

EXTRACT FROM MINUTES OF ORDINARY MEETING – 24 MAY 2017
STAFF REPORTS

4 MINUTES OF LOCAL TRAFFIC COMMITTEE MEETING HELD ON 5 APRIL 2017

Report Author Richard Wheatley, Traffic Engineer
File No. / ECM Index Traffic Committee Agendas
Date of Meeting 24 May 2017

SUMMARY OF REPORT

This report presents the Minutes of the Local Traffic Committee meeting held on 5 April 2017 for adoption.

SUMMARY OF RECOMMENDATION

It is recommended that the Minutes of the Local Traffic Committee meeting held on 5 April 2017 be noted and that Council endorse the recommendations made at the meeting.

FINANCIAL/RESOURCE IMPLICATIONS

For the items 2, 3, 4, 5 and 6 Council will be responsible for the costs associated with the installation of signage and pavement markings. Item 7 Council will be responsible for 50% of the costs of the cycleway.

LEGAL IMPLICATIONS

Nil

BACKGROUND

The Local Traffic Committee meeting was held on Wednesday 5 April 2017 at MidCoast Council's Forster Office. The minutes of the meeting are attached as Annexure 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

For the items 2, 3, 4, 5 and 6 Council will be responsible for the costs associated with the installation of signage and pavement markings. Item 7 Council will be responsible for 50% of the costs of the cycleway.

RECOMMENDATION

It is recommended that the Minutes of the Local Traffic Committee meeting held on 5 April 2017 be noted and that Council endorse the recommendations made at the meeting.

ATTACHMENT

A: Minutes of the Local Traffic Committee meeting held on 5 April 2017

4 MINUTES OF LOCAL TRAFFIC COMMITTEE MEETING HELD ON 5 APRIL 2017 Richard Wheatley, Traffic Engineer

79/17 RESOLVED (Turner) (as per recommendation)

That the Minutes of the Local Traffic Committee meeting held on 5 April 2017 be noted and that Council endorse the recommendations made at the meeting.



MINUTES OF THE LOCAL TRAFFIC COMMITTEE MEETING

**HELD IN THE FOYER ROOM
OF MIDCOAST COUNCIL'S
FORSTER OFFICE AT BREESE STREET, FORSTER**

ON WEDNESDAY 5 APRIL 2017

Glenn Handford
INTERIM GENERAL MANAGER

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Minutes of the Local Traffic Committee held in the Foyer Room of MidCoast Council's Forster Office, on 5 April 2017 commencing at 10.00am.

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 makes a recommendation that a device is installed and Council then must decide to either accept or reject the advice of the Committee. By noting minutes and endorsing the recommendations made at the meeting, Council is accepting the advice and installing the traffic control devices.

IN ATTENDANCE

Jamie Smoother (RMS), Senior Constable John Simmons (Police), Sergeant Michael Martin (Police), Kumar Kuruppu (MCC), Chris Dimarco (MCC) and Richard Wheatley (MCC – Chairperson).

APOLOGIES

Bob Wilson (Stephen Bromhead's representative), Kathryn Bell (Stephen Bromhead's alternate representative), Senior Constable Mick Reid (Police) and Gil Gendron (MCC),

DECLARATIONS OF PECUNIARY & NON-PECUNIARY CONFLICTS OF INTEREST

Nil

ADOPTION OF MINUTES OF MEETING

RESOLUTION

That the Minutes of the Local Traffic Committee of 1 February 2017, copies of which were distributed to members after that meeting via email, be taken as read and confirmed as a true record of the proceedings.

MATTERS ARISING FROM PREVIOUS MINUTES

Nil

CONSIDERATION OF OFFICERS' REPORTS:

1. LTC - Cycle Race Events

Report Author Richard Wheatley, Traffic Engineer

File No. / ECM Index RD1476/02

Local Traffic Committee Meeting: 5 April 2017

SUMMARY OF REPORT:

Investigations have been undertaken following a request from Manning Valley Cycle Club to conduct their cycle races for their 2017/18 Winter and Summer Race Program their courses on Central Lansdowne Road, Upper Lansdowne Road, Bootawa Road, Wootton Way and Kolodong Industrial Estate.

SUMMARY OF RECOMMENDATION:

It is recommended that approval be granted for Manning Valley Cycle Club to conduct their annual cycle races for their 2017/18 Winter and Summer Race Program their courses on Central Lansdowne Road, Upper Lansdowne Road, Bootawa Road, Wootton Way and Kolodong Industrial Estate.

FINANCIAL/RESOURCE IMPLICATIONS:

Nil.

LEGAL IMPLICATIONS:

Nil.

BACKGROUND

Council has received a request from Manning Valley Cycle Club to conduct their annual cycle races for their 2017/18 Winter and Summer Race Program on the courses on Central Lansdowne Road, Upper Lansdowne Road, Bootawa Road, Wootton Way and Kolodong Industrial Estate. During the Winter program they will race between 1.30pm and 4.00pm on Saturdays and during Summer at Kolodong Industrial Estate from 8.00am to 10.30am on Sundays.

DISCUSSION

This application has a Traffic Management Plan and Traffic Control Plans have been provided by the Club prepared by their own accredited members.

These cycle races have operated satisfactorily over many years and Council is unaware of any negative comments on traffic management at these events.

CONSULTATION

Council's Traffic Engineer has held discussions with a representative of the cycle club about the flexible dates for the races to be held this winter and summer to ensure local road users are aware when the races would be held. It was agreed that the club should have signs informing of the next race and would be placed on the course a few days before each race.

COMMUNITY IMPACTS

The impact of these races is reduced as they are held out of normal business hours and there are traffic controllers in place that manage the interaction of general traffic and cyclists.

RECOMMENDATION

It is recommended that approval is granted for these Class 3 Events in Manning Valley Cycle Club's submission for cycle events for the 2017/18 Winter and Summer Race Program on the courses of Central Lansdowne Road, Upper Lansdowne Road, Bootawa Road, Wootton Way and Kolodong Industrial Estate until March 2018 subject to the following conditions:

- The applicant's Traffic Control Plan (TCP) has been accepted as the TCP as it has been signed by a current RMS accredited person. The requirements include:
- That a current RMS accredited "Apply TCPs" (Yellow Ticket or Grey Ticket) person will install the TCP.
- That only current RMS accredited "Traffic Controllers" (Blue Ticket) persons will operate Stop/Slow bats if required, this will include marshals working on the road.
- The applicant is responsible for organising and funding all aspects of this event including the requirements in the Traffic Management Plan and Traffic Control Plan.
- The applicant must notify local Police of this event and receive Police approval as set out in the NSW's "Guidelines for Bicycle Races" at least one week prior to the event.
- The applicant must have current public liability cover at the time of the event to the value of \$20 million.
- Any use of private land shall have the owner's approval.
- The organiser shall distribute a news release to local media at least one week in advance and repeated 2 days prior to the event, announcing the event and advising affected residents. The organiser shall provide Police with a copy of the media release and date of issue. The news release shall include dates, times and roads that will be affected.
- The applicant shall be responsible for informing all emergency services at least a week before the proposed events.
- A sign informing of the next race to be placed at the both ends of the course a few days before each race.
- The applicant shall be responsible for the cost of repairing any damage caused to Council infrastructure as a result of the proposed event.
- A clear passageway of 4 metres wide shall be maintained for emergency access.

DISCUSSION IN BRIEF

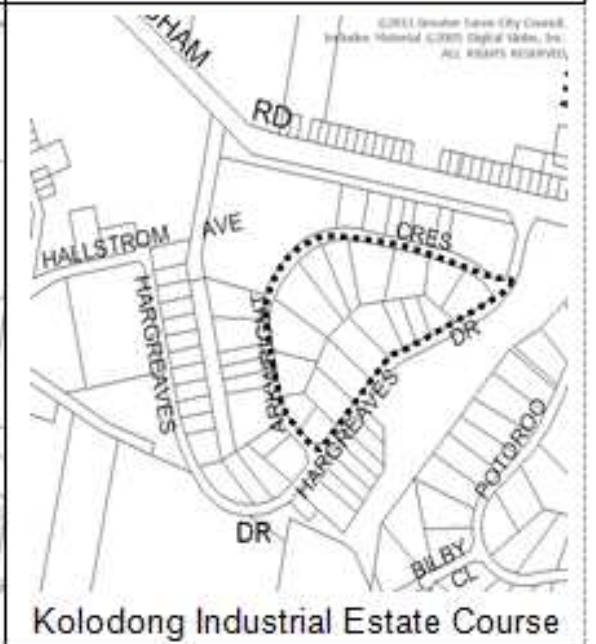
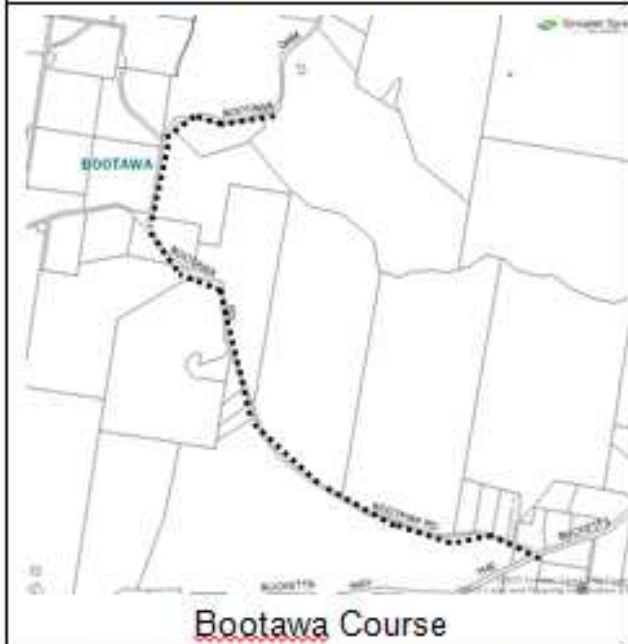
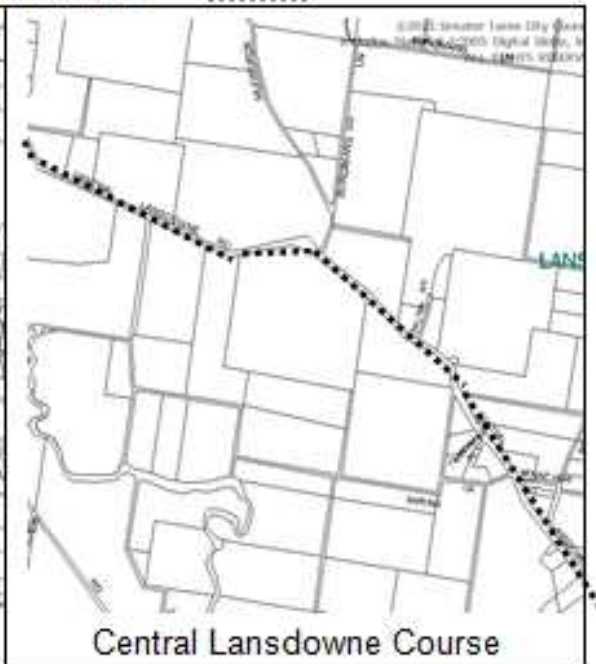
Nil.

COMMITTEE RECOMMENDATION

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

Annexure A: Cycle Race Courses

Road Race Courses:



2. LTC - No Parking Zone in Butterworth Lane, Taree

Report Author Richard Wheatley, Traffic Engineer

File No. / ECM Index RD1469/02

Local Traffic Committee Meeting: 5 April 2017

SUMMARY OF REPORT:

Investigations have been undertaken following a request to provide a No Parking zone in Butterworth Lane, Taree at the rear of the St Vincent de Paul store to allow goods to be dropped off and picked up.

SUMMARY OF RECOMMENDATION:

It is recommended that:

1. No Parking zone be installed on the western side of Butterworth Lane, one way section, commencing from the northern side of the stationery shop's access (next access south of St Vincent de Paul store) and extend for 20m northward.
2. The remainder of Butterworth Lane to be reconfirmed as No Stopping zones on both sides of the carriageway.

FINANCIAL/RESOURCE IMPLICATIONS:

Council will be responsible for the costs associated with installing and maintaining signage. The initial change in the signposting will be funded out of *Projects Dev/Traffic – Traffic Committee Items* cost centre (Q3401).

LEGAL IMPLICATIONS:

Nil.

BACKGROUND

Council has received a request from the St Vincent de Paul store to have a No Parking zone in Butterworth Lane, Taree at the rear of the store to allow goods to be dropped off and picked up.

DISCUSSION

Butterworth Lane situated between Pulteney Street and Albert Street with a width of 6.5m wide and provides access to Butterworth Car Park. The section of this lane between Pulteney Street to the carpark is one way from Pulteney Street and the remainder of the lane between the carpark and Albert Street is two way.

The St Vincent de Paul store fronts Pulteney Street with the rear access south of the car park in the one way section of the lane. There are missing parking restriction signs in the one way section of the lane and they would be No Stopping signs. The missing signs have resulted in vehicles parking on Pulteney Street side of the lane for extended periods outside the St Vincent de Paul towards the car park. These park vehicles have not resulted in the lane being blocked or a dangerous situation within the lane.

St Vincent de Paul management has requested the lane at the back of their store have a No Parking zone to allow vehicles to stop to drop off and pick up goods from the store and the neighbouring shops. The installation of this zone would not have a detrimental effect to the operation of the lane and this has been established by the vehicles currently parking at this location.

The proposed No Parking zone is to commence from the northern side of the stationery store access (next access south of St Vincent de Paul) and continue for 20m northward towards the car park. This would be a more appropriate use of this parking area than currently having vehicles parking there all day. The local couriers and delivery companies are always requesting locations to park to make deliveries and this location would be a benefit to them as well for these shops.

RECOMMENDATION:

It is recommended that:

1. No Parking zone be installed on the western side of Butterworth Lane, one way section, commencing from the northern side of the stationery shop's access (next access south of St Vincent de Paul store) and extend for 20m northward.
2. The remainder of Butterworth Lane to be reconfirmed as No Stopping zones on both sides of the carriageway

DISCUSSION IN BRIEF

Nil.

COMMITTEE RECOMMENDATION

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

ANNEXURES

Annexure A: Aerial view of Butterworth Lane

Location of No Parking Zone



Annexure B: Street view of Butterworth Lane



3. LTC - No Stopping Zone on Chatham Avenue, Taree

Report Author Richard Wheatley, Traffic Engineer

File No. / ECM Index RD1570/02

Local Traffic Committee Meeting: 5 April 2017

SUMMARY OF REPORT:

Investigations have been undertaken following a request to extend a No Stopping zone as vehicles are parking across a driveway and blocking access in Chatham Avenue, Taree opposite Pioneer Street.

SUMMARY OF RECOMMENDATION:

It is recommended that the No Stopping Zone on the northern side of Chatham Avenue, Taree opposite Pioneer Street be extended eastward across the driveway to property 29 Chatham Avenue.

FINANCIAL/RESOURCE IMPLICATIONS:

Council will be responsible for the costs associated with installing and maintaining signage. The initial change in the signposting will be funded out of *Projects Dev/Traffic – Traffic Committee Items* cost centre (Q3401).

LEGAL IMPLICATIONS:

Nil.

BACKGROUND

Council has received a request from a resident at 29 Chatham Avenue to have the No Stopping zone to the west of his driveway extend past his driveway as vehicles are regularly parking across his driveway.

DISCUSSION

The existing No Stopping zone to the west of the driveway to 29 Chatham Avenue is part of the parking restrictions for the traffic signals at the intersection of Pioneer Street. The No Stopping zone finishes 2m before the driveway to 29 Chatham Avenue not allowing any room for a normal size vehicle to park between the No Stopping zone and the driveway.

This section of Chatham Avenue can be parked out with people picking up students from Chatham Public School, which is located 100m to the east of this driveway. It is illegal to park across a driveway and blocking access to the property, but in this instance many people would assume it is legal to park where the No Stopping zone finishes just before the driveway. They have either not noticed the driveway or they assume they will only be gone for a short period while picking up their child from school.

The resident has noted he is a member of the VRA and on a number of occasions he has been delayed in responding to emergency callouts with the VRA due to the driveway being blocked by parked vehicles.

The extension of the No Stopping zone to the eastern side of the driveway to 29 Chatham Avenue would remove the unusable section of parking (2m) and indicate to motorists to keep the driveway clear.

RECOMMENDATION

It is recommended that the No Stopping Zone on the northern side of Chatham Avenue, Taree opposite Pioneer Street be extended eastward across the driveway to property 29 Chatham Avenue.

DISCUSSION IN BRIEF

Nil.

COMMITTEE RECOMMENDATION

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

ANNEXURES

Annexure A: Chatham Avenue at Pioneer Street

Location of driveway being blocked



Move existing No Stopping (Left Arrow) Sign to here



4. LTC - The Bucketts Way (North of Daunts Road) Stroud

Report Author Richard Wheatley, Traffic Engineer

File No. / ECM Index Roads - Linemarking , Traffic Committee

Local Traffic Committee Meeting: 5 April 2017

SUMMARY OF REPORT:

Investigations have been undertaken following a fatality on The Bucketts Way north of Daunts Road, Stroud with a proposal to extend the unbroken centreline.

SUMMARY OF RECOMMENDATION:

It is recommended that the unbroken centre line for northbound traffic at 501 The Bucketts Way, Stroud be extended 150m to the start of the unbroken line for southbound traffic.

FINANCIAL/RESOURCE IMPLICATIONS:

Council will be responsible for the costs associated with new line marking.

LEGAL IMPLICATIONS:

Nil.

BACKGROUND

There was a fatality on The Bucketts Way, Stroud on 8 February 2017 of a motorcyclist travelling north that attempted to overtake a semi-trailer and collided head on with a southbound vehicle. This occurred 700m north of Daunts Road in the vicinity of 501 The Bucketts Way at 5.25pm on Tuesday 24 January 2017. The speed limit along this section of road is 90km/h and the weather on the day of the crash was fine. It would appear to be rider error in the overtaking manoeuvre that caused the crash.

DISCUSSION

The approach to this crash from the south has vehicles travelling over a crest then into a shallow sweeping left hand bend and the centreline marking over the crest is double unbroken lines. The northbound centreline changes to unbroken as vehicles travel down the crest and sweep left into a straight section of road. Northbound motorists would have difficulty in seeing oncoming traffic if a vehicle was in front of them as they enter the overtaking section due to the left bend and dipping nature of the road.

It would be beneficial to have the unbroken centre line for northbound traffic extended to the start of the unbroken centre line for southbound traffic at this location to encourage motorists to wait before starting their overtaking manoeuvres. The extension of the unbroken line for northbound vehicles would have motorists in a straight section of road when they start their overtaking of other vehicles.

The extension of this unbroken centre line should improve the safety of this section of road by ensuring motorists are not rushing into overtaking other vehicles until they have a full uninterrupted view of the road ahead.

RECOMMENDATION

It is recommended that the unbroken centre line for northbound traffic at 501 The Bucketts Way, Stroud be extended 150m to the start of the unbroken line for southbound traffic.

DISCUSSION IN BRIEF

Nil.

COMMITTEE RECOMMENDATION

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

ANNEXURES

Annexure A: Crash Location on The Bucketts Way, Stroud

Crash Location



Crash Location

Extend Northbound Unbroken Centre Line to Here



5. LTC - Bus Zone in North Street, Forster

Report Author Richard Wheatley, Traffic Engineer

File No. / ECM Index Roads; Traffic Committee; Street - North Street Forster

Local Traffic Committee Meeting: 5 April 2017

SUMMARY OF REPORT:

Investigations have been undertaken following a request to provide a drop off and pick up zone for buses in North Street, Forster close to the Forster Ocean Baths.

SUMMARY OF RECOMMENDATION:

It is recommended that:

1. a Bus Zone be installed on the northern side of North Street, Forster west of West Street, and
2. install "No Parking" signs on the concrete island that separates entry and exits to the car park at the Ocean Baths.

FINANCIAL/RESOURCE IMPLICATIONS:

Council will be responsible for the costs associated with installing the new signs.

LEGAL IMPLICATIONS:

Nil.

BACKGROUND

Council has received a request from Forster Buslines for a drop off and pick up zone on North Street near West Street as they take many groups to this location especially school excursions. There is no allocated space for doing this at Forster Main Beach in a safe location near the Ocean Baths.

DISCUSSION

North Street has 90 degree parking for majority of its length along the beach frontage from Beach Street then about 100m before West Street the carriageway narrows with No Stopping for the remainder of the northern kerb line to West Street. A speed hump is located at the western end of the narrowed section of the road just east of angle parking. There is an indented car park opposite West Street with No Parking zones on both sides of the concrete island that separates entry and exits to this car park.

A meeting was held onsite between the Manager of Forster Buslines, David Isbel, Council's Project Manager Kumar Kuruppu and Traffic Engineer Richard Wheatley. Mr Isbel pointed out the only legal place to drop off people was at the No Parking zone on the island at the indented car park but this required people to walk across the vehicular aisle for the parking spaces and through the parked cars. He stated this was not an appropriate situation to have people, especially children, walking across a vehicle traffic lane and around parking cars.

The suitable location for dropping off and picking up passengers was determined west of West Street by converting the existing No Stopping zone to Bus Zone. The Bus Zone would be installed just west of the existing pedestrian ramp in the kerb and the zone would be 13m in length to allow one bus to use the zone at time for dropping off and picking up passengers. The footpath garden along this side of the road finishes 3m before the pedestrian kerb ramp with pavers right up to the kerb line. This paved area is perfect for the buses to pull up and their passengers to use this area to access the bus.

This section of road can handle a Bus Zone on the northern side as it is four lanes wide (2 traffic lanes and 2 parking lanes) and is well away from the speed hump. It is noted property at 22 North Street is being redeveloped to residences and commercial units on the ground floor. This redevelopment will be widening the footpath into the parking lane to provide an alfresco dining area at the speed hump and the proposed Bus Zone will have no effect on this road narrowing.

The only concern is that buses may park at this new zone for extended periods, which is not the purpose of this zone. Buses parked along the beach frontage for extended periods would be considered unsightly and local residents would object to buses parked for long periods opposite their properties. Mr Isbel stated his buses would not wait around at this new zone but would only use it to drop off and pick up. Should other bus and coach operators start to park and stay for lengthy periods at this zone then a sign could be installed informing the zone only to be used for dropping off and picking up. If the parking of buses at this location becomes an issue this zone can be reviewed and possibly be considered for removal.

It was noted there were no signs for the No Parking zones around the concrete island that separates entry and exits to the car park at the Ocean Baths. It would be beneficial if signs were installed on this island reinforcing the parking restrictions as vehicles are regularly observed parking around the island.

RECOMMENDATION:

It is recommended that:

1. a 13m Bus Zone be installed on the northern side of North Street, Forster west of the existing kerb ramp to the west of West Street.
2. "No Parking" signs be installed on the concrete island that separates entry and exits to the car park at the Ocean Baths on North Street, Forster opposite West Street.

DISCUSSION IN BRIEF

Nil.

COMMITTEE RECOMMENDATION

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

ANNEXURES

Annexure A: North Street, Forster



6. LTC - Relocation of No Parking zone in Meade Street, Bulahdelah

Report Author Chris Dimarco, Road Safety Officer

File No. / ECM Index Roads - Signs, Traffic Committee

Local Traffic Committee Meeting: 5 April 2017

SUMMARY OF REPORT:

Council has received a request by Bulahdelah Central School to relocate the No parking zone 8am-9.30am and 2.30pm and 4pm School days from the Northern side of Meade Street Bulahdelah to the Southern side of Meade Street.

SUMMARY OF RECOMMENDATION:

It is recommended to relocate the No Parking zone 8am-9.30am and 2.30pm-4pm from the Northern side of Meade Street to the Southern side of Meade Street.

FINANCIAL/RESOURCE IMPLICATIONS:

Council will be responsible for the costs associated with installing new signs.

LEGAL IMPLICATIONS:

Nil.

Bulahdelah Central School is bounded on three sides by streets. The school caters for Kindergarten to Year 12 students. The main school entrance gate and bus zone front Meade Street. The school is on the Southern side of Meade Street. To the West of the Bulahdelah Central school main gate is a school crossing. To the West of the crossing is "45 degree angle parking rear to kerb vehicles under 6m only". Further West towards Bulahdelah Way is a No Parking zone that covers the length of the Police station driveways and carpark.

On the Northern side of Meade Street, to the West of the crossing is currently a "45 degree angle parking rear to kerb vehicles under 6m only" zone and "No Parking 8am-9.30am & 2.30pm and 4pm School days".

The school would like to see children dropped off and collected from the school side of Meade Street to avoid children crossing Meade Street. The relocation of the No Parking zone (kiss and ride) from the Northern side of Meade Street to the Southern side of Meade Street would accommodate the request. The angle parking on both sides of Meade Street will remain.

On the Northern side of Meade Street, a No stopping Zone is signposted from the first driveway to the crossing. The Eastern sign/post of this zone is positioned to the right side of the unformed driveway without layback. This is a corner block. The sign post is to be moved to the Western side of the driveway and from this post to the crossing will be a posted No stopping zone. This minor change will confirm that No Stopping exists across the driveway to the crossing.

CONSULTATION

Council met on site with the School principal and deputy principal to discuss their request. Busway depot manager Kevin Price was also on site and supported the change. The Council Traffic Engineer and Police attended a recent site inspection and both supported the proposed changes.

RECOMMENDATION

It is recommended to relocate the zone, "No Parking 8am-9.30am & 2.30pm-4pm School days" from the Northern side of Meade Street to the Southern side.

DISCUSSION IN BRIEF

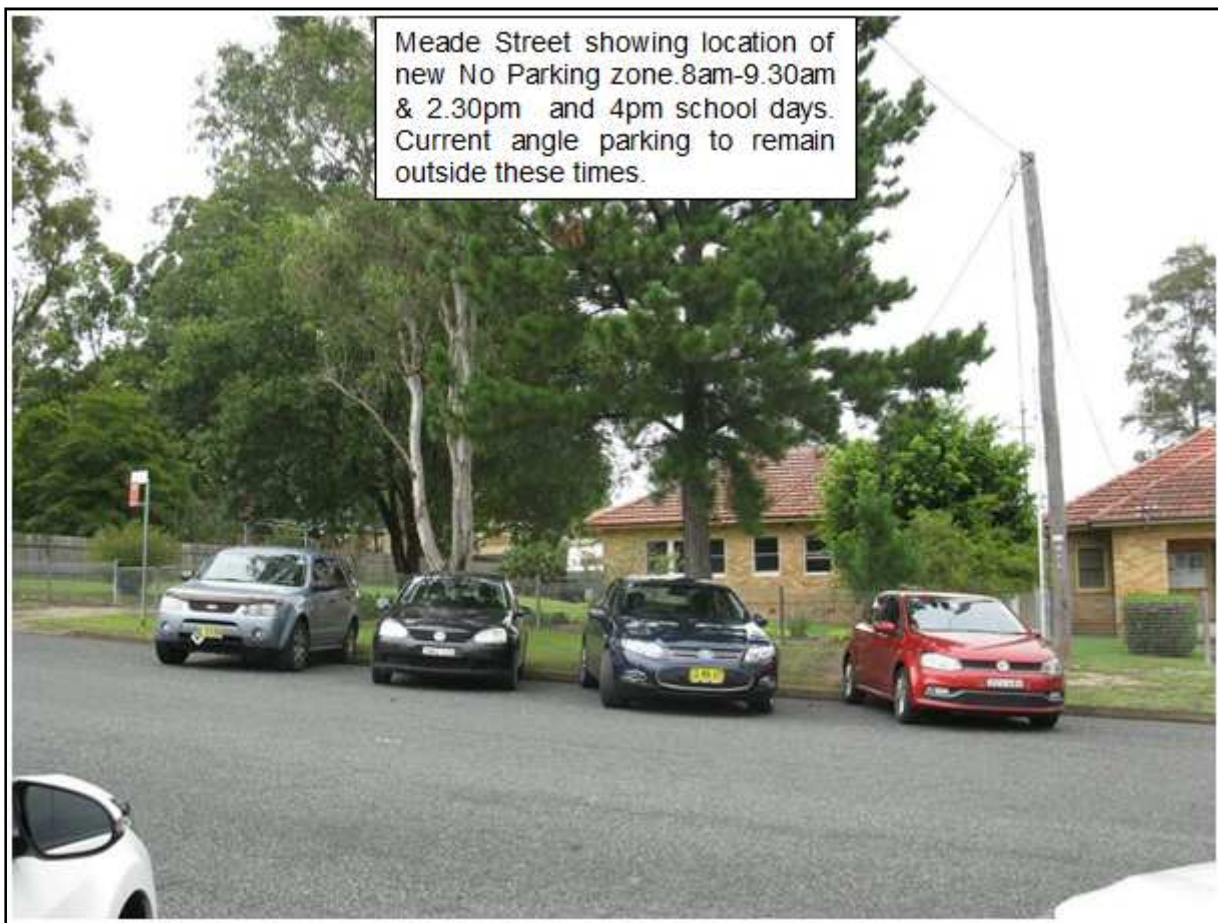
Nil.

COMMITTEE RECOMMENDATION

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

ANNEXURES

Annexure A: Location of Proposed "No Parking 8am-9.30am & 2.30pm-4pm School days" sign



Annexure B: Meade St, Bulahdelah Parking Controls



7. LTC - Amendments to Proposed Cycleway at Lake Street, Forster

Report Author Kumar Kuruppu, Project Manager - Design and Investigation
File No. / ECM Index Street - Lake Street, Forster, Traffic Committee
Local Traffic Committee Meeting: 5 April 2017

SUMMARY OF REPORT:

Investigations have been carried out, and design done, on amendments to proposed cycleway/shared path on the Lake Street between Macintosh Street and Little Street Forster. This project is partly funded under 2016/17 Active Transport Program.

SUMMARY OF RECOMMENDATION

It is recommended that the proposed cycleway/shared path arrangement on Lake Street, and pedestrian crossings as shown in Annexure A, be approved.

FINANCIAL/RESOURCE IMPLICATIONS

50% of the project cost up to \$130,000 will be funded under the 2016/17 Active Transport Program Grant. Council is required to contribute the remaining 50% of expenditure from the Cycleway Construction budget (Cost Centre 347). The total estimated cost of the project is \$260,000.

LEGAL IMPLICATIONS

Nil.

BACKGROUND

Council was successful in securing \$130,000 from the 2016/17 Active Transport Program Grant for the construction of a cycleway/shared path on Lake Street, Forster (between Macintosh Street and Little Street). The project is required to be completed by June 2017.

The original proposal nominated for the funding was for an on-road cycleway on the southern side. However due to the loss of parking that would occur from an on-road cycleway, Council later amended the plan to build a shared pathway along the southern footpath. This proposal was discussed at the Local Traffic Committee meeting held on 5 October 2016. The Committee was of the view that loss of parking should be avoided and agreed to the change from an on-road facility to a shared pathway on the footpath. It was suggested that Council review any opportunities to change the route of the proposed pathway from in front of the Police Station and Court House due to higher pedestrian activities in front of these buildings.

In March 2017, MidCoast Council resolved to progress with a planning proposal that will lead to the development of Forster's civic precinct project.

DISCUSSION

The Forster's civic precinct planning proposal will include a new library, visitor information centre and community space in the first stage of the development, along with granting the developer rights to develop the residual land for residential and commercial purposes. The site is located on the corner of Lake, West and Middle Streets.

Once this site is developed, high traffic and pedestrian activities are expected along the frontage to Lake Street due to the size and the nature of the development. Therefore, a cycleway along the site frontage was considered not suitable. As such, Council further investigated other options available in consultation with the Roads and Maritime Services. Based on the investigation, it is proposed that construction of a 2.5m wide cycleway/shared path on the northern side of the Lake Street would be a more appropriate option.

Concept drawing of the proposed amended shared path arrangement was prepared and is presented in Annexure A

RECOMMENDATION

It is recommended that the proposed cycleway shared path arrangement on Lake Street and pedestrian crossings as shown in Annexure A be approved.

DISCUSSION IN BRIEF

Nil.

COMMITTEE RECOMMENDATION

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

ANNEXURES:

Annexure A: Concept Plan of amended Cycleway Shared path
(See next page for larger image)



Jeff Lakes Council Board & City Manager James Parable Mayor 650N 2425	Date: 04/05/17 Scale: 1:1000 Author: TCB/10007
The Lake Street walking route Date: 04/05/17 - 3:30p Held by: staff	Project: Lakes Street Title: Lakes Street Location: Lakes Street Date: 04/05/17 Author: TCB/10007

INFORMATION ITEMS

8 LTC – Information items discussed at meeting

Report Author Richard Wheatley, Traffic Engineer

File No. S638/04

Local Traffic Committee Meeting: 5 April 2017

8.1 The Bucketts Way at Stroud Hill Road, Stroud Hill – Speed Limit Signs

John Simmons stated there were no 90km/h speed limit signs on The Bucketts Way on either side of Stroud Hill Road. As there are no signs, motorists exiting Stroud Hill Road are uncertain of the speed limit on The Bucketts Way. Kumar Kuruppu confirmed he previously discussed this matter with RMS and there should be speed limit signs on Bucketts Way at this location but they were no longer there. The missing 90km/hr repeater signs in the northbound direction have been listed for replacement and should be reinstated in the near future.

8.2 Manning Street, Tuncurry - Woolworths Service Station (DA 306/2015)

Kumar Kuruppu presented to the meeting a request from Mr Stephen Bromhead to table and discuss a letter (*Council reference: ECM Doc 3658308*) received from a constituent in relation to proposed Woolworths Service Station development on Manning Street, Tuncurry (located between Grey Gum Road and Leo Street). The request and attachments were provided via email to Mick Martin and Jamie Smoother on 4 April 2017. The documents were also available at the Committee meeting.

The Development Application for the proposed service station, DA 306/2015, was reported to the former Great Lakes Traffic Advisory Committee (TAC) meeting held on 4 February 2015 to seek additional advice from the Committee. The TAC considered the matter based on the technical aspects of the development and raised no objections to the proposed development subject to inclusion of a number of conditions. The TAC recommendation to the Council was:

"It is recommended that the Committee raise no objections to the proposed development subject to the inclusion of the following conditions:

- (a) All parking to relevant Australian Standards;*
- (b) Approval is obtained from the RMS for the works on Manning Street;*
- (c) Bicycle parking is provided in accordance with Council's Development Control Plan; and*
- (d) A truck delivery management plan is included with the approval limiting loading delivery movements to a 19m semi-trailer."*

Since the DA has previously been considered at the TAC, the current committee's view (LTC) is that no further consideration from the Committee is required, and as such, the recommendations made on DA 306/2015 at the Great Lakes TAC meeting held on 4 February 2015 will remain.

The matter related to developer contributions under Section 94 of the Environmental Planning and Assessment Act, which is not a technical matter for LTC to consider. Kumar Kuruppu informed that Council is currently undertaking a review of calculation of Section 94 contributions for this development as a separate matter.

8.3 DA-309/2015 – Motorcycle Enduro Event, Booral; Proposed Modifications of Consent

Kumar Kuruppu raised a request that had been received for the modification of consent of development application DA-309/2015. The purpose of the DA is for conducting a motorcycle event on land known as Lot 750 DP 879479, Lot 73 DP 849898 & Lot 40 DP 753178. The proposed event will be held within the abovementioned lots (under the one ownership) that have a combined area of 294.6 ha. The site is located approximately 6.5 kilometres from the proposed pit area via Ebsworth Road / Gunns Gully Road to the intersection and on the western side of The Bucketts Way.

The Enduro event will run from 8.00am to 4.30pm on the event day, with registration to participate in the event to take place the previous day.

Original DA was approved for maximum of 300 riders. Subsequently, the event was held on 19 July 2015.

Application to modify the development consent was received on 2 June 2016. Proposed modifications were:

- Run two events per year between March and November
- Permit maximum number of participants to 500

The development modification consent resolved that events be restricted to one event only in 2016 subject to the event being operated without nuisance or significant environmental impact, and the applicant may seek to modify this condition in future if it is demonstrated that the event was conducted to the satisfaction of the Council.

The approved event took place on the weekend of 5 - 6 November 2016.

The applicant now seeks to conduct two events per year (on an ongoing yearly basis) between the months of March and November and to permit a maximum of 500 riders to participate in each event. The applicant would like to conduct the next event on the weekend of 9-10 September 2017.

Committee members expressed no objections to the proposed modifications.

8.4 Kingfisher Avenue, Hawks Nest – Koala Warning Pavement Markings and Traffic Calming

Kumar Kuruppu raised a request by the Myall Koala & Environment Group for pavement markings and speed control along Kingfisher Avenue, Hawks Nest. Since recent changes made to the path along this section, there have also been requests from the community to consider installing traffic calming devices. Jamie Smoother is still reviewing the options of pavement markings to warn motorists about the Koala Crossing (similar to existing warnings implemented in Tweed Heads) and he will contact Council with possible options. John Simmons stated the Police patrol this road and area for speed management. The Council's is currently in the process of undertaking a speed awareness program targeting speeding motorists at this location. RMS is currently reviewing the existing speed limit signs in the vicinity and will investigate approving of any additional 50km/hr speed limit reminder signs.

8.5 Elizabeth Street, Forster – Traffic Safety Issues

Kumar Kuruppu raised a letter received from a resident in relation to various traffic issues on residential streets near Forster primary school (dated 18 March 2017) and tabled the document (*Council reference: ECM Doc 3645626*). The resident says the issues are a result of the introduction of left turn only access from Strand Street onto Macintosh Street and from Middle Street onto Macintosh Street. The resident further suggests that Elizabeth Street has been the most affected since the changes were implemented. The same matter has previously been discussed at the LTC meeting held on 03 August 2016.

Data collected from Council's traffic counters between July and November 2016 indicate the 85th percentile speed on Elizabeth Street is at or below 42km/h and the heavy vehicles using the road is about 2% of the total traffic volume.

The resident informs she has written to State Member of Parliament, Mr Bromhead on 4 July 2017 and a response from RMS was received on 10 January 2017. The resident has replied to that response on 13 February 2017.

The letter also states that the author has written to the State Roads Minister on 16 October 2016 and then on January 2017 asking for a response to previous letter, but no response has been received.

The changes to the intersection were introduced to improve the road safety at this location. Prior to these changes, there were a number of reported crashes in the vicinity of this intersection. Jamie Smoother informed RMS has responded to the author on 10 January 2017 and on 23 March 2017.

8.6 Wingham CBD – Road Closures

Richard Wheatley reported the annual Bonnie Wingham Scottish Festival will be held on Saturday 3 June 2017. They will have their usual parade around Central Park at 9.30am and the roads will reopen to traffic at 10.00am. They have an approved Traffic Control Plan and management plan. There have never been any issues with the event or the parade over the last several years it has been held.

8.7 Tuncurry and Forster CBD Roads – Commonwealth Baton Relay

Richard Wheatley reported the Queen's Baton Relay for the 2018 Commonwealth Games will travel through Tuncurry and Forster CBDs on Friday 2 February 2018. It will be a rolling parade of runners and vehicles starting in Tuncurry then travelling over the water to Forster then through the Forster township to the beach. The traffic management plans have been completed and approved by Council in consultation with Police for this Queen's Baton Relay. Council will be holding Queen's Baton Relay Organising Committee meetings to review the Baton travelling through the Council area. The Police and RMS were requested to attend this organising committee to confirm the traffic arrangements for this event. They both stated they would attend these meetings as required.

NEXT MEETING

The next meeting is Wednesday 7 June 2017 and starting at 10.00am in Council's Taree Office.

MEETING CLOSURE

The meeting closed at 11.30am

CHAIRPERSON

Richard Wheatley
Traffic Engineer
MidCoast Council