

EXTRACT FROM MINUTES OF ORDINARY MEETING - 28 AUGUST 2019 STAFF REPORTS

8 MINUTES OF LOCAL TRAFFIC COMMITTEE MEETING HELD 7 AUGUST 2019

Report Author Richard Wheatley, Team Leader Transport
File No. / ECM Index Traffic Committee Minutes
Date of Meeting 28 August 2019
Authorising Director Robert Scott, Director Infrastructure & Engineering Services

SUMMARY OF REPORT

This report presents the Minutes of the Local Traffic Committee held on 7 August 2019 for adoption.

SUMMARY OF RECOMMENDATION

It is recommended that the Minutes of the Local Traffic Committee meeting held on 7 August 2019 be noted and that recommendations are adopted.

FINANCIAL/RESOURCE IMPLICATIONS

Items 2 - 10 will result in costs associated for the installation of signage and pavement markings. This work is funded from the current operational budget.

LEGAL IMPLICATIONS

Nil.

ATTACHMENTS

A: Minutes of the Local Traffic Committee meeting held 7 August 2019.

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

BACKGROUND

The Local Traffic Committee meeting was held on Wednesday 7 August 2019 at MidCoast Council's Taree Office. The minutes of the meeting are attached in 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 items 2 - 10, Council will be responsible for the costs associated with the installation of signage and pavement markings as listed in the minutes with their estimate of costs. This work will be funded from the cost centre of the Local Traffic Committee Items.

RECOMMENDATION

It is recommended that the Minutes of the Local Traffic Committee meeting held on 7 August 2019 be noted and that Council endorse the recommendations made at the meeting.

8 MINUTES OF LOCAL TRAFFIC COMMITTEE MEETING HELD 7 AUGUST 2019

Report Author	Richard Wheatley, Team Leader Transport
File No. / ECM Index	Traffic Committee Minutes
Date of Meeting	28 August 2019
Authorising Director	Robert Scott, Director Infrastructure & Engineering Services

RECOMMENDATION

It is recommended that the Minutes of the Local Traffic Committee meeting held on 7 August 2019 be noted and that Council endorse the recommendations made at the meeting.

282/19 RESOLUTION

(Moved Cr B Christensen/Seconded Cr T Fowler)

That the above recommendation be adopted.

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

AGAINST VOTE - Nil

ABSENT. DID NOT VOTE - Cr C Pontin, Cr J McWilliams

INFRASTRUCTURE & ENGINEERING SERVICES

ATTACHMENT A

**MINUTES OF LOCAL TRAFFIC COMMITTEE
MEETING HELD 7 AUGUST 2019**

ORDINARY MEETING

28 AUGUST 2019



Minutes of Local Traffic Committee Meeting

held in the Taree Administration Building - Manning Meeting Room

2 Pulteney Street, Taree

7 August 2019 at 10am

A handwritten signature in black ink that reads "Panuccio". The signature is written in a cursive style with a large, looping initial 'P'.

**ADRIAN PANUCCIO
GENERAL MANAGER**

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Minutes of the Local Traffic Committee held in the Administration Building (Manning Meeting Room) of MidCoast Council's Taree Office on 7 August 2019 commencing at 10.00 am.

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

Brad Christensen (MCC - Chair), Jamie Smoother (RMS), Leading Senior Constable Kath Dunkley-Jones (Police – Manning/Great Lakes LAC), Jamie Smoother (RMS), Wendy Wallace (RMS), Michael Papadopoulos (RMS), Scott Nicholson (MCC), Chris Dimarco (MCC) and Richard Wheatley (MCC).

APOLOGIES

Bob Wilson (Stephen Bromhead MP Representative - he informed the Committee there were no objections to any of the agenda items' recommendations) and Dillon Wyatt (MCC).

DECLARATION OF PECUNIARY & NON-PECUNIARY CONFLICTS OF INTEREST

Brad Christensen informed the meeting there was a conflict with Item 4 as he is business proprietor in the Harrington Waters Shopping Centre.

ADOPTION OF MINUTES OF MEETING

RESOLUTION

That the Minutes of the Local Traffic Committee of April 2019, 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:
DIRECTOR ENGINEERING & INFRASTRUCTURE SERVICES**

**ITEM 1 - LTC - PROPOSED PERMANENT CHANGE TO 2 HOUR TRIAL OF
RESTRICTED PARKING-WHARF STREET, FORSTER**

Report Author Chris Dimarco, Road Safety Officer
File No. / ECM Index Parking Zones-Determination-Wharf Street, Forster
Date of Meeting 7 August 2019
Authorising Director Rob Scott, Engineering and Infrastructure

SUMMARY OF REPORT

Investigations have been undertaken to review the success of the 2 hour parking trial in Wharf Street, Forster. The trial commenced on 3 September, 2018 in response to overwhelming support by the businesses in Wharf Street to increase the parking time from 1 hour to 2 hours to encourage greater visitor numbers to the shopping precinct, and increase business revenue.

SUMMARY OF RECOMMENDATION

It is recommended to permanently increase the 1-hour parking restrictions in Wharf Street, Forster to the current 2-hour parking zones following the trial period.

FINANCIAL/RESOURCE IMPLICATIONS

Minimal maintenance cost will be incurred by Council as the signage is current and suitable to remain.

LEGAL IMPLICATIONS

Nil.

ANNEXURES

A: Wharf Street parking precinct.

BACKGROUND

During November 2016 a petition was submitted to MidCoast Council with approximately 580 signatures. The petition related to the perceived adversity the 1 hour timed parking in Wharf Street created for business and tourism. Business owners stated they had received regular feedback that one hour did not allow enough time for people to attend cafes, tourist attractions and generally explore Wharf Street and the foreshore. Visitors also believed they were automatically fined for overstaying in the electronically monitored parking spaces.

An email was sent to business owners by the Wharf Street Traders representative on 25 July, 2018 requesting an immediate response to support and comment on the proposed increase to parking times. Of the 97 businesses surveyed, 56 supported the increase, 1 opposed the change, and 40 businesses had not replied.

The Director of Community Spaces and Services and economic development council officers had informed the Wharf Street Traders representatives that a six-month trial of the increase parking times will occur from 1 September, 2018.

The Forster Central Business District has a variety of parking zones to cater for all persons utilising the precinct. Parking zones include, 15 minute, 1 hour, 2 hour, all day, disabled and loading zones. The all-day parking areas are utilised by staff of local business, and the restricted time zones cater for customers and tourists to the area.

In response to overwhelming support by the Wharf Street traders, the 1 hour parking spaces were increased to 2 hour parking from 3 September, 2018 as a trial for six (6) months. The traders believed the increase in parking time will encourage more visitors to the shopping precinct, and increase business revenue.

The recommendation was supported by the Local Traffic Committee on 7 August, 2018 and by Council on 26 September, 2018.

The traders had also requested that the 15 minute (1/4P) parking spaces have pavement markings added to reinforce the parking restrictions on the southern side of Wharf Street. Council installed large and clear pavement markings.

DISCUSSION

The trial involved increasing the 51 parking spaces on the northern side of Wharf Street to 2 hour restricted angle parking between 8.30am-6pm Mon-Fri and 8.30am-12.30pm Saturday. The four 1 hour time restricted parallel parking spaces allocated on the southern side of Wharf Street towards the bridge end (Western end) of Wharf Street were also increased to 2 hour parking.

The majority of the southern side of Wharf Street is 15 minute (1/4P) parallel parking and have corresponding time restrictions. The eleven (11) 15 minute parking zone caters for customers only requiring a short stay to conduct business, such as attending a business for a simple purpose, eg. ATM, newsagency, post office, butcher etc.

The overwhelming response to the trial has been positive and well supported by both business owners and visitors to Wharf Street. To end the trial and return to the previous 1-hour parking would be met with hostility and counterproductive to previous consultation and current feedback.

The traders continue to support the trial and overwhelmingly voice the desire to end the trial and formalise the parking to permanent 2 hour parking. The trial has continued for approximately 11 months.

CONSULTATION

MidCoast Council has been liaising regularly with representatives of Wharf Street traders, Forster Tuncurry Business Chamber and MidCoast Business Chamber regarding the success of the trial.

A survey was sent to 54 businesses in Wharf Street during January, 2019. 22 responses were received.

16 respondents indicated the 2 hour parking trial had very positive or positive impact. 2 respondents stated the trial had a negative impact.

18 respondents indicated the trial had a very positive or somewhat positive impact on improved turnover of vehicles, whilst 3 respondents stated it had a negative impact.

18 respondents believed there is a good balance of long term (2 hour) and short term (15 minute) parking spaces in Wharf Street, and 4 disagreed.

20 respondents supported the trial becoming permanent and 2 respondents against. A local elderly lady who opposed the change originally stating that it was difficult to find parking outside certain businesses, now understands the positive benefits of the extended times and has modified her behaviour when attending Wharf Street to increase the opportunity to park.

RECOMMENDATION

It is recommended to permanently increase the 1-hour parking restrictions in Wharf Street, Forster to the current 2-hour parking zones following the trial period.

DISCUSSION IN BRIEF

Nil.

COMMITTEE RECOMMENDATION

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

ANNEXURE

A: Proposed permanent 2 hour parking zones.



ITEM 2 - LTC-PROPOSED NO STOPPING ZONE-LOT 3 POINT ROAD, TUNCURRY.

Report Author Chris Dimarco, Road Safety Officer
File No. / ECM Index Parking Zones-Determination-Lot 3 Point Road, Tuncurry
Date of Meeting 7 August 2019
Authorising Director Rob Scott, Engineering and Infrastructure

SUMMARY OF REPORT

Investigations have been undertaken in response to vehicles parking across the access to business, Blue Coast Oysters, Lot 3 Point Road, Tuncurry.

SUMMARY OF RECOMMENDATION

It is recommended to install a "No Stopping" zone across the 13 metre front boundary of Lot 3 Point Road, Tuncurry.

FINANCIAL/RESOURCE IMPLICATIONS

Council will be responsible for the costs associated with the installation of signage and this work will be funded from the cost centres of Traffic Committee Items. The work has an estimated cost of \$400.

LEGAL IMPLICATIONS

NIL.

ANNEXURES

BACKGROUND

The owners of Blue Coast Oyster company leases Lot 3 Point Road, Tuncurry from NSW Department of Industry. The property is leased for the purpose of oyster farming activities. The owners are regularly being denied access to their business due to vehicles parking across their informal driveway.

DISCUSSION

The owners of the business state they attend their business shed at Lot 3 Point Road, Tuncurry to conduct their business. The nature of the oyster industry requires they operate within a variety of tidal movements, harvesting periods, and weather conditions. The owners require access for their vehicles, equipment and refrigerated heavy vehicles.

During the past 6 months the owners have been denied access to their property on numerous occasions. Incidents occur weekly. The parking of vehicles across the access to the shed has forced the owners to return home, approximately 25-minute drive, and return at other times to conduct business.

The gravel shoulder meets the grass verge that flows onto the property. Each side boundary has mangrove trees and vegetation growing. The unformed driveway access to the property can be overlooked by drivers when parking.

The location is opposite a multi-level residential unit complex. Vehicles with boat trailers attached, boats on trailers, and other vehicles park for long periods in the area blocking access.

The owners have tried to educate drivers parking in the area by face to face conversations and leaving notes on vehicles. The owners have also placed some barrier boards across the driveway to raise awareness, however the boards are removed.

There is no infrastructure works planned in the near future at this location that would assist in formalising the southern side of Point Road and the driveway to the property.

The northern side of Point Road in this area has formalised curb and guttering and allows for unrestricted parking.

The owners are concerned that moving into the warmer season that vehicles parking in the area will increase affecting their ability to harvest oysters, and attend to their day to day activities at the shed.

No alternative to installing the "No Stopping" zone would be appropriate and effective due to the number of vehicles attending the nearby units and vehicles being parked at the location for long periods of time. Some vehicles are parked and left unattended for many days.

CONSULTATION

The owners have spoken to residents of the residential complex and left notes on vehicles explaining their access has been denied. Although the general response has been positive, vehicles are still parking overnight and all day blocking access. The majority understand and move their vehicles. However, some drivers continue to park across the access and have abused the owners of the business. Recently the owners called Council rangers to assist with an aggressive driver.

COMMUNITY IMPACTS

Approximately 2 to 3 parking spaces will be removed.

RECOMMENDATION

It is recommended to install a "No Stopping" zone across the 13 metre front boundary of Lot 3 Point Road, Tuncurry.

DISCUSSION IN BRIEF

Nil.

COMMITTEE RECOMMENDATION

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

ANNEXURES

A:



Proposed No Stopping zone across front boundary of Lot 3 Point Road, Tuncurry.

B:



Proposed No Stopping Zone across front boundary of Lot 3 Point Road, Tuncurry.

ITEM 3 LTC - ALBERT STREET, TAREE - ACCESSIBLE PARKING SPACE

Report Author Dillon Wyatt, Acting Traffic Engineer
File No. / ECM Index S585
Date of Meeting 7 August 2019
Authorising Director Robert Scott, Director Engineering and Infrastructure

SUMMARY OF REPORT

Investigations have been undertaken following a request for an Accessible Parking Space on Albert Street, Taree adjacent Taree High School.

SUMMARY OF RECOMMENDATION

It is recommended that an Accessible Parking Space be installed on the southern side of Albert Street, Taree replacing the first parking space west of the raised pedestrian crossing outside the main entrance of Taree High School.

FINANCIAL/RESOURCE IMPLICATIONS

Council will be responsible for the costs associated with the installation of signage and pavement markings and this work will be funded from the cost centres of Traffic Committee Items. This work has an estimated cost of \$800.

LEGAL IMPLICATIONS

Nil.

ANNEXURES

- A: Map of Albert Street.
 - B: Photograph of Accessible Parking Space.
-

BACKGROUND

Council has received a request from a resident to have an Accessible Parking Space installed in Albert Street to provide people with a Disability parking permit a space close to main office entrance at Taree High School.

DISCUSSION

Taree High School main entrance fronts Albert Street in between the intersections of Florence and Macquarie Street. Between those intersections Albert Street is divided by a mid-block raised pedestrian crossing complete with and bollards acting as kerb extensions protecting pedestrians while improving sight distance and reducing the overall width of the crossing.

There is a School Timed Bus Zone currently located on the Southern side of Albert Street starting at the roundabout of Macquarie Street and extends east. There are 2 unrestricted parallel parking spaces in between the Bus Zone and the raised pedestrian crossing.

The proposal is for 1 Accessible Parking Space to be installed on the the southern side of Albert Street, replacing the first parking space west of the raised pedestrian crossing outside the main entrance of Taree High School. This zone will be designated by the use of Accessible Parking signs and pavement markings. This is the preferred location as there is a continuous accessible path of travel to the adjacent footpath using the existing kerb ramp without having to cross any vehicular traffic path.

The next two closest Accessible Parking Spaces are located:

- In Macquarie Street eastern side outside Service NSW. (150 metres)
- In Albert Street southern side outside Holiday Coast Credit Union. (250 metres)

CONSULTATION

There was on site visit by the Acting Traffic Engineer where the location of the Accessible parking Space was discussed the with office staff from Taree High School.

This meeting was followed by a letter to the Executive Principal of Taree High School requesting their comments on the proposed replacement of this parking space with an Accessible Parking Space.

Any feedback will be submitted with this report, at the next Local Traffic Committee meeting.

RECOMMENDATION

It is recommended that a Disabled Parking Space be installed on the southern side of Albert Street, Taree replacing the first parking space west of the raised pedestrian crossing outside the main entrance of Taree High School.

DISCUSSION IN BRIEF

Nil.

COMMITTEE RECOMMENDATION

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

ANNEXURES

A: Map of Albert Street.

Bus Zone Parallel Parking Proposed Disabled Parking Space



B: Picture of Proposed Disabled Parking Space



Proposed Disabled Parking Space Parallel Parking Bus Zone

ITEM 4 - LTC NO STOPPING ZONE IN BOAMBEE STREET, HARRINGTON

Report Author **Dillon Wyatt, Acting Traffic Engineer**
File No. / ECM Index **S727, 19/5989**
Date of Meeting **7 August 2019**
Authorising Director **Robert Scott, Director Engineering and Infrastructure**

SUMMARY OF REPORT

Investigations have been undertaken following a request for a “No Stopping” zone on the southern side of Boambee Street, Harrington along the side / front of Ritchie's Supa IGA, to enable the passing of two way traffic.

SUMMARY OF RECOMMENDATION

It is recommended to install a “No Stopping” Zone on the the southern side of Boambee Street, starting at the western edge of the Ritchie's SUPA IGA Loading dock entry driveway and extending south to finish at the intersection of Faith court. This zone be 140 metres in length and will be designated by the use of "No Stopping" signs.

FINANCIAL/RESOURCE IMPLICATIONS

Council will be responsible for the costs associated with the installation of signage and pavement markings and this work will be funded from the cost centres of Traffic Committee Items. This work has an estimated cost of \$800.

LEGAL IMPLICATIONS

Nil.

ANNEXURES

- A: Boambee Street map with Proposed "No Stopping" zone.
 - B: On site photo standing at loading dock entrance in Boambee Street.
-

BACKGROUND

Council has received a request from a resident to install a “No Stopping” zone in between the loading dock at Ritchie's Supa IGA and the intersection of Faith Court. The reason for the request is to allow two opposing vehicles to pass alongside one another through this section of roadway.

DISCUSSION

Boambee Street is a collector street with surrounding residential streets feeding in to it. It is 8 metres in width. The section and road that is being considered for a “No Stopping” zone is on a continuous radius curve with Harrington Waters shopping centre on the southern side and residential dwellings on the other.

It has been observed on multiple site visits that vehicles are continually parking along the both sides of Boambee Street and accessing shops in the shopping centre via a pedestrian lane way in preference to using Harrington waters off street car park.

Trucks and semitrailers are regularly using Boambee Street to access the loading dock at the back of Ritchie's Supa IGA. Two parked vehicles opposite one another reduces the width of trafficable carriageway to 4 metres. Vehicles are regularly creating conflicts as they are unable to pass each other through this section of road way.

The installation of this "No Stopping" zone will remove these conflicts and will not adversely affect parking as vehicles can use the off street parking facilities.

CONSULTATION

After a site inspection was conducted by the Acting Traffic Engineer, discussions were then held with the Harrington Waters Shopping Centre site manager of about the proposed "No Stopping" zone in which they have verbally supported. The discussion was followed up with a written proposal requesting feedback being sent to the manager and to the Harrington Business Chamber of Commerce.

Any feedback will be submitted with this report, at the next Local Traffic Committee meeting.

RECOMMENDATION

It is recommended to install an "No Stopping" Zone to be installed on the the southern side of Boambee Street, starting at the western edge of the Ritchie's SUPA IGA Loading dock entry driveway and extending south to finish at the intersection of Faith court. This zone be 140 metres in length and will be designated by the use of No Stopping signs.

DISCUSSION IN BRIEF

Brad Christensen handed the Chair of the meeting to Richard Wheatley due to his conflict on this item as a business owner in Harrington Waters Shopping Centre.

Brad Christensen provided these comments on this proposal as a business owner in the shopping centre:

- He stated a couple business owners within the centre would prefer to have the proposed No Stopping Zone on the residential side of Boambee Street so shoppers would not have to cross the street go access the shops.
- There would be the additional advantage of the No Stopping zone on the residential side by stopping vehicles parking over the driveways.

Brad Christensen left the meeting room for the Committee to discuss this matter and these comments were made:

- The moving of the No Stopping zone to the residential side of the road would be detrimental to the residents as they and their visitors would have to park on the opposite of the road to their houses.
- It was noted Harrington Waters Shopping Centre site manager had supported the original proposal.
- The meeting was informed that the Harrington Business Chamber of Commerce supported the No Stopping zone on the shopping centre side.

It was agreed by the Committee the original recommendation should not be changed.

COMMITTEE RECOMMENDATION

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

ANNEXURES

A: Boambee Street map with Proposed **No Stopping zone**



B: On site photo standing at loading dock entrance in Boambee Street



ITEM 5 - LTC - LOADING ZONE IN BUTTERWORTH LANE, TAREE

Report Author Dillon Wyatt, Acting Traffic Engineer
File No. / ECM Index RD1469/02
Date of Meeting 7 August 2019
Authorising Director Robert Scott, Director Engineering and Infrastructure

SUMMARY OF REPORT

Investigations have been undertaken following requests to provide a timed "Loading" zone in Butterworth Lane, Taree at the rear of the St Vincent de Paul store to allow goods to be dropped off and picked up.

SUMMARY OF RECOMMENDATION

It is recommended that a timed Loading zone 8.30 am – 4 pm Monday to Friday, be installed on the western side of Butterworth Lane, in the one way section. The zone will commence from the south side of the stationery shop's access and extends northward for 30m. The remainder of Butterworth Lane will remain unchanged as "No Stopping" zones on both sides of the carriageway.

FINANCIAL/RESOURCE IMPLICATIONS

Council will be responsible for the costs associated with installing the new signs and this work will be funded from the cost centres of the Traffic Committee items. This work has an estimated cost \$500.

LEGAL IMPLICATIONS

Nil.

ANNEXURES

- A: Butterworth Lane Map.
 - B: Location photo.
-

BACKGROUND

Council has received a request from shop owners backing onto Butterworth Lane to have a "Loading" zone in Butterworth Lane, Taree at the rear of their stores to allow goods to be dropped off and picked up.

DISCUSSION

Butterworth Lane situated between Pulteney Street and Albert Street with a width of 6.6 metres and provides access to Butterworth Car Park. The section of this lane between Pulteney Street to the car park is one way from Pulteney Street and the remainder of the lane between the car park and Albert Street is two way.

Clippers Hairdressers, Car Park Deli and several other shops are internally located in Pulteney Arcade with no street frontage. St Vincent de Paul and Holiday Coast Office stores fronts Pulteney Street with the rear access south of the car park in the one way section of the lane. There is currently a "No Parking" zone on the western side of the one way section of the lane.

Until recently shop owners along Butterworth Lane and in Pulteney arcade were parking their vehicles in the laneway for the purpose of loading and unloading goods to their stores. Regulatory Services noting that vehicles were left unattended, issued infringement notices as vehicles were in contradiction to the current parking signage in place.

Shop owners surrounding the laneway requested a meeting in which the Team Leader Transport and the Acting Traffic Engineer attended. At this meeting it was requested that the laneway at the back of their stores incorporate a timed "Loading" zone to allow vehicles to stop to drop off and pick up goods from the store and the neighbouring shops.

The proposed Loading zone is to commence from the south side of the stationery store access and continue for 30m northward towards the car park, replacing the current "No Parking" zone.

This would be beneficial use of the area as the local couriers and delivery companies are always requesting locations to park to make deliveries and this location would be a benefit to them as well for these shops. The installation of this zone would not have a detrimental effect to the operation of the lane because vehicles are currently using at this location as a "Loading" zone.

Due to the unsuitability of the "No Parking" zone the local businesses requested that the change to "Loading" zone be fast tracked. This report was emailed to members of the Committee on 2 July 2019 for comments and agreement. The Police, RMS and MP representatives replied with no objections to the recommendation. This change of parking restrictions to "Loading" zone has been installed.

CONSULTATION

Council has held discussions in an on-site meeting with shop owners of Pulteney Arcade and the businesses that back onto Butterworth Lane. They support the decision to install a "Loading" zone along the western side of Butterworth Lane.

The Acting Traffic Engineer hand delivered a letter on the proposed "Loading" zone to Medisense, Taree, which is located adjacent to Butterworth Lane. The letter requested any feedback relating to this proposal.

Feedback received will be presented at the Local Traffic Committee meeting.

RECOMMENDATION

It is recommended that a timed "Loading" zone 8.30 am – 4 pm Monday to Friday, be installed on the western side of Butterworth Lane, in the one way section. The zone will commence from the south side of the stationery shop's access and extends northward for 30m. The remainder of Butterworth Lane will remain unchanged as "No Stopping" zones on both sides of the carriageway.

DISCUSSION IN BRIEF

There have been no objections to the new Loading Zone in Butterworth Lane received by Council.

COMMITTEE RECOMMENDATION

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

ANNEXURES

A: Butterworth Lane

Proposed Location of Loading Zone



B: location photo Butterworth Lane

St Vincent de Paul store

Proposed Loading Zone



ITEM 6 - LTC - CHAPMAN PLACE CARPARK, TAREE - ACCESSIBLE PARKING SPACE

Report Author **Dillon Wyatt, Acting Traffic Engineer**
File No. / ECM Index **S585**
Date of Meeting **7 August 2019**
Authorising Director **Robert Scott, Director Engineering and Infrastructure**

SUMMARY OF REPORT

Investigations have been undertaken following a request for an Accessible Parking Space in Chapman Place Car Park, Taree in front of Camille Nelson's Chiropractic practice.

SUMMARY OF RECOMMENDATION

It is recommended that an Accessible Parking Space with Shared Area access be installed on the southern side of Chapman Place Car Park, Taree. Replacing the first (2) unmarked parking spaces at the eastern edge of Camille Nelson's business and extending west 5 metres finishing at the main entrance.

FINANCIAL/RESOURCE IMPLICATIONS

Council will be responsible for the costs associated with the installation of signage and pavement markings and this work will be funded from the cost centres of Traffic Committee Items. This work has an estimated cost of \$1000.

LEGAL IMPLICATIONS

Nil.

ANNEXURES

- A: Map of Chapman Place Car Park.
 - B: Photograph of Parking Space.
-

BACKGROUND

Council has received request to have an Accessible Parking Space with Shared Area access installed in Chapman Car Park to provide people with a disabled parking permit a parking space close Camille Nelson's Chiropractic Practice.

DISCUSSION

Chapman car park is an off street car park bounded by Commerce Street, Victoria Street, Pulteney Street and Albert Lane. There is 2 two way access into Chapman Place from Commerce and Pulteney Street while there is a one way entry via Victoria Street. A traffic survey completed in 2012 stated Chapman Pace car park contains 199 parking spaces with a relatively even spilt between 3 hour timed parking unrestricted all day parking. There are 4 combined Car and caravan spaces. There are 2 existing Accessible Parking Spaces located in the north eastern corner of Chapman Place car park 170 metres away from the proposed location.

Camille's Nelson's Practice is a free standing converted garage with a layback driveway access attached to the back of Shultz First Real Estate property. Shultz employees use a fenced courtyard with an automatic roll-a-door as a private car park. Their roll-a-door access starts at the western edge of Camille's shop. Both businesses are located in the section of car park that is dedicated to all day parking which is readily used by employees working in Taree CBD.

The footpath is 1.5 metres to Camille's front door. Vehicles parking in front of Camille's business have the front of their vehicles encroach over the footpath, thus reducing the overall width of navigable pathway. This makes it difficult for people with mobility issues using mobility devices to access Camille's business.

At an on-site meeting was held between the Acting Traffic Engineer and the director of Shultz First National Commercial Operations. During the meeting it was stated that Camille is a long time tenant, running her business from this location for in excess of 10 years. Shultz First Nation have no plans to change access arrangements at the back of their property.

Therefore, the preferred location for (1) Accessible Parking Space with Shared Area access is to be installed is on the southern side of Chapman Place Car park at the front of Camille's business. This location will make use of the existing driveway layback and it allows for direct access to the shop front.

The installation of one Accessible Parking Space with Shared Area access will take up the equivalent of two standard car parking spaces.

CONSULTATION

The Acting Traffic Engineer met with the Commercial Director of Shultz First National, to discuss the proposed location of the Accessible Parking Space. They fully support the proposal.

This was followed by a letter proposing changing (2) parking spaces into (1) Accessible Parking Space requesting their comments.

Any feedback will be submitted with this report, at the next Local Traffic Committee meeting.

RECOMMENDATION

It is recommended that an Accessible Parking Space with Shared Area access be installed on the southern side of Chapman Car Park, Taree. Replacing the first (2) unmarked parking spaces at the eastern edge of Camille Nelson's business and extending west 5 metres finishing at the main entrance.

DISCUSSION IN BRIEF

The property manager Shultz First National has responded supporting the accessible parking space.

COMMITTEE RECOMMENDATION

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

ANNEXURES

B: Map of Chapman Place Car Park

Proposed Accessible Parking Space

Disabled Parking Spaces



B: Picture of Proposed Accessible Parking Space



Proposed Accessible Parking Space

Shultz's Driveway

ITEM 7 - LTC - MARINE DRIVE, TEA GARDENS - DISABLED PARKING SPACE

Report Author **Dillon Wyatt, Acting Traffic Engineer**
File No. / ECM Index **4146652**
Date of Meeting **7 August 2019**
Authorising Director **Robert Scott, Director Engineering and Infrastructure**

SUMMARY OF REPORT

Investigations have been undertaken following a request for a disabled parking space on Marine Drive, Tea Gardens adjacent to the Boatshed Restaurant.

SUMMARY OF RECOMMENDATION

It is recommended that an Accessible Parking Space be installed on the northern side of Marine Drive in the first 90 degree angle car park space east of Charles Street intersection.

FINANCIAL/RESOURCE IMPLICATIONS

Council will be responsible for the costs associated with the installation of signage and pavement markings and this work will be funded from the cost centres of Traffic Committee Items. This work has an estimated cost of \$1500.

LEGAL IMPLICATIONS

Nil.

ANNEXURES

- A: Map of Marine Drive.
 - B: Photograph of Parking Space.
-

BACKGROUND

Council has received a request from a customer to have Council has received request to have a disabled parking space installed in Marine Drive to provide people with a disabled parking permit a parking space close to the Boat Shed Restaurant.

DISCUSSION

Marine Drive is a reasonably busy two way road with high traffic volumes, particularly during the summer period. There are unrestricted 90 degree angle parking bays that are interspersed along the northern side of Marine Drive, while the southern side is unrestricted parallel parking.

There are two existing Accessible Parking Spaces in Marine Drive. The closest is located 130 metres west of the proposed location. While the second parking space is an additional 60 metres west.

The installation of one Accessible Parking Space with Shared Area access will take up the equivalent of two standards car parking spaces. The proposed site is situated on an even grade sealed section of pavement that finishes flush with a shared concrete walkway that run adjacent to the Boat Shed Restaurant. This will allow people with mobility concerns easier access to the restaurant or nearby public facilities.

CONSULTATION

Council has sent a letter proposing a changing this parking space to a Disabled Parking Space with a Shared Area access to the owner of the Boat Shed Restaurant and the Myall Coast Chamber of Commerce requesting their comments. We have received no written feedback in relation to this matter.

This was followed up with a phone call confirming receipt of proposal letter and acceptance of any verbal comments.

RECOMMENDATION

It is recommended that an Accessible Parking Space be installed on the northern side of Marine Drive, Tea Gardens in the first 90 degree angle car park space East of Charles Street intersection.

DISCUSSION IN BRIEF

Nil.

COMMITTEE RECOMMENDATION

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

ANNEXURES

A: **Map of Marine Drive.**



Location of Proposed Disabled Parking Space Boat Shed Restaurant

B: **Photograph of Proposed Disabled Parking Space**



Signs and Pavement markings to designate Disabled Parking Space and Shared Area access

ITEM 8 - LTC- NO PARKING ZONE IN MURRAY ROAD, WINGHAM

Report Author Dillon Wyatt, Acting Traffic Engineer
File No. / ECM Index RD3365/02
Date of Meeting 7 August 2019
Authorising Director Robert Scott, Director Engineering and Infrastructure

SUMMARY OF REPORT

Investigations have been undertaken following requests by the School Principal and the P&C of Wingham Public School to install a "No Parking" zone along the access way, outside the primary school to assist with student safety.

A request was raised from the onsite meeting held to reduce the length of No Stopping zone preceding the access way to increase parking spaces for parents.

SUMMARY OF RECOMMENDATION

It is recommended that 50 metres of existing "Bus Zone" be converted into a "No Parking" zone. This will operate during the school zone hours of 8am - 9.30am & 2.30pm - 4pm on school days. The location will be at the eastern end of the Bus Zone on the northern side of the School's access way off Murray Road, between the intersections of Apanie Close and Mountview Avenue.

It is also recommended to replace 28 metres of No Stopping Zone with unrestricted on street parking. The zone change will begin at the western edge of the School's onsite teacher carpark and extends west for 28 metres along the northern side of Murray Road. This will create an additional 4 parallel car parking spaces.

FINANCIAL/RESOURCE IMPLICATIONS

Council will be responsible for the costs associated with installing the new signs and this work will be funded from the cost centres of the Traffic Committee items. This work has an estimated cost \$700.

LEGAL IMPLICATIONS

Nil.

ANNEXURES

- A: Location map Wingham Public School
 - B: Existing Bus Zone and Proposed No Parking zone
-

BACKGROUND

Council received multiple requests from parents of children attending Wingham Public School to install a "No Parking" zone to assist with the safe arrival and departure of students. These requests came after the school stopped allowing parents to use the on-site carpark as a Kiss and Ride zone.

The requests also mentioned the installation of a School Crossing across Murray Road to improve pedestrian access and safety.

DISCUSSION

Wingham Public School located on Murray Road, entrance is via a single direction access way. The access way is 125 metres in length. On the northern side of the access way is a designated bus zone currently exists servicing the school. Preceding the Bus Zone is a No Stopping zone 68 metres in length. This zone runs across the front of the School's onsite teacher carpark and extends west for a further 28 metres along Murray Road.

The southern side of the access way is a School Zone timed "No Stopping" zone.

Located 8 metres south beyond a mulched garden is Murray Road. Both the northern and southern sides of Murray road for the entire length of the access way is an untimed "No Stopping" zone. Recent traffic counts for the peak school hour are in excess of 300 vehicle movements both morning and afternoon.

The Bus Zone is currently being underutilised. Wingham Buslines the bus company that services the school has made adjustments to their bus routes and timetable, reducing the number of buses stopping at the front of the school at a single time. It has been observed that parents are regularly using the near empty Bus Zone to drop off their children.

Therefore, it is proposed to convert a portion of the existing Bus Zone at the eastern end to a "No Parking" zone. This "No Parking" zone will act as a Kiss and Ride area, allowing parents a designated area close to the School entrance to drop their children off and an afternoon pick up area. It is believed that this "No Parking" zone will also reduce the number of pedestrian moments across Murray Road.

The proposed changes will not affect the current bus services.

At an onsite meeting held at the School amongst the various stakeholders. It is noted that a request was raised by the president of the P & C to remove a redundant length of a "No Stopping" zone in Murray Road, on the western side of the School preceding the access way.

Amongst the issues raised there were requests for a School Crossing to be installed across Murray Road. A number of parents are parking their vehicles in Apanie Close and are walking their children across Murray Road into the school. This will be treated as a separate issue as we will continue to monitor vehicle and pedestrian behaviour after the changes in this report are implemented.

Due to the importance of the "No Parking" zone for the school it was agreed to fast tracked this change. This report was emailed to members of the Committee on 2 July 2019 for comments and agreement. The Police, RMS and MP representatives replied with no objections to the recommendation. This new parking zone has been installed.

CONSULTATION

The school principal, school assets officer, P & C president, members from Wingham Buslines, was met on site with the Team Leader Transport and Acting Traffic Engineer to discuss options. It was agreed that the proposed location was considered the best option to install the "No Parking" zone, as it is not currently being used.

MidCoast Council Road Safety Officer will partner with the school and conduct a school community awareness campaign including the installation of Kiss and Ride advisory signage to compliment the "No Parking" regulatory signs, distribution of information relating to the parking rules using corflute signage, school social media and flyers.

RECOMMENDATION

It is recommended that 50 metres of existing "Bus Zone" be converted into a "No Parking" zone. This will operate during the school zone hours of 8am - 9.30am & 2.30pm - 4pm on school days. The location will be at the eastern end of the Bus Zone on the northern side of the School's access way off Murray Road, between the intersections of Apanie Close and Mountview Avenue.

It is also recommended to replace 28 metres of "No Stopping" zone with unrestricted on street parking. The zone change will begin at the western edge of the School's onsite teacher carpark and extends west for 28 metres along the northern side of Murray Road. This will create an additional 4 parallel car parking spaces.

DISCUSSION IN BRIEF

Chris Dimarco informed the meeting "Kiss & Ride" signs have been installed for the new No Parking zone and an information sign on the different parking restrictions and their rules installed on the school fence. He attended the school one afternoon to provide advice and answer questions to the people picking up the students about the new zone.

COMMITTEE RECOMMENDATION

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

ANNEXURES

A: Location map Wingham Public School

Proposed reduction of No Stopping Zone



B: Existing Bus Zone and Proposed No Parking zone



ITEM 9 - LTC - NO STOPPING ZONE IN PULTENEY STREET, TAREE

Report Author Dillon Wyatt, Acting Traffic Engineer
File No. / ECM Index RD3860/02
Date of Meeting 7 August 2019
Authorising Director Robert Scott, Director Engineering and Infrastructure

SUMMARY OF REPORT

Investigations have been undertaken following a request from a resident for a "No Stopping" zone to stop vehicles parking over the driveway and restricting property access at 59 Pulteney Street, Taree.

SUMMARY OF RECOMMENDATION

It is recommended that a "No Stopping" zone be installed across the driveway to 59 Pulteney Street, Taree.

FINANCIAL/RESOURCE IMPLICATIONS

Council will be responsible for the costs associated with the installation of signage and pavement markings and this work will be funded from the cost centres of Traffic Committee Items. This work has an estimated cost of \$800.

LEGAL IMPLICATIONS

Nil.

ANNEXURES

- A: Map of Pulteney Street, Taree.
 - B: Proposed No Stopping Zone.
-

BACKGROUND

Council has received a request from a resident to have a "No Stopping" zone installed across their driveway at 59 Pulteney Street as vehicles are parking in and across her driveway to access local surrounding businesses.

DISCUSSION

Pulteney Street located in the Taree CBD and is two way street separated by a split level garden median and retaining wall there is 3 separate staircases that allow access to the opposite side of the street. The stairs are placed at 100 metre intervals along the garden median. The North Eastern side of Pulteney Street has 2 hour timed parallel parking between the intersections of Wynter and Albert Street. 59 Pulteney Street is a domestic dwelling situated between Andrea Rosewell dance academy and by a 2 storey building complex containing the following businesses Valley Vintage, Kumiai Ryu Martial Arts, Taree Ballet Gear and Fancy Dress, Taree Training and Tutoring and Essential Tax and Accounting Services.

It has been observed and evidence has been submitted that vehicles are regularly parking across the driveway dropping children off or for accessing the local businesses. Council has previously installed a "No Stopping" zone across the next driveway layback. It is situated to the 22 metres to the North.

No parking spaces will be lost as a result of installing this "No Stopping" zone as the vehicles should not be parking across the driveway access.

CONSULTATION

Council has sent a letter to the residents at 59 Pulteney Street. They fully support the council's decision to install "No Stopping" zone across the driveway at 59 Pulteney Street.

RECOMMENDATION

It is recommended that a "No Stopping" zone be installed across the driveway to 59 Pulteney Street, Taree.

DISCUSSION IN BRIEF

Nil.

COMMITTEE RECOMMENDATION

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

ANNEXURES

A: Map of 59 Pulteney Street, Taree.



B: Proposed No Stopping Zone



ITEM 10 - LTC - YALINBAH STREET, TEA GARDENS - GIVE WAY SIGN

Report Author Dillon Wyatt, Acting Traffic Engineer
File No. / ECM Index Give Way Sign at Yalinbah Street, Tea Gardens
Date of Meeting 7 August 2019
Authorising Director Robert Scott, Director Engineering and Infrastructure

SUMMARY OF REPORT

Investigations have been undertaken following a motor vehicle accident at the intersection of Yalinbah and Myall Street, Tea Gardens to install a "Give Way" sign in Yalinbah Street.

SUMMARY OF RECOMMENDATION

It is recommended to install a "Give Way" sign and holding line on northern leg of Yalinbah Street at the intersection Myall Street to face south bound traffic.

FINANCIAL/RESOURCE IMPLICATIONS

Council will be responsible for the costs associated with installing the new signs and pavement markings. This work will be funded from the cost centres of the Traffic Committee items. This work has an estimated cost \$800.

LEGAL IMPLICATIONS

Nil

ANNEXURES

- A:** Map of Myall Street and Yalinbah Street.
 - B:** On-site photograph at Yalinbah Street.
-

BACKGROUND

MidCoast Council has conducted an internal investigation at the intersection of Myall and Yalinbah Street after a motor vehicle accident insurance claim was submitted requesting reimbursement on the basis that the intersection wasn't sufficiently signposted.

DISCUSSION

Yalinbah Street and Myall Street is a cross road intersection with 4 legs. Myall Street is the major intersecting road with centreline line-marking. It has priority control. There is an existing Give Way sign with matching "Give Way" holding line on the southern leg of Yalinbah Street. On the northern leg of Yalinbah Street neither sign nor holding line are evident.

The Australian Standards manual section 1742.2 Traffic control devices for general use, states "Give Way" shall be used to allocate priority to one of the intersecting roads, at all intersections with four or more legs.

To conform to Australian Standards only reasonable option is to install a "Give Way" sign and holding line on the northern leg of Yalinbah Street.

CONSULTATION

It is recommended to install a "Give Way" sign and holding line on northern leg of Yalinbah Street at the intersection Myall Street to face south bound traffic.

RECOMMENDATION

It is recommended to install a "Give Way" sign and holding line on northern leg of Yalinbah Street at the intersection Myall Street to face south bound traffic.

DISCUSSION IN BRIEF

Richard Wheatley informed the meeting the Give Way sign has already been installed to ensure the safe operation of this intersection.

COMMITTEE RECOMMENDATION

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

ANNEXURES

A: Map of Myall Street and Yalinbah Street.



Proposed Give way sign and Line

B: On-site photograph at Yalinbah Street.

Existing Give Way sign and holding line in Yalinbah Street on southern approach.



ITEM 11 - LTC – INFORMATION ITEMS

ITEM 11.2 - LTC - MANCHESTER STREET AT THE BUCKETTS WAY, TINONEE - MISSING SIGN

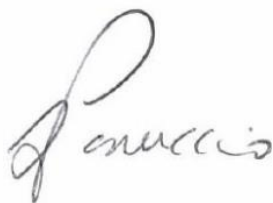
Kath Dunkley-Jones brought to the attention of the meeting a Stop holding line was installed on Manchester Street, Tinonee at The Bucketts Way intersection after the recent roadworks but there is no Stop sign at this location. This will be investigated by Council and reported back to the Committee.

ITEM 11.2 - LTC - OLD BAR ROAD AT SALTWATER ROAD, OLD BAR - LANE LAYOUT

Kath Dunkley-Jones raised concerns about the lane arrangements for westbound traffic on Old Bar Road for the vehicles that move to the left of right turning vehicles into Red Gum Road then the lane they have moved into abruptly ends before Saltwater Road. This will be investigated by Council and reported back to the Committee.

ITEM 11.3 - LTC - ST JOSEPH'S DRIVE, TAREE - KISS AND DROP ZONE

Jacob Harty informed the meeting that Council had received from Mr Steven Bromhead's office a request from St Joseph's Primary School for a Kiss and Drop zone in St Joseph's Drive off Kanangra Drive, Taree. Jacob Harty and Chris Dimarco are meeting with the Principal this afternoon (7/08/2019) to discuss his proposal and this matter will reported back to the Committee.



**ADRIAN PANUCCIO
GENERAL MANAGER**