

**EXTRACT FROM MINUTES OF ORDINARY MEETING – 9 SEPTEMBER 2020
STAFF REPORTS**

1 MINUTES OF LOCAL TRAFFIC COMMITTEE HELD AUGUST 2020

Report Author Jacob Harty, Traffic Engineer
File No. / ECM Index Traffic Committee Minutes
Date of Meeting 9 September 2020
Authorising Director Robert Scott, Director Infrastructure & Engineering Services

SUMMARY OF REPORT

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

SUMMARY OF RECOMMENDATION

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

FINANCIAL/RESOURCE IMPLICATIONS

Items 1-5 will result in costs associated with the installation of signage and pavement marking totalling \$3100. This work will be funded from the current operational budget.

LEGAL IMPLICATIONS

Nil.

ATTACHMENTS

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

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

BACKGROUND

The Local Traffic Committee meeting for August 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 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 \$3100. This work will be funded from the current operational budget.

RECOMMENDATION

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

1 MINUTES OF LOCAL TRAFFIC COMMITTEE HELD AUGUST 2020

Report Author	Jacob Harty, Traffic Engineer
File No. / ECM Index	Traffic Committee Minutes
Date of Meeting	9 September 2020
Authorising Director	Robert Scott, Director Infrastructure & Engineering Services

RECOMMENDATION

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

Moved Cr K Smith/Seconded Cr C Pontin

1. It is recommended that the Minutes of the Local Traffic Committee meeting held on 5th August 2020 be noted and Council endorse the recommendations for Items 2, 3, 4 and 5
2. That Item 1 is referred back to the Committee for further review as a temporary arrangement only in respect to Parking in River Street, Taree.

265/2020 RESOLUTION

(Moved Cr K Smith/Seconded Cr C Pontin)

1. It is recommended that the Minutes of the Local Traffic Committee meeting held on 5th August 2020 be noted and Council endorse the recommendations for Items 2, 3, 4 and 5

2. That Item 1 is referred back to the Committee for further review as a temporary arrangement only in respect to Parking in River Street, Taree.

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

AGAINST VOTE - Nil

ABSENT. DID NOT VOTE - Nil

INFRASTRUCTURE & ENGINEERING SERVICES

ATTACHMENT A

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

ORDINARY MEETING

9 September 2020



Minutes of Local Traffic Committee Meeting

5th August 2020

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

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**ADRIAN PANUCCIO
GENERAL MANAGER**

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Due to the small number of reports and circumstances resulting from the COVID-19 pandemic the Local Traffic Committee did not meet face-to-face in August but instead conducted the meeting electronically. Formal members were requested to email their vote for each Item and any comments by Friday 14 August 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 3 June 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 – PULTENEY STREET, TAREE – NO PARKING / MOTOR BIKE PARKING

Report Author **Jacob Harty, Traffic Engineer**

File No. / ECM Index **TRIM 20/32457**

Date of Meeting **5 August 2020**

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

SUMMARY OF REPORT

Investigations have been undertaken into a proposal to adjust the existing parking restrictions on the eastern side of Pulteney Street, Taree, at the River Street corner.

SUMMARY OF RECOMMENDATION

It is recommended that a No Parking zone (6am to 7pm) be installed on the eastern side of Pulteney Street, Taree, at the River Street corner, to replace the existing "Tourist Bus Parking" zone. Additionally, it is recommended to install a "Motor Bike Only" zone within the southernmost nose-in 60-degree angle parking space, adjacent to the tourist bus zone.

FINANCIAL/RESOURCE IMPLICATIONS

Council will be responsible for the costs associated with the installation of signage. 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 Tourist Bus Parking zone in Pulteney Street, Taree

B: Parking space to be adjusted to Motor Bike Parking only

C: Excerpt from Australian Standard for On-Street Parking – Motor Bike Parking example

BACKGROUND

At the southern end of Pulteney Street at the corner with River Street is a "Tourist Bus Parking" zone of 12 metres in length. Concerns were raised by Council's Team Leader Rangers about the zone being a common area where infringements are issued for motorists illegally parking, and that it is rarely used by tourist buses. It was requested that Council's Transport Assets team review the parking restriction to determine if there may be a more suitable use of the area.

Additionally, it was reported that the nose-in 60-degree angle parking space adjacent to the tourist bus zone is shorter in length than the surrounding spaces due to the angle of the kerb. Depending on the size of the vehicle, it can result in the parked vehicle protruding into the traffic lane.

DISCUSSION

Discussions with Council Rangers and staff in the Destination Management (Tourism) section suggest that the tourist bus zone is not highly utilised and a more efficient use of the area could be provided. By changing the area to a No Parking zone or a Loading Zone more function could be added to the area, without losing the ability for buses to drop-off or pick up passengers.

Under the No Parking rule, motorists must not stop for more than two minutes and must remain within 3 metres of their vehicle. Mobility Parking Permit holders are allowed to park for up to 5 minutes in a No Parking zone.

Loading Zones are primarily used for the dropping off or picking up of goods by trucks and other specific vehicles, but they can also be used by busses and other vehicles when picking up and dropping off passengers.

In regards to the short nose-in parking space, located on the eastern side of Pulteney Street, adjacent to the pedestrian ramp, it is proposed that it be configured for use by motorbikes, in line with the updated Australian Standard for on-street parking facilities (AS 2890.5:2020). The short length of the parking space makes it awkward for most vehicles to park without creating a hazard to passing traffic, so by adjusting the space to accommodate motorcycles instead makes the most efficient use of the available space. Note motorcycle parking spaces are to be 1m wide by 2m long.

CONSULTATION

Council staff have liaised with Council's Rangers and tourism staff.

RECOMMENDATION

It is recommended that a No Parking zone (6am to 7pm) be installed on the eastern side of Pulteney Street, Taree, at the River Street corner, to replace the existing "Tourist Bus Parking" zone. Additionally, it is recommended to install a "Motor Bike Only" zone within the southernmost nose-in 60-degree angle parking space, adjacent to the tourist bus zone.

DISCUSSION IN BRIEF

Wendy Wallace from Transport for NSW stated: "The location of the proposed No Parking (right arrow) sign across the kerb ramp may cause motorists to park across the ramp and restrict access for pedestrians etc. It is recommended that the No Parking (right arrow) sign be located on a separate pole on the right hand side of the kerb ramp".

COMMITTEE RECOMMENDATION

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

ATTACHMENTS

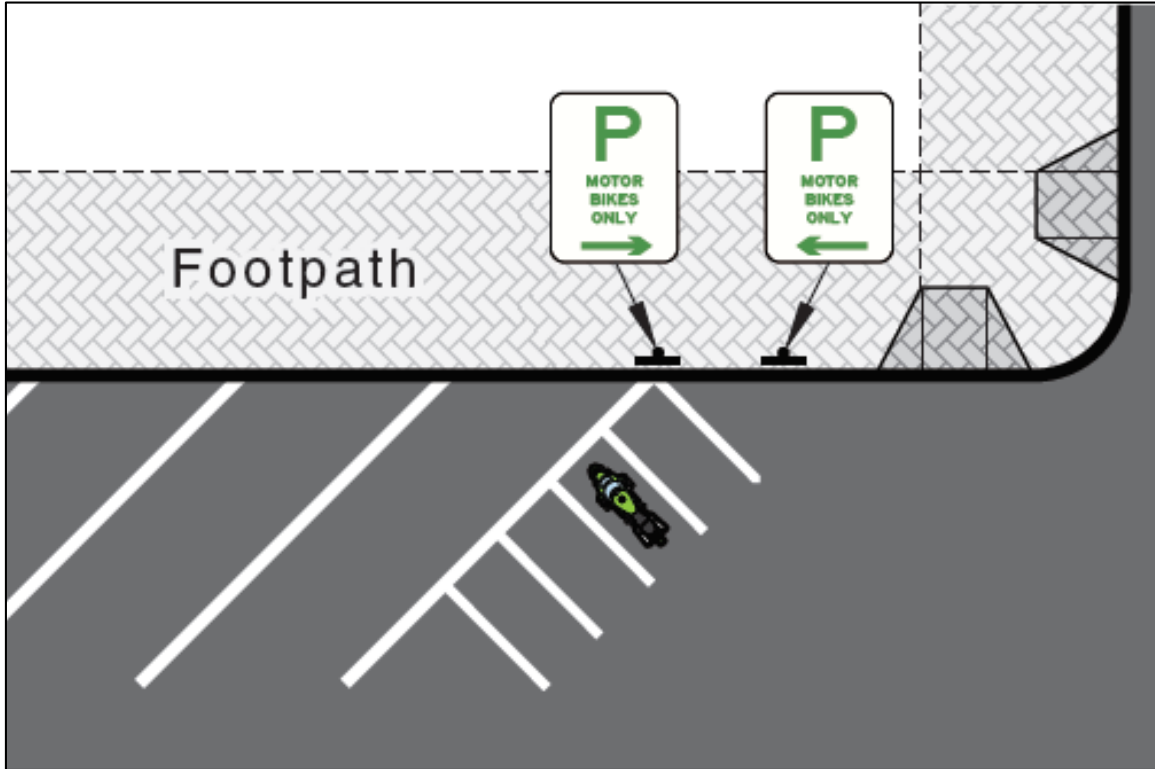
A: Existing Tourist Bus Parking zone in Pulteney Street, Taree



B: Parking space to be adjusted to Motor Bike Parking only



C: Excerpt from Australian Standard for On-Street Parking – Motor Bike Parking example



ITEM 2 – HIGH & VICTORIA STREET, CUNDLETOWN – NO STOPPING ZONE

Report Author **Jacob Harty, Traffic Engineer**

File No. / ECM Index **S638**

Date of Meeting **5 August 2020**

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

SUMMARY OF REPORT

Investigations have been undertaken into the need for No Stopping signage at the intersection of High and Victoria Streets at Cundletown, adjacent to Cundletown Public School.

SUMMARY OF RECOMMENDATION

It is recommended that a No Stopping zone be installed on the northern corner of the intersection of High and Victoria Street, Cundletown, extending 10m from the nearest point of the intersecting road.

FINANCIAL/RESOURCE IMPLICATIONS

Council will be responsible for the costs associated with the installation of signage. 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 No Stopping zones in High & Victoria Streets, Cundletown

BACKGROUND

Council received a request from Eggins Comfort Coaches to consider installing No Stopping signs at the intersection of High and Victoria Streets in Cundletown, due to the frequency of motorists parking too close to the intersection. When a vehicle is parked in this location it can severely impact the ability of a bus to turn left into Victoria Street.

DISCUSSION

Existing road rules prohibit vehicles from parking within 10 metres from the nearest point of an intersecting road at an intersection without traffic lights (Road Rules 2014, Division 3, Rule 170 (3)). However, in the school pick-up time at Cundletown Public School vehicles regularly encroach into this zone, making it difficult for buses to manoeuvre into Victoria Street to head north. Due to this regular occurrence it is proposed that the installation of signage to reinforce the road rules would be beneficial.

No parking spaces will be lost as this proposal simply involves reinforcing the existing road rules prohibiting the stopping of vehicles within 10m of an intersection.

CONSULTATION

Council staff have liaised with staff from Eggins Comfort Coaches.

RECOMMENDATION

It is recommended that a No Stopping zone be installed on the northern corner of the intersection of High and Victoria Street, Cundletown, extending 10m from the nearest point of the intersecting road.

DISCUSSION IN BRIEF

Nil.

COMMITTEE RECOMMENDATION

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

ATTACHMENTS

A: Locality of proposed No Stopping zones in High Street & Victoria Streets, Cundletown



ITEM 3 – DAVID STREET, OLD BAR – NO PARKING ZONE

Report Author Chris Dimarco, Road Safety Officer
File No. / ECM Index RD21840/02
Date of Meeting 5 August 2020
Authorising Director Robert Scott, Director Infrastructure & Engineering Services

SUMMARY OF REPORT

Investigations have been undertaken to consider the installation of a No Parking Zone (Kiss and Ride) upon David Street, Old Bar. The request was made by the Principal and school Community Liaison Officer.

SUMMARY OF RECOMMENDATION

It is recommended to;

- 1) Install a No Parking Zone during school zone hours, 8am-9.30am & 2.30pm-4pm school days upon the eastern side of David Street, south of the school crossing for a distance of approximately 32 metres.
- 2) Install blue coloured advisory Kiss and Ride signs 8am-9.30am & 2.30pm-4pm school days above the regulatory signs.

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 \$700.

LEGAL IMPLICATIONS

Nil.

ATTACHMENTS

- A: David Street-Indicating proposed No Parking Zone-Kiss & Ride
 - B: View showing road and pedestrian network- Smith and David Street, Old Bar Primary School
 - C: Map showing road network and Old Bar Primary School
 - D: Location of proposed No Parking zone, David Street, Old Bar
-

BACKGROUND

Council received a request from the Old Bar School Principal and Community Liaison Officer to install a No Parking zone (Kiss and Ride) in the vicinity of Old Bar Primary School. The request was made some time ago, however the Principal agreed to wait for the conclusion of the major construction of a new school building. Inquiries were suspended during the COVID 19 restrictions.

No Parking Zones in NSW allow drivers to stop for 2 minutes and remain within 3 metres of their vehicles to assist passengers from their vehicle.

DISCUSSION

Old Bar School is located at the intersection of David Street and Smith Street, Old Bar.

A pedestrian side gate at the eastern end of Smith Street is used as access by students, parents and teachers involved in the younger aged classes. West of this access gate is a bus zone, and further west is a school crossing.

The front gate and office fronts David Street. A school crossing is located on David Street, a short distance south of Smith Street. This crossing has a school crossing supervisor during morning drop off and afternoon pick up.

South of this crossing on the eastern side of David Street is a layback for the school entry footpath into the school. This school access gate is utilised by students who use the school crossing to meet parents parked in Smith Street, west of David Street or within David Street. A No Stopping Zone exists north of the lay back, for the length of the school crossing to the intersection of Smith Street.

Between the school crossing No Stopping Zone and south to the driveway staff carpark is approximately 32 metres of unrestricted parking, allowing parking for up to 5 vehicles. This area is generally utilised by visitors to the school administration office.

Council met with the Principal and School liaison officer and inspected both Smith Street and David Street and considered options available. Smith Street becomes very congested and narrowed due to vehicles parking on both sides of Smith Street. Buses that utilise the bus zone in Smith Street negotiate the parked vehicles, parents and students. The side gate is supervised by a teacher in the afternoons.

David Street is less congested than Smith during the morning and afternoon pickup. The Principal provided the undertaking, that a teacher will supervise the front gate morning and afternoon to assist students and parents and to support the installation of a No Parking Zone.

Observations of the morning school drop off confirmed many parents parked in the streets near the school and walked their children to the school crossing supervisor in David Street. The students then crossed to the front gate of the school under supervision of the school crossing supervisor.

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.

CONSULTATION

The school conducted an online survey during Term 1 prior to the COVID pandemic. 92 respondents completed the survey. The relevant results have been recorded below.

- Over 90% supported the installation of a Kiss and Ride Zone.
- Over 80% are concerned with traffic congestion during morning drop off.
- Over 80% are concerned with traffic congestion during afternoon drop off.
- 66% supported a Kiss and Ride zone in David Street.
- 52% supported a Kiss and Ride zone in Smith Street.
- Concerns were raised about parents lingering in the new zone and that parents currently are parking illegally in No Stopping zones and leaving their vehicles unattended.

COMMUNITY IMPACTS

The proposed No Parking zone will affect approximately 5 parking spaces during school zone times. However, these spaces are generally used by visitors to the school, and the Principal and Community Liaison Officer support the installation of the new zone.

RECOMMENDATION

It is recommended to;

- 1) Install a No Parking Zone during school zone hours, 8am-9.30am & 2.30pm-4pm school days upon the eastern side of David Street, south of the school crossing for a distance of approximately 32 metres.
- 2) Install blue coloured advisory Kiss and Ride signs 8am-9.30am & 2.30pm-4pm school days above the regulatory signs

DISCUSSION IN BRIEF

Nil.

COMMITTEE RECOMMENDATION

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

ATTACHMENTS

A: David Street-Indicating proposed No Parking Zone-Kiss & Ride



B: View showing road and pedestrian network- Smith and David Street, Old Bar Primary School



C: Map showing road network and Old Bar Primary School



D: Location of proposed No Parking zone, David Street, Old Bar



ITEM 4 – DOLPHIN DRIVE, FORSTER – NO STOPPING, MARINE RESCUE EMERGENCY RESPONSE EXCEPTED

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

SUMMARY OF REPORT

Investigations have been undertaken to review the available parking for Marine Rescue volunteers responding to emergencies and boarding rescue vessels at Forster Boat Harbour, Dolphin Drive, Forster.

SUMMARY OF RECOMMENDATION

It is recommended to install two (2) spaces "No Stopping Marine Rescue Emergency Response Excepted" within the current "No Stopping" zone south of the caravan park rear access footpath.

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: Location of proposed No Stopping Zone Marine Rescue Emergency Response Excepted
B: Location of proposed No Stopping Zone Marine Rescue Emergency Response Excepted in blue and current No Stopping Zone in red

BACKGROUND

The Unit Commander of Marine Rescue NSW Forster Tuncurry has continually 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 Break wall approximately 280 metres from the moored vessels. The commander has previously stated on an 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 some time ago 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 unload in the nearby driveway.

Investigations were completed during the latter part of 2019, involving affected stake holders. The recommendation supported allocating two (2) of the six (6) permit parking spaces for use only by the Marine Rescue Volunteers.

A Local Traffic Committee report was presented to the committee on 4 December, 2019 and supported by the members, and subsequently adopted by council.

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.

The commander further stated that during the busier times, volunteers cannot attend the tower or park in the overflow carpark due to vehicles and boat trailers, forcing volunteers to park illegally.

The eastern kerb of Dolphin Parade between the caravan rear access and Oyster Parade is a No Stopping Zone due to the width of the road narrowing south of the proposed zone.

The location for the proposed parking zone is within the section of road that is 7.5 metres wide at its narrowest point and widens to 9.5 metres. A No Stopping zone exists on the western kerb of this area. The intermittent parking of Marine Rescue volunteers responding to rescues at this proposed location will not cause obstruction to passing vehicles and trailers. The proposed zone will be approximately 11 metres in length and begin south of the rear caravan park pedestrian access.

The environment of boat harbour lends itself to a natural low speed area as all roads within the carparks and launching area are one way.

Dolphin Drive remains wide for some distance and then becomes a two-way lane without centre lines and approximately 5 metres wide.

CONSULTATION

Council met with the commander and discussed options. The two Marine Rescue only permit parking does not appear to be sufficient parking for the volunteers.

COMMUNITY IMPACTS

The proposed parking spaces are located within a current No Stopping Zone, and therefore no parking spaces will be removed.

RECOMMENDATION

It is recommended to install two (2) spaces "No Stopping Marine Rescue Emergency Response Exceeded" within the current "No Stopping" zone south of the caravan park rear access footpath.

DISCUSSION IN BRIEF

Wendy Wallace from Transport for NSW asked the following questions which have been answered by Chris Dimarco, Council's Road Safety Officer;

1. Why were the existing No Stopping restrictions installed? To prevent vehicles and trailers parking long term in the area adjacent to the caravan park.

2. How will Rangers know what vehicles belong to the volunteers of the Marine Rescue Emergency Response to enforce the restrictions? Both Marine Rescue and SLSC are required to clearly display a permit provided to the volunteer organisation by Council
3. If the No Stopping restrictions were originally installed to prevent parking at this location, won't the vehicles of the volunteers parked at this location cause the same issue?
Thankfully, emergency rescues do not occur daily or regularly. The new zone is only for emergency responses requiring a 4-person crew to respond to ocean rescues or a 3-person crew to respond to inshore and lake rescues. Additionally, turn-paths show that even when a vehicle is parked in the area there is still enough room for a car + boat trailer to fit, but it can be quite tight, hence the original No Stopping zone.

COMMITTEE RECOMMENDATION

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

ATTACHMENTS

A: Location of proposed No Stopping Zone Marine Rescue Emergency Response Excepted



B: Location of proposed No Stopping Zone Marine Rescue Emergency Response Excepted in blue and current No Stopping Zone in red



ITEM 5 – ZEAL LANE, WINGHAM – NO STOPPING ZONE

Report Author **Jacob Harty, Traffic Engineer**

File No. / ECM Index **20/8835**

Date of Meeting **5 August 2020**

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

SUMMARY OF REPORT

Investigations have been undertaken into the need for No Stopping signage at the eastern end of Zeal Lane, Wingham, adjacent to the Cuddlepie Early Childhood Learning Centre.

SUMMARY OF RECOMMENDATION

It is recommended that a No Stopping zone be installed on both sides of Zeal Lane, Wingham, from Queen Street to western boundary of No. 56 Farquhar Street (approx. 80m), excluding the parking area adjacent to the Cuddlepie Early Childhood Learning Centre on the northern side of Zeal Lane.

FINANCIAL/RESOURCE IMPLICATIONS

Council will be responsible for the costs associated with the installation of signage. 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: Locality of proposed No Stopping zone in Zeal Lane, Wingham

BACKGROUND

Council has received numerous requests from a resident of Zeal Lane that claims their access is regularly blocked by vehicles parking opposite their driveway in Zeal Lane, Wingham, due to the narrow lane. The lane has kerb and gutter on both sides for the first 40-50m, making the lane width in this section too narrow to legally park a vehicle. However, once the run of kerb on the southern side of Zeal Lane ends there is an increase in width which is opposite the access to No. 56 Farquhar Street. When a vehicle is parked in this area it reduces the room to manoeuvre a vehicle into or out of the property access.

DISCUSSION

As it stands, vehicles are already prohibited from parking through the kerbed section of Zeal Lane due to the lane's width. Therefore, placing a No Stopping zone in this area, while not technically required, does not result in a loss of parking. Additionally, not including this area in a potential No Stopping zone outside the kerbed area could result in confusion in where motorists are permitted to park. It is for this reason that the kerbed area is included in the proposed No Stopping zone.

CONSULTATION

Council staff have liaised with the residents from Zeal Lane and Council's Rangers. Other potentially affected residents will be advised of the proposal and any feedback will be reported to the Committee prior to a determination being made.

RECOMMENDATION

It is recommended that a No Stopping zone be installed on both sides of Zeal Lane, Wingham, from Queen Street to western boundary of No. 56 Farquhar Street (approx. 80m), excluding the parking area adjacent to the Cuddlepie Early Childhood Learning Centre on the northern side of Zeal Lane).

DISCUSSION IN BRIEF

Nil.

COMMITTEE RECOMMENDATION

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

ATTACHMENTS

A: Locality of proposed No Stopping zone in Zeal Lane, Wingham



A handwritten signature in black ink, appearing to read 'Panuccio', with a large, stylized initial 'P'.

**ADRIAN PANUCCIO
GENERAL MANAGER**