiday Park has shared its concerns about traffic congestion, parking and illegal camping during peak periods. The holiday park has implemented strategies to minimise the impact of visitors to their park on traffic movement by offsetting their check-in days for the peak holiday periods so that they don't coincide with the anticipated peak day visitors over weekends.

Consultation with Reflections about the issues being experienced has been ongoing since 2022. The proposed change to implement 'No Overnight Parking' in the recommendations of this report is supported by the operators of Reflections Seal Rocks.

COMMUNITY IMPACTS

The proposal will only enforce the conditions prevailing at the location with the current arrangement of traffic. Additional changes to implement No- Stopping zones and parking restrictions will improve traffic circulation and provide road safety and community benefits. Implementing No Stopping Zones, we will be removing 8 on street parking spaces but 13 additional structured parking spaces are being introduced through the development. Line marking will structure 9 additional on street parking spaces.

RECOMMENDATION

It is recommended that:

- 1) An additional No Overnight Parking (10pm to 5am) restriction on Seal Rocks Road adjacent to Number One beach to be imposed as outlined in Attachment A.
- 2) An additional No Stopping restriction to be imposed near the new shower area, three one-way arrow road markings to be painted, front-to-kerb signage to be installed, and two parking spaces to be converted to accessible parking spaces next to the upgraded public spaces in the car park opposite Reflections Holiday Park, as outlined in Attachment C.
- 3) An additional No Stopping restriction and double centre line on Kinka Road (at the end of Boat Beach) will be established to improve traffic circulation and facilitate the line marking of structured parking spaces, as outlined in Attachments D and E.
- 4) Complete a review of the Seal Rocks Road and Kinka Road parking restrictions after six (6) months of implementation.

ATTACHMENTS:

A: Map showing proposed No Overnight Parking signages at Seal Rocks Road Number One Beach.

B: Map showing preexisting line markings on public parking spaces opposite Reflections Holiday Park from 2021 drone image.

C: Map showing proposed No Stopping, front to kerb signages and 3 one-way pavement arrows on public parking spaces opposite Reflections Holiday Park.

D: Map showing proposed No Stopping signage at Kinka Road adjacent to Boat Beach.

E: Map showing proposed double solid line & No Stopping signage at Kinka Road adjacent to Boat Beach.

DISCUSSION IN BRIEF

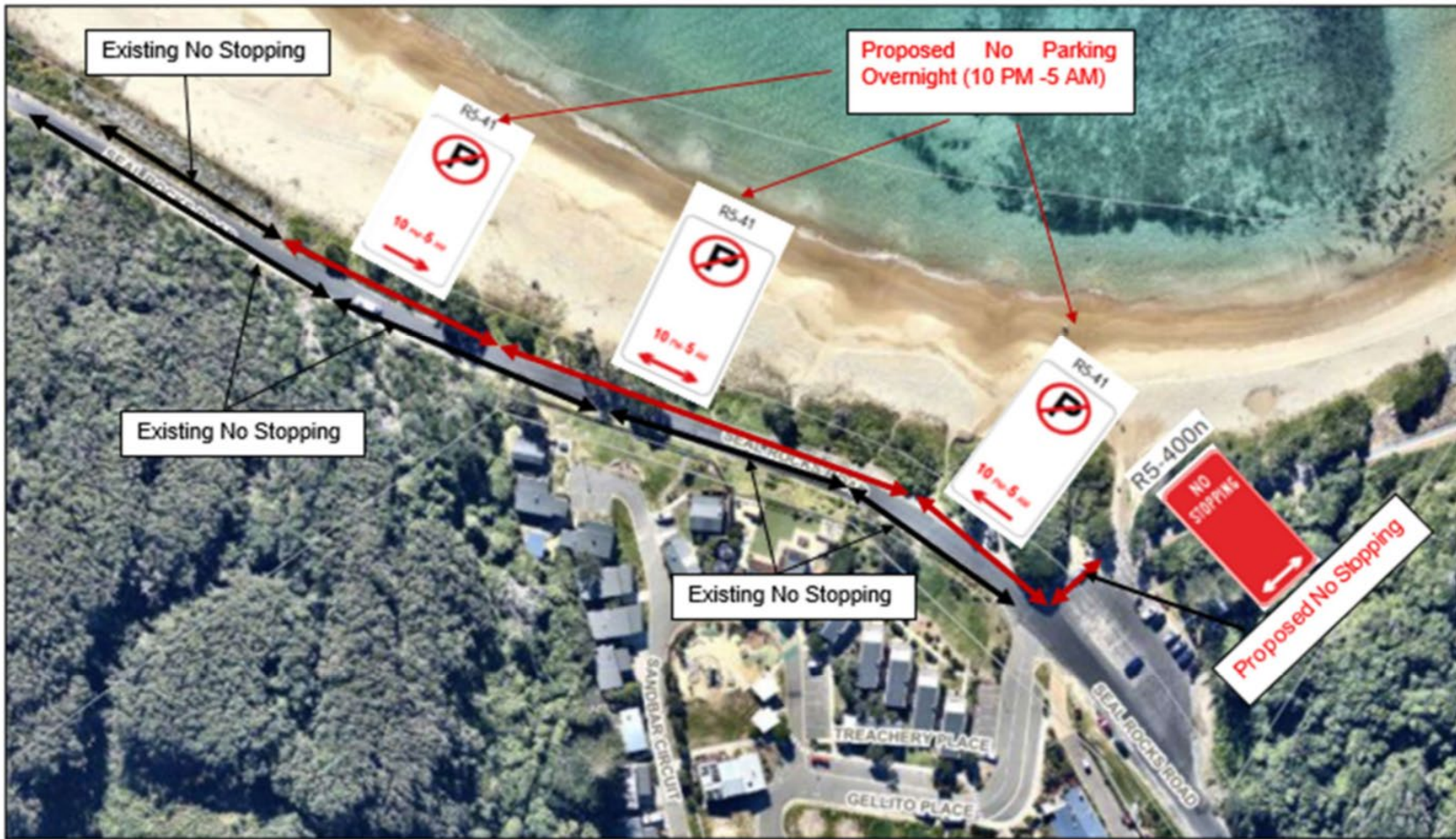
Nil.

COMMITTEE RECOMMENDATION

Local Traffic Committee recommended that the Council adopt the above recommendation.

For motion: Unanimous

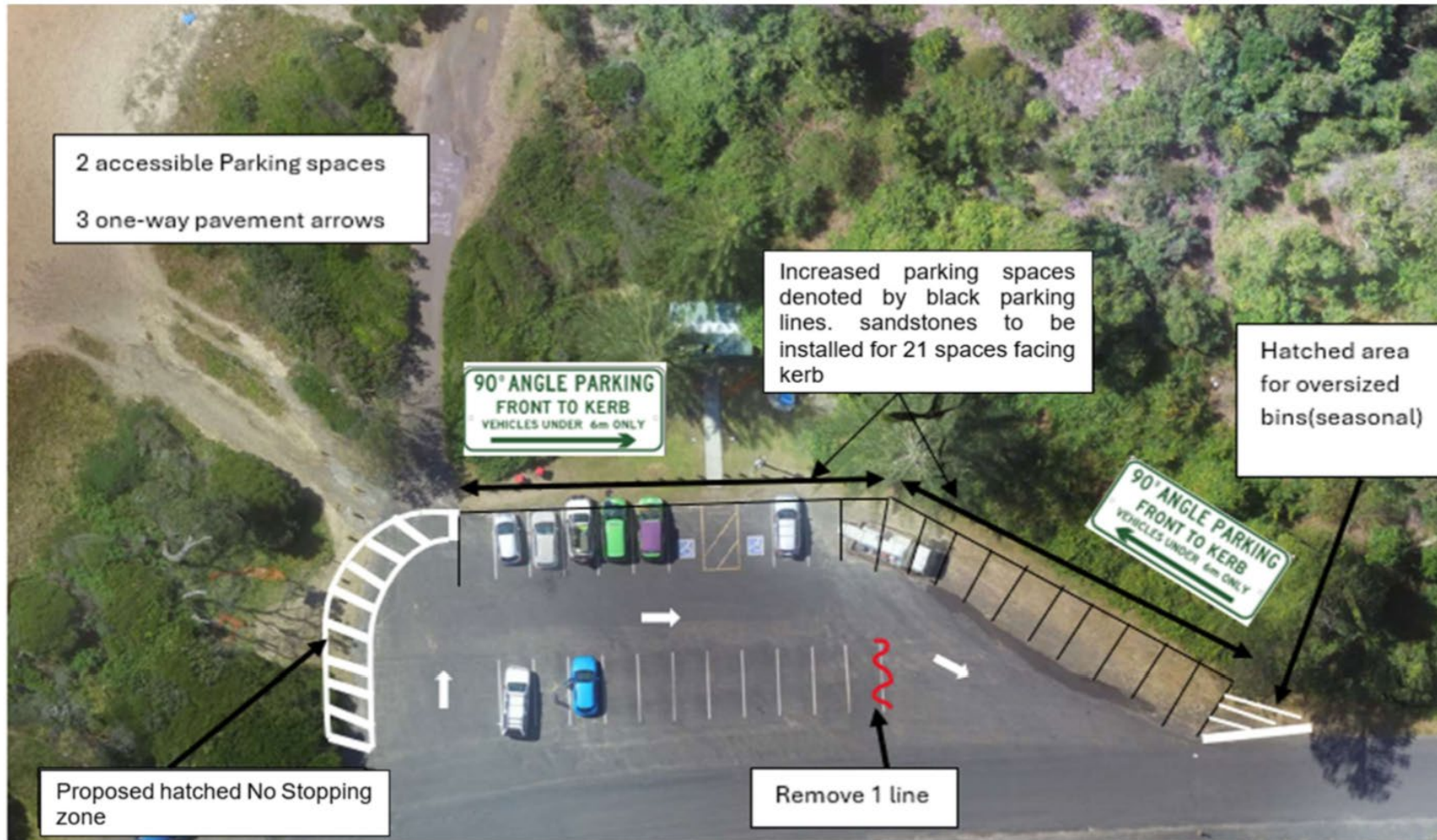
ATTACHMENT A: Map showing proposed No Overnight Parking signage at Seal Rocks Road adjacent to Number One Beach



ATTACHMENT B: Map showing preexisting line markings on public parking spaces opposite Reflections Holiday Park from 2021 drone image.



Attachment C: Map showing proposed No Stopping, front to kerb signage and 3 one-way pavement arrows on public parking spaces opposite Reflections Holiday Park



ATTACHMENT D: Map showing proposed No Stopping signage at Kinka Road adjacent to Boat Beach



ATTACHMENT E: Map showing proposed double solid line and No Stopping signage at Kinka Road adjacent to Boat Beach.



LATE ITEM

ITEM 12 – LTC – CHARLOTTE BAY STREET, CHARLOTTE BAY – DA2023/0007

Report Author	Lahiru Abhayarathne, Traffic Engineer
Date of Meeting	17 October 2024
Authorising Director	Robert Scott Director Infrastructure and Engineering Services
Electorate	Myall Lakes
Police Office	Forster

SUMMARY OF REPORT

As per the Court Order from Land and Environment Court for Mitchell v Mid-Coast Council on 24/01/2024 for the development application DA2023/0007 which seeks alteration and additions to an existing building for commercial use and change of use including sale of liquor for the property at 203 Charlotte Bay Street, Charlotte Bay was determined subject to conditions agreed between both parties.

Among the agreed conditions, the Condition 10 requires the agreed signs and line marking plan to be submitted to Local Traffic Committee for recommendation.

RECOMMENDATION

It is recommended to proceed with the agreed signs and line marking plan attached as part of the DA2023/0007 for the property at 203 Charlotte Bay Street, Charlotte Bay.

FINANCIAL/RESOURCE IMPLICATIONS

Nil

LEGAL IMPLICATIONS

Nil

ATTACHMENTS

A: Proposed Signs and Line Marking Work for DA2023/0007.

BACKGROUND

Council first received a development application (DA-202/2016) seeking consent for alterations and additions to the existing service station, convenience store and first floor dwelling, residential and tourist uses at 203 Charlotte Bay Street Charlotte Bay which was similarly submitted to Local Traffic Committee for approval on 22/11/2017. This proposal included signage and line marking so that traffic (not including "local traffic") exiting from the private road of the property into Charlotte Bay Street (including turning traffic from the fuel dispenser area) will turn right to head back towards the link road to access The Lakes Way. Signage included

i) No parking areas with signs and line marking to ensure the turning area is not impeded.

ii) The bus stop.

iii) Erection of give way signs and the associated road line marking at the intersection of Charlotte Bay Street, the property link road and The Lakes Way.

iv) Installation of a speed hump.

Recently under the development application DA2023/0007, application was forwarded to seeking alteration and additions to an existing building for commercial use and change of use including sale of liquor. However, this application was turned down by the Council due to the over development in the land. Subsequently the applicant challenged the decision in Land and Environment Court (Mitchell v Mid-Coast Council) and got the consent to proceed with it under agreed conditions between the applicant and the Council.

DISCUSSION

Under the above agreed conditions between MidCoast Council and the applicant, Conditions 10 requires the applicant to submit a plan containing signs and line marking to the Council for approval prior to the issue of a construction certificate. The condition 10 defines that the plans and specification should provide the following,

- a) Provision of on-site parking sign G7-6-1 Supplementary Service Sign (1 Service) with indicator arrow within council verge indicating parking at rear of site.
- b) Provision of warning sign within verge indicating 'no right turn' ahead.
- c) Provision of a warning sign for large vehicles and vehicles with caravans and/or trailers.
- d) Provision of 'No Stopping' signage at intervals along road reserve opposite the site.
- e) Line marking of the road pavement as follows,
 - a. Centreline marking for road to the extent of the 'No Stopping' signage opposite the site.
 - b. Directional arrows on pavement indicating path of travel between the 'No Stopping' signage opposite the site.
 - c. Unbroken yellow line on road pavement edge to the extent of the 'No stopping' signage opposite the site.

Based on the above conditions the applicant has prepared a plan for Signs and Line marking to fulfilling the above requirements,

1. A G7-6-1 service sign within the council verge and located along the centreline of the driveway accessing the rear car park which provides information to advise road users of the parking provided at the rear of 203 Charlotte Bay Street for vehicles under 6m to comply condition 10 a) as per attached plan.
2. A R2-6nR 'No Right Turn' sign with R2-7 supplementary plate 'ahead' located adjacent to the driveway access advising road users of the restrictions at the northern intersection between Charlotte Bay Street and The Lakes Way thereby complying with condition 10 b) as per attached plan.
3. In the G7-6-1 sign incorporates 'Vehicles under 6m only' to alert larger vehicles that the parking at the rear of the site is only for use by vehicles under 6m complying with the intention of condition 10 c) as per attached plan.
4. R5-400 No Stopping signs across the entire frontage of the site spaced at 15m thereby complying with condition 10 d) as per attached plan.
5. Providing line marking to follow condition in 10 e) as per attached plan.
 - a. BB line marking along the centreline of the road providing and delineates a 3.1m travel lane northbound and 3.2m travel lane southbound and thereby complies with condition 10 e) a.
 - b. Directional arrows in Charlotte Bay Street along the frontage of the site and thereby complies with condition 10 e) b.
 - c. E1 yellow edge line marking to supplement the No Stopping restrictions along the frontage of the site and thereby complies with condition 10 e) c.

CONSULTATION

The subject changes are complying with the current traffic arrangements at the location. There is an existing access point, to the Lakes Way on Charlotte Bay Street approximately 75m north of the development. This access is signposted, and line marked as "No Entry - Busses Excepted" allowing only busses to use the access due to safety reasons. There will be no changes to the existing arrangement at this location.

Since the above conditions were agreed by both the Council and the applicant (landowner) no further consultation was considered.

COMMUNITY IMPACTS

The proposal will only enforce the conditions prevailing at the location with the current arrangement of traffic. There will no impacts to the community by implementing the proposal attached.

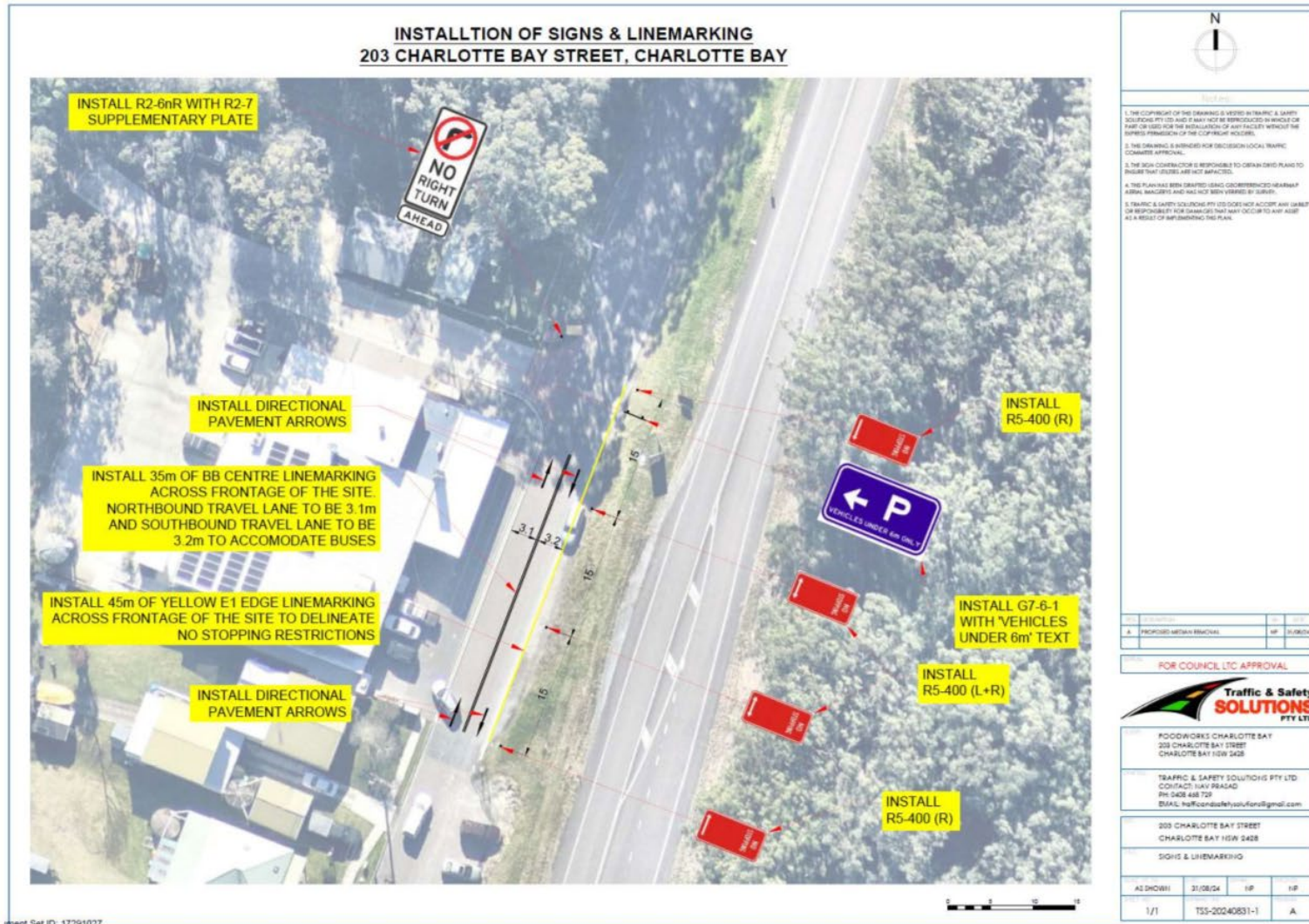
RECOMMENDATION

It is recommended to proceed with the agreed signs and line marking plan attached as part of the DA2023/0007 for the property at 203 Charlotte Bay Street, Charlotte Bay.

ATTACHMENT:

Proposed Signs and Line Marking Work for DA2023/0007.

ATTACHMENT: A Proposed Signs and Line Marking Work for DA2023/0007.



ITEM 13 – GENERAL BUSINESS

No general business.

MEETING CLOSURE

The meeting closed at 1.20pm.

CHAIRPERSON

Richard Wheatley
Team Leader Transport
Mid Coast Council

