

EXTRACT FROM MINUTES OF ORDINARY MEETING – 27 MAY 2020 STAFF REPORTS

14 MINUTES OF LOCAL TRAFFIC COMMITTEE MEETING HELD APRIL 2020

Report Author **Jacob Harty, Traffic Engineer**
File No. / ECM Index **Traffic Committee Minutes**
Date of Meeting **27 May 2020**
Authorising Director **Robert Scott, Director Infrastructure & Engineering
Services**

SUMMARY OF REPORT

This report presents the Minutes of the Local Traffic Committee held on 1 April 2020, for adoption.

SUMMARY OF RECOMMENDATION

It is recommended that the Minutes of the Local Traffic Committee meeting held on 1 April 2020 be noted and that recommendations made are adopted.

FINANCIAL/RESOURCE IMPLICATIONS

Items 1-5 will result in costs associated with the installation of signage and pavement marking totalling \$1900. This work will be funded from the current operational budget.

LEGAL IMPLICATIONS

Nil.

ATTACHMENTS

A: Minutes of the Local Traffic Committee meeting held 1 April 2020

Attachment A has been circulated electronically the Councillors and Senior Staff, and this Attachment is publicly available on Council's website.

BACKGROUND

The Local Traffic Committee meeting for April 2020 was held electronically due to circumstances resulting from the COVID-19 pandemic. The minutes of the meeting are attached in Attachment A with the recommendations for each item.

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

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

CONSULTATION

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 roads, traffic management and road safety.

BUDGET IMPLICATIONS

For Items 1-5, Council will be responsible for the costs associated with the installation of signage and pavement markings as listed in the minutes with their estimates of costs totalling \$1900. This work will be funded from the current operational budget.

RECOMMENDATION

It is recommended that the Minutes of the Local Traffic Committee meeting held on 1 April 2020 be noted and that Council endorse the recommendations made at the meeting.

14 MINUTES OF LOCAL TRAFFIC COMMITTEE MEETING HELD APRIL 2020

Report Author	Jacob Harty, Traffic Engineer
File No. / ECM Index	Traffic Committee Minutes
Date of Meeting	27 May 2020
Authorising Director Services	Robert Scott, Director Infrastructure & Engineering Services

RECOMMENDATION

It is recommended that the Minutes of the Local Traffic Committee meeting held on 1 April 2020 be noted and that Council endorse the recommendations made at the meeting.

159/2020 RESOLUTION

(Moved B Christensen/Seconded 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 K Bell, Cr J McWilliams, Cr T Fowler, Cr P Epov

AGAINST VOTE - Nil

ABSENT. DID NOT VOTE - Cr C Pontin, Cr K Hutchinson

INFRASTRUCTURE & ENGINEERING SERVICES

ATTACHMENT A

**MINUTES OF LOCAL TRAFFIC
COMMITTEE MEETING HELD
APRIL 2020**

ORDINARY MEETING


27 May 2020



Minutes of Local Traffic Committee Meeting

1 April 2020

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

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

**ADRIAN PANUCCIO
GENERAL MANAGER**

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Due to the small number of reports and circumstances resulting from the COVID-19 pandemic the Local Traffic Committee did not meet face-to-face in April but instead conducted the meeting electronically. Formal members were requested to email their vote for each Item and any comments by Thursday 9 April 2020.

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

DECLARATION OF PECUNIARY & NON-PECUNIARY CONFLICTS OF INTEREST

Nil.

CONFIRMATION OF MINUTES

That the Minutes of the Local Traffic Committee meeting for 5 February 2020 be taken as read and confirmed as a true record of proceedings.

MATTERS ARISING FROM PREVIOUS MINUTES

Nil.

CONSIDERATION OF OFFICERS' REPORTS

DIRECTOR ENGINEERING & INFRASTRUCTURE SERVICES

ITEM 1 – PROPOSED NO STOPPING ZONE, GREY GUM ROAD, TAREE

Report Author **Jacob Harty, Traffic Engineer**
File No. / ECM Index **TRIM 20/4093**
Date of Meeting **1 April 2020**
Authorising Director **Robert Scott, Director Infrastructure & Engineering Services**

SUMMARY OF REPORT

Investigations have been undertaken following concerns from Bourkes Transport Industries Pty Ltd that semi-trailer and B-double access into their property at 16 Grey Gum Road, Taree is regularly restricted by vehicles parking close to their driveway.

SUMMARY OF RECOMMENDATION

It is recommended that a No Stopping zone be installed from 1m north of the driveway of 16 Grey Gum Road, Taree, extending 1m south of the driveway of No. 14.

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

ATTACHMENTS

A: Grey Gum Road No Stopping Zone

BACKGROUND

Bourkes Transport Industries operates out of 16 Grey Gum Road in the industrial area of Taree and is frequented by large vehicles including semi-trailers and B-doubles. The Director of Bourkes Transport has requested Council install No Stopping signs either side of their driveway as their drivers' encounter access issues when vehicles park close to the driveway. There are no existing parking restrictions in Mill Close.

DISCUSSION

The space between the driveways of No. 14 and 16 is about 5.5m in length, which would meet minimum standards for a parallel parking space, however would require parking right up to the wing of the driveway. In the event that a car parks close to the wing of the driveway there is a concern that a truck's trailer could cause damage to a parked vehicle. Evidence of wheels tracking across the edge of the driveway can be seen on site, supporting this concern.

CONSULTATION

Council's Traffic Engineer has consulted with both directly affected business owners and they support the proposal.

RECOMMENDATION

It is recommended that a No Stopping zone be installed from 1m north of the driveway of 16 Grey Gum Road, Taree, extending 1m south of the driveway of No. 14.

DISCUSSION IN BRIEF

Nil.

COMMITTEE RECOMMENDATION

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

ANNEXURES

A: Grey Gum Road No Stopping zone



ITEM 2 – PROPOSED NO STOPPING ZONE, SPINIFEX AVENUE, TEA GARDENS

Report Author **Jacob Harty, Traffic Engineer**

File No. / ECM Index **ECM 4381540**

Date of Meeting **1 April 2020**

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

SUMMARY OF REPORT

Investigations have been undertaken into a request to adjust No Stopping and No Parking zones on Spinifex Avenue, Tea Gardens.

SUMMARY OF RECOMMENDATION

It is recommended that a No Stopping zone be installed;

- on the northern side of Spinifex Avenue from the existing No Parking sign south of the Estia Health driveway entrance, to the northern side of the water treatment plant driveway
- on the southern side of Spinifex Avenue from 16m south of Lilly Pilly Avenue to Settlers Way

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.

ATTACHMENTS

A: Proposed parking restriction changes

BACKGROUND

Council received a request from a resident to move the existing “No Standing Any Time” sign on Spinifex Avenue on the southern side of Lilly Pilly Avenue, to increase the length of the zone. The resident informed that due to the curve on Spinifex Avenue it is difficult for motorists to observe traffic when vehicles are parked at this location.

DISCUSSION

Existing signage at Lilly Pilly Avenue reinforces the Australian Road Rule that a driver must not stop within 10m from the nearest point of an intersecting road. Lilly Pilly Avenue is one of the entrances to Tea Gardens Grange, a retirement village mainly containing elderly residents. It is therefore reasonable to give special consideration to increase available sight distance when existing Lilly Pilly Avenue. Given the existing signage is not an approved regulatory sign in NSW it is proposed to replace with No Stopping signage.

Further investigation of the area found additional inconsistencies with NSW standards and as such further proposal has been made to modify existing signage to bring it in line with the relevant standards.

CONSULTATION

Council staff have liaised with residents of the retirement village and the Executive Director of the Estia Health facility on the northern side of Spinifex Avenue.

RECOMMENDATION

It is recommended that a No Stopping zone be installed;

- on the northern side of Spinifex Avenue from the existing No Parking sign south of the Estia Health driveway entrance, to the northern side of the water treatment plant driveway
- on the southern side of Spinifex Avenue from 16m south of Lilly Pilly Avenue to Settlers Way

DISCUSSION IN BRIEF

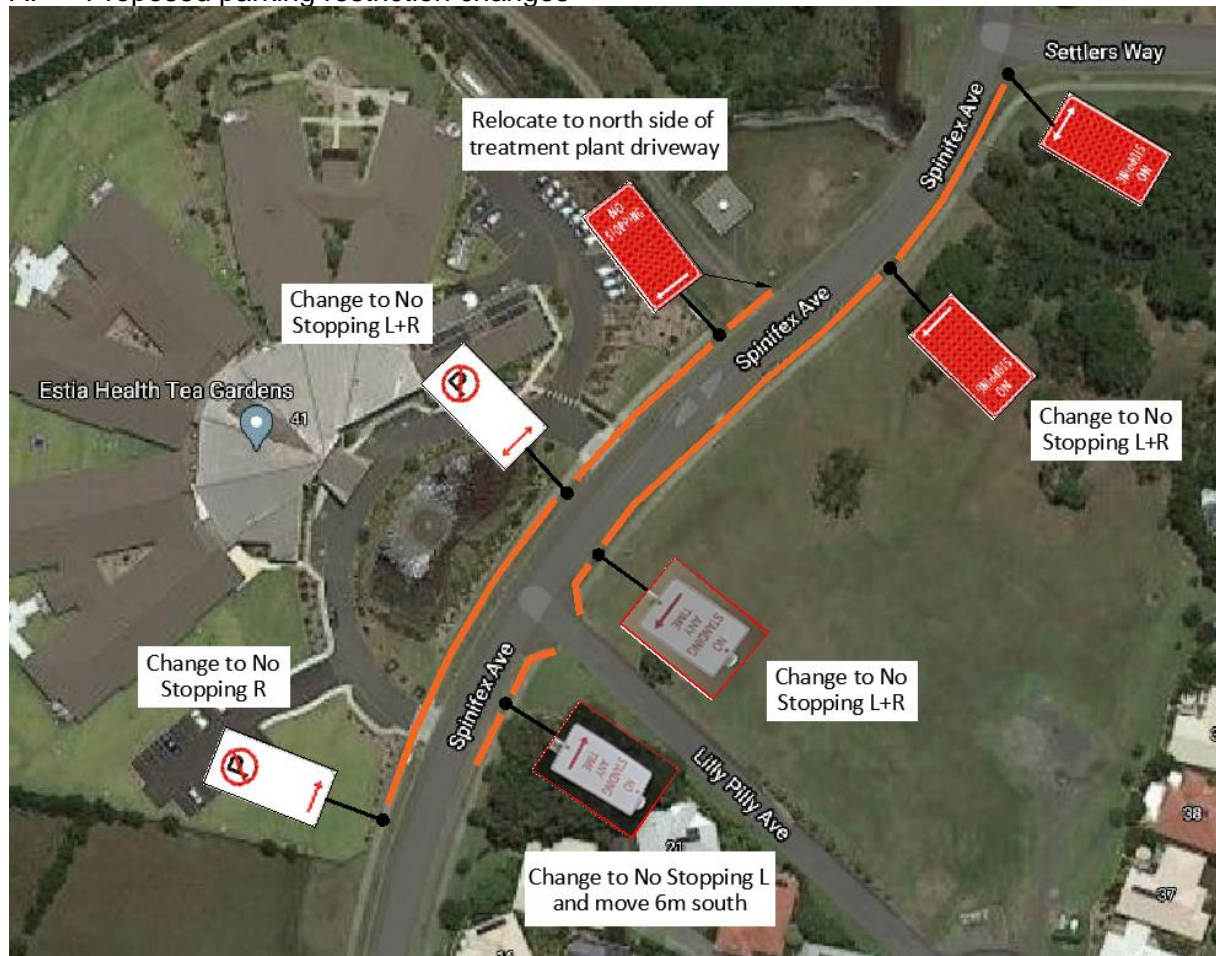
Wendy Wallace (TfNSW) questioned if there was a No Stopping (left arrow) sign in Settlers Way to close the restrictions. Jacob Harty (MidCoast Council) confirmed that there is.

COMMITTEE RECOMMENDATION

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

ATTACHMENTS

A: Proposed parking restriction changes



ITEM 3 – PROPOSED FIRE & RESCUE PARKING, MARINE DRIVE, TEA GARDENS

Report Author **Jacob Harty, Traffic Engineer**

File No. / ECM Index **ECM 4340669**

Date of Meeting **1 April 2020**

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

SUMMARY OF REPORT

Investigations have been undertaken to install a “No Parking, Fire & Rescue Vehicles Excepted” zone and to remove an existing No Stopping zone adjacent to the Tea Gardens Fire Station at 135 Marine Drive, Tea Gardens.

SUMMARY OF RECOMMENDATION

It is recommended to install “No Parking, Fire & Rescue Vehicles Excepted” signs in the public carpark to increase the quantity of dedicated Fire & Rescue NSW (FRNSW) parking area along the eastern property boundary of the Tea Gardens fire station. Additionally, it is recommended the No Stopping sign on the northern side of Marine Drive, in front of the fire station is removed.

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

ATTACHMENTS

- A: Existing Fire Brigade Only signs
 - B: Existing No Stopping sign to be removed
 - C: Proposed signage changes
-

BACKGROUND

Council has received a request from Tea Gardens Fire & Rescue NSW (FRNSW) officers to consider installing additional dedicated parking spaces for FRNSW officer vehicles. The reason for the request is due to the difficulty for officers to find parking when responding to emergencies. Existing dedicated parking spaces for FRNSW allows for three vehicles, however up to 12 firefighters could be called out at a time.

DISCUSSION

The public carpark to the east of the fire station has three parking spaces signed as “Fire Brigade Parking Only”. As these signs are not enforceable it is proposed to remove the existing signs and replace with “No Parking – Fire & Rescue Vehicles Excepted”. It is also proposed to increase the zone to include an additional two angle parking spaces, as well as the space adjacent to the fire station wall, in line with the request from FRNSW, that could be used by a vehicle parking parallel to the property boundary.

The car park is open to the general public, however serves as the parking area for patrons of the Tea Gardens Library facility as well as the Tea Gardens Swimming Pool.

Upon inspection of the area it was noted that there is a lone No Stopping sign in front of the fire station on the northern side of Marine Drive. Consultation with FRNSW staff revealed that it is not there to restrict parking in this location to allow for turn movements of firetrucks into or out of the fire station.

CONSULTATION

Council staff have liaised with Fire & Rescue NSW Officers on site and via email.

RECOMMENDATION

It is recommended to install "No Parking, Fire & Rescue Vehicles Excepted" signs in the public carpark to increase the quantity of dedicated Fire & Rescue NSW (FRNSW) parking area along the eastern property boundary of the Tea Gardens fire station. Additionally, it is recommended the No Stopping sign on the northern side of Marine Drive, in front of the fire station is removed.

DISCUSSION IN BRIEF

Wendy Wallace (TfNSW) asked what was the purpose of the No Stopping restrictions that are being removed on the opposite side of the road to the Fire Station. Investigations from Council staff were unable to confirm the original need for the sign.

Additional comments from Wendy Wallace were noted as follows;

- The No Parking Fire and Rescue Vehicles Excepted restrictions will only refer to Fire and Rescue vehicles not privately owned vehicles of Fire and Rescue personnel.
- Council may need to issue the employees of Fire and Rescue with a permit to display on their windscreen to indicate that these private vehicles belong to employees.
- Council may need to consider how stringent the Rangers in the region will be with their enforcement of these restrictions.

COMMITTEE RECOMMENDATION

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

ATTACHMENTS

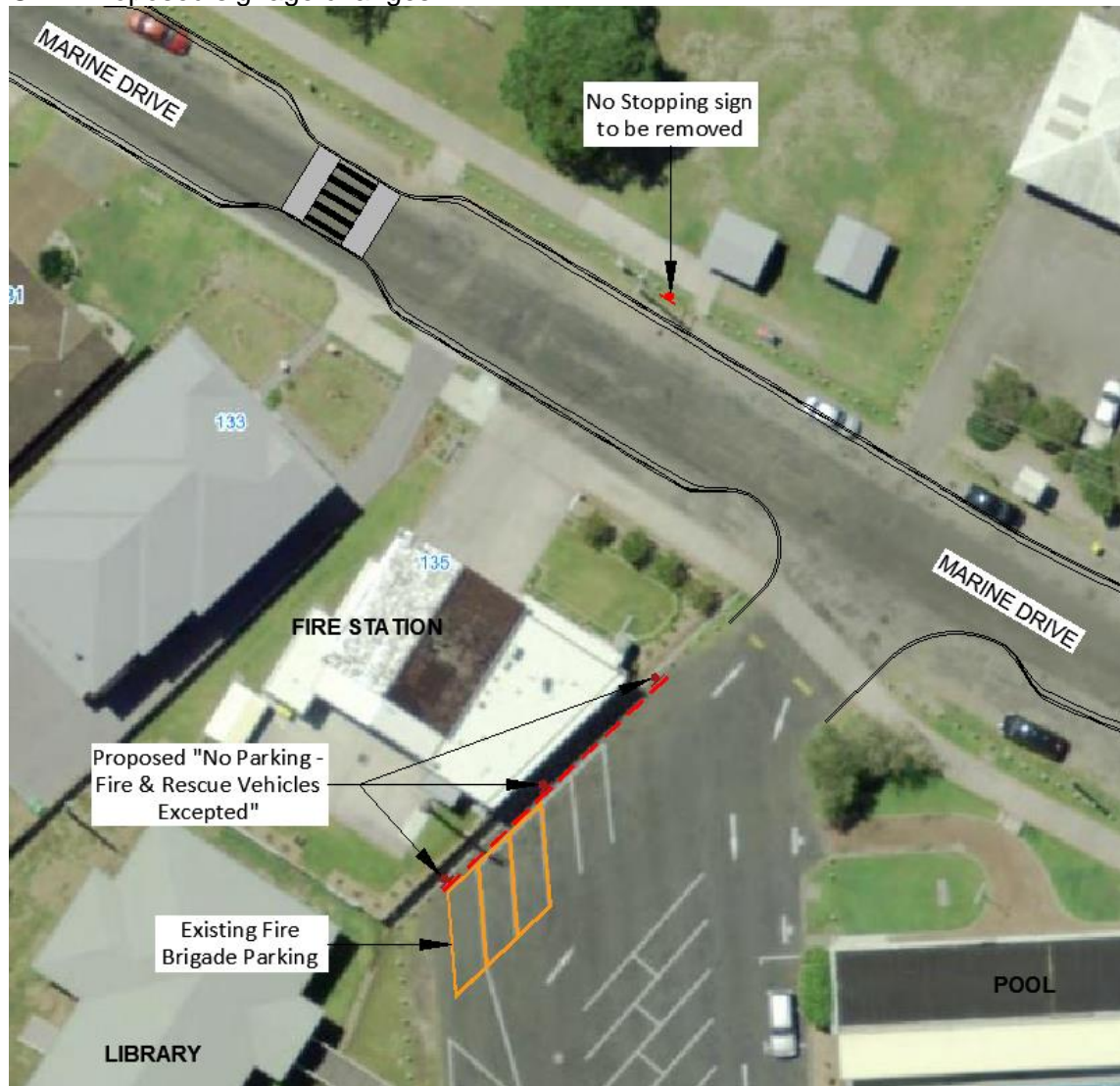
A: Existing Fire Brigade Only signs



B: Existing No Stopping sign to be removed



C: Proposed signage changes



ITEM 4 – PROPOSED SHERIFF & POLICE PARKING, LAKE STREET, FORSTER

Report Author **Jacob Harty, Traffic Engineer**
File No. / ECM Index **Parking Zones-Determination-Lake Street, Forster**
Date of Meeting **1 April 2020**
Authorising Director **Robert Scott, Director Infrastructure & Engineering Services**

SUMMARY OF REPORT

Proposal to install a “No Parking, Police & Sheriff Vehicles Excepted, 6 AM – 6PM, MON - FRI” zone outside the Forster Police Station at Lake Street, Forster to allow for a Police and Sheriff vehicles to park in the vicinity of the Police Station and court house.

SUMMARY OF RECOMMENDATION

It is recommended that a “No Parking, Police & Sheriff Vehicles Excepted, 6 AM – 6PM, MON - FRI” zone be installed at the western end of Lake Street on the south side of the road, in front of the Police Station.

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

ATTACHMENTS

A: Locality of proposed parking space
B: Proposed signage layout

BACKGROUND

Council has received a request from the Forster Traffic Police that Council consider installing signage outside the Forster Court House and Police Station on Lake Street, Forster that will provide a dedicated parking space for Sheriff’s vehicles.

DISCUSSION

Parking on Lake Street is parallel parking along the frontage for the Police Station and Court House with parking for the Police in front of the station and court house. The eastern end of the parallel parking is unrestricted for four cars. There is unrestricted parking along the middle of the road.

The increasing demand for parking at this location has resulted in the Sheriff’s vehicle needing a parking space in front of the court house. The Police during an onsite meeting noted they were having difficulty finding parking spaces for their vehicles. It was agreed to convert the unrestricted parking area at the eastern end of the parallel parking for Police and Sheriff vehicles during the weekday from 6.00am to 6.00pm. This will allow for these spaces to be available in the evenings during the weekdays and all day on weekends to the general public.

CONSULTATION

Council staff have liaised with Forster Traffic Police and met on site with a Police representative to inspect the site and discuss the proposal.

RECOMMENDATION

It is recommended that a “No Parking, Police & Sheriff Vehicles Excepted, 6 AM – 6PM, MON - FRI” zone be installed at the western end of Lake Street on the south side of the road, in front of the Police Station.

DISCUSSION IN BRIEF

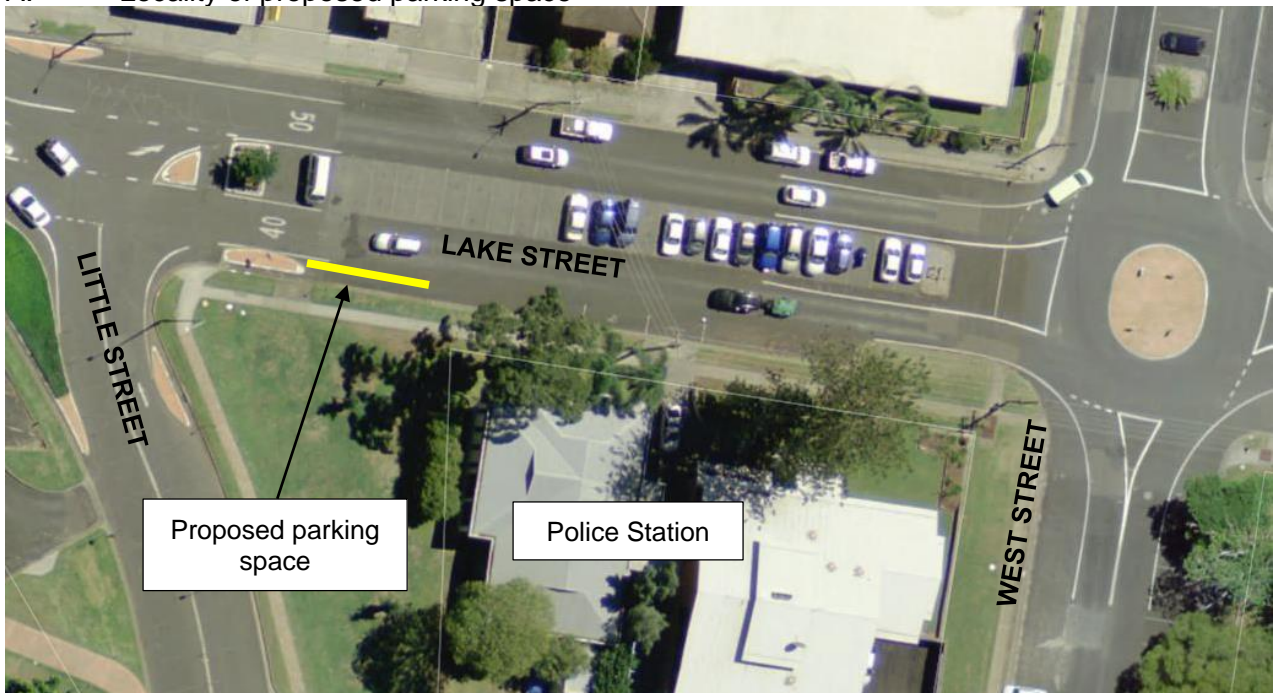
Nil.

COMMITTEE RECOMMENDATION

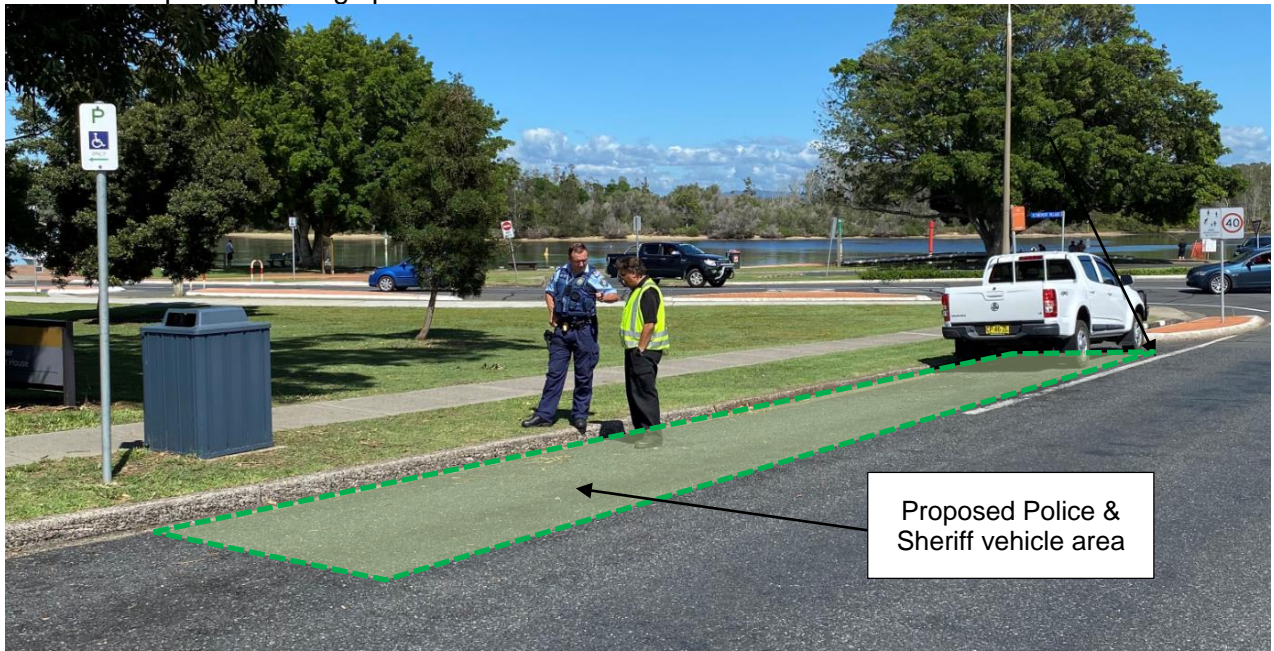
That the Local Traffic Committee recommend that Council adopt the above recommendation.

ATTACHMENTS

A: Locality of proposed parking space



B: Proposed parking space location



ITEM 5 – BOOMERANG DRIVE, BLUEYS BEACH – BUS ZONE TIMES

Report Author Richard Wheatley, Team Leader Transport
File No. / ECM Index Bus Zone – Boomerang Drive, Blueys Beach
Date of Meeting 1 April 2020
Authorising Director Robert Scott, Director Engineering and Infrastructure

SUMMARY OF REPORT

Investigations have been undertaken following a request to adjust the Bus Zone times on Boomerang Drive, Blueys Beach to allow general vehicles to park when buses have finished operating. Also, there has been another request to have the Bus Zone start earlier on weekdays as buses arrive before the zone starts operation.

SUMMARY OF RECOMMENDATION

It is recommended that the existing Bus Zone on the southern side of Boomerang Drive, Blueys Beach east of Kembali Cafe carpark have the times of operation adjusted to 7.30am-4.00pm Monday to Friday and 7.30am-11.00am Saturdays and Sundays.

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 \$400.00.

LEGAL IMPLICATIONS

Nil

ATTACHMENTS

A: Boomerang Drive, Blueys Beach Bus Stop

BACKGROUND

Council has received a request to reduce the hours of operation on weekends for the Bus Zone on Boomerang Drive, Blueys Beach to allow more parking at the shops when the zone is not in use. It was noted the last bus to use the Bus Stop is at 10.14am but the zone continues through to 4.00pm.

An additional request was to have the zone commence earlier on weekdays as buses arrive before the 8.00am start and there can be cars parked in the zone as the buses arrive.

DISCUSSION

The current Bus Zone was discussed at the LTC meeting on 4 October 2017 and endorsed at the Council's Ordinary Meeting on 22 November 2017. The recommendation was:

It is recommended that:

1. a *Bus Zone*, 8.00am to 8.00pm, be installed on the southern side of Boomerang Drive, Blueys Beach commencing on the eastern side of the driveway to Kembali Cafe carpark and be 20m in length to the east.
-

2. a *No Stopping* zone be installed across the driveway between this new Bus Zone and the existing Loading Zone to the west located in front of the café.

The requests brought to Council's attention that the last bus service using this bus stop on Saturday and Sunday was at 10.14am but the zone continues to 4.00pm. The Bus Zone times can be reduced to allow for parking in this zone in this high demand parking area. It is recommended that the Bus Zone finish time on weekends be 11.00am.

The second request noted that cars had been parking in the zone prior to the commencement blocking access to two bus services that arrive at 7.45am. The two early buses are the Newcastle bound regular route service and a school service. When cars are parked within the zone (legally) they are forcing the buses to double park and pick up passengers in the travel lane. An adjustment to the zone time by commencing at 7.30am will remove the cars parking in the zone when the buses need to use it.

The new Bus Zone times will be 7.30am-4.00pm Monday to Friday and 7.30am-11.00am Saturdays and Sundays.

CONSULTATION

Consultation was undertaken with Busways to confirm the bus services times at this Bus Zone. Busways have supported the proposed changes to the times of operation of this zone.

RECOMMENDATION

It is recommended that the existing Bus Zone on the southern side of Boomerang Drive, Blueys Beach east of Kembali Cafe carpark have the times of operation adjusted to 7.30am-4.00pm Monday to Friday and 7.30am-11.00am Saturdays and Sundays.

DISCUSSION IN BRIEF

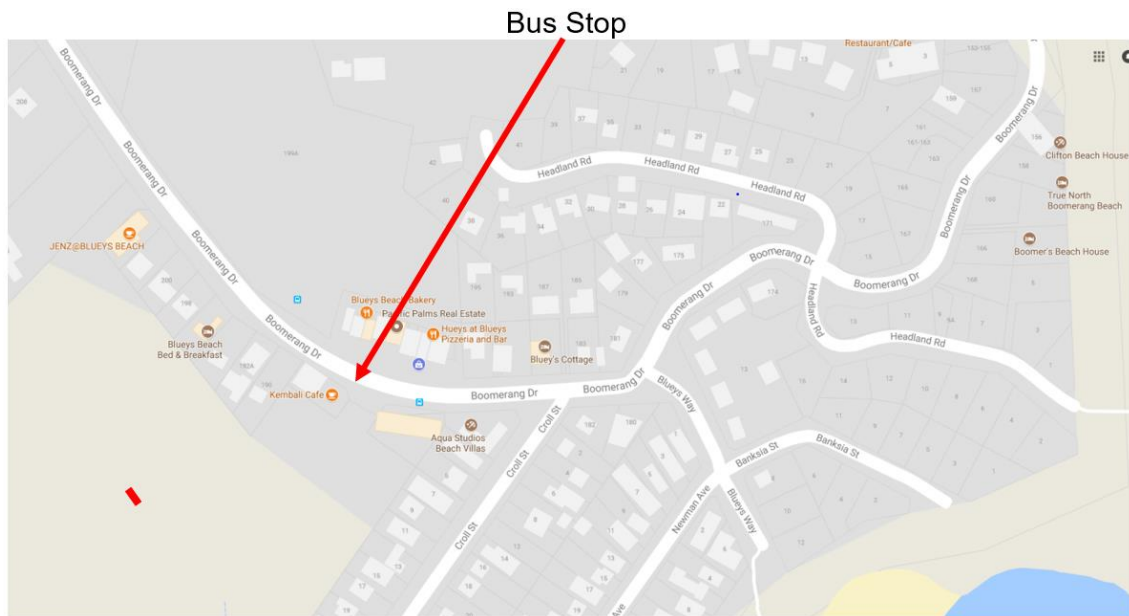
Nil.

COMMITTEE RECOMMENDATION

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

ANNEXURES

A: Boomerang Drive, Blueys Beach Bus Stop



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**ADRIAN PANUCCIO
GENERAL MANAGER**