

EXTRACT FROM MINUTES OF ORDINARY MEETING - 26 SEPTEMBER 2018 - STAFF REPORTS

13 MINUTES OF LOCAL TRAFFIC COMMITTEE MEETING HELD ON 7 AUGUST 2018

Report Author Guru Arumugam, Traffic Engineer

File No. / ECM Index Traffic Committee Agendas

Date of Meeting 26 September 2018

SUMMARY OF REPORT

This report presents the minutes of the Local Traffic Committee meeting held on 7 August 2018 for adoption.

SUMMARY OF RECOMMENDATION

It is recommended that the minutes of the Local Traffic Committee meeting held on 7 August 2018 be noted and that Council endorse the recommendations made at the meeting.

FINANCIAL/RESOURCE IMPLICATIONS

For the items 1, 2, 3, 4, 5 and 6 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 centres of the Local Traffic Committee Items.

LEGAL IMPLICATIONS

Nil

ATTACHMENTS

A: Minutes of Local Traffic Committee meeting held on 7 August 2018

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 Tuesday 7 August 2018 at MidCoast Council's Forster Office. The minutes of the meeting are provided as Attachment A with the recommendations for each item.

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

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

CONSULTATION

Attendees at the Local Traffic Committee meeting are listed in the minutes. Consultation was undertaken in the development of the recommendations in the minutes with Police, RMS and Council staff.

COMMUNITY IMPACTS

Community impact (negative and positive) is considered by the Local Traffic Committee in its deliberations for each item. A whole of community impact is taken into account when formulating the recommendations within the regulations, standards and guidelines that administer the roads, traffic management and road safety.

BUDGET IMPLICATIONS

For the items 1, 2, 3, 4, 5 and 6 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 centres of the Local Traffic Committee Items.

RECOMMENDATION

It is recommended that the minutes of the Local Traffic Committee meeting held on 7 August 2018 be noted and that Council endorse the recommendations made at the meeting.

13 MINUTES OF LOCAL TRAFFIC COMMITTEE MEETING HELD ON 7 AUGUST 2018

Report Author **Guru Arumugam, Traffic Engineer**

RECOMMENDATION

It is recommended that the minutes of the Local Traffic Committee meeting held on 7 August 2018 be noted and that Council endorse the recommendations made at the meeting.

284/18 RESOLUTION

(Moved Cr B Christensen/Seconded Cr J McWilliams)

That the above recommendation be adopted.

FOR VOTE - Cr D West, Cr K Smith, Cr B Christensen, Cr L Roberts, Cr C Pontin, Cr K Bell, Cr J McWilliams, Cr T Fowler, Cr K Hutchinson, Cr P Epov

AGAINST VOTE - Nil

ABSENT. DID NOT VOTE - Cr D Keegan

ENGINEERING & INFRASTRUCTURE

ATTACHMENT A

**MINUTES OF LOCAL TRAFFIC COMMITTEE
MEETING HELD ON 7 AUGUST 2018**

ORDINARY MEETING

26 SEPTEMBER 2018



Minutes of Local Traffic Committee Meeting
held in the Administration Building (Large committee Room)
4 Breese Parade, Forster
7 August 2018 at 10am

A handwritten signature in black ink, appearing to read "Panuccio".

ADRIAN PANUCCIO
GENERAL MANAGER

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Minutes of the Local Traffic Committee held in the Administration Building (Large Committee Room) of MidCoast Council's Forster Office on 7 August 2018 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), Chief Inspector Christine George (Police – Manning/Great Lakes LAC), Acting Sergeant Andrew McNeice (Police – Manning/Great Lakes LAC), Scott Nicholson (MCC), Richard Wheatley (MCC), Guru Arumugam (MCC), Chris Dimarco (MCC).

APOLOGIES

Bob Wilson (Stephen Brodhead's representative), He informed us he has no objection to any of the agenda items. Senior Constable Michael Reid (Police – Manning/Great Lakes LAC).

DECLARATION OF PECUNIARY & NON-PECUNIARY CONFLICTS OF INTEREST

Nil.

ADOPTION OF MINUTES OF MEETING

RESOLUTION

That the Minutes of the Local Traffic Committee of 5 June 2018, 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 - CENTRELINE MARKING AND GIVE WAY SIGN AT NABIAC STREET, NABIAC

Report Author **Guru Arumugam, Traffic Engineer**
File No **Traffic; Nabiac Street, Nabiac**
Local Traffic Committee Meeting: **7 August 2018**

SUMMARY OF REPORT

A request has been received from Nabiac Village Futures Group to investigate traffic and safety issues at the intersection of Nabiac and Clarkson Street, Nabiac.

SUMMARY OF RECOMMENDATION

It is recommended that 42m of double unbroken centre lines be installed on Nabiac Street (adjacent to war memorial) commencing from the Clarkson Street intersection. It is recommended to install a "Give Way" sign at the west side of Nabiac Street exit to Clarkson 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 \$1250.

LEGAL IMPLICATIONS

Nil.

ANNEXURES

A: Map of Nabiac and Clarkson Street, Nabiac.

BACKGROUND

A request has been received from Nabiac Village Futures Group to investigate traffic and safety issues at the intersection of Nabiac and Clarkson Street, Nabiac.

DISCUSSION

Council's Senior Transport Engineer and Traffic Engineer met with Nabiac Village Futures Group representatives in May 2018 to discuss traffic and safety concerns at the intersection. Both Nabiac and Clarkson Streets are two (2) way roads. As this area is surrounded by school, various businesses, park and residential premises, in order for the vehicles to avoid conflict between upward and downward traffic travelling along Nabiac Street. It is recommended that 42m of double unbroken centre lines be installed on Nabiac Street (adjacent to war memorial) commencing from the Clarkson Street intersection. Moreover in order to avoid conflict between vehicles exiting out from Nabiac Street to Clarkson Street, it is recommended to install a "Give Way" sign at the west side of Nabiac Street exit to Clarkson Street.

CONSULTATION

Council has held discussions with Nabitac Village Futures Group representatives. They were happy with the Council's proposal to install 42m of double unbroken centre lines on Nabitac Street (adjacent to war memorial) commencing from the Clarkson Street intersection and installing a "Give Way" sign at the west side of Nabitac Street exit to Clarkson Street. They were agreed that these measures would improve the intersection safety.

RECOMMENDATION

It is recommended that 42m of double unbroken centre lines be installed on Nabitac Street (adjacent to war memorial) commencing from the Clarkson Street intersection. It is recommended to install a "Give Way" sign at the west side of Nabitac Street exit to Clarkson Street.

DISCUSSION IN BRIEF

Nil.

COMMITTEE RECOMMENDATION

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

ANNEXURES

A: Map of the Nabiac and Clarkson Street, Nabiac



Proposed Give Way Sign Double Unbroken Line

— Proposed Double Unbroken Centre Line (42m)

ITEM 2 - LTC - COACH PARKING ON BOUNDARY STREET, GLOUCESTER

Report Author Richard Wheatley, Senior Transport Engineer

File No. / ECM Index Coach Parking in Gloucester

Local Traffic Committee Meeting: 7 August 2018

SUMMARY OF REPORT

Investigations have been undertaken following requests from Gloucester Chamber of Commerce and Gloucester Visitor Information Centre to have a coach parking area within the Gloucester township.

SUMMARY OF RECOMMENDATION

It is recommended that a Coach and Tourist Vehicle parking zone be provided along the western side of Boundary Street north of Denison Street from the northern side of the 90° angle parking spaces to the entrance to the Gloucester Recreation Park (113m).

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 \$1200.

LEGAL IMPLICATIONS

Nil.

ANNEXURES

A: Boundary Street Coach Parking

B: Gloucester Map showing Coach Parking

BACKGROUND

Council has received requests from Gloucester Chamber of Commerce and Gloucester Visitor Information Centre to have a coach parking area within the Gloucester township. This parking area is to allow coaches to park for extended periods within the town while their passengers are away from the vehicle.

DISCUSSION

Gloucester Visitor Information Centre undertook consultation with a number of local groups to determine the best location for a coach parking area as there is no designated coach parking areas in the township. The preferred location was determined to be along the western side of Boundary Street between Denison Street and Thunderbolts Way. It would be situated adjacent to the tennis courts and the zone would be 113m in length.

This proposed zone would be 113m in length located on western side of Boundary Street from the northern side of the 90° angle parking spaces to the entrance to the Gloucester Recreation Park. This would provide for at least seven (7) large coaches at any one time.

This Coach Parking zone would allow tourist vehicles to drop of their passengers either at the bus/coach interchange in Denison Street adjacent to Billabong Park or at the 5 minute zone outside the Soldiers Club in Denison Street. Then the vehicles could travel to the proposed Coach Parking zone in Boundary Street to wait for their passengers to complete their visit to Gloucester. This proposed zone is close to amenities with a pathway to the toilets in Billabong Park plus it is next to local sporting facilities of tennis courts, bowling club and swimming pool.

The Gloucester Chamber of Commerce and Gloucester District Tennis Association have both supported this coach parking along Boundary Street. This section of Boundary Street is not regularly parked out with vehicles except for the occasional heavy vehicle or caravan and there is still plenty of other unrestricted parking areas along Boundary Street.

CONSULTATION

Gloucester Visitor Information Centre staff undertook consultation of the local stakeholders with the Gloucester Chamber of Commerce and Gloucester District Tennis Association both supporting this coach parking proposal. Gloucester Bowling Club was contacted several times through emails, letters and phone calls but have not provided a response.

RECOMMENDATION

It is recommended that a Coach and Tourist Vehicle parking zone be provided along the western side of Boundary Street north of Denison Street from the northern side of the 90° angle parking spaces to the entrance to the Gloucester Recreation Park (113m).

DISCUSSION IN BRIEF

Nil.

COMMITTEE RECOMMENDATION

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

ANNEXURES

A: Boundary Street Coach Parking

Coach Parking Zone in Gloucester



B: Gloucester Map showing Coach Parking



ITEM 3 - LTC - CENTRE LINE MARKING - THE BUCKETTS WAY, GANGAT

Report Author Richard Wheatley, Senior Transport Engineer
File No. / ECM Index The Bucketts Way, Line marking
Local Traffic Committee Meeting: 7 August 2018

SUMMARY OF REPORT

Investigations have been undertaken following a request from Police to have the broken centre line marking on The Bucketts Way, Gangat over the Bakers Creek Bridge replaced with unbroken centre line markings.

SUMMARY OF RECOMMENDATION

It is recommended that double unbroken centre line markings be installed on The Bucketts Way, Gangat across Bakers Creek Bridge to connect up to the existing double unbroken line markings on both approaches.

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 \$950.

LEGAL IMPLICATIONS

Nil.

ANNEXURES

- A: Bakers Creek Bridge Location
 - B: Bakers Creek Bridge
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BACKGROUND

Police requested the line marking along The Bucketts Way over Bakers Creek Bridge be double unbroken centre lines to not allow any overtaking at the bridge as there are signs on both approaches stating "No Overtaking on Bridge".

DISCUSSION

Bakers Creek Bridge is located on The Bucketts Way 20km west of Krumbach and 1km east of Wallanbah Road. The road is a two (2) lane carriageway that connects Gloucester to Taree and it is a regional road. The bridge is located on a short straight section of road that allows for short section of overtaking on both approaches before the road enters curves and hills that restrict the length of overtaking opportunities.

The centre line markings at this bridge have 200m to 250m of unbroken line marking on both sides of the bridge to allow vehicles to overtake as they approach the bridge. The eastern approach has the unbroken centre line marking continuing across the bridge allowing westbound vehicles to overtake on the bridge. The western approach (eastbound traffic) has the unbroken line finish before the bridge and they are not allowed to overtake on the bridge. Council has installed signs on both approaches

stating “No Overtaking on Bridge” to ensure heavy vehicles do not travel across the bridge simultaneously. This has been done to safeguard the structure integrity of the bridge. The signs are contradicting the line marking along the road at this bridge creating confusion for motorists.

The replacing of the unbroken lines at this location with double unbroken centre lines will remove the conflicting messages between the signs and road markings.

CONSULTATION

Discussions have been held with the Police on these changes to the line marking.

RECOMMENDATION

It is recommended that double unbroken centre line markings be installed on The Bucketts Way, Gangat across Bakers Creek Bridge to connect up to the existing double unbroken line markings on both approaches.

DISCUSSION IN BRIEF

Nil.

COMMITTEE RECOMMENDATION

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

ANNEXURES

A: Bakers Creek Bridge Location



B: Bakers Creek Bridge



ITEM 4 - LTC - BUS ACCESS CLOSED ON CHARLOTTE BAY ROAD, CHARLOTE BAY

Report Author Richard Wheatley, Senior Transport Engineer

File No. / ECM Index Traffic Committee Items – Bus Link

Local Traffic Committee Meeting: 7 August 2018

SUMMARY OF REPORT

Investigations have been undertaken following requests from a number of residents to stop the illegal movement of vehicles from Charlotte Bay Street onto The Lakes Way at the northern bus only access.

SUMMARY OF RECOMMENDATION

It is recommended that the northern access link on Charlotte Bay Road, Charlotte Bay to The Lakes Way be closed for a six (6) month trial and buses are to use the main road access for entering and exiting Charlotte Bay 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 \$2000.

LEGAL IMPLICATIONS

Nil.

ANNEXURES

A: Charlotte Bay Street, Charlotte Bay

BACKGROUND

Council has received requests from a number of residents to stop the illegal movement of vehicles from Charlotte Bay Street onto The Lakes Way at the northern bus only access and they are mainly from the service station. They have requested that this access be physically closed to all traffic including buses to ensure vehicles did not illegally access The Lakes Way using this bus only link.

DISCUSSION

The upgrading of the service station in Charlotte Bay was presented at last year's October LTC meeting with a number recommendations for traffic operations as such new Give Way signs, "No Stopping" zone and raised threshold on roadway at service station. The majority of vehicles using the bus only link are coming from the service station and they are using this link instead of doing a U-turn to exit out of the main access for The Lakes Way and Charlotte Bay Street.

General traffic was prohibited from using this northern link in 2011 by Great Lakes Council following consultation and it was signposted "No Entry, Buses Excepted". It was determined at that time the southern access would be the main connection for Charlotte Bay Street and turning bays were installed on The Lakes Way at this access. Buses would be allowed to use the northern access as they could not turn around in one movement within Charlotte Bay Street.

The service station and convenience store has been upgraded on Charlotte Bay Street, Charlotte Bay resulting in high numbers of vehicles attending these businesses and many are exiting illegally out the

northern Bus Only link to The Lakes Way. This has caused major concerns to the residents at the northern end with the additional traffic and has created a dangerous situation with these vehicles entering The Lakes Way, especially the right turn. All vehicles accessing the service station are supposed to turn around from the service station and return to The Lakes Way at the main access as set out in the conditions of their Development Application approval. There is only one (1), and occasionally three (3), buses a day travelling southbound that turn right from The Lakes Way into Charlotte Bay Street at this northern access point. There is no suitable location for school buses to turn around in one maneuverer should they enter Charlotte Bay Street by the main access off The Lakes Way and that is why they have been using the northern access to enter then exit via the main access to continue their journey southbound.

The current situation of the large number of vehicles illegally using the northern access to return to The Lakes Way from the service station cannot continue on safety grounds, amenity and is against their Development Application conditions. Agreement has been obtained from Forster Buslines to not use the northern (Bus Only) access for a six (6) month trial starting from the end of the second school term (6/7/18). Discussions have been held with the bus company with an onsite meeting to determine the best and safest way for the buses to turn around within Charlotte Bay. It was agreed the bus would use a reversing manoeuvre on Charlotte Bay Street at the link road to allow the bus to return to The Lakes Way.

The Committee was email on 25 June 2018 requesting their comments on the recommendation “that the northern access link on Charlotte Bay Street to The Lakes Way be closed for a six (6) month trial and buses are to use the main road access for entering and exiting Charlotte Bay Street”. This closure would be undertaken during the July school holidays and the emailed recommendation would be formally ratified at the LTC’s August meeting. All members emailed support of the recommendation and some have met with Council Officers onsite to review the situation after this email.

It is proposed over the six (6) month trial to review the traffic operations of the service station within Charlotte Bay to determine proposals for the short term plus long term improvements that would require infrastructure funding. The Give Way signs installed on Charlotte Bay Street on the northern side of the intersection with the unnamed lane beside the service station for the vehicles travelling south from the northern end will be reviewed to decide if they should remain or be removed (this was a Development Application condition that the northern residents are not happy about).

CONSULTATION

Discussions have been held with a number of residents of Charlotte Bay, owners of the service station development and all members of the Committee involving onsite meetings, meetings at Council and phone conversations.

RECOMMENDATION

It is recommended that the northern access link on Charlotte Bay Street, Charlotte Bay to The Lakes Way be closed for a six (6) month trial and buses are to use the main road access for entering and exiting Charlotte Bay Road.

DISCUSSION IN BRIEF

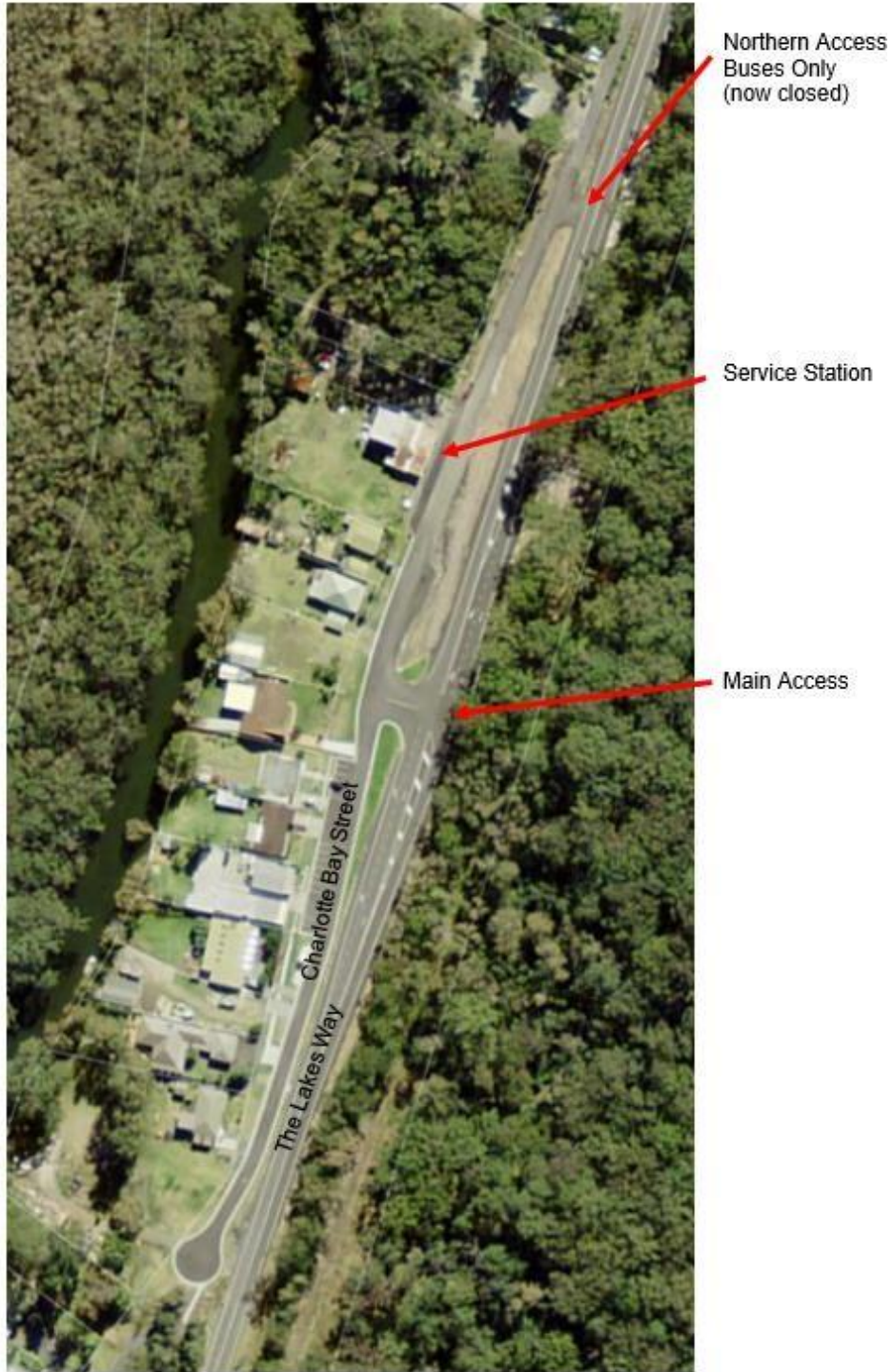
Nil.

COMMITTEE RECOMMENDATION

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

ANNEXURES

A: Charlotte Bay Street, Charlotte Bay



ITEM 5 - LTC - STOP SIGNS ON ISABELLA STREET AT DENNES STREET, WINGHAM

Report Author Richard Wheatley, Senior Transport Engineer

File No. / ECM Index RD2565/02

Local Traffic Committee Meeting: 7 August 2018

SUMMARY OF REPORT

Investigations have been undertaken following a request from a resident to have the Give Way signs on Isabella Street, Wingham at Dennes Street replaced with Stop signs due to vehicles failing to slow down when turning left into Dennes Street.

SUMMARY OF RECOMMENDATION

It is recommended that Stop signs replace the Give Way signs on Isabella Street, Wingham at Dennes 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 \$950.

LEGAL IMPLICATIONS

Nil.

ANNEXURES

A: Isabella Street and Dennes Street Intersection

BACKGROUND

Council has received a request from a resident to have the Give Way signs on Isabella Street, Wingham at Dennes Street replaced with Stop signs due to vehicles failing to slow down when turning left into Dennes Street. The resident lives in Dennes Street to the west of the intersection and claims that many vehicles turn left out of Isabella Street into the intersection hazardously as they do not slow down. This results in some left turning vehicles cutting in front of vehicles travelling westbound on Dennes Street.

The resident stated it is dangerous to the residences in Dennes Street close to the intersection when they exiting their driveways due to these vehicles travelling fast around the corner.

DISCUSSION

The intersection of Isabella Street and Dennes Street is a "Y" configuration with Isabella Street coming in at an angle that allows left turns into Dennes Street (westbound) to be done quickly through the Give Way signs. The traffic volumes along Dennes Street in 2015 are 7,000 ADT, while there are no counts in Isabella Street approaching this intersection it is anticipated the volumes would be between 1,000 and 2,000 ADT.

The five (5) year recorded crash data to September 2017 (RMS information) at this intersection indicated there was only one (1) crash in 2013 involving a right turn into Isabella Street. The resident did state there were a number of minor crashes that occur at this intersection that are not reported to

the Police.

It has been observed that some vehicles turning left out of Isabella Street do so at speed and cut in front of vehicles travelling westbound in Dennes Street. These fast moving left turning cars would make leaving the driveways close to the intersection difficult and a conflict point to these residents.

The changing of the Give Way signs to Stop signs would require motorists to stop before entering the intersection and this would improve the safety as motorists would be entering Dennes Street at a lower speed. The additional benefit are people turning left are forced to stop and check the traffic on Dennes Street before entering the intersection rather than some rolling through the intersection at speed.

CONSULTATION

Discussions have been held with the resident that requested the change to the Stop signs.

RECOMMENDATION

It is recommended that Stop signs replace the Give Way signs on Isabella Street, Wingham at Dennes Street intersection.

DISCUSSION IN BRIEF

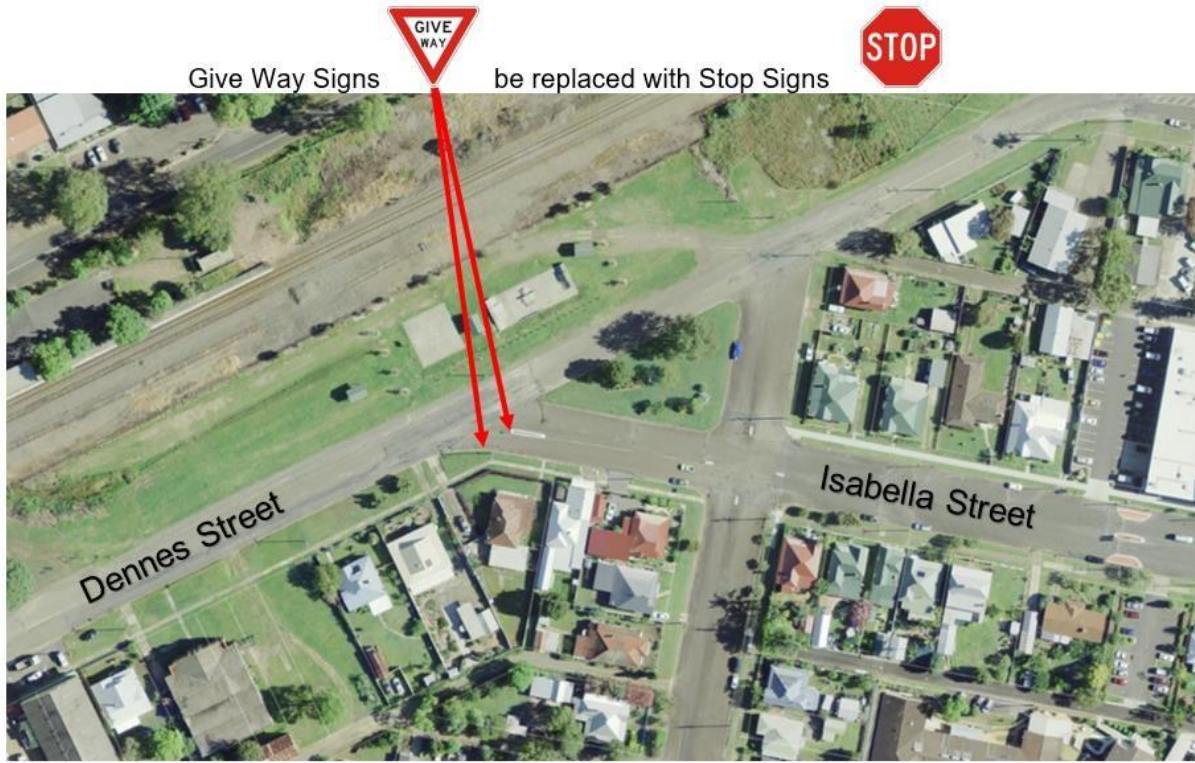
Nil.

COMMITTEE RECOMMENDATION

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

ANNEXURES

A: Isabella Street and Dennes Street Intersection



B: Driveways in Dennes Street at Intersection



ITEM 6 - LTC - PROPOSED CHANGE TO 1 HOUR RESTRICTED PARKING-WHARF STREET, FORSTER

Report Author Chris Dimarco, Road Safety Officer

File No. / ECM Index Parking Zones - Determination-Wharf Street, Forster Local Traffic Committee Meeting: 7 August, 2018

SUMMARY OF REPORT

Investigations have been undertaken following a request by the Wharf Street, Forster traders to increase the monitored 1 hour parking zone in Wharf Street, Forster to 2 hour parking. Local businesses believe the increase in parking time will encourage greater visitors to the shopping precinct, and increase business revenue.

SUMMARY OF RECOMMENDATION

It is recommended that:

1. Increase the current 1 hour parking spaces in Wharf Street to 2 hour parking for a six (6) month trial from 1 September, 2018.
2. Install ¼P pavement markings to the current ¼P parallel parking spaces on the southern side of Wharf Street.
3. Install a 15 metre in length No Parking Zone on the northern side of Memorial Drive, Forster, to the west of Tull's Newsagency.

FINANCIAL/RESOURCE IMPLICATIONS

Council will be responsible for the costs associated with installing new signs and pavement markings and this work will be funded from the cost centres of Traffic Committee items. The work has been estimated at \$2500.00.

LEGAL IMPLICATIONS

Nil.

ANNEXURES

A: Wharf Street parking precinct - Forster

B: Memorial Drive and proposed No Parking zone

BACKGROUND

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.

Annexure A refers to the map of Wharf Street Parking precinct Forster indicating the various parking zones.

Major rehabilitation and upgrades were completed in nearby Memorial Drive, Forster during 2016 and early 2017. Community consultation had occurred to ascertain the preference of the community in redevelopment of the foreshore area, green space versus parking. Parking was declared as a priority by survey respondents.

DISCUSSION

The northern side of Wharf Street is 1 hour restricted angle parking of 51 spaces between 8.30am-6pm Mon-Fri and 8.30am-12.30pm Saturday, and the majority of the southern side of Wharf Street is 15 minute (¼P) parallel parking and have corresponding time restrictions. Four (4) 1 hour time restricted parking spaces are allocated on the southern side of Wharf Street towards the bridge end (Western end) of Wharf Street. 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, butcher etc. The 1 hour parking zone catered for persons requiring longer time conducting business or social activities, and promoted a high turnover of visitors to Wharf Street. Persons expecting to stay longer had access to 2 hour and all day parking areas nearby.

The traders have also requested that the 15 minute (¼P) zones have pavement markings added to reinforce the parking restrictions. Although the parking signs are clear, visitors to the street are neglecting to read the signs expecting the entire area is the one restricted time zone, currently 1 hour parking.

CONSULTATION

MidCoast Council has been liaising regularly during past months with representatives of Wharf Street traders, Forster Tuncurry Business Chamber and MidCoast Business Chamber regarding the consistent feedback by customers and tourists that the 1 hour parking is not long enough and the fear of being fined in the electronically managed parking area for overstaying is affecting businesses in that people are avoiding the area.

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 1 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.

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 has verbally informed the Wharf Street Traders representatives that a six month trial of the increase will occur on 1 September, 2018.

RECOMMENDATION

It is recommended to increase the current 1 hour parking restrictions in Wharf Street, Forster to 2 hour parking zones for a six month trial from 1 September, 2018. White coloured pavement markings ¼P to be installed permanently in the ¼P parallel parking spaces.

DISCUSSION IN BRIEF

Chris Dimarco raised a late item concerning the issue of deliveries for businesses in Memorial Drive on

the western side of Blows Lane. Businesses have complained that due to lack of nearby loading zones, delivery vehicles are required to park some distance away from their businesses which can be very impractical. Further, business owners have difficulty parking nearby themselves for a short period when attempting to drop off and pick up goods. The rear storage and office space of this businesses front Memorial Drive. Customer entry and businesses front Wharf Street. The full length of the northern side of Memorial Drive outside the business strip is currently a No Stopping Zone. The No Stopping zone was installed previously with the intention of keeping the area clear and not affecting vehicles reversing from 90 degree parking on the southern side of Memorial Drive. The installation of a 'No Parking' zone on the northern side of Memorial Drive will allow drivers to stop for two minutes and remain with their vehicle whilst loading or unloading. The maximum 2 minute parking restriction will have a minimal effect on the adjacent parking spaces.

Two (2) restaurants located on the Western end of the business strip opposed the No Parking zone continuing in line with their businesses as their customers look at the views over the nearby lake. They are concerned that vehicles parking outside their restaurants will have a negative impact on patronage. The businesses owners stated they support the No Parking zone to be installed from the eastern side of the restaurants to the east. Other businesses in the strip supported the zone.

A loading zone allows for larger vehicles to stop up to 30 minutes if they are being loaded or unloaded. A station wagon may stop for up to 15 minutes. For these reasons a loading zone is not practical in this area.

It is proposed to install the No Parking zone in a time frame similar to the Wharf Street changes.

COMMITTEE RECOMMENDATION

It is recommended that:

1. Increase the current 1 hour parking spaces in Wharf Street to 2 hour parking for a six (6) month trial from 1 September, 2018.
2. Install $\frac{1}{4}$ P pavement markings to the current $\frac{1}{4}$ P parallel parking spaces on the southern side of Wharf Street.
3. Install a 15 metre in length No Parking Zone on the northern side of Memorial Drive, Forster, to the west of Tull's Newsagency.

B: Memorial Drive and proposed No Parking zone



Red line showing current No Stopping zone at location

Blue line showing proposed No Parking Zone.

ITEM 7 – LTC – INFORMATION ITEMS

7.1 The Bucketts Way between Krambach and Gloucester Speed Zone

Christine George informed the meeting that Gloucester Business Chamber requested to review speed zone on The Bucketts Way between Krambach and Gloucester following major road reconstruction works. Jamie Smoother advised the committee RMS will do speed zone review on this road.

7.2 South Street at Macintosh Street, Forster - Speeding

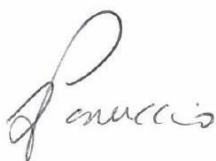
Andrew McNeice informed the meeting complaints have been received that vehicles are speeding on South Street approaches Macintosh Street intersection, Forster. Richard Wheatley advised the committee that council will do traffic counts and outcome will be reported in the next Local Traffic Committee report. Jamie Smoother also advised the committee that he will do safety review of this intersection as Macintosh Street is under RMS control.

7.3 Main Road, Manning Point – Guard Rail

Bob Wilson requested by email to discuss council's decision on Guardrail at the 90 degree bend on 6-8 Main Road in Manning Point. Council decided not to install Guardrail following residents request as only one accident at this location from the crash data provided by RMS over a five year period. Council at present does not have justification for funding to install Guardrail at this location but Council will review future funding opportunities to improve this corner.

7.4 Forster Running Festival – 23 September 2018

Richard Wheatley informed the meeting the Forster Running Festival is to be held on Sunday 23 September 2018 with the first run at 7.00am and the last one at 10.50am. The event will start and finish at Forster Beach with the courses travelling along the Forster Foreshore, across Forster/Tuncurry Bridge, along breakwaters on both sides and Memorial Drive, Forster. The roads that will be closed for this event is North Street from Beach Street to the eastern end (residents will have access), Oyster Parade from Reserve Road to Beach Street and Memorial Drive between Head Street and Beach Street (only on Sunday morning). These roads will be closed late Saturday afternoon to allow the bump in of the event's equipment and the roads will reopen early afternoon on the Sunday. Traffic management Plan and TCPs have been done by Men At Work and they will be managing the traffic arrangements on the day. This event has been run on previous years in the Forster/Tuncurry foreshores successfully.



**ADRIAN PANUCCIO
GENERAL MANAGER**