

EXTRACT FROM MINUTES OF ORDINARY MEETING – 2 JUNE 2021 – STAFF REPORTS

MINUTES OF THE LOCAL TRAFFIC COMMITTEE HELD 7 APRIL 2021

Report Author **Jacob Harty, Traffic Engineer**
File No. / ECM Index **6387232**
Date of Meeting **2 June 2021**
Authorising Director **Robert Scott, Director Infrastructure & Engineering Services**

SUMMARY OF REPORT

This report presents the Minutes of the Local Traffic Committee held on 7 April 2021, for adoption.

SUMMARY OF RECOMMENDATION

It is recommended that the Minutes of the Local Traffic Committee meeting held on 7 April 2021 be noted and that the recommendations are adopted.

FINANCIAL/RESOURCE IMPLICATIONS

Items 4-7 will result in costs associated with the installation of signage and pavement marking totalling \$1,200. This work will be funded from the current operational budget.

LEGAL IMPLICATIONS

Nil.

ATTACHMENTS

A: Minutes of the Local Traffic Committee meeting held 7 April 2021

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 was held on Wednesday 7 April 2021 at Council's administration building, Yalawanyi Ganya. 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

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

Items 4-7 will result in costs associated with the installation of signage and pavement marking totalling \$1,200. 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 7 April 2021 be noted and that the recommendations are adopted.

18 MINUTES OF THE LOCAL TRAFFIC COMMITTEE HELD 7 APRIL 2021

Report Author Jacob Harty, Traffic Engineer

File No. / ECM Index 6387232

Date of Meeting 2 June 2021

Authorising Director Robert Scott, Director Infrastructure & Engineering Services

RECOMMENDATION

It is recommended that the Minutes of the Local Traffic Committee meeting held on 7 April 2021 be noted and that the recommendations are adopted.

159/2021 RESOLUTION

(Moved Cr K Smith/Seconded Cr K Bell)

That the above recommendation be adopted.

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

AGAINST VOTE - Nil

ABSENT. DID NOT VOTE: Cr B Christensen, Cr K Hutchinson

INFRASTRUCTURE & ENGINEERING SERVICES

ATTACHMENT A

MINUTES OF THE LOCAL TRAFFIC
COMMITTEE HELD 7 APRIL 2021

ORDINARY MEETING

2 JUNE 2021



MIDCOAST
council

Local Traffic Committee Meeting – Minutes

Wednesday 7 April 2021

Yalawanyi Ganya (Council Administration Building)

2 Biripi Way, Taree

Manning Room – 10:00 AM



INTRODUCTION TO LOCAL TRAFFIC COMMITTEE

The Local Traffic Committee is primarily a technical review committee that is required as a function of the delegation of authority to Council from Transport for NSW (TfNSW). TfNSW is the legislated organisation responsible for the control of traffic on all roads in New South Wales. The delegation of functions under the Roads Act 1993 allows Council to manage traffic on Regional and Local Roads, through the use of prescribed traffic control devices, once the advice of NSW Police and TfNSW has been obtained.

The Local Traffic Committee (LTC) is not a committee within the meaning of the Local Government Act, 1993. The operating arrangements for the LTC are contained in “A Guide to the Delegation to Councils for the Regulation of Traffic (including the operation of Traffic Committees) – Version 1.3 - 2009”, found at the following TfNSW web page: https://www.rms.nsw.gov.au/business-industry/partners-suppliers/documents/technical-manuals/ltcguidev13_i.pdf

FORMAL (VOTING) MEMBERS

Representative of **MidCoast Council**
Representative of **Transport for NSW (TfNSW)**
Representative of **NSW Police**
Member for Myall Lakes or their nominee
Member for Upper Hunter or their nominee
Member for Port Stephens or their nominee
Member for Port Macquarie or their nominee

QUORUM

While there is no need for a specific quorum to allow an LTC meeting to proceed, any advice can only be returned to the elected Council by the LTC if the views of TfNSW and the NSW Police have been obtained.

MEETING DATES FOR 2021

February 3rd	Yalawanyi Ganya - Manning Room	10:00 AM
April 7th	Yalawanyi Ganya - Manning Room	10:00 AM
June 9th	Yalawanyi Ganya - - Spotted Gum Room	10:00 AM
August 4th	Yalawanyi Ganya - Manning Room	10:00 AM
October 6th	Yalawanyi Ganya - Manning Room	10:00 AM
December 1st	Yalawanyi Ganya - Manning Room	10:00 AM



TABLE OF CONTENTS

ITEM 1 – ACKNOWLEDGEMENT OF COUNTRY 1

ITEM 2 – ATTENDANCE..... 1

ITEM 3 – BUSINESS ARISING FROM PREVIOUS MINUTES..... 1

ITEM 4 – DISCLOSURES OF INTEREST 1

ITEM 5 – MANCHESTER & HUTCHINSON STREETS, TINONEE – NO STOPPING..... 2

ITEM 6 – ELIZABETH AVENUE, TAREE – NO PARKING “BUSES EXCEPTED” 5

ITEM 7 – DIBBS STREET, NABIAC – PROPOSED TRAFFIC ALTERATIONS..... 8

ITEM 8 – GENERAL BUSINESS 12



ITEM 1 – ACKNOWLEDGEMENT OF COUNTRY

“I acknowledge the traditional custodians of the land on which we meet today, the Gathang-speaking people and pay my respects to all Aboriginal and Torres Strait Islander people who now reside in the MidCoast Council area. I extend my respect to elders past and present, and to all future cultural-knowledge holders.”

ITEM 2 – ATTENDANCE

Cr Brad Christensen (Chair)
Jamie Smoother – TfNSW Network and Safety Officer
Robert Scott – MCC Director Infrastructure and Engineering Services
Rhett Pattison – MCC Manager Projects and Engineering
Richard Wheatley – MCC Team Leader Transport
Jacob Harty – MCC Traffic Engineer
Greg Blaze – MCC Team Leader Development Engineering
Kathryn Smith – Representative Member for Upper Hunter
Bob Wilson – Representative Member for Myall Lakes

Apologies:

Michael Reid – NSW Police (voted via email)

ITEM 3 – BUSINESS ARISING FROM PREVIOUS MINUTES

Item 5 was reported to the February meeting of the Local Traffic Committee and it was resolved to defer the Item until the next meeting of the Local Traffic Committee for further discussion.

ITEM 4 – DISCLOSURES OF INTEREST

Nil

ITEM 5 – MANCHESTER & HUTCHINSON STREETS, TINONEE – NO STOPPING

Report Author Chris Dimarco, Road Safety Officer

Jacob Harty, Traffic Engineer

Date of Meeting 7 April 2021

SUMMARY OF REPORT

Investigations have been undertaken into safety and access concerns adjacent to the Tinonee Primary School, at the corner of Manchester Street and Hutchinson Street.

SUMMARY OF RECOMMENDATION

It is recommended that a No Stopping Zone be installed around the curve created at the junction of Manchester Street and Hutchinson Street, extending 10 metres 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.

ANNEXURES

A: Location of proposed No Stopping Zone

BACKGROUND

Council has received complaints from a resident and bus drivers regarding vehicles parking around the curve at the north-eastern corner of Tinonee Public School. The resident states it impacts on accessibility and causes safety concerns and sight distance issues. In addition to this, school buses are having difficulty navigating the tight bend when vehicles are parked close to the corner.

DISCUSSION

Manchester Street and Hutchinson Street meet at the north-eastern corner of Tinonee Public School. The western side of Manchester Street has kerb, guttering and a footpath leading towards the intersection of Hutchinson Street with a pram ramp/layback. No kerb and guttering exist on the eastern side of Manchester Street. The southern side of Hutchinson Street has kerb and guttering. No kerb and guttering exist on the northern side of Hutchinson Street. Mill Street is unsealed and has no kerb and guttering.

During the busier school periods of pick up, and school events, vehicles are parking on both sides of Hutchinson Street, Mill Street, and Manchester Street. Vehicles are parking on grass verges at the unformed intersections.

New South Wales Road rules state you must not within 10 metres of an intersecting road at an intersection unless you are parked on the continuous side of the continuing road. However, due to the layout of the road not being a typical T or cross-intersection, it is unclear to motorists if the 10-metre rule would apply. This results in vehicles parking around the inside of the curve, resulting in the access issues.

CONSULTATION

Council met with residents who reside in the vicinity and the general response from was one of empathy and understanding for the parents and caregivers that attend the school and compete for limited parking. Concerns were however raised regarding the restricted road width when vehicles parked at the intersection of Manchester and Hutchinson Street.

Council contacted other affected stakeholders, including JR Richards & Sons Waste Services, Tinonee Primary School, and Tinonee Bus Company. JR Richards raised no concerns. Tinonee Bus Company attended the location and provided a demonstration of the difficulty of negotiating the area in a bus when vehicles are parked around the curve. Council has been working with the school principal on providing educational tools to reinforce safe parking and pedestrian practices. Parking education is to continue during 2021.

COMMUNITY IMPACTS

The proposed No Stopping zone will not reduce legal parking spaces as Road Rule 170 (3) applies, and parking is restricted within 10m of the intersecting road. However, due to the ambiguity of the road layout it would be difficult for Council's Rangers to enforce this rule without significant resistance and potential dispute.

DISCUSSION IN BRIEF

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

It is recommended that a No Stopping Zone be installed around the curve created at the junction of Manchester Street and Hutchinson Street, extending 10 metres from the nearest point of the intersecting road.

For motion: Unanimous

ANNEXURES

A: Location of proposed No Stopping Zone



ITEM 6 – ELIZABETH AVENUE, TAREE – NO PARKING “BUSES EXCEPTED”

Report Author **Jacob Harty, Traffic Engineer**

File No. / ECM Index **RM-PH2021/01663**

Date of Meeting **7 April 2021**

SUMMARY OF REPORT

Investigations have been undertaken into a proposal to amend the existing No Parking zone in front of No. 7 and 9 Elizabeth Avenue, Taree, with “No Parking – Buses Excepted” to allow Valley Industries’ buses to park and be able to pick-up/drop-off clients.

SUMMARY OF RECOMMENDATION

It is recommended a 70m section of the existing 100m long No Parking zone in front of No. 7 & 9 Elizabeth Street, Taree, be labelled “Buses Excepted” to allow the parking of Valley Industry buses.

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: Elizabeth Avenue No Parking Buses Excepted Zone

BACKGROUND

A No Parking zone was originally installed in Elizabeth Street opposite the OneSteel building (now PowerTruss) prior to 2010 to allow semi-trailers to enter and exit the site. The zone was then extended in 2013 at the request of Valley Industries to provide a location to allow their buses to drop-off and pick-up their clients, as vehicles were regularly parked at this location forcing the buses to double park.

Up until recently the Valley Industries (VE) buses were able to park on a neighbouring lot at the permission of the landowner. The lot is now under development and the buses need to be parked elsewhere and the VE site has limited parking opportunities. VE have asked if Council would consider amending the existing No Parking zone in front of the VE office to allow their vehicles to park when not in use as well as provide a convenient and safe drop-off/pick-up location for their clients.

DISCUSSION

Elizabeth Avenue land use is primarily industrial, and the adjoining lots only offer limited parking opportunities. This results in employees parking on street and spaces are limited. The existing No Parking area served two purposes;

1. Exclude vehicles from parking to allow semi-trailers to turn in and out of No. 8 (OneSteet, PowerTruss)
2. Allow a drop-off/pick-up area in front of Valley Industries

Discussions with PowerTruss revealed that they only require 30m at the southern end of the existing No Parking zone to service their property. Therefore, the remaining zone can be adjusted to allow bus parking without having any impact on truck swept paths or on existing parking.

CONSULTATION

Council staff have liaised with Valley Industries and PowerTruss representatives.

DISCUSSION IN BRIEF

The Committee members agreed with the Officer's recommendation.

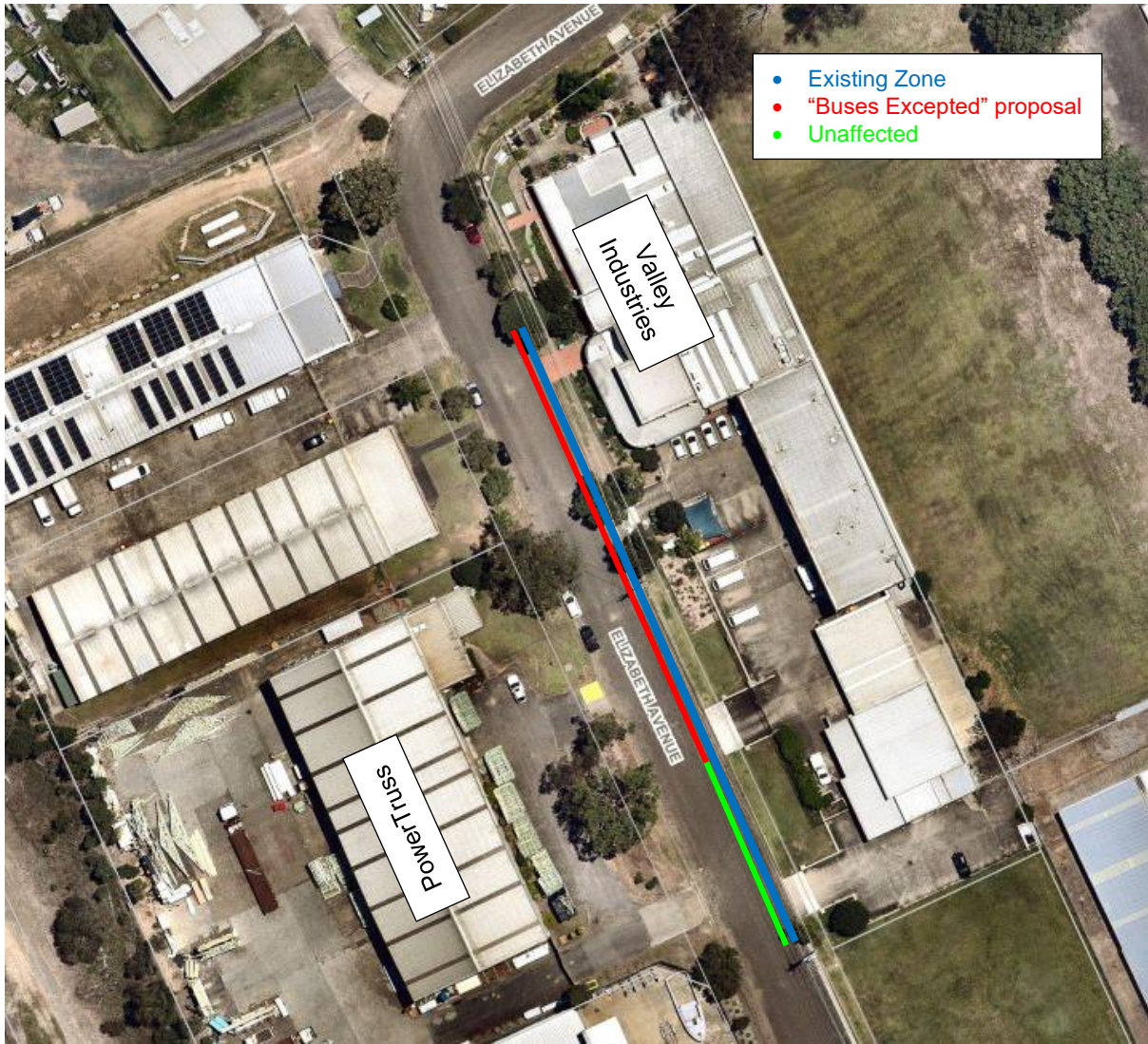
COMMITTEE RECOMMENDATION

It is recommended a 70m section of the existing No Parking zone in front of No. 7 & 9 Elizabeth Street, Taree, be labelled "Buses Excepted".

For motion: Unanimous

ANNEXURES

A: Elizabeth Avenue No Parking Buses Excepted Zone



ITEM 7 – DIBBS STREET, NABIAC – PROPOSED TRAFFIC ALTERATIONS

Report Author **Greg Blaze, Team Leader Development Engineering**
Jacob Harty, Traffic Engineer

File No. / ECM Index **RM-PH2021/01663**

Date of Meeting **7 April 2021**

SUMMARY OF REPORT

This report considers the implications of a proposal seeking modification to traffic conditions at the intersection of Pacific Highway with Dibbs St and Woosters Lane in Nabiac.

SUMMARY OF RECOMMENDATION

It is recommended that the Local Traffic Committee do not support the proposed changes to the existing turn movements at Dibbs Street and Woosters Lane.

FINANCIAL / RESOURCE IMPLICATIONS

Cost of all potential works to be borne by the developer. Considerable Council Staff resources have been consumed to date by this matter.

LEGAL IMPLICATIONS

If the proposal to modify traffic conditions at this intersection is not supported (by way of proceeding with a S116 application to TfNSW) the development is unable to proceed in the present form. It would then be up to the developer to either modify the proposed solution or seek intervention of the courts.

The potential exists for the developer to commence action against TfNSW and / or Council. The DA consent was issued based on TfNSW providing general concurrence with the concept plans that formed part of the DA. These plans showed access to the highway without alteration to any other intersections (see Attachment B). This is not relevant to the LTC or Council's role as the Public Road Authority.

ATTACHMENTS

- A: Plan of proposed traffic changes
- B: TfNSW DA referral response
- C: TfNSW advice regarding S116 application process
- D: TfNSW advice from chief road designer
- E: Background information provided to Councillors

BACKGROUND

Council approved a development application for a Highway Service Centre at the existing caravan sales site, on the Pacific Highway, immediately to the north of Nabiac. The Notice of Determination (491/2015/DA) included conditions requiring the developer to provide designs for the vehicular entry and exit ramps to the development. These designs were required to be undertaken in accordance with Austroads Guide to Roads Design 2009 (with RMS supplements) and the Pacific Highway Design Guidelines – Entry and Exit Ramps, to the satisfaction of RMS (now called Transport for NSW or TfNSW) and Council.

Aside from not meeting the Austroads design standard, the specific concern that TfNSW have with the service station access to the Pacific Highway (a Classified State Road with MidCoast Council being the Road Authority) is that it is too close to the Woosters Lane / Dibbs Street intersection. Safety concern exists for vehicles departing the service station that seek to turn right at Dibbs Street or execute a U turn at this intersection. The safety concern relates to the restricted distance to execute the “weave” manoeuvre across two highway lanes with a posted 100 kph traffic speed (see Attachment D).

To date the developer has not provided designs that meet the abovementioned standards, without making alterations to an existing intersection on the Pacific Highway at the northern entrance to Nabiac.

The developer, in consultation with TfNSW, has progressed a road design that does meet the applicable standards, but requires adjustment to the intersection at Dibbs Street / Woosters Lane. These adjustments include the banning of;

- the right turn from the Pacific Highway (northbound carriageway) into Dibbs Street,
- the straight through movement from Woosters Lane to Dibbs Street, and
- the right turn from Woosters Lane on the Pacific Highway.

This effectively forces these movements to be transferred to a U-Turn movement further north along the highway at the existing Pipeclay Creek Road intersection (see Attachment A). Anyone wishing to make one of the restricted turns would have to travel further north along the highway to Pipeclay Creek Road and then return back south to the Dibbs Street Intersection. It is important to note that access from Dibbs Street to the Pacific Highway north or south is not affected.

DISCUSSION

For the proposed traffic adjustments to be made, TfNSW has advised that Council would be required to make an application for consent under Section 116 of the Roads Act (see Attachment C). Prior to considering whether it would make a S116 application it is a requirement that Council consult with the community potentially affected by the changes. The period of public consultation lasted 28 days and was concluded on 25th February 2021.

Based on their observations and consideration of consultation feedback (refer Appendix E), Council Traffic Engineering and Development Engineering teams note the following key considerations:

1. Although not desirable to have 4-way intersections with the highway, the existing intersection operates reasonably effectively and the safety record does not suggest it is dangerous.
2. The proposed changes would result in increased through traffic using Clarkson Street in Nabiac Village and this is not desirable from a safety and amenity perspective.
3. The proposed changes would result in increased number of vehicles executing U turns at Pipeclay Creek Road, including heavy vehicles and semi-trailers using businesses in Woosters Lane and adjacent to Dibbs Street. With increased traffic using the Pacific Highway and no acceleration lane at this intersection, vehicles (particularly heavy vehicles) will need a considerable gap in traffic to be able to U turn and accelerate up to speed in front of southbound highway traffic. This is considered a decrease in level of service and in safety compared to turning right directly into Dibbs Street.

CONSULTATION

Council undertook a period of community consultation during January/February 2021, for the proposed changes to the intersection of the Pacific Highway with Dibbs Street/Woosters Lane, which had been put forward by the developer of the proposed Nabiac Service Centre. The community were advised of the proposal by a variety of means including the MidCoast Council website, local newspaper advertisement, letter drops to Nabiac residents and Variable Message

Sign notification. There were 109 submissions received during the consultation phase and these were directed to both Council and TfNSW.

The submissions that were received were mainly from local residents and business/workers in the Nahiic vicinity (around 90%), with the great majority of submissions objecting to the proposal (around 99%). A summary of Issues and comments that were made during the consultation process include the following:

Issue/Comment Raised	% of Respondents
Safety concerns at the U-Turn at Pipeclay Creek Road	72
Leave the current Dibbs/Wooster intersection as it is	68
Object to additional traffic through Nahiic	34
Object to the need for another service station	26
Object to additional travel time/distance to U-Turn bay	18
Businesses in Nahiic will suffer from this proposal	15
Conflict on Highway, entrance crossing current traffic stream	13
Reduce highway traffic speed	6
Support the development proposal and traffic changes	1

COMMUNITY IMPACTS

The results of the community consultation process clearly show that the respondents do not agree with the proposed changes to the intersection of the Pacific Highway with Dibbs Street / Woosters Lane.

In the view of the respondents, they believe the proposed changes represent a loss of level of service. This loss being in the way of additional travel time, decreased safety, and an undesirable increase of traffic through Nahiic town centre.

Given the lack of support for this proposal from the community, it is considered that the developer should consider what alternative arrangements can be made for an acceptable entry/exit strategy from the development to the Pacific Highway, without the imposition of a significant negative effect on the community of Nahiic.

TIMEFRAME

Recommendation of the LTC should be subject of a separate Council report to the 28 April 2021 Council Meeting.

DISCUSSION IN BRIEF

Jamie Smoother from TfNSW identified that this item related to a State Road and not a regulatory traffic control measure on a local road. Therefore TfNSW abstained from providing a formal vote.

Cr Brad Smith representing MidCoast Council, and Bob Wilson representing Member for Myall Lakes Stephen Bromhead MP both supported the recommendation put forward in the report to the Committee.

Leading Senior Constable Michael Reid (NSW Police) provided advice via email stating '*I believe that Dibbs Street, needs to be left the way it currently is. The fact that cars and trucks would need to conduct a u-turn at Pipeclay Creek Road to head south to allow them to turn into Dibbs Street would cause major safety issues. I believe the developer needs to find another alternative.*'

COMMITTEE RECOMMENDATION

It is recommended that the Local Traffic Committee do not support the proposed changes to the existing turn movements at Dibbs Street and Woosters Lane.

TfNSW: Abstain

Local Member: Yes

Police: Yes (via email)

Council: Yes

ITEM 8 – GENERAL BUSINESS

i. Manning Street, Tuncurry – Speeding concerns

The office of Member for Myall Lakes, Stephen Bromhead MP, forwarded correspondence from his constituent Mr Mark Ziemer regarding his concerns with safety on Manning Street, Tuncurry. Mr Ziemer's suggestions for improving safety included:

1. Reduce speed to 40km/h
2. Increase police presence
3. Install pedestrian crossing just as you come off the bridge
4. Install flashing lights 20m up the bridge and past the cinema to advice of the "new" speed
5. Install a speed camera 100m from the bridge

This section of Manning Street, Tuncurry is a State Road and therefore the matter was referred to TfNSW.

ii. Pacific Highway, Coolongolook – Bus Stop at Mobil Service Station

Michael Martin, Sergeant HWP Supervisor NSW Police, contacted MidCoast Council's Traffic Engineer to raise concerns forwarded to NSW Police regarding vehicles parking in the Bus Zone on the Pacific Highway at Coolongolook, adjacent to the Mobil service station. This issue had been previously raised with Council through Stephen Bromhead MP's office and a local community group. Upon inspection it was observed that one Bus Stop sign was missing. This matter was forwarded to TfNSW as it relates to a State Road.

iii. Whimbrel Drive, Nerong – Request for speed humps

The office of Member for Myall Lakes, Stephen Bromhead MP, forwarded correspondence from his constituent Mr Glen Galas, regarding his and other residents' concerns over speeding on Whimbrel Drive which included a petition signed by several residents requesting Council install speed humps.

The issue was previously investigated by Council in mid-2019 as a result of another petition from Mr Galas. The investigation included carrying out traffic counts and the data collected showed that drivers were generally adhering to the posted speed limit with the average speed being below 50km/h and the 85th percentile speed being within 5km/h of the posted speed limit. Based on the results of that investigation the request was not supported.

iv. North Street, Forster – Speeding concerns

Council received a complaint from the Strata Manager for Le Point 50-54 North Street, Forster, regarding an increase in "hooning" and anti-social behaviour along North Street and around the area of the building. Council's Traffic Engineer advised that the matter will be discussed with the Police at the next LTC.

v. TfNSW Restructure

Jamie Smoother advised the Committee that TfNSW had recently undergone a restructure and more detail will be forthcoming once finalised.

Meeting closed: 11:15am