

**EXTRACT FROM MINUTES OF ORDINARY MEETING – 26 JULY 2017
STAFF REPORTS**

19 MINUTES OF LOCAL TRAFFIC COMMITTEE MEETING HELD ON 7 JUNE 2017

Report Author Richard Wheatley – Traffic Engineer

File No. / ECM Index Traffic Committee Agendas

Date of Meeting 26 July 2017

SUMMARY OF REPORT

This report presents the Minutes of the Local Traffic Committee meeting held on 7 June 2017 for adoption.

SUMMARY OF RECOMMENDATION

It is recommended that the Minutes of the Local Traffic Committee meeting held on 7 June 2017 be noted and that Council endorse the recommendations made at the meeting.

FINANCIAL/RESOURCE IMPLICATIONS

For the items 1, 2, 3, 6, 7, 8, 9, 10, 11 and 13.4 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 7 June 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, 6, 7, 8, 9, 10, 11 and 13.4 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 7 June 2017 be noted and that Council endorse the recommendations made at the meeting.

ATTACHMENTS

A: Minutes of the Local Traffic Committee meeting held on 7 June 2017

19 MINUTES OF LOCAL TRAFFIC COMMITTEE MEETING HELD ON 7 JUNE 2017

Report Author Richard Wheatley – Traffic Engineer

1/17 RESOLVED (Turner) (as per recommendation)

That the Minutes of the Local Traffic Committee meeting held on 7 June 2017 be noted and that Council endorse the recommendations made at the meeting.



**MINUTES OF THE
LOCAL TRAFFIC COMMITTEE
MEETING**

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

ON WEDNESDAY 7 JUNE 2017

Glenn Handford
INTERIM GENERAL MANAGER

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Minutes of the Local Traffic Committee held in the Manning Room of MidCoast Council's Taree Office, on 7 June 2017 commencing at 10.00am.

It should be noted that in order for traffic control devices to be approved and installed, Council must seek the opinion of members of the Local Traffic Committee. The Committee makes a recommendation that a device is installed and Council then must decide to either accept or reject the advice of the Committee. By noting minutes and endorsing the recommendations made at the meeting, Council is accepting the advice and installing the traffic control devices.

IN ATTENDANCE

Jamie Smoother (RMS), Melanie Jones (RMS), Bob Wilson (Stephen Bromhead's representative), Sergeant Tim Pepper (Police), Senior Constable John Simmons (Police), Kumar Kuruppu (MCC), Chris Dimarco (MCC), Gil Gendron (MCC) and Richard Wheatley (MCC – Chairperson).

NOTE: Please note Bob Wilson later advised that he wishes to be noted as an abstention in regard to the late item *Civic Precinct - 34-36 West Street, Forster*.

APOLOGIES

Nil

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 April 2017, copies of which were distributed to members after that meeting via email, be taken as read and confirmed as a true record of the proceedings.

MATTERS ARISING FROM PREVIOUS MINUTES

Nil

CONSIDERATION OF OFFICERS' REPORTS:

1. LTC – DISABLED PARKING SPACE IN VICTORIA STREET, TAREE

Report Author Richard Wheatley, Traffic Engineer

File No. / ECM Index RD4550/02

Local Traffic Committee Meeting: 7 June 2017

SUMMARY OF REPORT

Investigations have been undertaken following a request to have a disabled parking space in Victoria Street, Taree on the northern side east of Commerce Street intersection.

SUMMARY OF RECOMMENDATION

It is recommended that a Disabled Parking Zone space be installed on the northern side of Victoria Street, Taree east of Commerce Street on the western side of the driveway to 225-227 Victoria Street.

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 a disability provider to have a disabled parking space installed on the northern side of Victoria Street outside property 229 Victoria Street, which is east of Commerce Street intersection.

DISCUSSION

There is currently two hour parking (8.30am-6pm Monday to Friday, 8.30am-12.30pm Saturday) along the northern side of Victoria Street and there are no disabled parking spaces on this side of the road. There are two disabled parking spaces on the southern side of Victoria Street outside the War Veterans Centre but anyone using these spaces would have to cross three traffic lanes and a very wide median to reach the northern side.

Due to the northern side not having a disabled parking space it is proposed a disabled parking space be installed on the western edge of the driveway to 225-227 Victoria Street. This will allow the driveway to be used as a ramp for those in a wheelchair.

The potential new tenant to the shop adjacent to the proposed disabled parking space is a disability provider and they are supportive of the change to the parking. This new disabled parking space will provide access to the shops and businesses on the northern side of Victoria Street between Commerce Street and Pulteney Street.

RECOMMENDATION

It is recommended that a Disabled Parking Zone space be installed on the northern side of Victoria Street, Taree east of Commerce Street on the western side of the driveway to 225-227 Victoria Street.

DISCUSSION IN BRIEF

Nil.

COMMITTEE RECOMMENDATION

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

ANNEXURES

A: Victoria Street, Taree



2. LTC - NO STOPPING ZONE AT HEAD STREET AND BENNETTS HEAD ROAD, FORSTER

Report Author Chris Dimarco, Road Safety Officer

File No/ECM Index Roads - Signs, Traffic Committee

Local Traffic Committee Meeting: 7 June 2017

SUMMARY OF REPORT:

Investigations have been carried out into a request to update the No Stopping signs upon the Northern side of Head Street and Bennetts Head Road, Forster, near the intersection of Hadley Street, to stop vehicles parking illegally in the intersection.

SUMMARY OF RECOMMENDATION:

It is recommended that the current signs displaying 'No Stopping School Days' and directional signs are replaced to show 'No stopping' and left and right directional arrows included. The Eastern sign and post is to be moved from behind the school zone sign on Bennetts Head Road to make the sign clearly visible. No stopping at all times is necessary due to the intersection.

FINANCIAL/RESOURCE IMPLICATIONS:

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

LEGAL IMPLICATIONS:

Nil.

LIST OF ANNEXURES:

A: Map indicating Proposed No Stopping Zone along Heat Street and Bennetts Head Road

BACKGROUND

Forster Primary school fronts this intersection, and currently the signs state, No Stopping-School days. A School zone sign on Bennetts Head Road slightly conceals the Eastern end of zone No stopping sign. The nearby repeater sign has left only arrow, and should show left and right directional arrows. Enforcement of this zone is an issue due these issues.

To improve safety and enforcement of this intersection and school environment, No stopping should apply at all times, and the signage is to be improved to reinforce the No Stopping zone. .

DISCUSSION

Education and enforcement of parking zones around schools have been an ongoing campaign to improve safety for our school communities.

The intersection of Head Street and Hadley Street near the Forster primary school is narrow and requires that vehicles keep clear of the intersection to improve safety.

Recent enforcement of this zone by rangers has raised an issue of concern due to the current signage not clearly stating the length of zone.



Image: Looking East upon Bennetts head Road showing the school zone sign and No Stopping signs.



Image: Intersection of Head Street, Hadley Street and Bennetts Head road.

RECOMMENDATION:

It is recommended that the current signs displaying 'No Stopping School Days' and directional signs are replaced to show 'No stopping' and left and right directional arrows included. The Eastern sign and post is to be moved from behind the school zone sign on Bennetts Head Road to make the sign clearly visible. No stopping at all times is necessary due to the intersection.

DISCUSSION IN BRIEF

There was discussion on the position of some existing No Stopping signs as they are located well back from the carriageway and a 25km/h speed advisory sign under a pedestrian warning sign that was confusing. Chris agreed to review these signs with the objective to make any required changes to improve signs visibility and reduce any perceived confusion over them.

COMMITTEE RECOMMENDATION

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

ANNEXURES

A: Map indicating proposed No Stopping zone along Head Street & Bennetts Head Road



3. LTC - NO PARKING ZONE ON MACQUARIE STREET, TAREE

Report Author **Richard Wheatley, Traffic Engineer**

File No. / ECM Index **S727**

Local Traffic Committee Meeting: **7 June 2017**

SUMMARY OF REPORT

Investigations have been undertaken following a request from 2BOB Radio management to have a No Parking Zone installed across the kerb ramp at the front of their studios in Macquarie Street, Taree.

SUMMARY OF RECOMMENDATION

It is recommended that a No Parking Zone be installed on the eastern side of Macquarie Street, Taree south of Albert Street outside 2BOB Radio Studios 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.

LIST OF ANNEXURES:

A: Map of proposed No Parking zone near 2BOB Radio Studios on Macquarie Street

BACKGROUND

Council has received a request from the management of 2BOB Radio to have a No Parking zone installed across the kerb ramp on Macquarie Street at the front of their studios to allow people to be dropped off and use the kerb ramp to access the path to the studios.

DISCUSSION

The kerb ramp and path on Macquarie Street provides access to the 2BOB studios and the ramp was installed eighteen months ago. This section of Macquarie Street is regularly parked out by vehicles on both sides of the road including cars parked over the kerb ramp blocking access to it.

2BOB has stated they have presenters and visitors to the studios are dropped off with some having mobility impairments that requires them to use the kerb ramp to access the pathway to the property. Unfortunately, cars park across the kerb ramp are blocking the access to the ramp and pathway, which makes it difficult for people to simply and safely walk to the studios.

The installation of a No Parking zone across the kerb ramp will allow vehicles to pull up at the kerb and drop off their passengers directly at the pathway for access to 2BOB.

RECOMMENDATION

It is recommended that a No Parking Zone be installed on the eastern side of Macquarie Street, Taree south of Albert Street outside 2BOB Radio Studios across the kerb ramp.

DISCUSSION IN BRIEF

Nil.

COMMITTEE RECOMMENDATION

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

ANNEXURES

A: Map of proposed No Parking zone near 2BOB Radio Studios on Macquarie Street



4. LTC - PARADE ALONG HANNAM VALE ROAD, HANNAM VALE

Report Author **Richard Wheatley, Traffic Engineer**

File No. / ECM Index **S1472/02/01**

Local Traffic Committee Meeting: **7 June 2017**

SUMMARY OF REPORT

Investigations have been undertaken following a request from Hannam Vale Public School to close one lane of Hannam Vale Road for a parade on Saturday 16 September 2017 between 10.00am to 11.00am.

SUMMARY OF RECOMMENDATION

It is recommended that approval be granted for Hannam Vale Public School to close one lane of Hannam Vale Road on Saturday 16 September 2017 between 10.00am to 11.00am for their Quasiquicentenary Street Parade.

FINANCIAL/RESOURCE IMPLICATIONS

Nil.

LEGAL IMPLICATIONS

Nil.

LIST OF ANNEXURES:

A: Map indicating Parade Route along Hannam Vale Road, Hannam Vale

BACKGROUND

Council has received a request from the Wingham Hannam Vale Public School to close one lane of Hannam Vale Road on Saturday 16 September 2017 between 10.00am to 11.00am for their Quasiquicentenary (125 years) Street Parade.

DISCUSSION

The school is proposing to hold a parade starting from a holding area 200m north of Deep Creek Road then along Hannam Vale Road southbound to the school. This parade will travel along the eastern side of Hannam Vale Road carriageway only (southbound lane) and general traffic will use the northbound lane under the control of Traffic Controllers. There will be also be a traffic controller at Deep Creek Road intersection managing traffic out of this road onto Hannam Vale Road. The pedestrians will be kept to the eastern side of Hannam Vale Road between the parking area and school.

This application has a Traffic Management Plan and Traffic Control Plans that have been prepared and signed by a RMS accredited traffic management company. The school has stated in their application this RMS accredited traffic management company will be installing the TCP and managing traffic and pedestrians on the day.

They are estimating that there will be 100 participants and 200 spectators attending during this event.

COMMUNITY IMPACTS

The impact of this road closure will be to the traffic on Hannam Vale Road and Deep Creek Road with the two way traffic being delayed as they will be required to use one lane under traffic control. The delays should be minimal as the through traffic volumes are expected to be low. There may be some short term congestion on the roads as people attending the event arriving and departing but this can be managed by the traffic management officials' onsite.

RECOMMENDATION

That approval is granted for the road closure for this Class 3 Event as set out in the Hannam Vale Public School submission to close one lane of Hannam Vale Road on Saturday 16 September 2017 between 10.00am to 11.00am for their Quasquicentenary Street Parade 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 and other emergency services of this event.
- The applicant must have public liability cover to the value of \$20 million.
- Any use of private land shall have the owner's approval.
- The organiser should 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 release and date of issue. The news release should include dates, times and roads that will be affected.
- 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 should be maintained for emergency access.

DISCUSSION IN BRIEF

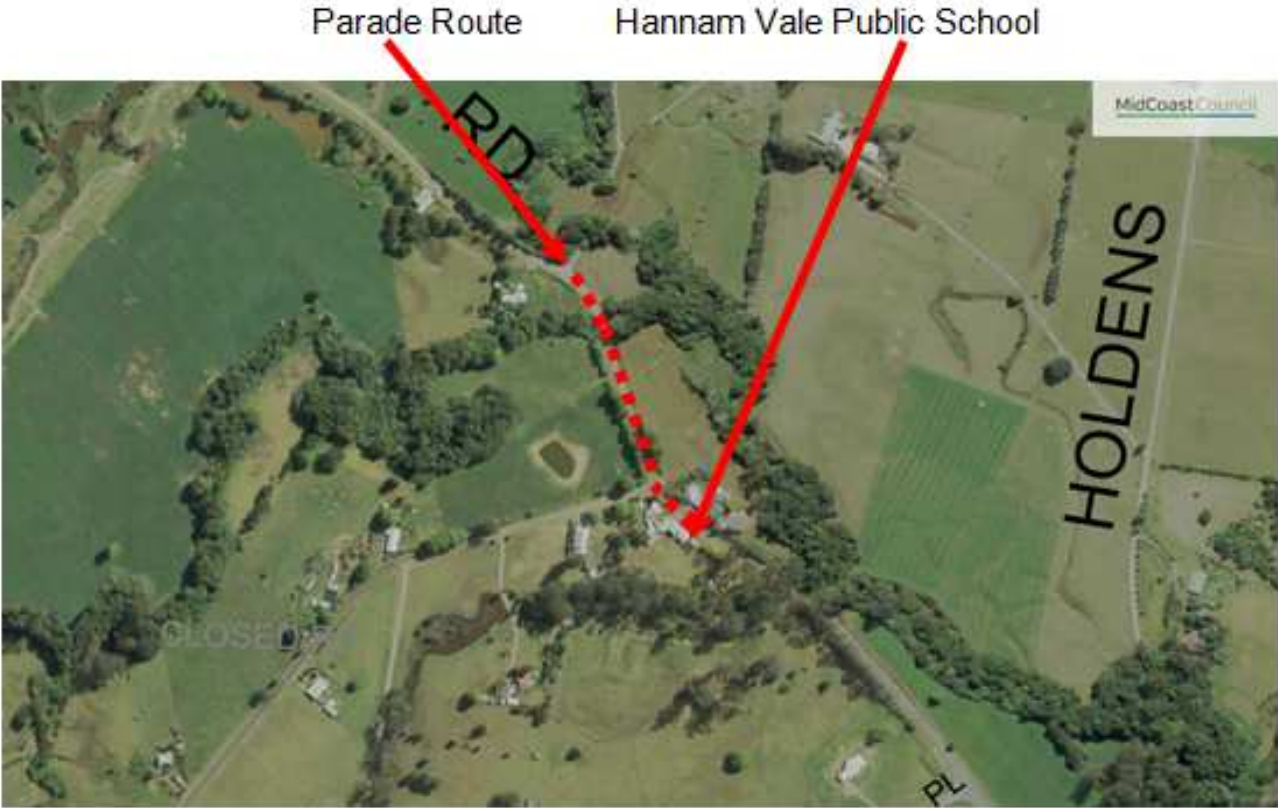
Nil.

COMMITTEE RECOMMENDATION

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

ANNEXURES

Annexure A: Map indicating Parade Route along Hannam Vale Road, Hannam Vale



5. LTC - ROAD CLOSURE OF BENT STREET, WINGHAM

Report Author **Richard Wheatley, Traffic Engineer**
File No/ECM Index **S1472/03**
Local Traffic Committee Meeting: **7 June 2017**

SUMMARY OF REPORT

Investigations have been undertaken following a request from Wingham Chamber of Commerce to close Bent Street, Wingham between Isabella Street and Farquhar Street on Thursday 14 December 2017 from 4.00pm to 9.30pm for their annual Christmas Carnival.

SUMMARY OF RECOMMENDATION

It is recommended that approval be granted for the temporary closure of Bent Street, Wingham between Isabella Street and Farquhar Street on Thursday 14 December 2017 from 4.00pm to 9.30pm.

FINANCIAL/RESOURCE IMPLICATIONS

Nil.

LEGAL IMPLICATIONS

Nil.

LIST OF ANNEXURES:

A: Map showing proposed road closure of Bent Street between Isabella & Farquhar Streets

BACKGROUND

Council has received a request from the Wingham Chamber of Commerce to conduct their annual Christmas Carnival in Wingham on Thursday 14 December 2017 with a temporary closure of Bent Street between Isabella Street and Farquhar Street from 4.00pm to 9.30pm.

DISCUSSION

This application has a Traffic Management Plan and Traffic Control Plans that have been prepared and signed by a RMS accredited person.

The Chamber coordinates this event with all stakeholders and participants to ensure smooth operation of the movement of the carnival rides and other stalls into and out of Central Park and the closed section of Bent Street. The event will operate between 5.00pm to 9.00pm with the road to be closed between 4.00pm to 9.30pm to allow bump in and bump out. This is the customary road closure for the carnival and has been undertaken successfully for many years.

They are estimating that there will be 40 participants and 1,500 spectators attending during this event.

CONSULTATION

Wingham Chamber of Commerce ensures businesses in Wingham know about the event and the road closures plus advertising in local newspapers.

COMMUNITY IMPACTS

The only impact of this road closure is to the businesses in Wingham, especially in Bent Street and these businesses fully support the event through their local Chamber of Commerce.

RECOMMENDATION

That approval is granted for the road closure for this Class 3 Event as set out in the Wingham Chamber of Commerce submission to conduct the annual Christmas Carnival in Wingham on Thursday 14 December 2017 with the temporary road closure of Bent Street between Isabella Street and Farquhar Street from 4.00pm to 9.30pm 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 and other emergency services of this event.
- The applicant must have public liability cover to the value of \$20 million.
- Any use of private land shall have the owner's approval.
- The organiser should 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 release and date of issue. The news release should include dates, times and roads that will be affected.
- 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 should be maintained for emergency access.

DISCUSSION IN BRIEF

Nil.

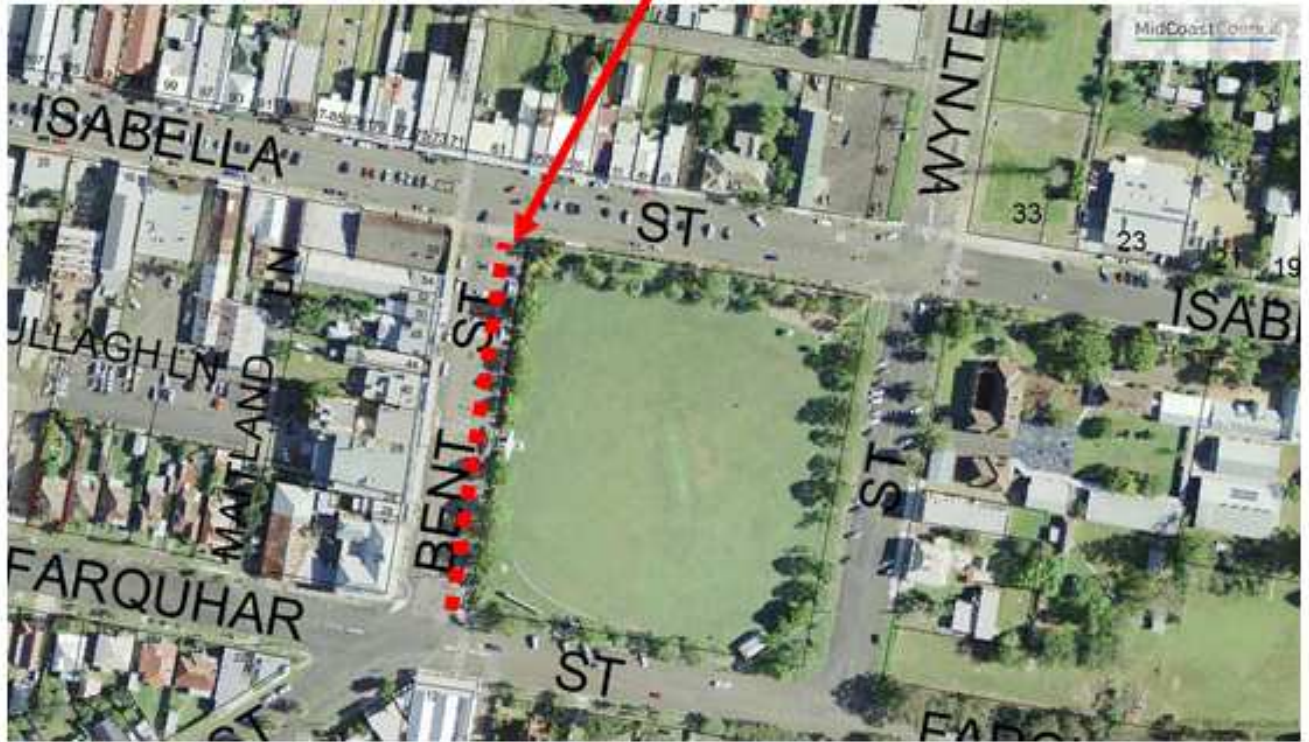
COMMITTEE RECOMMENDATION

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

ANNEXURES:

- A: Map showing proposed road closure of Bent Street between Isabella & Farquhar Streets**

Bent Street Road Closure



6. LTC - REQUEST FOR ALL DAY NO PARKING ZONE AT HEADLAND ROAD BOOMERANG BEACH

Report Author Kumar Kuruppu, Project Manager
File No. / ECM Index Traffic Committee, Traffic & Transport Facilities - Parking Zones
Local Traffic Committee Meeting: 7 June 2017

SUMMARY OF REPORT

Investigation has been carried out into request for reassessment of current no parking restrictions placed at western end of Headland Road.

SUMMARY OF RECOMMENDATION

It is recommended that the existing No Parking restrictions at the western end of Headland Road be extended to all day No Parking restrictions.

FINANCIAL/RESOURCE IMPLICATIONS

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

LEGAL IMPLICATIONS

Nil.

LIST OF ANNEXURES:

A: Location map indicating proposed No Parking zone

BACKGROUND

Council has received a request from a resident on Headland Road to extend the existing No Parking restriction on Headland Road turning area at the western end to include No Parking all day. The location of the turning area is shown on Annexure A.

The current sign posted parking restriction for this area is 6am to 1pm on Tuesdays. This restriction is in place to assist with garbage collection along the street.

The request letter states that vehicles regularly park in turning area outside the time restrictions and on some occasions, parked all night. The letter further indicates that if the cars are parked at this location it is impossible for vehicles to turn around at the end of the road without reversing into an access drive way.

DISCUSSION

Investigations found that if vehicles are parked at this location it will reduce the ability for other vehicles to safely manoeuvre in the turning area.

As such, it is recommended that the No Parking restriction on this section of Headland Road be extended to include all times by replacing existing signs with new R5-40 No Parking Signs.



Image: Vehicle turning area

RECOMMENDATION:

It is recommended that the existing No Parking restrictions at the western end of Headland Road be extended to all day No Parking restrictions.

DISCUSSION IN BRIEF

Nil.

COMMITTEE RECOMMENDATION

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

ANNEXURES:

A: Location map indicating proposed No Parking zone



7. LTC - LINE-MARKING IMPROVEMENTS ON MARK STREET FORSTER

Report Author Kumar Kuruppu, Project Manager
File No. / ECM Index Traffic Committee, Streets – Mark Street
Local Traffic Committee Meeting: 7 June 2017

SUMMARY OF REPORT

Investigations have been carried out into a request for improvements to traffic arrangements on Mark Street Forster near the approach to The Lakes Way/Macintosh Street Roundabout and access to McDonald's Restaurant.

SUMMARY OF RECOMMENDATION

It is recommended that pavement marking on Mark Street Forster at the approach to The Lake Street/Macintosh Street Roundabout and access to McDonald's Restaurant be amended as shown in Annexure B.

FINANCIAL/RESOURCE IMPLICATIONS

Council will be responsible for the costs associated with the pavement marking.

LEGAL IMPLICATIONS

Nil.

LIST OF ANNEXURES:

- A. Location map showing area of proposed line-marking changes on Mark Street
 - B. Concept Plan showing changed line-marking conditions
-

BACKGROUND

A submission has been received expressing concerns over existing traffic arrangement on Mark Street Forster for the eastbound vehicles turning into McDonald's Restaurants and the vehicles accessing Macintosh Street/Lake Street Roundabout. The submission states that the author has noticed a number of near misses between vehicles travelling east on the left hand side through lane and vehicles travelling on the turning lane to McDonald's travelling pass the access attempting to approach the roundabout at the same time. The author also requests that the vehicles turning right from McDonald's onto Mark Street needs to be prevented. At present, McDonald's access driveway is signposted as Left Turn Only on to Mark Street.

DISCUSSION

At present the existing wide diagonal marking on east bound lanes between the access to McDonald's and the roundabout have been blacked out. Some of the other remaining existing line marking at this location has also faded. A concept drawing has been prepared to restore and improve the pavement marking at this location and presented in Annexure B.

RECOMMENDATION

It is recommended that pavement marking on Mark Street Forster at the approach to The Lake Street/Macintosh Street Roundabout and access to McDonald's Restaurant be amended as shown in Annexure B.

DISCUSSION IN BRIEF

Jamie Smoother stated the RMS was planning to submit to the Active Transport Program a proposal for pedestrian refuge on the Mark Street approach to the roundabout.

COMMITTEE RECOMMENDATION

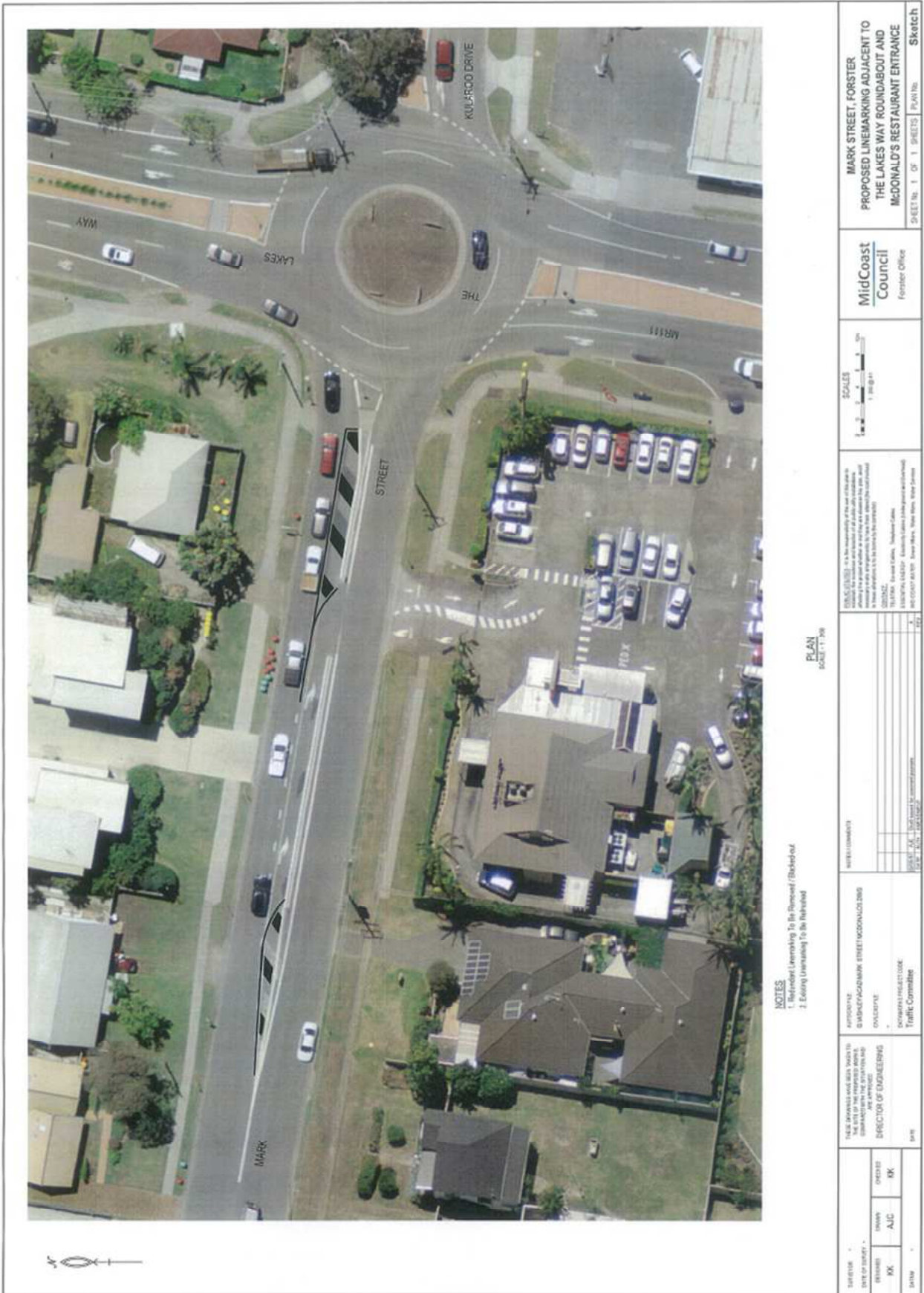
That the Local Traffic Committee recommend that Council adopt the above recommendation.

ANNEXURES:

A – Location map showing area of proposed line-marking changes on Mark Street



B - Concept Plan showing changed line-marking conditions



8. LTC - PAVEMENT MARKING AT ACCESS ROAD TO DURALIE MINE SITE

Report Author Kumar Kuruppu, Project Manager
File No. / ECM Index Traffic Committee, Streets – The Bucketts Way
Local Traffic Committee Meeting: 7 June 2017

SUMMARY OF REPORT

Investigations have been carried out into a request for turning arrows on Bucketts Way at the access road to Duralie Mine Site, 1164, The Bucketts Way Stroud Road.

SUMMARY OF RECOMMENDATION

It is recommended that new arrows and pavement marking be installed on the Bucketts Way at the access road to Duralie Mine as shown on Annexure A.

FINANCIAL/RESOURCE IMPLICATIONS

Council will be responsible for the costs associated with the pavement marking.

LEGAL IMPLICATIONS

Nil.

LIST OF ANNEXURES

A: Concept drawing showing proposed pavement marking on The Bucketts Way

BACKGROUND

Council received a request for turning lane arrows on the Bucketts Way at the intersection of access road to Duralie Mine Site, 1164 The Bucketts Way Stroud Road. The request informs that (*in the absence of turning arrows*), motorists think the turning lanes are for overtaking and speed up towards the oncoming traffic.

DISCUSSION

At present, the Bucketts Way at the intersection of access road to Duralie Mine is line marked as a channelised intersection (Type CH). In addition to the through lane, current line marking on the Bucketts Way provides a right turn lane for the northbound traffic turning into access road (refer Image 1). An auxiliary left turn lane has also been provided for the south bound traffic turning onto access road (refer Image 2). There are no arrows marked on the turning lanes to inform motorists that these lanes are for vehicles turning into side road.



Image 1



Image 2

During the site inspections carried out, it was observed that some northbound through traffic were travelling on the right turn lane without knowing the lane is for turning vehicles only (refer Image 3).



Image 3

As an outcome of the investigation, it was considered that marking new arrows on the right turn lane and on the left turn auxiliary lane would inform the motorists that these lanes are provided for turning vehicles only. Painting of new wide diagonal markings on the existing median islands was also considered to inform the motorists that this area is not intended to be used by the moving vehicles.

Figure 7.7 of Austroads Guide to Road Design Part 4A, provides the line marking and arrows required for Channelised Right-turn (CHR) treatment on a two-lane rural road. Figure 8.4 of the same document provides the line marking and arrows required for Rural Auxiliary Left-turn Lane treatment (AUL). Based on the above figures, a concept drawing with new arrows and wide diagonal markings to fit into the existing intersection line marking has been prepared and presented in Annexure A

RECOMMENDATION

It is recommended that new arrows and pavement marking be installed on the Bucketts Way at the access road to Duralie Mine as shown on Annexure A.

DISCUSSION IN BRIEF

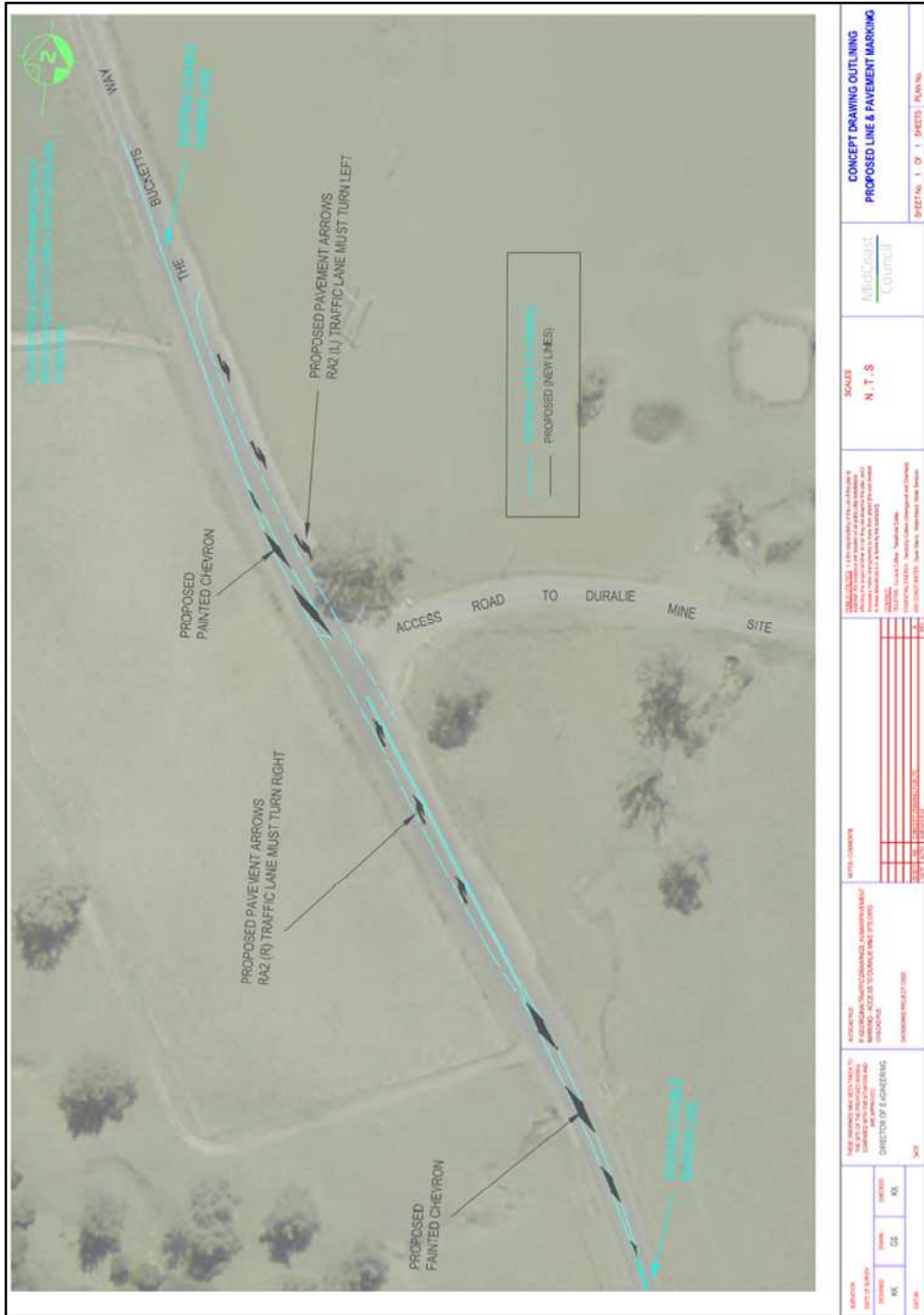
Nil.

COMMITTEE RECOMMENDATION

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

ANNEXURES:

A: Concept drawing showing proposed pavement marking on The Bucketts Way



9. LTC - PAVEMENT MARKING AT THE PEDESTRIAN ACCESS AT 8-12 NORTH STREET, FORSTER

Report Author Kumar Kuruppu, Project Manager

File No. / ECM Index Traffic Committee, Parking Zones Determination, Street - North Street Forster

Local Traffic Committee Meeting: 7 June 2017

SUMMARY OF REPORT:

Investigation has been carried out into request for "No Parking" zone marked on the parallel parking area on North Street at the pedestrian access kerb ramp to "Oceanic" apartments, 8-12 North Street Forster.

SUMMARY OF RECOMMENDATION:

It is recommended that "No Parking" pavement marking be installed on the parallel parking area across the pedestrian access kerb ramp at 8-12 North Street Forster.

FINANCIAL/RESOURCE IMPLICATIONS:

Council will be responsible for the costs associated with the pavement marking.

LEGAL IMPLICATIONS:

Nil.

LIST OF ANNEXURES:

A: Location map showing existing ramp

BACKGROUND

A submission has been received from the BCS Strata Management requesting a parallel parking area on North Street at the pedestrian access to "The Oceanics" 8-12 North Street Forster (refer Image 1) be marked as "No Parking" to discourage vehicles parking across the access.

Similar pavement marking has been previously installed at the pedestrian kerb ramp access to adjacent 2-6 North Street property as shown on Image 2.



Image 1- Existing Access to "Oceanic"



Image 2- Existing "No Parking" pavement marking at the Access to 2-6 North Street

During further discussions, the author of the submission informed that this ramp is regularly used by the people with disability to access the property and adjacent foot path. However, at times the vehicles parked across the property restrict the use of ramp creating inconvenience.

RECOMMENDATION:

It is recommended that "No Parking" pavement marking be installed on the parallel parking area across the pedestrian access kerb ramp at 8-12 North Street Forster.

DISCUSSION IN BRIEF

Kumar Kuruppu reported to the meeting Council is about to develop a masterplan for the main beach precinct at Forster. This master plan would be from the surf club to the ocean bath including the North Street parking areas.

COMMITTEE RECOMMENDATION

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

ANNEXURES:

A: Location map showing existing ramp



10. LTC - PAVEMENT MARKING AT BENNETTS BEACH CAR PARK, BEACH STREET HAWKS NEST

Report Author Kumar Kuruppu, Project Manager

File No./ECM Index Traffic Committee, Car Parks, Street - Beach Street Hawks Nest

Local Traffic Committee Meeting: 7 June 2017

SUMMARY OF REPORT:

Investigation has been carried out into a request for installation of pavement arrows on the Bennett's Beach Car Park, Beach Street Hawks Nest.

SUMMARY OF RECOMMENDATION:

It is recommended that pavement arrows and a R2-4 "No Entry" sign be installed at the Bennetts Beach Car Park, Hawks Nest as shown on Annexure B

FINANCIAL/RESOURCE IMPLICATIONS:

Council will be responsible for the costs associated with the pavement marking and installation of "No Entry" sign.

LEGAL IMPLICATIONS:

Nil.

LIST OF ANNEXURES:

- A. Request Letter
 - B. Concept Plan - Proposed Pavement Marking and "No Entry Sign"
-

BACKGROUND

A submission from Hawks Nest / Tea Gardens Progress Association (HNTGPA) was received requesting Council to install pavement arrows on the Bennetts Beach Car Park, (at the corner of Booner Street and Beach Street) Hawks Nest indicating a clockwise traffic flow (Annexure A). The submission informs many near misses have been witnessed due to the uncertainty of traffic flow and the ad-hoc vehicle movements



Image - Bennetts Beach Car Park Existing Linemarking

Investigation has been undertaken into the concerns raised and it is considered that installing pavement arrows and a “No Entry” sign as shown on Annexure B would improve the traffic safety at the car park.

RECOMMENDATION:

It is recommended that pavement arrows and a R2-4 “No Entry” sign be installed at the Bennetts Beach Car Park, Hawks Nest as shown on Annexure B.

DISCUSSION IN BRIEF

Nil.

COMMITTEE RECOMMENDATION

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

ANNEXURES:

A- Letter of Request from HNTGPA



**HAWKS NEST – TEA GARDENS PROGRESS
ASSOCIATION INC.**

P.O. Box 19, Hawks Nest NSW 2324
ABN: 96 537 268 704

President: Trevor Jennings Tel: 0431 250 563
Secretary: Patricia Garrard Tel: 0417 712 883

23 March, 2017

The Acting General Manager
Mid Coast Council
PO Box 450
FORSTER NSW 2428



Dear Sir/Madam,

Subject: Provision of Painted Arrows in Bennett's Beach Car Park, Hawks Nest

At a recent meeting of the Hawks Nest / Tea Gardens Progress Association it was resolved to request Council to paint pavement arrows on the Bennett's Beach Car Park, Hawks Nest indicating a clockwise traffic flow.

It has been observed by many local Bennett's Beach users that a considerable number of visitors to the beach have been entering and leaving the car park in different directions. Due to the uncertainty of traffic flow and the ad-hoc vehicle movements, pedestrians are often unsure of motorist's intentions, and many near misses have been witnessed.

It is considered that painted pavement arrows, as shown on the attached plan, will greatly assist visitors to the area and, therefore, improve pedestrian safety.

Your urgent attention to this matter would be appreciated.

Yours Sincerely



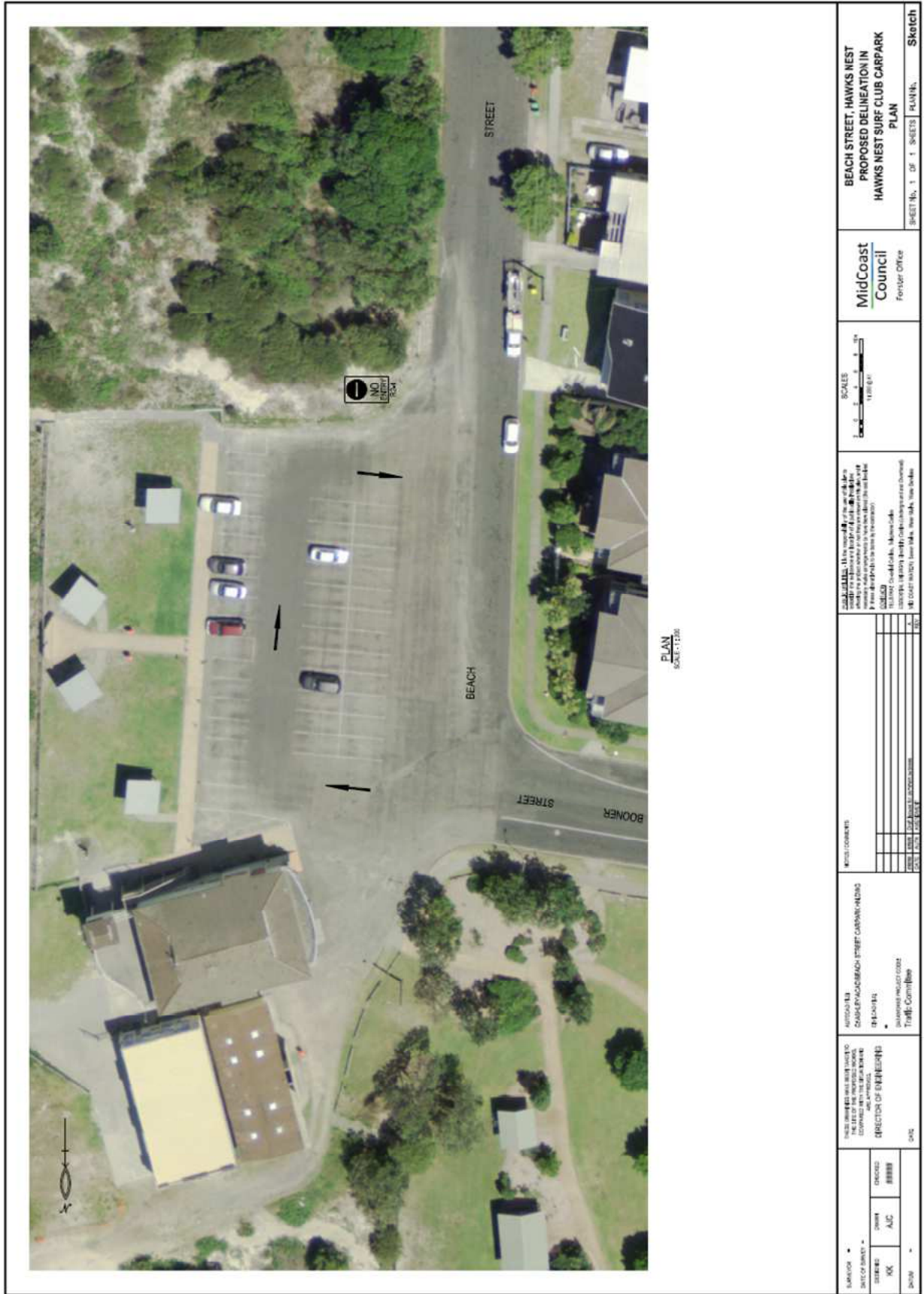
Patricia Garrard
Secretary

Page 1



Page 2

B- Concept Plan - Proposed Pavement Marking and “No Entry Sign”



PLAN
SCALE: 1"=30'

SURVOR DATE OF SURVY CHECKED BY	DRAWN ALC	CHECKED JBBB	THESE DRAWINGS SHALL BE SUBJECT TO ALL APPLICABLE REGULATIONS AND ORDINANCES. DIRECTOR OF ENGINEERING PMS	APPROVAL BY CARRIE YACOBKACH STREET CARRIAGE-MAINTENANCE DIVISION TRAFFIC COMMITTEE	METRIC COMMENTS DATE: 11/11/16 BY: JBBB	SCALE 1"=30' 1"=30' (1:30)	MIDCOAST COUNCIL FORTLER OFFICE	BEACH STREET, HAWKS NEST PROPOSED DELINEATION IN HAWKS NEST SURF CLUB CARPARK PLAN	SHEET No. 1 OF 1 SHEETS PLAN No. Sketch
	DATE 11/11/16	BY JBBB							

11. LTC – MOTOR CYCLE PARKING ON CHURCH STREET, GLOUCESTER

Report Author **Richard Wheatley, Traffic Engineer**
File No. / ECM Index **Motorcycle Parking – Church Street**
Local Traffic Committee Meeting: **7 June 2017**

SUMMARY OF REPORT

Investigations have been undertaken following a request from Rotary Club of Gloucester and Gloucester Visitor Information Centre to have a car parking space on Church Street in Gloucester converted to motor cycle parking.

SUMMARY OF RECOMMENDATION

It is recommended that motor cycle parking be installed on the eastern side of Church Street, Gloucester in the first parking space north of King Street within the existing timed restrictions of two hour parking between 8.30am-6.00pm Monday to Friday and 8.30am-12.30pm Saturday.

FINANCIAL/RESOURCE IMPLICATIONS

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

LEGAL IMPLICATIONS

Nil.

LIST OF ANNEXURES:

- A. Location map showing proposed location of Motorcycle Parking area on Church Street.
-

BACKGROUND

Council has received a request from Rotary Club of Gloucester and Gloucester Visitor Information Centre to have a car parking space on Church Street in Gloucester converted to motorcycle parking. They want to have Gloucester recognised as a “Motor Cycle Friendly Town” by the Motor Cyclists Association and one for the requirements is to have allocated motor cycle parking in the main street of the town. Should Gloucester be successful in receiving the “Motor Cycle Friendly Town” status it would become the second town in NSW to have this recognition after Wauchope.

DISCUSSION

The proposed location for the motor cycle parking is on the eastern side of Church Street in the first parking space north of King Street outside the hotel. The parking in this section of Church Street is parallel parking with the timed restrictions of two hour parking between 8.30am-6.00pm Monday to Friday and 8.30am-12.30pm Saturday. It is planned to use one parallel car parking space to convert it to 90° angle motor cycle spaces and it should cater for up to six motor cycles.

Rotary Club of Gloucester and Gloucester Visitor Information Centre have visited the shops and businesses between Denison Street and King Street to obtain their views on this proposal. They have obtained signed letters supporting the proposed motor cycle parking from 16 shops and

businesses. They were unable to contact two businesses for comment and another two were large organisations with the local staff being unable to sign the form letter.

There are two objectors to the change in the parking arrangements and both are located on the opposite side of the road (western side) from the proposed motor cycle parking space. One being a clothing store directly across from the proposed motor cycle parking and the second objector is a cafe located mid block.

The changing of one car parking space to motorcycle parking spaces has the majority support of the shops and businesses in the section of Church Street where the parking will be located. While there are two businesses that oppose the change it is considered the change to motor cycle parking will be a positive improvement to Gloucester shopping area. The provision of these parking spaces will allow Gloucester to become a "Motor Cycle Friendly Town" and this will encourage more people to visit the town on their motor cycling trips.

CONSULTATION

The Rotary Club of Gloucester and Gloucester Visitor Information Centre representatives have visited nearly all businesses and shops in the block of Church Street that will contain the motorcycle parking zone. They received overwhelming support for this parking change to motor cycle spaces in the busy shopping precinct from the local businesses. They have informed the Gloucester Chamber of Commerce of this proposed change to the parking and no response has been received from the Chamber.

RECOMMENDATION

It is recommended that motor cycle parking be installed on the eastern side of Church Street, Gloucester in the first parking space north of King Street within the existing timed restrictions of two hour parking between 8.30am-6.00pm Monday to Friday and 8.30am-12.30pm Saturday.

DISCUSSION IN BRIEF

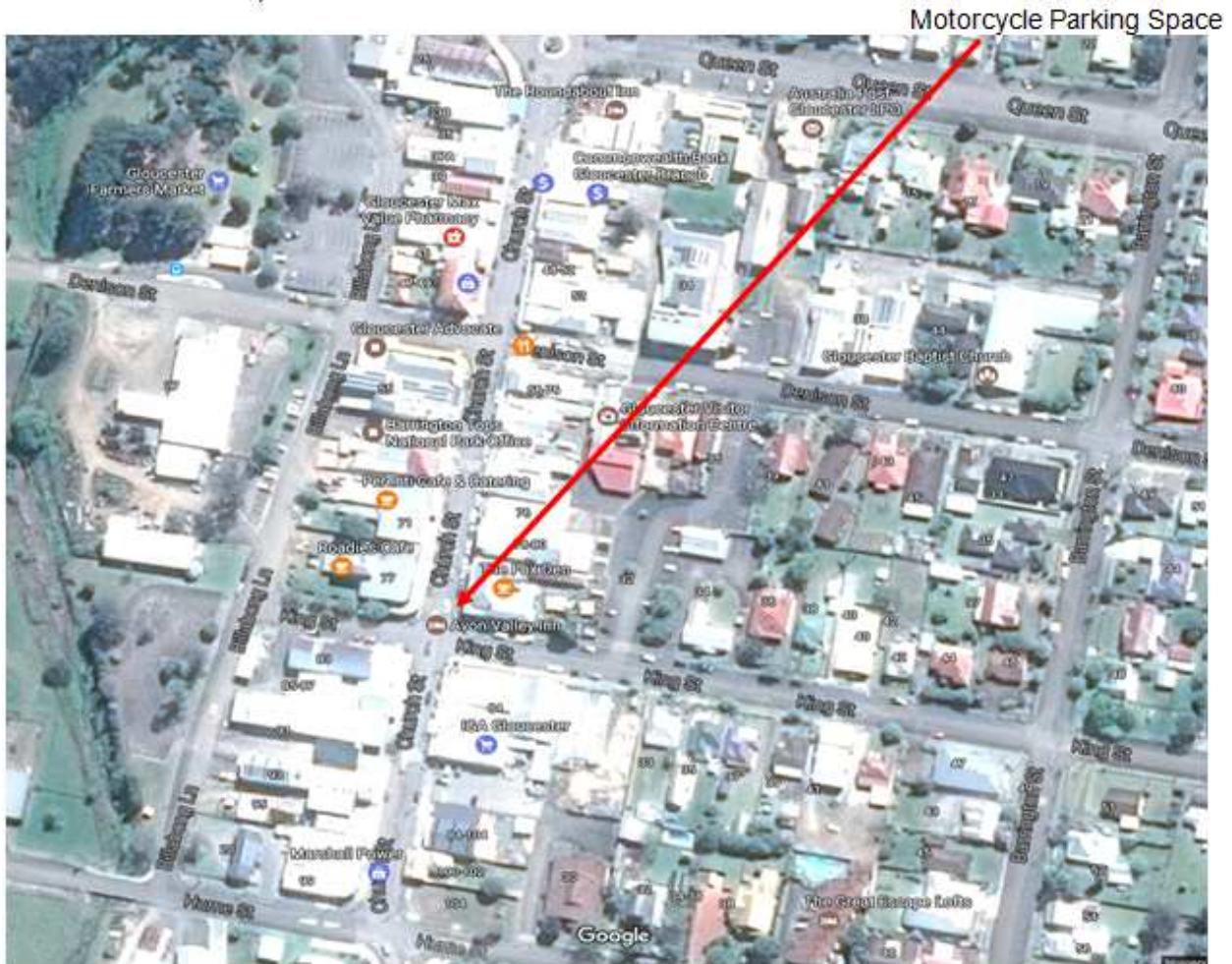
Nil.

COMMITTEE RECOMMENDATION

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

ANNEXURES

A: Location map showing proposed location of Motorcycle Parking area on Church Street



Proposed Motor Cycle Parking



LATE REPORT

A late report was prepared and tabled as an informal item seeking additional advice at the LTC meeting held on 7 June 2017. The committee members did not express any amendments to recommendations. The Roads and Maritime Services (RMS) representative informed the committee that he will provide relevant information contained in the report to RMS Land Use Section. As report was a late item, committee members were requested to provide any additional comments or amendments by Wednesday, 15 June 2017. NSW Police and RMS did not provide any further comments or amendments to proposed recommendations. The representative of State Member for Myall informed that he will abstain from any decision related to this item. As such, it is considered that proposed recommendation has been adopted by the LTC.

12. DA 521/2017 - CIVIC PRECINCT - 34-36 WEST STREET, FORSTER

Report Author **Kumar Kuruppu - Project Manager**
ECM Index **Land Use Planning - Development Applications General**
Local Traffic Committee Meeting: **7 June 2017**

SUMMARY OF REPORT

Investigations have been carried out into development application DA 521/2017 for a mixed use development containing a range of uses including civic/community, commercial, residential and tourist uses at Lots 11, 12 & 13 DP 47987, 34-36 West Street, Forster.

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

SUMMARY OF RECOMMENDATION

- a) All car parking on site to comply with AS 2890.1
- b) All car parking on street to comply with AS 2890.5
- c) Parking for people with disabilities to comply with AS2890.6
- d) Service vehicle swept paths are to comply with relevant Australian Standards including AS 2890.2
- e) All external road and traffic facilities to comply with relevant Australian standards, Austroads and RMS guidelines
- f) Traffic management measures to be provided at identified conflict points to manage the traffic flows safely
- g) Construction of a threshold within the full road width at the intersection of Middle and West Streets
- h) Pedestrian crossing/refuge islands be constructed at the Lakes Street and West Street frontage (connecting the paths along Lake Street) to comply with relevant Australian Standards and RMS guidelines
- i) A minimum of one tapered bus bay with footpath pavement and shelter (shelters are to comply with Council approved standards) is provided on Lake Street. The bus stops must comply with the Australian Human Rights Commission Guideline for promoting compliance of bus stops with the Disability Standards for Accessible Transport 2002
- j) Bicycle parking is provided in accordance with Council's DCP requirement

FINANCIAL/RESOURCE IMPLICATIONS

Nil.

LEGAL IMPLICATIONS

Nil.

REPORT

Council has received a development application (DA) seeking consent for a mixed use development that will provide civic / community uses, commercial uses, residential uses and tourist uses on Lots 11, 12 & 13 DP 47987, 34-36 West Street, Forster.

The proposed development site located on the corner of the intersection of Lake Street and West Street, with the frontages along three streets - Lake Street, West Street and Middle Street.



Location of Proposed Development Site

The concept details of the proposed mix use development are as follows:

Community Uses

- Library
- Community Centre
- Visitor information Centre
- Community Plaza (Flexible)
- Community Plaza (Outdoor)
- Community Gardens

Commercial / Entertainment uses

- Supermarket
- Restaurant/cafes
- Cinemas
- Nightclub
- Residential Uses
- Seniors Self Care Dwellings (139)
- Penthouse Apartments (4)
- Residents Club, Terraces and facilities
- Hotel / Serviced Apartments
- Rooms (84)
- Service Apartments (18)
- Hotel Facilities and Café / Restaurant

Strata Subdivision

- One Strata lot for the civic / community facilities
- One strata lot for the commercial / entertainment facilities
- One strata lot for the retirement village units
- One strata lot for the hotel
- Individual strata lots for the penthouse units
- Common areas (including a basement carpark, pedestrian plaza areas and access areas).

Car Parking

- 513 car parking spaces (294 public + 219 resident)

This development proposal is currently under public exhibition until Friday 16 June. All documents relevant to DA including the Traffic and Parking Assessment are available to the public on Council's website until the closing day of exhibition (link provided below).

<http://www.midcoast.nsw.gov.au/Have-Your-Say/Forster-Civic-Precinct-Development>

The proposed development was considered as a traffic generation development. As such, it has been referred to the Roads and Maritime Services (RMS) in accordance with the provisions of SEPP (Infrastructure) 2007.

As part of the application, a Traffic and Parking Assessment (TPA) has been submitted with the DA. Due to large file size, the website link to access the TPA was provided to LTC members.

Access to the new development has been proposed along all three street frontages. Ingress is available from all three accesses but egress is only available from Lake Street and Middle Street accesses.

A new roundabout has been proposed to be constructed at the Lake Street access to the development. The entrance to existing Bella Villa Motor Inn located on the northern side of the Lake Street will also be connected to the new roundabout. The access from Lake Street will allow residents to access the ramp up to the podium parking and it will also allow public to access the ramp down to the basement carpark. It appears that at this access path, there will be a conflict between vehicles existing the basement carpark with the vehicles entering and exiting podium

carpark. It is recommended that adequate traffic management measures to be provided at this location to manage the traffic flows safely.

The ingress only access from West Street will be for the use of service vehicles and also residents. The two ground level loading zones provided for service vehicles are located on the northern side of this access way. TPA has considered a 19m articulated vehicle serving for retail usage and a 12 m heavy rigid vehicle for residential and hotel usage.

The Middle Street two way access allows hotel, retail and other users to ingress and egress. It also allows the service vehicles to exit the development. This access also has a provisions for "kerb side set down and a porte-cochere for drop offs/pickups" near the access point at Middle Street. The refuse collection point for service vehicle to pick up waste is also provided on the eastern side of this access way.

It appears that service vehicles exiting to Middle Street conflicts with the vehicles entering and exiting the ramp. The swept path diagrams provided with the TPA indicate a 19m articulated vehicle (AV) requires entire area of the access path for manoeuvring. As such, there will be not enough room for the vehicles accessing the ramp. It is recommended that adequate traffic management measures to be provided at this location to manage the traffic flows safely.

It is also appears that there is a conflict area on the service vehicle path (entry from West Street and exit to Middle Street) near the two loading bays. A 19m AV entering and reversing into AV loading bay, rigid truck reversing into other loading bay and vehicles accessing (entering and exiting) ramp in the close vicinity creates a conflict area. It is recommended that adequate traffic management measures to be provided at this location to manage the traffic flows safely.

At present kerbside parking is available on all three streets of the site frontage.

Car parking requirement for the proposed mix development estimate in TPA has been considered the various components of the development against the former Great Lakes Council's Development Control Plan (DCP). Parking rates for land use not specified in the DCP have been sourced from RMS Guide to Traffic Generation Developments or the NSW State Environmental Planning policy (Housing for Seniors or People with Disability). Table 3-2 of the TPA provides the summary of Car Parking Provisions. TPA states that the development requires total of 597 parking spaces (194 for residents and 403 for visitors). A total of 513 parking spaces are provided in various areas of the development. As a part of the TPA, a parking survey has also been undertaken. The TPA suggests that the supplied number of parking spaces are adequate for the proposed development as the peak periods of various usage of the development are unlikely to align. Thirteen (13) parking spaces required for childcare centre has been allocated from on-street parking.

The existing kerbside car parking capacity along the three frontages will reduce from 60 spaces to 26. These changes to kerbside parking capacity are given in Table 3-5 of the TPA.

Car parking layout within the development given in Appendix D has been reviewed in TPA. TPA suggests the car parking layout and internal ramps are generally in accord with AS2890.1:2004. It should be noted that most of the layout drawings (including parking layouts and swept path diagrams) provided in Appendix D of the TPA are marked as the layouts are indicative only and are not been subject of detailed design or survey.

There are a number of bus services operate close to the site and currently one of the services (service 305) is running along the site's Lake Street frontage. The TPA does not indicate any provision for bus shelters. It is recommended that tapered bus bay with footpath pavement and shelters (shelters are to comply with Council approved standards) are provided on each side of the Lake Street. The bus stops must comply with the Australian Human Rights Commission

Guideline for promoting compliance of bus stops with the Disability Standards for Accessible Transport 2002.

Council is currently in progress with construction of an off-street cycleway shared path is on the northern side of the Lake Street frontage. TIA indicates that provision of bicycle parking for visitors and residents will be considered during design development phase. It is recommended that Bicycle parking is provided in accordance with Council's DCP requirement. It is also recommended that pedestrian crossing/refuge islands be constructed at the Lakes Street and West Street frontage (connecting the footpaths along Lake Street) to comply with relevant Australian Standards and RMS guidelines.

TPA also includes a traffic impact assessment (TIA) with detailed traffic surveys at the intersections near the proposed development site. Based on the analysis, TIA indicates by 2028 (assuming 10 year horizon for all developments) all intersection will operate within acceptable level.

RECOMMENDATION

It is recommended that the Committee raise no objections to the development subject to the following:

- a) All car parking on site to comply with AS 2890.1
- b) All car parking on street to comply with AS 2890.5
- c) Parking for people with disabilities to comply with AS2890.6
- d) Service vehicle swept paths are to comply with relevant Australian Standards including AS 2890.2
- e) All external road and traffic facilities to comply with relevant Australian standards, Austroads and RMS guidelines
- f) Traffic management measures to be provided at identified conflict points to manage the traffic flows safely
- g) Construction of a threshold within the full road width at the intersection of Middle and West Streets
- h) Pedestrian crossing/refuge islands be constructed at the Lakes Street and West Street frontage (connecting the paths along Lake Street) to comply with relevant Australian Standards and RMS guidelines
- i) A minimum of one tapered bus bay with footpath pavement and shelter (shelters are to comply with Council approved standards) is provided on Lake Street. The bus stops must comply with the Australian Human Rights Commission Guideline for promoting compliance of bus stops with the Disability Standards for Accessible Transport 2002
- j) Bicycle parking is provided in accordance with Council's DCP requirement

ANNEXURES:

C. Traffic and Parking Assessment (TPA)

<http://www.midcoast.nsw.gov.au/Have-Your-Say/Forster-Civic-Precinct-Development>

- Development Application Document M- Traffic Report

Due to large file size, the website link to access the document (169 pages), the URL address/web link is provided to LTC members for viewing.

A hard copy of the TPA was tabled at the meeting.

INFORMATION ITEMS

13. LTC – INFORMATION ITEMS DISCUSSED AT MEETING

Report Author Richard Wheatley, Traffic Engineer

File No. S638/04

Local Traffic Committee Meeting: 7 June 2017

13.1. Speed limit reviews by RMS

- (a) Gil Gendron asked Jamie Smoother the status of the speed limit review of Scone Road at Copeland village. Jamie Smoother stated this road was listed but there are lengthy delays in these speed limit reviews. Jamie did report on a number of roads that speed limit reviews are nearly completion and they are:
- The Bucketts Way between Gloucester township south to the Pacific Highway. This section of the road will be used as a trial of Variable Advisory Signs (VAS) on curves with unfavourable crash history. VAS are LED signs with radar units that light up with the message “Slow Down” when approaching vehicles are exceeding the advisory speed sign for the curve. There could be up to eight VAS installed along this section of the The Bucketts Way.
 - Manning Point Road speed limit review is nearly completed.
 - Myall Way, Tea Gardens is a high priority for the review of the location of the change of speed limit from 80km/h to 60km/h.
 - Forest Lane, Old Bar speed limit review has been completed and it is likely the unsealed section will remain at the default rural speed limit of 100km/h.
- (b) Bob Wilson raised a matter from a constituent request to Mr Bromhead’s office and the request was about the 50km/h to 60km/h speed limit on MacIntosh Street north of the roundabout at the intersection with Mark Street and Kularoo Drive. The request was to move the change of the speed limit south of the roundabout so the speed limit through the roundabout would be 50km/h. Jamie Smoother stated this had been reviewed previously and the existing location for the change of the speed limit met the guidelines. However, he would review it again to determine if there was a benefit in having the change moved south of the roundabout.

13.2. The Lakes Way at Failford Road, Darawank – Intersection Safety

Bob Wilson asked Jamie Smoother the current status of the safety concerns he has raised previously 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. Bob requested changes to the Stop signs and warning signs on Failford Road and Jamie stated he would review these signs. It was recommended that Mr Bromhead should make direct representations to RMS for the funding for the intersection improvements.

13.3. 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. It was recommended that Mr Bromhead should make direct representations to RMS for the funding of these signs changes.

13.4. Kiss & Ride signs - No Parking Zones- MidCoast Council area Schools

Chris Dimarco informed the meeting of the installation of supplementary 'Kiss and Ride' signage to current designated regulatory 'No parking' zones outside schools in the MidCoast Council area. The ongoing campaign to increase safety around schools in the MidCoast Council area continues with education and enforcement. Council intends to erect Kiss and Ride area signage to suitable No Parking zones to educate and promote the safe and legal areas to drop off and pick up children outside of schools. The numbers of drivers receiving parking infringement notices are concerning and many drivers state they do not know the legislation surrounding the No Parking zones. Council will partner with schools to promote the Kiss and Ride zones within the school communities. The committee supported the installation of the Kiss and Ride signage.

13.5. The Lakes Way Pavement Arrows - Roundabout near Bunnings-Forster

Chris Dimarco raised the issue of ongoing complaints regarding the confusion of road markings whilst negotiating the roundabout upon The Lakes Way, Forster, near the Bunnings complex entry. Complaints relate to South bound traffic and the painted lane markings in Lane 1(left) displaying a double arrow indicating a left turn allowed into both the Bunnings complex and the next intersection of Breese Parade. Drivers are of the belief that vehicles in Lane 1 must turn left and many near misses occur. RMS is aware of the ongoing complaints and will conduct a review and consider symbolic signage to assist drivers.

13.6. The Lakes Way Seal Rocks - Speeding

Kumar Kuruppu informed the meeting the outcome of investigations carried out following concerns raised by the Bungwahl residents about speeding on the Lakes Way near Sea Rocks Road intersection. Recent traffic data indicates speeding motorists near the intersection and on the road section south of the intersection where sign-posted speed limit is 60km/h.

As such, the Police was requested to monitor this section of Lakes Way to reduce the speeding. RMS was also requested to review the speed limit and existing signage.

Following information was collected from traffic classifiers installed from 9 May 2017 to 24 May 2017.

<i>Location on the Lakes Way, Bungwahl</i>	<i>85th percentile speed</i>	<i>Mean Speed</i>
95 m north of Seal Rocks Road intersection	74.2km/h	64.8km/h
145 m south of Seal Rocks Road intersection	71.6km/h	64.3km/h
Opposite Property No 2458	64.8km/h	58.1km/h

13.7. Head Street at West Street, Forster – Traffic Signals

Richard Wheatley raised a request from a resident requesting the installation of traffic signals on Head Street at West Street, Forster for pedestrians to cross the busy road. The RMS is responsible road manager for Head Street and they are also the managers of traffic signals. It was noted this request had also been sent to the RMS and Jamie would check to ensure this matter was being dealt with by them.

13.8. Blacksmiths Inn Rally, Johns River

Richard Wheatley informed the meeting the annual Blacksmith Inn Rally will be held on the afternoon and evening of Saturday 28 October 2017. This rally is mainly run in the Coopernook and Lansdowne State Forest areas with the competitive section held on closed State Forests roads. The rally vehicles will be travelling along council roads between the competitive sections as general traffic as all vehicles are registered and they must obey the road rules. This event has been held for many years with no complaints or issues being raised about the operation of the rally.

NEXT MEETING

The next meeting is Wednesday 2 August 2017 and starting at 10.00am in Council's Forster Office.

MEETING CLOSURE

The meeting closed at 11.55am

CHAIRPERSON

Richard Wheatley
Senior Transport Engineer
MidCoast Council