

EXTRACT FROM MINUTES OF ORDINARY MEETING – 14 DECEMBER 2016
REPORT

13 MINUTES OF LOCAL TRAFFIC COMMITTEE MEETING HELD ON 23 NOVEMBER 2016

Report Author Richard Wheatley – Traffic Engineer

File No. / ECM Index Traffic Committee Agendas

Date of Meeting 14 December 2016

SUMMARY OF REPORT

This report presents the Minutes of the Local Traffic Committee meeting held on 23 November 2016 for adoption.

SUMMARY OF RECOMMENDATION

It is recommended that the Minutes of the Local Traffic Committee meeting held on 23 November 2016 be noted and that Council endorse the recommendations made at the meeting.

FINANCIAL/RESOURCE IMPLICATIONS

For the items 1, 2, 3, 4, 6, 7, 8, 9 and 11.1 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 23 November 2016 at MidCoast Council's Forster 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, 2, 3, 4, 6, 7, 8, 9 and 11.1 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 23 November 2016 be noted and that Council endorse the recommendations made at the meeting.

ATTACHMENTS

A: Minutes of the Local Traffic Committee meeting held on 23 November 2016

215/16	<p data-bbox="375 943 1444 1014">13 Minutes of Local Traffic Committee Meeting held on 23 November 2016 Richard Wheatley, Traffic Engineer</p> <p data-bbox="375 1025 981 1061">RESOLVED (Turner) <i>(as per recommendation)</i></p> <p data-bbox="375 1077 1468 1176">It is recommended that the Minutes of the Local Traffic Committee meeting held on 23 November 2016 be noted and that Council endorse the recommendations made at the meeting.</p>
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MINUTES OF THE LOCAL TRAFFIC COMMITTEE MEETING

**HELD IN THE LARGE COMMITTEE ROOM
OF MIDCOAST COUNCIL'S
FORSTER OFFICE AT BREESE PARADE, FORSTER**

ON WEDNESDAY 23 NOVEMBER 2016

Glenn Handford
INTERIM GENERAL MANAGER

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Minutes of the Local Traffic Committee held in the Large Committee Room of MidCoast Council's Forster Office, on 23 November 2016 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), Jamie Smoother (RMS), Sergeant Michael Martin (Police), Gil Gendron (MCC), Kumar Kuruppu (MCC), Ray Pascoe (MCC), Chris Dimarco (MCC) and Richard Wheatley (MCC – Chairperson). Item 9 only: John Allen (Seal Rocks Protection Society)

APOLOGIES

Senior Constable John Simmons (Police)

DECLARATIONS OF PECUNIARY & NON-PECUNIARY CONFLICTS OF INTEREST

Nil.

ADOPTION OF MINUTES OF MEETING

RESOLUTION

That the Minutes of the Local Traffic Committee of 5 October 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

Nil.

CONSIDERATION OF OFFICERS' REPORTS:

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

Report Author Richard Wheatley, Traffic Engineer

File No. / ECM Index RD1210/02

Local Traffic Committee Meeting: 23 November 2016

RECOMMENDATION:

It is recommended that a No Stopping Zone be installed across the driveway of 23 Beach Street, Harrington.

COMMITTEE RECOMMENDATION

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

2. LTC - Bus Zone on Combined Street at Primrose Street, Wingham

Report Author Richard Wheatley, Traffic Engineer

File No. / ECM Index RD1635/02

Local Traffic Committee Meeting: 23 November 2016

RECOMMENDATION:

It is recommended that the existing Bus Zone on the southern side of Combined Street, Wingham west of Primrose Street have the operating times changed to 9.00am to 4.30pm, Monday to Friday.

COMMITTEE RECOMMENDATION

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

3. LTC - Bus Zone on Isabella Street at Primrose Street, Wingham

Report Author Richard Wheatley, Traffic Engineer

File No. / ECM Index RD2565/02

Local Traffic Committee Meeting: 23 November 2016

RECOMMENDATION:

It is recommended that the existing Taxi Zone on the northern side of Isabella Street, Wingham west of Primrose Street be reduced to 7m in length and "Bus Zone 9.00am to 3.00pm, Monday to Friday" along the remaining kerb space from the Taxi Zone to the Coles loading dock driveway.

COMMITTEE RECOMMENDATION

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

4. LTC - Bus Zone on Isabella Street at Wynter Street, Wingham

Report Author Richard Wheatley, Traffic Engineer

File No. / ECM Index RD2565/02

Local Traffic Committee Meeting: 23 November 2016

RECOMMENDATION:

It is recommended that the existing Bus Zone on the northern side of Isabella Street, Wingham west of Wynter Street be adjusted to commence from the lane on the western side of 43 Isabella Street (NAB Branch) and be 36m in length.

COMMITTEE RECOMMENDATION

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

5. LTC - Road Closure for Crowdy Head Triathlon

Report Author **Richard Wheatley, Traffic Engineer**

File No. / ECM Index **S1395/02/18**

Local Traffic Committee Meeting: **23 November 2016**

RECOMMENDATION:

That approval be granted for this Class 3 Event as set out in Forster Triathlon Club's submission to conduct the bike leg of the triathlon on Crowdy Street, Crowdy Head on Sunday 29 January 2017 at 7.00am and finished by 8.30am including the one hour road closure, subject to the following conditions:

- The applicant's Traffic Control Plan (TCP) has been accepted as the TCP as it has been signed by a current RMS accredited person. The requirements include:
- That a current RMS accredited "Apply TCPs" (Yellow Ticket or Grey Ticket) person will install the TCP.
- That only current RMS accredited "Traffic Controllers" (Blue Ticket) persons will operate Stop/Slow bats if required, this will include marshals working on the road.
- The applicant is responsible for organising and funding all aspects of this event including the requirements in the Traffic Management Plan and Traffic Control Plan.
- The applicant must notify local Police of this event and receive Police approval as set out in the NSW's "Guidelines for Bicycle Races" at least one week prior to the event.
- The applicant must have current public liability cover at the time of the event to the value of \$20 million.
- Any use of private land shall have the owner's approval.
- Crowdy Head residents to be letterbox dropped prior to the December's school holidays informing of the event and the road cycle leg, especially the no vehicular access to Crowdy Head between 7.00am to 8.00am.
- The organiser shall distribute a news release to local media at least one week in advance and repeated 2 days prior to the event, announcing the event and advising affected residents. The organiser shall provide Police with a copy of the media release and date of issue. The news release shall include dates, times and roads that will be affected.

- The applicant shall be responsible for informing all emergency services at least a week before the proposed events.
- The applicant shall be responsible for the cost of repairing any damage caused to Council infrastructure as a result of the proposed event.
- A clear passageway of 4 metres wide shall be maintained for emergency access.

COMMITTEE RECOMMENDATION

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

6. LTC - Line-marking on Coomba Road, Whoota

Report Author Kumar Kuruppu (Forster office)
ECM Index Roads - Linemarking , Traffic Committee
Local Traffic Committee Meeting: 23 November 2016

RECOMMENDATION:

It is recommended that the existing centre line marking be amended to provide double dividing barrier line (BB line) between 30 metres north of access to 557 Coomba Road and 65 metres south of access to 610 Coomba Road.

COMMITTEE RECOMMENDATION

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

7. LTC - Parking near the Bulahdelah ATM - 15 minutes Restriction

Report Author Kumar Kuruppu (Forster office)
ECM Index Roads - Signs , Traffic Committee
Local Traffic Committee Meeting: 23 November 2016

RECOMMENDATION

It is recommended that 15 minutes parking restriction signs (R5-15) be installed at the on street parallel parking space directly in front of the Bulahdelah Rural Transaction Centre.

COMMITTEE RECOMMENDATION

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

8. LTC - Line-marking on Lakeside Crescent, Elizabeth Beach

Report Author Kumar Kuruppu (Forster office)
ECM Index Roads - Line-marking; Traffic Committee
Local Traffic Committee Meeting: 23 November 2016

RECOMMENDATION

It is recommended that a double dividing barrier lines (BB line) be installed to create a no overtaking zone at the location shown in Annexure A.

ANNEXURE

A: Location plan



COMMITTEE RECOMMENDATION

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

9. LTC – Temporary Traffic Signals in Seal Rocks at Peak Holiday Times

Report Author Kumar Kuruppu (Forster office)
ECM Index Roads - Signs , Traffic Committee
Traffic Advisory Committee Meeting: 23 November 2016

SUMMARY OF REPORT

Presentation to the Committee by a representative from Seal Rocks Protection Society on traffic congestion and safety concerns during peak holiday times at Seal Rocks.

SUMMARY OF RECOMMENDATION

It is 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

FINANCIAL/RESOURCE IMPLICATIONS

Council will be responsible for the costs associated with the installation and management of the temporary traffic signals.

LEGAL IMPLICATIONS

Nil.

BACKGROUND

Mr John Allen, Secretary of Seal Rocks Protection Society, requested to attend the meeting to address the Committee on the traffic congestion at Seal Rocks during the peak holiday periods.

DISCUSSION

Mr John Allen addressed the committee in relation to the traffic congestion occurring at Seal Rocks particularly at Number One Beach, but also on Boat Beach during the peak holiday weekends of New Year, Australia Day and Easter. Seal Rocks Road along the beachfront of Number One Beach is the only access to popular beaches and other tourist attractions. As the parking opportunities are limited in the vicinity, vehicles tend to park along the roadside, limiting access road to a single lane. Traffic "gridlock" situations regularly occur during these weekends as heavy traffic flows trying to enter and exit the village on opposite directions. Mr Allen informed the committee that the traffic hold up create a dangerous situation as there is no reliable emergency vehicle corridor. Furthermore, he informed that the existing "no stopping" zones are largely ignored due to limited number of formal parking spaces available.

Mr Allen informed that there were a number of options to improve the one way situation was suggested by the residents:

- Trial of mobile traffic signals between north of Number One Beach and the caravan park.
- Road marking to define a corridor for emergency vehicles that had to remain clear
- Official presence at the busiest times directing traffic and controlling parking
- As a long term solution, re-routing the access road into Seal Rocks village to avoid the beachfronts altogether.

Committee further discussed about the issues and the suitable actions that can be carried out to improve the situation. A hire of a set of mobile traffic signals likely cost between \$75 and \$100 per/day. In addition, there will be a cost for setting up and removing the lights. A traffic management plan including advance warning signs are also required to manage the traffic movements safely. As the site is located a distance away from Council work depots, daily inspections of traffic management set up is not practical for Council staff to undertake.

As such, Mr Allen indicated that members of Seal Rocks Protection Society would be able to assist Council of daily inspections if this option is adopted. If any issues with the set up are observed, Council staff will be contacted for appropriate action.

The option of road marking to define a corridor for emergency vehicles was considered not practical as the available road width is inadequate. NSW Police representative acknowledged the safety issues at this location but indicated that the available recourses do not permit regular official presence during busy times.

COMMITTEE RECOMMENDATION

It is 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 23 December 2016 to Thursday 5 January 2017
- B. From Wednesday 25 January 2017 to Tuesday 31 January 2017

10. LTC – Dedicated Parking for Learner Drivers at Service NSW Centre, Parkes Street Tuncurry.

Report Author **Kumar Kuruppu (Forster office)**
ECM Index **Roads - Signs , Traffic Committee**
Traffic Advisory Committee Meeting: **23 November 2016**

SUMMARY OF REPORT

Investigations have been carried out into a request for providing two parking bays dedicated for learner drivers on Parkes Street Tuncurry.

SUMMARY OF RECOMMENDATION

It is recommended that

- A. Council allocate two parking bays for learner drivers, from existing 90 degree parking area on Parkes Street.
- B. Install R5-41-2 signs indicating no parking allowed from Tuesday to Thursday from 9am to 4.30 pm with "APPLICANTS FOR DRIVING TESTS EXCEPTED"

FINANCIAL/RESOURCE IMPLICATIONS

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

LEGAL IMPLICATIONS

Nil.

BACKGROUND

An email enquiry has been received from Elton Consultant on behalf of the Service NSW, seeking Council's support for providing two designated driver testing parking bays at Tuncurry. The consultant informed that Service NSW is proposing to establish a new Service NSW centre at 25 Manning Street Tuncurry.

The consultant provided a map showing the location of the proposed centre and two options for the requested designated parking spaces:

- **Option 1:** Two parallel parking spaces on Beach Street (at the corner of Parkes Street) along northern kerb line.
- **Option 2:** Two 90 degree angle parking spaces on Parkes Street (at the corner of Beach Street) along western kerb line.

During further discussions, the Consultant advised that the anticipated opening date of the Tuncurry Service NSW centre is 18 November 2016 with proposed trading hours from 8.30am to 5.30pm Monday to Friday. Considering the information provided, Council's Engineering and Infrastructure Services investigated the matter and requested the Consultant to consider utilising available onsite parking areas to provide required two parking bays designated for driver testing. The Consultant's response was that onsite parking is very restrictive and difficult for novice drivers and elderly to manoeuvre hence this option was deemed not suitable. The Consultant further informed that Service NSW is prepared to meet with Council and discuss this further and if a resolution is not achieved, Service NSW will not be in a position to offer the driver testing service at Tuncurry and will need to request the community to travel to Taree for this service.

This matter was discussed at the Local Traffic Committee meeting held on 5 October 2016 as an information item (Item 16.1). The Committee agreed that individual businesses should not have exclusive parking spaces on the roads and Council should suggest to Services NSW that these spaces be provided in the property's car park.

Representatives from Service NSW met with Council's senior management to further discuss this matter. At the meeting, Service NSW was informed that Council will support the allocation of two spaces provided that information is provided confirming that the onsite car park is unsuitable. There was no detailed information of any traffic investigations carried out to indicate the suitability of onsite parking. As such Council requested Service NSW to provide traffic investigation report including turning path diagrams to confirm onsite parking is not suitable.

The letter with final assessment information is provided in Annexure A.



Image: Location of proposed dedicated parking bays on Parkes Street (date taken 19/10/16)

DISCUSSION

As stated on the Consultant's traffic assessment, Council agree that roof top and covered ground level car parking spaces may not be ideal for the people undergoing driving tests. The Consultant's report also informs that existing onsite uncovered parking spaces are not suitable for novice drivers and elderly due to the area being tight and difficult to manoeuvre in and out of. Swept path diagrams were provided indicating that the space available for drivers to manoeuvre within uncovered parking spaces is tight. It should be noted that these swept paths were prepared based on aerial imagery and that the imagery does not accurately reflect the available space due to overhang of roof. Actual measurements taken onsite by Council staff indicate there is enough space to safely manoeuvre a car in and out of the uncovered parking spaces. Australian standards AS 2890.1 provides requirements for off street car parking. The width available within the uncovered parking area complies with the requirements specified in the standards.

The Consultant's report also states that for the people undergoing driver testing, it is necessary to provide a safe and comfortable parking space from with to start and finish driver testing and the undercover area does not fulfil this requirement. The parking bays requested by Service NSW are located on-street. Council's Project Manager's view is that off-street parking environment with no through traffic flow would be more comfortable for drivers to manoeuvre their vehicles in comparison to busy on-street environment. The measured manoeuvring width available for onsite parking is greater than that of the proposed on-street parking location (measuring from road centreline).

Council's view on the traffic assessment was provided to the Consultant being that Council's preferred parking option is on-site parking area (from ground level uncovered area), and if Service NSW insists, Council reluctantly agrees to allocate two on-street parking bays at the requested location. The consultant responded " *...Service NSW is most insistent that the on-street parking offers the safest opportunity for driver test and would greatly appreciate Council's continued support regarding this location.*"

Considering the response from Service NSW and the fact that if on-street parking bays are not available for learner drivers the local community may have to travel to Taree for this service, it is recommended to allocate two parking bays from existing 90 degree parking area on Parkes Street as shown on Annexure A. These parking bays will be dedicated for three days a week, (Tuesday to Thursday) between 9am and 4.30pm and sign-posted accordingly.

COMMITTEE RECOMMENDATION

It is recommended that

- A. Council allocate two parking bays for learner drivers, from existing 90 degree parking area on Parkes Street.
- B. Install R5-41-2 signs indicating no parking allowed from Tuesday to Thursday from 9am to 4.30 pm with "APPLICANTS FOR DRIVING TESTS EXCEPTED"

ANNEXURES

- A: Revised letter of request with final traffic assessment

Annexure A - Revised letter of request with final traffic assessment

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11 November 2016

The General Manager
MidCoast Council
PO Box 450
Forster NSW 2428

Attention: Kumar Kuruppu, Project Manager - Engineering & Infrastructure

Dear Kumar,

I refer to our recent discussions and emails regarding the proposed dedication of two on-street parking bays for driver testing. Additional details are provided below for your information and we look forward to receipt of Councils support to enable the safe testing of drivers as part of Service NSW operations.

Proposed location of on street parking

We note that two proposed dedicated on-street parking spaces were previously identified toward the intersection of Parks Street and Beach Street. It is proposed that these two spaces be relocated further north, toward the vehicular entry to the site, as shown in Figure 1 below. This revised location will reduce risk for those undergoing driver testing due to the increased separation distance from the intersection.

Figure 1 Proposed location of dedicated on street parking



Source: Narmap, 2016



Proposed days and times that spaces will be utilised

It is proposed that the dedicated on-street parking be utilised between the hours of 9am and 4.30pm, Tuesday, Wednesday and Thursday and can be signposted appropriately.

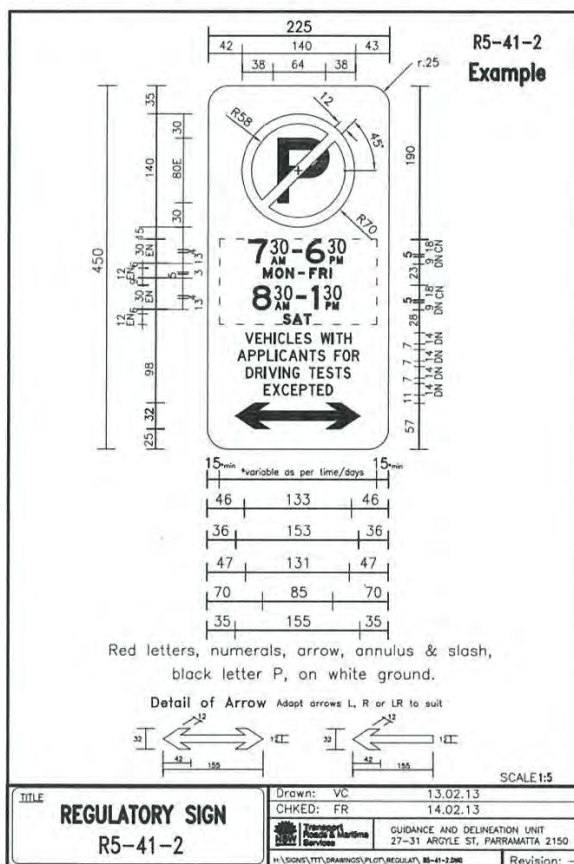
Proposed signage

It is proposed that signs be installed to identify the times and days for which the parking spaces will be dedicated for driver testing.

The proposed sign is RMS Sign No:R5-41-2. A link to the sign details included on the RMS website is provided below:

<http://www.rms.nsw.gov.au/cgi-bin/index.cgi?fuseaction=trafficsigns.show&id=regulatory/r5/r5-41-2>

Figure 2 Proposed RMS sign No. R5-41-2



<http://www.rms.nsw.gov.au/cgi-bin/index.cgi?fuseaction=trafficsigns.show&id=regulatory/r5/r5-41-2>

Parking options

There are three opportunities for parking to be provided on or in front of the site. These are summarised below, together with an assessment considering the suitability of the option.

1. Parking within the on-site car park at ground level.

Suitability

There are 9 uncovered parking spaces provided at ground level, together with additional covered parking spaces located below the access ramp that leads to the rooftop.

Covered spaces

The covered spaces are not considered practical due to the presence of supporting pillars separating every two parking spaces, limiting manoeuvrability and adding an additional level of difficulty when parking and reversing. The area is tight for novice drivers and the elderly to manoeuvre into and out of.

Uncovered spaces

The uncovered spaces are not considered suitable due to limitations in manoeuvrability within the car park.

The Transport Planning Partnership Pty Ltd have prepared indicative swept path diagrams to assess the suitability of these spaces. These diagrams are included within Attachment A.

Whilst the swept paths have been prepared based on aerial imagery, they do show that there is limited manoeuvrability available for those spaces closest to the street. Additional manoeuvrability is available for spaces located toward the end of the car park however, it is reinforced that this area is tight for novice drivers and the elderly to manoeuvre into and out of.

Whilst we acknowledge that the swept path diagrams do not take into account the roof overhang, we reinforce that there are no controls in place to prevent cars from parking in that space. This is demonstrated in Figure 1 below which clearly shows a car parked under the roof overhang.

Figure 3 Existing car parking showing car parking below roof overhang



It is reinforced that people undergoing driver testing are often apprehensive and it is necessary to provide them with a safe and comfortable environment from which to start and finish driver testing. This area does not fulfil this requirement.

Based on the above, the provision of dedicated driver testing parking bays at ground level is not considered suitable.

2. Parking within the site on the level 1 rooftop.

Suitability

Roof top parking is available for approximately 28 vehicles and this space will be accessible for able bodied general customer and staff parking.

Statistics show that nearly 50% of Service NSW customers who complete driving tests at Tuncurry Service Centre must complete the Aged driving test — they are aged 85 years and older.

Concerns are raised that parking on the rooftop will pose a WHS matter. There are 19 steps that lead to the bottom level of the car park. If we are parking on this level, the customer will need to climb up and down these steps on 2 occasions, when they are arriving for a driving test and when they have completed their test - 76 steps in total.

This would also create additional risk in wet weather conditions.

Based on the above, the provision of dedicated driver testing parking bays at ground level is not considered suitable.

3. On street parking

Suitability

The nominated parking spaces offer 90 degree angle parking at a safe distance from the intersection of Parkes Street and Beach Street. Adequate opportunity for manoeuvring is available and is supported by directed access to the Service NSW premises.

Ample parking spaces located within the surrounding road network and within the site at ground level and on the rooftop.

The proposed location is shown in Figure 2. As previously discussed, it is proposed that these spaces be sign posted (at the cost of Service NSW) consistent with RMS Sign No. R5-41-2.

Figure 4 Proposed location of dedicated driver testing parking spaces



Source: Service NSW

Based on the above, the provision of dedicated driver testing parking bays at the identified located on-street is considered suitable.

It is the view of Service NSW that the proposed dedicated on street parking offers the safest opportunity for driver test and would greatly appreciate Council's continued support regarding this location.

I welcome the opportunity to discuss this matter and can be contacted on 0401 666 561. We look forward to receipt of councils support regarding this matter.

Yours sincerely



Marion Lourens
Project Manager
marion@elton.com.au

Attachments:

- A. Swept path diagrams

A Swept path diagrams







INFORMATION ITEMS

11 LTC – Information Items discussed at meeting

Report Author Richard Wheatley, Traffic Engineer

File No. S638/04

Local Traffic Committee Meeting: 23 November 2016

11.1 No Stopping Zone near the rock wall at Number One Beach, Seal Rocks

Senior Constable David Feeney , Bulahdelah Police Station has raised an issue of inadequate signage at the No Stopping Zone near the rock wall at Number One Beach through an email presented to the meeting by Michael Martin. At present there is approximately 80m long designated "No Stopping" zone on the beach side at this location. There are only two signs at either end, about 80m apart to inform the motorists. One of signs has previously been a 'No Parking during School times' sign, which has been painted over and reused in this area, but the school times can still be seen. Senior Constable Feeney informs "When police attempt to enforce the 'No Parking' rule, people are arguing they had read the sign as a 'School times' sign and were unaware of the area (no school in proximity)". This could result in many lengthy/costly matters and people getting off at court if they choose to argue any infringements."

As there are only two signs at either end, when in the middle of the zone, it is difficult to observe the "No Stopping" signs 30 to 40 metres each way apart. Senior Constable Feeney states "It could be argued similarly at court by these persons that the signage was inadequate and again likely more cost/resources wasted attending and likely losing court matters".

The Committee recommended that maintenance be undertaken to:

- A. the existing "No Stopping" sign that has been used at a school zone be removed and replaced with a new R5-400 "No Stopping" sign and
- B. B) Install two additional R5-400 "No Stopping" signs approximately 25m apart on the mid-section of the zone.

11.2 Wingham Road, Taree – Speed Limits

Bob Wilson presented to the meeting a letter from a Taree resident living on Wingham Road requesting the speed limit between Cedar Party Road and Kolodong Road be reduced from 70km/h to 60km/h. Jamie Smoother noted the RMS had received this letter and the RMS would undertake a speed limit review of this section of Wingham Road.

11.3 MacIntosh Street, Forster – Speed Limit

Bob Wilson requested the RMS to review the location of the speed limit change from 50km/h to 60km/h on MacIntosh Street, Forster north of the Kularoo Drive roundabout. It was considered the 50km/h speed limit zone should extend further south past the roundabout as the current location had motorists speeding up on the approach to the roundabout. Jamie Smoother stated he would investigate the suggestion of moving the 50km/h speed limit past the roundabout at the MacIntosh Street and Kularoo Drive intersection.

11.4 Pacific Highway, Coolongolook – Truck Crashes

Mick Martin raised at the meeting the recent crash of the B-doubles trucks on the Pacific Highway north of Coolongolook. The crash occurred due to a southbound B-double crossing on the northbound carriageway travelling down the steep descent into the Coolongolook village. The existing centreline wire rope barrier did not stop the truck entering the wrong side of the road as it stretched. Jamie Smoother stated the RMS would be staying with the wire rope as the barrier between the two carriageways. The meeting suggested the RMS should install an 80km/h speed limit for trucks down the hill to encourage heavy vehicles to keep their speed at a reasonable level. Jamie stated he would review this option of a heavy vehicle speed limit for southbound vehicles down the steep descent into Coolongolook.

11.5 Kingfisher Avenue, Hawk Nest – Speeding

Kumar Kuruppu presented the following table comparing speed data collected in November 2016 with the data collected previously. The recent data indicates an increase of speeding motorists compared to the data collected in June 2016. The Police was requested to undertake enforcement of Kingfisher Avenue to reduce the speeding on this road.

Location: Kingfisher Ave 50m East of the Singing Bridge			
Speed Statistics	2015 30/03/2015 to 13/04/2015	2016 31/05/2016 to 08/06/2016	2016 7/11/2016 to 16/11/2016
<i>85 percentile speed</i>	65.5km/h	62.6km/h	64.1km/h
<i>Mean</i>	59.3km/h	56.2km/h	57.1
<i>Maximum</i>	134.1km/h	120.3km/h	150.9km/h
<i>Percentage of heavy vehicles</i>	7.00%	6.50%	6.70%

Location: Kingfisher Ave 240m East of the Singing Bridge			
Speed Statistics	2015 30/03/2015 to 13/04/2015	2016 31/05/2016 to 08/06/2016	2016 7/11/2016 to 16/11/2016
<i>85 percentile speed</i>	61.9km/h	61.9km/h	64.1km/h
<i>Mean</i>	55.4km/h	55.6km/h	56.8km/h
<i>Maximum</i>	134.1	108.9km/h	136.5km/h
<i>Percentage of heavy vehicles</i>	3.60%	7.30%	7.90%

11.6 Mark Street, Forster – Pavement Markings

Kumar Kuruppu informed the committee that concerns have been raised about the safety at the McDonalds right turn bay on Mark Street, Forster. The concern is the conflict between the vehicles travelling on the through lane, and the vehicles on the right turn lane which is restricted for motorists entering into McDonalds. Council records indicate that the line marking at this location has been amended by the RMS. As such, it was requested that RMS to investigate this matter further.

11.7 Whitbread Street, Taree – Parking on Footpath

Police had raised a matter with Council on Whitbread Street, Taree opposite Elizabeth Avenue of trucks parking on the footpath while the drivers attend the nearby takeaway food shop. Discussions held between Mick Martin and Richard Wheatley it was agreed to have the footpath monitored by Police and Council Rangers.

11.8 2017 Committee Meeting Dates.

The meetings of the Committee for 2017 will be held on Wednesdays at 10.00am on these dates:

- 1 February
- 5 April
- 7 June
- 2 August
- 4 October
- 22 November

The venue for next meeting on the 1 February 2017 will be at the MidCoast Council's Taree offices.

MEETING CLOSURE

The meeting closed at 11.40am

CHAIRPERSON

Richard Wheatley
Traffic Engineer
MidCoast Council