

## **EXTRACT FROM MINUTES OF ORDINARY MEETING – 24 JULY 2024 – STAFF REPORTS**

### **17.13. MINUTES OF THE LOCAL TRAFFIC COMMITTEE HELD 27 JUNE 2024**

#### **REPORT INFORMATION**

<b>Report Author</b>	<b>Lahiru Abhayarathne, Traffic Engineer</b>
<b>Date of Meeting</b>	<b>24 July 2024</b>
<b>Authorising Director</b>	<b>Robert Scott, Director Infrastructure &amp; Engineering Services</b>

#### **SUMMARY OF REPORT**

This report presents the Minutes of the Local Traffic Committee held on 27 June 2024, for adoption.

#### **RECOMMENDATION**

It is recommended that the Minutes of the Local Traffic Committee meeting held on 27 June 2024 be noted and that the recommendations are adopted.

#### **FINANCIAL / RESOURCE IMPLICATIONS**

The estimated costs for the items are:

- Item 1 is \$800.
- Item 2 is \$60,000.

The costs associated with the installation of signage and line marking for Item 1 will be funded from the traffic facilities budget.

The proposed pedestrian crossing at Old Bar (Item 2) has been investigated over the last 9 months. Allowance has been made in the 2024/25 Transport Capital Works program from the Regional Roads Block Grant - Traffic Facilities component.

#### **LEGAL IMPLICATIONS**

Nil.

#### **DISCUSSION**

The Local Traffic Committee meeting was held via emails due to the small number of items, on Thursday 27 June 2024. The minutes of the meeting are included in Attachment 1 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**

The Agenda was emailed to members of the Local Traffic Committee and members were requested to reply by email, their position and comments on the item. The responses from the relevant Members of Parliament and Policer Officer are listed in the minutes.

Consultation was undertaken in the development of the recommendation 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 27 June 2024

## **17.13. MINUTES OF THE LOCAL TRAFFIC COMMITTEE MEETING HELD 27 JUNE 2024**

**Attachment 1 - Minutes of the Local Traffic Committee meeting held 27th June 2024**



### **Local Traffic Committee Meeting – Minutes**

**27 June 2024 - Held via emails.**

The Agenda was emailed to the Committee members for them to respond back on the recommendations.



## **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: [https://www.rms.nsw.gov.au/business-industry/partners-suppliers/documents/technical-manuals/ltcguidev13\\_i.pdf](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.



**TABLE OF CONTENTS**

*ITEM 1 – ACKNOWLEDGEMENT OF COUNTRY ..... 1*

*ITEM 2 – RESPONSES ..... 1*

*ITEM 3 – BUSINESS ARISING FROM PREVIOUS MINUTES ..... 1*

*ITEM 4 – DISCLOSURES OF INTEREST ..... 1*

*ITEM 5 – MAIN STREET, BLACK HEAD – NO STOPPING ZONE ..... 2*

*ITEM 6 – OLD BAR ROAD, OLD BAR – PEDESTRIAN CROSSING ..... 5*

*ITEM 7 – GENERAL BUSINESS ..... 9*



## ITEM 1 – ACKNOWLEDGEMENT OF COUNTRY

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*“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.”*

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## ITEM 2 – RESPONSES

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### MP Electorate and Police Office for Each Item and Response Mode of Members

Item	MP Electorate		Police Office		TfNSW
	Area	Response	Area	Response	Response
1	Myall Lakes	Phone	Taree	Email	Email

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## ITEM 3 – BUSINESS ARISING FROM PREVIOUS MINUTES

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Nil

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## ITEM 4 – DISCLOSURES OF INTEREST

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Nil

## **ITEM 5 – MAIN STREET, BLACK HEAD – NO STOPPING ZONE**

<b>Report Author</b>	<b>Lahiru Abhayarathne, Traffic Engineer</b>
<b>Date of Meeting</b>	<b>27 June 2024</b>
<b>Authorising Director</b>	<b>Robert Scott Director Infrastructure and Engineering Services</b>
<b>Electorate</b>	<b>Myall Lakes</b>
<b>Police Office</b>	<b>Forster</b>

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### **SUMMARY OF REPORT**

Investigations have been undertaken following a request from a resident from Main Street, Black Head to impose a No Stopping Zone in front of 31 Main Street Black Head to 33 Main Street Black Head towards the south side of the road.

### **SUMMARY OF RECOMMENDATION**

It is recommended to:

- 1) Impose a No Stopping Zone on the southern side of the Main Street Black Head in front of 31 Main Street Black Head to 33 Main Street Black Head as per the attached plan.

### **FINANCIAL/RESOURCE IMPLICATIONS**

Council will be responsible for the costs associated with the installation of signage for the No Stopping 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.

### **ANNEXURES**

A: Plan of proposed No Stopping Zone in Main Street, Black Head

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### **BACKGROUND**

Council has received a request from a resident at Main Street Black Head to impose a No Stopping Zone in front of 31 Main Street Black Head to 33 Main Street Black Head towards the south side of the road since vehicles parked at that bend section of road limit the sight distance of approaching traffic and force incoming vehicles to bend to move to the opposing traffic lane.

### **DISCUSSION**

During investigation work carried out by the Council we noted that vehicles parked at the bend reduces the site distance of approaching traffic from southward towards the bend. Further, issue was referred from the local bus service which they confirmed that parked vehicles at this location force the school bus to move into the opposing traffic lane while accessing the above portion of road.

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This portion of the Main Street goes with the Black Head beach, and is a popular destination for the locals. 60 degree angular parking as well as street parking is available along the Main Street at this section. The proposal will only result the removal of two street parking spaces in front of 31 Main Street Black Head and the driveway of 33 Main Street Black Head which anyway is not allowed for parking.

### **CONSULTATION**

Residents of the 31 Main Street Black Head (Units 1-4) and 33 Main Street Black Head (Units 1-4) were contacted through email and their strata manager was contacted as well. Only one resident replied directly back to us but the strata manager confirmed that all the residents agree with the proposed No Stopping Zones in both the properties.

### **COMMUNITY IMPACTS**

The proposed No Stopping Zone will provide safer accessibility along the Main Street Black Head for motorists, school bus service and pedestrians. By installing the No Stopping Zone, it will remove 3 on street parking spaces. 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 Stopping Zone on the southern side of the Main Street Black Head in front of 31 Main Street Black Head to 33 Main Street Black Head as per the attached plan

### **DISCUSSION IN BRIEF**

Nil. All voting members emailed their support of the recommendations.

### **COMMITTEE RECOMMENDATION**

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

**For motion: Unanimous**

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**ANNEXURES**

**A:** Plan of proposed No Stopping Zone in Main Street, Black Head.



## **ITEM 6 – OLD BAR ROAD, OLD BAR – PEDESTRIAN CROSSING**

<b>Report Author</b>	<b>Lahiru Abhayarathne, Traffic Engineer</b>
<b>Date of Meeting</b>	<b>27 June 2024</b>
<b>Authorising Director</b>	<b>Robert Scott Director Infrastructure and Engineering Services</b>
<b>Electorate</b>	<b>Myall Lakes</b>
<b>Police Office</b>	<b>Taree</b>

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### **SUMMARY OF REPORT**

Investigations have been undertaken following a request from a resident from Old Bar Road, Old Bar to setup a marked pedestrian crossing towards the west side of the intersection between the Old Bar Road and the David Street near the existing speedhump.

### **SUMMARY OF RECOMMENDATION**

It is recommended to:

- 1) Install a raised marked pedestrian crossing replacing the existing speedhump at Old Bar Road Old Bar just west of David Street

### **FINANCIAL/RESOURCE IMPLICATIONS**

Council will be responsible for the costs associated with the installation of signage, line marking, removal of trees, and kerb extensions for the Pedestrian Crossing and this work will be funded from the cost centres of Traffic Committee Items. This work has an estimated cost of \$60,000.

### **LEGAL IMPLICATIONS**

Nil.

### **ANNEXURES**

- A: Old Bar Pedestrian Crossing Drawing
  - B : Location of the Crossing
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### **BACKGROUND**

Council has received a request from a resident from Old Bar Road, Old Bar to setup a marked pedestrian crossing towards the west side of the intersection between the Old Bar Road and the David Street near the existing speedhump.

The request was made by the resident for a pedestrian crossing after observing a number of students from Old Bar Public School, children and parents who come to the Old Bar Community Pre School, and customers to nearby café and restaurant use the existing speed hump as a marked pedestrian crossing.

### **DISCUSSION**

During the preliminary investigation the traffic team identified 3 possible locations for the pedestrian crossing. First location being just east of the intersection between the David Street

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on Old Bar Road, second location with the coffee shop located west of the intersection on the Old Bar Road and the third location the existing speedhump located just west of David Street.

Subsequently pedestrian counts and traffic counts were done targeting the above locations as per the guideline set in AS1742.10 supplement issued by TfNSW (Two counts of one hour duration immediately before and after school hours). As per the observations it was noted that the speedhump was the most desired location for crossing used by pedestrians, predominantly used by school children.

	Date	Time	Traffic and Pedestrian Count		Minimum Warrant Requirement for Crossing		Comments
			Pedestrians	Vehicles	Pedestrians	Vehicles	
Morning Arrivals	29/02/2024	8.15am to 9.15am	91	365	30	200	Meets the reduced warrant
	12/03/2024	8.15am to 9.15am	74	340	30	200	

	Date	Time	Traffic and Pedestrian Count		Minimum Warrant Requirement for Crossing		Comments
			Pedestrians	Vehicles	Pedestrians	Vehicles	
Afternoon Departures	28/02/2024	2.45 pm to 3.45pm	45	276	30	200	Meets the reduced warrant
	7/03/2024	2.45 pm to 3.45pm	59	322	30	200	
	11/03/2024	2.45 pm to 3.45pm	31	308	30	200	

## CONSULTATION

Residents of 26, Old Bar Road, Old bar (Unit 1-5), 1 David Street Old Bar and Old Bar Community Pre School were consulted on the matter, and they have extended their support on Councils decision to setup the Pedestrian Crossing at the location of the existing speedhump.

## COMMUNITY IMPACTS

The proposed Pedestrian Crossing will provide a safer environment to school children and pedestrians who currently use the existing speedhump for the crossing. It will cause the loss of 2 street parking spaces but it will not create a huge impact since motorists avoid street parking in this area due to the intersection and the bus stop.

## **RECOMMENDATION**

It is recommended to:

- 1) Install a raised marked pedestrian crossing replacing the existing speedhump on Old Bar Road Old Bar just west of David Street

## **DISCUSSION IN BRIEF**

Nil. All voting members emailed their support of the recommendations.

## **COMMITTEE RECOMMENDATION**

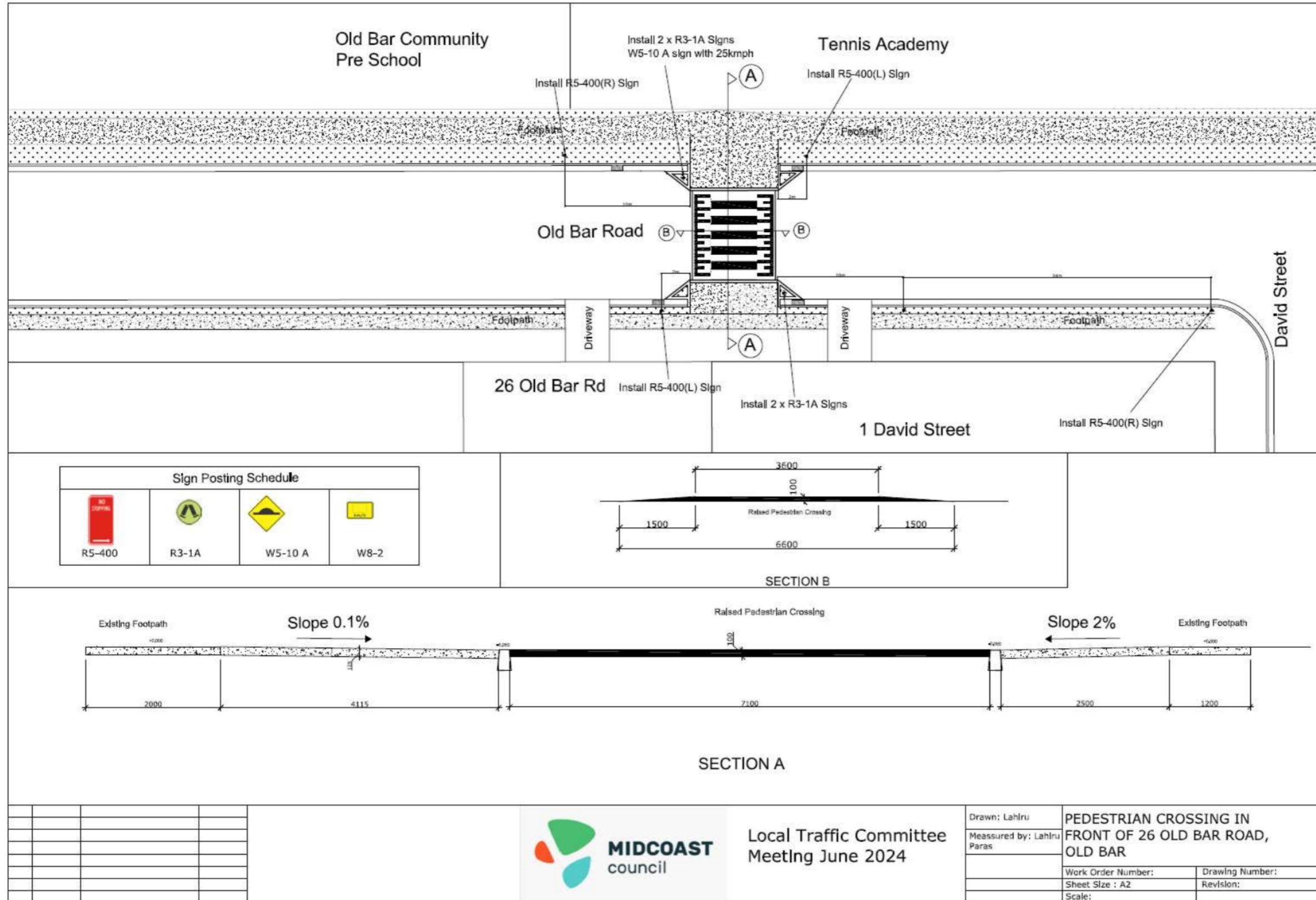
**That the Local Traffic Committee recommend that Council adopt the above recommendation.**

**For motion: Unanimous**

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**ANNEXURES**

**A: Old Bar Pedestrian Crossing**



## ANNEXURES

### B: Location of the Crossing



## ITEM 7 – GENERAL BUSINESS

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No general business.