

EXTRACT FROM MINUTES OF ORDINARY MEETING – 5 FEBRUARY 2020 STAFF REPORTS

15 MINUTES OF LOCAL TRAFFIC COMMITTEE MEETING 4 DECEMBER 2019

| | |
|-----------------------------|---|
| Report Author | Jacob Harty, Traffic Engineer |
| File No. / ECM Index | Traffic Committee Minutes |
| Date of Meeting | 5 February 2020 |
| Authorising Director | Robert Scott, Director Infrastructure & Engineering Services |

SUMMARY OF REPORT

This report presents the Minutes of the Local Traffic Committee held on 4 December 2019 for adoption.

SUMMARY OF RECOMMENDATION

It is recommended that the Minutes of the Local Traffic Committee meeting held on 4 December 2019 be noted and that recommendations are adopted.

FINANCIAL/RESOURCE IMPLICATIONS

Items 1 - 8 will result in costs associated for the installation of signage, pavement markings, footpath and kerb totalling \$94,400. This work is funded from the Traffic Committee items budget.

LEGAL IMPLICATIONS

Nil.

ATTACHMENTS

A: Minutes of the Local Traffic Committee meeting held 4 December 2019.

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

BACKGROUND

The Local Traffic Committee meeting was held on Wednesday 4 December 2019 at MidCoast Council's Taree Office. The minutes of the meeting are attached in Attachment A with the recommendations for each item.

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

By noting the minutes and endorsing the recommendations made at the meeting Council is accepting the advice and endorsing implementation of the recommended actions.

CONSULTATION

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

COMMUNITY IMPACTS

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

BUDGET IMPLICATIONS

For items 1 - 8, Council will be responsible for the costs associated with the installation of signage, pavement markings, footpath and kerb as listed in the minutes with their estimate of costs totalling \$94,000. This work will be funded from the Local Traffic Committee Items budget.

RECOMMENDATION

It is recommended that the Minutes of the Local Traffic Committee meeting held on 4 December 2019 be noted and that Council endorse the recommendations made at the meeting.

15 MINUTES OF LOCAL TRAFFIC COMMITTEE MEETING 4 DECEMBER 2019

| | |
|-----------------------------|---|
| Report Author | Jacob Harty, Traffic Engineer |
| File No. / ECM Index | Traffic Committee Minutes |
| Date of Meeting | 5 February 2020 |
| Authorising Director | Robert Scott, Director Infrastructure & Engineering Services |

RECOMMENDATION

It is recommended that the Minutes of the Local Traffic Committee meeting held on 4 December 2019 be noted and that Council endorse the recommendations made at the meeting.

Moved Cr K Smith/Cr L Roberts

It is recommended that the Minutes of the Local Traffic Committee meeting held on 4 December 2019 be noted and that Council endorse, with the exception of 8.2, the recommendations made at the meeting.

FOR VOTE - Cr K Smith, Cr L Roberts, Cr D Keegan, Cr C Pontin, Cr K Bell, Cr J McWilliams, Cr T Fowler, Cr P Epov

AGAINST VOTE - Cr K Hutchinson

ABSENT. DID NOT VOTE - Cr D West, Cr B Christensen

20/2020 RESOLUTION

(Moved Cr K Smith/Seconded Cr L Roberts)

It is recommended that the Minutes of the Local Traffic Committee meeting held on 4 December 2019 be noted and that Council endorse, with the exception of 8.2, the recommendations made at the meeting.

FOR VOTE - Cr K Smith, Cr L Roberts, Cr D Keegan, Cr C Pontin, Cr K Bell, Cr J McWilliams, Cr T Fowler, Cr P Epov

AGAINST VOTE - Cr K Hutchinson

ABSENT. DID NOT VOTE - Cr D West, Cr B Christensen

INFRASTRUCTURE & ENGINEERING SERVICES

ATTACHMENT A

**MINUTES OF LOCAL TRAFFIC COMMITTEE
MEETING - 4 DECEMBER 2019**

ORDINARY MEETING

5 February 2020



MIDCOAST
council

Minutes of Local Traffic Committee Meeting

**held at the Council Chambers
2 Pulteney Street, Taree**

4 December 2019

**ADRIAN PANUCCIO
GENERAL MANAGER**

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TABLE OF CONTENTS

IN ATTENDANCE 1

APOLOGIES..... 1

DECLARATION OF PECUNIARY & NON-PECUNIARY CONFLICTS OF INTEREST 1

CONFIRMATION OF MINUTES OF LTC MEETING 7 AUGUST 2019..... 1

MATTERS ARISING FROM PREVIOUS MINUTES..... 1

CONSIDERATION OF OFFICERS’ REPORTS 2

 DIRECTOR ENGINEERING & INFRASTRUCTURE SERVICES..... 2

 ITEM 1 – PROPOSED NO STOPPING ZONE, BELLMAN AVENUE, ELIZABETH BEACH 2

 ITEM 2 – PROPOSED NO STOPPING ZONES, DOLPHIN DRIVE, FORSTER..... 4

 ITEM 3 – PROPOSED CHANGES TO PARKING, MANNING & KENT STREET, TUNCURRY 7

 ITEM 4 – PROPOSED NO STOPPING ZONE, MILL CLOSE, TAREE..... 10

 ITEM 5 – PROPOSED DISABLED PARKING, RIVER STREET, TAREE 13

 ITEM 6 – PROPOSED NO STOPPING ZONE, OXLEY STREET, TAREE..... 16

 ITEM 7 – PROPOSED PARKING ZONES, BACK BEACH, BLACK HEAD 19

 ITEM 8 - LATE REPORTS..... 22

 LATE ITEM 8.1 – PROPOSED NO STOPPING SHERIFF EXCEPTED, ALBERT STREET, TAREE22

 LATE ITEM 8.2 – CHARLOTTE BAY STREET, CHARLOTTE BAY – ACCESS IMPROVEMENTS26

 ITEM 9 - GENERAL BUSINESS..... 33

 ITEM 9.1 – Limited Parking in Towns33

 ITEM 9.3 - Christmas Carols / Bushfire fundraiser at Fotheringham Park33

 ITEM 9.4 - 2020 LTC meeting dates.....33

 ITEM 9.5 – The Bucketts Way / Manchester Street, Tinonee intersection linemarking33

CLOSE OF MEETING 33

Minutes of the Local Traffic Committee held in the Administration Building (Manning Room) of MidCoast Council's Taree Office on 4 December 2019 commencing at 10.00 am.

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

IN ATTENDANCE

Cr Brad Christensen (MCC - Chair)
Leading Senior Constable Kathleen Dunkley-Jones (Police – Manning/Great Lakes LAC)
Wendy Wallace (TfNSW)
Chris Dimarco (MCC)
Jacob Harty (MCC)
Richard Wheatley (MCC)

APOLOGIES

Bob Wilson (Rep. for Steve Bromhead MP, Member for Myall Lakes)
Nicholas Seddon (Inspector, Manning/Great Lakes Police District)

DECLARATION OF PECUNIARY & NON-PECUNIARY CONFLICTS OF INTEREST

Nil.

CONFIRMATION OF MINUTES OF LTC MEETING 7 AUGUST 2019

That the Minutes of the Local Traffic Committee meeting of 7 August 2019, copies of which were distributed among Committee members, 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 NO STOPPING ZONE, BELLMAN AVENUE, ELIZABETH BEACH

Report Author Chris Dimarco, Road Safety Officer

File No. / ECM Index Parking Zones-Determination-Bellman Avenue, Elizabeth Beach

Date of Meeting 4 December, 2019

Authorising Director Robert Scott, Director Engineering and Infrastructure

SUMMARY OF REPORT

Investigations have been undertaken following a request from Council Rangers to review parking in the vicinity of Bellman Avenue and The Lakes Way, Pacific Palms.

SUMMARY OF RECOMMENDATION

It is recommended that the 10 metre No Stopping Zones be created at the intersection of Bellman Avenue and The Lakes Way, Elizabeth Beach.

FINANCIAL/RESOURCE IMPLICATIONS

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

LEGAL IMPLICATIONS

Nil.

ANNEXURES

A: Location of proposed No Stopping zones

BACKGROUND

The Pacific Palms Markets are held monthly at the Pacific Palms Community Centre and Reserve. During October and December, there are two market days. The markets consist of approximately 80 stall holders, selling local hand made products, home grown produce, home baked products and craft items. Entertainment consists of music, bands, pony rides and children activities. Surplus funds raised by the markets are used in community projects at the reserve and community centre.

Council officers have raised concerns of safety as a result of illegal parking in the vicinity of the intersection resulting in the reduction of sight distance for drivers and pedestrians.

DISCUSSION

The area has limited designated parking areas. The adjacent road, The Lakes Way is a 60km/h speed zone, one lane in each direction, and has no curb and guttering, only a width of bitumen that

meets the grass verge. The nearby side street of Bellman Avenue services a residential area and has no curb and guttering and the bitumen seal meets the grass verge.

Parking in the vicinity is not an issue generally, however during events, particularly the market days, a very large number of vehicles attend the area. Drivers park on the grass verge along the length of The Lakes Way for some distance from the actual markets, on both sides of The Lakes Way. Drivers also park on the grass verge of Bellman Avenue, all around the intersection

No parking spaces will be lost as we are formalising the default No Parking within 10m of an intersection.

The Committee was emailed on 18 September 2019 requesting their comments on the recommendation “that 10 metre No Stopping Zones be created at the intersection of Bellman Avenue and The Lakes Way, Elizabeth Beach” and the emailed recommendation would be formally ratified at the LTC’s December meeting. The proposal was not met with any concerns from committee members.

CONSULTATION

No consultation is required due to Council formalising the Road Rules 2014, Division 3, Rule 170 (3).

RECOMMENDATION

It is recommended that 10 metre No Stopping Zones be created at the intersection of Bellman Avenue and The Lakes Way, Elizabeth Beach.

DISCUSSION IN BRIEF

Nil.

COMMITTEE RECOMMENDATION

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

ANNEXURES

A: Location of proposed No Stopping zones



ITEM 2 – PROPOSED NO STOPPING ZONES, DOLPHIN DRIVE, FORSTER

Report Author Chris Dimarco, Road Safety Officer
File No. / ECM Index Parking Zones-Determination-Dolphin Drive, Forster
Date of Meeting 4 December, 2019
Authorising Director Robert Scott, Director Infrastructure & Engineering Services

SUMMARY OF REPORT

Investigations have been undertaken to review the lack of parking for Marine Rescue and Surf Life Saving volunteers responding to emergency vessels at Forster Boat Harbour, Dolphin Drive, Forster.

SUMMARY OF RECOMMENDATION

It is recommended to:

- 1) Install two (2) spaces "No Stopping Marine Rescue Volunteer Excepted" in the two northern permit spaces upon Dolphin Drive, adjacent to the northern wharf, Forster Boat Harbour.
- 2) Install one (1) space "No Stopping Surf Life Saving Volunteers Excepted" in the current No Stopping zone north of the wharf driveway of the adjacent northern wharf, Forster Boat Harbour.

FINANCIAL/RESOURCE IMPLICATIONS

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

LEGAL IMPLICATIONS

Nil.

ANNEXURES

A: Layout of proposed No Stopping zones with Marine Rescue & SLS exceptions

BACKGROUND

The Unit Commander of Marine Rescue NSW Forster Tuncurry contacted council raising concerns that volunteer rescue personnel were unable to respond in a timely manner to emergencies during holiday seasons and long weekends due to lack of parking near the wharf where the vessels are moored.

The Marine Rescue tower is located on the Southern Breakwall approximately 280 metres from the moored vessels. The commander stated on a recent occasion the crew was delayed 15-20 minutes attempting to find vehicle parking in the carparks and around the tower.

The permit parking for leases of the moorings was allocated when it was discovered the condition of the wharf was not able to take the weight of vehicles driving over the structure. Vehicles have been banned from driving on the wharf and permit holders can unload in the nearby driveway.

DISCUSSION

The commander stated four (4) crew minimum are required for responses offshore, whilst minimum of three (3) crew are required for inshore responses. Marine Rescue are a volunteer organisation available 24 hours a day, 7 days a week. Nearby the boat harbour carpark is popular with boaties and tourists and is regularly full. The overflow carparks located near the Marine Rescue tower are regularly filled to capacity during the Easter and Christmas periods.

Approximately six (6) spaces are located for permit holders that have a lease of a mooring at the Harbour wharf. This parking area is regularly full during holiday periods when the owners board their boats for periods of time. The Mooring permit holders are provided a parking permit that must be displayed in their vehicle. It is further stated by the Commander that Marine rescue volunteers have parked nearby to respond to an emergency, however not in an allocated parking zone, and been issued with parking infringement notices.

During consultation, the Director of Lifesaving for Lower North Coast Branch confirmed the need for allocated volunteer rescue parking spaces. The Lifesaving branch has craft moored and secured at the Boat Harbour wharf. The director stated that regularly the permit parking zone is full of Marine Rescue Volunteers and other permit holders and they are required to park in the overflow carparks and walk back to the wharf. The director requested that a parking space be allocated for the use of Surf Life Saving as they have six operators that attend for rescues or patrols.

Outside of the busier summer holiday periods, the permit parking area is not utilised regularly by permit holders. Observations of the area over a recent period of time found that only a number of spaces were utilised at any one time, and generally by Marine Rescue Volunteers.

CONSULTATION

Both Marine Rescue and Surf Life Saving have been consulted regarding their requirements. The remaining six (6) permit and mooring holders were contacted by electronic means and in writing.

Two responses were received. One respondent supported the proposal to allocate two parking spaces to Marine Rescue Volunteers only, and the other supported the change on the provision that Marine Rescue Volunteers did not utilise the other four (4) permit parking spaces.

The Commander was informed of the feedback and advised he would inform his volunteers only to use the two allocated parking spaces.

COMMUNITY IMPACTS

Two parking spaces will be removed for use of permit holders; however Marine Rescue volunteers have agreed to use only allocated Marine Rescue parking spaces during the busier periods.

RECOMMENDATION

It is recommended to:

- 1) Install two (2) spaces "No Stopping Marine Rescue Volunteer Excepted" in the two northern permit spaces upon Dolphin Drive, adjacent to the northern wharf, Forster Boat Harbour.
- 2) Install one (1) space "No Stopping Surf Life Saving Volunteers Excepted" in the current No Stopping zone north of the wharf driveway of the adjacent northern wharf, Forster Boat Harbour

DISCUSSION IN BRIEF

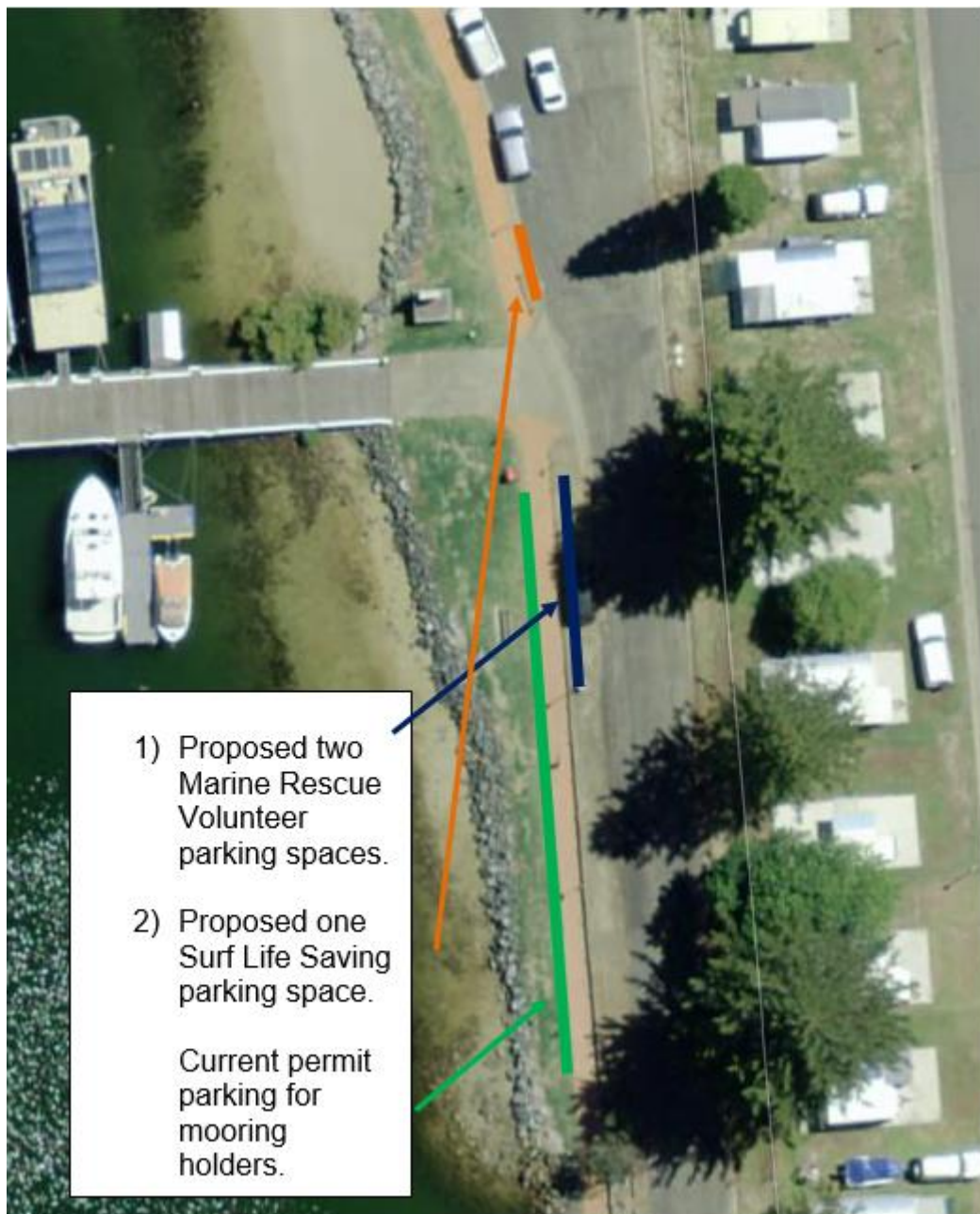
Nil.

COMMITTEE RECOMMENDATION

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

ANNEXURES

A: Layout of proposed No Stopping zones with Marine Rescue & SLS exceptions



ITEM 3 – PROPOSED CHANGES TO PARKING, MANNING & KENT STREET, TUNCURRY

Report Author Chris Dimarco, Road Safety Officer
File No. / ECM Index Parking Zones-Determination-Manning Street & Kent Street Tuncurry
Date of Meeting 4 December, 2019
Authorising Director Robert Scott, Director Infrastructure & Engineering Services

SUMMARY OF REPORT

Investigations have been undertaken in response to a request by the business community of Tuncurry CBD to alter timed parking in Manning Street and Kent Street.

SUMMARY OF RECOMMENDATION

It is recommended to;

- 1) Alter the two 1/4P spaces on the southern side of Kent Street to 2P and,

Submit to Transport for NSW the following changes for implementation;

- 2) Alter 5 (northern end) of the 10 parking spaces on the western side of Manning Street between pedestrian lights and South street from 1/2P to 2P.
- 3) Alter 4 (northern end) of the 8 ½P parking spaces on the western side of Manning Street between South Street and Lake Street to 2P.
- 4) Alter 5 (northern end) of the 10 1/2P parking spaces on the eastern side of Manning Street between South Street and Lake Street to 2P.

All affected zones will reflect the current limitations of 8.30am-6.00pm Monday to Friday and 8.30am to 12.30pm Saturday.

FINANCIAL/RESOURCE IMPLICATIONS

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

LEGAL IMPLICATIONS

Nil.

ANNEXURES

A: Layout of changes to timed parking

BACKGROUND

Tuncurry Central Business District underwent a 7-day makeover in June 2019 to beautify the CBD and encourage greater numbers of visitors. Particularly aiming to encourage visitors to 'linger' and extend their stay in the Tuncurry CBD, resulting in an increase in business revenue.

DISCUSSION

Business owners in the Tuncurry CBD have continued liaising with Councils Economic Development team and raised concerns regarding the high percentage of short term parking upon Manning Street, Tuncurry. There is currently a mix of 2P, ½P, ¼ P and disabled parking spaces.

Although longer term parking is available in the back streets of Tuncurry CBD, there is the belief that visitors to the area are continuing to Forster and other areas due to the lack of visible long term parking whilst travelling through the area. It is suggested visitors are not visiting cafes and perusing local businesses due to the short term parking upon Manning Street.

The installation of 16 two-hour parking spaces will replace current half hour parking spaces whilst maintaining 14 short term parking spaces.

CONSULTATION

The Secretary of the Forster Tuncurry Business chamber has written to council on behalf of the committee supporting the proposed increase of timed parking spaces in Manning Street.

Council has received a petition of support of the proposed changes signed by 31 owners of businesses that are located on Manning Street.

COMMUNITY IMPACTS

No loss of parking spaces. Converting 16 spaces to longer term parking of 2 hours whilst maintaining 14 short term ½P parking spaces.

RECOMMENDATION

It is recommended to;

- 1) Alter the two 1/4P spaces on the southern side of Kent Street to 2P and,

Submit to Transport for NSW the following changes for implementation;

- 1) Alter 5 (northern end) of the 10 parking spaces on the western side of Manning Street between pedestrian lights and South street from 1/2P to 2P.
- 2) Alter 4 (northern end) of the 8 ½P parking spaces on the western side of Manning Street between South Street and Lake Street to 2P.
- 3) Alter 5 (northern end) of the 10 1/2P parking spaces on the eastern side of Manning Street between South Street and Lake Street to 2P.

All affected zones will reflect the current limitations of 8.30am-6.00pm Monday to Friday and 8.30am to 12.30pm Saturday.

DISCUSSION IN BRIEF

Wendy Wallace (TfNSW) raised that Manning Street is a State Road and any changes to parking restrictions will need to be submitted to Transport for NSW (previously RMS).

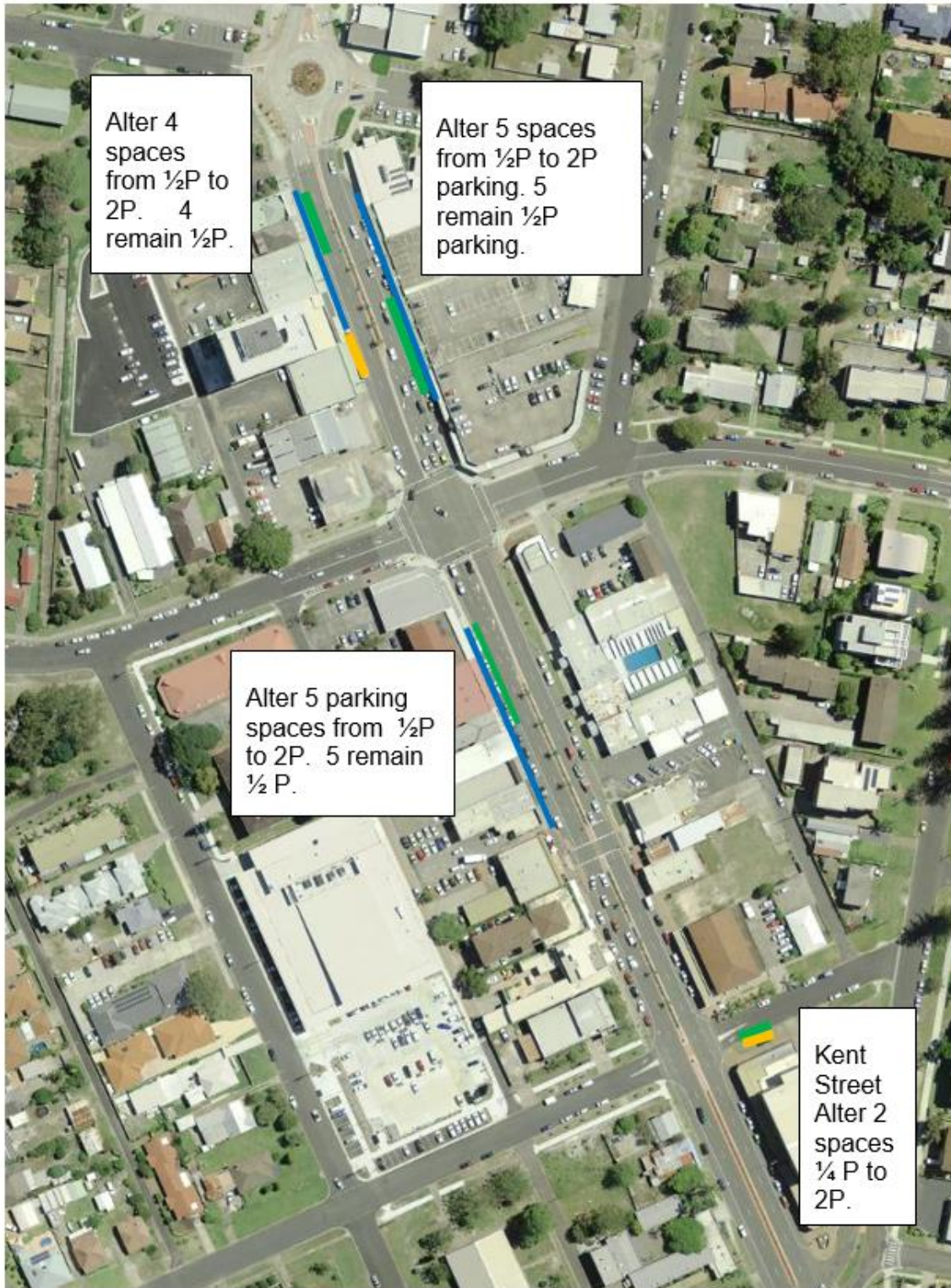
COMMITTEE RECOMMENDATION

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

ANNEXURES

A: Layout of changes to timed parking

Current 1/2 hour parking ———— (blue line)
Proposed 2 hour parking ———— (green line)
Current 1/4 parking ———— (yellow line)



ITEM 4 – PROPOSED NO STOPPING ZONE, MILL CLOSE, TAREE

Report Author **Jacob Harty, Traffic Engineer**

File No. / ECM Index **TRIM 19/24526**

Date of Meeting **4 December, 2019**

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

SUMMARY OF REPORT

Investigations have been undertaken following concerns from WK Couriers Pty. Ltd. that semi-trailer and B-double access into their property at 2/2 Mill Close, Taree is regularly restricted by vehicles parking close to their business driveway.

SUMMARY OF RECOMMENDATION

It is recommended that a No Stopping zone be installed across the driveway of 2/2 Mill Close, Taree, extending 3m east of the driveway.

FINANCIAL/RESOURCE IMPLICATIONS

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

LEGAL IMPLICATIONS

Nil.

ANNEXURES

A: Locality of Mill Close, Taree

B: Proposed No Stopping zone

BACKGROUND

Mill Close is in the industrial area of Taree. The business that operates out of 2/2 Mill Street is a distribution centre for WK Couriers, which is frequented by large vehicles including semi-trailers and B-doubles. When turning left into the business property the owners claim their drivers have encountered difficulty due to vehicles parked (legally) up to the western edge of their driveway. The business owners have requested Council install a No Stopping zone 3m either side of their driveway. There are no existing parking restrictions in Mill Close.

DISCUSSION

Upon investigation it was observed that when B-doubles turn left into the property they need to use most of the road width, however when vehicles are parked on the opposite side of Mill Close (southern side) the truck's swept path will track over the western corner of the driveway. In the event that a car has parked close to the western wing of the driveway there is a concern that a truck's trailer could cause damage to the parked vehicle.

Given the swept path is only an issue when trucks are turning into the property and is limited to the western side of the driveway, there is no need to extend the proposed No Stopping zone past the eastern side of the driveway.

The Committee was emailed on 18 September 2019 requesting their comments on the recommendation that “a No Stopping zone be installed across the driveway of 2/2 Mill Close, Taree, extending 3m west of the driveway” and the emailed recommendation would be formally ratified at the LTC’s December meeting. The proposal was not met with any concerns from committee members.

CONSULTATION

The owners of WK Couriers were met on-site by Council’s Traffic Engineer to discuss the issues. The installation of the No Stopping zone will have minimal impact on drivers parking in the area.

RECOMMENDATION

It is recommended that a No Stopping zone be installed across the driveway of 2/2 Mill Close, Taree, extending 3m west of the driveway.

DISCUSSION IN BRIEF

Nil.

COMMITTEE RECOMMENDATION

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

ANNEXURES

A: Locality of Mill Close, Taree



B: Proposed No Stopping zone



ITEM 5 – PROPOSED DISABLED PARKING, RIVER STREET, TAREE

Report Author **Jacob Harty, Traffic Engineer**

File No. / ECM Index **TRIM S1212**

Date of Meeting **4 December 2019**

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

SUMMARY OF REPORT

An inclusive playground called “Livvi’s Place” is currently being constructed in Fotheringham Park in Taree, adjacent to the Manning River and River Street. This report proposes that a portion of the 3-hour parking zone in River Street, adjacent to the new playground, be converted to disabled parking.

SUMMARY OF RECOMMENDATION

It is recommended that provision be made for 3 standard disabled parking spaces (each 7.8m in length) and a fourth longer disabled space for an accessible mini bus (10m in length) on the northern side of River Street, at the western end of Fotheringham Park.

FINANCIAL/RESOURCE IMPLICATIONS

The project is funded by the NSW Government together with MidCoast Council and donations from other parties. The estimated costs for the provision of the disabled parking spaces, as well as kerb ramps and footpaths to connect the parking spaces to the playground is \$40,000 (EX GST).

LEGAL IMPLICATIONS

Nil

ANNEXURES

A: Locality of proposed parking in River Street, Taree

B: Layout of proposed disabled parking spaces

BACKGROUND

Livvi's Place is part of a national network of inclusive play spaces that provide custom made, accessible and intergenerational play equipment and amenities for children of all ages and all abilities. It is Council's duty to ensure that ample disabled parking is provided as close as possible to this new inclusive playground.

DISCUSSION

The existing parallel parking on the northern side of River Street is restricted to 3 hours between 8:30 am and 6 pm Monday to Friday, and 8:30 am to 12 pm on Saturdays. The existing spaces are not linemarked but it is estimated that the introduction of the three standard disabled spaces and one bus space would equate to 5 unrestricted parallel spaces.

Due proposed opening date of the park this item needed to be processed prior to the December LTC meeting, therefore the Committee was emailed on 1 November 2019 requesting their comments on the recommendation that “3 standard disabled parking spaces (7.8m in length) and a fourth longer disabled space for an accessible bus (10m in length) be installed on the northern

side of River Street, adjacent to Livvi's Place". RMS and Police responded with no objections to the proposal, and no further comments or objections were received.

CONSULTATION

Discussions held with Council's community Services.

RECOMMENDATION

It is recommended that 3 standard disabled parking spaces (7.8m in length) and a fourth longer disabled space for an accessible bus (10m in length) be installed on the northern side of River Street, adjacent to Livvi's Place.

DISCUSSION IN BRIEF

Nil.

COMMITTEE RECOMMENDATION

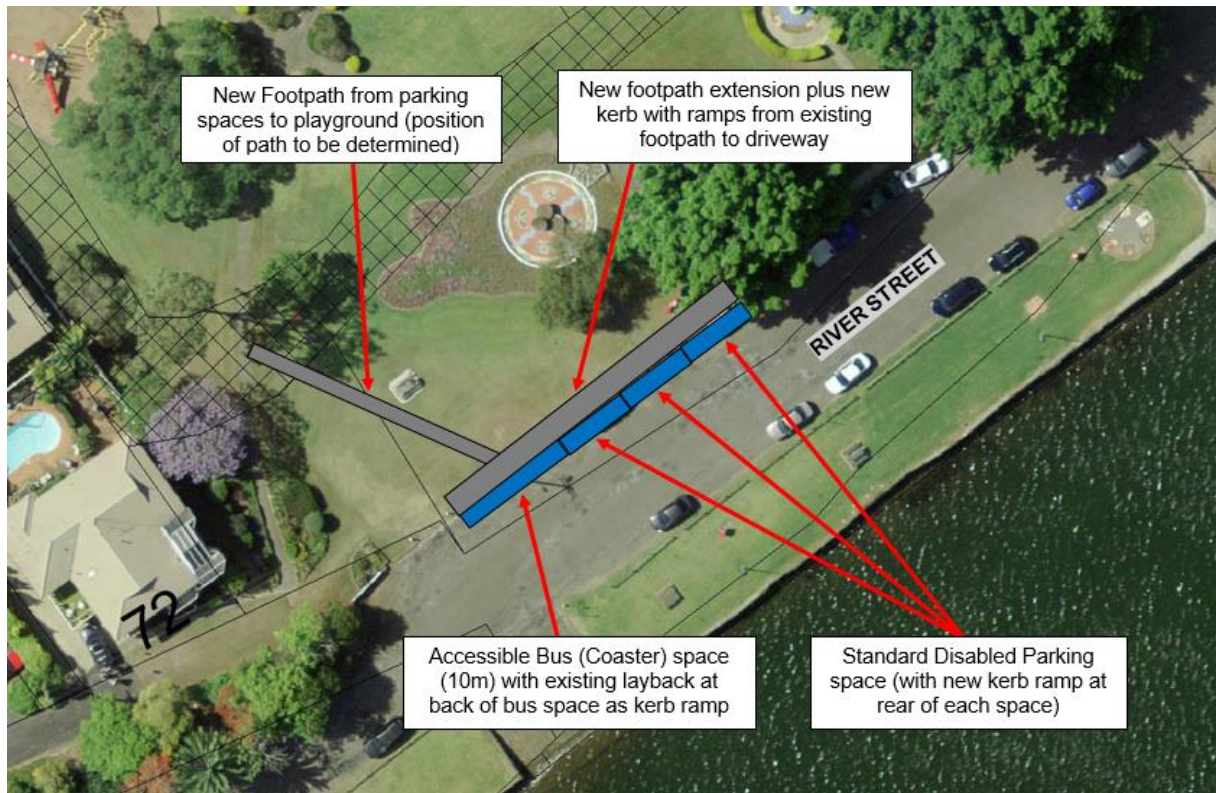
That the Local Traffic Committee recommend that Council adopt the above recommendation.

ANNEXURES

A: Locality of River Street, Taree and proposed disabled parking



B: Layout of proposed disabled parking spaces



ITEM 6 – PROPOSED NO STOPPING ZONE, OXLEY STREET, TAREE

Report Author **Jacob Harty, Traffic Engineer**
File No. / ECM Index **TRIM 19/22507**
Date of Meeting **4 December**
Authorising Director **Robert Scott, Director Infrastructure & Engineering Services**

SUMMARY OF REPORT

Proposal to install a No Stopping zone outside 13 Oxley Street, Taree to discourage illegal parking resulting in a resident's access being regularly restricted.

SUMMARY OF RECOMMENDATION

It is recommended that a No Stopping zone be installed across the driveway of 13 Oxley Street, Taree, extending to the existing Bus Zone

FINANCIAL/RESOURCE IMPLICATIONS

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

LEGAL IMPLICATIONS

Nil

ANNEXURES

- A: Locality of 13 Oxley Street, Taree
 - B: Locality of proposed No Stopping zone
-

BACKGROUND

Council Rangers have reported they are repeatedly called out to 13 Oxley Street, Taree as a result of vehicles parking across the driveway of the property. The residential property has businesses operating either side, creating a demand for on-street parking, eventuating in people regularly parking across the driveway layback.

DISCUSSION

Between the driveway of 13 Oxley Street and Lyndhurst Street to the south is a timed Bus Zone (9 am – 12 noon). The start of the Bus Zone is approximately 2m from the layback of 13 Oxley Street, creating a small area of unrestricted parking space which is regularly utilised by people wanting to access the adjacent shops. When this space is occupied the rear of the vehicle blocks access for the resident of 13 Oxley Street.

CONSULTATION

Council's Traffic Engineer has discussed the issue with Council Rangers and the resident of 13 Oxley Street. The installation of the No Stopping zone will have minimal impact on parking in the area as the No Stopping zone will only affect illegal parking practices.

RECOMMENDATION

It is recommended that a No Stopping zone be installed across the driveway of 13 Oxley Street, Taree, extending to the existing Bus Zone

DISCUSSION IN BRIEF

Nil.

COMMITTEE RECOMMENDATION

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

ANNEXURES

A: Locality of proposed No Stopping zone



B: Layout of proposed No Stopping zone



ITEM 7 – PROPOSED PARKING ZONES, BACK BEACH, BLACK HEAD

| | |
|-----------------------------|---|
| Report Author | Chris Dimarco, Road Safety Officer |
| File No. / ECM Index | Parking Zones-Determination-Back Beach, Black Head (S584 TRIM) |
| Date of Meeting | 4 December, 2019 |
| Authorising Director | Robert Scott, Director Infrastructure & Engineering Services |

SUMMARY OF REPORT

Investigations have been undertaken following a request from Councils Community Spaces and Recreation Officers to review the parking in the Back Beach Access and carpark area of Black Head due to parking issues.

SUMMARY OF RECOMMENDATION

It is recommended to install a '90 Degree ANGLE PARKING VEHICLES UNDER 6m ONLY' parking zone in the Southern Carpark near beach 4WD access to North Tuncurry Beach at the southern Back Beach carpark.

FINANCIAL/RESOURCE IMPLICATIONS

Council will be responsible for the costs associated with the installation of signage and this work will be funded from the cost centres of Traffic Committee Items. The work has an estimated cost of \$600.

LEGAL IMPLICATIONS

Nil.

ANNEXURES

- A: Photo of upgraded proposed 90 Degree parking area-vehicles under 6m only
 - B: Image showing parking areas
-

BACKGROUND

Councils Community Spaces team has been improving the Back Beach carparks and North Tuncurry Beach access track. The area is popular for both locals and visitors to the area. It is the northern access of Tuncurry Beach for 4WD vehicles. Pedestrian access tracks to the beach will also be improved in the near future as part of the upgrades.

DISCUSSION

The upgraded area of the southern carpark has been bounded by timber bollards to beautify the area and provide a clear boundary to the parking area, approximately 20 metres in width. Previously vehicles were pushing into the nearby flora and damaging the area. Vehicles with horse floats were parking across the length of the area and securing horses to the nearby trees, prior to accessing the beach or nearby trails. Manure from the horses was not collected by the owners and horses were damaging the ground levels by 'pawing' the ground, which is a normal behaviour by equines. Other long vehicles, including vehicles towing camper trailers, caravans and self-

contained campers or motorhomes were using the area. As a result, at times, the area was not visitor friendly, due to lack of parking and poor aesthetics of the parking area.

A short distance further north on the Back Beach access road, an area has been formalised by timber bollards, allowing approximately 35 metres of parallel parking for longer vehicles and vehicles with trailers.

Parking in the area will be monitored to ensure all visitors are accommodated to park safely and gain easy access to the beach.

CONSULTATION

Councils Community Spaces and Recreation Officers have liaised with relevant community groups during the process of the upgrades to ensure the community needs are satisfied

RECOMMENDATION

It is recommended to install a '90 Degree ANGLE PARKING VEHICLES UNDER 6m ONLY' parking zone in the Southern Carpark near beach 4WD access to North Tuncurry Beach at the southern Back Beach carpark.

DISCUSSION IN BRIEF

Nil.

COMMITTEE RECOMMENDATION

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

ANNEXURES

A: Photo of upgraded proposed 90 Degree parking area-vehicles under 6m only.



B: Image showing parking areas



ITEM 8 - LATE REPORTS

LATE ITEM 8.1 – PROPOSED NO STOPPING SHERIFF EXCEPTED, ALBERT STREET, TAREE

Report Author Jacob Harty, Traffic Engineer

File No. / ECM Index TRIM 19/47050

Date of Meeting 4 December

Authorising Director Robert Scott, Director Infrastructure & Engineering Services

SUMMARY OF REPORT

Proposal to install a “No Stopping, Sheriff Vehicles Excepted” zone outside the Taree Court House at 85 Albert Street, Taree to allow for a Sheriff vehicle to park outside the court house.

SUMMARY OF RECOMMENDATION

It is recommended that a “No Stopping, Sheriff Vehicles Excepted” zone be installed in front of 85 Albert Street, Taree.

FINANCIAL/RESOURCE IMPLICATIONS

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

LEGAL IMPLICATIONS

Nil

ANNEXURES

- A: Locality of proposed “No Stopping – Sheriff Vehicles Excepted” space
 - B: Proposed “No Stopping – Sheriff Vehicles Excepted” space location
 - C: Proposed signage layout
-

BACKGROUND

Council has received a request from the Taree Sheriff’s Office (via the Manning Great Lakes LAC) that Council consider installing signage outside the Taree Court House / Police Station on Albert Street that will provide a dedicated parking space for Sheriff vehicles.

DISCUSSION

Parking on Albert Street is 60-degree nose-to-kerb with the exception of four 90-degree parking spaces dedicated to Police vehicles (“No Stopping – Police Vehicles Excepted”) outside the Police Station. Parking on the southern side of the street has a 2-hour time restriction, whereas the northern side is unrestricted with the exception of 2 disabled spaces in front of the Court House. Given the proximity to the Taree CBD and the assorted businesses in Albert Street parking is generally in high demand.

CONSULTATION

Council staff have liaised with Sheriff staff via email and met on site with a Police representative to inspect the site and discuss the proposal.

RECOMMENDATION

It is recommended that one 60-degree parking space be signposted as "No Stopping, Sheriff Vehicles Excepted", outside the Court House, adjacent to the existing disabled parking spaces.

DISCUSSION IN BRIEF

The Committee discussed the necessity of Sheriff parking and if the acceptance of this request would lead to other parties requesting designated parking spaces. Council's Transport Asset's staff resolved to monitor the use of the Sheriff space and review in 12 months' time. It is important that this space is regularly used by the Sheriffs in this busy part of town due to the high demand for parking.

COMMITTEE RECOMMENDATION

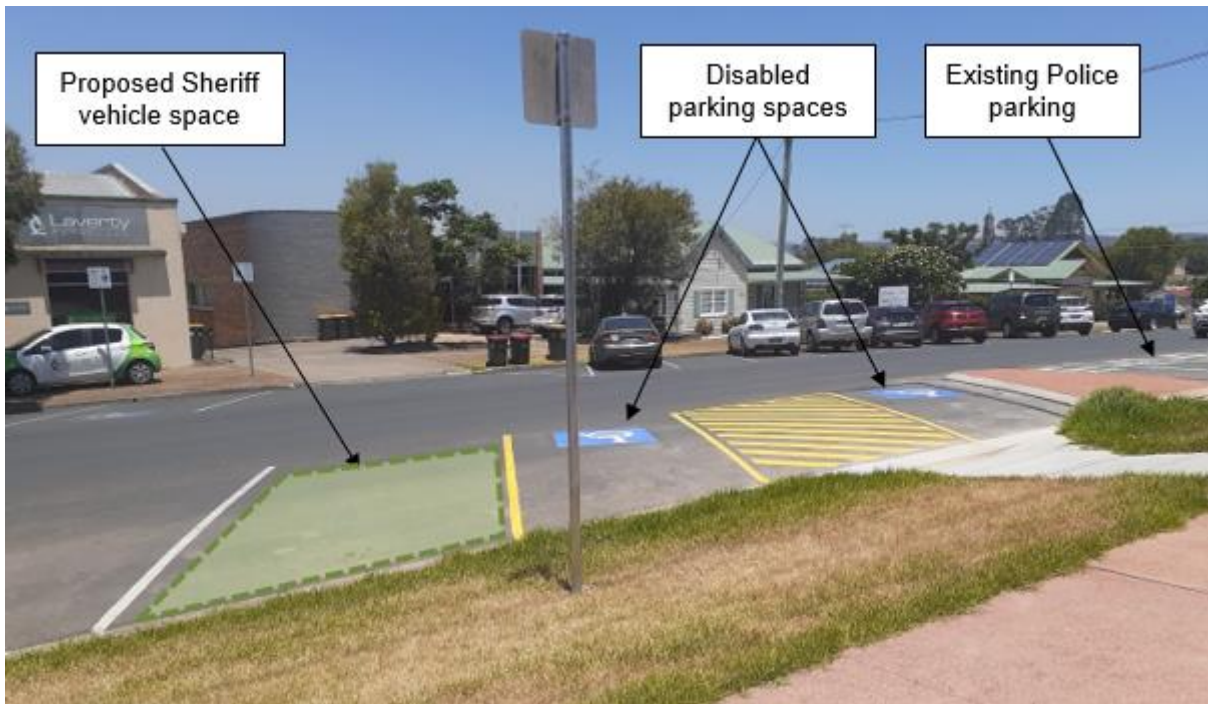
That the Local Traffic Committee recommend that Council adopt the above recommendation.

ANNEXURES

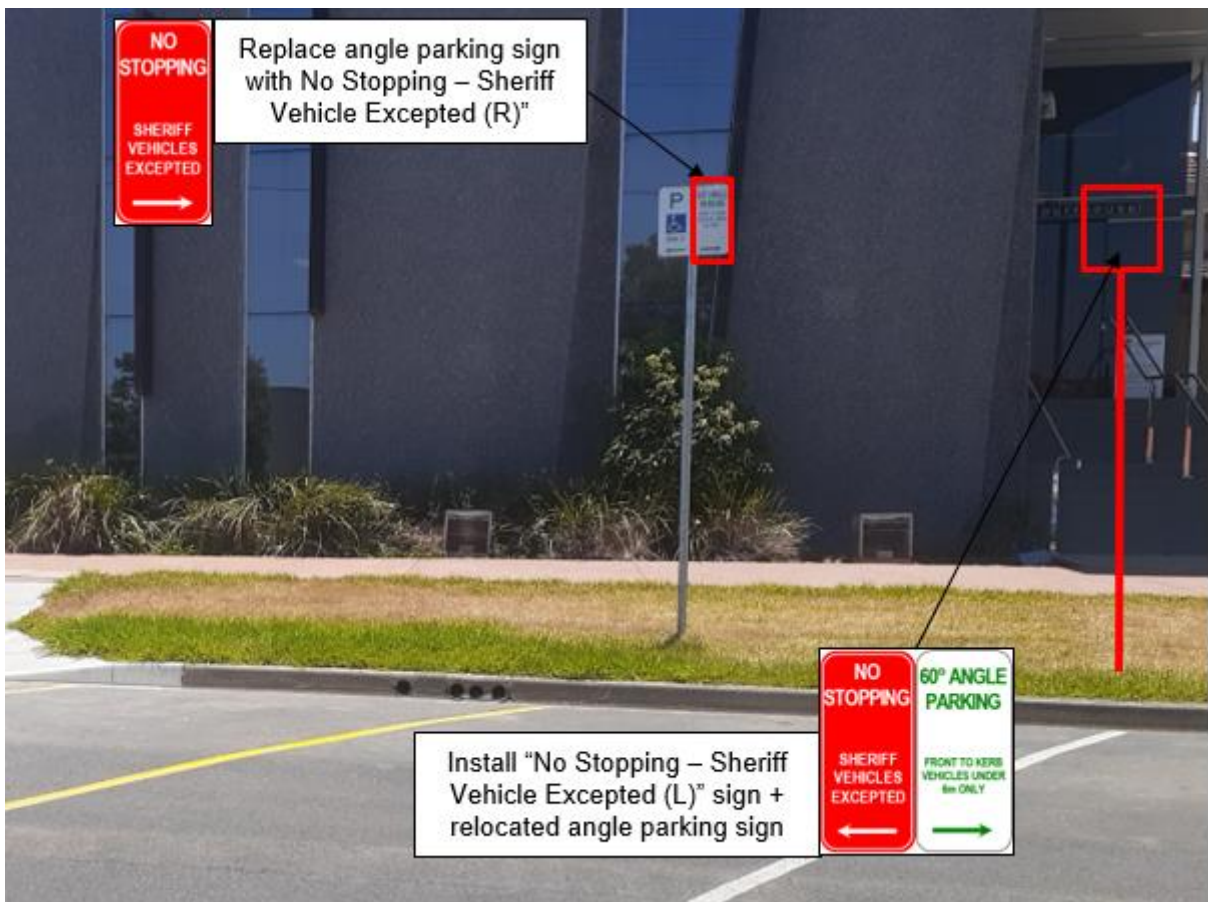
A: Locality of proposed parking space



B: Proposed Sheriff Parking space location



C: Proposed signage layout



LATE ITEM 8.2 – CHARLOTTE BAY STREET, CHARLOTTE BAY – ACCESS IMPROVEMENTS

Report Author Richard Wheatley, Team Leader Transport
File No. / ECM Index Charlotte Bay Access Improvements
Date of Meeting 4 December 2019
Authorising Director Robert Scott, Director Engineering and Infrastructure

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. Additionally, a review has been undertaken looking at the difficulty of the movement of vehicles around the upgraded service station and new supermarket on Charlotte Bay Street and access to The Lakes Way.

SUMMARY OF RECOMMENDATION

It is recommended that;

- 1) Charlotte Bay Street, Charlotte Bay be reopened at the northern access to allow buses all movements at intersection and only left turn onto The Lakes Way for general traffic.
- 2) Charlotte Bay Street at the unnamed lane, adjacent to service station have the Give Way signs moved from the northern approach to the unnamed lane.

FINANCIAL/RESOURCE IMPLICATIONS

Council will be responsible for the costs associated with the upgrade of the intersection and signposting and this work will be funded from the cost centre of Traffic Committee items. The work is estimated cost of \$50,000.

LEGAL IMPLICATIONS

Nil

ATTACHMENTS

- A: Charlotte Bay Street, Charlotte Bay
B: LTC Report – August 2018 Meeting – Charlotte Bay Street
-

BACKGROUND

Council has received requests from a number of residents and business operators to improve traffic arrangements on Charlotte Bay Street, Charlotte Bay following the upgrading of the service station in 2018 and the recent opening of the supermarket behind the service station. The biggest issue last year was the illegal movement of vehicles from Charlotte Bay Street onto The Lakes Way at the northern bus only access and Council physically closed this access off in July last year to stop these illegal movements. The requirement for vehicles that use the service station to do a U-turn to return to the access to The Lakes Way creates congestion and difficulty for long vehicles such as those with boat trailers and caravans.

There has been a strong push from some residents and patrons of the businesses to have the northern access reopened to general traffic. Also, the current arrangement for the school bus to

do a reversing manoeuvre on Charlotte Bay Street to return to The Lakes Way is undesirable and another arrangement needs to be established.

DISCUSSION

The closing of the northern access is covered in the LTC report at last year's August meeting and is attached for information. There are two main matters that are required to be resolved with the first one being bus access to Charlotte Bay Street and ensuring that the bus travels in a forward direction. The second one is the congestion and manoeuvrability of vehicles at the service station, which is caused by the requirement for vehicles to do a U-turn to return to The Lakes Way.

These are the options:

- A. Reinstate the northern access to the previous arrangement of no access for general traffic with exemption for buses. This arrangement allows southbound buses to enter and exit Charlotte Bay Street at two locations removing the current reversing movement. It does not resolve the vehicular problems at the service station and it would be expected the illegal movements onto The Lakes Way would return.
- B. Leave the northern access as it is being fully closed to all traffic. This would prevent buses using this access point and another solution will be needed for the buses to remove the reversing movement. It does not resolve the vehicular problems at the service station as all vehicles have to use the main access to The Lakes Way.
- C. Open the northern access for left turning vehicles onto The Lakes Way and buses turning right into Charlotte Bay Street. This returns the south bound buses to the previous arrangement of entering and exiting at two points on The Lakes Way and resolving the current reversing movement. This allows vehicles at the service station to continue in a forward direction to return to The Lakes Way but only in a northerly direction. Those vehicles wishing to travel south can either turn around at the service station to return to the main access or use the northern access then turn around somewhere along The Lakes Way which may be at Boomerang Drive. Though some motorists may defy the right turn ban at this intersection to travel south. It is not possible to physically stop the right turn movement as this option allows buses to make a right turn into Charlotte Bay Road.
- D. Open the northern access to all movements for all vehicles. This would require major reconstruction of the intersection to provide a right turn bay for the waiting traffic and there is currently a fully operational intersection at the main access with right and left bays on The Lakes Way. This would not be a beneficial use of funds for this small village to have a second main access to it. While the sight distances may be similar at the northern access to the main access it does have a couple of negative aspects being the sweeping left bend on The Lakes Way on the northern approach for southbound traffic and a minor dip in the road to the south that complicates the operation of a fully open intersection.
- E. Connect the northern section of Charlotte Bay Street with the southern section with a bus only link to allow the southbound buses to enter the main access to Charlotte Bay Street then return to The Lakes Way at the access to the southern section with other traffic banned from using it. This would be done with a culvert over the creek and the connecting road just wide enough for a bus and designed to look like a driveway. There may be motorists that will use this link illegally wanting to travel south on The Lakes Way. This option will have through traffic on this section of road for the first time with up to six buses a day.
- F. Do option E with the addition of opening the northern access for left turning vehicles onto The Lakes Way with a concrete median on The Lakes Way to physically stop right turn movements. Same as option C with the right turn movements barred by the median island. Concerns have been raised that the median island may be hazard for vehicles on The Lakes Way due to the bend to the north and through traffic travelling south may crash into the island.

Last year in September the developer provided a two petitions that had been undertaken by them at the service station and local residents. One of the petitions did not request addresses with 577

signatures supporting the reopening of the northern access and 1 signature disagreeing with the reopening. There were 389 of the 577 requesting the northern access should only be left turn onto The Lakes Way. The second petition from the developer asked for addresses with a total of 163 signatures supporting the reopening of the northern access. The breakdown of the addresses were: Northern section of Charlotte Bay Street – 12, Southern section of Charlotte Bay Street – 7, Local areas of Blueys Beach, Boomerrang Beach, Elizabeth Beach, Smiths Lake, Seal Rocks, Coomba Park, Bungwahl, Tarbuck Bay – 120, Other MCC areas – 10, Outside MCC – 6 and no addresses – 8. The two combined petitions had 740 people supporting the opening of the northern access with one person opposing.

Council sent out to the residents of Charlotte Bay a letter proposing two changes to Charlotte Bay Street being the reopening of the northern access to provide a left turn only onto The Lakes Way and a bus only link between the northern and southern sections of Charlotte Bay Street (option F above). This proposal would allow northbound vehicles in Charlotte Bay Street to use the northern access especially from the service station reducing the requirement to do U-turns. The bus only link at the southern end would allow buses to enter at the main access then travel south to exit at the southern section of Charlotte Bay Street, therefore removing the current reversing movement of the bus. Additionally, this would allow for a median to be installed at the northern access on The Lakes Way to stop right turn movements into and out of the northern access.

There 26 submissions to the proposals in the letter sent out. There were six Charlotte Bay Street residents plus the developer of the service station and supermarket supporting the reopening of the northern access to left turning vehicle but opposed the bus only link. One resident at the northern end of Charlotte Bay Street opposed the reopening of the northern access but supported the bus only link.

The local areas of Blueys Beach, Boomerang Beach, Elizabeth Beach, Smiths Lake and Coomba Park provided 14 responses with 12 wanting the northern access open and one opposed to the reopening. Within these 14 responses 7 supported the bus only link and 3 opposed it. There were 4 submissions without addresses with one supporting the northern access, one supporting the bus only link, one opposing the bus only link and one wanting traffic signals at the main access.

A number of responses suggested the southern cul-de-sac should be widened to allow buses to turn around instead of the proposed bus only link. This is not possible as the current cul-de-sac has a radius of 7.5m and a school bus would need an absolute minimum turning radius of 12.5m plus overhang. This would require widening the turning area into the northbound lane of The Lakes Way, which is not viable. The other suggestion was to use a cleared area for drainage at the cul-de-sac for the bus to drive in and reverse out to turn around. A reversing bus on Charlotte Bay Street is not acceptable as a fulltime solution is to have the school bus only travelling in a forward direction.

It is clear the bus only link is not supported by the local residents along Charlotte Bay Street and many from the neighbouring localities. There is very strong support for the reopening of the northern access to left turn movements onto The Lakes Way from the local residents and the customers of the service station. The suggested option is to reopen the northern access to buses for all movements and allow general traffic left turn only onto The Lakes Way. This returns the buses to their previous route through Charlotte Bay Street and the vehicles from the service station travelling north can return to The Lakes Way without having to make a U-turn on Charlotte Bay Street.

The negative consequences of this proposal will be for the four residents that live north of this northern access and they must travel past this access. They may be delayed by traffic waiting to access The Lakes Way, however generally waiting motorists will allow people to enter the traffic flow or through a waiting line. It is proposed to install kerb and guttering at the northern access within Charlotte Bay Street to clearly define the road to The Lakes Way and the access to the

northern residents by being a driveway. This should minimise the number of vehicles that travel straight along the road thinking that may provide access to The Lakes Way.

An additional matter is the Give Way signs on northern approach of Charlotte Bay Street at the unnamed lane beside the service station. The Give Way signs were installed as part of the DA conditions to provide priority to U-turning vehicles from the service station. However, it has only confused the operation of the intersection as usually the stem of the "T" has to give way to traffic. It is proposed to remove the Give Ways signs from the northern approach and they be installed in the unnamed lane to return the intersection to standard operation.

CONSULTATION

Council has held a number of meetings with the developer and local residents on this matter over the last 18 months. A letter was sent out to residents of the local area in October 2019 requesting their comments on proposals to alleviate the congestion and bus matters. The submissions from this letter are discussed in detail in the Discussion section.

Manager Transport Assets and Team Leader Transport was onsite at Charlotte Bay Street on Monday 28 October 2019 to discuss the proposals put forward in the letter and there were over 30 people attending this onsite meeting to discuss the options. Discussions have been held with the local bus operator and they are supportive of the proposal.

COMMUNITY IMPACTS

The proposed changes should reduce congestion around the service station and the local community support this change. The local residents that live north of the northern access that must travel past this access will be negatively impacted by the general traffic exiting onto The Lakes Way at the northern access.

TIMEFRAME

The opening and upgrading at the northern access will be completed this financial year.

BUDGET IMPLICATIONS

Council will be responsible for the costs associated with the upgrade of the intersection and signposting and this work will be funded from the cost centre of Traffic Committee items. The work is estimated cost of \$50,000.

RECOMMENDATION

It is recommended that:

- 3) Charlotte Bay Street, Charlotte Bay be reopened at the northern access to allow buses all movements at intersection and only left turn onto The Lakes Way for general traffic.
- 4) Charlotte Bay Street at the unnamed lane, adjacent to service station have the Give Way signs moved from the northern approach to the unnamed lane.

DISCUSSION IN BRIEF

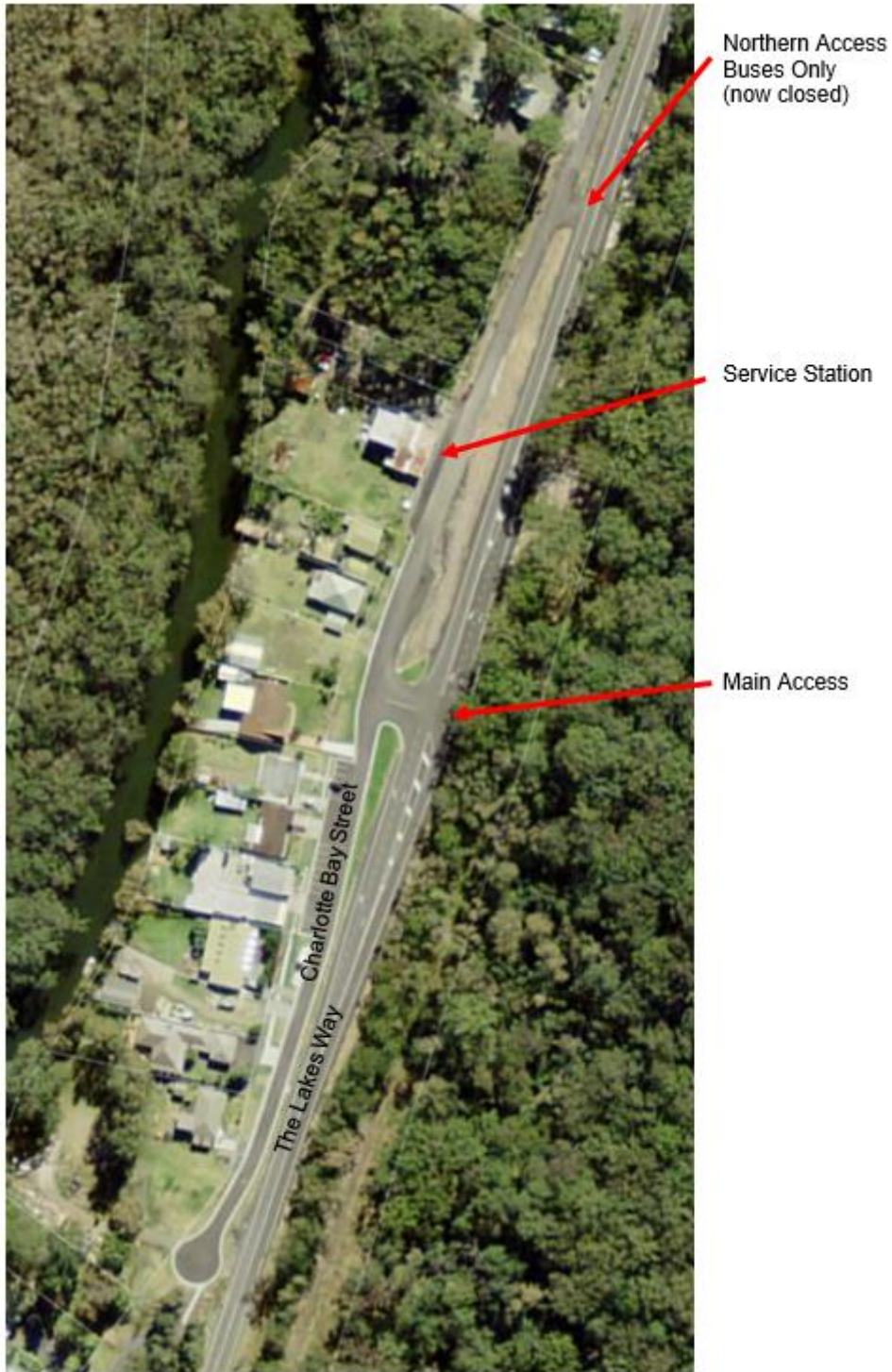
Nil.

COMMITTEE RECOMMENDATION

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

ANNEXURES

A: Charlotte Bay Street, Charlotte Bay



B: LTC Report – August 2018 Meeting – Charlotte Bay Street

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.

ITEM 9 - GENERAL BUSINESS

ITEM 9.1 – Limited Parking in Towns

Bob Wilson sent an email with his apologies for the meeting and some comments for consideration which Richard Wheatley read for the committee. Bob's comments were related to the first 3 agenda items in regards to the lack of parking for all uses, complaints from people being fined for incorrect parking, and the lack of future planning to avoid these issues. He stated that Council needs to prepare localised future planning programs to allow orderly development and parking provisions as towns grow.

Richard Wheatley discussed the increasing loss of general on street parking spaces to specific state government organisations such as Services NSW, Police, Sheriff (Item 8.1) and Marine Rescue (Item 2). The loss of on street parking for these organisations further increases the demands on this finite resource. It is important for all organisations (and businesses) to have sufficient off street parking to meet their needs and not expect the on street parking to fill their deficiencies.

ITEM 9.2 - PAMP and Bike Plan

Richard Wheatley spoke about the PAMP & Bike Plan community consultation that is in its second week and the report is expected to be complete by March/April 2020.

ITEM 9.3 - Christmas Carols / Bushfire fundraiser at Fotheringham Park

Richard Wheatley brought to the attention of the Committee that the usual Christmas Carols special event held at Fotheringham Park Taree would this year incorporate a bushfire fundraiser and include musical acts and involvement from "The Footy Show". The event will be held on Thursday 19 December and event organisers expected to roughly 6000 people to attend. Road closures for the event may include River Street and Victoria Street between Pulteney Street and Commerce Street.

ITEM 9.4 - 2020 LTC meeting dates

Local Traffic Committee meeting dates for 2020 are as follows;

- February 5th - Forster Office
- April 1st - Taree Office
- June 3rd - Taree Office
- August 5th - Taree Office
- September 23rd - Taree Office
- December 2nd - Taree Office

ITEM 9.5 – The Bucketts Way / Manchester Street, Tinonee intersection linemarking

Leading Senior Constable Kathleen Dunkley-Jones raised the issue of a hold line at the intersection of Manchester Street and The Buckets Way lacking Stop signage. Council staff have investigated the issue and found that the linemarking was incorrectly placed and should be a hold line with Give Way signage. The necessary works will be undertaken by Council staff as soon as possible.

CLOSE OF MEETING

This is the last page of the Minutes of the Local Traffic Committee held on 4 December 2019. There being no further business, the meeting closed at 12:31pm.