

**Ballina Shire Council
Local Traffic Committee Meeting
Held at the Council's Customer Service Centre
cnr Tamar & Cherry Streets, Ballina
10 August 2011 at 10.00am**

A G E N D A

- 1 Attendance & Apologies**
- 2 Minutes of Previous Meeting**
- 3 Deputations by Members of Public or Councillors**
- 4 Summary Report - Recent Decisions of Council in Response to LTC Recommendations**
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 - 5.11.08-2 Proposed Works – Pedestrian Refuge Main St & The Avenue, Alstonville
Request from Civil Services
 - 5.11.08-3 Special Event – River Street Closure Moon to Cherry Street
Ballina Country Music Festival
Request from Ballina Coastal Country Music Festival (Doc No. 1820694)
 - 5.11.08-4 Removal of Pedestrian Crossing – Martin / Bentinck Street
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- 6 Items to be Referred to the General Manager's Delegate**
 - 6.11.08-1 Request Speed Review Uralba Road
Request from Resident (Doc No. 1826674)
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Request from Resident (Doc No. 1823238)
- 7 Items for Traffic Engineering Advice**

Nil
- 8 Information of the Committee**
 - 8.11.08-1 Road Safety Officers Report
- 9 Regulatory Matters on Classified Roads (GM's Delegate)**

Nil
- 10 Items Without Notice**
- 11 Next Meeting**

Summary Report

The following items were referred to the Council at its Ordinary Meeting on 24 March 2011.

- Southern Cross Industrial Estate Criterium
- Road Closure - Anzac Day 2011 - Ballina
- Road Closure - Anzac Day 2011 - Alstonville

The Council adopted the following recommendations.

1. That Council approves the application by the Northern Rivers Cycle Club to conduct criterium cycle races at the Southern Cross Industrial Estate, Ballina, from 1 November 2009 to 1 October 2010 subject to the event being operated in accordance with the submitted application and traffic control plan.
2. That for the purpose of the annual ANZAC Day parade, Council grants approval to close River Street (Martin to Grant Streets) in accordance with the submitted Traffic Management Plan.
3. That for the purpose of the annual ANZAC Day parade, Council grants approval to close Main Street (Budgen Street to Elizabeth Brown Park) in accordance with the submitted Traffic Management Plan.

RECOMMENDATION

That the Committee note the summary report regarding the decisions of Council at its 24 March 2011 meeting made in response to LTC recommendations.

Delegation - A Council can regulate traffic for the specific reasons set out in Division 1 of Part 8 (Section 115) of the Roads Act, 1993 such as carrying out work on a road, etc. whereas the RTA can regulate traffic for any purpose. The RTA delegation does not provide the power to Council to sub delegate these functions. Accordingly all items in this section will be referred to Council for determination.

5.11.08-1 Removal of Martin Street – Regatta Avenue Bus Stop & Taxi Rank
Request from Councillor (Doc No. 1690246)

Introduction

A Councillor request has been submitted seeking the removal of the Martin Street – Regatta Avenue bus stop.

Information

The bus stop at the intersection of Martin Street and Regatta Avenue, Ballina, is rarely used by patrons, taxis and buses. Businesses have approached Council to make available more car parking spaces in this section of Martin Street. Removal of this Bus Stop and Taxi Rank would facilitate the extension of angle parking in the area.

In order to consult with users of this infrastructure, contact with bus companies and taxis have been undertaken with a unanimous response. The bus companies no longer need a bus stop at this location and are in support of its removal. Taxis currently use the Ramada no parking zone to service patrons and have no reservations over the ranks removal.

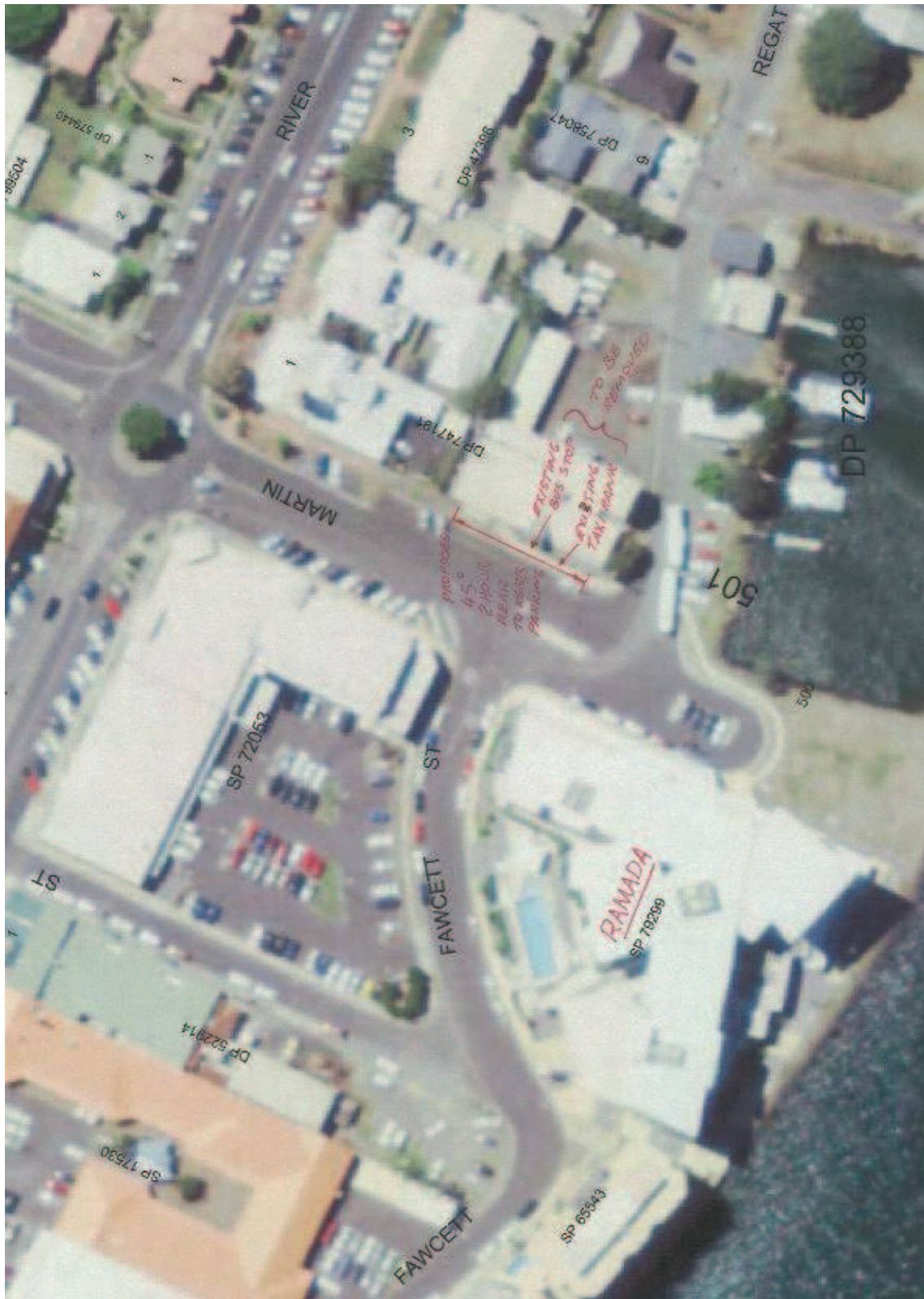
Parking in the vicinity is 2 hour rear to kerb.

As public transport is no longer in need of this infrastructure and is in support of its removal the opportunity to extend parking in the area now exists. It is proposed that the previous bus stop and taxi rank be converted to 2 hour rear to kerb parking.

A proposed layout has been included to aid the Committee.

RECOMMENDATION

That the Committee endorse the proposal to remove the Martin Street – Regatta Avenue bus stop and taxi rank and extend the 2 hour rear to kerb parking in Martin Street.



5.11.08-2 Proposed Works - Pedestrian Refuge Main St & The Avenue, Alstonville
Request from Civil Services

Introduction

The installation of a pedestrian refuge has been identified by the community and the Pedestrian Access and Mobility Plan (PAMP) as a priority for construction in 2011.

Background Information

The intersection of Main Street and The Avenue is an uncontrolled intersection with both school children and nearby residents using it.

Due to the number of vehicles using this intersection during school zone periods this intersection can become congested, with unaccompanied children waiting in the centre of the carriageway. School buses use this intersection. Due to their size, and intersection configuration, the buses cross over the Avenues centre line where pedestrians cross and wait.

Due to the layout of the intersection, property boundaries and the location of two large Telstra Pits, it is not practical to increase the radii of the kerb returns into The Avenue. In designing for bus movements entering The Avenue, the refuge island has been setback 8.0m. This will require the removal of the existing pram ramps and the installation of fencing to direct pedestrians to the new crossing point.

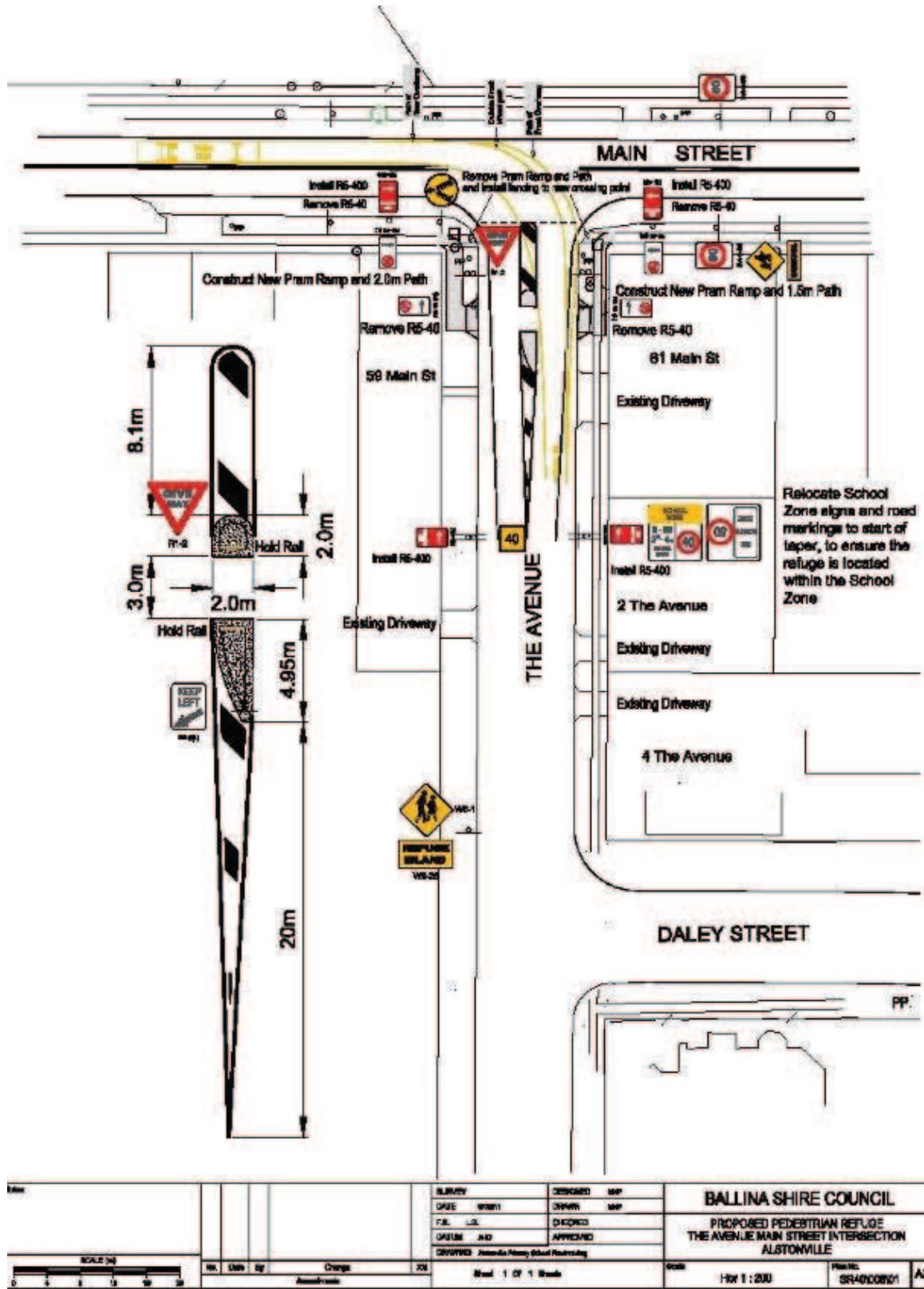
The island on the southern side of the refuge has had to be reduced in length from 6.0m to 4.95m to allow for continued access to the Medical Centre driveway.

Due to the design of the refuge, and accompanying line marking, there will be a loss of approximately 7 car parks.

A proposal has been included for the Committees information.

RECOMMENDATION

That the Committee endorse the proposal to install a pedestrian refuge and the associated signage at Main Street / The Avenue Alstonville in accordance with the attached plan.



5.11.08-3

**Special Event – River Street Closure Moon to Cherry Street
Ballina Country Music Festival**

Request from Ballina Coastal Country Music Festival (Doc No.1820694)

Introduction

Details have been received from the Ballina Coastal Country Music Festival Committee to hold a Country Music Festival in Fawcett Park and River Street over the weekend of 1 October to 3 October 2011

Background Information

The Ballina Coastal Country Music Festival Committee has been formed to organise the inaugural event.

It is proposed to run the event on

	Saturday 1 October 8.00am to 4.00pm
	Sunday 2 October 8.00am to 4.00pm
	Monday 3 October 8.00am to 1.00pm

As part of the event it is proposed to close River Street between Moon Street and Cherry Street for street stalls and exhibitors from 8.00am to 5.00pm on Saturday 1 October and Sunday 2 October 2011. It is also proposed to restrict access to Fawcett Lane between Moon St and Cherry St to Local (Resident) traffic only from 8.00am to 5.00pm on Saturday 1 October and Sunday 2 October and Monday 3 October 2011.

As part of the application the organisers have provided details of their insurances and a Traffic Control Plan for the Event. It is proposed to close River Street at Moon St and Cherry St and detour traffic around the CBD via Tamar Street. A copy of the Traffic Control Plan is attached.

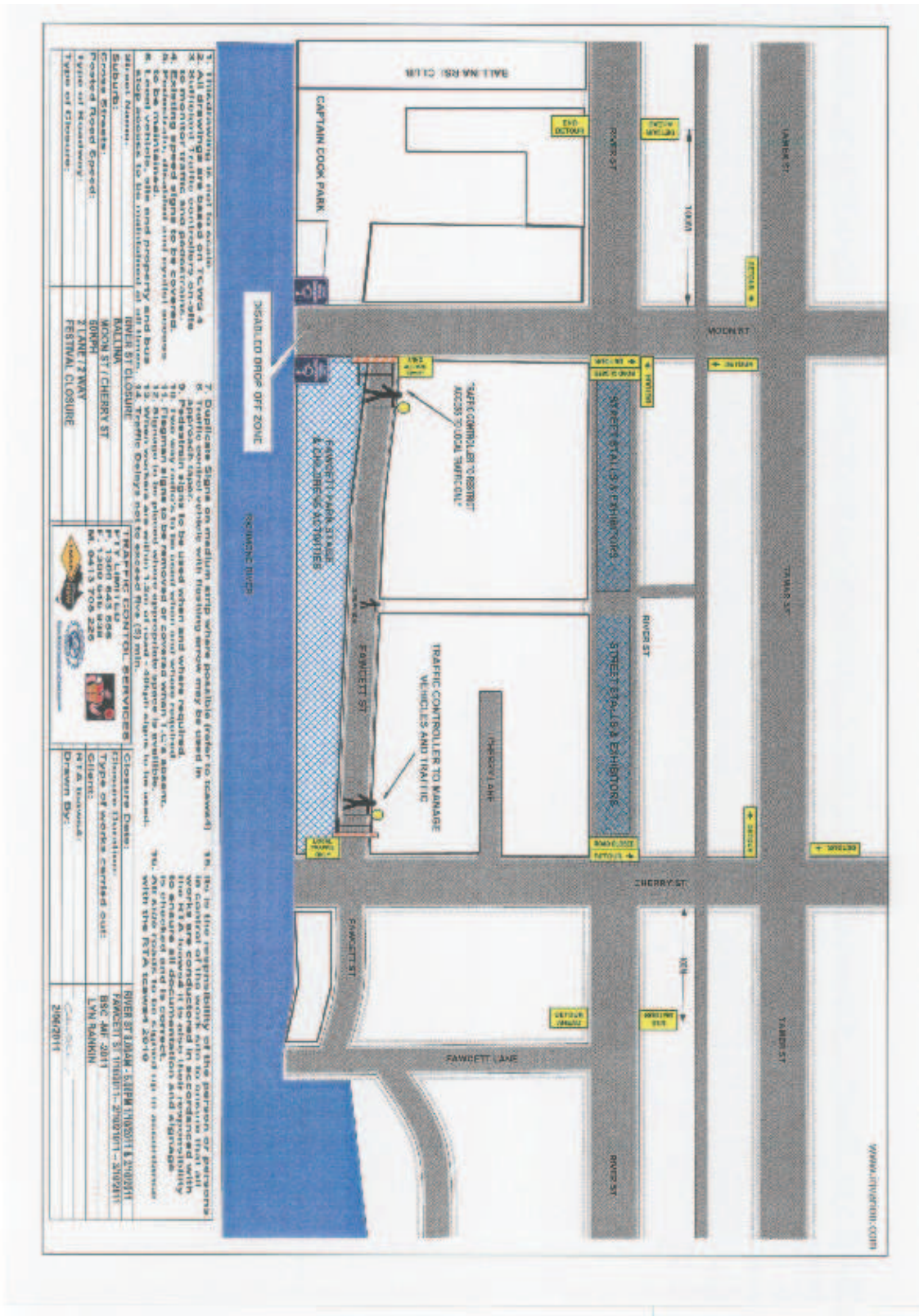
The organisers have also approached all business between Moon St and Cherry St and asked for an Expression of Interest form to be filled in. One of the questions asked was if they were in support closing River Street for the event. All responses received were positive for closing River Street for the event.

Parking for the event will utilise the existing on street parking and the Wigmore car park.

This is the same arrangement which has been used in the past Rivafest events.

RECOMMENDATION

1. That the Committee approve the closure of River Street in accordance with the approved Traffic Control Plan for the periods described in the above report.
2. That the approval in point one be conditional on advertising of road closures at a minimum of one week prior to the event and the erection of signage also for the week prior to the event notifying the public of the proposed road changes for the event.



APPENDIX 1 – SPECIAL EVENTS APPLICATION FORM

	SPECIAL EVENTS APPLICATION FORM	cnr tamar & cherry streets, po box 450, ballina nsw 2478 dx 27789 ballina ph: 02 66861 261 fax: 02 66811 375 email: council@ballshire.org.au abn: 53 929 887 369
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APPLICANT DETAILS

Entity making this application (please tick box)

Non Profit Organisation
Limited Liability Company
Incorporated company

Trust
 Partnership
 Individual

Other entity - Specify _____

Applicant Name BALLINA COASTAL COUNTRY MUSIC FESTIVAL
Address of Applicant P.O. BOX 1208 BALLINA 2478
Telephone No 66867670 Mobile Number 0408663325
Fax Number 66867670 Email Address cpstacey@hotmail.com
ABN No 26 475 716 074

I hereby apply for permission to conduct a special event as set out below. I have enclosed the appropriate fees and I have read and fully understand Council's Special Events Policy. I understand that as the applicant I am responsible for all facets of the proposed event should it be approved.

Signature C. Stacey Date of application 1.6.2011
Capacity of Signatory if not made as an individual CHAIRPERSON ORGANISING COMMITTEE

OPERATIONAL MANAGER

Details of the operational manager who will be responsible for the management of the site during the special event and shall be the contract person for all public authority representatives:

Name Operational Manager CAROL STACEY
Telephone No 66867670 Mobile Number 0408663325
Fax Number 66867670 Email Address cpstacey@hotmail.com

Details of the experience in organising and managing special events successfully by the event organiser and the nominated operational manager should be provided as an **attachment**.

Ballina Shire Council

Special Events Policy

LAND OWNER'S PERMISSION

Pursuant to Section 78 of the Local Government Act, 1993 the owner of the land on which the proposed special event will take place must give permission to the making of this application. The owner of public land can be ascertained by consulting Council's Land Register.

Type of land	Description of Land (to be filled in by the applicant accompanied by a map)	Controller of Land	Owner Signature
Roads or Streets that are proposed to be used	RIVER STREET AND RIDEWAYS FOR BUCKERS AND STREET REFORM AND STALLS CENTRAL HIGHWAY FOR	Ballina Shire Council (SAT, 20 JULY)	Ballina Shire Council's permission is given as the land owner for this application to be made in accordance with the Special Events Policy.
Crown Reserves which Council is Trustee	FANCKETT PARK GRADED AREA	Ballina Shire Council	Ballina Shire Council's permission is given as the land owner for this application to be made in accordance with the Special Events Policy.
Crown Road Reserves, Vacant Crown Reserves or Crown Reserves where no trustee has been appointed.	AS ABOVE, IF APPLICABLE	Department of Land & Water Conservation.	A letter from the Department granting permission must to be supplied.
Private Land	Property Description (Lot, Deposited Plan No., Street Address, Locality)	To be specified	Land Owner's Signature

PROPOSAL

Your application should have as much information as possible about the type of event and the way it will be run. If there is insufficient space provided under a question please provide details by way of attachment.

1. What is the purpose of the proposed special event?

sustainable not-for-profit community event for Ballina Shire that provides a wide variety of entertainment for all ages, free of charge (headline act excluded)

2. What type of event is it?

Country Music Festival

3. Give the date and times of the proposed event.

Dates and Times

Dates	Time
Saturday 1 October	8am to 4pm
Sunday 2 October	8am to 4pm
Monday 3 October	8am to 1pm

4. Approximate number of people involved (attending the event and involved in the planning)?

Planning x 6, sub-committees x 6, volunteers during the festival x 50

5. Does the event have a program? Y/N (please circle). If yes please **attach** a copy of the proposed or draft program.

Yes - to be submitted once draft artwork is available. Full colour A5, 24 page booklet, card cover.

6. Please give examples of any previous similar events held either in the Shire or elsewhere.

Mullumbimby Folk Festival
 Lismore 'Country Gama' Festival
 Bluesfest
 Tamworth Country Music Festival
 Central Coast Country Music Festival
 Grafton Country Music Festival

7. Please submit details of a previous event that you have been associated with

The Festival will be in its inaugural year in October 2011. The committee therefore, as a working group have no experience in this regard. Individual committee members have extensive marketing and event management experience.

8. Please give details of any previous similar events in terms of crowd numbers, and any problems experienced.

See above

9. Will this event conflict with any existing users of the land or adjoining land ie other planned events, as far as you are aware?

No

10. Will this event impact on adjoining users in terms of noise, odours, lighting, inconvenience etc?

Reduced parking in the Ballina CBD, noise levels from licensed venues however this will not exceed accepted levels.

11. Will amplified music or loud speakers be used? Y/N (please circle). If Yes, provide details on the proposed source of noise and times noise will occur.

Amplified music will be played in licensed venues however production members and the venues will manage this process at all times

12. Will any persons be staying on the site? Y/N (please circle)
If Yes, what type of accommodation is proposed?

No

MANAGEMENT

13. Has a layout plan of the event been prepared? Please attach.

Yes - draft version attached

14. What are the plans for providing public transport? Can the public transport be included in the cost of the ticket?

No public transport is required as the majority of the entertainment will be held in River Street and Fawcett Park. Blanche Transport are supplying free transfers to and from Lunnax (at the headline act show).

15. What are the plans for parking?

River Street, Cherry Street, Moon Street, Fawcett Street and Wignone Arcade car parks will be utilised.

16. What are the plans for controlling traffic?

See attached Traffic Management Plan

17. What first aid will be provided on the site?

St Johns Ambulance have been booked and confirmed to attend the festival and will be located near Wignone Arcade.

18. What contingencies have been made for emergencies?

Details of the event will be provided to Police Emergency Services and the Fire Brigade. Council will also forward details relating to this application.

19. Please give details of security measures that are proposed to ensure public safety and crowd control.

Licensed venues will be responsible for their own security during the day and increased in the evening where applicable. Volunteers will act as Marshalls / officials and will patrol the River Street area and the headline act show on Sunday 2 October. No alcohol is permitted in River Street or Fawcett Park.

20. Where public liability insurance has not been arranged, please indicate the insurance company you proposed to obtain public insurance for the event. Please **attach** a copy of your minimum \$10,000,000 Public Liability Insurance Certificate if it has already been arranged.

Australian Insurance Solutions
have provided three policies for the
Festival - see attached copies.

21. Will any animals be kept on the site? (please circle) If Yes, what species, and how many and for what purpose?

No

22. Please provide details of the temporary structures that are proposed on the site.

Pop up shelter will be located centrally
in the River Street closure area
and act as a central information area.
A moveable stage will be located in
Faulkett Park (Pantec truck)

23. Please indicate what signage is proposed, both on and external to the site promoting the event and when it is intended to be erected and displayed.

A3 Posters in shop windows, Country
Music themed window displays,
banners at bridge locations.

ANCILLARY ACTIVITIES

24. Will any foods be stored, prepared, sold or distributed on the Site? Y N (please circle) .If Yes, what types of food?

No Saturday and Sunday
Rotary will run a sausage sizzle / BBQ
on Monday morning for the community
breakfast in Fawcett Park.

25. How many food premises or outlets?

Four - managed and coordinated by
Rotary.

26. Is it planned to sell or otherwise provide alcohol anywhere on the site? Please give details?

No, licensed venues only.

27. Will the event involve the use of mechanical amusement devices? Y N (please circle) If yes, please indicate design and type of amusements and **attach** a copy of the registration details and insurance with this application.

No.

28. Are fireworks proposed as part of the special event? Y N (please circle) If yes, please indicate the type of fireworks proposed, details of the supervising person and if a WorkCover Permit is already approved.

No.

SERVICES

29. Is a (potable) water supply available? (Y) (please circle)

30. Please give details, including numbers, of the existing toilets (ie. Men's & women's wc & men's urinals) and ablution facilities on the site and any proposed temporary facilities to be installed.

1. End of Wingham Arcade (Winton Lane)
2. End of Riverwalk Arcade (Fawkett St)
3. End of Moon Street (adjacent to Fawkett St)

31. What arrangements will be made for the collection and removal of waste material? Include the name of the contractor responsible.

Waste Management Plan attached - Ballina Shire Council are the preferred waste management provider

32. How is Electricity proposed to be provided to the site?

Local electrical contractor will provide a metered power supply to River Street and Fawkett Park where applicable.

33. How will this electricity be metered if this is on Council Controlled land?

As above

34. Please give details of gas use on site.

N/A

35. Please provide any other information that you believe will support your application.

5.11.08-4 **Removal of Pedestrian Crossing – Martin / Bentinck Street**
Request from Civil Services

Introduction

September 2006 Report to LTC

In September 2006 an item was presented at the Local Traffic Committee and in response to this authority to remove the refuge and crossing was provided. The works were not able to be undertaken at this time. It is however now proposed to proceed and confirmation of the previous decision of the LTC is sought.

Background Information

Council is seeking the support of the Traffic Advisory Committee to remove the existing pedestrian crossing located on Bentinck Street, near Martin Street as it does not meet the RTA warrant or current RTA guidelines and consequently may be a danger to pedestrians.

Due to a serious accident in Sydney, where a child was seriously injured, the RTA has requested a state wide examination of all pedestrian crossings that cross more than two lanes of traffic. The RTA have recommended that all such pedestrian crossings be modified so that only two lanes are crossed, or be removed. Fortunately there is only one pedestrian crossing in Ballina Shire where more than two lanes of traffic are crossed. This crossing is located at on Bentinck, adjacent to Ballina High School, near Martin Street.

Discussion of matter at August 2006 meeting of the Traffic Advisory Committee

During the last meeting of the Traffic Advisory Committee (August 2006), the following comments were made regarding this pedestrian crossing:-

The pedestrian crossing at the intersection of Martin/Bentinck Street was also discussed. Investigations have determined that this crossing does not meet the warrant. RTA Regional Office have recommended that the Traffic Advisory Committee make a decision regarding this crossing. It was noted that this crossing is a cycleway link.

The Committee recommends that a report regarding this crossing be included in the Agenda for the September TAC meeting. The report is to include the RTA warrant and design improvement options.

Investigations

On Tuesday 20 June 2006, Council performed a pedestrian and vehicle count at this crossing and obtained the following results:

Time	No of Pedestrians	No of vehicles
8.00am-9.00am	13	759
9.00am-10.00am	3	575
3.00pm-4.00pm	14	769

According to RTA Guidelines a marked foot crossing is warranted where:-

In three separate one hour periods in a typical day

- i) The pedestrian flow/hour (P) crossing the road is greater to or equal to 30 and*
- ii) The vehicular flow/hour (V) through the site is greater to or equal to 500 and*
- iii) The product PV is greater to or equal to 60,000.*

The pedestrian flow does not meet the warrant at any time during the three time periods. There is insufficient pedestrian demand for this crossing.

As there is no pedestrian accident history at this crossing, the option of modifying the roundabout to comply with current RTA recommendations (ie. so that it only crosses two lanes of traffic) has also been investigated.

The pedestrian crossing is located only 20m from the intersection of Bentinck and Martin Streets. At this intersection there is a two lane roundabout. Due to the close proximity of the two lane roundabout to the crossing it is not possible to reduce the number of traffic lanes at the crossing and maintain the functionality of the roundabout. Reducing the road width at the crossing could lead to accidents in the roundabout as drivers are forced to merge suddenly. Following the August meeting of the Traffic Advisory Committee, design solutions to the pedestrian crossing have been investigated to no avail. It does not appear possible to reduce the number of traffic lanes crossed by the pedestrian crossing and not adversely impact on the roundabout.

Reason for Referral to Traffic Advisory Committee

Council has delegated authority under the Transport Administration Act to regulate traffic (Roads Act Part 8 Division 2), and can remove an existing pedestrian crossing, provided the decision to remove the crossing is referred to the Traffic Advisory Committee for consideration, and the support of the Traffic Advisory Committee for the removal of the crossing is unanimous.

Further the RTA advises that the removal of a pedestrian crossing must be referred to the Traffic Advisory Committee under Section 116(b) of the Roads Act 1993.

Committee Comment

The Committee is supportive of the removal of the pedestrian crossing. No other option is available in this circumstance. A refuge is not an option as there are two lanes to cross. Laneways and driveways prevent relocation west.

RECOMMENDATION

That Council remove the existing pedestrian crossing on Bentinck Street, near Martin Street.

Recent Information

In April 2011 the above was resubmitted to the Traffic Committee as an out of session item. Feedback from that meeting was mixed with the Police concurring for the removal but the RTA requested re-investigation of the matter, determination of warrants, users and replacement structure.

It has been determined that the ratio of pedestrians to vehicles have not significantly changed to that reported above. The RTA also enquired of disabled/mobility impaired users. Ballina island has a large percentage of motorised scooters using our footpath system. The crossing may be used by disabled/mobility impaired pedestrians.

The RTA has since issued a Technical Directive in June 2011 addressing Pedestrian Refuges. This directive allows the installation of a pedestrian refuge where pedestrians cross two lanes of traffic.

The proposed works for this crossing include the removal of the pedestrian crossing line marking and associated signage and leaving the break in the splitter island. By retaining the break in the island it complies with pedestrian refuge requirements.

It is proposed to consult with Ballina High School prior to reporting this matter to Council.

RECOMMENDATION

That the Committee approve removal of the pedestrian crossing, and associated signage, at the intersection of Bentinck and Martin Streets and retain the central refuge.



Technical direction For traffic and transport practitioners POLICY – GUIDELINES – ADVICE	 Transport Roads & Traffic Authority
Published: JUNE 2011 Supersedes/Amends: TDT 2011/01	TDT 2011/ 01a

PEDESTRIAN REFUGES

(Supplement for narrowing or widening of roads at Pedestrian Refuges)

BACKGROUND

The provision of safe and effective pedestrian facilities is an integral component of the RTA's commitment to facilitating and encouraging people to walk as a healthy alternative to using cars, especially for short trips.

This *Technical Direction* deals with pedestrian refuge design that incorporates options for road widening or road narrowing (kerb extension) at refuge islands as appropriate and can be applied consistently to a variety of road cross sections across NSW. Separate pedestrian refuge designs have been prepared for two lane two-way and four lane two-way roads.

Details of pedestrian refuges not requiring road widening or road narrowing can be found in Australian Standard AS1742 and the relevant RTA Supplement.

OBJECTIVES

The objectives of this *Technical Direction* are:

- To provide clear guidance for the design of pedestrian refuges with road widening or road narrowing (kerb extension) throughout NSW; and
- To improve consistency in the design and appearance of pedestrian refuges throughout NSW

SCOPE

This *Technical Direction* applies to the design and construction of all new Pedestrian Refuges throughout NSW requiring road widening or road narrowing (kerb extension).

Distribution List:

Director, Infrastructure Services; Director, Commercial Services; Director, NSW Centre for Road Safety; Traffic Management and Road Safety staff; and Traffic Signal design staff.

For further enquiries

www.rta.nsw.gov.au | E technical_directions_publication@rta.nsw.gov.au

Amendment: Usage of TD clarified. Minor corrections made to Figures 2 & 4
Approved: R W O'Keefe Mgr Traffic Policies, Guidelines & Legislation / June 2011
RTAPub. 11.190

UNCONTROLLED WHEN PRINTED

1 (7 pages)

PRACTICE

All new pedestrian refuges should be designed and constructed in accordance with the following practice as stated

- Pedestrian Refuges with no road widening or road narrowing use RTA supplement for *Australia Standards 1742 – Manual for Uniform Traffic Control Devices* (Part 10), RTA supplement for *Austrroads Guide to Traffic Management* (Part 6) and RTA supplement for *Austrroads Guide to Road Design* (Part 4)
- Pedestrian Refuges with road widening or road narrowing (kerb extension), Figure 1, 2, 3 & 4 illustrate options to accommodate the pedestrian refuge as appropriate and Figure 5 illustrates the Island Detail.
- It is recommended that kerb extensions be used to narrow the road at the pedestrian refuge island, whenever possible. The use of kerb extensions reduces the length of crossing for pedestrians, generating increased crossing opportunities and facilitates a reduction in the length of *No Stopping zone* required.
- Kerb ramps are to be constructed in accordance with the RTA's model drawing, MD.R173.B01.A.1 – Kerb Ramps.
- The length of *No Stopping zone* required to maintain adequate sight distance and swept path through the refuge island may be reduced if kerb extensions are incorporated in conjunction with the pedestrian refuge, see *No Stopping Signs Table* in Figure 1, 2, 3 & 4.
- To maintain consistency throughout NSW, all sign posting and line marking at pedestrian refuges with road widening or road narrowing (kerb extension) must be installed strictly in accordance with this *Technical Direction*.

ACTION

This *Technical Direction* is to be adopted and applied as the standard design for pedestrian refuges with road widening or narrowing (kerb extension) across NSW.

UPDATES

To ensure that this *Technical Direction* and any related guidelines remain current and relevant, minor updates may be made from time to time. Any updates may be obtained from the RTA website using the *Traffic & Transport Policies & Guidelines Register* which can be found at:

www.rta.nsw.gov.au/doingbusinesswithus/guidelines/documentregister/index.html

Printed copies of this *Technical Direction* are uncontrolled, therefore the Register should always be checked prior to using this *Technical Direction* or any related guidelines.

Approved by:

Authorised by:

SIGNED

SIGNED

Craig J Moran
General Manager
Traffic Management

John Statton
A/Director
Network Services

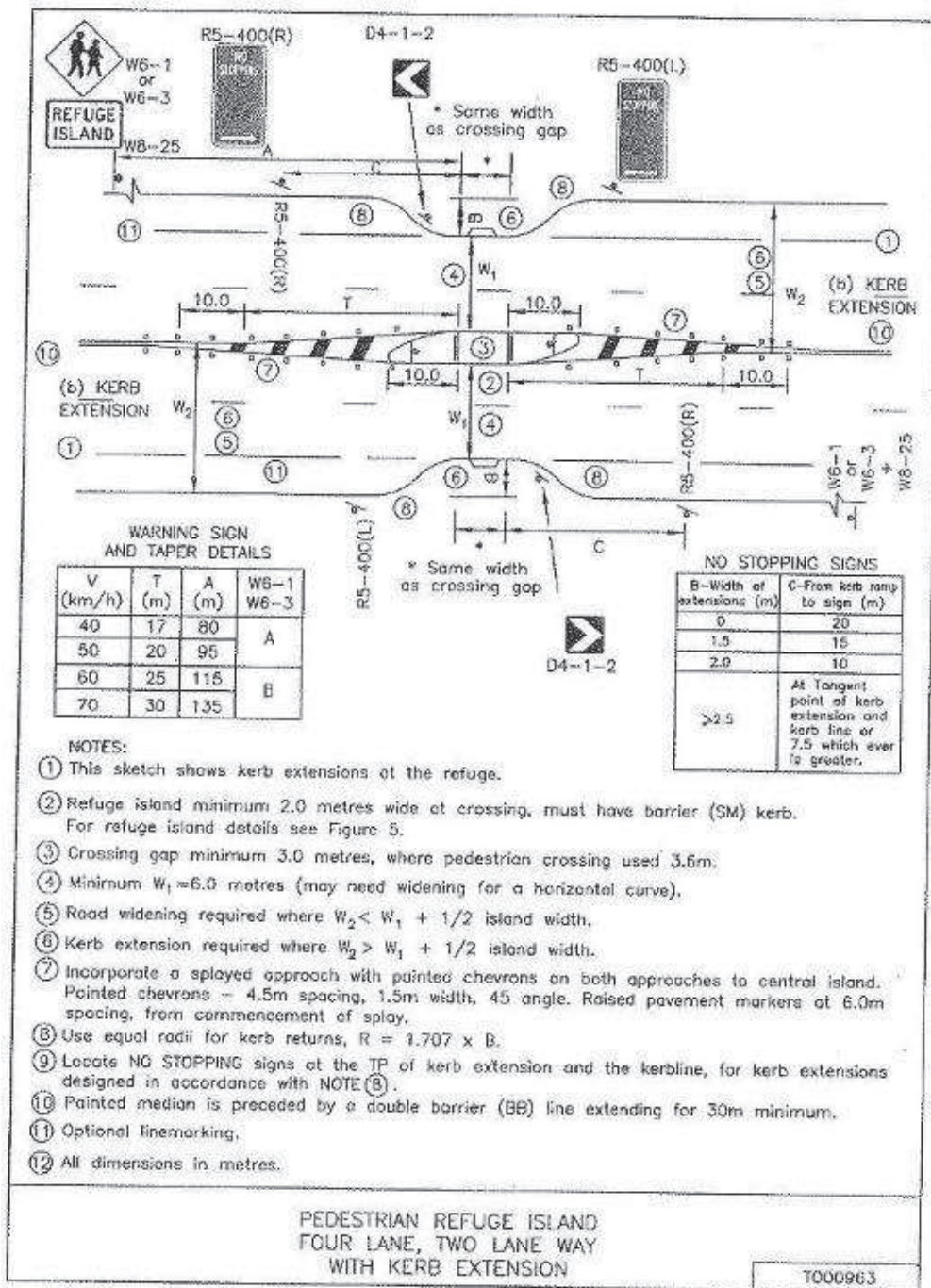


Figure 1

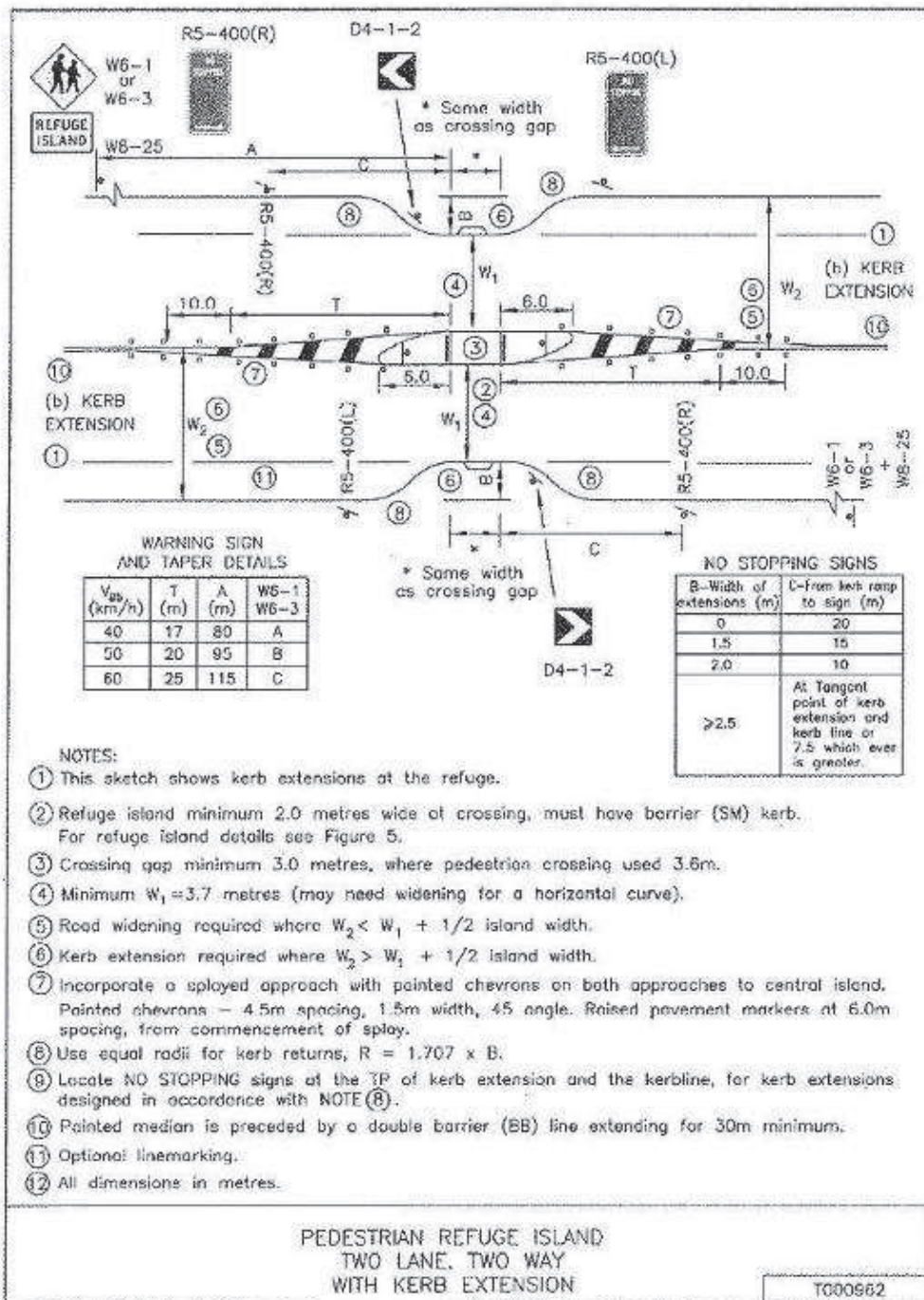


Figure 2

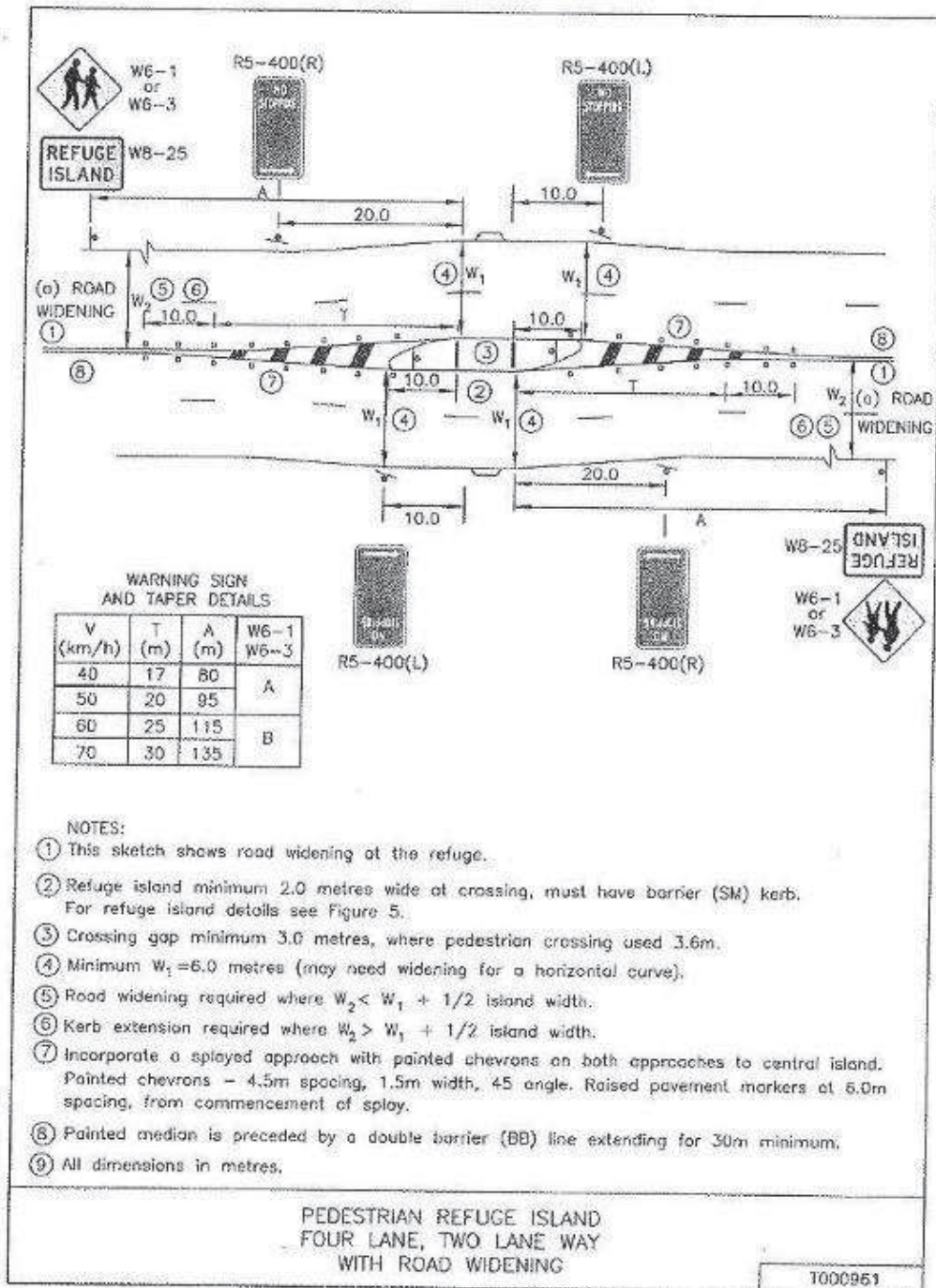


Figure 3

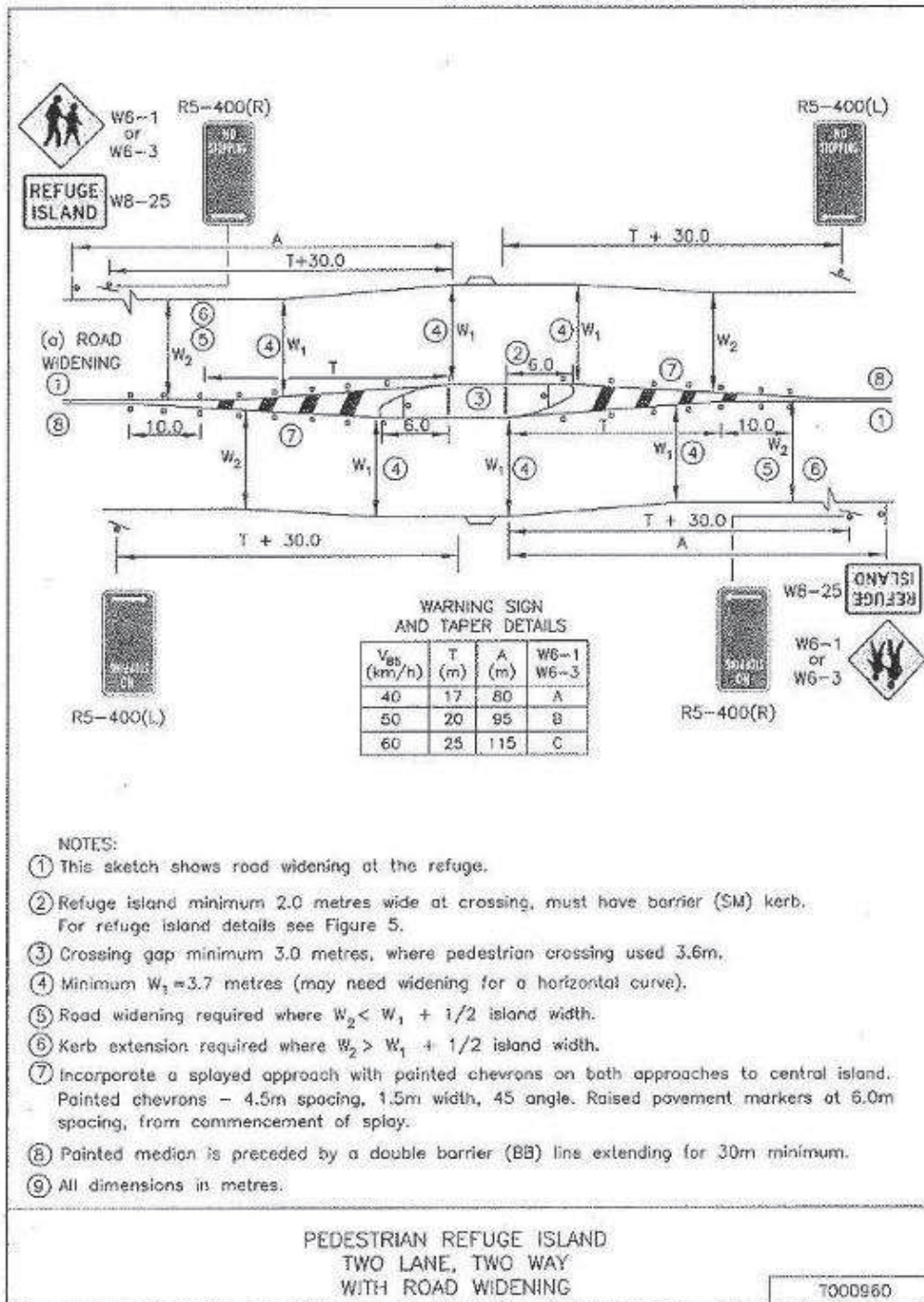


Figure 4

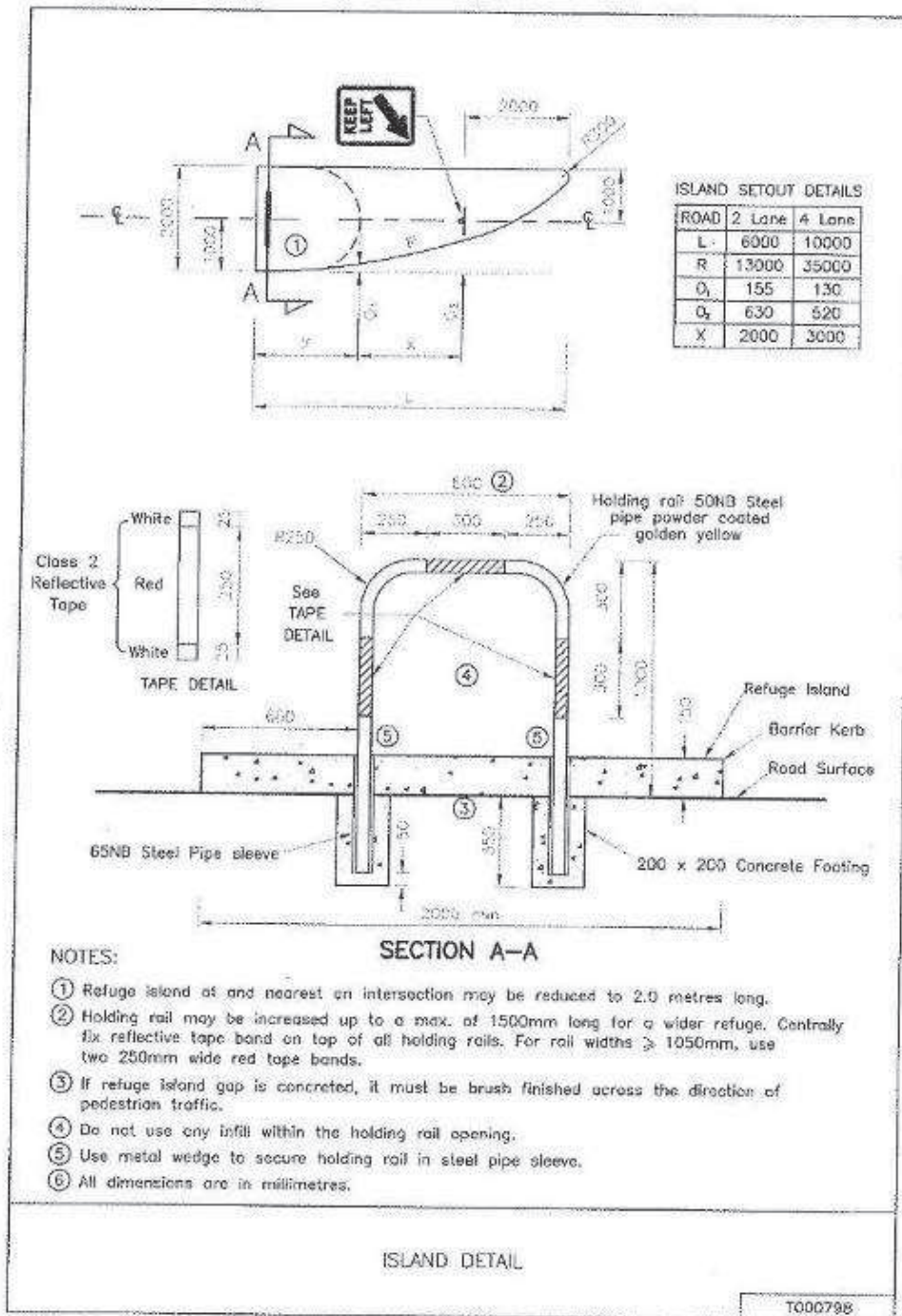


Figure 5

Delegation: If a Council wishes to regulate traffic for purposes other than those specified in Division 1 of Part 8 (Section 115) of the Roads Act, 1993, (eg for amenity reasons) it must seek the advice of its Local Traffic Committee. The procedures for regulating traffic covering road closures, traffic calming, etc. are detailed in Division 2 of Part 8 (Sections 116 to 119) of the Roads Act, 1993. In accordance with the RTA delegation to Council, and Section 377 of the Local Government Act 1993, Council has delegated to the General Manager the authority to make determinations responding to LTC recommendations for these matters.

6.11.08-1 Request Speed Review Uralba Road
Request from Resident (Doc No. 1826674)

Introduction

A resident has written to Council seeking a speed review of Uralba Road.

Information

The resident has written to Council seeking two speed reviews. The first is Wardell Road whilst the second is Uralba Road. Written advice has been returned to the resident stating that as Wardell Road is a distributor connecting Alstonville with Wardell and considering the alignment, road environment and number of accesses per kilometre length, the existing signs along Wardell Road are appropriate.

The resident also sought a speed reduction on Uralba Road. Based on Uralba Road being a lower class road than Wardell Road and considering the geometry, road environment and functionality of the road it is considered appropriate to undertake a speed review for the full length of Uralba Road.

RECOMMENDATION

That the Committee recommend the Speed Review of Uralba Road be undertaken.

6.11.08-2 Request Speed Review Teven Road - Alstonville
Request from Resident (Doc No. 1823238)

Introduction

A resident has written to Council seeking a speed review of Teven Road, Alstonville.

Information

A resident has undertaken a petition of the surrounding residences of Teven Road Alstonville. The petition requested the speed limit of Teven Road, Alstonville be reduced.

As a result of communication with Teven Road residents metrocounts were installed to ascertain the vehicle speeds in the area and to compare driver's perception with the posted speed limit.

The metrocounts were installed at the tangent point of two curves within the road alignment. They were installed for two weeks.

The speed data for one curve was 85%ile = 92km/h with 95%ile = 98km/h. The speed data for the other curve was 85%ile = 91 km/h with 95%ile = 97km/h. Based on the statistical data there is a strong correlation between the drivers perception of the road and the posted limit of the road. This correlation infers that altering the speed limit in this location would not reduce drivers speed as the driving environment has not changed.

The resident also bolsters the position of speed limits associated with curves. It is correct that the curves have advisory signage of 55 and 65km/h however it is not practice to reduce the speed limit based on one or two corners. The length of road needs consideration. The geometry is that of long straights with two curves.

The accident history has been reviewed to ascertain problems related to the road. This length of road has a low accident rate. The accidents that did occur were oriented around the curves. The predominant feature was drivers "smoothing" the corners and crossing into the opposite travelling lane.

In February 2009 Council's Traffic Advisory Committee recommended installation of a painted centreline. It was installed shortly thereafter. Since the installation of the centreline accidents in the area have been reduced and driver behaviour improved. This act has significantly improved the accident history in the area.

In July 2011 the painted centreline was extended to the intersection of Teven – Teven – Tuckombil Road.

It is recommended that the speed limit remain unchanged in this area as driver perception and driver behaviour correlates with posted limit. The inclusion of centre line marking has reduced the accident rate and has resulted in a large percentage of driver compliance. Teven Road is also a collector from the intersection of Teven – Teven – Tuckombil Road through to Ballina Road. It also completes the link from Alstonville to Tintenbar/Ross Lane and carries 2000 vehicles per day.

RECOMMENDATION

That the Committee recommend the speed limit on Teven Road, Alstonville remain unchanged.

8.11.08-1 **Road Safety Officers Report**

RoadWise Seminar

The Ballina Shire Council hosted a senior road safety seminar at Ballina RSL Club on Monday 27 June from 10.00 am to 12.30 pm. Guest speakers from NSW Police, NRMA's 'Years Ahead' program and Ballina Occupational Therapy shared their knowledge and expertise on road safety for older road users. The morning session addressed older driver safety and the afternoon session addressed pedestrian and motorised scooter safety. Over seventy persons were in attendance. The seminar was delivered in conjunction with a travelling senior road safety display which will visit retirement villages, independent living centres, nursing homes, shopping malls and senior service centres throughout 2011.

GLS Workshops – Helping Learner Drivers Become Safer Drivers

The next GLS workshop for supervisors of learner drivers will be held on 11 August, 6.00pm -8.30pm in Lis more, followed by a second workshop on 8 December, 6.00pm - 8.30pm at the Ballina RSL.

NSW Bike Week

Council will host a NSW Bike Week Event in September 2011, following a successful grant bid. The event will promote the use of bicycles for short trips, promote bicycle safety, the Australian road rules and bicycle maintenance.

Child Restraint Vouchers

In partnership with Dancers Car Care, Council is offering \$30 vouchers to local families for a free child restraint check or installation by Ballina's only RTA Authorised Fitter (for a limited time).

RRISK (Reduce Risk Increase Student Knowledge) receives a \$20,000 grant to develop the program's young driver session

RRISK is a health promotion program that addresses risk-taking behaviour amongst year 11 students on the North Coast of NSW. First developed in 1999, the RRISK program has grown rapidly in response to demand, initially involving 300 students from 9 high schools and now attracting students from 48 schools across northern NSW from Tweed Heads to Port Macquarie, Australia.

Alstonville High School, Ballina High School, Southern Cross School and Xavier Catholic College will participate in the program in 2011.

This year RRISK has received a \$20,000 grant from the NRMA to develop the young driver session. Using tight stylized physical theatre techniques the session aims to confront the issues of excessive speeding of young drivers, peer pressure and driver distraction. The session will be developed in partnership with local theatre company, Roundabout Theatre. The RRISK seminars commence 9 November, 2011.

Conclusion

That above information is submitted for the information of the Committee.

Part 8

Roads Act 1993 No 33

Part 8 Regulation of traffic by roads authorities

Division 1 General powers

114 Roads authorities may only regulate traffic in accordance with Part

A roads authority may not regulate traffic on a public road otherwise than in accordance with this Part.

115 Roads authority may regulate traffic in connection with road work etc

- (1) A roads authority may regulate traffic on a public road by means of barriers or by means of notices conspicuously displayed on or adjacent to the public road.
- (2) The power conferred by this section may be exercised by the RTA for any purpose but may not be exercised by any other roads authority otherwise than:
 - (a) for the purpose of enabling the roads authority to exercise its functions under this Act with respect to the carrying out of road work or other work on a public road, or
 - (b) for the purpose of protecting a public road from serious damage by vehicles or animals as a result of wet weather, or
 - (c) for the purpose of protecting earth roads from damage caused by heavy vehicles or by animals, or
 - (d) for the purpose of protecting members of the public from any hazards on the public road, or
 - (e) for the purpose of protecting vehicles and other property on the public road from damage, or
 - (f) for the purpose of enabling a public road to be used for an activity in respect of which a permit is in force under Division 4 of Part 9, or
 - (g) for a purpose for which the roads authority is authorised or required, by or under this or any other Act or law, to regulate traffic.
- (3) A roads authority may not restrict the passage of heavy vehicles or animals along the roadway of an earth road unless clear side tracks have been provided for their passage.
- (4) A person:
 - (a) must not, in wilful contravention of any such notice or in wilful disregard of any such barrier, pass along, or cause any vehicle or animal to pass along, a length of public road, and
 - (b) must not damage, remove or otherwise interfere with a notice or barrier erected for the

purposes of this section.

Maximum penalty: 10 penalty units.

- (5) It is the duty of a roads authority by which a notice or barrier has been erected under this section to remove the notice or barrier if there is no longer any need to regulate traffic for the purpose for which the notice or barrier was erected.

Division 2 Additional powers at the request of the roads authority

116 Applications for consent

- (1) A roads authority may apply to the RTA for consent to:
 - (a) the erection of any notice or barrier, the carrying out of any work or the taking of any other action for the purpose of regulating traffic on a public road for purposes other than those referred to in Division 1, or
 - (b) the removal of any notice or barrier, the demolition of any work or the ceasing of any action for which it has been given consent under this Division.
- (2) Before doing so, the roads authority must cause notice of the application to be published in a local newspaper.
- (3) The notice:
 - (a) must specify the particular action for which the roads authority is applying for consent, and
 - (b) must state that any person is entitled to make submissions to the RTA with respect to the granting of consent, and
 - (c) must indicate the manner in which, and the period (being at least 28 days) within which, any such submission should be made.
- (4) This section does not apply to the erection of any notice, the carrying out of any work or the taking of any other action that the roads authority is required by Division 3 to erect, carry out or take.

117 Public submissions

- (1) Any person may make submissions to the RTA or to the roads authority with respect to the application.
- (2) The roads authority must ensure that any submissions received by it with respect to the application are forwarded to the RTA.

118 Decision on application

- (1) After considering any submissions that have been duly made with respect to an application, the RTA may grant consent to the application, either unconditionally or subject to conditions, or may refuse the application.
- (2) The roads authority is authorised to take such action as is specified in a consent under this section.

119 Review of RTA's decision

- (1) A roads authority may request the Minister to review the decision of the RTA:

- (4) A person must not, without reasonable excuse, contravene an order under this section.

Maximum penalty: 30 penalty units.

- (5) A roads authority must revoke any order under this section as soon as the circumstances giving rise to its making cease to exist.
- (6) Unless sooner revoked, an order under this section ceases to have effect at the expiration of 12 months after it was made.
- (7) Subsection (6) does not prevent an order being remade.

123 Application of Part to police and emergency services

The provisions of this Part do not apply to the driver of:

- (a) any motor vehicle while conveying a police officer on urgent duty, or
- (b) any fire engine or appliance while proceeding to a fire, or
- (c) any ambulance while proceeding to the scene of an accident or to a hospital with an injured person, or
- (d) any vehicle referred to in paragraph (a), (b) or (c) while proceeding to any place to deal with an emergency,

if the observance of those provisions would be likely to hinder the vehicle while so doing.

124 (Repealed)

Part 4 >> Division 1

Road Transport (Safety and Traffic Management) Act 1999 No 20

Division 1 Installation, display and removal of prescribed traffic control devices

50 Interpretation

In this Division:

installation of a prescribed traffic control device includes the painting or formation of any marks or structure that constitute, or form part of, the device.

prescribed traffic control device means a sign, signal, marking, structure or other device to direct or warn traffic on a road or road related area (or part of a road or road related area) that is prescribed by the regulations for the purposes of this definition.

traffic control authority means:

- (a) the Authority, or
- (b) the Commissioner of Police, or
- (c) any other person (or person belonging to a class or description of persons) prescribed by the regulations for the purposes of this definition.

51 Appropriate authority for the purposes of this Division

For the purposes of this Division, a person has appropriate authority to install or display (or to interfere with, alter or remove) a prescribed traffic control device if:

- (a) the person is a public authority that has been directed by the Authority under Division 1C of Part 6 of the *Transport Administration Act 1988* to install or display (or to interfere with, alter or remove) the device, or
- (b) the person is otherwise authorised in writing by the Authority to install or display (or to interfere with, alter or remove) the device.

Note. Division 1C of Part 6 of the *Transport Administration Act 1988* enables the Authority to give certain public authorities directions in respect of safety and traffic management.

52 Unauthorised prescribed traffic control devices

(cf Traffic Act, s 4D (6))

- (1) A person must not, without appropriate authority:
 - (a) install or display a prescribed traffic control device on, above or near a road or road related area, or
 - (b) interfere with, alter or remove any prescribed traffic control device installed or displayed on, above or near a road or road related area.

Maximum penalty: 20 penalty units.

- (2) A person must not install or display on, above or near a road or road related area any sign, signal, marking, structure or other device that might reasonably be mistaken to be a prescribed traffic control device.

Maximum penalty: 20 penalty units.

53 Removal of unauthorised prescribed traffic control devices

(cf Traffic Act, s 4D (7) and (8))

- (1) A traffic control authority (or a person authorised by any such authority) may direct any person who contravenes section 52 to remove, within a time specified by the authority when giving the direction, the sign, signal, marking, structure or other device in respect of which the contravention took place.
- (2) A person to whom a direction is given under subsection (1) must comply with the direction.

Maximum penalty: 20 penalty units.

- (3) Without affecting any liability of any person under section 52 or subsection (2), a traffic control authority may remove, or cause to be removed, any sign, signal, marking, structure or other device installed or displayed in contravention of section 52.

54 Cost of removal of prescribed traffic control device

- (1) A traffic control authority may, by proceedings brought in a court of competent jurisdiction, recover the expenses that the authority has incurred in exercising the functions conferred by section 53 as a debt from the person who (without appropriate authority) installed or displayed the sign, signal, marking, structure or other device concerned.
- (2) A certificate that is issued on behalf of a traffic control authority by a person prescribed by the regulations (or by a person belonging to a class of persons so prescribed) and that states that a specified amount represents the costs incurred by the authority in carrying out specified work or in taking specified action for the purposes of section 53, is admissible in any such proceedings and is prima facie evidence of the fact or facts so stated.

55 Prescribed traffic control devices presumed to be lawfully installed or displayed except for purposes of section 52

(cf Traffic Act, s 4D (9))

In proceedings for an offence against this Act or the regulations (other than an offence against section 52 (1)), a prescribed traffic control device that is installed or displayed on, above or near a road or road related area is conclusively presumed to have been lawfully installed or displayed there under this Act.

ROADS AND TRAFFIC AUTHORITY

DELEGATION TO COUNCILS

REGULATION OF TRAFFIC

TRANSPORT ADMINISTRATION ACT 1988

DELEGATION - SECTION 50

WHEREAS the Roads and Traffic Authority (hereinafter called "the Authority") pursuant to Section 50 of the *Transport Administration Act 1988* and all other enabling powers delegated by instruments of delegation dated 13 December, 1999 (hereinafter called "the delegation") all its functions under the legislation listed in Schedule 3 to councils constituted under the *Local Government Act 1993*, the Authority HEREBY REVOKES the delegation and DELEGATES to the councils in Schedule 1 and Schedule 2 respectively (hereinafter called "delegates") the functions of the Authority set out in Schedule 3 (hereinafter called "the functions") hereto subject to the limitations set out in Schedule 4 hereto and authorises delegates to sub-delegate the functions to the persons in Schedule 5 (hereinafter called "sub-delegates") subject to the limitations in Schedule 4.

Dated this 26th day of October 2001.

The SEAL of the ROADS AND)
TRAFFIC AUTHORITY was hereunto) L. S.
affixed in the presence of:)

(sgd) Graham C Read

Corporate Counsel

SCHEDULE 1

(Delegates)

The Council of the Municipality of Ashfield
Auburn Council
Bankstown City Council
The Council of the Shire of Baulkham Hills
Blacktown City Council
Blue Mountains City Council
The Council of the City of Botany Bay
Burwood Council
Camden Council
Campbelltown City Council
City of Canada Bay Council
Canterbury City Council
Fairfield City Council
Hawkesbury City Council
Holroyd City Council
The Council of the Shire of Hornsby
The Council of the Municipality of Hunters Hill
Hurstville City Council
Kogarah Municipal Council
Ku-ring-gai Council
Lane Cove Council
Leichhardt Municipal Council
Liverpool City Council
Manly Council
Marrickville Council
Mosman Municipal Council
North Sydney Council
Parramatta City Council
Penrith City Council
Pittwater Council
Randwick City Council
Rockdale City Council
Ryde City Council
South Sydney City Council
Strathfield Municipal Council
Sutherland Shire Council
The City of Sydney
Warringah Council
Waverley Council
Willoughby City Council
Woollahra Municipal Council

SCHEDULE 2

(Delegates)

A council other than those listed in Schedule 1 constituted under the *Local Government Act 1993*

SCHEDULE 3

(Functions)

The exercise of all the functions of the Authority under:

1. Division 2 of Part 8 (Regulation of traffic by roads authorities) of the *Roads Act 1993*.
2. Division 1 of Part 4 (Traffic control devices) of the *Road Transport (Safety and Traffic Management) Act 1999*.
3. Division 2 of Part 5 (Special event parking schemes) of the *Road Transport (Safety and Traffic Management) (Road Rules) Regulation 1999*.

SCHEDULE 4

(Limitations)

1. A council and its sub-delegate must not exercise a function:
 - (1) Outside the area constituted under the *Local Government Act 1993* for which council is the council, or
 - (2) On a classified road under the *Roads Act 1993* (except where exercising a function in respect of portable traffic control light signals).

2. A council and its sub-delegate may only exercise a function in respect of any prescribed traffic control device (defined in clause 131 of the *Road Transport (Safety and Traffic Management) (Road Rules) Regulation 1999* for the purposes of section 50 of the *Road Transport (Safety and Traffic Management) Act 1999*) being –
 - (1) any prescribed traffic control device contained in the document, “*Regulatory Signs*” Version 1.0 dated May, 2001 (Reference No. RTA/Pub 01.038) issued by the Authority, but excluding those which are indicated as ‘Not delegated to Council’ as listed in that document, and
 - (2) any portable traffic control lights,and under no circumstances, that is, despite (1) above, will a council or its sub-delegate be permitted to exercise a function in respect of any internally illuminated traffic control device.

3. (1) A council listed in Schedule 1 and its sub delegate must not exercise a function in respect of the following activities including the referral of the matter to the Local Traffic Committee until a Traffic Management Plan, which must include an assessment of the impact of the exercise of the function and proposed measures to ameliorate such impact, has been approved by the Authority:
 - (a) The prohibition of the passage of traffic on a public road or road or road related area to any one or more of the following classes of traffic:
 - pedestrians
 - vehicles
 - motor vehiclesby physical means or regulatory signs (whether a prescribed traffic control device or otherwise) or both;
 - (b) the installation or display of the following traffic control signs on roads or road related areas:
 - No Right Turn

- No Left Turn
- No Entry
- No Turns
- Left Turn Only
- Right Turn Only
- No Trucks
- No Buses
- No Pedestrians

or the installation or display of any other sign or road marking prohibiting or compelling a turning movement;

(c) changing a two-way street into a one-way street or reversing the direction of a one-way street;

(d) the construction of a median strip including a painted island which prevents a turn by a vehicle at the intersection of public roads or roads or road related areas;

(e) reduction in the number of traffic lanes on a public road or road or road related area by physical means or regulatory signs (whether a prescribed traffic control device or otherwise) or both.

(2) A Traffic Management Plan is not required if council certifies to the Authority in writing that a No Trucks or No Buses traffic control sign is to be erected solely for the purpose of protecting a road from damage by the passage of motor vehicles.

4. A council and its sub-delegate must not exercise a function in respect of portable traffic control light signals unless:

(1) the signals are used in connection with the carrying out of road work on public roads as authorised by the *Roads Act 1993*; and

(2) no fixed equipment or fixed cables are used.

5. A sub-delegate must not exercise a function in respect of Division 2 of Part 8 (Regulation of Traffic by Roads Authorities) of the *Roads Act 1993*.

6. A council or its sub-delegate must not exercise a function until they have notified the Commissioner of Police and the Authority of any decision taken to exercise a function except where:

(1) the advice of the Local Traffic Committee is unanimous; and

(2) the council or its sub-delegate propose to follow such advice.

7. Where a council or its sub-delegate has notified or should have notified the Commissioner of Police and the Authority of a decision to exercise a function,

the council or its sub-delegate must not exercise a function for a period of fourteen (14) days from the date of notification.

8. Where an appeal has been made to the Chairperson of a Regional Traffic Committee in respect of a decision taken by a council or its sub-delegate to exercise a function, a council or its sub-delegate must not exercise the function until the Chairperson of the Regional Traffic Committee determines the appeal.
9. Where the Chairperson of the Regional Traffic Committee has determined an appeal, the council and its sub-delegate must not exercise the function in respect of which an appeal has been made, otherwise than in accordance with the determination of the Chairperson.
10. Before installing or displaying a prescribed traffic control device, a council and its sub-delegate must authorise installation or display (or interference with, alteration or removal) of the device in writing in accordance with section 51 of the *Road Transport (Safety and Traffic Management) Act 1999*.
11. A council or its sub-delegate shall keep a record of installation, display, alteration or removal of a traffic control device. Such a record must include the following:
 - Type and location of the traffic control device;
 - Time and date of completion of installation, display, alteration or removal of the traffic control device.
12. Where a council or its sub-delegate wishes to exercise a function in respect to a “Roadwork Speed Limit” traffic sign (Speed Series (R4) Sign No. R4-212 in the document, *“Regulatory Signs”* Version 1.0 dated May, 2001, reference No. RTA/Pub 01.038, issued by the Authority), the following conditions apply:
 - (1) When the installation period of a ‘Roadwork Speed Limit’ sign is to be for 6 working days or less:
 - a) authorisation of the use of the ‘Roadwork Speed Limit’ sign must be carried out by council or a sub-delegate who holds a current Traffic Control at Worksites certificate issued by the Authority; and
 - b) the nearest office of the Authority is to be notified in writing of Council’s intention to implement a roadwork speed limit prior to works commencing; and
 - c) the nearest Police Station is to be notified in writing of Council’s intention to implement a roadwork speed limit prior to works commencing.
 - (2) When the installation period of a ‘Roadwork Speed Limit’ sign is to be for more than 6 working days:
 - a) authorisation of the use of the ‘Roadwork Speed Limit’ sign must be carried out by council or a sub-delegate who holds a current Traffic Control at Worksites Certificate issued by the Authority, and

- b) the nearest office of the Authority is to be notified in writing of Council’s intention to implement a roadwork speed limit 7 days prior to works commencing; and
 - c) the nearest Police Station is to be notified in writing of Council’s intention to implement a roadwork speed limit 7 days prior to works commencing.
- (3) The need for a ‘Roadwork Speed Limit’ sign shall be determined in accordance with the document, “*Traffic Control at Worksites*” Version 2.0 dated October 1998 (Reference No TTT-003) issued by the Authority;
- (4) ‘Roadwork Speed Limit’ signs shall be installed in accordance with the “*Traffic Control at Worksites*” document (as already referred to);
- (5) Records maintained by a council and its sub-delegate in respect to a ‘Roadwork Speed Limit’ sign must include:
- a) council’s or its sub-delegate’s written authorisation of the installation [The sub-delegate’s Traffic Control at Worksites Certificate number must be shown.],
 - b) the location,
 - c) the installation time and date, and
 - d) the removal time and date.
- (6) The ‘Roadwork Speed Limit’ sign is to be removed as soon as practicable after the road works have been completed.
13. A council and its sub-delegate must not exercise a function in respect to any of the roads within Sydney Olympic Park including the roads that are coloured mauve on the drawing marked “Sydney Olympic Park Authority, Sydney Olympic Park, Drawing Number HS-J-L-006” dated 29 May 2001 and deposited in the Office of the Sydney Olympic Park Authority (being all the roads referred to in section 41 of the *Sydney Olympic Park Authority Act 2001*).

SCHEDULE 5

(Sub-delegates)

- 1. A councillor.
- 2. The general manager.
- 3. An employee of the council.