

EXTRACT FROM MINUTES OF ORDINARY MEETING – 25 MARCH 2020 – STAFF REPORTS

MINUTES OF LOCAL TRAFFIC COMMITTEE MEETING HELD 5 FEBRUARY 2020

Report Author	Jacob Harty, Traffic Engineer
File No. / ECM Index	Traffic Committee Minutes
Date of Meeting	25 March 2020
Authorising Director	Robert Scott, Director Infrastructure & Engineering Services

SUMMARY OF REPORT

This report presents the Minutes of the Local Traffic Committee held on 5 February 2020, for adoption.

SUMMARY OF RECOMMENDATION

It is recommended that the Minutes of the Local Traffic Committee meeting held on 5 February 2020 be noted and that recommendations are adopted.

FINANCIAL/RESOURCE IMPLICATIONS

Items 1 - 3 will result in costs associated with the installation of signage and pavement markings totalling \$1800. This work will be funded from the current operational budget.

LEGAL IMPLICATIONS

Nil.

ATTACHMENTS

A: Minutes of the Local Traffic Committee meeting held 5 February 2020.

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 for February 2020 proceeded without a formal meeting due to the small number of items. The agenda was emailed to the Committee members for comment and agreement to the recommendations. The Committee members unanimously supported the recommendations. The Minutes of the meeting are attached as Attachment A with the recommendations for each item.

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

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

CONSULTATION

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 1 - 3, 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 totalling \$1800. This work will be funded from the current operational budget.

RECOMMENDATION

It is recommended that the Minutes of the Local Traffic Committee meeting held on 5 February 2020 be noted and that Council endorse the recommendations made at the meeting.

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Report Author	Jacob Harty, Traffic Engineer
File No. / ECM Index	Traffic Committee Minutes
Date of Meeting	25 March 2020
Authorising Director	Robert Scott, Director Infrastructure & Engineering Services

RECOMMENDATION

It is recommended that the Minutes of the Local Traffic Committee meeting held on 5 February 2020 be noted and that Council endorse the recommendations made at the meeting.

99/2020 RESOLUTION

(Moved Cr D West/Seconded Cr L Roberts)

That the above recommendation be adopted.

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

AGAINST VOTE - Nil

ABSENT. DID NOT VOTE - Cr J McWilliams, Cr P Epov

INFRASTRUCTURE & ENGINEERING SERVICES

ATTACHMENT A

**MINUTES OF LOCAL TRAFFIC COMMITTEE
MEETING HELD 5 FEBRUARY 2020**

ORDINARY MEETING

25 March 2020



Minutes of Local Traffic Committee Meeting

February 2020

Held electronically. The Agenda was emailed to the Committee members for them to respond back on the recommendations.

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**ADRIAN PANUCCIO
GENERAL MANAGER**

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Due to the small number of reports the Local Traffic Committee did not meet face-to-face in February but instead conducted the meeting electronically. Formal members were requested to email their vote for each Item and any comments by Friday 7 February 2020.

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.

DECLARATION OF PECUNIARY & NON-PECUNIARY CONFLICTS OF INTEREST

Nil.

CONFIRMATION OF MINUTES OF LTC MEETING FEBRUARY 2020

That the Minutes of the Local Traffic Committee meeting for February 2020 be taken as read and confirmed as a true record of proceedings.

MATTERS ARISING FROM PREVIOUS MINUTES

Nil.

CONSIDERATION OF OFFICERS' REPORTS

DIRECTOR ENGINEERING & INFRASTRUCTURE SERVICES

ITEM 1 – PROPOSED 45 DEGREE PARKING, CLARKSON STREET, NABIAC

Report Author **Jacob Harty, Traffic Engineer**

File No. / ECM Index **TRIM S638**

Date of Meeting **5 February, 2020**

Authorising Director **Robert Scott, Director Engineering and Infrastructure**

SUMMARY OF REPORT

Investigations have been undertaken to change the existing signage for 90-degree rear to kerb parking outside the Nabiac Public School on Clarkson Street, Nabiac, to 45-degree after a request was received from the school Principal.

SUMMARY OF RECOMMENDATION

It is recommended that the existing signage for 90-degree angle parking on Clarkson Street, adjacent to the Nabiac Public School, be changed to 45-degree.

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. This work has an estimated cost of \$600.

LEGAL IMPLICATIONS

Nil

ANNEXURES

A: Locality of proposed 45-degree parking in Clarkson Street, Nabiac

BACKGROUND

Construction works were recently completed in Clarkson Street adjacent to the school, which included the construction of a concrete island to create separation between the front parking area of the school and traffic moving along Clarkson Street. This has reduced the width of the parking area, making it difficult for motorists to manoeuvre in and out of the parking spaces. Council has received a request from the Principal of the school that we consider changing the signs to 45-degree parking.

DISCUSSION

The parking area enclosed by the concrete island in front of Nabiac Public School on Clarkson Street has a one-way flow in a westbound direction. A 2.5m wide footpath runs between the school and the parking area, with a distance of 9.2m between the edge of the footpath (no kerb) and the face of the concrete island. From AS 2890.5 – Parking Facilities Part 5: On-Street Parking, the

minimum manoeuvre space for 90-degree parking (5.4m) plus the minimum length of the parking space (5.4m – no kerb) totals 10.8m. 45-degree parking reduces this total minimum length to 8.7m.

CONSULTATION

Discussions held with NABIAC Public School Principal.

RECOMMENDATION

It is recommended that the existing signage for 90-degree angle parking on Clarkson Street, adjacent to the NABIAC Public School, be changed to 45-degree.

DISCUSSION IN BRIEF

Wendy Wallace (TfNSW) enquired about the dimensions of the overall width between the parking spaces and the median and if it meets all relevant Australian Standards. The width measures 9.2m which meets the requirements for 45-degree parking.

Wendy Wallace (TfNSW) also enquired about the surface of the parking area and if the spaces will be linemarked. Parking area is sealed, however spaces will not be linemarked at this time. Wendy Wallace (TfNSW) asked if the parked will be rear or nose to kerb and if this will be stipulated on the proposed signage. Signs will specify rear-to-kerb as existing arrangement is rear-to-kerb.

Wendy Wallace (TfNSW) asked if any provision for disabled parking has been made to meet requirements as per Australian Standard 2890.5. There is existing disabled parking at the entrance to the school off Hoskins Street.

COMMITTEE RECOMMENDATION

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

ANNEXURES

A: Locality of proposed 45-degree parking in Clarkson Street, NABIAC



ITEM 2 – PROPOSED DISABLED PARKING, WYNTER STREET, TAREE

Report Author **Jacob Harty, Traffic Engineer**

File No. / ECM Index **TRIM S638**

Date of Meeting **5 February, 2020**

Authorising Director **Robert Scott, Director Infrastructure & Engineering Services**

SUMMARY OF REPORT

Investigations have been undertaken to install a single disabled parking space in proximity to the Bushfire Recovery Assistance Point located at 68 Wynter Street, Taree.

SUMMARY OF RECOMMENDATION

It is recommended that 1 disabled parking space be installed on the southern side of Wynter Street, east of the intersection with Pulteney Street.

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: Locality of proposed disabled parking space in Wynter Street, Taree

BACKGROUND

The building at 68 Wynter Street is currently being used as the 2019 Bushfire Recovery Assistance Point. This service provides the latest information to members of the community impacted by the bushfires and acts as a referral point to services and assistance available. Based on the potential for clients with mobility and access issues a disabled parking spot in proximity to the building is important. At present there is no disabled parking spot that is sufficiently close to the building without considerable distance having to be covered.

DISCUSSION

In this location on the southern side of Wynter Street between the Woolworths carpark access and the roundabout with Pulteney Street there are currently 2 marked parallel parking spaces. These spaces are restricted to 1-hour timed parking between 8:30 am and 6 pm Monday to Friday, and 8:30 am to 12 pm on Saturdays. The proposal is to convert one of these spaces a disabled parking space.

This disabled parking space has now been installed as it was a matter of urgency to open the Bushfire Recovery Assistance office and access for residents with mobility issues was seen as a critical element to have in place while the office was in operation.

CONSULTATION

Discussions held with Council's Liveable Communities team.

RECOMMENDATION

It is recommended that a disabled parking space be installed on the southern side of Wynter Street, east of the intersection with Pulteney Street.

DISCUSSION IN BRIEF

Wendy Wallace (TfNSW) enquired about the dimensions of the proposed area and if a disabled space meeting the requirements of Australian Standard 2890.5 can be met, and if the space would be marked as per the standard. The available space in this location meets the requirements of AS 2890.5 and will be marked as per the standard.

COMMITTEE RECOMMENDATION

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

ANNEXURES

A: Locality of proposed disabled parking space in Wynter Street, Taree



ITEM 3 – PROPOSED NO STOPPING ZONE IN CARPARK, DOLPHIN DRIVER, FORSTER

Report Author Chris Dimarco, Road Safety Officer
File No. / ECM Index Parking Zones-Determination – Boat Harbour, Forster
Date of Meeting 5 February, 2020
Authorising Director Robert Scott, Director Infrastructure & Engineering Services

SUMMARY OF REPORT

Investigations have been undertaken following an issue raised by the Unit Commander of Marine Rescue Forster that vehicles with trailers are parking in the overflow carpark, near the entry driveway and blocking access to the area.

SUMMARY OF RECOMMENDATION

It is recommended to install a No Stopping zone approximately 18 metres in length from the start of the concrete driveway of the overflow carpark adjacent to the northern bollards and exercise equipment.

FINANCIAL/RESOURCE IMPLICATIONS

Council will be responsible for the costs associated with installing new signs and this work will be funded from the cost centres of Traffic Committee items. The work has been estimated at \$400.00.

LEGAL IMPLICATIONS

Nil.

ANNEXURES

A: Proposed No Stopping Zone.
B: Map of Car Park

BACKGROUND

There are vehicles with trailers parking in the overflow carpark at the end of Dolphin Drive in the Forster Boat Harbour near the entry driveway which blocks the access to the over flow car park unsealed area. The unsealed car park area leads to the Marine Rescue building and the Unit Commander has complained that vehicles are parking too close to the entrance blocking access.

DISCUSSION

The Forster Boat Harbour precinct consists of a sealed and line marked 'vehicles with trailers' parking only area on weekends and school holiday periods. The carpark services the nearby boat ramp facilities. A smaller number of vehicle only and disabled parking spaces also exist.

Adjacent and east of this carpark is a gravel surfaced overflow carpark that also contains the Marine Rescue tower and parking for volunteers. Two driveways exist approximately 50 metres apart, allowing vehicles to enter the northern driveway and exit the southern driveway, that is sign posted No Entry. Located on the southern boundary of the overflow carpark is a gateway to additional grassed overflow parking area.

Access to the additional overflow grass carpark is through the gravel overflow carpark. Both overflow carparks are open to all vehicles, no restrictions apply. The grassed overflow carpark is only open to the public during busier holiday periods. During the busier holiday periods, all of these carparks can be full. Outside of these periods, the sealed carpark and overflow gravel carpark can comfortably cater for visitors.

The entry driveway from the main parking area to unsealed parking can be blocked by vehicles parking too close to the entrance in the unsealed area. The installation of a 'No Stopping' zone just inside the entry driveway will enforce the need to provide clear access to allow vehicles to enter and not be obscured by vehicles parking close to the driveway with boat trailers. No parking spaces will be removed as the zone will enforce the current reasonable distance to park from the entry driveway.

CONSULTATION

Council’s Road Safety Officer and the Parks Supervisor discussed options and it was determined the installation of the No Stopping Zone is the most appropriate option. MidCoast Council has liaised with the Marine Rescue Unit Commander and the commander supports this option.

RECOMMENDATION

It is recommended to install a No Stopping zone approximately 18 metres in length from the start of the concrete driveway of the overflow carpark adjacent to the northern bollards and exercise equipment.

DISCUSSION IN BRIEF

Nil.

COMMITTEE RECOMMENDATION

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

ANNEXURES

A: Proposed No Stopping Zone



Red line indicating proposed -No Stopping zone at location

B: Map of Car Park



A handwritten signature in black ink that reads 'Panuccio'.

**ADRIAN PANUCCIO
GENERAL MANAGER**