

**EXTRACT FROM MINUTES OF ORDINARY MEETING – 16 JULY 2014**  
**STAFF REPORTS**

**S6 LOCAL TRAFFIC COMMITTEE – JUNE 2014 (S638)**

**Report Author:** Richard Wheatley Traffic Engineer  
**Authorised:** Phil Miles Senior Leader Asset Planning

**SUMMARY**

The purpose of this report is to provide Council with the recommendation of the June Local Traffic Committee meeting for the one item of No Stopping zones in Pulteney Street, Taree.

**RECOMMENDATION**

That No Stopping be installed on the right side of each carriageway in the split level section of Pulteney Street, Taree between Albert Street and Wynter Street.

---

**BACKGROUND**

The Local Traffic Committee was unable to meet in June in person due to logistical considerations. Where the Local Traffic Committee is unable to meet the committee will consider all listed items remotely. Each member of Committee is provided with a copy of the reports listed on the agenda and asked for comment on all items within a specified time frame. Where consensus is recorded on a matter the recommendation is recorded and placed before Council. Where an item does not receive consensus or representation by an external party is sought, the matter is held over for the next meeting.

The Committee reviewed one item in June being a request received from Council's Rangers that No Stopping be installed on both sides of the central island in Pulteney Street Taree between Albert Street and Wynter Street to prohibit the parking of vehicles on the right side of the travel lanes.

**DISCUSSION**

Extract from the Local Traffic Committee's June 2014 Minutes:

Pulteney Street is a two lane road that has retail on the eastern side and residential on the western side with roundabouts at the intersections at both ends. The road between the intersections separates into a split level road with the eastern carriageway being the low level and the western being the higher level. There is parking allowed on the left side of each carriageway and the eastern side has timed parking restrictions along the frontage of the shops. The majority of people park on

the left side of both carriageways as that is the standard practice on roads other than one way streets.

Rangers recently booked a vehicle that had parked on the right side of the carriageway on the basis that the vehicle was not parked against the left side of the traffic lane (per standard 2-way street configuration). The motorist took the infringement to court and was successful in having the infringement cancelled. It is understood that the argument presented was that the split road had each carriageway identified as one way, thus allowing vehicles to park on both sides of a one way road. The split level nature of the two-way road could confuse motorists into thinking they are travelling on a one way road, and therefore would be allowed to park on either side unless otherwise signposted.

Pulteney Street is not a one-way road and the individual carriageways are not wide enough to allow parking on both sides whilst retaining a clear central lane for vehicles to travel along.

The installation of No Stopping zones on the right hand side of each carriageway along the central island would ensure that parking was only allowed on the left side of the travel lanes. The No Stopping zones would remove any confusion of the configuration of Pulteney Street would make sure that vehicles could both park and travel along the road safely.

## **CONSULTATION**

The members of the Local Traffic Committee meeting were emailed the Committee's agenda with the recommendation. There were no objections to this recommendation for No Stopping zones in Pulteney Street. The recommendation was developed in consultation with Police, RMS and Council staff.

## **COMMUNITY IMPACTS**

Community impact (negative and positive) is considered by the 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.

## **TIMEFRAME**

It is anticipated that the signposting would be installed in four to eight weeks from Council endorsement of the Committee's recommendation.

## **BUDGET IMPLICATIONS**

The installation of the signs will be funded out of *Projects Dev/Traffic – Traffic Committee Items* cost centre at a cost of approximately \$900.

## STATUTORY OR LEGISLATIVE REQUIREMENTS

The statutory and legislative requirements are delegated by the RMS to Council through the Local Traffic Committee and its recommendations.

## ATTACHMENTS

Nil.

188

### S6 - LOCAL TRAFFIC COMMITTEE – JUNE 2014 (S638)

**MOVED** Cr Jennison/Christensen (*as per recommendation*)

That No Stopping be installed on the right side of each carriageway in the split level section of Pulteney Street, Taree between Albert Street and Wynter Street.

**CARRIED**

For: Bell, Christensen, Jenkins, West, Tickle, Epov, Keegan, Jennison & Hogan.