

EXTRACT FROM MINUTES OF ORDINARY MEETING – 22 MARCH 2017
STAFF REPORTS

**8 MINUTES OF LOCAL TRAFFIC COMMITTEE MEETING HELD
1 FEBRUARY 2017**

Report Author Richard Wheatley – Traffic Engineer
File No. / ECM Index Traffic Committee Agendas
Date of Meeting 22 March 2017

SUMMARY OF REPORT

This report presents the Minutes of the Local Traffic Committee meeting held on 1 February 2017 for adoption.

SUMMARY OF RECOMMENDATION

It is recommended that the Minutes of the Local Traffic Committee meeting held on 1 February 2017 be noted and that Council endorse the recommendations made at the meeting.

FINANCIAL/RESOURCE IMPLICATIONS

For the items 1, 2, 3, 4, 5, 6, 7, 8, 9, 11 and 13 Council will be responsible for the costs associated with the installation of signage and pavement markings.

LEGAL IMPLICATIONS

Nil

BACKGROUND

The Local Traffic Committee meeting was held on Wednesday 1 February 2017 at MidCoast Council's Taree 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 1, 2, 3, 4, 5, 6, 7, 8, 9, 11 and 13 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 1 February 2017 be noted and that Council endorse the recommendations made at the meeting.

ATTACHMENTS

A: Minutes of the Local Traffic Committee meeting held on 1 February 2017

Due to its large size, Attachment A has been circulated in hard copy to the Administrator and Senior Staff only as a paper conservation measure. However, this Attachment is publicly available on Council's Website, copies are available at Council offices and copies are available on request.

8 MINUTES OF LOCAL TRAFFIC COMMITTEE MEETING HELD 1 FEBRUARY 2017 Richard Wheatley – Traffic Engineer

46/17 RESOLVED (Turner) (as per recommendation)

That the Minutes of the Local Traffic Committee meeting held on 1 February 2017 be noted and that Council endorse the recommendations made at the meeting.



MINUTES OF THE LOCAL TRAFFIC COMMITTEE MEETING

**HELD IN THE MANNING ROOM
OF MIDCOAST COUNCIL'S
TAREE OFFICE AT PULTENEY STREET, TAREE**

ON WEDNESDAY 1 FEBRUARY 2017

Glenn Handford
INTERIM GENERAL MANAGER

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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), Jamie Smoother (RMS), Sergeant Michael Martin (Police), Gil Gendron (MCC), Kumar Kuruppu (MCC), Chris Dimarco (MCC) and Richard Wheatley (MCC – Chairperson).

APOLOGIES

Michael Johnsen - Member for Upper Hunter
John Simmons, Senior Constable, Traffic & Highway Patrol Command

DECLARATIONS OF PECUNIARY & NON-PECUNIARY CONFLICTS OF INTEREST

Bob Wilson informed the meeting that he would not be participating in the discussion or voting on Item 9: No Stopping near the Access to 14 Peel Street, Tuncurry for personal reasons.

ADOPTION OF MINUTES OF MEETING

RESOLUTION

That the Minutes of the Local Traffic Committee of 23 November 2016, 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

Item 9: Temporary Traffic Signals in Seal Rocks at Peak Holiday Times: The recommendation to have temporary traffic signals installed adjacent to Number One Beach during the Christmas and Australia Day holidays was not enacted following further discussions with Seal Rocks Protection Society.

CONSIDERATION OF OFFICERS' REPORTS:

1. LTC - No Stopping Zone on Caledonia Street, Harrington

Report Author Richard Wheatley, Traffic Engineer

File No. / ECM Index RD1476/02

Local Traffic Committee Meeting: 1 February 2017

SUMMARY OF REPORT

Investigations have been undertaken following a request to stop vehicles parking across a kerb ramp in Caledonia Street, Harrington at the shopping centre.

SUMMARY OF RECOMMENDATION

It is recommended that a No Stopping Zone be installed on the northern side of Caledonia Street, Harrington opposite Annie Street across the kerb ramp.

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 to have parking restrictions installed across the kerb ramp on Caledonia Street as vehicles are parking across the ramp and blocking the use of the ramp.

DISCUSSION

The kerb ramp on Caledonia Street, opposite Annie Street, is the access point for the pathway to the Harrington library and shopping centre. This crossing point is the safest place to cross the street as it is away from the roundabout at Harbour Boulevard and connects with the paved pathways on both sides of the road. This crossing point leads to the safest internal pathway in the shopping centre as there are no vehicular crossing points on this pathway beside the car park to the shops.

Some people park on the road at the kerb ramp to access the shopping centre or library to avoid the car park (as shown in Annexure A) and the applicant states at times some vehicles are parked over the kerb ramp blocking the use of the ramp.

The applicant notes she is vision impaired and she uses a guide dog to assist her in walking around the local area. She states the blocking of the ramp makes it difficult for the guide dog to perform at his best when routine routes and landmarks are changed or obscured. The blocking of the ramp would also affect those with mobility difficulty using wheelchairs or “gophers” and people with prams.

The installation of a No Stopping zone across this kerb ramp would indicate to motorists to keep this area clear of parked vehicles, so it is available for pedestrians to use this ramp.

RECOMMENDATION

It is recommended that a No Stopping Zone be installed on the northern side of Caledonia Street, Harrington opposite Annie Street across the kerb ramp.

DISCUSSION IN BRIEF

Nil.

COMMITTEE RECOMMENDATION

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

ANNEXURES

A: Caledonia Street at Harrington Shopping Centre

Kerb Ramp (Note: vehicle parked beside kerb ramp)



Proposed No Stopping Zone across Kerb Ramp



2. LTC - Disabled Parking Zone Space in Manning Street, Taree

Report Author Richard Wheatley, Traffic Engineer

File No. / ECM Index RD3135/02

Local Traffic Committee Meeting: 1 February 2017

SUMMARY OF REPORT

Investigations have been undertaken following a request to have a Disabled Parking Zone space in Manning Street, Taree on the western side at the Victoria Street intersection.

SUMMARY OF RECOMMENDATION

It is recommended that a Disabled Parking Zone space be installed on the western side of Manning Street, Taree at the southern end of the existing Taxi Zone at Victoria Street intersection with a pedestrian ramp installed in the kerb.

FINANCIAL/RESOURCE IMPLICATIONS

Council will be responsible for the costs associated with installing and maintaining signage plus the kerb ramp. 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 request from the Pharmacist at Saxbys Pharmacy to have a disabled parking space installed in the existing Taxi Zone on the western side of Manning Street, Taree at the Victoria Street intersection.

DISCUSSION

The Taxi Zone on the western side of Manning Street, Taree just north of Victoria Street intersection is 26m in length and observations of this zone has never seen the zone fully occupied by taxis. The installation of disabled parking space on the southern end of this Taxi Zone would provide those with an accessible parking sticker with access to this side of the road and the shops in this area of the Taree CBD.

Manning Street between Victoria Street and Albert Street has a number of existing disabled parking spaces and they are:

- East Side: 1 space at southern end of angle parking at Victoria Street.
- West Side: 2 spaces middle of the block outside the Commonwealth Bank and 2 spaces at the northern end of the angle parking at Albert Street.

This additional disabled parking in Manning Street will cater for the western corner of the Manning Street and Victoria Street intersection for those wanting access to shops at this end of Manning Street plus those in Victoria Street. This new disabled parking space does not result in the loss of any parking for the general public.

Discussions held with both of the Taree taxi operators about converting part of this Taxi Zone to Disabled Parking Space was positive as they confirmed that the zone was rarely fully occupied by taxis. They had no objections to this new Disabled Parking Zone especially with the new taxi drop off locations in Taree listed in this agenda for Manning Street and Victoria Street.

CONSULTATION

Consultations were undertaken with both Taree taxis operators and NSW Police on this proposed Disabled Parking Zone. There were no objections from any of the organisations that were consulted.

RECOMMENDATION

That a Disabled Parking Zone space be installed on the western side of Manning Street, Taree at the southern end of the existing Taxi Zone at Victoria Street intersection with a pedestrian ramp installed in the kerb.

DISCUSSION IN BRIEF

Nil.

COMMITTEE RECOMMENDATION

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

ANNEXURES

A: Manning Street, Taree at Victoria Street



(Note: Aerial photograph shows previous layout of rear to kerb parking; now the angle parking is front to kerb).

3. LTC - Taxi Drop-Off Zone in Manning Street, Taree

Report Author Richard Wheatley, Traffic Engineer

File No. / ECM Index RD3135/02

Local Traffic Committee Meeting: 1 February 2017

SUMMARY OF REPORT

Investigations have been undertaken following a request to have a taxi drop off zone in Manning Street between Albert Street and Wynter Street, Taree close to Taree Central shopping centre.

SUMMARY OF RECOMMENDATION

That “No Stopping, Taxis Excepted 1 Minute Limit” zone be installed on the western side of Manning Street, Taree between Albert Street and Wynter Street in the third angle parking space north of Taree Central’s driveway beside the existing Police vehicle space.

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 request from a taxi operator for a drop zone in Manning Street between Albert Street and Wynter Street, Taree close to Taree Central shopping centre as the existing Taxi Zone can be full with taxis waiting for customers.

DISCUSSION

The parking restrictions in Manning Street between the two shopping centres has Bus Zones, Taxis Zones, disabled parking space and Police vehicle space with the remainder of the kerbside parking space in this block used by timed parking for the general public. Those zones are usually fully occupied during the day with people accessing the two shopping centres.

Council’s Traffic Engineer met with the Taree Taxi representative to discuss their request for a drop location for taxis as this area is usually fully parked with vehicles. A taxi wanting to drop off a passenger in this area is usually not able to do so legally as the Taxi Zone would be occupied and all other possible locations are not available. The representative stated many of their passengers are elderly and/or have mobility limitations. Therefore these individuals need to be dropped off close to the shopping centre and the first legal space to do so could be a distance away from the centres. Therefore, there was a pressing requirement to have a space for taxis to drop off passengers close to the shopping centres.

The suggested location was for installing a “No Stopping, Taxis Excepted 1 Minute Limit” zone in the 60° front to kerb angle parking on the western side of the road north of Taree Central. Currently there is a disabled parking space in the first space north of the driveway to Taree Central then a “No Stopping, Police Vehicles Excepted” space.

The remainder of the angle parking towards Wynter Street being two hour parking, 8.30am to 6.00pm Monday to Friday, 8.30am to 12.30pm Saturday. The proposed “No Stopping, Taxis Excepted 1 Minute Limit” zone would be installed in the angle parking space beside the Police parking space, which would be the third angle parking space from Taree Central driveway.

This zone would allow taxis to drop off passengers but they would not be able to sit there and wait for a customer. This type of zone has been used very successfully in Albert Street, Taree outside the Post Office. The RMS’s Technical Direction (TDT2008/06) “Guidelines for the use of ‘No Stopping, Taxis Excepted 1 Minute Limit’ zones and signposting” provides information on the use of these zones. The technical direction allows the use of this zone State-wide and as long as the zone does not reduce safety.

CONSULTATION

Consultations were undertaken with both Taree taxi operators and NSW Police on this proposed new parking zone. There were no objections from any of these organisations that were consulted.

RECOMMENDATION

That “No Stopping, Taxis Excepted 1 Minute Limit” zone be installed on the western side of Manning Street, Taree between Albert Street and Wynter Street in the third angle parking space north of Taree Central’s driveway beside the existing Police vehicle space.

DISCUSSION IN BRIEF

Nil.

COMMITTEE RECOMMENDATION

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

ANNEXURES

A: Manning Street, Taree between the shopping centres



(Note: Aerial photograph shows previous layout of rear to kerb parking; now the angle parking is front to kerb).

4. LTC - Centre Line Marking on Oxley Island Road, Oxley Island

Report Author Richard Wheatley, Traffic Engineer

File No. / ECM Index RD3576/02

Local Traffic Committee Meeting: 1 February 2017

SUMMARY OF REPORT

Investigations have been undertaken following a request to review safety on Oxley Island Road at Manning Point Road, Oxley Island.

SUMMARY OF RECOMMENDATION

It is recommended that 20m of double unbroken centre lines be installed on Oxley Island Road, Oxley Island commencing from Manning Point Road intersection.

FINANCIAL/RESOURCE IMPLICATIONS

Council will be responsible for the costs associated with installing and maintaining pavement markings. 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 to improve safety at the intersection of Oxley Island Road and Manning Point Road due to vehicles leaving the roadway in Oxley Island Road.

DISCUSSION

Council's Traffic Engineer met with the local resident in December to discuss her safety concerns at the intersection. She lives at the dairy on the north western corner of the intersection and she has attended many single but minor crashes of vehicles leaving the road. She describes there are four types of crashes occurring at the intersection:

1. Vehicles leaving the road on the western corner into the deep drain as they turn left into Oxley Island Road. This is mainly due to a waiting right turning vehicle (usually trucks) out of Oxley Island Road having crossed the centreline of the carriageway and taking up space in the northbound lane. The left turning vehicle is forced to move off the sealed roadway as they enter Oxley Island Road as the northbound lane is partially blocked and due to there being minimal shoulder on the corner vehicles slide down into the drain.
 2. Motorists turning too fast into Oxley Island Road and leaving the carriageway. Those vehicles that leave on the eastern side are onto a shoulder that drops away to a drain that requires them to be pulled out off.
 3. Some vehicles at night time when travelling towards Manning Point Road miss the left turn 50m prior the intersection and travel straight ahead assuming the road travels straight.
 4. Motorists on Oxley Island Road travelling south miss the intersection and travel straight across Manning Point Road.
-

There have been three crashes listed the RMS data at this intersection over five years with two being single vehicles leaving the road on Manning Point Road as they travel around the 90° bend. The third being a right turn crash of a vehicle exiting Oxley Island turning right being hit by a vehicle on Manning Point Road travelling north. The local resident stated the crashes she has attended had been minor with vehicles leaving the roadway with no injuries. In most cases they have assisted in returning the vehicles to carriageway and these cars have driven off not requiring any further help.

These are the proposed improvements at this intersection to reduce the above reported crashes types:

- Additional Guide Posts installed (6m intervals) around both sides of Oxley Island Road at the intersection to clearly delineate the edge of carriageway. This should assist in reducing the crashes listed in the above types 1, 2 and 3.
- Install a Bidirectional Hazard Marker on Manning Point Road opposite Oxley Island Road to warn motorists of the intersection. Resolve crashes in type 4.
- Install 20m of Double Unbroken Centre Lines on Oxley Island Road on the approach to Manning Point Road. This will encourage right turning vehicles exiting Oxley Island Road to remain on their side of the road and assist in resolving crashes in type 1.

The local resident was happy with the proposed improvements at the intersection and she agreed these measures should make significant reduction in the crashes. The proposed improvements of guide posts and hazard marker have been forwarded to Council's Operations department for installation. The double unbroken lines are listed for approval at this meeting as they are a regulatory device.

RECOMMENDATION

It is recommended that 20m of double unbroken centre lines be installed on Oxley Island Road, Oxley Island commencing from Manning Point Road intersection.

DISCUSSION IN BRIEF

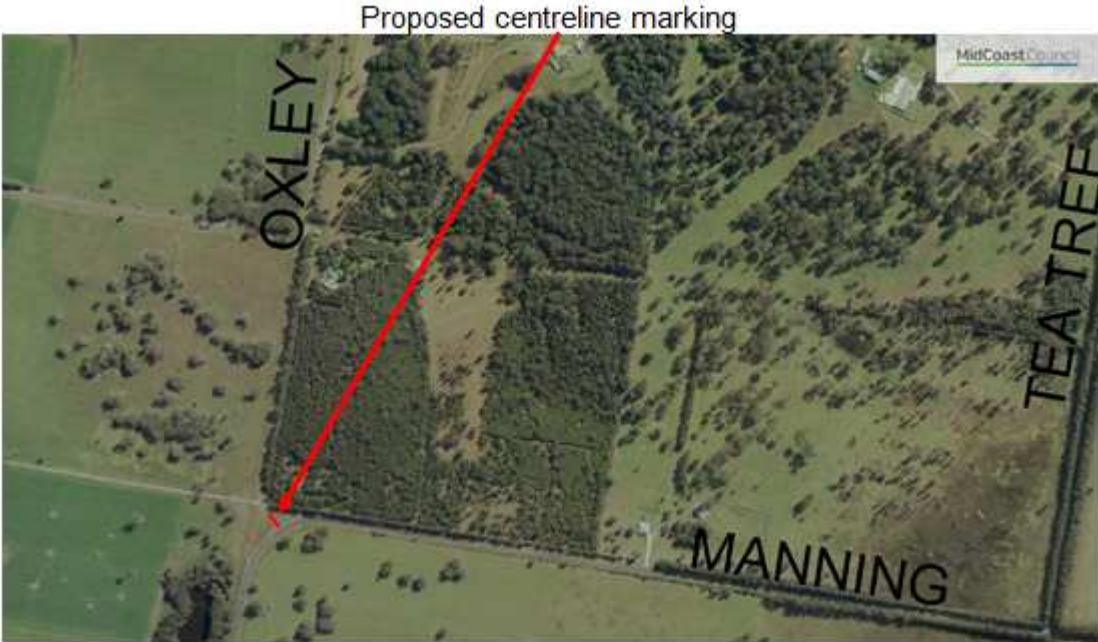
Nil.

COMMITTEE RECOMMENDATION

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

ANNEXURES

A: Oxley Island Road at Manning Point Road



5. LTC - Taxi Drop-Off Zone in Victoria Street, Taree

Report Author Richard Wheatley, Traffic Engineer

File No. / ECM Index RD4550/02

Local Traffic Committee Meeting: 1 February 2017

SUMMARY OF REPORT

Investigations have been undertaken following a request to have a taxi drop off zone in Victoria Street between Pulteney Street and Manning Street, Taree.

SUMMARY OF RECOMMENDATION

It is recommended that "No Stopping, Taxis Excepted 1 Minute Limit" zone be installed at the eastern end of the existing Bus Zone on the northern side of Victoria Street, Taree outside Centrepoint Arcade between Pulteney Street and Manning Street and this zone be one vehicle space in length (7m).

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 request from a taxi operator for a drop zone in Victoria Street between Pulteney Street and Manning Street in the long Bus Zone to allow quick dropping off passengers in this section of town.

DISCUSSION

The parking restrictions in Victoria Street outside Centrepoint Arcade on the north side of the road have a long section of Bus Zone during the day that appears to be under- utilised. The Bus Zone operates every day from 5.00am to 6.00pm then becomes a Taxi Zone for overnight (6.00pm to 5.00am). Taxis are not allowed to use Bus Zones for picking up or dropping off passengers. The remainder of the kerbside parking space in this block is used by timed parking for the general public and these are usually fully occupied during the day.

Council's Traffic Engineer met with the Taree Taxi representative to discuss this request and he was informed this section of Victoria Street is a popular location for passengers to be dropped off to access the local businesses. The representative stated the existing Taxi Zone in Manning Street at Victoria Street was too far for many of their passengers who are elderly and/or have mobility limitations. Therefore, there was a pressing requirement to have a space for taxis to drop off passengers in this high demand area.

The suggested location was at the front of the existing Bus Zone (eastern end) by reducing the Bus Zone by one car space (7m) and installing "No Stopping, Taxis Excepted 1 Minute Limit" zone.

This zone would allow taxis to drop off and pick up passengers but they would not be able to sit there and wait for a customer. This type of zone has been used very successfully in Albert Street, Taree outside the Post Office. The RMS's Technical Direction (TDT2008/06) "Guidelines for the use of 'No Stopping, Taxis Excepted 1 Minute Limit' zones and signposting" provides information on the use of these zones. The technical direction allows the use of this zone State-wide and as long as the zone does not reduce safety.

The Traffic Engineer held onsite consultation with Eggins Comfort Coaches on this proposal and they were supportive of the reduction in the Bus Zone for the proposed taxi drop off space. They acknowledged that the existing Bus Zone was rarely fully occupied by buses and moving of the head of the Bus Zone back aligned the zone closer to the existing footpath seats and timetable boards.

CONSULTATION

Consultations were undertaken with both Taree taxis operators, Eggins Comfort Coaches and NSW Police on this proposed new parking zone. There were no objections from any of these organisations that were consulted.

RECOMMENDATION

That "No Stopping, Taxis Excepted 1 Minute Limit" zone be installed at the eastern end of the existing Bus Zone on the northern side of Victoria Street, Taree outside Centrepoint Arcade between Pulteney Street and Manning Street and this zone be one vehicle space in length (7m).

DISCUSSION IN BRIEF

Nil.

COMMITTEE RECOMMENDATION

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

ANNEXURES

A: Victoria Street, Taree outside Centrepoint Arcade



6. LTC - Improvements to Line-marking at Boomerang Beach Road (South) Car park

Report Author Kumar Kuruppu (Forster office)

ECM Index Roads-Line-marking; Traffic Committee; Street-Boomerang Beach Rd

Traffic Advisory Committee Meeting: 1 February 2017

SUMMARY OF REPORT:

Investigations have been carried out into a request for improvement to line-marking on Boomerang Beach Road near the southern car park.

SUMMARY OF RECOMMENDATION:

It is recommended that:

- A. New double dividing barrier line (BB line) with pavement arrows be placed on the two way road section on Boomerang Beach Road, as shown in Annexure A.
- B. Relocate the existing 'One Way' sign opposite the carpark access 5 metres to east of current location for further clarification

FINANCIAL/RESOURCE IMPLICATIONS:

Council will be responsible for the costs associated with new line-marking and relocation of "One Way" sign.

LEGAL IMPLICATIONS:

Nil.

BACKGROUND:

A request was received from Council's Transport Asset section to investigate a traffic safety issue on Boomerang Beach Road near the southern car park. The 35 meter section of Boomerang Beach Road between Boomerang Drive (south) and the carpark is operating as two way road allowing vehicles leaving the carpark to turn left and access the Boomerang Drive. Remaining section of Boomerang Beach Road section up to northern carpark is signposted as one way, allowing vehicles to travel north only.



Image: shows the two way road section (looking west)

DISCUSSION

At present there are no clear delineations to indicate the road section between Boomerang Drive and southern car park operates as two way road. The concern was that some drivers entering into Boomerang Beach Road from Boomerang Drive assume this road section operates as one way thus creating an unsafe environment for vehicles turning left from car park. This situation can be managed by marking the road centreline from Boomerang Drive to carpark access, supplemented by pavement arrows indicating directions of traffic movements.

As such, it is recommended to provide new centreline pavement markings with dividing barrier line for the two way road section, supplemented by pavement arrows as shown on the concept plan in Annexure A. It is also recommended to relocate the existing 'One Way' sign opposite the carpark access 5 metres to east of current location for further clarity.

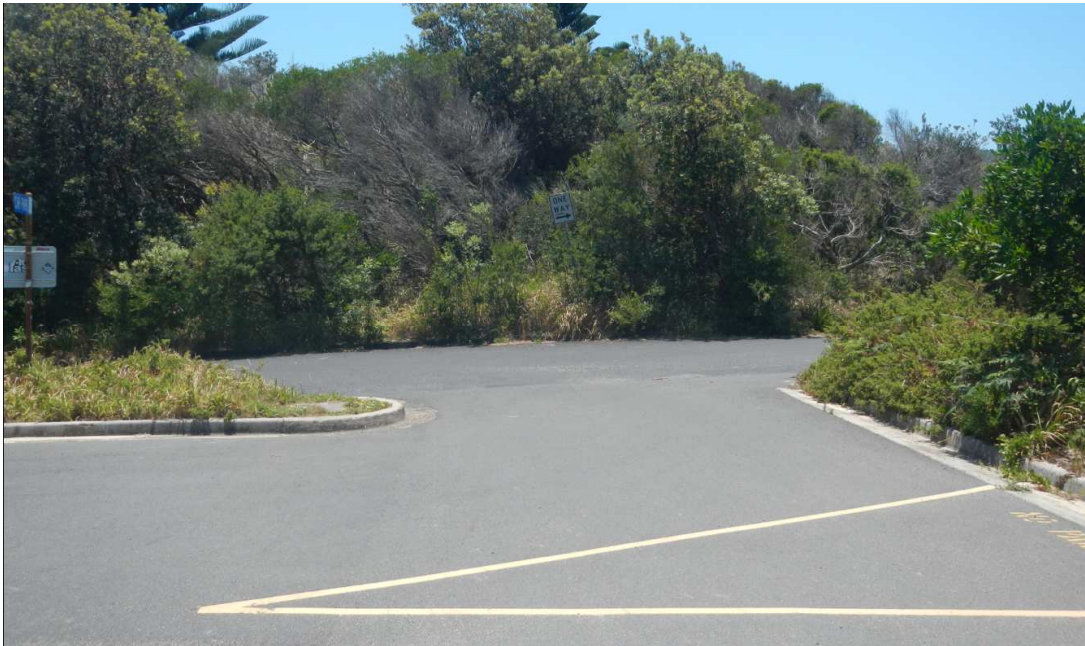


Image: shows the existing 'One Way' sign opposite the carpark access

Note: Recommendation A (below) has been considered via email, with agreement received from Traffic Advisory Committee representatives previously. This recommendation has been listed for formal adoption.

RECOMMENDATION:

It is recommended that:

- A. New double dividing barrier line (BB line) with pavement arrows be placed on the two way road section on Boomerang Beach Road, as shown in Annexure A.
- B. Relocate the existing 'One Way' sign opposite the carpark access 5 metres to east of current location for further clarification

DISCUSSION IN BRIEF

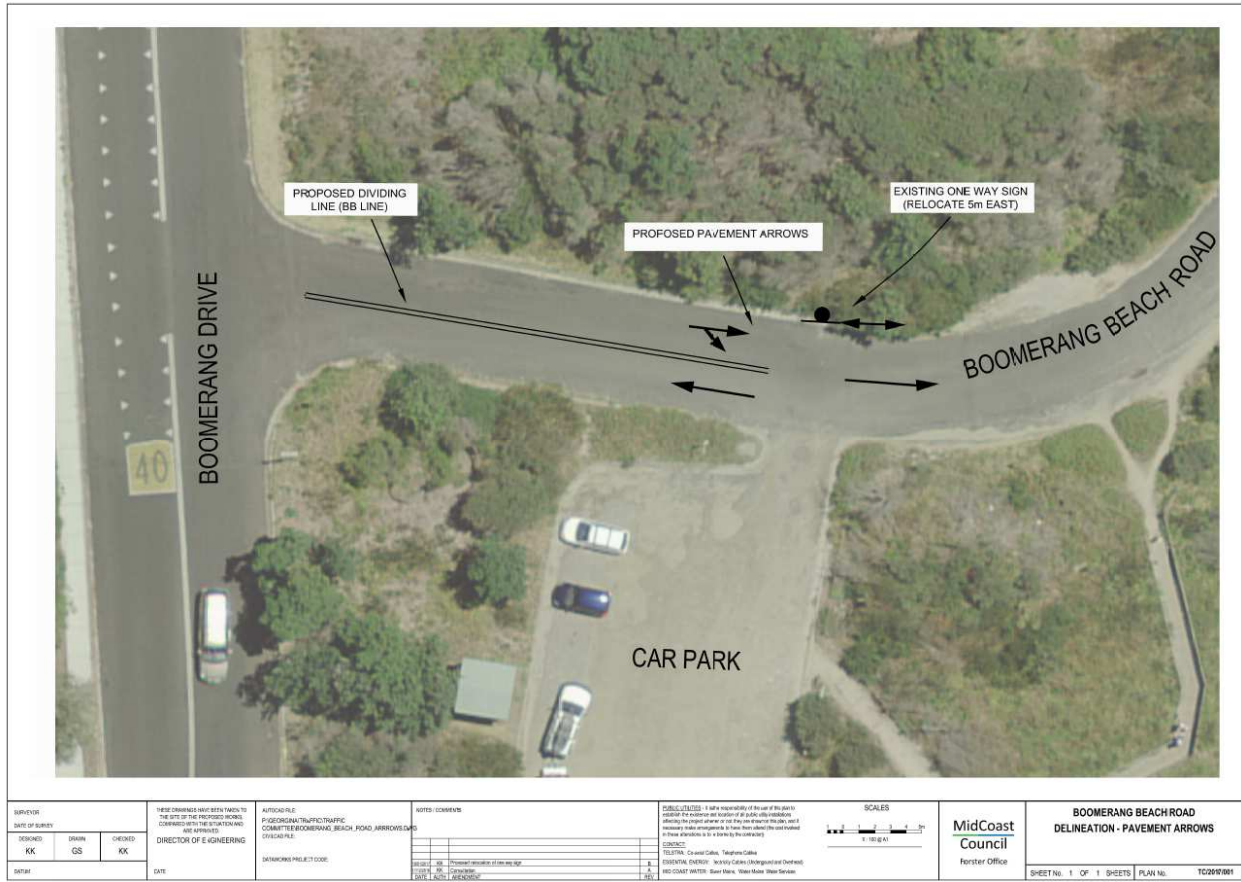
Nil.

COMMITTEE RECOMMENDATION

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

ANNEXURES

A: Concept drawing with proposed line-marking



7. LTC - Parking Near Forster Visitors Information Centre - Half Hour (1/2 P) Parking Restriction 9am-4pm

Report Author Chris Dimarco, Road Safety Officer (Forster office)

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

Local Traffic Committee Meeting: 1 February, 2017

SUMMARY OF REPORT:

Investigations have been carried out into a request to provide two (2) short term parking spaces in the Council carpark adjacent to Little Street, servicing the Visitors Information Centre.

SUMMARY OF RECOMMENDATION:

It is recommended in the carpark adjacent to Little street, Forster, servicing the Visitors Information Centre, Community Centre and Coach/bus stop, that the two Southern parking bays, closest to the Visitors Information Centre, and exit driveway are signposted half hour parking (1/2 P) 9am to 4pm.

FINANCIAL/RESOURCE IMPLICATIONS:

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

LEGAL IMPLICATIONS:

Nil.

BACKGROUND

Council received a request from the Visitors Information Centre requesting the installation of two (2) short term (30 minute-1/2P) parking spaces in the council carpark that services the Visitors Information Centre.

DISCUSSION

Nine existing parking bays in the carpark services the Great Lakes Visitors Information Centre, Community Centre, and the nearby Bus/Coach stop. During the busy tourist periods, the parking bays are being utilised by long term parkers using the foreshore and other activities. As a result, drivers who are attending the Visitors Information Centre, Forster, are unable to park legally, choosing to park in the bus zone and disabled parking areas to access the Visitors Information Centre. Two short term parking spaces would discourage long term parking and allow visitors to utilise the Visitors Information Centre and encourage a higher turnover of visitors to the Visitors Information Centre. Some drivers waiting to collect passengers from coaches also park illegally waiting for the coach to arrive during peak periods. Short term parking will increase turnover and decrease illegal parking in that area during peak periods.



Image: Example of long term parking in front of Visitors Information Centre.

RECOMMENDATION

It is recommended that two parking bays are allocated restricted parking, ½ P 9am-4pm be installed at the Great Lakes Visitors Information Centre car park on Little Street, Forster, at the southern end of car park and near the exit driveway.

DISCUSSION IN BRIEF

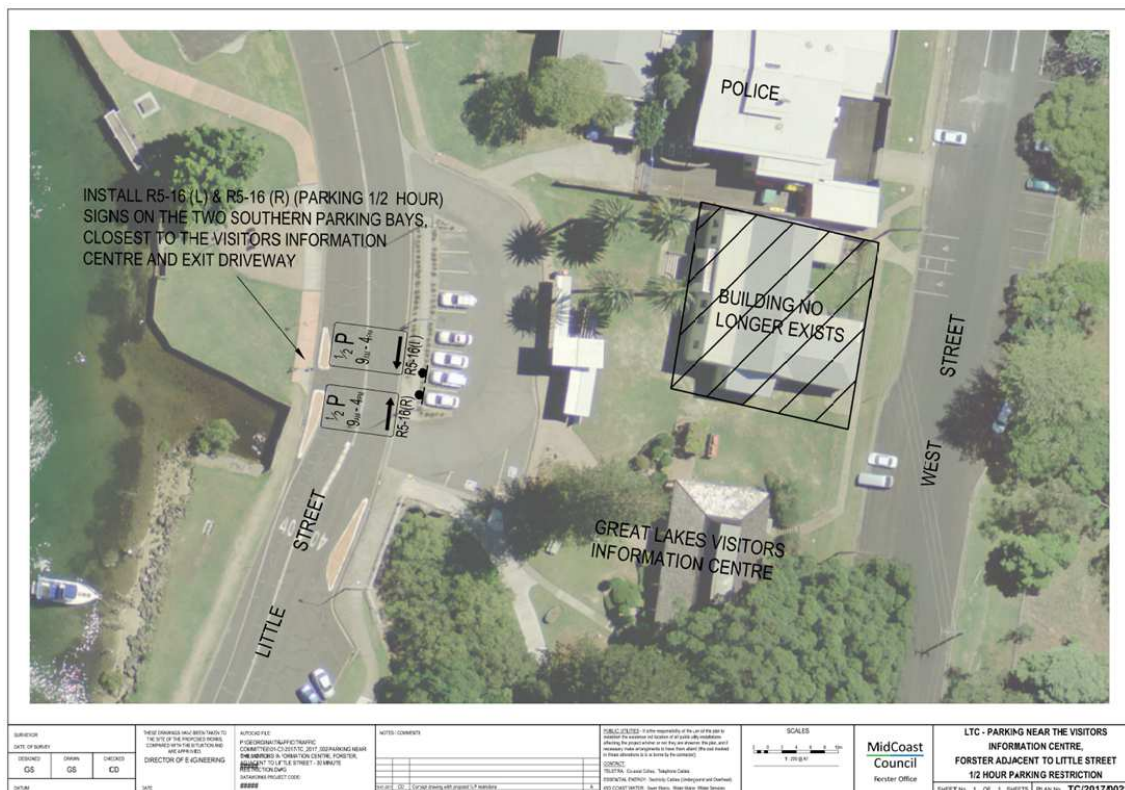
Nil.

COMMITTEE RECOMMENDATION

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

ANNEXURES

A: Concept drawing with proposed ½ P restrictions



8. LTC - Traffic Safety at Manning Lane Between Lake St and South St, Tuncurry

Report Author Kumar Kuruppu (Forster office)

ECM Index Roads - Signs, Traffic Committee, Street - Manning Lane

Local Traffic Committee Meeting: 1 February 2017

SUMMARY OF REPORT:

Investigations have been undertaken following a request to improve the traffic safety at Manning Lane Tuncurry at the exit of public car park.

SUMMARY OF RECOMMENDATION:

It is recommended that:

- A. A new R2-2(R) "One Way" Sign be installed on Manning Lane opposite the car park exit.
- B. A R2-6(L) "NO Left Turn" sign be installed at the car park exit.

FINANCIAL/RESOURCE IMPLICATIONS:

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

LEGAL IMPLICATIONS:

Nil.

BACKGROUND

Council has received an email request from a resident to improve the one way signage on Manning Lane, Tuncurry at the public car park exit. The email raised concerns over lack of one way signage at this location resulting some vehicles exiting the car park wrong way. The resident have seen some drivers exiting the car park turn into Manning Lane wrong way causing hazard for other lane users.



Image: Manning Lane Carpark Exit

DISCUSSION

At present Manning Lane section between Lake Street and South Street is operating as a one way road and allowing vehicles to travel south only. The car park behind the JR Richards building has separate entrance and exit driveways. However there are no signs at the car park exit or close by advising drivers that the lane is one way. The installation of a “No Left Turn” sign at the car park exit and a “One Way” sign on Manning Lane opposite the car park exit to remind drivers about one way restriction will improve the traffic safety at this location.

RECOMMENDATION:

It is recommended that:

- A. A new R2-2(R) “One Way” Sign be installed on Manning Lane opposite the car park exit.
- B. A R2-6(L) “No Left Turn” sign be installed at the car park exit.

DISCUSSION IN BRIEF

It was noted in the agenda there was an error in the body of the report and the recommendation as it stated a sign should be a “R2-6 “Left Turn Only” but it should have read as “R2-6(L) “No Left Turn” sign. This error in the agenda will be corrected in the Minutes.

COMMITTEE RECOMMENDATION

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

ANNEXURES

A: Manning Lane at the Car Park



9. LTC - No Stopping Near the Access to 14 Peel St Tuncurry

Report Author Kumar Kuruppu (Forster office)

ECM Index Roads - Signs, Traffic Committee, Street - Peel Street

Traffic Advisory Committee Meeting: 1 February 2016

SUMMARY OF REPORT:

Investigations have been carried out into a request for improvement to traffic safety in front of 14 Peel Street Tuncurry opposite the access to Woolworth's supermarket.

SUMMARY OF RECOMMENDATION:

It is recommended that a No Stopping Zone be created across access to 14 Peel Street Tuncurry and extending 2m south by installing two R5-400 "No Stopping" signs as shown in Annexure B.

FINANCIAL/RESOURCE IMPLICATIONS:

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

LEGAL IMPLICATIONS:

Nil.

BACKGROUND

The Council received a letter from a resident of Peel Street her raising concerns over traffic and pedestrian safety in front of 14 Manning Street Tuncurry as a result of Woolworth's development (Annexure A). The property is located on Peel Street opposite the Woolworths access driveway. Among the number of issues mentioned in the letter, the main concern was risks associated with getting in and out of the property access driveway.

During the investigation, Council staff from Engineering & Infrastructure department inspected the site and met with the resident. The main concern was that the conflict between vehicles travelling out from her driveway and Peel Street traffic (including vehicles exiting Woolworths carpark). The sight distance is restricted for vehicles leaving the property mainly due to vehicles parked along the Peel Street. The parallel parking areas along the Peel Street at this location are line marked for the drivers to avoid parking across property accesses. The author informed, it is not uncommon vehicles still parking on Peel Street obstruction her driveway, particularly during the peak holiday season.

One of the proposals brought up by the concern resident was to relocate the Peel Street entrance and exit of Woolworths on to Kent Street or alternatively, make the existing for entry only. Both these options are cost prohibitive thus resident was informed that changes to existing Woolworth's access arrangement will not be considered.

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 high number of traffic movements at this location, combined with the on street parking demand during peak period, it is recommended that No Stopping restrictions are placed on Peel Street across the driveway access to number 14 and extending 2 metres south as shown in Annexure B.



Image: Proposed No Stopping Zone

RECOMMENDATION

It is recommended that a No Stopping zone be created across access to 14 Peel Street Tuncurry and extending 2m south by installing two R5-400 “No Stopping” signs as shown in Annexure B.

DISCUSSION IN BRIEF

Nil.

COMMITTEE RECOMMENDATION

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

Voting on this recommendation

RMS, Police and Council voted in favour of this recommendation.

MP representative abstained from voting on this recommendation.

ANNEXURES

A: Letter of Request to Council Dated 17 October 2016

17 October 2016

Re: RESIDENTIAL ACCESS ON PEEL STREET

As a direct result of the Woolworth construction (October 2014), on the corner of Kent and Peel Streets Tuncurry, access either by car or as a pedestrian, in and out of my driveway has become an obstacle, hazard and most of all dangerous.

My property is positioned directly opposite both the entry and exit on Peel Street. I am required to be extremely diligent with my driving skills and abilities. The increased responsibility the Mid Coast Council has placed upon me, my family and my visitors is over and beyond what any other resident in the Tuncurry area has to contend with, to avoid damage vehicles or injury.

Whilst either reversing or driving out of my driveway, extreme caution must be exercised to avoid a collision or injury. Drivers or pedestrians who exit my driveway are required to observe cars travelling south and north on Peel Street, vehicles utilising the entry and exit to Woolworths on Peel Street, cars reversing out of the adjacent parking spaces and vehicles parked directly outside my property.

If a four wheel drive vehicle, truck, boat and trailer or large trailer is parked outside my property in the marked car spaces, these vehicles completely impair vision until the vehicle is fully on the left hand side of the road on Peel Street. It is even more difficult to reverse out of my driveway when vehicles are parked outside my property as there is no clear vision of the vehicles travelling northbound on Peel Street, whether they are either turning right into the entrance of Woolworths or continuing north to South Street until the vehicle is completely in the left hand lane of the road.

In 2014, a number of residents in Peel Street contacted Great Lakes Council to raise their concerns. A meeting was arranged with a council officer and residents to discuss the issues. As a result, the only improvement made, was to mark car spaces with white paint to encourage other vehicles not to park over our driveways. Whilst this did improve the situation to a degree, vehicles still park over/around my driveway, particularly during peak times or holiday period, limiting the full access my property is entitled to.

Furthermore, my Son and I have almost been hit on numerous occasions whilst attempting to cross the road by vehicles travelling north or south on Peel Street or when they are entering or exiting Woolworths on Peel Street or by vehicles reversing out of the adjacent car spaces, even though we exercise pedestrian road safety.

I also note, that a construction of a pedestrian footpath was made to the entire length of Kent Street this year. The footpath was not continued onto the remaining section (approximately) 200 metres of the Council nature strip, from the corner of Peel /Kent Streets up to the Doctor's Surgery, Access Health. As Peel Street has the primary access point to Woolworths, it appears ludicrous that the footpath was not continued and completed, not only for pedestrian access, but also for street appeal.

Also, I have received an invoice for the amount of \$554.60 for the construction of 14.8 metres of footpath on Kent Street. Whilst my property's address is 2/9a Kent Street, I have no greater or increased advantage for the use or

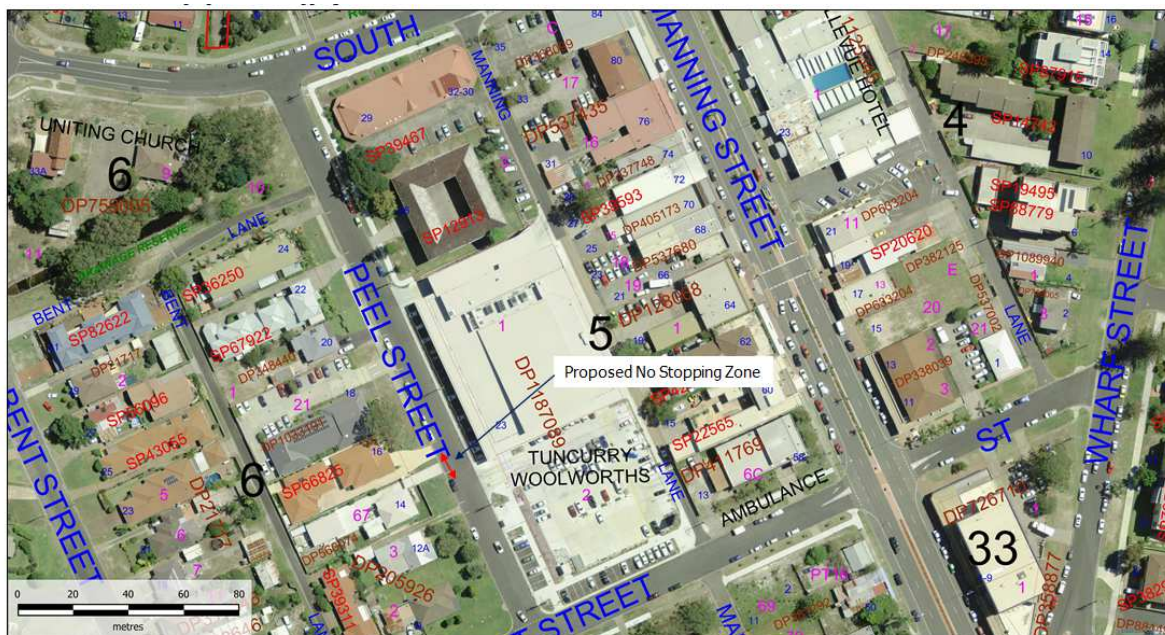
access to this portion of the footpath, as the entry/exit to my villa is located on Bent Lane, yet I am expected to pay 1/2 of the bill ie \$277.30 because of the Strata unit entitlement. This seems very unfair as I have the same access as any other person in the Tuncurry area, as opposed to the residential properties that are actually on Kent Street and have full access and street appeal.

I am requesting consideration by Council to exclude me from this payment.

RECOMMENDATIONS/PROPOSALS:

- 1) The entrance and exit of Woolworths be relocated onto Kent Street where there would be no disruption, obstacle or hazard to residents, as no residents are located in Kent Street opposite Woolworths. The Church is the only property located in this location opposite Woolworths and only operates for limited hours Saturday nights, Sunday mornings and during the weekdays for funerals etc
- 2) Alternatively, an entrance ONLY on Peel Street and an exit ONLY onto Manning Lane (existing) or the construction of another exit onto Kent Street. At the very least, a LEFT TURN ONLY exit onto Peel Street.
- 3) A proactive approach be adopted for a pedestrian crossing or shared zone to be constructed on Peel Street for people to access Woolworths, bus stop, taxi stand and public toilets, safely, **BEFORE** someone is injured.
- 4) **NO PARKING** on Peel Street between the residences of **12a and 14 Peel Street**. Or alternatively, **NO PARKING** of four wheel drive vehicles, trucks, boat trailers or trailers exceeding a standard car height eg Sign posting, "NO PARKING OF VEHICLES OVER " a standard car height (I am unsure of what the exact measurements would be) outside these premises.
- 5) The continuation and completion of a footpath for the remaining Council nature strip between the corner of Kent/Peel Streets, up to and adjoining the Doctor's Surgery, Access Health footpath(approximately 200 metres) for pedestrian access and street appeal/beautification.
- 6) That the invoice for the remaining balance of \$277.30 for the constructed footpath on Kent Street be waived and absorbed by Council.
- 7) That this letter be tabled at the next Community Consultative Meeting for discussion and consideration.
- 8) That communication and correspondence, with explanations be provided relating to the outcomes of the issues raised.

B: Location of Proposed No Stopping Zone



<p>MidCoast Council</p>	<p>MidCoast Council - Great Lakes Region PO Box 450 Forster NSW 2428 Telephone (02) 6591 7222 Facsimile (02) 6591 7200</p>	<p>Map Zoom: 420 m Map Scale: 1:1,469</p> <p><small>Apart from any use permitted under the Copyright Act 1968 (as amended), no part of this document may be reproduced by any process without prior written permission obtained from MidCoast Council. Requests and enquiries concerning reproduction and rights should be directed to Council's Customer Service Centre, Breeze Parade, Forster (02) 6591 7222. MidCoast Council, its employees and agents do not warrant or make any representations regarding the use, or results of the use of the information contained herein as to its correctness, accuracy, currency or otherwise. In particular, it should be noted that the position of property boundaries when displayed on any map or diagram cannot be considered to be accurate, and that the only valid method of determining boundary locations is to engage the services of a Licensed Surveyor. MidCoast Council, its employees and agents expressly disclaim all liability or responsibility to any person using the information or advice contained herein. © MidCoast Council 2016.</small></p>	<p>Created on: Monday, 16 January 2017 By: GLC-DOM/ikumar</p>
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10.LTC - Proposed Roundabout at Kent Street & Peel Street Intersection, Tuncurry

Report Author Kumar Kuruppu (Forster Office)

ECM Index Roads - Roundabouts, Traffic Committee, Streets – Kent & Peel Sts

Traffic Advisory Committee Meeting: 1 February 2017

SUMMARY OF REPORT:

Investigations and design have been carried out into a construction of a new roundabout at the intersection of Kent Street and Peel Street funded under 2016/17 Australian Government Blackspot Grant program.

SUMMARY OF RECOMMENDATION:

It is recommended that the roundabout at the intersection of Kent Street and Peel Street including kerb build-outs, line-marking and signs be approved.

FINANCIAL/RESOURCE IMPLICATIONS:

The estimated cost of the project, \$180,000, is funded under 2016/17 Australian Government Blackspot Grant Program.

LEGAL IMPLICATIONS:

Nil.

BACKGROUND

Council was successful of securing \$180,000 funding from Australian Government Blackspot Grant program to construct a new roundabout at the intersection of Kent Street and Peel Street Tuncurry. The project is required to be completed by June 2017.

DISCUSSION

The intersection of Kent Street and Peel Road is a four way intersection located adjacent to the shopping precinct of Tuncurry (Annexure A). The location provides the link between the main road network and a public car park / Supermarket. The road also links to residential areas. The posted speed limit is 50 km/h and there is one travel lane in each direction.

At present, the intersection is controlled by signs. Peel Street traffic is required to give way to Kent Street traffic;

In the 5 year period between 01/07/2009 and 30/06/2014, there were 3 casualty crashes within the limit of works. There were no fatal crashes and the reported 3 injury crashes resulted 5 injuries. These were caused by mainly due to a failure to give way. In order to improve vehicle safety at the location, it was proposed to install a roundabout at the intersection. The installation of a roundabout will control vehicle speeds and reduce vehicle conflict at the intersection. The work will involve construction of a new roundabout, associated kerb build-outs, line marking and appropriate signage as detailed in Annexure B.

RECOMMENDATION

It is recommended that the roundabout at the intersection of Kent Street and Peel Street including kerb build-outs, line-marking and signs be approved.

DISCUSSION IN BRIEF

Nil.

COMMITTEE RECOMMENDATION

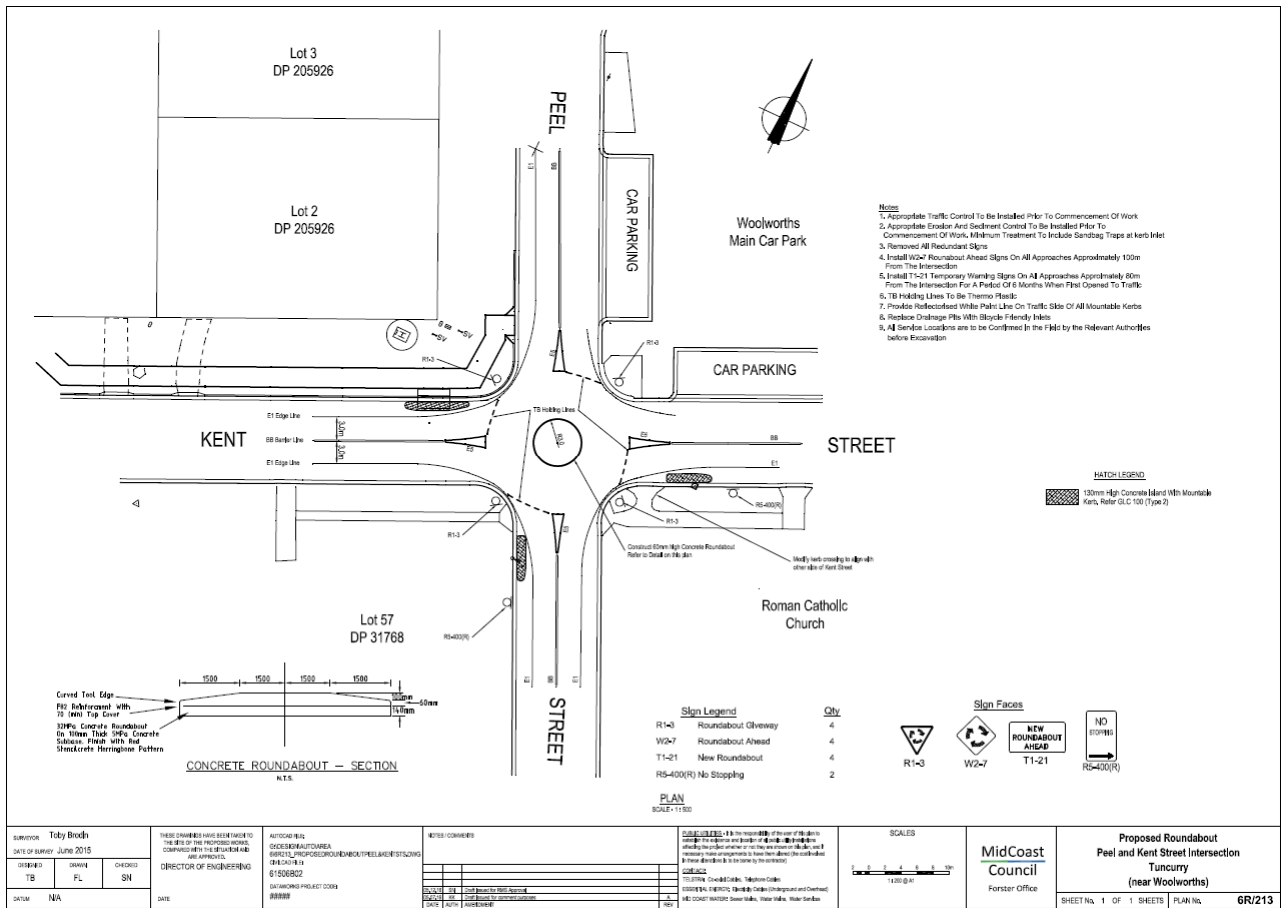
That the Local Traffic Committee recommend that Council adopt the above recommendation.

ANNEXURES

A: Location Map



B: Proposed Roundabout at Intersection of Kent Street & Peel Street



11.LTC - Traffic Management on Seal Rocks Road at Number One Beach Seal Rocks

Report Author Kumar Kuruppu (Forster office)

ECM Index Roads - Signs, Traffic Committee, Street - Seal Rocks Road

Traffic Advisory Committee Meeting: 1 February 2017

SUMMARY OF REPORT:

Investigations have been carried out into improvement to traffic management on Seal Rocks Road at Number One Beach, Seal Rocks during peak holiday period.

SUMMARY OF RECOMMENDATION:

It is recommended that:

- A. Install two intermediate R5-400 "No Stopping" signs at the existing no stopping zone along the Seal Rocks Holiday Park front.
- B. Council investigate a suitable temporary advisory sign informing visitors about holiday traffic and advising not to park on the traffic lanes.

FINANCIAL/RESOURCE IMPLICATIONS:

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

LEGAL IMPLICATIONS:

Nil.

BACKGROUND

At the Local Traffic Committee meeting held on the 23 November 2016, Mr John Allen representing Seal Rocks Protection Society (SRPS) addressed the committee in relation to traffic management issues occurs particularly on Number One Beach, but also on Boat Beach during the peak holiday period. The committee further discussed about the issues and the suitable actions to improve the situation, and recommended that:

"Council set up a trial of mobile traffic signals between north of Number One Beach and the caravan park on following peak periods:

a) From Friday 23rd December 2016 to Thursday 5th January 2017

b) From Wednesday 25th January 2017 to Tuesday 31st January 2017"

The Council staff had further discussions with Mr Allen in relation to traffic management options and the operation of proposed mobile traffic signals. As a result of these consultations and further discussion among SRPS members, Mr Allen contacted the Council and informed that SRPS accepts that a trial of mobile traffic signals at Number One Beach over the Christmas/New Year period is no longer a desirable option and that an upgrade of road signage is the most viable alternative.

A site inspection and meeting was held with the Council staff, NSW Police and Mr Allen on 12 December 2016. At the meeting, it was discussed about practical issues of installing traffic signals such as vehicles parked in between traffic signals leaving on the wrong time when signals are directing traffic to move opposite direction.

As such, it was agreed not to go ahead with installing temporary traffic signals. It was also agreed that installation of two additional intermediate (repeater) "No Stopping" signs at the exiting no stopping zone along the caravan park front would assist to reduce illegal parking at this location. It was suggested that installation of a sign at the entrance to Seal Rocks village informing visitors about heavy holiday traffic and advising not to park on the traffic lanes could further assist to ease the traffic congestion.



Image: shows the location of proposed intermediate "No Stopping" sign

Note Recommendation A (below) has been considered via email, with agreement received from Traffic Advisory Committee representatives previously. This recommendation has been listed for formal adoption.

RECOMMENDATION:

It is recommended that:

- A. Install two intermediate R5-400 "No Stopping" signs at the existing no stopping zone along the Seal Rocks Holiday Park front.
- B. Council investigate a suitable temporary advisory sign informing visitors about holiday traffic and advising not to park on the traffic lanes.

DISCUSSION IN BRIEF

Nil.

COMMITTEE RECOMMENDATION

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

ANNEXURES

A: Location Map



12. LTC - Proposed Pedestrian Refuge Island at the Intersection of Lake Street and Hadley Street, Forster

Report Author Kumar Kuruppu (Forster Office)

ECM Index Traffic Committee, Streets – Lake Street, Hadley Street Forster

Traffic Advisory Committee Meeting: 1 February 2017

SUMMARY OF REPORT:

Investigations and design have been carried out into pedestrian refuge island at the intersection of Lake Street and Hadley Street, Forster partly funded under 2016/17 Walking Communities Partnership Fund.

SUMMARY OF RECOMMENDATION:

It is recommended that provision of a pedestrian refuge island at the intersection of Lake Street and Hadley Street, Forster as shown on Annexure B be approved.

FINANCIAL/RESOURCE IMPLICATIONS:

50% of the project cost up to \$18,000 is funded under 2016/17 Walking Communities Partnership Fund. Council is required to match the funding.

LEGAL IMPLICATIONS:

Nil.

BACKGROUND

Council was successful of securing \$18,000 of funding from 2016/17 Walking Communities Partnership Fund towards installation of a pedestrian refuge island at the intersection of Lake Street and Hadley Street, Forster. The project is required to be completed by June 2017.

DISCUSSION

Lake Street provides an important east-west link in Forster, linking residential areas to local schools, small scale commercial/retail and recreation facilities such as the indoor aquatic centre. The existing footpath travels on the southern side of Lake Street, and changes to the northern side of Lake Street at the intersection at Hadley Street.



Image: Lake Street - Location of proposed pedestrian refuge island (looking east)

At this location, a footpath has been provided on the south-western side of the intersection to facilitate the change of the side of the road. The location has several safety issues, including no provision of kerb and gutter leading to drainage issues, the footpath being lower than the adjacent roadway, a wide crossing distance across Lake Street and access issues from the roadway onto the footpath due to the lack of a pram ramp. Complaints were also received about the access point being unsuitable for aged and mobility impaired. Currently, pedestrians are avoiding the crossing point by crossing diagonally at the intersection. An investigation by Council has determined that a pedestrian refuge island is the most appropriate solution in this location. As such, Council applied and secured external funding under 2016/17 Walking Communities Partnership Fund for 50% of the cost of providing a pedestrian refuge and associated

The proposed work will improve access for the aged and mobility impaired, reduce pedestrian crossing distance and improve the pedestrian level of service.

RECOMMENDATION

It is recommended that provision of a pedestrian refuge island at the intersection of Lake Street and Hadley Street, Forster as shown on Annexure B be approved.

DISCUSSION IN BRIEF

Nil.

COMMITTEE RECOMMENDATION

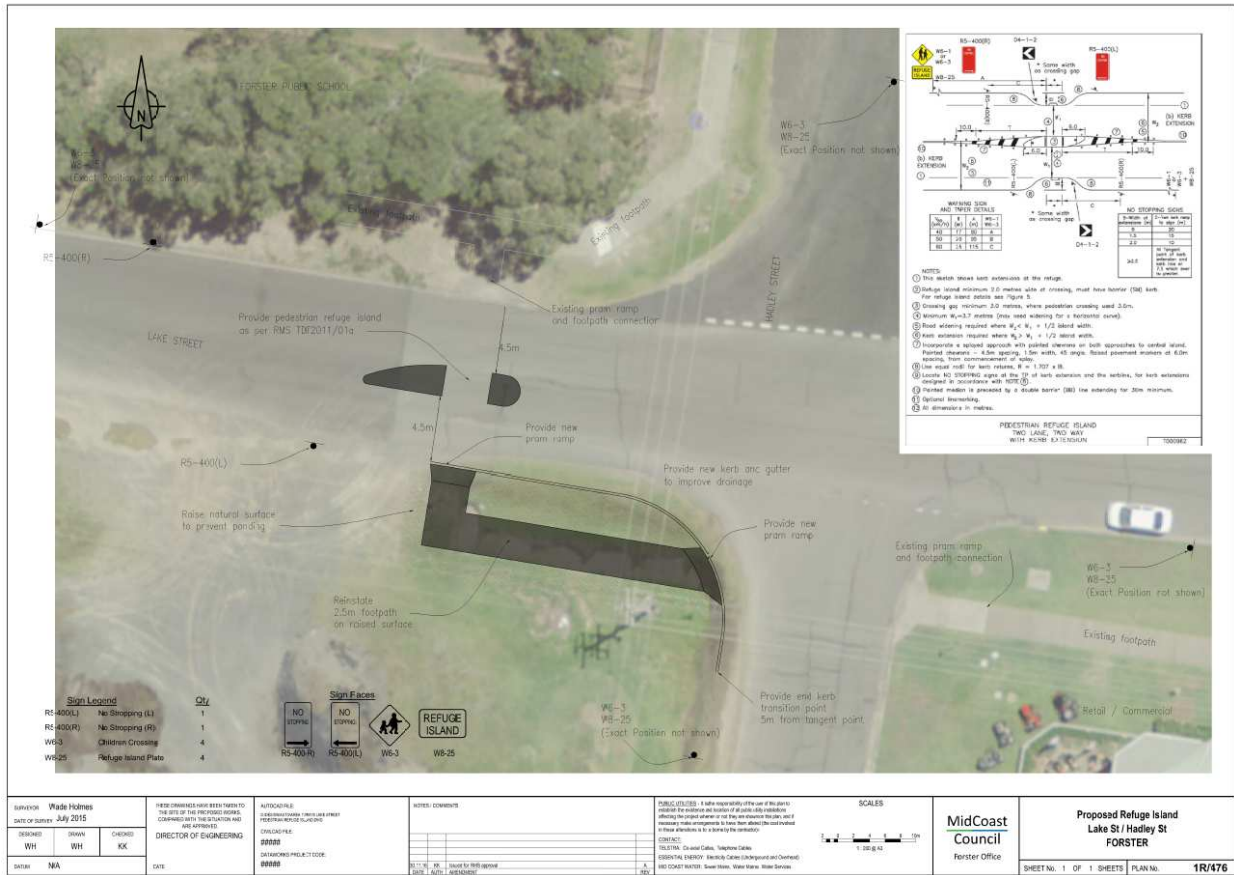
That the Local Traffic Committee recommend that Council adopt the above recommendation.

ANNEXURES

A: Location Map



B: Proposed Pedestrian Refuge Island at the Intersection of Lake Street & Hadley Streets, Forster



13.LTC - No Parking Zone Near the Boat Ramp at Moira Parade Hawks Nest

Report Author Kumar Kuruppu (Forster office)

ECM Index Roads - Signs, Traffic Committee, Street – Moira Parade

Local Traffic Committee Meeting: 1 February 2017

SUMMARY OF REPORT:

Investigations have been undertaken following a request to improve the traffic safety at Moira Parade, Hawks Nest.

SUMMARY OF RECOMMENDATION:

It is recommended that a “No parking” zone be created by installing R5-40 “No Parking” signs at the grass area around the toilet block as shown on Annexure B only after a physical barrier has been installed along the carriageway edge to protect the signs.

FINANCIAL/RESOURCE IMPLICATIONS:

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

LEGAL IMPLICATIONS:

Nil.

BACKGROUND:

Council has received an email (Annexure A) from a resident raising concerns over a number of traffic safety issues at Moira parade, Hawks Nest.

The two main concerns mentioned are:

- inadequate parking control near the boat ramp and along the road near reserve
- speeding issues on Moira Parade

Note that this report only presents the outcome of the investigation into parking issues near the boat ramp. A separate investigation is currently underway to examine the speeding issues on Moira Parade.



Image (provided by the concerned resident): shows parked vehicles near the toilet block

DISCUSSION

The area near the Moora Parade boat ramp and the reserve is very popular with locals and visitors. Vehicle numbers using the road and car parking area increases significantly during the peak holiday period.

There is no kerb or any other means to separate the trafficable area and the area around the toilet block located near the access to boat ramp. The photographs provided by the resident and site inspections indicate that vehicles often parks on this grass area during the peak period creating a hazard for pedestrians. The creating of a "No Parking" zone around the toilet block would indicate motorists to keep this area clear of parked vehicles, allowing pedestrians to use this area safely. As such it is recommended that "No Parking" signs be installed at the grass area around the toilet block as shown on Annexure B.



Image: shows the proposed No Parking zone

RECOMMENDATION:

It is recommended that a "No parking" zone be created by installing R5-40 "No Parking" signs at the grass area around the toilet block as shown on Annexure B.

DISCUSSION IN BRIEF

There was lengthy discussion on the installation of the No Parking signs with no physical barrier between the carriageway and the grass area around the amenities block such as kerb and guttering or bollards. The major concern is the posts and signs would be damaged either by, vehicles with trailers manoeuvring as they use the boat ramp or parking and/or people deliberately knocking the signs over.

Also some people may park behind the signs on the grass as they believe the no parking only refers to the roadway not the grassed area between the roads and amenities block. It was agreed the signs should only be used after a physical barrier has been installed to stop vehicles parking on the grass and provide protection for the signs and posts.

COMMITTEE RECOMMENDATION

It is recommended that a "No parking" zone be created by installing R5-40 "No Parking" signs at the grass area around the toilet block as shown on Annexure B only after a physical barrier has been installed along the carriageway edge to protect the signs.

ANNEXURES

A: Email of Request to Council dated 1 August 2016

Sent: Monday, 1 August 2016 9:16 AM
To: Great Lakes Council
Cc: [REDACTED]
Subject: Safety Concern Moira Parade Reserve, Hawks Nest
Attachments: Moira Parade Beside the REserve.jpg; Moira Parade Nature Strip.jpg; Moira Parade Reserve JettyBoat Ramp.jpg; Moira Parade Reserve Toilet Block.jpg

Dear Sir/Madam,

I have lived in Moira Parade (number 40) for the past 6 years and in that time have seen the number of holidaymakers grow considerably. Children and families naturally gravitate to the Moira Parade Reserve BBQ area and swings and also to the boat ramp and Jetty to fish recreationally.

In my opinion there are serious safety concerns for children in this area. From the September school holidays through to the end of Easter the increase in tourist traffic and the lack of speed control on the road alongside the Reserve is a recipe for disaster.

Vehicles drive so quickly along Moira Parade as it is a main thoroughfare. Holidaymakers are especially speedy as they aren't used to 50km speed limits. Of immediate importance is the fact that cars park on both sides of the road near the Reserve which makes it almost impossible to see children trying to cross from the park to the footpath. I have seen children chasing balls from the Reserve, running between parked cars onto the road – terrifying!

The boat ramp/Jetty car park is also incredibly dangerous. Cars with boat trailers park haphazardly – not only on the gravelled area but on the grass and verges. The grass nature strip around the toilet block is also used as a car park during the busy season, this is also dangerous from a vision perspective. I watch children trying to navigate their way through the illegally parked vehicles to and from the Reserve and it is frightening.

Something else to note is the dreadful state of the Moira Parade Reserve Car Park means that on a regular basis burn outs are done (both day and night) on the gravel. If a car drives onto the the gravel base a little faster than normal, gravel is flicked up onto parked cars or passersby.

I would like to propose:

1. That 'No Parking' signs are installed along the Reserve side of the road, which will keep the eye line to the Reserve clear for passing vehicles.
2. That 2 x Traffic Calming systems - similar to those in Marine Drive - be installed on the road opposite the Reserve - between Binda and Yamba Streets.
3. That the Moira Parade Reserve Car Park be sealed and curbed and definitive parking spaces marked to give some sensible order to the area and to stop vehicles parking on the grassed areas (similar to the work done to the Marine Drive Boat Ramp).

I have attached some photos which were taken in late March of this year – supposedly a quieter period at the end of the busy season.... As you can see vehicles are parking all over the grassed nature strip area, around the toilet block and both sides of Moira Parade. There are many more cars and people from November through to February as your Rangers will attest too.

As I mentioned earlier I am deeply concerned about these issues. I look forward to hearing from a council representative with the hope of finding a solution to this troubling problem.



Moira Parade Beside the REserve.j



Moira Parade Nature Strip.j



Moira Parade Reserve JettyBoat Ramp,



Moira Parade Reserve Toilet Block

Images (Provided by concerned resident): show parking near boat ramp at Moira Pde

B: Location map showing proposed "No Parking" zone



14.LTC - Forster Waterside and Memorial drive Upgrade Project

Report Author Kumar Kuruppu (Forster office)

ECM Index Parking Zones - Determination, PC-SDC-C/W-FOR,

Traffic Committee

Local Traffic Committee Meeting: 1 February 2017

SUMMARY OF REPORT:

Investigations and community consultation were carried out into improvements to the Forster Waterside and Memorial Drive, Forster.

SUMMARY OF RECOMMENDATION:

It is recommended that the proposed Memorial Drive upgrade works and traffic management scheme including shared path, parking arrangement, line-marking and signs as shown in Annexure B be approved.

FINANCIAL/RESOURCE IMPLICATIONS:

Funding of \$250,000 for the costs associated with the Memorial Drive upgrade work is available within the 2016/17 budget.

LEGAL IMPLICATIONS:

Nil.

BACKGROUND:

As a continuation of ongoing development of Forster Waterside including Memorial Drive, Investigations and community consultation were carried out into improvements to the Memorial Drive, Forster.

Concept drawings for Memorial Drive upgrade with two options (Plan A and Plan B) consisting of varying degree of green-space were prepared for public exhibition to seek feedback from members of the public and the business community. Plan A retained the existing angle parking arrangement and the majority of the existing parking spaces along the Memorial Drive. Plan B provided a greater green area allowing waterside seating, shade and other streetscape improvements. Plan B consisted parallel parking arrangements on the southern kerb line, resulting in a loss of about 20 car parking spaces.

Both options provided a shared-path/cycleway between Little Street and Blows Lane providing the missing link to the existing NSW Coastline cycleway network. A traffic calming intersection treatment aimed at improved traffic safety was proposed at the intersection of Wallis Street / Memorial Drive / Beach Street, and at Memorial Drive/Blows Lane.

At the conclusion of community consultation process, it was clear that the community strongly prefers a plan with minimum loss of parking spaces in Memorial Drive. The outcome of the investigations and consultation process was reported to Council at its meeting held on 26 October 2016. The Council recommended that:

1. *Council proceed with Memorial Drive upgrade work with minimum loss of parking as per Plan A shown in Annexure A.*
2. *Construction work be commenced in late April 2017, after the school holidays.*
3. *Current parking time limits within Forster central business area be retained.*
4. *Further investigations be carried out into providing an extension to the existing boardwalk, with the involvement of interested stakeholders.*
5. *Investigate funding sources for extension of timber boardwalk with the involvement of interested stakeholders.*
6. *Undertake community workshop to discuss where and how the community can support the development and funding of a future boardwalk.*

DISCUSSION

As per the Council recommendation (1) above, detailed drawings were prepared for the option Plan A (a copy is presented in Annexure A). It is recommended that Council approve the Memorial Drive upgrade scheme including installation of traffic signs and line marking as shown in Annexure B.

RECOMMENDATION:

It is recommended that the proposed Memorial Drive upgrade works and traffic management scheme including shared path, parking arrangement, line-marking and signs as shown in Annexure B be approved.

DISCUSSION IN BRIEF

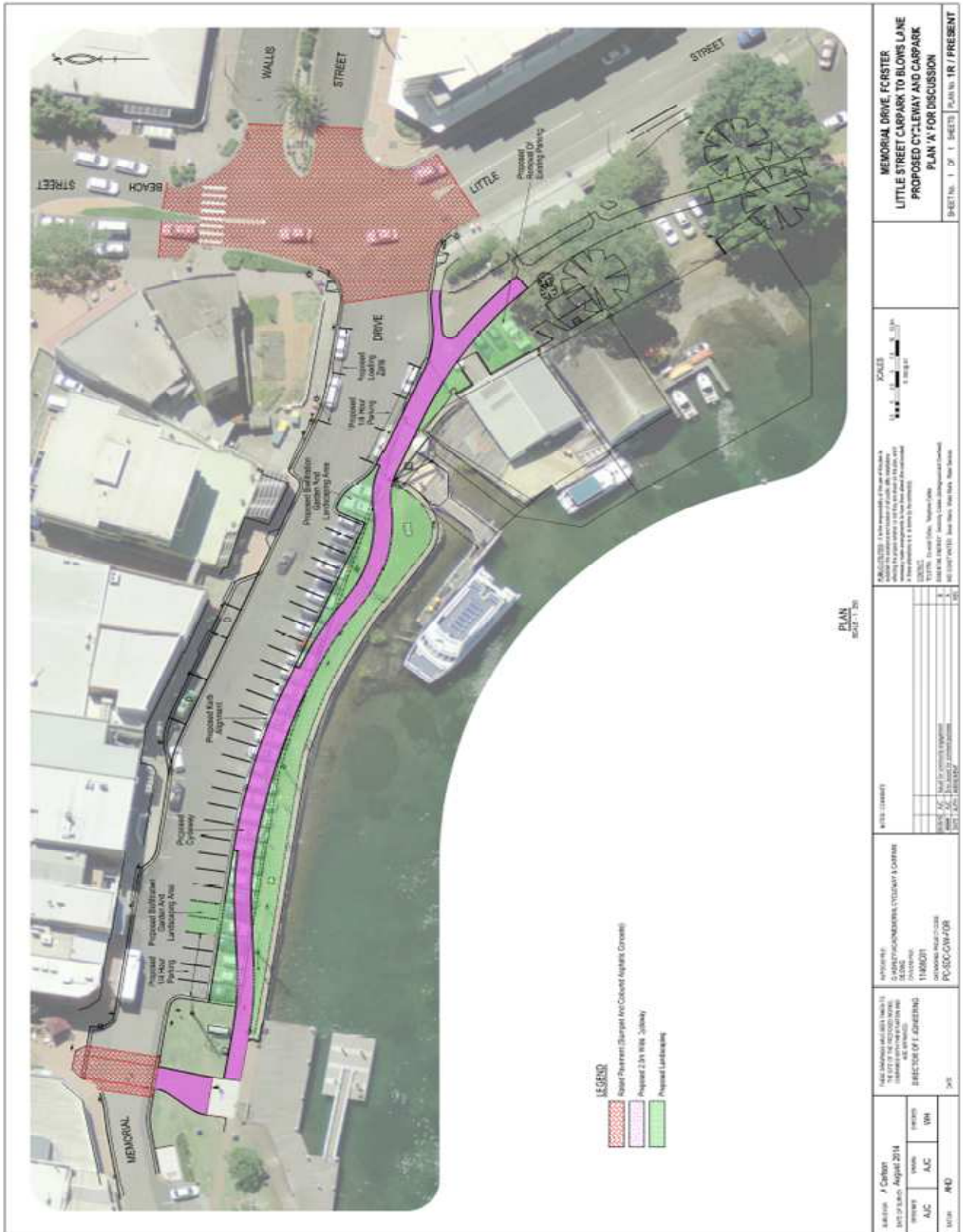
Nil.

COMMITTEE RECOMMENDATION

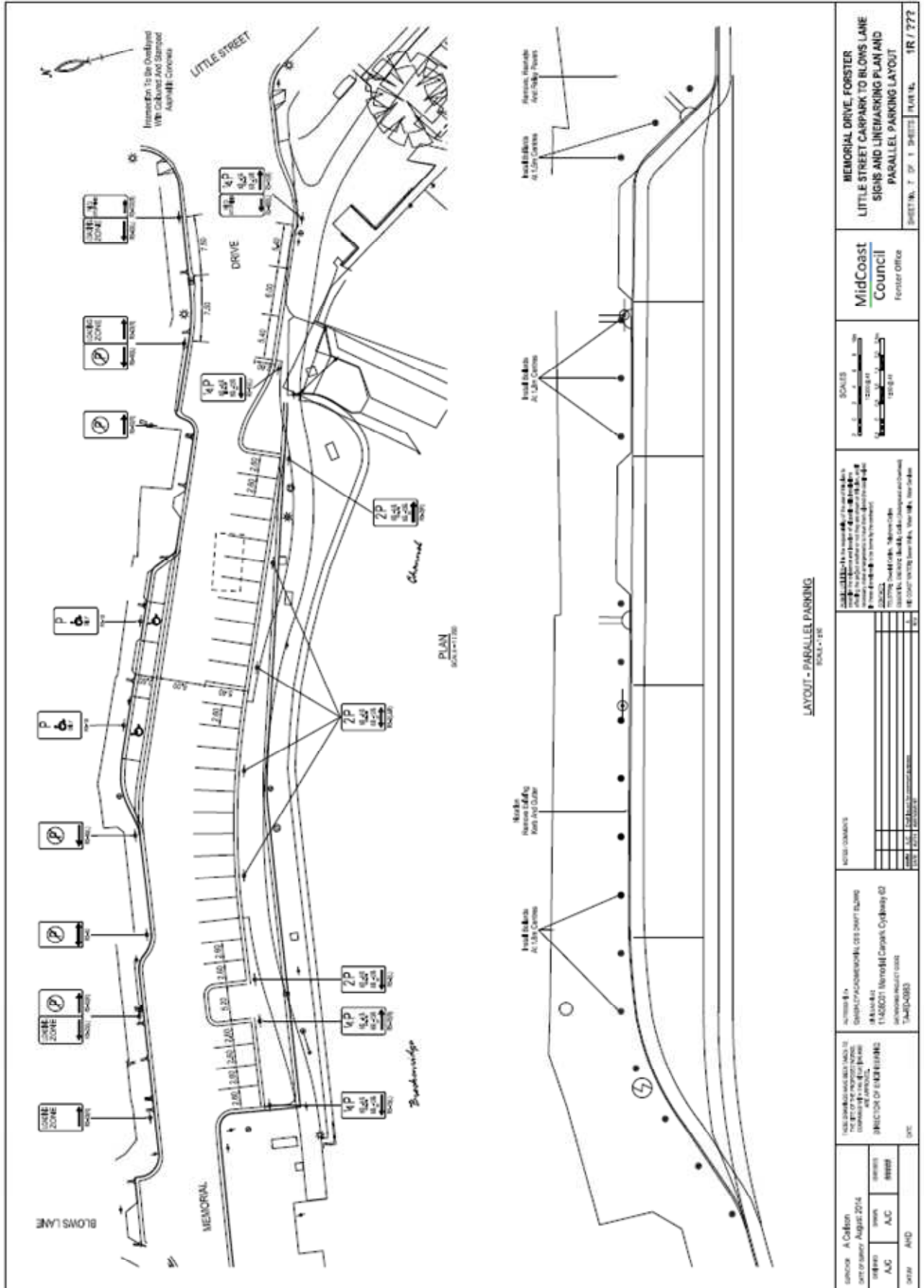
That the Local Traffic Committee recommend that Council adopt the above recommendation.

ANNEXURES

A- Concept Plan of Plan A approved by the Council at its meeting held on 26 October 2016



B- Detailed Plan of proposed work



15. LTC – Late Item - Improvements to Coomba Road, Charlotte Bay – Black Spot Program
Report Author Kumar Kuruppu (Forster Office)
ECM Index Traffic Cmttee, Streets–Coomba Road, Grants-Black Spot Program
Traffic Advisory Committee Meeting: 1 February 2017

SUMMARY OF REPORT

Investigations and design have been carried out into widening along Coomba Road, Charlotte Bay funded under 2016/17 Australian Government Black Spot Grant program.

SUMMARY OF RECOMMENDATION

It is recommended that the proposed improvement works including road widening, linemarking, installation of advisory signs and installation of guideposts to Coomba Road, Charlotte Bay, approximately 1.5km from the Lakes Way be approved.

FINANCIAL/RESOURCE IMPLICATIONS

The estimated cost of the project, \$350,000 will be funded under 2016/17 Australian Government Blackspot Grant Program.

LEGAL IMPLICATIONS

Nil.

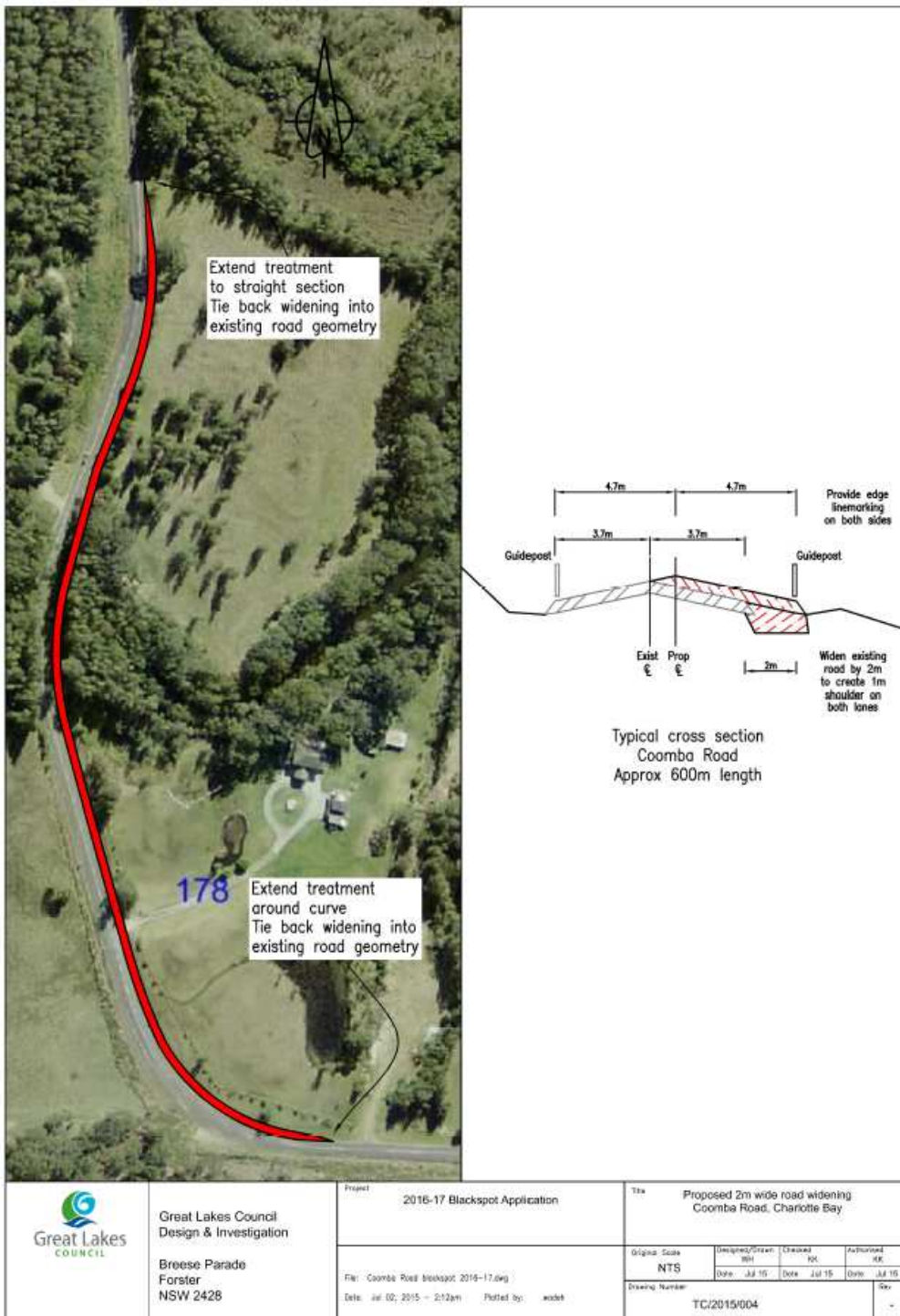
BACKGROUND

Investigations and design have been carried out into widening along Coomba Road, Charlotte Bay funded under 2016/17 Australian Government Black Spot Grant program.

Kumar Kuruppu presented the Committee with a plan showing widening of approximately 600m of Coomba Road, Charlotte Bay following a number of crashes along this section of road. The site is located approximately 1.5 km from the Lakes Way intersection. The project is required to be completed by June 2017.

DISCUSSION

Council was successful of securing \$350,000 funding from Australian Government Black Spot Grant program for this project. In the 5 year period between 01/07/2009 and 30/06/2014, there were 3 casualty crashes within the limit of works. Following the investigations a concept drawing has been prepared for this road section to improve the safety of road users. The proposed work will include improvements to sealed shoulder widths, removal of clear zone hazards (trees, culvert headwall), marking of road edge lines, installation of new curve and advisory speed signs, and installation of guideposts with reflectors.

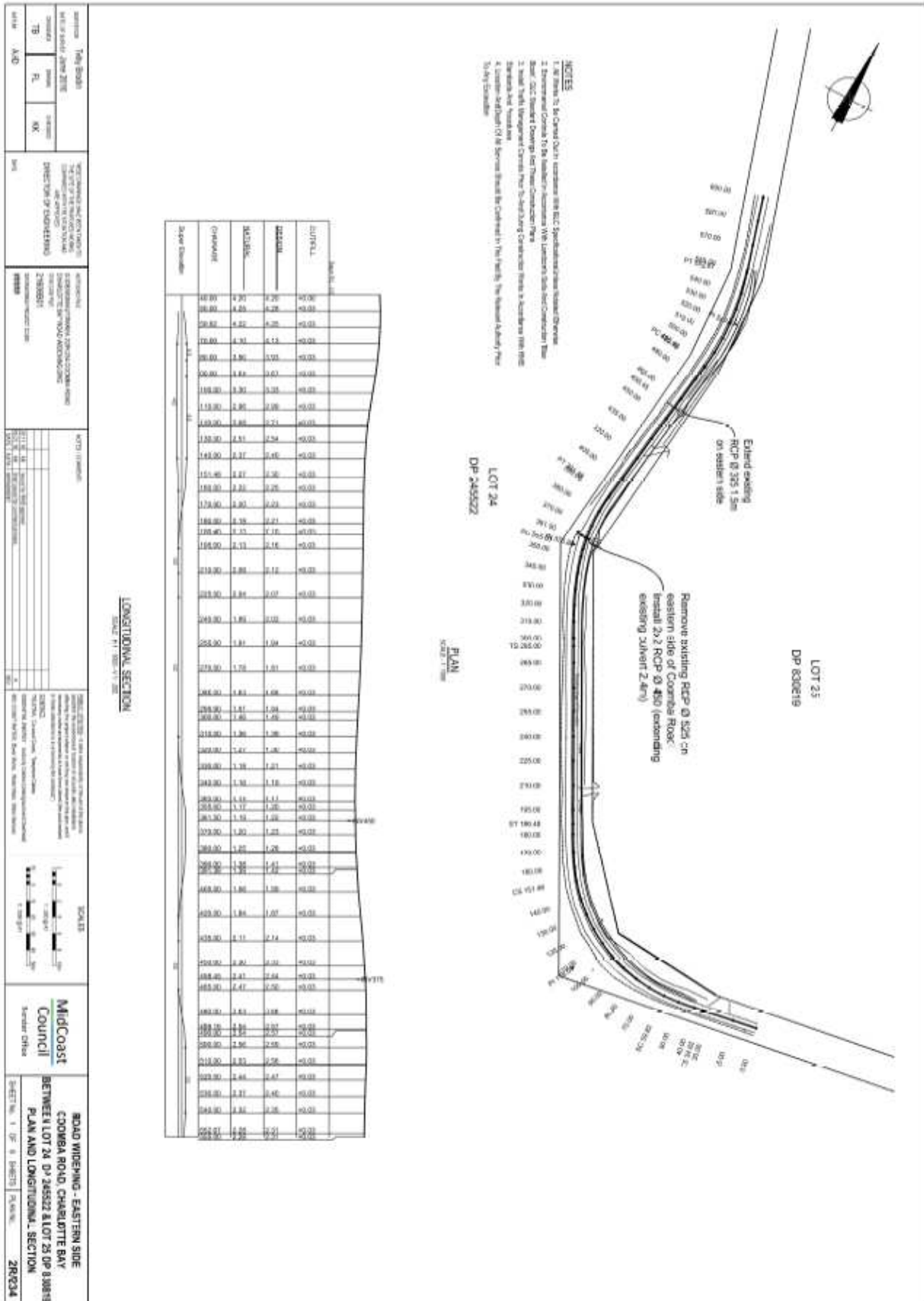


Location map with typical cross section of proposed work

RECOMMENDATION

It is recommended that the proposed improvement works including road widening, linemarking, installation of advisory signs and installation of guideposts to Coomba Road, Charlotte Bay, approximately 1.5km from the Lakes Way be approved.

ANNEXURE A: Concept plan of proposed improvement work



INFORMATION ITEMS

16 LTC – Information Items discussed at meeting

Report Author Richard Wheatley, Traffic Engineer

File No. S638/04

Local Traffic Committee Meeting: 1 February 2017

16.1 The Lakes Way at Failford Road, Darawank – Intersection Safety

Bob Wilson asked Jamie Smoother the current status of the safety concerns on The Lakes Way at Failford Road and the request to adjust line marking to improve sight distance for right turning vehicles out of Failford Road. Jamie stated he had a plan prepared for improvements at this intersection as suggested unfortunately there are no funds available at this time. He would continue to push for funding for this proposed upgrade at this intersection.

16.2 The Lakes Way at Aquatic Road, Darawank - Signs

Bob Wilson asked Jamie Smoother the current status of moving the directional sign on The Lakes Way south of Aquatic Drive, Darawank. Jamie stated he had a proposal for moving the sign as suggested but there are no funds available at this time. He would continue to push for funding to have this sign moved.

16.3 Old Bar Road at Manning Point Road, Old Bar – Safety

Bob Wilson presented a letter to the Committee from a resident about the safety of the turning lanes from Old Bar into Manning Point Road following the recent reconstructed of the intersection and there was an additional request for a speed reduction on Old Bar Road. The new turning lanes at Manning Point Road and Old Bar Road has raised some concerns for long vehicles turning into Manning Point Road as described by the letter, especially the left turn as long vehicles are hitting the guide posts as they turn into Manning Point Road. The Project Manager of this reconstruction work has requested the design consultant to review their design, especially the turning lanes, and provide Council with a report on them. I will reply directly to the resident when this review is completed and inform him of any action that may be taken on these turn lanes plus I will sent a copy of the reply to Mr Bromhead's office.

In relation to the speed limit reduction request along Old Bar Road Jamie stated he would have the speed limit along the road reviewed and report back to the Committee on the review's outcome.

16.4 Thunderbolts Way, Gloucester – Speed Signs

Mick Martin raised at the meeting concerns about speed limits and missing speed limit signs along Thunderbolts Way. It was also noted the signs for the 40km/h School Zone was missing on Thunderbolts Way. Jamie stated he would review the speed signposting on the Thunderbolts Way.

16.5 Kingfisher Avenue, Hawk Nest – Koala Warnings

Kumar Kuruppu raised the continuing concerns by wildlife groups about Koala safety along Kingfisher Avenue, Hawks Nest due to speeding vehicles past their habitat. The wildlife group are requesting further signs and pavement markings similar to what has been done at Tweed Heads. It was agreed to further investigate what could be done to warn motorists about the Koalas crossing the road and encourage people to travel within the speed limit.

16.6 Myall Street at Myall Quays Boulevard, Tea Gardens – Intersection Improvements

Kumar Kuruppu presented correspondence (4/01/2017) from the Tea Gardens and Hawks Nest Progress Association about the proposed review and upgrading of the intersection of Myall Street at Myall Quays Boulevard, especially the listing the recommendations from last August's Committee meeting. Richard Wheatley informed the meeting he had met with two representatives from the Progress Association on 11 January to discuss the intersection. The agreed outcome from that meeting was to put on hold the August's recommendations of manual counts and public consultation while Council reviews options for improvements at this intersection. One of the options to be considered was from the RMS representative, Jamie for right turn bays into Myall Quays Boulevard and the service station from Myall Street.

MEETING CLOSURE

The meeting closed at 11.20am

CHAIRPERSON

Richard Wheatley
Traffic Engineer
MidCoast Council

