

**EXTRACT FROM MINUTES OF ORDINARY MEETING – 23 MAY 2018
STAFF REPORTS**

11 MINUTES OF THE LOCAL TRAFFIC COMMITTEE HELD 10 APRIL 2018

Report Author Richard Wheatley – Senior Transport Engineer
File No. / ECM Index Traffic Committee Agendas
Date of Meeting 23 May 2018

SUMMARY OF REPORT

This report presents the Minutes of the Local Traffic Committee meeting held on 10 April 2018 for adoption.

SUMMARY OF RECOMMENDATION

It is recommended that the Minutes of the Local Traffic Committee meeting held on 10 April 2018 be noted and that Council endorse the recommendations made at the meeting.

FINANCIAL/RESOURCE IMPLICATIONS

For the items 3, 4, 5, 6 and 7 Council will be responsible for the costs associated with the installation of signage and pavement markings as listed in the body of the report.

LEGAL IMPLICATIONS

Nil

ATTACHMENTS

A: Minutes of the Local Traffic Committee meeting held on 10 April 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 Wednesday 10 April 2018 at MidCoast Council's Forster Office. The minutes of the meeting are attached as Annexure A with the recommendations for each item.

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

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

CONSULTATION

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

COMMUNITY IMPACTS

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

BUDGET IMPLICATIONS

Council will be responsible for the costs associated with the installation of signage and pavement markings for these items:

- Item 3: Approximately \$300
- Item 4: Approximately \$500
- Item 5: Approximately \$1,000
- Item 6: Approximately \$500
- Item 7: Approximately \$1,600

This work will be funded from the cost centres of Traffic Committee Items.

RECOMMENDATION

It is recommended that the Minutes of the Local Traffic Committee meeting held on 10 April 2018 be noted and that Council endorse the recommendations made at the meeting.

11 MINUTES OF THE LOCAL TRAFFIC COMMITTEE HELD 10 APRIL 2018

Report Author **Richard Wheatley – Senior Transport Engineer**

RECOMMENDATION

It is recommended that the Minutes of the Local Traffic Committee meeting held on 10 April 2018 be noted and that Council endorse the recommendations made at the meeting.

117/18 RESOLUTION

(Moved Cr J McWilliams/Seconded Cr D Keegan)

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 J McWilliams, Cr T Fowler, Cr K Hutchinson, Cr P Epov

AGAINST VOTE: Nil

ABSENT. DID NOT VOTE - Cr K Bell

ENGINEERING & INFRASTRUCTURE SERVICES

ATTACHMENT A

**MINUTES OF LOCAL TRAFFIC COMMITTEE
HELD ON 10 APRIL 2018**

ORDINARY MEETING

23 May 2018



MIDCOAST
council

Minutes of the Local Traffic Committee Meeting

**held in the Council Chambers,
Forster Administration Office**

10 APRIL 2018 at 10.00 AM

Steve Embry
Acting General Manager

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Minutes of the Local Traffic Committee held in the Council Chambers of MidCoast Council's Forster Office on 10 April 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

Jamie Smoother (RMS), Kumar Kuruppu (MCC), Chris Dimarco (MCC), Guru Arumugam (MCC) and Richard Wheatley (MCC – Chair).

APOLOGIES

Cr Brad Christensen (MCC), Bob Wilson (Stephen Bromhead's representative who informed Council he had no objections to the recommendations in the agenda) and A/Sergeant Kath Dunkley-Jones (Police – Manning/Great Lakes LAC and she informed Council she had no objections to the recommendations in the agenda).

DECLARATIONS OF PECUNIARY & NON-PECUNIARY CONFLICTS OF INTEREST

Nil.

ADOPTION OF MINUTES OF MEETING

RESOLUTION

That the Minutes of the Local Traffic Committee of 7 February 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

ITEM 1 LTC - CYCLE RACE EVENTS

Report Author Richard Wheatley, Senior Transport Engineer

File No. / ECM Index S1472/03

Local Traffic Committee Meeting: 10 April 2018

SUMMARY OF REPORT

Investigations have been undertaken following a request from Manning Valley Cycle Club to conduct their cycle races for their 2018 Race Program their courses on Central Lansdowne Road, Upper Lansdowne Road, Bootawa Road, Wootton Way and Kolodong Industrial Estate.

SUMMARY OF RECOMMENDATION

It is recommended that approval be granted for Manning Valley Cycle Club to conduct their annual cycle races for their 2018 Race Program their courses on Central Lansdowne Road, Upper Lansdowne Road, Bootawa Road, Wootton Way and Kolodong Industrial Estate.

FINANCIAL/RESOURCE IMPLICATIONS

Nil.

LEGAL IMPLICATIONS

Nil.

BACKGROUND

Council has received a request from Manning Valley Cycle Club to conduct their annual cycle races for their 2018 Race Program on the courses on Central Lansdowne Road, Upper Lansdowne Road, Bootawa Road, Wootton Way and Kolodong Industrial Estate. During the program they will race between 1.30pm and 4.00pm on Saturdays.

DISCUSSION

This application has a Traffic Management Plan and Traffic Control Plans have been provided by the Club prepared by their own accredited members.

These cycle races have operated satisfactorily over many years and Council is unaware of any negative comments on traffic management at these events.

CONSULTATION

Council has held discussions with a representative of the cycle club about the flexible dates for the races to be held this winter and summer to ensure local road users are aware when the races would be held. It was agreed that the club will have signs informing of the next race and would be placed on the course a few days before each race.

COMMUNITY IMPACTS

The impact of these races is reduced as they are held out of normal business hours and there are traffic controllers in place that manage the interaction of general traffic and cyclists.

RECOMMENDATION

It is recommended that approval is granted for these Class 3 Events in Manning Valley Cycle Club's submission for cycle events for the 2018 Race Program on the courses of Central Lansdowne Road, Upper Lansdowne Road, Bootawa Road, Wootton Way and Kolodong Industrial Estate until March 2018 subject to the following conditions:

- The applicant's Traffic Control Plan (TCP) has been accepted as the TCP as it has been signed by a current RMS accredited person. The requirements include:
- That a current RMS accredited "Apply TCPs" (Yellow Ticket or Grey Ticket) person will install the TCP.
- That only current RMS accredited "Traffic Controllers" (Blue Ticket) persons will operate Stop/Slow bats, if required, this will include marshals working on the road.
- The applicant is responsible for organising and funding all aspects of this event including the requirements in the Traffic Management Plan and Traffic Control Plan.
- The applicant must notify local Police of this event and receive Police approval as set out in the NSW's "Guidelines for Bicycle Races" at least one week prior to the event.
- The applicant must have current public liability cover at the time of the event to the value of \$20 million.
- Any use of private land shall have the owner's approval.
- The organiser shall distribute a news release to local media at least one week in advance and repeated two days prior to the event, announcing the event and advising affected residents. The organiser shall provide Police with a copy of the media release and date of issue. The news release shall include dates, times and roads that will be affected.
- The applicant shall be responsible for informing all emergency services at least a week before the proposed events.
- A sign informing of the next race to be placed at the both ends of the course a few days before each race.
- The applicant shall be responsible for the cost of repairing any damage caused to Council infrastructure as a result of the proposed event.
- A clear passageway of four metres wide shall be maintained for emergency access.

DISCUSSION IN BRIEF

Nil.

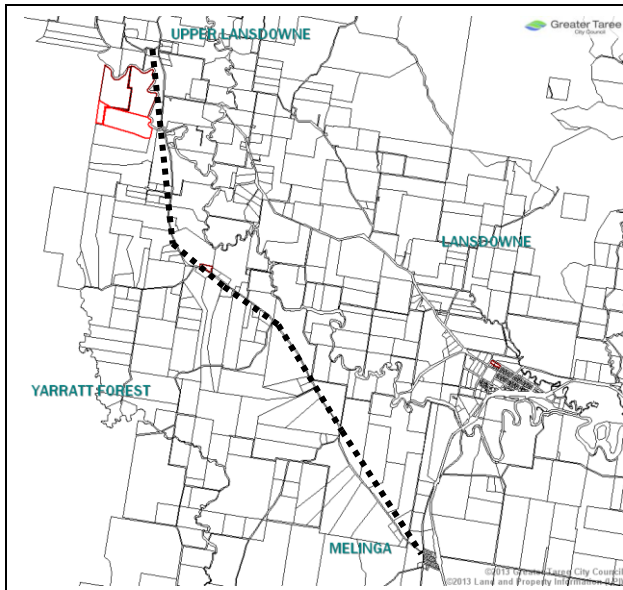
COMMITTEE RECOMMENDATION

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

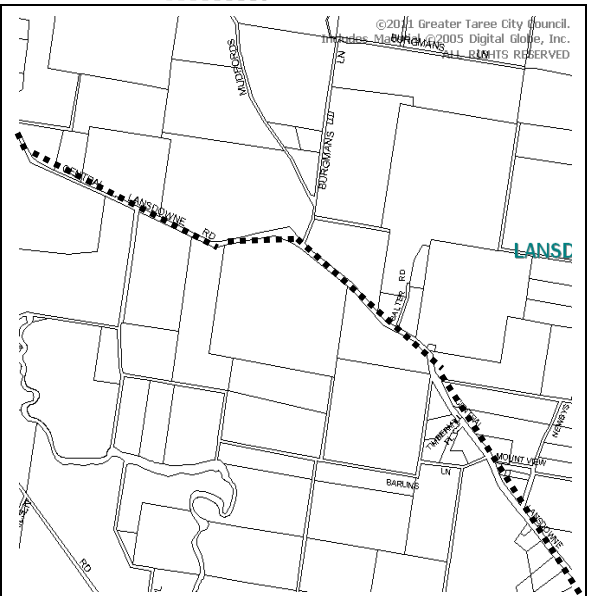
ANNEXURES

A: Cycle Race Courses

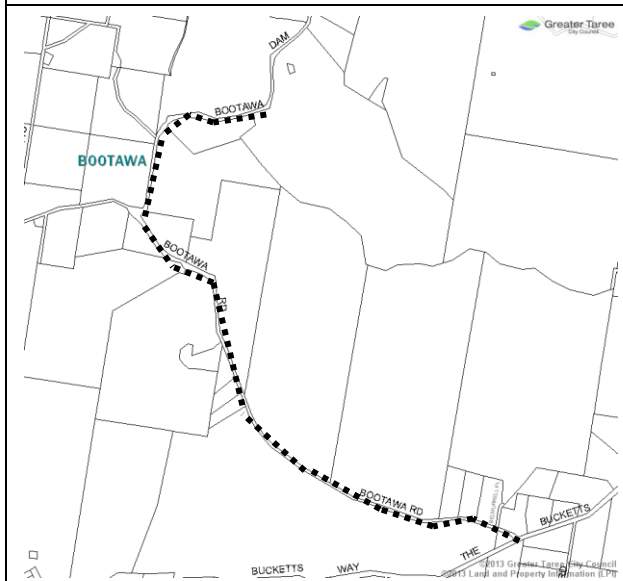
Road Race Courses:



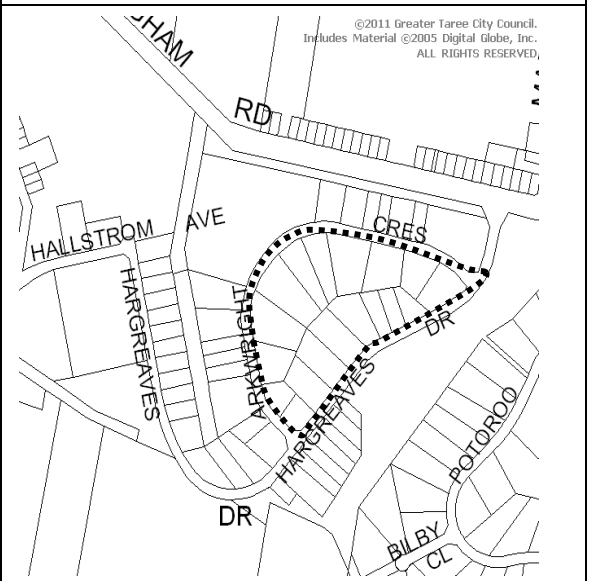
Upper Lansdowne Course



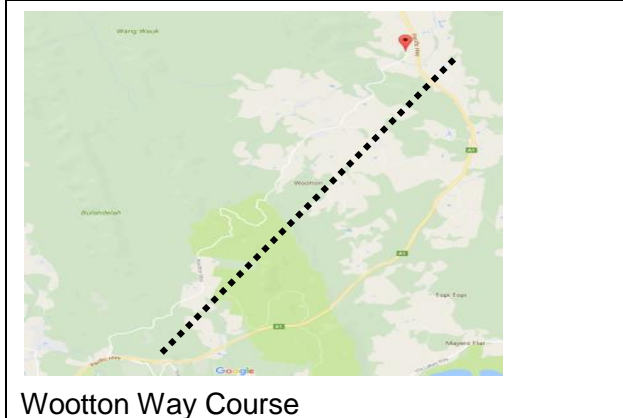
Central Lansdowne Course



Bootawa Course



Kolodong Industrial Estate Course



Wootton Way Course

ITEM 2 LTC – BONNIE WINGHAM SCOTTISH FESTIVAL – ROAD CLOSURES

Report Author **Richard Wheatley, Senior Transport Engineer**

File No. / ECM Index **S1472/01/25**

Local Traffic Committee Meeting **10 April 2018**

SUMMARY OF REPORT

A request has been received from the Manning Valley Historical Society to hold their annual parade for the Bonnie Wingham Scottish Festival on Saturday 2 June 2018 from 9.00am to 10.00am with the temporary closures of roads around Wingham's Central Park.

SUMMARY OF RECOMMENDATION

That approval is granted for the temporary closure of Isabella Street between Wynter and Bent Streets, Bent Street between Isabella and Farquhar Streets, Farquhar Street between Bent and Wynter Streets and Wynter Street between Farquhar and Combined Streets for the Bonnie Wingham Scottish Festival on Saturday 2 June 2018 from 9.00am to 10.00am to hold their annual parade.

FINANCIAL/RESOURCE IMPLICATIONS

Nil.

LEGAL IMPLICATIONS

Nil.

ANNEXURES

A: Map of Events – Road Closures

BACKGROUND

A request has been received from the Manning Valley Historical Society to hold their annual parade for the Bonnie Wingham Scottish Festival on Saturday 2 June 2018 from 9.00am to 10.00am with the temporary closures of:

- Farquhar Street between Bent and Wynter Streets
- Bent Street between Isabella and Farquhar Streets
- Isabella Street between Wynter and Bent Streets,
- Wynter Street between Farquhar and Combined Streets

DISCUSSION

This is the customary road closures for the Bonnie Wingham Scottish Festival which has been undertaken for a number of years around the Central Park as part of their weekend's events for the festival. The parade will travel around Central Park on the roads as one complete circuit commencing in Farquhar Street then travelling around in a clockwise direction to enter the park back at Farquhar Street.

This application has a Traffic Management Plan and Traffic Control Plans prepared by the contractors Men At Work. The road closures on the day will be undertaken and managed by the Taree VRA with Wingham SES assisting in the marshalling at the intersections.

This event has operated satisfactorily in previous years and Council has never received any negative comments on this event relating to the traffic management.

BUDGET IMPLICATIONS

Nil.

RECOMMENDATION

That approval is granted for the temporary closure of Isabella Street between Wynter and Bent Streets, Bent Street between Isabella and Farquhar Streets, Farquhar Street between Bent and Wynter Streets and Wynter Street between Farquhar and Combined Streets for the Bonnie Wingham Scottish Festival on Saturday 2 June 2018 from 9.00am to 10.00am for the Manning Valley Historical Society to hold their annual parade (Class 3 Event) subject to the following conditions:

The applicant's Traffic Control Plan (TCP) has been accepted as the TCP as it has been signed by a current RMS accredited person. The requirements include:

- that a current RMS accredited "Apply TCPs" (Yellow Ticket or Grey Ticket) person will install the TCP.
- that only current RMS accredited "Traffic Controllers" (Blue Ticket) persons will operate Stop/Slow bats if required.
- The applicant is responsible for organising and funding all aspects of this event including the requirements in the Traffic Management Plan and Traffic Control Plan.
- The applicant must notify local Police of this event.
- The applicant must have current public liability cover at the time of the event to the value of \$20 million.
- Any use of private land shall have the owner's approval.
- The organiser shall distribute a news release to local media at least one week in advance and repeated two days prior to the event, announcing the event and advising affected residents. The organiser shall provide Police with a copy of the media release and date of issue. The news release shall include dates, times and roads that will be affected.
- The applicant shall be responsible for informing all emergency services regarding the proposed event.
- The applicant shall be responsible for the cost of repairing any damage caused to Council infrastructure as a result of the proposed event.
- A clear passageway of four metres wide shall be maintained for emergency access.

DISCUSSION IN BRIEF

Nil.

COMMITTEE RECOMMENDATION

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

ANNEXURES

A. Map of Event – Road Closures

Road Closures ■■■■■■



ITEM 3 LTC - "NO STOPPING" RESTRICTIONS AT THE ACCESS TO 3-5 WHARF STREET TUNCURRY

Report Author Kumar Kuruppu – Project Manager Engineering & Infrastructure

ECM Index Traffic Committee; Street- Wharf Street Tuncurry

Local Traffic Committee Meeting: 10 April 2018

SUMMARY OF REPORT

Investigation has been carried out into a request for "No Stopping" area at the access to residential flat units, 3-5 Wharf Street Tuncurry

SUMMARY OF RECOMMENDATION

It is recommended that existing "No Stopping" sign just south of the access to 3-5 Wharf Street Tuncurry be relocated two (2) metres north of the access driveway as shown on Annexure A.

FINANCIAL/RESOURCE IMPLICATIONS

Council will be responsible for the costs for relocation of No Stopping sign.

LEGAL IMPLICATIONS

Nil.

ANNEXURES:

A: Map showing existing and proposed no stopping restrictions

BACKGROUND

Council received a request from a strata management company on behalf of the owners of residential unit building "Stillwaters" at 3-5 Wharf Street Tuncurry, to extend the existing No Stopping Zone across their driveway. The reason for the request is to prevent vehicles parking too close to the driveway and blocking the view of drivers exiting into Wharf Street.

During the investigation, Council's Engineering & Infrastructure staff monitored the site on a number of occasions. The main concern was that the conflict between vehicles exiting out from "Stillwaters" driveway and southbound traffic on Wharf Street travelling towards Manning Street. It was observed that sight distance to the north is restricted for vehicles leaving the property when vehicles are parked along the Wharf Street almost to the northern edge of driveway.

DISCUSSION

Wharf Street is a busy two way road with relatively high traffic volumes, particularly during the summer. As this area is surrounded by various business and office premises, most of the parallel parking available on both sides of the street are occupied during business hours.



Image 1 – Wharf Street looking north from "Stillwaters" Access Driveway

In practice, within typical urban residential areas, vehicles are permitted to park close to access driveway locations and Council does not install any restrictions to prevent vehicles parking close to the driveway edge. However, given the high number of traffic movements at this location, combined with the on street parking demand during peak period, it is recommended that existing No Stopping restrictions are placed on Wharf Street north of Ray Street be extended across the driveway access to "Stillwaters" two (2) metres north from the driveway edge as shown in Annexure A.

Proposed new location for
"No Stopping" Sign

Existing "No Stopping"
sign



Image 2: Access Driveway to "Stillwaters"

RECOMMENDATION

It is recommended that existing "No Stopping" sign just south of the access to 3-5 Wharf Street Tuncurry be relocated two (2) metres north of the access driveway as shown on Annexure A.

DISCUSSION IN BRIEF

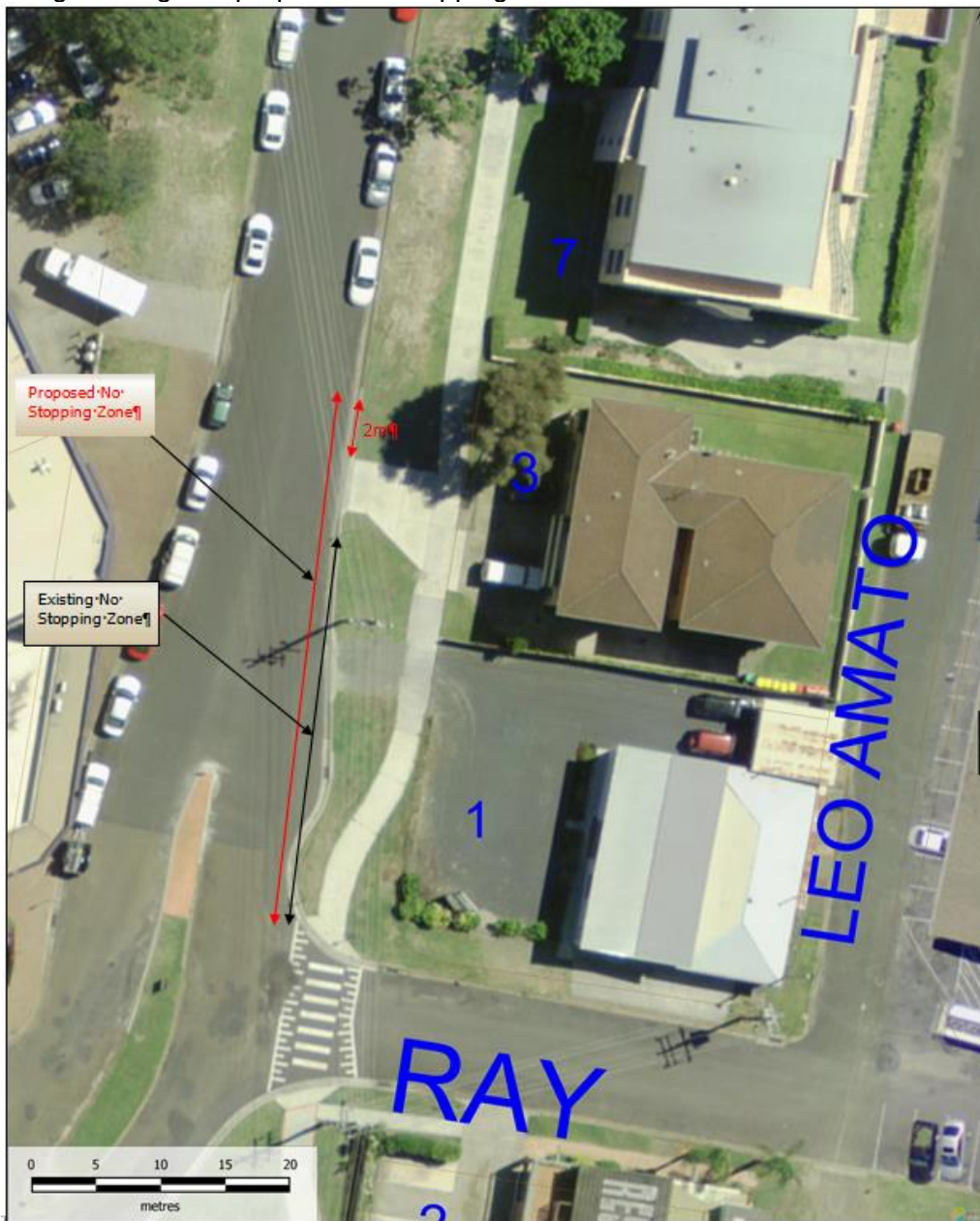
Nil.

COMMITTEE RECOMMENDATION

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

ANNEXURE

A: Map showing existing and proposed no stopping restrictions



ITEM 4 LTC - PROPOSED NO PARKING ZONE, COWPER STREET, TAREE. CHATHAM PRIMARY SCHOOL

Report Author Chris Dimarco, Road Safety Officer

File No. / ECM Index RD1570/02. 18/6135

Local Traffic Committee Meeting: 10 April 2018

SUMMARY OF REPORT

Investigations have been undertaken following a request by the School Principal, P & C and school community of Chatham Primary School to install a No Parking Zone (Kiss and Ride) upon Cowper Street, Taree, outside the primary school.

SUMMARY OF RECOMMENDATION

It is recommended to install a No Parking Zone to operate during school zone hours, 8am - 9.30am & 2.30pm - 4pm School Days upon Cowper Street for a distance of approximately 35 metres outside the Chatham Primary School within the current unrestricted parking zone.

FINANCIAL/RESOURCE IMPLICATIONS

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

LEGAL IMPLICATIONS

Nil.

ANNEXURES:

A: Map showing proposed No Parking Zone and current parking zones.

BACKGROUND

Council received a request from the Chatham Primary School Principal to install a No Parking zone upon Cowper Street, Taree, outside the Chatham Primary School to assist with the safe arrival and departure of students.

DISCUSSION

The Chatham Primary School fronts Chatham Avenue and Cowper Street, Taree. A designated bus zone currently exists in Chatham Avenue servicing the school.

The length of Cowper Street outside the school (eastern side) is currently unrestricted parking. The western side of Cowper Street is also unrestricted parking and services the nearby Taree Leagues Club. The club also has a number of off-street parking areas for customers. The proposed No Parking zone will be restricted to school zone times 8am - 9.30am & 2.30pm - 4pm school days and will have no or very minimal effect on neighbouring businesses or private residences due to the length and positioning of the No Parking area.

CONSULTATION

The school principal and P & C president was met on site and options discussed. The proposed location was considered as best option as the start of the No Parking zone coincides with the start of the unrestricted parking area north of the pedestrian crossing and is contained within the length of the unrestricted parking area.

A recent written parent feedback survey conducted by the school returned 100 percent support for the installation of a No Parking Zone. The school supports the principles of the No Parking area to improve safety of the students. The principal was advised to contact the bus companies that service the school and discuss the proposed change. The manager of Tinonee Bus Company contacted Council to discuss the proposed change as they are the only bus that collects Chatham Primary School children in Cowper Street. The bus service will not be affected as it was determined the bus arrives well after the finishing of school and the proposed location of the No Parking zone was well placed.

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 to install a No Parking Zone to operate during school zone hours, 8am -9.30am & 2.30pm - 4pm School Days upon Cowper Street for a distance of about 35 metres outside the Chatham Primary School within the current unrestricted parking zone.

DISCUSSION IN BRIEF

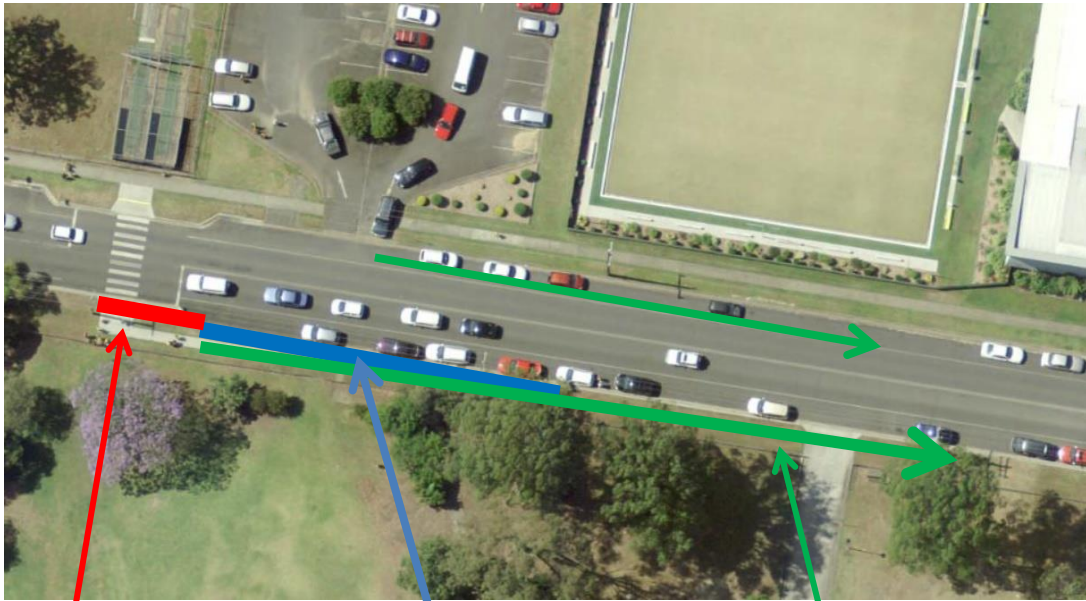
Nil.

COMMITTEE RECOMMENDATION

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

ANNEXURES

A: Map showing proposed No Parking Zone and current parking zones.



Current No Stopping Zone.

Proposed No Parking Zone.

Current unrestricted parking.

ITEM 5 LTC - PROPOSED DISABLED PARKING-CHATHAM AVENUE, TAREE

Report Author Chris Dimarco, Road Safety Officer

File No. / ECM Index RD1570/02. 18/6135

Local Traffic Committee Meeting: 10 April, 2018

SUMMARY OF REPORT

Investigations have been undertaken following a request by the School Principal to install a Disabled Parking space outside the Chatham Primary School, 17-19 Chatham Avenue, Taree.

SUMMARY OF RECOMMENDATION

It is recommended to install one (1) Disabled Parking zone space upon Chatham Avenue, outside of the Chatham Primary School, to the northern side (Cowper Street side) of the driveway to the off street staff parking area.

FINANCIAL/RESOURCE IMPLICATIONS

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

LEGAL IMPLICATIONS

Nil.

ANNEXURES:

A: Chatham Avenue Taree - Proposed one car park space - Disabled Parking.

B: Chatham Avenue Taree - Proposed one disabled car park space and current bus zone

BACKGROUND

Council received a request from the Chatham Primary School Principal to install a Disabled Parking space upon Chatham Avenue, Taree to service disabled visitors to the school.

DISCUSSION

The Chatham Primary School, 15-17 Chatham Avenue, Taree has a designated off street staff parking area within the school grounds. The school allowed disabled parents and students to utilise this parking area.

An incident during 2017 in the Sydney region involved a driver leaving an internal school carpark and colliding with a classroom causing a number of child casualties. The incident has provoked a review of internal parking areas. The Principal requested that an on street disabled parking space be allocated upon Chatham Avenue. Once staff has arrived, the schools' ground keeper, closes the gates to discourage vehicles entering.

CONSULTATION

The principal and P & C president was met on site and options discussed. The proposed location was considered as best option as the current wide driveway could facilitate wheelchair access if required, and the current concrete public footpath meets the school entry gates and internal footpaths. The on street parking at the location is currently unrestricted and will not obstruct the bus zone located further north.

RECOMMENDATION

It is recommended to install one (1) Disabled Parking zone space upon Chatham Avenue, outside of the Chatham Primary School, to the northern side (Cowper Street side) of the driveway to the off street staff parking area.

DISCUSSION IN BRIEF

Nil.

COMMITTEE RECOMMENDATION

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

ANNEXURES

A: Chatham Avenue Taree - Proposed one car park space - Disabled Parking.



B: Chatham Avenue Taree - Proposed one disabled car park space and current bus zone.



ITEM 6 LTC - "NO PARKING" RESTRICTIONS AT THE ACCESS TO CASUARINA PARK RESERVE DINGHY RAMP, NORTH ARM COVE

Report Author Kumar Kuruppu – Project Manager Engineering & Infrastructure

ECM Index Traffic Committee; Street-

Local Traffic Committee Meeting: 10 April 2018

SUMMARY OF REPORT

Investigation has been carried out into a request for "No Parking" area at the access to dinghy the launching ramp in Casuarina Park Reserve North Arm Cove.

SUMMARY OF RECOMMENDATION

It is recommended that "No Parking" restrictions be signposted on the narrow access road section near the dinghy ramp in Casuarina Park Reserve, North Arm Cove.

FINANCIAL/RESOURCE IMPLICATIONS

Council will be responsible for the costs for installation of signs

LEGAL IMPLICATIONS

Nil.

ANNEXURES:

A – Location Map

BACKGROUND

A request has been received from the North Arm Cove Residents Association to create a "No Parking" area adjacent to existing dinghy ramp in Casuarina Park North Arm Cove. The reason for the request is to prevent some vehicles parking too close to the dinghy ramp, creating hazard for the vehicles accessing the ramp to drop off/pick up dinghies.

DISCUSSION

Casuarina Park ramp is used by locals and visitors to launch their small boats and dinghies. There is also an area next to the ramp used for storing dinghies. The unsealed access way to reserve from Eastslope Way narrows when it is getting closer to the dinghy storage area. If vehicles are parked along the narrow and steep section, it will be difficult and sometimes unsafe for other vehicles to access the ramp.

If parking is restricted beyond the wider reserve area (refer Image 2), the vehicles accessing the ramp will be able to load/unload dinghies and return back to an area where unrestricted parking is available.



Image 1 – Access at the dinghy storage and ramp where parking restrictions are proposed.



Image 2: Location where proposed parking restriction commences

RECOMMENDATION

It is recommended that "No Parking" restrictions be signposted on the narrow access road section near the dinghy ramp in Casuarina Park Reserve, North Arm Cove.

DISCUSSION IN BRIEF

Nil.

COMMITTEE RECOMMENDATION

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

ANNEXURE:

A: Location Map



ITEM 7 LTC – CENTRELINE MARKING THE BUCKETTS WAY, STOUD

Report Author Richard Wheatley, Senior Transport Engineer

File No. / ECM Index Linemarking

Local Traffic Committee Meeting 10 April 2018

SUMMARY OF REPORT

A request has been received from a resident about an unsafe situation on the northern side of Stroud along The Bucketts Way where trucks are overtaking school buses.

SUMMARY OF RECOMMENDATION

It is recommended that double unbroken centrelines be installed along The Bucketts Way, Stroud from Mill Creek Road to the driveway to the Stroud Country Club (800m in length).

FINANCIAL/RESOURCE IMPLICATIONS

Council will be responsible for the costs associated with the installation of the line marking.

LEGAL IMPLICATIONS

Nil

ATTACHMENTS

A: Map of The Bucketts Way, Stroud.

BACKGROUND

A request has been received for double unbroken centrelines along The Bucketts Way from a resident due to an unsafe situation on the northern side of Stroud where trucks are overtaking school buses in the residential area. The section of The Bucketts Way being referred to is from Mill Creek Road to the driveway to the Stroud Country Club.

DISCUSSION

The Bucketts Way is a two lane regional road that links the Pacific Highway to Gloucester and travels through the township of Stroud. The Bucketts Way has a speed limit of 60km/h through the residential section and the shopping village. There are double unbroken centrelines from the southern end of the residential area past the shops up to Mill Creek Road. The section of The Bucketts Way in the 60km/h zone to the north has a broken centerline allowing overtaking from Mill Creek Road to the driveway to the Stroud Country Club, which is a length of 800m. The remaining section of the 60km/h zone to the north of the Stroud Country Club driveway is double unbroken centrelines up to and past the change of the speed limit to 90km/h.

The crash history of this section of road has no reported crashes for the five years to September 2017. However, the reports of vehicles overtaking of school buses and other vehicles in this residential area is not desirable and reduces the road safety along this section of road.

The installation of double unbroken centrelines would improve safety by stopping overtaking

manoeuvres in this residential area where buses stop to pick up passengers. Additionally, this change to the line marking would make it consist along The Bucketts Way through the township of Stroud.

CONSULTATION

Council consulted with Senior Constable Brad Smith, Officer In Charge of Stroud Police Station, on this proposal of extending the double unbroken centre line. He fully supports the change and stated “there is no need for any motorist to be overtaking whilst travelling through a small rural town”.

BUDGET IMPLICATIONS

Council will be responsible for the costs associated with the installation of this linemarking.

RECOMMENDATION

It is recommended that double unbroken centrelines be installed along The Bucketts Way, Stroud from Mill Creek Road to the driveway to the Stroud Country Club (800m in length).

DISCUSSION IN BRIEF

Nil.

COMMITTEE RECOMMENDATION

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

ANNEXURES

A: Map of The Bucketts Way, Stroud.

Proposed Double Unbroken Centrelines



ITEM 8 LTC - INFORMATION ITEMS

8.1 Pacific Highway – RMS Projects

Jamie Smoother informed the meeting the RMS had been successful in receiving funding for a number of projects along the Pacific Highway in this Council area. They will commence in the next financial year (2018/19) with some requiring two years to complete the work. The projects are:

- Pacific Highway at Dibbs Street, Nahiak. \$200,000 for intersection improvements to increase sight distance and safety.
- Pacific Highway at Failford Road, Failford. \$1million for deceleration lane for southbound and additional intersection improvements.
- Pacific Highway north of Trapyard Road, Wang Wauk. \$1million for southbound carriageway for wire rope safety fencing and high friction pavement.
- Pacific Highway north of Coolongolook. \$1.3million for new centre line divider of yellow drum fencing to reduce southbound heavy vehicles from crossing to wrong side of road.

8.2 RMS Speed Limit Reviews

Jamie Smoother informed the meeting the RMS was focusing on the outstanding speed limit changes requests in our Council area and hopefully they should have decisions on these requests soon.

8.3 Coolongolook/Wootton Action Group Meeting

Richard Wheatley informed the meeting that Guru Armuugam and himself attended the Coolongolook/Wootton Action Group meeting on the evening of Thursday 22 March 2018 to discuss traffic and safety concerns. There were a number of issues raised including damaged pavement, safety of pedestrians, lack of footpaths, parking on local streets especially around takeaway businesses and the proposed service station. Council will be meeting with the local School Principal to discuss a number of concerns around the school for the students and this meeting will be held in the new school term. Council will review the concerns raised at the meeting with the follow up onsite meeting then determine what actions can be undertaken.

8.4 The Bucketts Way, Stroud – Speeding and Pedestrian Safety

Richard Wheatley raised an issue forwarded by a Councillor regarding speeding vehicles and pedestrian safety along The Bucketts Way, Stroud past the School of Arts. These concerns were raised by the School of Arts Management with their main request to lower the speed limit past the preschool and improve safety. Council will review the situation and contact the preschool to discuss their concerns.

8.5 The Lakes Way at Blackhead Road, Hallidays Point – Intersection Safety

This matter was raised at the last LTC meeting by Bob Wilson about safety concerns about the intersection The Lakes Way at Blackhead Road, Hallidays Point. The concern was the left turn out of Blackhead Road onto The Lakes Way as large vehicles are required to turn left into the through lane instead of using the left turn slip lane. Also motorists turning left are not aware there is left turn slip lane that allows them to increase speed then merge into the flowing traffic on The Lakes Way.

Richard Wheatley stated Council has reviewed the intersection and presented the meeting with a plan showing a single unit truck is able to left turn onto The Lakes Way without leaving the allocated lane. Council will install a sign on Blackhead Road the approach to the intersection informing left turning motorists there is a slip lane for the left turn onto The Lakes Way that allows these vehicles to merge with the through traffic.

8.6 John Wright Park Cycleway - Signposting

Kumar Kuruppu enquired about the progress of improvements for cycleway signage on Manning Street and Head Street at the Forster Tuncurry Bridge approaches. RMS had prepared a draft drawing proposing a number of changes as the existing sign arrangement is confusing.

Jamie Smoother informed that RMS has reviewed the initial draft and the new sign scheme is currently being prepared.

8.7 Singing Bridge at Tea Gardens - Footpaths

Kumar Kuruppu tabled a correspondence (ECM Doc 3880017) dated 23 February 2018 received from the Member for Port Stephens, Ms Kate Washington on behalf of a constituent concerned about pedestrian safety on the Singing Bridge between Hawks Nest and Tea Gardens. The letter states that the constituent uses a motorised wheelchair to travel between Hawks Nest and Tea Gardens, and due to narrow width of existing footpath on each side of the bridge, if she encounters a pedestrian with a pram coming from opposite direction, there is not enough space to pass each other. As a solution, she suggests to make the footpaths on either side of the bridge to one way, matching the traffic lanes, with required changes to kerb and footpath at the end of the bridge to allow wheelchair users to use the existing footpaths.

Kumar Kuruppu stated that the same concerns were raised by the MidCoast Council's Southern Area Reference Group at a meeting held on 5 February 2018.

Conversation with RMS confirmed it is not a common practice to signpost one way pedestrian traffic movements on bridges.

The paths provided on either side of the Singing Bridge are 1.2m wide. If these paths are restricted to one way, some pedestrians will require crossing the road once they reached the other end of the bridge. At present, there is no crossing facility on Myall Street at the western approach to the bridge for pedestrians to cross the road safely. If the paths are signposted as one way for wheelchair users and/or pedestrians, facilities should be provided for them to cross the road once they reach western end of the bridge. Initial investigations found that it may be feasible to construct a path under the bridge, connecting to boat ramp carpark (similar to existing path at the eastern approach).

Temporarily construction of a refuge island could also assist with pedestrians to cross the Myall Way until a permanent path under the bridge is in place.

Council's Transport Assets section informed that there are no funds available in the current budget to undertake improvement works at this location.

This matter will be included into MidCoast Councils Bicycle Plan and Pedestrian Access and Mobility Plan for further consideration. Council will also look for any future external funding opportunities including Active Transport Grant program to undertake design and construction of a suitable improvement work.

8.8 Point Road, Tuncurry - No Stopping

Chris Dimarco informed the Committee that an urgent request was made by the council rangers regarding the installation of a No Stopping zone across the overflow gateway for users of the

Tuncurry boat ramp, Point Road, Tuncurry. Previously vehicles have parked across the gateway, blocking vehicles entering and leaving the overflow carpark adjacent to the skate park. Incidents occurred during Easter and concerns relate to the upcoming school holidays.

A site inspection and inquiries revealed that a current No Stopping zone already exists however the current signs are unreadable due to weathering.

Appropriate staff advised to replace the No Stopping Zone and install a repeater to assist drivers and enforcement.

8.9 Kolodong Road, Taree - 40 km/h School Zones

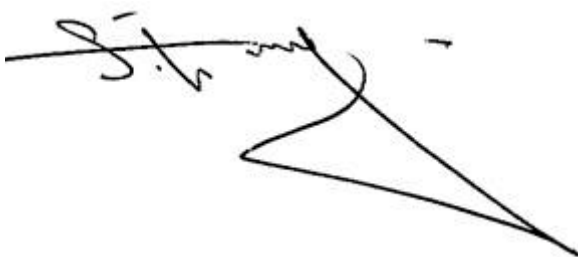
Chris Dimarco queried with Jamie Smoother of the reason why a 40 km/h School Zone sign exists of the southern approach of Taree Christian College, Kolodong Road, Taree, and not a set of school zone flashing lights. The length of the zone was also questioned and considered too short. Mr Smoother advised that it was due to the tree covering in that area and the inability to provide solar paneling due to heavy shadowing throughout the day. The school zone was located at the end of the bitumen road and before the gravel due to the standard road surface markings required. Mr Smoother advised that he will review.

8.10 Charlotte Bay Street, Charlotte Bay – Intersection Access Ban

Richard Wheatley raised the matter of the northern access of Charlotte Bay Street onto The Lakes Way and the current ban for turn movements at this access onto and off The Lakes Way except for buses turning left onto The Lakes Way (as per Development Application DA 202/2016). The service station has recently been upgraded which has resulted in more traffic in this section of Charlotte Bay Street. The proposed signs and marking arrangement was discussed at the LTC meeting held on 4 October 2017. The vehicles using the service station are supposed to do a U-turn to return to The Lakes Way at the main intersection to the south. However, many vehicles are exiting onto The Lakes Way at the northern access point and doing so illegally. Council will review the operation of this northern intersection to determine if the current turn bans are required and report back to the Committee.

Next Meeting: Tuesday 5 June 2018 at Taree

Meeting Closure: 11.50am

A handwritten signature in black ink, appearing to read 'Steve Embry', written over a large, stylized, hand-drawn scribble or mark.

Steve Embry
ACTING GENERAL MANAGER