

**EXTRACT FROM MINUTES OF ORDINARY MEETING – 28 MARCH 2018  
STAFF REPORTS**

**8 MINUTES OF LOCAL TRAFFIC COMMITTEE MEETING HELD ON 7 FEBRUARY 2018**

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

**File No. / ECM Index** Traffic Committee Agendas

**Date of Meeting** 28 March 2018

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**SUMMARY OF REPORT**

This report presents the Minutes of the Local Traffic Committee meeting held on 7 February 2018 for adoption.

**SUMMARY OF RECOMMENDATION**

It is recommended that the Minutes of the Local Traffic Committee meeting held on 7 February 2018 be noted and that Council endorse the recommendations made at the meeting.

**FINANCIAL/RESOURCE IMPLICATIONS**

For the items 1, 2, 3, 4, 5 and 6 Council will be responsible for the costs associated with the installation of signage and pavement markings.

**LEGAL IMPLICATIONS**

Nil.

**ATTACHMENTS**

A: Minutes of the Local Traffic Committee meeting held on 7 February 2018

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

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**BACKGROUND**

The Local Traffic Committee meeting was held on Wednesday 7 February 2018 at MidCoast Council's Taree Office. The minutes of the meeting are attached as Annexure A with the recommendations for each item.

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

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

## **CONSULTATION**

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

## **COMMUNITY IMPACTS**

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

## **BUDGET IMPLICATIONS**

For the items 1, 2, 3, 4, 5 and 6 Council will be responsible for the costs associated with the installation of signage and pavement markings.

## **RECOMMENDATION**

It is recommended that the Minutes of the Local Traffic Committee meeting held on 7 February 2018 be noted and that Council endorse the recommendations made at the meeting.

## **8 MINUTES OF LOCAL TRAFFIC COMMITTEE MEETING HELD ON 7 FEBRUARY 2018**

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

## **RECOMMENDATION**

It is recommended that the Minutes of the Local Traffic Committee meeting held on 7 February 2018 be noted and that Council endorse the recommendations made at the meeting.

## **1/18 RESOLUTION**

(Moved Cr D Keegan/Seconded Cr K Hutchinson)

That the above recommendation be adopted.

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

AGAINST: Nil

**ENGINEERING AND INFRASTRUCTURE SERVICES**

**ATTACHMENT A**

**MINUTES OF LOCAL TRAFFIC COMMITTEE  
MEETING HELD ON 7 FEBRUARY 2018**

**ORDINARY MEETING**

**28 MARCH 2018**



**MIDCOAST**  
council

## **Minutes of the Local Traffic Committee Meeting**

**held in the Manning Room  
Taree Administration Office**

**7 FEBRUARY 2018 at 10.00 AM**

Steve Embry  
**Acting General Manager**

**TABLE OF CONTENTS**

**IN ATTENDANCE.....1**

**APOLOGIES .....1**

**DECLARATIONS OF PECUNIARY & NON-PECUNIARY CONFLICTS OF INTEREST .....1**

**ADOPTION OF MINUTES OF MEETING.....1**

**MATTERS ARISING FROM PREVIOUS MINUTES.....1**

**CONSIDERATION OF OFFICERS’ REPORTS.....2**

    1 LTC - CEDAR GROVE, FORSTER - PARKING AND ROAD SAFETY ISSUES ..... 2

    2 LTC – CENTRELINE MARKING ON DUMARESQ ISLAND BRIDGE, DUMARESQ ISLAND ..... 15

    3 LTC - PROPOSED NO STOPPING - COMMERCE STREET, TAREE ..... 18

    4 LTC - PROPOSED NO STOPPING - ELIZABETH AVENUE, TAREE - JIM PEARSON TRANSPORT..... 21

    5 LTC - SPINIFEX AVENUE TEA GARDENS "NO STOPPING" RESTRICTIONS AT THE TALLOWOOD AVENUE..... 25

    6 LTC - PROPOSED LOADING ZONE-VICTORIA STREET, TAREE ..... 29

    7 LTC - INFORMATION ITEMS..... 32

Minutes of the Local Traffic Committee held in the Manning Meeting Room of MidCoast Council's Taree Office on 7 February 2018 commencing at 10.00 am.

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

## **IN ATTENDANCE**

Cr Brad Christensen (MCC – Chair), Bob Wilson (Stephen Bromhead's representative), A/Sergeant Kath Dunkley-Jones (Police – Manning/Great Lakes LAC), Senior Constable Ron Nichols (Police – Port Stephens LAC), Kumar Kuruppu (MCC), and Richard Wheatley (MCC). Jack Thomas (Cedar Grove resident) attended for Item 1 only

## **APOLOGIES**

Michael Johnson MP (Member for Upper Hunter), Sergeant Tim Pepper (Police – Manning/Great Lakes LAC), Senior Constable Margy Bernard (Police – Port Stephens LAC), Chris Dimarco (MCC) and Jamie Smoother (RMS)

## **DECLARATIONS OF PECUNIARY & NON-PECUNIARY CONFLICTS OF INTEREST**

Nil.

## **ADOPTION OF MINUTES OF MEETING**

### **RESOLUTION**

That the Minutes of the Local Traffic Committee of 4 October 2017, copies of which were distributed to members after that meeting via email, be taken as read and confirmed as a true record of the proceedings.

## **MATTERS ARISING FROM PREVIOUS MINUTES**

Nil.

## **CONSIDERATION OF OFFICERS' REPORTS**

### **1 LTC - CEDAR GROVE, FORSTER - PARKING AND ROAD SAFETY ISSUES**

**Report Author** Kumar Kuruppu Project Manager Engineering and Infrastructure  
**ECM Index** Traffic Committee, Roads - Signs,  
**Local Traffic Committee Meeting:** 7 February 2018

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#### **SUMMARY OF REPORT**

Investigation has been carried out into requests received from a number of residents to extend the parking restriction on Cedar Grove at the entry from the Lakes Way.

#### **SUMMARY OF RECOMMENDATION**

It is recommended that:

1. Existing signposted No Stopping restriction on Cedar Grove be temporarily extended a further 8m, creating a 20m No Stopping zone as shown in Annexure C pending outcome of current investigation carried out by Council's Planning and Environment section.
2. Undertake a review on parking restrictions upon completion of investigation.

#### **FINANCIAL/RESOURCE IMPLICATIONS**

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

#### **LEGAL IMPLICATIONS**

Nil.

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#### **BACKGROUND**

Council received submissions from eleven (11) residents raising their concerns over traffic safety issues on Cedar Grove at the intersection with The Lakes Way. The submissions inform that when a vehicle enters Cedar Grove, it is often confronted by cars parked on the southern side in front of Calvary Respite Care Centre, resulting in these vehicles to cross the double lines marked on the centre of road. Submissions further say that parking of cars at this location is a regular occurrence and as such all the other residents are facing risks caused by this issue. The submissions suggest that the solution to this issue is either to extend the existing No Stopping restrictions on each side of the street or Respite Care Centre to install off street parking.

Contents of all 11 submissions were similar and a copy is provided in Annexure A.

In addition to these submissions, a resident has also sent number of other submissions and enquiries raising various issues caused by the Calvary Respite Centre operation. These concerns include:

- There is no evidence of a previous development application for commercial use of this property.
  - Enquiry of what land use is permitted use of this property.
  - Street parking for staff is not suitable as the road is only 7m wide.
-

- Near misses with delivery trucks and other vehicles turning left into Cedar Grove from The Lakes Way
- A permanent worker parks very close to no parking signage all day everyday causing other drivers to cross double lines marked on the centre of road

Copies of these correspondence (Council Ref ECM Docs 3744480; 3724485, 3727237; 3711445 and 3758608) are provided in Annexure B.

The same resident met the Mayor, Director Planning and Natural Systems, Manager Development Assessments and Executive Assistant on 11 December 2017 at Mayor's Office, Forster Administration Office to raise number of issues related to the Respite Centre.

The traffic and parking matters raised by the residents have been investigated and outcome with recommendations are provided in this report. Other issues related to development are currently being investigated by Council's Planning and Natural Systems section.

## **DISCUSSION**

Cedar Grove is seven metres (7m) wide local road that connects to the Lakes Way. It provides access to a Respite Centre and 30 other residential dwellings. The Calvary Respite Care Centre is currently operating in No 2 Cedar Grove, which is the first property on the southern side when entering from The Lakes Way. A 4.4m wide driveway access to this property is located 27m from The Lakes Way. An eight metre (8m) long double dividing barrier line (BB line) is in place to delineate road centreline at the entrance to Cedar Grove.



Image 1 – Cedar Grove (looking from The Lakes Way)





Image 2: Existing No Stopping restrictions at the entrance to Cedar Grove

At present, a no stopping sign is in place on the southern side of Cedar Grove to provide 12m restricted zone between The Lakes Way and the sign. If a vehicle is parked just west to the sign, it will be difficult for any other vehicle entering from The Lakes Way to pass through without crossing the existing BB line. This issue can be solved by extending the existing No Stopping by about 5m.

Council generally does not install parking restriction on local resident streets such as Cedar Grove where there is enough room for vehicles to legally park without creating safety issues. Under the current Australian Road Rules, when parking a vehicle parallel to kerb, if the road does not have a continuous dividing line or a dividing strip, the driver must position the vehicle so there is at least three metres of the road alongside the vehicle that is clear for other vehicles to pass, unless otherwise indicated by information on or with a parking control sign. Furthermore, the driver must position the vehicle, so the vehicle does not unreasonably obstruct the path of other vehicles or pedestrians.

As a part of the investigations, parking activities on Cedar Grove was regularly monitored to find out the extent of concerns raised by residents in relation to traffic issue. During the investigations, it was observed that vehicles were parked in front of the Respite Centre at times. Most of these vehicles were parked for a short period only. Occasionally, there was a parked car with its windscreen protected by a sunshade indicating it may intended to be parked for a longer duration. No parked vehicles were observed along the northern kerb. Some of the photos taken during the inspections are presented on Annexure D.

There are no on-site parking facilities provided within the Centre other than a lock-up garage and the concrete access driveway. The correspondence received indicates Calvary Cottage commenced its operation in 2010. At present, Council's Planning and Natural Systems Section is investigating the issues related to the approved land use of No 2 Cedar Grove, including whether the developer is required to provide parking facilities on site for staff and visitors.

Based on the outcome of investigations so far, extension of existing parking restrictions further 8m to west creating a 20m long No Stopping area will remove any safety risks for vehicles entering into Cedar Grove if vehicles parked in front of the Respite Centre (refer Annexure C). If an on-site parking area is provided for the Centre staff and visitors in the future, these parking restrictions can be reduced.

## **RECOMMENDATION**

It is recommended that:

1. Existing signposted No Stopping restriction on Cedar Grove be temporarily extended a further 8m, creating a 20m No Stopping zone as shown in Annexure C pending outcome of current investigation carried out by Council's Planning and Environment section.
2. Undertake a review on parking restrictions upon completion of investigation.

## **DISCUSSION IN BRIEF**

Jack Thomas attended the meeting to discuss this matter as he is a resident of Cedar Grove. He stated he was a resident of this street since 2015 and the parking of vehicle near The Lakes Way was creating a dangerous situation. The parking of vehicles on both sides of the road near the intersection resulted in only one trafficable lane for both directions. The reduced carriageway width caused many near misses with exiting vehicles approaching the intersection with vehicles entering Cedar Grove at speed from The Lakes Way. He requested the removal of parking on both sides of the road near The Lakes Way intersection to provide two clear lanes for vehicle entering and exiting the street.

He stated the home on the south western corner of the intersection was being used for respite accommodation which resulted in delivery vehicles, staff cars and ambulances parking on both sides of the road as they had limited parking on the property. He believed this was not a suitable location for a respite home and they should be required to provide more off street parking. Kumar Kuruppu informed the Committee there had been a meeting with this resident and Council Planning and Natural Systems staff to discuss the use of this building as a respite home. The Planning Section is undertaking a review of the approval for this respite facility.

The recommendation removes the parking on the respite home side of the road and it is considered this will provide adequate room for two vehicles to pass each other. This should alleviate the current situation of two approaching each other in one lane of roadway.

## **COMMITTEE RECOMMENDATION**

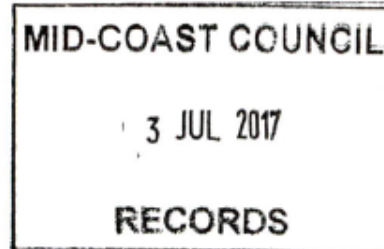
That the Local Traffic Committee recommend that Council adopt the above recommendation.

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**ANNEXURES**

A: Copy of a submission received from residents

The General Manager  
Great Lakes Council  
Breese Parade Forster\



12  
F.  
2  
2:

Dear Sir,

I wish to draw your attention to a regularly occurring dangerous situation at the entry to Cedar Grove from The Lakes Way. The 7 metre overall width of the road exacerbates the problems associated with vehicle street parking. Each time a vehicle enters Cedar Grove it is confronted by a parked car which necessitates crossing the double lines in order to clear said vehicle by the required 1.2 metres. Frequently other vehicles park on the north side of Cedar Grove as there is no restricting sign. Often traffic in both directions has to cope with a single lane for a considerable distance because of parked vehicles and a food delivery van at the Calvary establishment.

The obvious solution is either to extend no parking signs on each side of the street or require Calvary to install off-street parking.

The reason for requesting a change to the present arrangement is that all the other residents of Cedar Grove are at some time or another at risk by the dangerous situation occurring at the entry and for some distance along the street.

I look forward to a satisfactory solution of this problem.

Yours truly,

B: Copies of other submissions and enquiries

**From:** CSC12  
**Sent:** Tuesday, 27 June 2017 10:38 AM  
**To:** ---  
**Cc:** Customer Service; MidCoast Council  
**Subject:** Telephone Message - Forster Rangers - Parking issues (Possible Unauthorised Use)

Ranger's Name for Allocation						
Type of enquiry	Parking issues (possible Unauthorised Use)					
Enquiry received by	Counter					
Did you make contact with Ranger	No					
<b>CUSTOMER DETAILS</b>						
Mr / Mrs / Ms	Mr					
First name			Surname			
Company name						
Customer address						
Contact phone number	Home:		Work:		Mobile:	
Email address						
Is customer the owner / occupier or visitor	Owner					
<b>DETAILS AND LOCATION OF ISSUE TO BE INVESTIGATED</b>						
Property address	Lot		DP		Unit No	House No. 2
Street	Cedar Grove					
Town	Forster					
Thorough details of issue to be investigated	<p>There have been near head-ons with delivery trucks (Woolworths &amp; AJ Wilsons) and other vehicles turning left into Cedar Grove from The Lakes Way.</p> <p>A permanent worker parks directly in front of the no parking signage all day, every day (ie legally parked) however this is causing people to have to cross the double lines to get past. This is exacerbated by people also parking on the opposite side of the road (in front of the 3 new villas on the opposite corner). The street is very narrow and people can only barely get through between the vehicles.</p> <p>The property was a residence until purchased in 2010 by Calvary who use it as a Respite Cottage – surely they should be required to provide off-street parking for the employees?</p> <p>NB. [redacted] spent some time speaking with [redacted] re these issues – [redacted] advised [redacted] to request investigation by the Rangers</p>					

The General Manager  
Mid Coast Council  
Breese Parade Forster



Dear Sir,

RE: Property at 2 Cedar Grove Forster

I lodged an inquiry form at Council on 26<sup>th</sup> June 2017. The reason offered for the request was, "what is the permitted use of the above property?" I received by E-mail copies of the Development and Building Applications for the construction of the building in 2002, and alterations and additions in 2010.

I visited the council again and asked at the counter as to why I had not received a proper answer to my enquiry. Apart from discussing the traffic hazard at the entry to Cedar Grove, my original enquiry remains unresolved. I request an answer to my original enquiry which was "what is the permitted use of the property at 2 Cedar Grove?" I request copies of the Application for use as commercial premises and the subsequent Approval and Conditions contained therein as you may or may not be aware the property is currently operating as commercial premises  
I await your early response.

Forster  
5<sup>th</sup> July 2017

18 July 2017

Our Ref: Property Key 25326  
Your ref: 2 Cedar Grove Forster

Enquiries: .

Dear

**Re: 2 Cedar Grove Forster - Lot 2 DP1011195**

I refer to your correspondence dated 5 July 2017 relating to Commercial Use permitted for the above address.

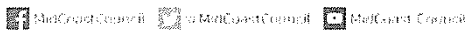
According to Council records, consent has been granted for the Dwelling, Glass Enclosure and Fence.

A further search of Council's property register failed to locate any applications regarding Commercial use of the property

Yours faithfully

Records Co Ordinator

65917244 | [debbie.brown@midcoast.nsw.gov.au](mailto:debbie.brown@midcoast.nsw.gov.au)



[midcoast.nsw.gov.au](http://midcoast.nsw.gov.au)

Great Lakes Region  
**Forster** 4 Breese Parade  
PO Box 450 Forster 2428  
[council@greatlakes.nsw.gov.au](mailto:council@greatlakes.nsw.gov.au)  
**(02) 6591 7222**

Gloucester Region  
**Gloucester** 89 King Street  
PO Box 11 Gloucester 2422  
[council@gloucester.nsw.gov.au](mailto:council@gloucester.nsw.gov.au)  
**(02) 6538 5250**

Manning Region  
**Taree** 2 Pulteney Street  
PO Box 482 Taree 2430  
[tareecouncil@gtcc.nsw.gov.au](mailto:tareecouncil@gtcc.nsw.gov.au)  
**(02) 6592 5399**

The General Manager  
Mid Coast Council  
Breese Parade Forster  
Dear Sir,

7<sup>th</sup> August 2017

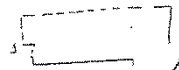
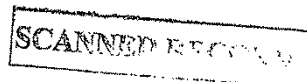
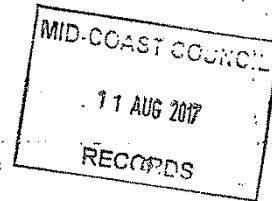
Re: 2 Cedar Grove Forster

Your letter of 18<sup>th</sup> July 2017 stated Council had " failed to locate any applications regarding commercial use of the property " Therefore it is apparent that the Calvary Organisation is operating illegally as a Respite Care Centre.

The use of this property for commercial purposes is in contravention of the Local Environment Plan 2014 and Zone R2. Such usage occur only after Application to Council and Approval by Council {if acceptable} with conditions therein. It is noted that Council has responded to letters of complaint from residents of Cedar Grove by appointing Project Manager Engineering and Infrastructure to examine and report on the traffic problems at and near the entry from the Lakes Way. However, this will not resolve the overall problem of the use of the said property as commercial premises. I am aware that Charity Organisations are not required to provide off street parking, however, circumstances such as a 7 metre wide road lacking parking lanes is unsuitable for safe street parking opposite a commercial enterprise with paid staff members and requires special attention and resolution.

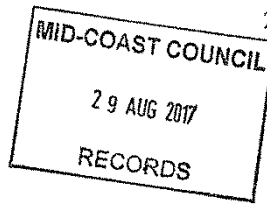
The inconvenient and dangerous situation often occurring at and near the entry to Cedar Grove is occasioned by the presence of vehicles parked on each side of the road including a Woolworths delivery van supplying food to the establishment and a minibus and cars parked on the driveway inhibiting pedestrian use of the nature strip. Altogether this is an infringement on the lifestyle and well being of the other residents.

This conglomeration of problems warrants an early solution.



The General Manager  
Midcoast Council  
Breeze Parade  
Forster NSW 2424

25<sup>th</sup> August 2017



Dear Sir,

Re: 2 Cedar Grove Forster

After taking up residence in Cedar Grove two years ago I was soon made aware by other residents of their dissatisfaction with the prevailing traffic conditions. One resident had submitted photographs with her complaint concerning the traffic logjam by vehicles and delivery vans parking on both sides of the street at the entry making traffic and pedestrian movement extremely hazardous. The reply and action by the council did nothing to resolve the problem. On the 26<sup>th</sup> June 2017 I filled in the form to receive information about the application, approval with conditions therein for the commercial use of the premises. Following is the sequence of events and correspondence.

- 1) Councils reply enclosing documents relating to application and consent for construction of residence in 2002, and documents covering applications and consent of extension of existing patio and enclose all the area with glass. There was no evidence of application for commercial use.
- 2) I visited council on 5<sup>th</sup> July 2017 and as a result of discussion with staff they recorded my statement.
- 3) My letter of the 5<sup>th</sup> July 2017 requested copy of the application approval and conditions therein for commercial use of the premises.
- 4) Council's letter of 18<sup>th</sup> July stated there is no evidence of applications regarding commercial use of the property.
- 5) My letter of 7<sup>th</sup> August 2017 sets out my objections to the use of the property for commercial use.
- 6) To date I have received no acknowledgement of my letter 7<sup>th</sup> August 2017

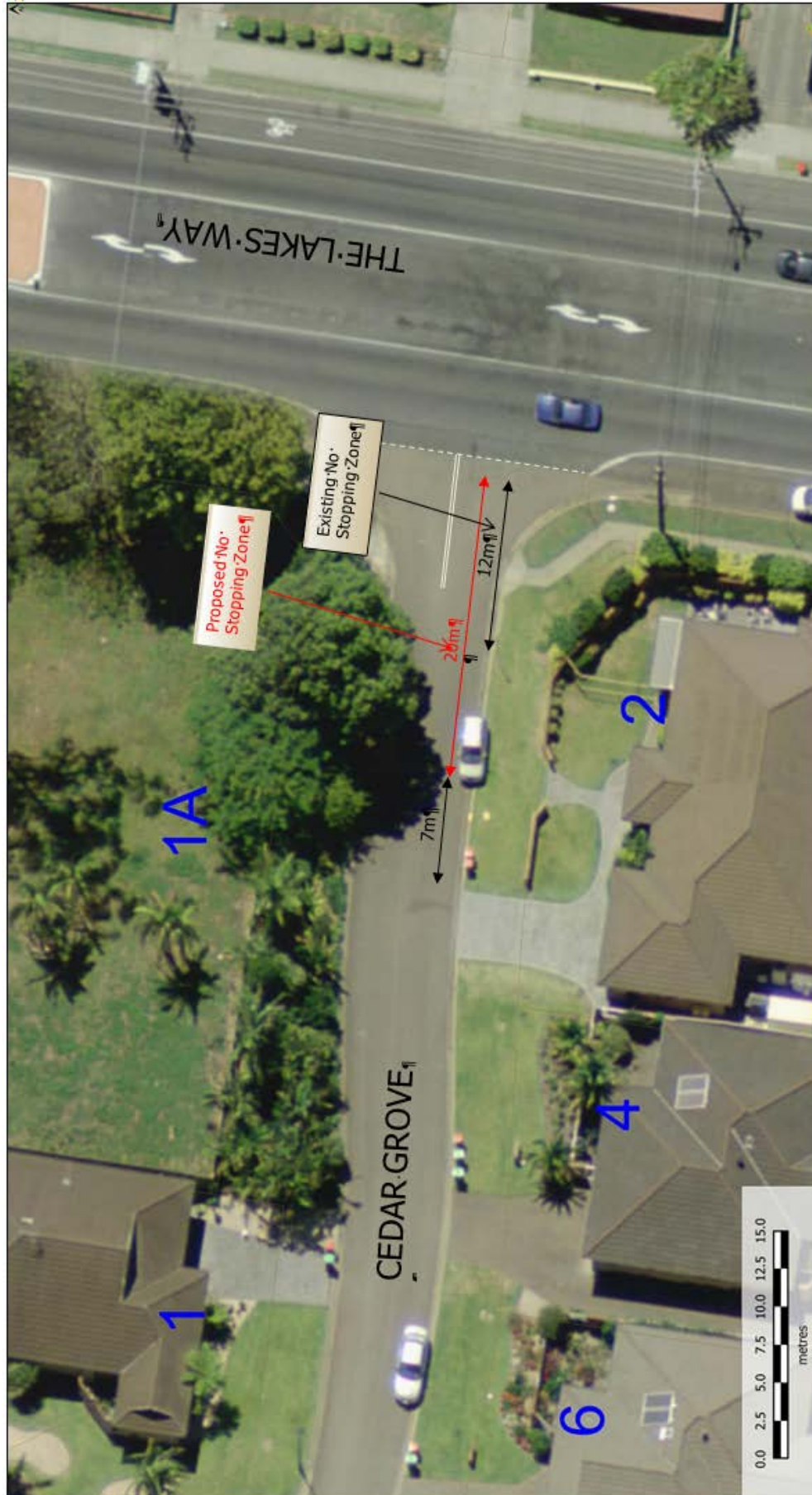
I request that this matter be treated with the utmost urgency as the operation of the premises as a commercial use is unregulated, unrestricted and affects the safety and movement of all other residents of Cedar Grove.

Yours sincerely

Copy sent to .



C: Map showing proposed extension of No Stopping restrictions



D: Selected photographs



Date: 28/07/2017 (1.50pm) → →  
→



Date: 18/08/2017 (11.50am) ¶



Date: 28/07/2017 (5.40pm) ¶



Date: 18/08/2017 (9.55am) ¶



Date: 17/08/2017 (3pm) ¶



Date: 23/08/2017 (11.30am) ¶

¶





Date: 29/08/2017 (4.11pm)



Date: 15/12/2017 (7.30am)



Date: 06/09/2017 (9.28am)



Date: 24/10/2017 (12.15pm)

## **2 LTC – CENTRELINE MARKING ON DUMARESQ ISLAND BRIDGE, DUMARESQ ISLAND**

**Report Author** Richard Wheatley, Senior Transport Engineer  
**File No. / ECM Index** RD1948/02  
**Local Traffic Committee Meeting** 7 February 2018

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### **SUMMARY OF REPORT**

A request has been received from a resident of Dumaresq Island to have a solid white line painted along the centerline of Dumaresq Bridge to ensure vehicles don't stray onto the wrong side of the road.

### **SUMMARY OF RECOMMENDATION**

It is recommended that double unbroken centrelines be installed along the centreline of Dumaresq Island Bridge from River Street, Cundletown to the southern end of guardrail on Dumaresq Island (235m in length).

### **FINANCIAL/RESOURCE IMPLICATIONS**

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

### **LEGAL IMPLICATIONS**

Nil.

### **ATTACHMENTS**

A: Map of Bridge and proposed linemarking

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### **BACKGROUND**

A request has been received from a resident of Dumaresq Island to have centre line marking across the Dumaresq Bridge to ensure vehicles don't stray onto the wrong side of the road. The resident has stated that many vehicles travel over the centerline of the bridge and the oncoming traffic is obstructed by the arch of the bridge. He stated there have been many near misses by vehicles being out of their lane while crossing the bridge.

### **DISCUSSION**

Dumaresq Island Bridge is a narrow two lane bridge with footpaths on both sides and is the major access to the properties on the island. The bridge is built with a high crest in the centre to allow boats to pass underneath but this crest obscures the motorist's vision of the road on the other side of the bridge.

GTCC's LTC meeting held in February 2016 recommended and Council endorsed No Stopping zones be installed across both sides of the bridge to ensure vehicles did not stop on the bridge. There was a problem with vehicles stopping on the bridge resulting in vehicles having to pass these stopped vehicles with limited vision of the oncoming traffic due to the arch of the bridge.

The No Stopping zones were installed but the signs were removed soon after installation. There have been replaced with custom made signs for the light poles and these new signs have not been removed.

The carriageway of the bridge is 6.5m between kerbs and the length of the bridge itself is 132.5m. RMS's guide "Delineation Section 4 – Longitudinal Markings" states there should be for rural roads traffic volumes exceeding 300 vehicles per day and the road width greater than 5.5m. These two requirements are met plus the centerline marking is a requirement to improve safety by preventing overtaking with the limited sight distance over the arch of the bridge. The provision of unbroken centerlines will also assist in discouraging people stopping on the bridge.

The double unbroken centrelines should be installed from River Street across the bridge to the end of the guard rail on the southern side of the bridge. This new markings will have 235m of double unbroken centrelines from the Cundletown intersection of River Street to the Dumaresq Island side.

### **BUDGET IMPLICATIONS**

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

### **RECOMMENDATION**

It is recommended that double unbroken centrelines be installed along the centreline of Dumaresq Island Bridge from River Street, Cundletown to the southern end of guardrail on Dumaresq Island (235m in length).

### **DISCUSSION IN BRIEF**

Nil.

### **COMMITTEE RECOMMENDATION**

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

## ANNEXURES

A: Dumaresq Island Bridge showing the proposed centreline marking.

Double Unbroken Centrelines



### **3 LTC - PROPOSED NO STOPPING - COMMERCE STREET, TAREE**

**Report Author** Chris Dimarco, Road Safety Officer  
**File No. / ECM Index** RD1658/02.  
**Local Traffic Committee Meeting:** 7 February, 2018

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#### **SUMMARY OF REPORT**

Investigations have been undertaken following complaints that vehicles are parking in the left passing lane upon Commerce Street at the intersection of Spence Street, obstructing east bound traffic travelling on Commerce Street attempting to pass traffic turning right into Spence Street.

#### **SUMMARY OF RECOMMENDATION**

It is recommended to install a No Stopping Zone the full length of the passing lane for east bound traffic upon Commerce Street, Taree at the intersection of Spence Street.

#### **FINANCIAL/RESOURCE IMPLICATIONS**

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

#### **LEGAL IMPLICATIONS**

Nil.

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#### **BACKGROUND**

Council has received complaints that vehicles are parking in the left passing lane that has been recently painted upon Commerce Street at the intersection of Spence Street. The passing lane assists east bound traffic continuing east and avoiding vehicles stopped and waiting to turn right into Spence Street from Commerce Street. The passing lane was painted to improve traffic flow, reduce congestion and reduce the incidents of rear end crashes.

#### **DISCUSSION**

Vehicles are parking illegally in the passing lane and obstructing traffic travelling east upon Commerce Street at the intersection of Spence Street. The installation of a No Stopping Zone will reinforce the requirement to keep clear the passing lane. No parking spaces will be lost with the installation of the zone. Nearby businesses have allocated off street parking available to customers.

#### **CONSULTATION**

Consultations were undertaken with the managers of the nearby BP service station and the bottle shop. Both supported the installation of the No Stopping Zone however indicated they were not aware it was an issue.

#### **RECOMMENDATION**

It is recommended to install a No Stopping Zone the full length of the passing lane for east bound traffic upon Commerce Street, Taree at the intersection of Spence Street.

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**DISCUSSION IN BRIEF**

Nil.

**COMMITTEE RECOMMENDATION**

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

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**ANNEXURES**

A: Commerce Street, Taree Intersection of Spence Street. Proposed No Stopping Zone.



B: Proposed No Stopping Zone



## **4 LTC - PROPOSED NO STOPPING - ELIZABETH AVENUE, TAREE - JIM PEARSON TRANSPORT**

**Report Author** Chris Dimarco, Road Safety Officer  
**File No. / ECM Index** RD1980/02  
**Local Traffic Committee Meeting:** 7 February 2018

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### **SUMMARY OF REPORT**

Investigations have been undertaken following concerns from Jim Pearson Transport, 14 Elizabeth Avenue, Taree that although vehicles are parking legally, they are in fact parking close to their business driveway obstructing B-Double vehicles exiting the business depot and entering Elizabeth Avenue. Jim Pearson Transport has requested assistance in finding a solution to this issue as they are concerned parked vehicles may be inadvertently damaged.

### **SUMMARY OF RECOMMENDATION**

It is recommended to install a No Stopping Zone on the north side of Elizabeth Avenue across the driveway of 14 Elizabeth Avenue (Jim Pearson Transport) and extend the zone 3m eastward past the driveway towards Whitbread Street.

### **FINANCIAL/RESOURCE IMPLICATIONS**

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

### **LEGAL IMPLICATIONS**

Nil.

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### **BACKGROUND**

Although vehicles parked legally, the long B double vehicles are having difficulty traversing the entry into Elizabeth Avenue. The opposing side of Elizabeth Avenue is zoned a No Parking area to allow for the heavy vehicles to use the full width of the roadway to turn left into Elizabeth Avenue and towards a main road, being Whitbread Street.

### **DISCUSSION**

Vehicles are parking all day and it appears the drivers attend nearby businesses as their place of employment. Besides the No Parking zone opposite the Pearson Transport driveway, no other parking restrictions apply nearby. The loss of three (3) metres is deemed minimal considering the benefits of installing the zone to improve safety and traffic movements in the area. Observations were made of the industrial area on a number of occasions and confirmed that many free parking spaces were available nearby in the street.

### **CONSULTATION**

The installation of the No Stopping zone will have minimal impact on drivers parking in the area. The depot manager of Jim Pearson Transport supports the installation of a No Stopping zone.

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## **RECOMMENDATION**

It is recommended to install a No Stopping Zone on the north side of Elizabeth Avenue across the driveway of 14 Elizabeth Avenue (Jim Pearson Transport) and extend the zone 3m eastward past the driveway towards Whitbread Street.

## **DISCUSSION IN BRIEF**

Nil.

## **COMMITTEE RECOMMENDATION**

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

**ANNEXURES**

A: 14 Elizabeth Avenue, Taree. Proposed No Stopping Zone.





B: Jim Pearson Transport depot, 14 Elizabeth Avenue, Taree. Proposed No Stopping zone across driveway.



Incident depicting vehicle parked legally however hindering long heavy vehicles leaving driveway of 14 Elizabeth Avenue, and the proposed No Stopping zone.

## **5 LTC - SPINIFEX AVENUE TEA GARDENS "NO STOPPING" RESTRICTIONS AT THE TALLOWOOD AVENUE**

**Report Author** Kumar Kuruppu – Project Manager Engineering & Infrastructure  
**ECM Index** Traffic Committee, Signs- Traffic  
**Local Traffic Committee Meeting:** 7 February 2018

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### **SUMMARY OF REPORT**

Investigation has been carried out into to a request for relocating existing "No Parking" sign on Spinifex Avenue, on the southern side of Tallowood Avenue, Tea Gardens.

### **SUMMARY OF RECOMMENDATION**

It is recommended that:

1. Existing "No Parking" sign on Spinifex Avenue, 15m south of Tallowood Avenue be removed.
2. A new R5-400 (L) "No Stopping" sign with an arrow to left be installed on Spinifex Avenue, 25m south of Tallowood Avenue as shown on Appendix A.

### **FINANCIAL/RESOURCE IMPLICATIONS**

Council will be responsible for the costs for removal of No Parking sign and installation of the new No Stopping sign.

### **LEGAL IMPLICATIONS**

Nil.

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### **BACKGROUND**

Council received a request from a resident to move the existing "No Parking" sign on Spinifex Avenue on the southern side of Tallowood Avenue to extend the no parking zone to a similar distance to existing "No Stopping" zone on the northern side. 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**

Tallowood Avenue serves as the main entrance to "Tea Gardens Grange".

Under the current Australian Road Rules, a driver must not stop within 10 metres from the nearest point of an intersecting road at an intersection without traffic lights. At present, "No Stopping" restriction is in place on Spinifex Avenue 25m north of the Tallowood Avenue intersection. On the southern side of the Tallowood Avenue, No Parking restriction is in place for 15m on Spinifex Avenue.

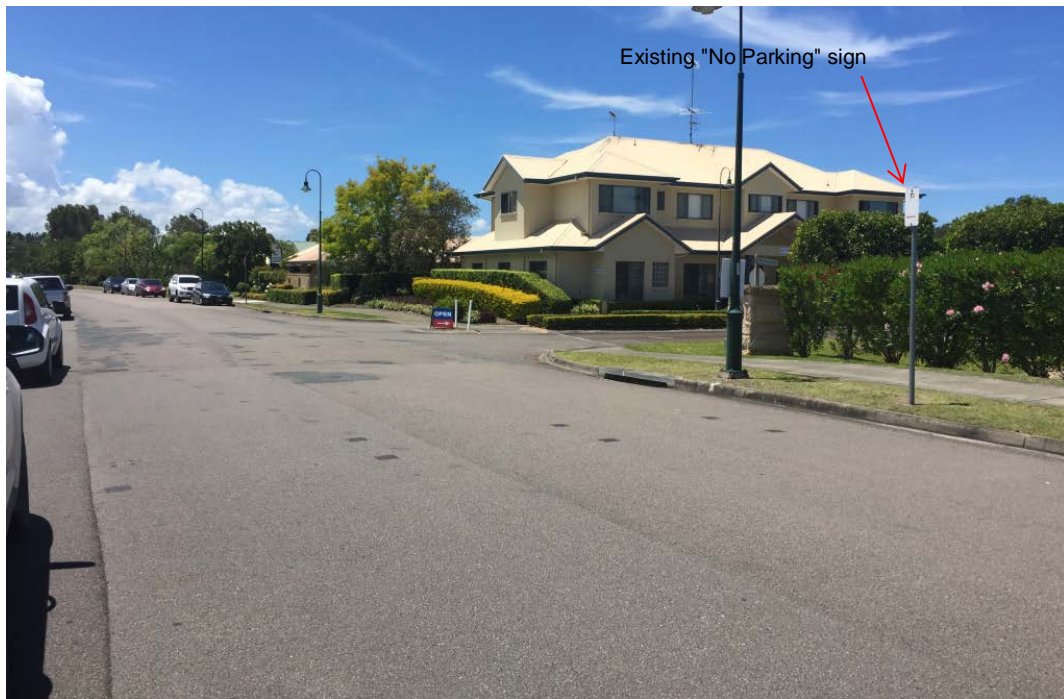


Image 1 – Spinifex Avenue looking north direction



Image 2: Spinifex Avenue – looking south from Tallawood Road

Tea Gardens Grange mainly contains elderly residents and therefore it is reasonable to give special consideration to increase available sight distance when exiting onto Spinifex Avenue. As such, it is considered appropriate to remove existing No Parking restriction on the southern side and install a No Stopping restriction of 25m to improve sight distance for motorists exiting the Tallawood Avenue (please refer Appendix A). The proposed parking restriction will also improve the sight distance for southbound motorists travelling on Spinifex Avenue.

## **RECOMMENDATION**

It is recommended that:

1. Existing "No Parking" sign on Spinifex Avenue, 15m south of Tallowood Avenue be removed.
2. A new R5-400 (L) "No Stopping" sign with an arrow to left be installed on Spinifex Avenue, 25m south of Tallowood Avenue as shown on Appendix A.

## **DISCUSSION IN BRIEF**

Nil.

## **COMMITTEE RECOMMENDATION**

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

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**ANNEXURES:**

A: Map showing existing and proposed parking restrictions



## **6 LTC - PROPOSED LOADING ZONE-VICTORIA STREET, TAREE**

**Report Author** Chris Dimarco, Road Safety Officer  
**File No. / ECM Index** RD4550/02.  
**Local Traffic Committee Meeting:** 7 February 2018

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### **SUMMARY OF REPORT**

Investigations have been undertaken into the request by CatholicCare to install a loading zone space outside the CatholicCare Taree Community Kitchen located at 250 Victoria Street, Taree to assist volunteers delivering donated perishable goods.

### **SUMMARY OF RECOMMENDATION**

It is recommended to install one 7 metre in length Loading Zone Space, 8.30am - 12pm Monday to Thursday outside the Taree Community Kitchen, 250 Victoria Street, Taree.

### **FINANCIAL/RESOURCE IMPLICATIONS**

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

### **LEGAL IMPLICATIONS**

Nil.

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### **BACKGROUND**

Council received a request from CatholicCare to install a loading zone outside the Taree Community Kitchen to assist volunteers who deliver perishable goods to the kitchen for the creation of free meals to disadvantaged community members. During the mornings, Monday to Thursday, volunteers attend a number of businesses in the Taree area and collect donated goods and deliver these goods to the premises located at 250 Victoria Street, Taree. The building is divided into two separate areas and the other rooms are leased by the War Veterans. Previously the CatholicCare volunteers were utilising the adjacent driveway to unload the donated goods. However the War veterans have advised the driveway is on their lease and can only be used by their members.

### **DISCUSSION**

CatholicCare volunteers are now parking on Victoria Street to unload the donated goods. Donated goods are delivered to the site between Monday and Thursday, generally between the hours of 9am and 12pm. This may require volunteers carrying heavy boxes some distance from their vehicles to the Community kitchen. Directly outside 250 Victoria Street, Taree is two designated disabled parking spaces utilised by visitors to the War veterans and Community Kitchen. The loading zone would be installed behind the disabled parking spaces on Victoria Street.

Currently parking restrictions apply for some distance along that length of road, 2 hour parking 8.30am - 6pm Monday to Friday and 8.30am - 12.30pm Saturday. The Australian Road Rules allow for drivers of stations wagons to stop in loading zones for up to 15 minutes to load and unload goods. Other vehicles are allowed to stop in the loading zones only for the purpose of

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picking up or setting down passengers at the kerb. Vehicles principally constructed for carrying goods can stop for 30 minutes to load or unload.

### **CONSULTATION**

The primary volunteer who participates in the collection of donated goods was spoken to on site and the proposed location of the loading zone was agreed as the best outcome to assist delivery of donated goods. The parking rules associated with loading zones was also discussed and volunteers will ensure they understand the requirements of the loading zone.

### **RECOMMENDATION**

It is recommended to install one 7 metre in length Loading Zone Space, 8.30am - 12pm Monday to Thursday outside the Taree Community Kitchen, 250 Victoria Street, Taree.

### **DISCUSSION IN BRIEF**

Nil.

### **COMMITTEE RECOMMENDATION**

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

**ANNEXURES**

A: 250 Victoria Street, Taree. Proposed loading zone.





## **7 LTC - INFORMATION ITEMS**

### **7.1. Willina Road, Coolongolook – Dangerous Corner**

Richard Wheatley raised an issue forwarded by Member for Myall Lakes, Stephen Bromhead's office from a resident about a dangerous corner and other traffic safety issues on Willina Road, Coolongolook. Kumar Kuruppu reported the requested slashing at the corner has been completed. The review of the signposting at the corner will be investigated and matter of speed signs raised by the resident will be referred to RMS for investigation. Council will respond with the outcome to Stephen's Bromhead's office.

### **7.2. Beech Street, Tinonee – Parking**

Richard Wheatley raised an issue forwarded by Stephen Bromhead's office from a resident about the congestion and danger of parking along Beech Street adjacent to Tinonee Public School. The request was to remove parking or make the road one way to improve the situation of the parked vehicles. Council has held a meeting with the school's Principal about this matter late last year requesting their views on the suggestions. We are awaiting their reply on this matter.

### **7.3. Main Street, Blackhead – Speeding**

Richard Wheatley raised an issue forwarded by Stephen Bromhead's office from Club Blackhead about the speed of vehicles past the club's bowling green and clubhouse. This matter was under investigation including a traffic survey of the vehicles on using this section of Main Street and the traffic counter that will be installed also monitors the speed of the vehicles.

### **7.4. Scotts Road, Mitchell Island – Dust from Unsealed Road**

Richard Wheatley raised an issue forwarded by Stephen Bromhead's office from a resident about the dust on Scotts Road, Mitchell. Council's Asset section is dealing with this matter and they have been in contact with the resident. This request over the pavement of the road does not come into the jurisdiction of this Committee.

### **7.5 The Lakes Way at Blackhead Road Hallidays Point – Intersection Safety**

Bob Wilson raised safety concerns about the intersection The Lakes Way at Blackhead Road, Hallidays Point. The major concern was the left turn out of Blackhead Road onto The Lakes Way as large vehicles are required to turn left into the through lane instead of using the left turn slip lane. Also motorists turning left are not aware there is left turn slip lane that allows them to increase speed then merge into the flowing traffic on The Lakes Way. Richard Wheatley stated Council will review the left turn and report back to the Committee.

### **7.6 Marine Drive, Tea Gardens – 40km/h Speed limit**

Kumar Kuruppu informed the Committee about a request received from the Southern Reference Group for Council to consider lowering the current 50km/h signposted speed limit on Marine Drive Tea Gardens to 40km/h high pedestrian activity area speed zone. This commercial area has been upgraded in recent years with a suitable local area traffic management scheme containing physical devices to create lower speed environment. Roads and Maritime Services is responsible for approving change of speed zones and published guidelines for determining speed zones. Council's transport engineering section will prepare a submission to RMS in accordance with RMS guidelines.

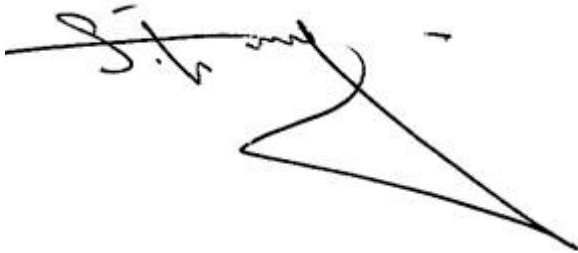
### **7.7 The Anchorage, Hawks Nest – 40km/h Speed Limit**

Kumar Kuruppu informed the Committee about a request received from the Southern Reference Group for Council to consider lowering the current 50km/h signposted speed limit on The Anchorage, Hawks Nest to 40km/h. This one way road section mainly serves for residents and the visitors to

beach. At present it does not have any physical devices or treatments to create a 40 km/h speed environment. As such, change of speed zone is not considered at this stage. Council will monitor the vehicle speeds at this location.

**Next Meeting:** Tuesday 10 April 2018 at Forster

**Meeting Closure:** 10.50 am

A handwritten signature in black ink, appearing to read 'S. Embry', with a large, stylized flourish extending downwards and to the right.

**Steve Embry**  
**ACTING GENERAL MANAGER**