

**EXTRACT FROM MINUTES OF ORDINARY MEETING – 22 NOVEMBER 2017
STAFF REPORTS**

**3 MINUTES OF LOCAL TRAFFIC COMMITTEE MEETING HELD ON
4 OCTOBER 2017**

Report Author Richard Wheatley – Senior Transport Engineer

File No. / ECM Index Traffic Committee Agendas

Date of Meeting 22 November 2017

SUMMARY OF REPORT

This report presents the Minutes of the Local Traffic Committee meeting held on 4 October 2017 for adoption.

SUMMARY OF RECOMMENDATION

It is recommended that the Minutes of the Local Traffic Committee meeting held on 4 October 2017 be noted and that Council endorse the recommendations made at the meeting.

FINANCIAL/RESOURCE IMPLICATIONS

For the items 1, 3, 4, 5, 6 and 8.1 Council will be responsible for the costs associated with the installation of signage and pavement markings.

LEGAL IMPLICATIONS

Nil.

ATTACHMENTS

A: Minutes of the Local Traffic Committee meeting held on 4 October 2017

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

BACKGROUND

The Local Traffic Committee meeting was held on Wednesday 4 October 2017 at MidCoast Council's Taree Office. The minutes of the meeting are attached as Attachment A with the recommendations for each item.

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

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

CONSULTATION

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

COMMUNITY IMPACTS

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

BUDGET IMPLICATIONS

For the items 1, 3, 4, 5, 6 and 8.1 Council will be responsible for the costs associated with the installation of signage and pavement markings.

RECOMMENDATION

It is recommended that the Minutes of the Local Traffic Committee meeting held on 4 October 2017 be noted and that Council endorse the recommendations made at the meeting.

RECOMMENDATION

It is recommended that the Minutes of the Local Traffic Committee meeting held on 4 October 2017 be noted and that Council endorse the recommendations made at the meeting.

1/17 RESOLUTION

(Moved Cr C Pontin/Seconded Cr B Christensen)

That the above recommendation be adopted.

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

ABSENT. DID NOT VOTE - Cr D Keegan, Cr J McWilliams.

ENGINEERING & INFRASTRUCTURE SERVICES

ATTACHMENT A

**MINUTES OF TRAFFIC COMMITTEE MEETING
HELD 4 OCTOBER 2017**

ORDINARY MEETING

22 NOVEMBER 2017



MIDCOAST
council

MINUTES OF THE LOCAL TRAFFIC COMMITTEE MEETING

**HELD IN THE OFFICE
OF MIDCOAST COUNCIL
TAREE**

ON WEDNESDAY 4 OCTOBER 2017

Glenn Handford
GENERAL MANAGER

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Minutes of the Local Traffic Committee held in the Manning Meeting Room of MidCoast Council's Taree Office on 4 October 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

Bob Wilson (Stephen Bromhead's representative), A/Sergeant Kath Dunkley-Jones (Police – Manning/Great Lakes LAC), Senior Constable John Simmons (Police – Port Stephens LAC), Kumar Kuruppu (MCC), Chris Dimarco (MCC) and Richard Wheatley (MCC – Chairperson).

APOLOGIES

Jamie Smoother (RMS) (RMS had informed Council they had no objections to the recommendations in the agenda) and Sergeant Tim Pepper (Police – Manning/Great Lakes LAC)

DECLARATIONS OF PECUNIARY & NON-PECUNIARY CONFLICTS OF INTEREST

Nil

ADOPTION OF MINUTES OF MEETING

RESOLUTION

That the Minutes of the Local Traffic Committee of 2 August 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

1. LTC - BUS ZONE ON BOOMERANG DRIVE, BLUEYS BEACH

Report Author Richard Wheatley, Senior Transport Engineer

File No. / ECM Index Bus Zone – Boomerang Drive

Local Traffic Committee Meeting: 4 October 2017

SUMMARY OF REPORT:

Investigations have been undertaken following a request to provide a sign-posted Bus Zone on Boomerang Drive, Blueys Beach due to vehicles parking at the bus stop.

SUMMARY OF RECOMMENDATION:

It is recommended that:

1. a *Bus Zone*, 8.00am to 8.00pm, be installed on the southern side of Boomerang Drive, Blueys Beach commencing on the eastern side of the driveway to Kembali Cafe carpark and be 20m in length to the east, and
2. a *No Stopping* zone be installed across the driveway between this new Bus Zone and the existing Loading Zone to the west located in front of the cafe.

FINANCIAL/RESOURCE IMPLICATIONS:

Council will be responsible for the costs associated with installing and maintaining signage.

LEGAL IMPLICATIONS:

Nil.

LIST OF ANNEXURES:

A: Proposed location of Bus Zone and No Stopping Zone

BACKGROUND

Council has received a request from Busways to have a Bus Zone installed at the bus stop on Boomerang Drive at Blueys Beach for the southbound route as buses sometimes are unable to access the kerb as vehicles are parking at this bus stop.

DISCUSSION

The bus stop on Boomerang Drive is located on the southern side opposite the main strip of shops at Blueys Beach and east of the driveway to Kembali Cafe (southern side). The bus stop has infrastructure over 35m in length including a bench seat, "U" post with bus stop sign and timetable cabinet and a timber bus shelter. Vehicles park to the east of Kembali Cafe' driveway as there is no parking (Loading Zone) in front of the business and it appears many people prefer to park on the road than use the cafe's carpark. This area would be parked out during the busy summer periods when parking spaces are a premium on the road and the off road carparks.

The mandatory parking restrictions for sign-posted bus stops (20m on the approach and 10m on the departure) are not being observed at this location forcing buses to pick up and drop off passengers away from the kerb. This is not a safe practice plus an inconvenience for the passengers as they are being required to access the bus on the carriageway when they should be using the footpath. This bus stop is used by Busways and Eggins Comfort Coaches for regular route services between the hours of 8.00am to 8.00pm.

Chris Dimarco and Richard Wheatley met with Malcolm Britt of Busways on 6 September 2017 to review the situation and discuss options to improve access for the buses. It was agreed that a Bus Zone should be installed from the driveway (Kembali Cafe carpark) and this zone be 20m in length to the east. This Bus Zone would cover the existing bus shelter and the "U" Bus Stop post be moved to the western end of this new zone. This new Bus Zone would be timed 8.00am to 8.00pm every day to cover the period of when buses are using this bus stop.

While onsite this proposal was discussed with the manager of the Kembali Cafe and they had no objections to the Bus Zone. A No Stopping zone will be installed across the driveway to the cafe carpark between the existing Loading Zone and the new Bus Zone to complete the parking restrictions in this section of road.

CONSULTATION

Transport section undertook onsite discussions with Busways, Eggins Comfort Coaches and Kembali Cafe management on this proposed new Bus Zone. A letter will be distributed to all the businesses in the vicinity of this Blueys Beach bus stop to inform them of the proposed Bus Zone.

RECOMMENDATION

It is recommended that:

1. a *Bus Zone*, 8.00am to 8.00pm, be installed on the southern side of Boomerang Drive, Blueys Beach commencing on the eastern side of the driveway to Kembali Cafe carpark and be 20m in length to the east, and
2. a *No Stopping* zone be installed across the driveway between this new Bus Zone and the existing Loading Zone to the west located in front of the cafe.

DISCUSSION IN BRIEF

Nil.

COMMITTEE RECOMMENDATION

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

ANNEXURES

A: Proposed location of *Bus Zone* and *No Stopping Zone*



Proposed Bus Zone and No Stopping Zone



"U" Bus Stop Post

New Location for "U" Post

2. LTC - INTERSECTION SAFETY AT FARQUHAR & BENT STREETS, WINGHAM

Report Author Richard Wheatley, Senior Transport Engineer

File No. / ECM Index RD1255/02

Local Traffic Committee Meeting: 4 October 2017

SUMMARY OF REPORT:

Investigations have been undertaken following a request from Mr Stephen Bromhead MP to review the safety of the intersection of Bent Street and Farquhar Street, Wingham and the possibility of a roundabout at this intersection.

SUMMARY OF RECOMMENDATION:

It is recommended that this report on the intersection of Farquhar Street and Bent Street, Wingham be noted.

FINANCIAL/RESOURCE IMPLICATIONS:

Nil.

LEGAL IMPLICATIONS:

Nil.

LIST OF ANNEXURES:

- A. Site Map showing Bent Street and Farquhar Street intersection
 - B. Bent Street and Farquhar Street Intersection Improvement Options
-

BACKGROUND

Investigations have been undertaken following a request from Mr Stephen Bromhead MP to review the safety of the intersection of Bent Street and Farquhar Street, Wingham and the possibility of a roundabout at this intersection. Mr Bromhead had received concerns about the safety of this intersection from a number of constituents.

DISCUSSION

This intersection has an unusual geometry with the southern leg of Bent street approaching the intersection at a 45° angle (other three approaches are at 90°) with both roads having wide carriageways (approx 20m). Additionally, the northern leg of Bent Street has central parking that blocks the view of vehicles on that leg of the intersection to those travelling on the western and southern approaches.

At this time an intersection upgrade based on crash history (i.e. BlackSpot Program) is not warranted as there has been only one crash in 5 years to September 2016 (7/2/15 – right angle crash). This has always been the case with this intersection having none or only the occasional accident as the majority of motorists approach the intersection with caution due to the unusual layout and the central parking. This can be a paradox with intersections as those that appear

dangerous have minimal crashes as drivers are careful but locations with excellent sight distance that appear to be safe can be a magnet for crashes.

Over ten years ago designs were done for an intersection upgrade by GTCC that included (plans in Annexure B):

- Option 1: Elongated shaped roundabout.
- Option 2: Farquhar Street approaches are angled 90° to Bent Street to make two separate “T” intersections with no right turn into Church Crescent.
- Option 3: Farquhar Street eastern approach be a roundabout and the western approach angled 90° to Bents Street to make a separate “T” intersection.
- Option 4: Farquhar Street approaches are angled 90° to Bent Street to make two separate “T” intersections with a small right turn bay into Church Crescent.

This intersection would have a low ranking for any upgrade due to the low (or nil) reported crash history and the high cost of any improvement due to the unusual geometry. Council will continue to monitor the intersection and determine if there are any opportunities for funding.

RECOMMENDATION

It is recommended that this report on the intersection of Farquhar Street and Bent Street, Wingham be noted.

DISCUSSION IN BRIEF

There was discussion on the operation of the intersection and the unusual layout on the edge of Wingham retail precinct. It was accepted this was a busy intersection that does not have an accident problem.

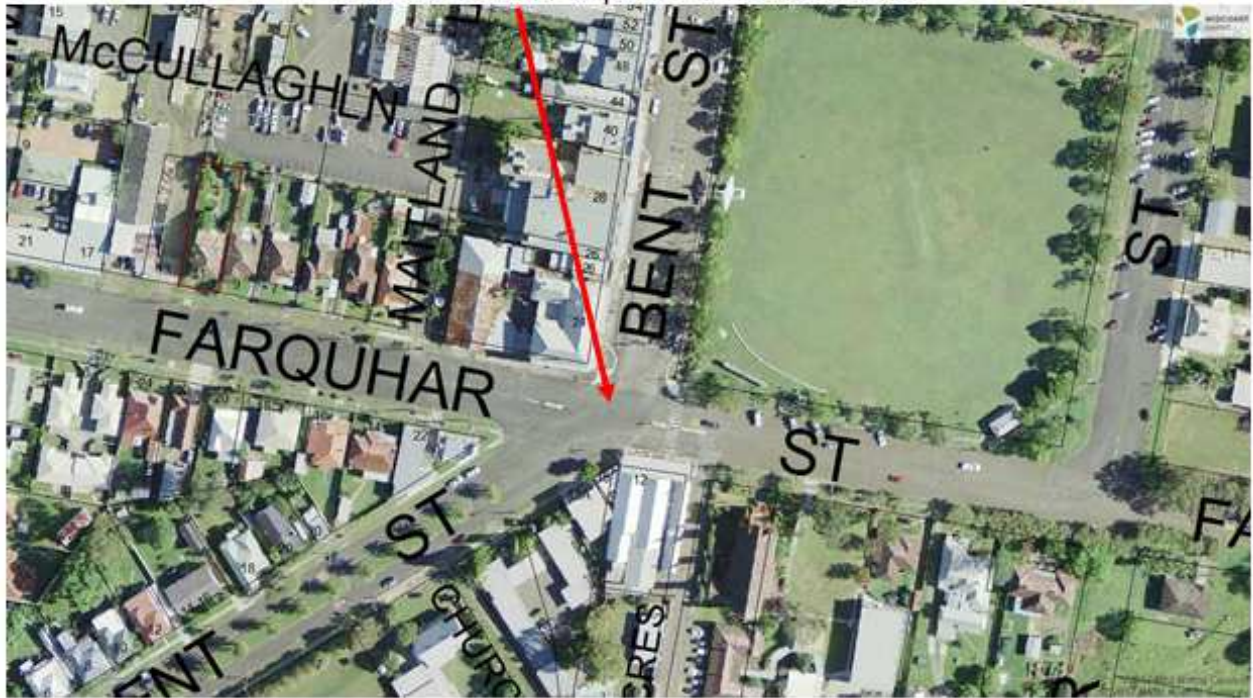
COMMITTEE RECOMMENDATION

It is recommended that this report on the intersection of Farquhar Street and Bent Street, Wingham be noted, particularly the significant traffic flow and very low crash history.

ANNEXURES

A: Site Map showing Bent Street and Farquhar Street intersection

Bent Street and Farquhar Street intersection

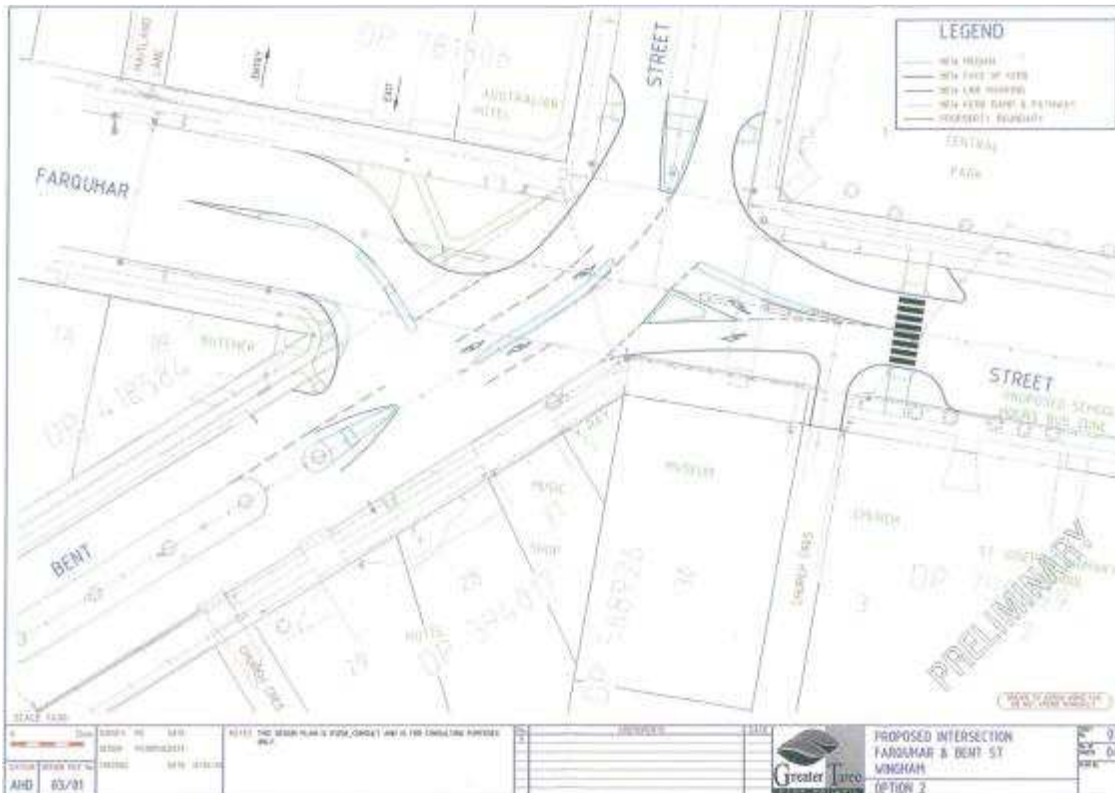


B. Bent Street and Farquhar Street Intersection Improvement Options

OPTION 1



OPTION 2



OPTION 3



OPTION 4



3. LTC - ACCESS TO AMBULANCE STATION - 13 MEADE STREET BULAHDELAH

Report Author Kumar Kuruppu, Project Manager

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

Local Traffic Committee Meeting: 4 October 2017

SUMMARY OF REPORT:

Investigation has been carried out into concerns raised about parked vehicles blocking the access to Ambulance Station at 13 Meade St, Bulahdelah.

SUMMARY OF RECOMMENDATION:

It is recommended that a No Stopping zone be created across eastern access to 13 Meade Street Bulahdelah by installing two R5-400 "No Stopping" signs as shown in Annexure A.

FINANCIAL/RESOURCE IMPLICATIONS:

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

LEGAL IMPLICATIONS:

Nil.

LIST OF ANNEXURES:

A: Proposed location of *No Stopping* Zone

BACKGROUND

Council received a request from the staff of Bulahdelah Ambulance Station to install "No Stopping" Zone across at the entrance driveway. The Station has two access driveways for vehicles to enter and exit the property. On street parking in front of the Ambulance Station is signposted as 45 degree rear to kerb for vehicles under 6m. The property is located opposite the Bulahdelah Central School. As such, the parking area in the vicinity is utilised by higher volumes of vehicles during school hours.

At present Meade Street at the access driveway located along the western boundary of the Station is signposted as a "No Stopping" zone to prevent parked vehicles blocking the access point. The station staff requests Council to install a similar "No Stopping" zone on Meade Street at the eastern access driveway as the parked cars often overhang the entry driveway.



Image: Bulahdelah Ambulance Station

DISCUSSION

In practice, within typical urban residential areas vehicles are permitted to park close to access driveway locations and Council does not install parking restrictions to prevent vehicles parking close to the driveway edge.

However, given the vehicles need to access the ambulance station for emergency situations, combined with high on street parking demand during peak school period, it is recommended that No Stopping restrictions are placed on Meade Street across the eastern driveway access to Bulahdelah Ambulance station at 13 Meade St, Bulahdelah.

RECOMMENDATION

It is recommended that a No Stopping zone be created across eastern access to 13 Meade Street Bulahdelah by installing two R5-400 “No Stopping” signs as shown in Annexure A.

DISCUSSION IN BRIEF

Nil.

COMMITTEE RECOMMENDATION

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

ANNEXURES:

A: Proposed location of No Stopping Zone



4. LTC - DRIVEWAY OBSTRUCTION AT PULTENEY STREET, TAREE

Report Author Chris Dimarco, Road Safety Officer

File No. / ECM Index RD3860/02

Local Traffic Committee Meeting: 4 October 2017

SUMMARY OF REPORT

Investigations have been undertaken following complaints received that vehicles are parking across the driveway on the Southern side of Pulteney Street. The driveway is located between MidCoast Council and the old Fotheringhams Hotel building.

SUMMARY OF RECOMMENDATION

It is recommended to install a No Stopping zone across the driveway on the Southern side of Pulteney Street, between MidCoast Council and the old Fotheringhams Hotel building.

FINANCIAL/RESOURCE IMPLICATIONS

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

LEGAL IMPLICATIONS

Nil.

LIST OF ANNEXURES:

A: Proposed location of *No Stopping Zone* at Pulteney Street, Taree

BACKGROUND

Council has received complaints that drivers are parking vehicles across the driveway on the Southern side of Pulteney Street, between MidCoast Council and the old Fotheringhams Hotel building.

DISCUSSION

The driveway between MidCoast Council and old Fotheringhams Hotel building is used by staff and delivery vehicles to access the businesses in the nearby buildings. The driveway is one way only and access is via Pulteney Street and enters Victoria Street. Drivers are parking across the driveway affecting vehicles entering the driveway.

Upon Pulteney Street, the Western side of the driveway (Victoria Street end) is a 2 hour parking area, and the Eastern side (River end) is a disabled parking space.

RECOMMENDATION

It is recommended to install a No Stopping zone across the driveway on the Southern side of Pulteney Street, between MidCoast Council and the old Fotheringhams Hotel building.

DISCUSSION IN BRIEF

Nil.

COMMITTEE RECOMMENDATION

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

ANNEXURES

A: Proposed location of *No Stopping Zone* at Pulteney Street, Taree



5. LTC - PROPOSED 2 HOUR PARKING ZONE AT FLORENCE STREET, TAREE

Report Author Chris Dimarco, Road Safety Officer

File No. / ECM Index RD 2085/02

Local Traffic Committee Meeting: 4 October 2017

SUMMARY OF REPORT

Investigations have been undertaken following a request to alter the unrestricted parking zone outside Early Connections, 33 Florence Street, Taree, to a 2 hour parking zone to assist children attending appointments.

SUMMARY OF RECOMMENDATION

It is recommended to install a 2 hour parking area, 8.30am to 6.00pm, Monday to Friday, outside number 33 Florence Street, between two driveways.

FINANCIAL/RESOURCE IMPLICATIONS

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

LEGAL IMPLICATIONS

Nil.

LIST OF ANNEXURES:

A: Proposed location of 2 Hour Parking Zone at Florence Street, Taree

BACKGROUND

Council has received a request from the manager of Early Connections, 33 Florence Street, Taree, to alter the unrestricted parking zone outside their premises to a 2 hour parking zone to assist parents and carers attending the service with children diagnosed with disabilities and development issues.

DISCUSSION

The request to alter the parking has been made by Early Connections as many of patients have a diagnosed disability or significantly delayed development. Patients and families are required to park long distances from the service, adding further distress. The service is a not for profit community base organisation and patients attend from the Manning, Gloucester and Great Lakes region. Appointments at the service generally are for well over an hour, and additional time is required for patients and families to return to their vehicles. The manager has requested 2 hour parking to cater for the patient's appointments. The service occupies a modified residential house.

The Northern side of Florence Street is generally a residential area with a mix of single dwellings and multi-level unit blocks. The Southern side of Florence Street is bounded by Taree Park. Taree High School is located on the next block. Many students park in the surrounding streets, including Florence Street, whilst attending Taree High School. The timed zones will allow occupants of the nearby units to park vehicles overnight in Florence Street outside number 33, in

the event off street parking is not available. The vicinity is generally a residential area and no parking restrictions apply on Florence Street in this area.

Council met with the manager and staff of Early Connections on site and discussed available options. On-site parking at the rear of the premises is not suitable due to the size of the carpark and the need for staff to have service vehicles readily available to attend appointments off site. The proposed new zone is directly in front of the service, and will not impact neighbouring properties directly.

RECOMMENDATION

It is recommended to install a 2 hour parking area, 8.30am to 6.00pm, Monday to Friday, outside number 33 Florence Street, between two driveways.

DISCUSSION IN BRIEF

Nil.

COMMITTEE RECOMMENDATION

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

ANNEXURES

A: Proposed location of 2 Hour Parking Zone at Florence Street, Taree



Proposed 2 hour parking zone.
8.30am-6:00pm. Mon-Fri

6. LTC - PROPOSED DISABLED PARKING AT VICTORIA STREET, TAREE

Report Author Chris Dimarco, Road Safety Officer

File No. / ECM Index RD4450/02

Local Traffic Committee Meeting: 4 October 2017

SUMMARY OF REPORT

Investigations have been undertaken following a request to install a Disabled Parking zone space outside the Manning Great Lakes Skin Cancer Clinic, 71 Victoria Street, Taree, to assist elderly and disabled patients attending the clinic.

SUMMARY OF RECOMMENDATION

It is recommended to install one (1) Disabled Parking zone space outside the Manning Great Lakes Skin Cancer clinic located at 71 Victoria Street, Taree.

FINANCIAL/RESOURCE IMPLICATIONS

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

LEGAL IMPLICATIONS

Nil.

LIST OF ANNEXURES:

A: Proposed location of Car Park Space (Disabled) at Victoria Street, Taree

BACKGROUND

Council received a request from the manager of the Manning Great Lakes Skin Cancer Clinic to install a Disabled Parking zone space upon Victoria Street, Taree outside number 71 (the Skin Cancer Clinic) to assist disabled patients

DISCUSSION

On the western side of Victoria Street, between Macquarie Street and Florence Street, in the vicinity of the Skin Cancer Clinic, the parking restriction is 2 hour parking 8.30am to 6.00pm Monday to Friday and 8.30am to 12.30pm Saturday.

There are no disabled parking spaces in this vicinity. The parking for patients of the Skin Cancer clinic is on Victoria Street or at the rear of the building via Victoria Lane. Patients parking off street are required to walk upon a path to the front of the building to gain access. The path is adjacent to Victoria Lane.

Internal access is not possible due to the lack of direct and safe accessibility. The internal hallway of the complex is shared with another office space, which is currently vacant.

Many patients that attend the Skin Cancer Clinic are elderly and have physical disabilities. The Skin Cancer clinic is open for consultations between 8am and 5pm Monday to Thursday. The disabled parking zone will also be utilised by customers attending the nearby businesses.

CONSULTATION

Consultations were undertaken with the manager of the neighbouring East Court Chinese restaurant and the owner of Dunlop Tyres. Both parties supported the installation of a disabled parking space.

RECOMMENDATION

It is recommended to install one (1) Disabled Parking zone space outside the Manning Great Lakes Skin Cancer clinic located at 71 Victoria Street, Taree.

DISCUSSION IN BRIEF

Nil.

COMMITTEE RECOMMENDATION

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

ANNEXURES

A: Proposed location of Car Park Space (Disabled) at Victoria Street, Taree

Image 1 - Proposed car park space (Disabled Parking) - Victoria Street, Taree



Image 2 - Aerial View of proposed car park space (Disabled Parking) - Victoria Street, Taree



LATE ITEMS:

7. LTC - LATE REPORT - DA 202/2016 - 203 CHARLOTTE BAY STREET CHARLOTTE BAY

Report Author Kumar Kuruppu - Project Manager

ECM Index Land Use Planning - DA General, Application - DA 202/2016

Local Traffic Committee Meeting: 4 October 2017

SUMMARY OF REPORT

Investigations have been carried out into Development Application No. 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.

This late item has been listed on the agenda as an informal item to seek additional advice from the Traffic Advisory Committee.

SUMMARY OF RECOMMENDATION

It is recommended that the Committee raise no objection to the signs and line marking scheme shown on Annexure A.

FINANCIAL/RESOURCE IMPLICATIONS

Nil.

LEGAL IMPLICATIONS

Nil.

REPORT

Council 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.

The proposed development site is located to the northern end of the Charlotte Bay village and is occupied by a service station, convenience store/take-away food shop, a two bay mechanical workshop and a first floor two bedroom dwelling.



Image 1 - Location of Proposed Development Site

The development application has been approved by the Council subject to a number of conditions.

- Condition No. 27 states:

"Works within the road reserve

Prior to the issue of a construction certificate, the applicant shall obtain the services of a suitably qualified and experience traffic engineer to further investigate and determine the following:-

- a) *A vehicle traffic priority system and geometric layout for the Link Road to Charlotte Bay Street intersection. Included in the submission must be a sign/line marking design for this priority change;*
- b) *Signage and line marking so that traffic (not including "local traffic") exiting from the unnamed road 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 must include*
 - i) *No parking areas to ensure the turning area is not impeded;*
 - ii) *The bus stop;*
- c) *Geometric layout for the design of the required raised thresholds, kerb and gutter of the unnamed road and Charlotte Bay Street intersection;*

The traffic engineer must also consult with local residents and businesses about the proposal.

Details must be submitted to Council for the approval by Council's Traffic Committee.

Reason: To ensure works within Council's road reserve are constructed to a suitable standard for public safety."

- Condition No. 28 related to work within the road reserve states:

"Works within the road reserve

Prior to the issue of a construction certificate, an application for a Public Engineering Works Permit (PEWP) must be submitted to and approved by Council for the road reserve works listed in the table below. Each work must be carried out in accordance with the standard specified in the column opposite the work. All works must include the adjustment and/or relocation of services as necessary to the requirements of the appropriate service authorities.

Work	Standard to be provided
Grading, trimming, topsoiling and turfing of the unpaved footpath area	The surface levels are to be finished flush with adjacent road or kerb levels. Adjust service utilities to suit the new levels
Cycleway to extend along Charlotte Bay Street from the existing concrete footpath adjacent to 208 Charlotte Bay Street to the development site.	1.2m wide at a cross-fall of 1 % or 1:100 (maximum 2.5% or 1 in 40) in accordance with Council Standard Drawing No. 28.
Kerb and gutter, road pavement and associated drainage construction, footpath formation across the full frontage of the site.	<u>Charlotte Bay Street</u> Provision of concrete kerb and gutter and extension of the existing bitumen seal to the new kerb and gutter for the full site frontage to Council's Adopted Engineering Standard. Works to include <ul style="list-style-type: none"> • Upright kerb and gutter on the western side • Rolled kerb and gutter on the eastern side. • A dish gutter crossing (or similar) across Charlotte Bay Street north of the unnamed road. • Raised threshold adjacent to the fuel dispensers in the road carriageway of Charlotte Bay Street. • Road line marking, sign posting including 'local traffic only' sign G9-40-1 facing northbound traffic on Charlotte Bay Street etc. • Colored AC resheet (or similar) in Charlotte Bay Street for the area required for vehicles to undertake a three point turn after exiting the fuel dispensary.
	Regrade & reconstruct the footpath reserve with minimum 200 mm thick reinforced concrete for the areas where the fuel truck will access. <u>Unnamed road</u> Provision of 5.5m wide road that has concrete kerb and gutter on both sides and a minimum thick 40mm AC bitumen sealed pavement to Council's Adopted Engineering Standard. Works to extend from Charlotte Bay Street to Wallis Creek as approved under the Design Changes – Plan amendments condition. Raised threshold in the road carriageway of the unnamed road.

No parking signs and road line marking	The erection of no parking signs and road line marking in Charlotte Bay Street and the unnamed road with details submitted to and approved by Council's Traffic Committee.
Give way signs	The construction of any required road works, erection of give way signs and the associated road line marking at the intersection of Charlotte Bay Street, the link road and The Lakes Way with details submitted to and approved by Council's Traffic Committee.
Vegetated swale to be constructed to drain the stormwater from the unnamed road	A minimum 25m ² swale area planted with a minimum of 6 <i>Lomandra hystrix</i> per square metre to drain the stormwater from the unnamed road. The swale is to be 2.5m wide at the base, 0.3m deep, 10m long and a 1% grade. The swale is to discharge by rock lined vee drain/s and suitable gravel trench/s (or similar to ensure a sheet flow and erosion control prior to entering into Wallis Creek).

Reason: To ensure works within Council's road reserve are constructed to a suitable standard for public safety."

The developer has prepared the drawings to satisfy above conditions and submitted for Council's approval. The condition 27 and the highlighted sections on the condition 28 above are required to be approved by the local traffic Committee prior to issue of construction certificate.

The proposed vehicle traffic priority system and geometric layout for the Link Road to Charlotte Bay Street intersection including new signs and linemarking scheme is shown on Appendix A.

There is an existing access point, to the Lakes Way on Charlotte Bay Street approximately 75m north of the development. This access is signposted 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.



Image 2 - Northern access to the Lakes Way for busses only.

RECOMMENDATION

It is recommended that the Committee raise no objection to the signs and line marking scheme shown on Annexure A.

DISCUSSION IN BRIEF

A1 size copies of the drawings shown on Annexure A were tabled at the meeting. Committee members reviewed the drawings and agreed that they have no objections to the recommendation subject to all line marking and signage are designed to comply with relevant Australian Standards.

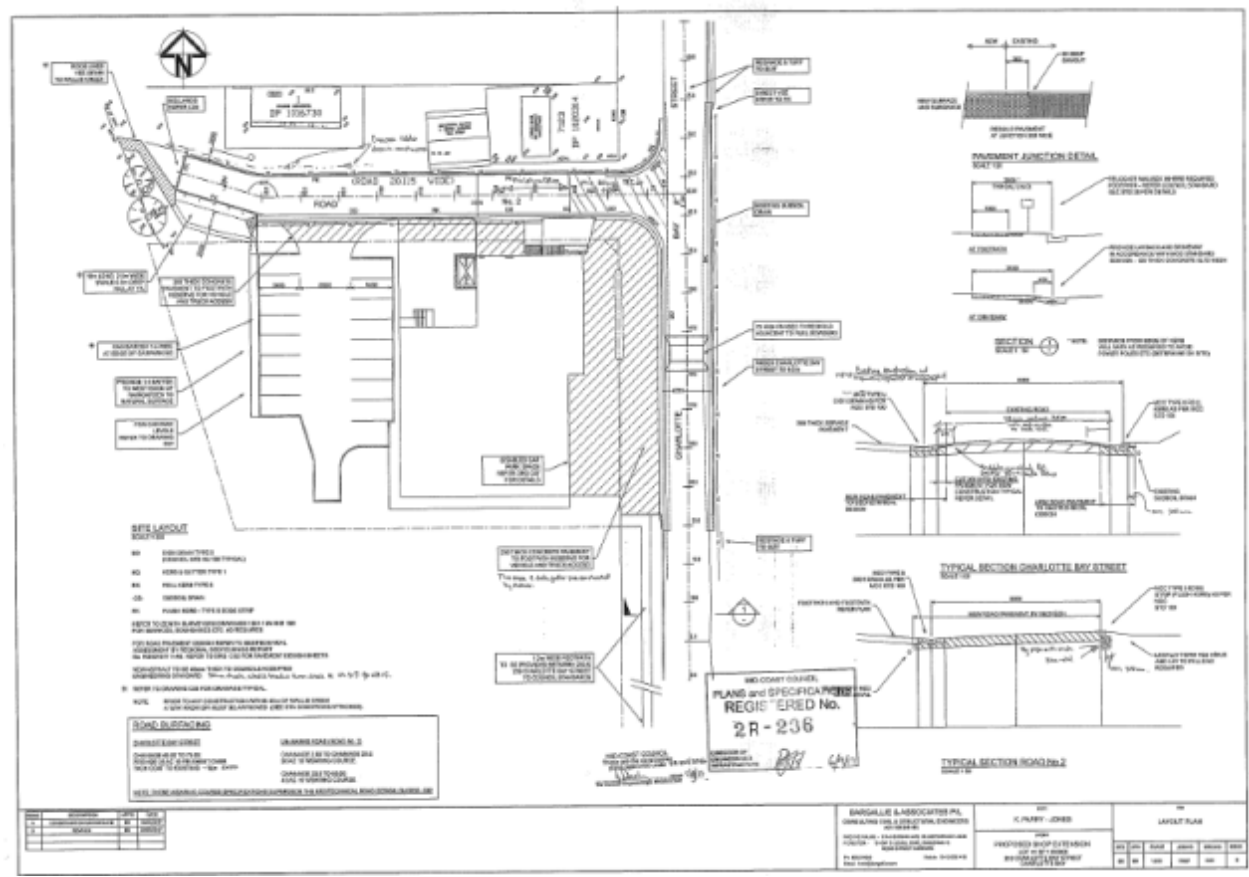
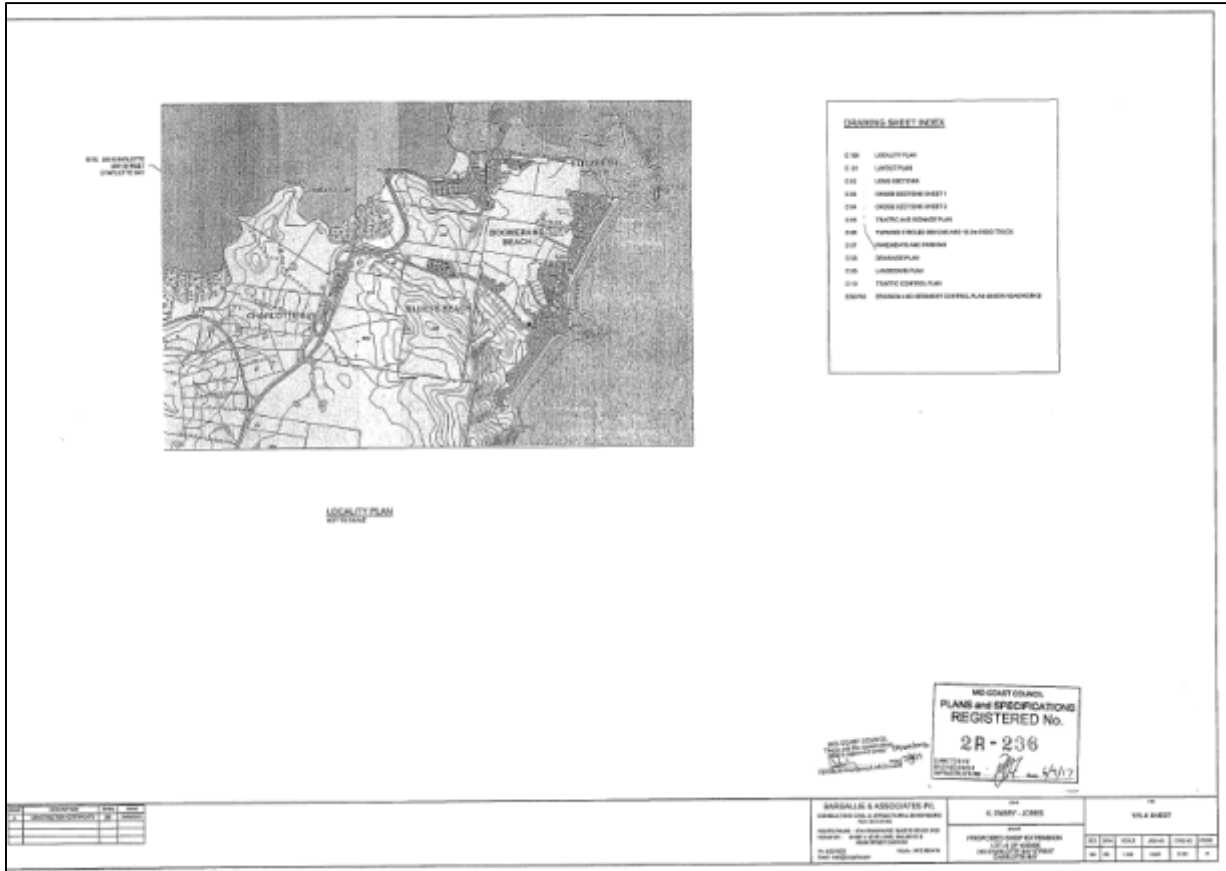
COMMITTEE RECOMMENDATION

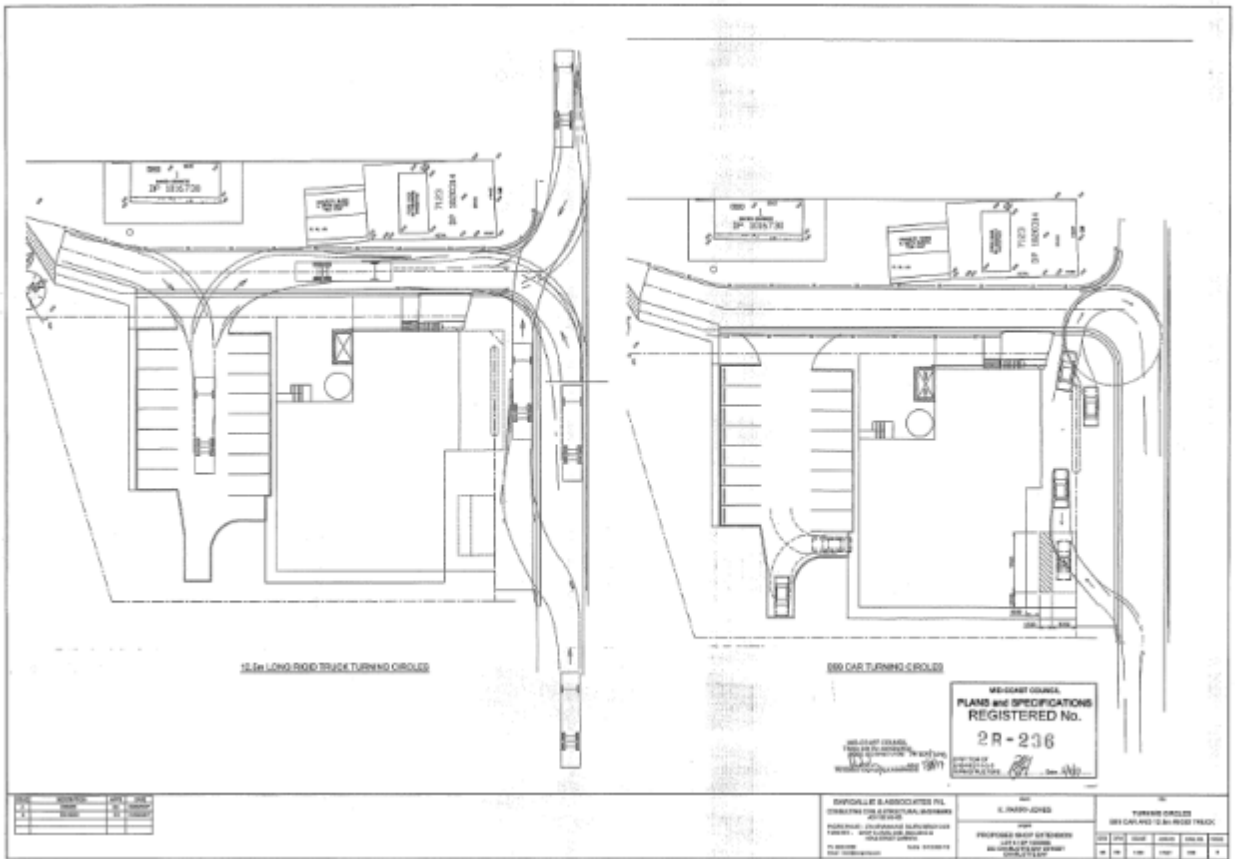
The Local Traffic Committee recommend that:

1. Council adopt the above recommendation.
2. Proposed signs and line marking scheme be comply with the requirements of relevant Australian Standards.

ANNEXURES:

A. Plans showing proposed vehicle traffic priority system and geometric layout including signs and line-marking scheme.





INFORMATION ITEMS

8. LTC – INFORMATION ITEMS DISCUSSED AT MEETING

Report Author Richard Wheatley, Senior Transport Engineer

File No. S638/05

Local Traffic Committee Meeting: 4 October 2017

8.1 Kingfisher Avenue, Hawks Nest - Installation of Koala warning pavement markings

Chris Dimarco informed the meeting that The Myall Koala and Environment Group Inc. have been partnering with both the former Great Lakes Council and now MidCoast Council to raise awareness of Koalas in the area reducing the incidents of Koalas death and injuries upon Kingfisher Avenue, Hawks Nest as the location is a corridor for Koalas moving through the Hawks Nest and Tea Gardens region.

An electronic speed advisory sign promoting Koalas in the area was installed facing northbound traffic leaving the bridge late 2015. Investigations are continuing into improving driver awareness of Koalas crossing Kingfisher Avenue. The Myall Koala and Environment Group have requested additional signage, pavement markings and traffic calming infrastructure to reduce incidents of Koala strikes. The president of the Koala Group, Mr Ian Morphett was advised that the best short term option for this type of road is pavement markings.

The Local Traffic Committee discussed the proposal of installing pavement markings within the Australian Standards. The Manager, Network & Safety Services, Roads and Maritime Services made the following written response;

In consideration of Australian Standards and RMS Delegations to Council for the Regulation of Traffic, it is considered that the installation of a warning message on the pavement at this location falls outside the requirement for approval via traffic committee.

RMS objects to the use of green pavement markings or painted areas for any location that is not intended for use by bicycles as it has the potential to create confusion and reduce the effectiveness of actual marked cycle markings. In addition to this, RMS also raises concerns over the use of “crossing” in the message due to the likely confusion with regards to the legal requirements on drivers at this point.

The Traffic Committee supported the installation of white pavement markings as per Australian Standards upon Kingfisher Avenue, Hawks Nest, between the 'Singing Bridge' and Ibis Avenue. The pavement markings will consist of a combination of words & symbolic koala walking images stating-CAUTION-KOALAS-IMAGE. The pavement markings will be installed in the east bound lane leaving the bridge and west bound lane, west of Ibis Avenue. A repeat Koala walking symbol will occur between the bridge and Ibis Avenue in each lane targeting vehicles travelling in both directions.

A design plan of the proposed pavement markings will be distributed to all members of the committee for comment prior to installation.

8.2 Manning Point Road, Old Bar – Speed Limit

Kath Dunkley-Jones raised the 70km/h speed limit along Manning Point Road from Old Bar Road to beyond Bohnock Bridge and if the speed limit would be lifted now the roadworks have been completed. Richard Wheatley reported to the meeting that Manning Point Road speed limits were being reviewed by the RMS and it was hoped they would be able to report there decision in the near future.

It was suggested to Kath Dunkley-Jones to raise this matter directly with the RMS.

8.3 Pacific Highway – Vehicles travelling wrong way

Kath Dunkley-Jones raised concerns of vehicles travelling in the wrong direction on the Pacific Highway, especially after the recent fatal crash involving a vehicle travelling north on the southbound carriageway. The major area of concern of vehicles turning onto the highway in the wrong direction was between the Taree interchange and south of the The Lakes Way interchange. She requested the RMS should undertake a review of the signposting and safety at the intersections and driveways along this section of highway.

It was suggested to Kath Dunkley-Jones to raise this matter directly with the RMS.

8.4 Myall Way, Tea Gardens – Speed Limit

John Simmons raised a concern of the 60km/h speed limit on Myall Way prior to the Pacific Highway being too close to the highway intersection. He wanted to have the 60km/h zone moved eastward to provide more distance of the lower speed limit before vehicles are reaching the roundabout and highway.

It was suggested to John Simmons to raise this matter directly with the RMS.

NEXT MEETING

The next meeting is Wednesday 22 November 2017 at 10.00 am in Council's Forster Office.

MEETING CLOSURE

The meeting closed at 11.40am.

CHAIRPERSON

Richard Wheatley
Senior Transport Engineer
MidCoast Council