



Notice of Local Traffic Committee Meeting

Notice is hereby given that a Local Traffic Committee Meeting will be held in the Ballina Shire Committee Room, Cnr Cherry & Tamar Streets, Ballina on **Wednesday 11 April 2012 commencing at 10.00am.**

Business

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
5. Items to be Referred to Council
6. Items to be Referred to the General Manager's Delegate
7. Items for Traffic Engineering Advice
8. Information of the Committee
9. Regulatory Matters on Classified Roads (GM's Delegate)
10. Items Without Notice
11. Next Meeting

A handwritten signature in black ink that reads 'John Truman'.

John Truman
Group Manager
Civil Services

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1. Attendance & Apologies
 2. Minutes of Previous Meeting
 3. Deputations by Members of Public or Councillors
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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

The following items were referred to the Council at its Ordinary meeting on 23 February 2012.

- Road Closure - Anzac Day 2012 - Ballina
- Road Closure - Anzac Day - Alstonville

The Council adopted the following recommendations.

1. 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.
2. 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 23 February 2012 meeting made in respect of LTC recommendations.

5.1 Request Gazettal of B-Double Route - Alstonville

5. Items to be Referred to Council

5.1 Request Gazettal of B-Double Route - Alstonville

Introduction

The RMS has contacted Council seeking regazettal of the Bruxner Highway between Alstonville and Wollongbar.

Information

As a result of the Alstonville Bypass being completed the B-double route defaulted to the new section of road. The old B-double route is still sought from the RMS. The main reason is to act as an alternate route should the Alstonville Bypass become closed.

Discussions between Council and the RMS covered the following points:

- The preferred route being the Alstonville Bypass with a subservient route being the old B-double route should the need arise;
- Russelton industrial area being the only area that requires continual access and having direct access to the bypass. This can still occur as the preferred route whilst still retaining the subservient route;
- B-doubles uncoupling and servicing Alstonville/Wollongbar as an articulated vehicle. This practice requires an uncoupling area of which there is none.

The route follows the old Bruxner Highway through Alstonville and Wollongbar which is as follows:

- Along Ballina Road to Main Street. Right at the roundabout.
- Along Bugden Avenue past the old butter factory and through to Wollongbar.
- Through Wollongbar to Sneaths Road to the bypass.

A map has been attached for clarity as well as a copy of the gazettal proforma.

Previously the community was opposed to the old Bruxner Highway being used by B Doubles. In the event of the Alstonville Bypass being closed, it is possible for vehicles to either wait for reopening or use alternate routes. Taking into account the RMS position, and the previous views of the community, the recommendation seeks Council to provide some further direction in respect of this matter.

It is also noted that the request from the RMS was informally referred to the Councillors in their weekly bulletin. In response to this, there was no opposition to the position of staff to decline to support the request.

5.1 Request Gazettal of B-Double Route - Alstonville

RECOMMENDATIONS

That the Committee advise the Council of the preferred position of the RMS in respect of the request to gazette a B-double route through Alstonville / Wollongbar.

Attachment(s)

1. Gazettal Notice and Map

ROAD TRANSPORT (GENERAL) ACT 2005**Notice under Clause 20 the Road Transport (Mass, Loading and Access)
Regulation, 2005**

Ballina Shire Council, in pursuance of Division 4 of Part 2 of the Road Transport (Mass, Loading, Access) Regulation 2005, by this Notice, specify the routes and areas on or in which **25 metre B-Doubles** may be used subject to any requirements or conditions set out in the Schedule.

Paul Hickey
General Manager
Ballina Shire Council
(by delegation from the Minister for Roads)

Date: 30 November 2011

SCHEDULE**1. Citation**

This Notice may be cited as Ballina Shire Council **25 Metre B-Double** route Notice No 1/2011

2. Commencement

This Notice takes effect on date of gazettal

3. Effect

This Notice remains in force until **1st September 2015** unless it is amended or repealed earlier.

4. Application

This Notice applies to those **25 metre B-Double** vehicles which comply with Schedule 1 of the Road Transport (Mass, Loading and Access) Regulation 2005 and Schedule 2 of the Road Transport (Vehicle Registration) Regulation 2007.

5. Routes

Type	Road No	Road Name	Starting Point	Finishing Point
25		Ballina Road Alstonville	Teven Road Alstonville	Green Street
25		Main Street Alstonville	Green Street	Bugden Avenue
25		Bugden Avenue Alstonville	Main Street	Pearces Creek Road
25		Lismore Road Wollongbar	Pearces Creek Road	Rifle Range Road
25	7734	Lismore Road Wollongbar	Rifle Range Road	Sneaths Road
25	7734	Sneaths Rd Wollongbar	Lismore Road	HW 16 Bruxner Highway

5.1 Request Gazettal of B-Double Route - Alstonville



ALSTONVILLE - WOLLONGBAR B-DOUBLE ROUTE

5.2 Request 4.6m High Vehicle Routes - Ballina Region

5.2 Request 4.6m High Vehicle Routes - Ballina Region

Introduction

The RMS has contacted Council regarding some anomalies with 4.6m high vehicle routes in the Shire, in particular the routes in and around Ballina.

Information

The RMS is currently updating its systems and they discovered two anomalies. The first being there is no connection from Angels Beach Drive to Kerr Street and the second being Ross Lane.

It is considered that the segment of Bangalow Road between Angels Beach Drive and Kerr Street is capable of carrying 4.6m high vehicles.

It is also considered that Ross Lane for its full length is capable of carrying 4.6m high vehicles.

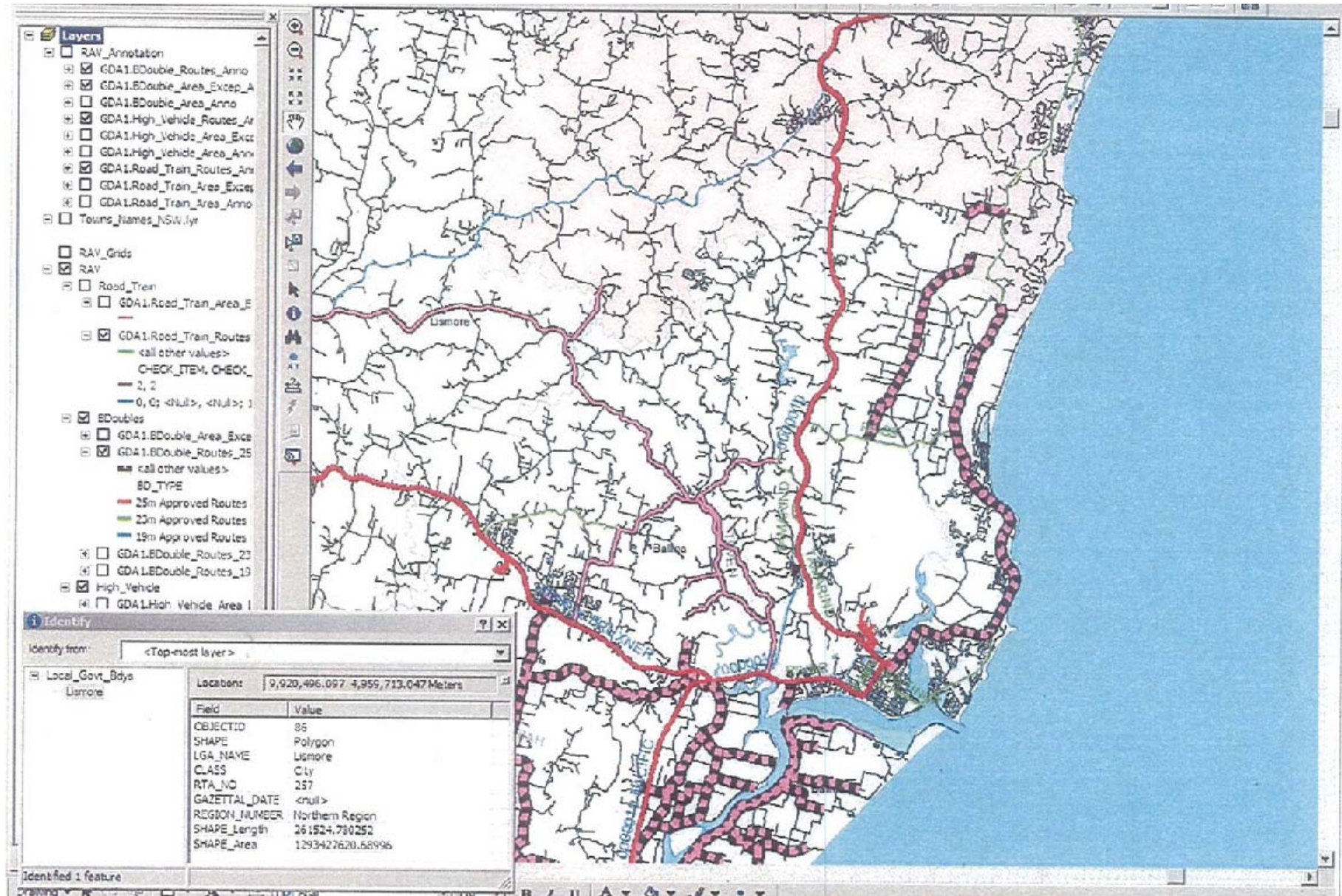
RECOMMENDATIONS

1. That the Committee endorse extending the 4.6m high route on Bangalow Road from Angels Beach Drive to Kerr Street.
2. That the Committee endorse extending the 4.6m high route for the full length of Ross Lane from The Coast Road to the Pacific Highway.

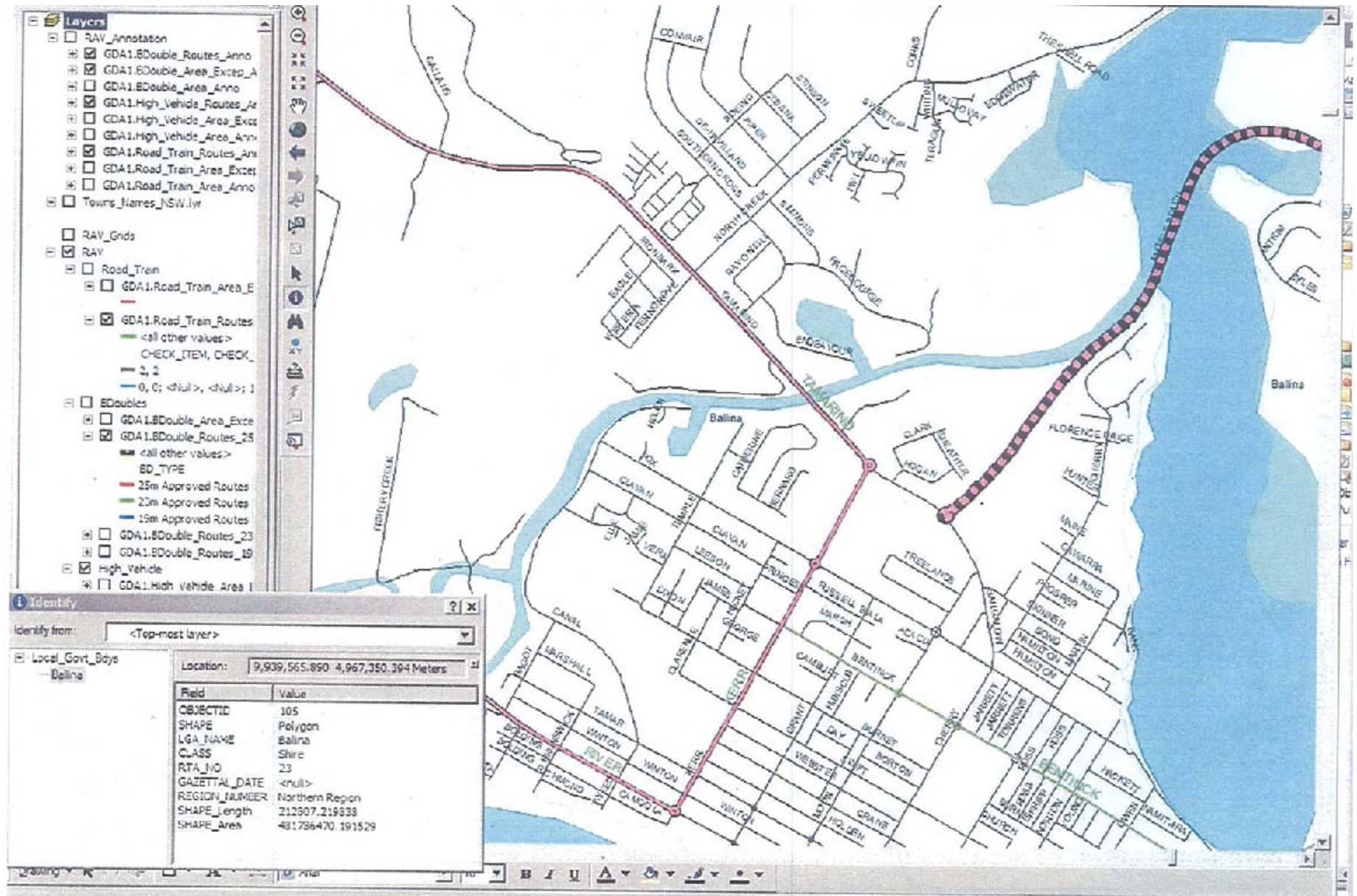
Attachment(s)

1. Maps - 4.6m High Vehicle Routes - Ballina Region

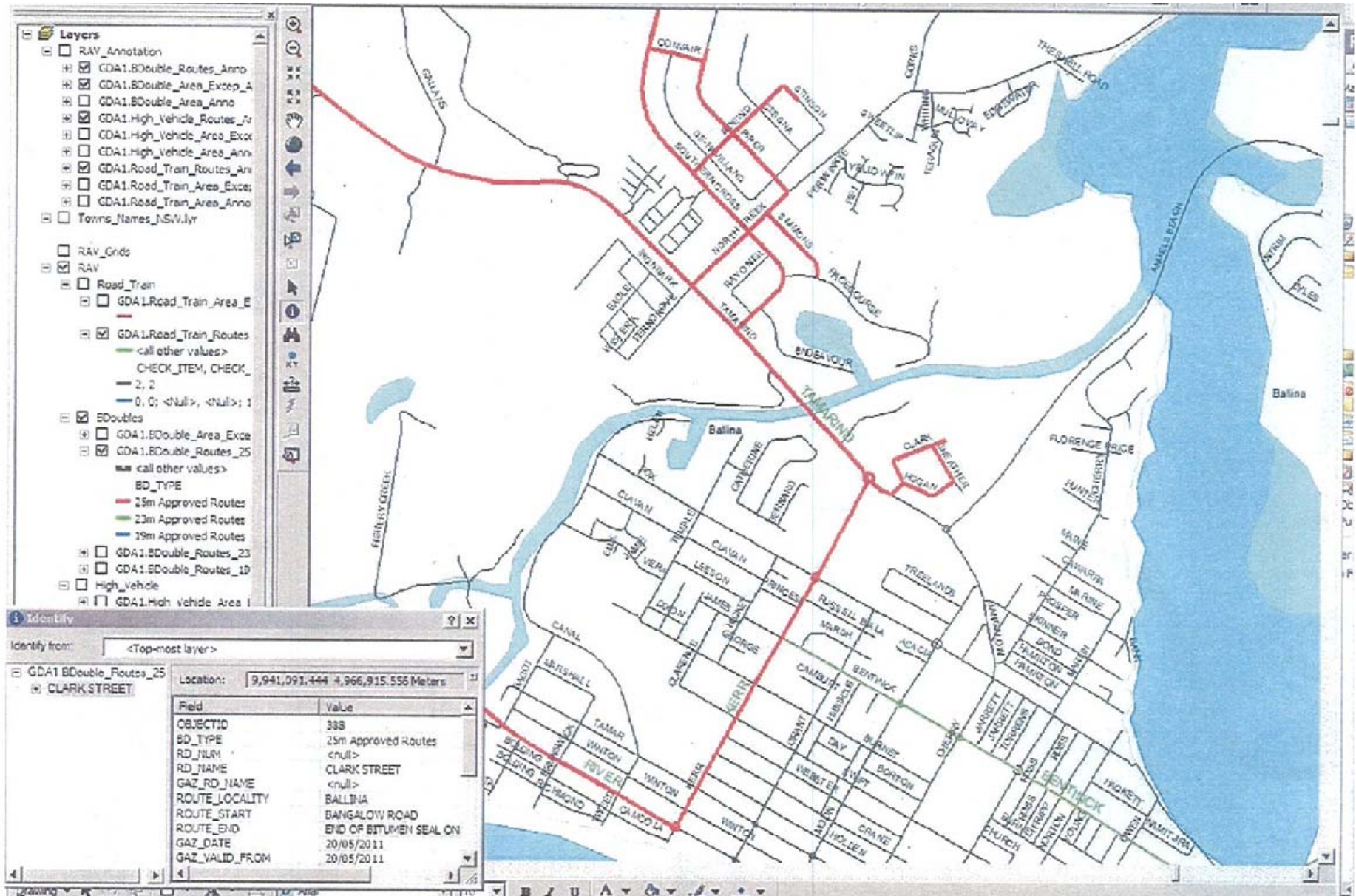
5.2 Request 4.6m High Vehicle Routes - Ballina Region



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6.1 Request to Hold Bicycle Road Races - Dungarubba

6. Items Referred to General Manager's Delegate

6.1 Request to Hold Bicycle Road Races - Dungarubba

Introduction

An application to hold bicycle road races on Shire roads has been received from the Northern Rivers Cycle Club. This is an annual submission and has been held in previous years without complaint or incident.

Information

The Northern Rivers Cycle Club has submitted an application to conduct bicycle road races on sections of Baggotville Road, Wardell Road and Marom Creek Road continuing into Lismore Shire and returning to Ballina Shire for the period 1 April 2012 to 31 October 2012.

The races will be held on the following dates:

- 20 May 2012;
- 15 July 2012; and
- 16 September 2012

The duration of the races shall be from 7am to 11am with setup and packup 30 minutes prior/post event. The races begin and end at Dungarubba Park.

A race program is distributed to all residents along the road prior to the first event being held with Cyclists Ahead warning signage erected along the circuit 30 minutes prior.

A designated race vehicle will follow the last group of riders around the course until event completion. The vehicle is fitted with an orange flashing light and Caution Cyclists Ahead signage.

A copy of liability has been provided to Council.

RECOMMENDATIONS

That the Committee recommend concurrence to the General Managers Delegate to hold the Dungarubba race series from 1 April 2012 to 31 October 2012.

Attachment(s)

1. Application for Road Races

Northern Rivers Cycling Club
C/o 6 Bowers Close
Wollongbar 2477
0402837982

9th February 2012

Damon Jones
Ballina Shire Council
PO Pox 450
Ballina 2478
02 66861245

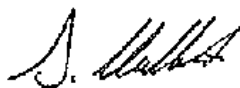
RECORDS SCANNED 16 FEB 2012 Doc No..... Batch No.....

Dear Damon,

RE : CYCLE ROAD RACE APPLICATION

Please accept this application from the Northern Rivers Cycling Club for a cycle road race series at Dungarubba. Please note that there are no road closures. Attached is a copy of our certificate of insurance. I have sent the same to Steve Hilder at Lismore Police Station. I have also sent the same race application to the Lismore City Council. I would appreciate it if you could present this application to the traffic advisory committee on our behalf. If you have any queries please don't hesitate to contact me at the above address or phone number. For further information about our club please visit our website, www.nrec.org.au. Thank you very much for your time.

Yours Faithfully



Shane Hulbert

Northern Rivers Cycling Club

Northern Rivers Cycle Club

Application for Bicycle Race Permit: Northern Rivers Winter Road Races 2012 - Dungarubba.

Location: Dungarubba.

Times: 7.00 a.m – 11.00 a.m

Dates: 1st April 2012 – 31st October 2012

Addendum

This application is made in accordance with New South Wales Guidelines for Road Races, January 2004, as per previous application. All terms used are as defined in that document.

Traffic Management Plan: Northern Rivers Road Races Dungarubba 2011

Location: Rileys Hill, Dungarubba

Dates: 1st April 2012 – 31st October 2012

Actual race dates are as follows; 20th May, 15th July and 16th September.

Start Time: 0700 am

Finish Time: 1100 am

Setup Start Time: 0630 am

Packdown Finish time: 1130 am

Contact Names

Event Organiser: Northern Rivers Cycling Club

NRCC Event Contact: Shane Hulbert

Mobile 0402837982

Email hulbertsm@yahoo.com

Police Ballina Police Station

Ph 6681 8699 Fax 6681 8605

Race detail.

Each race consists of five grades of cyclists (A,B ,C, D and E). Each grade limited to a maximum of 30 riders. Each grade is started separately with an approximately one minute gap between grades. Each grade completes a maximum of three circuits of the course.

Risk Management – Traffic

- Public Liability insurance arranged. Certificate of currency attached

Police

- Police written approval obtained

Fire Brigades and Ambulance

- Fire Brigade notified
- Ambulance notified

Traffic and Transport Management

Event Description.

The race will commence at the Dungarubba Park, turn left onto Bagotville Road until the T intersection, left onto Wardell Road, left onto Marom Creek Road; left onto Tucki Tucki Road, left onto Wyrallah Road, left again at Broadwater Road finishing back at Dungarubba Park. Three laps maximum.

As an alternative for junior and novice riders the race will commence at Dungarubba Park, proceed along Bagotville Road until approximately 1km before Wardell Road intersection where riders will turn around under the direction of a marshall and proceed back along Bagotville Road to finish approximately 1km before the Broadwater Road intersection. Riders and marshals will give way to all traffic and obey road rules.

Please see attached map.

Race vehicle.

A race vehicle will follow cyclists around the circuit until the race is finished. This vehicle is fitted with a flashing orange light and signs stating 'Caution, Cyclists Ahead'.

Signage.

All cyclists ahead warning signs will be erected 30 minutes before the event.

Parking.

Special parking not required. All cars will be parked at Dungarubba Park.

Construction, traffic calming and traffic generating developments.

There are no construction activities, traffic calming devices or traffic generating developments at the race location.

Trusts, authorities or Government enterprises.

This event does not use a facility managed by a trust, authorities or Government enterprise.

Impact on/of Public transport.

Public transport is not impacted and will not impact the event.

Reopening roads after moving events.

This is a non-moving event. There are no road closures required for this event.

Traffic management requirements unique to this event.

There are no unique traffic management requirements for this event.

Heavy vehicle impacts.

Does not impact heavy vehicles.

Special event clearways.

Special event clearways not required.

Minimising impact on non-event community and emergency services

Access for local residents, businesses, hospitals and emergency vehicles.

As there are no road closures for this event there will be no impediment to emergency vehicle access to the area during the event.

Advertise traffic management arrangements

Road closures.

No road closures

Resident notification

A race program will be distributed to all residents on the roads used between one month and one week prior to the first event. As the event is to be held on a Sunday morning race programs including a map of the route will be distributed to the local churches.

Approval

TMP Approved by:.....Event Organiser

Date

Regulation of Traffic Authorised by:

for Ballina Shire Council. Date

For Lismore City Council. Date.....

6.2 Request to Hold Bicycle Road Races - Rous

6.2 Request to Hold Bicycle Road Races - Rous

Introduction

An application to hold bicycle road races on Shire roads has been received from the Northern Rivers Cycle Club. This is an annual submission and has been held in previous years without complaint or incident.

Information

The Northern Rivers Cycle Club has submitted an application to conduct bicycle road races on sections of Rous Road, Dalwood Road and Wardell Road at Rous for the period 1 April 2012 to 31 October 2012.

The races will be held on the following dates:

- 1 and 15 April 2012;
- 6 and 20 May 2012;
- 3 and 17 June 2012;
- 1 and 15 July 2012;
- 5 and 19 August 2012; and
- 2 and 16 September 2012

The duration of the races shall be from 7am to 10am with setup and packup 30 minutes prior/post event. The races begin and end at the Rous primary school.

A race program is distributed to all residents along the road prior to the first event being held with Cyclists Ahead warning signage erected along the circuit 30 minutes prior.

A designated race vehicle will follow the last group of riders around the course until event completion. The vehicle is fitted with an orange flashing light and Caution Cyclists Ahead signage.

A copy of liability has been provided.

RECOMMENDATIONS

That the Committee recommend concurrence to the General Managers Delegate to hold the Rous race series from 1 April 2012 to 31 October 2012.

Attachment(s)

1. Application - Road Races at Rous

Northern Rivers Cycling Club
C/o 6 Bewers Close.
Wollongbar 2477
0402837982

9th February 2012

Damon Jones
Ballina Shire Council
PO Pox 450
Ballina 2478
02 66861245

Dear Damon,

RE : CYCLE ROAD RACE APPLICATION

Please accept this application from the Northern Rivers Cycling Club for a cycle road race series at Rous. Please note that there are no road closures. A copy of our certificate of insurance is attached. I have sent the same to Steve Hilder at Lismore Police Station. I would appreciate it if you could present this application to the traffic advisory committee on our behalf. If you have any queries please don't hesitate to contact me at the above address or phone number. For further information about our club please visit our website, www.nrcc.org.au. Thank you very much for your time.

Yours Faithfully



Shane Hulbert

Northern Rivers Cycling Club

Northern Rivers Cycle Club

Application for Bicycle Race Permit: **Northern Rivers Winter Road Races 2012 - Rous Road.**

Location: Rous Road, Rous.

Times: 7.00 a.m – 10.00 a.m

Dates: 1st April 2012 – 31st October 2012

Addendum

This application is made in accordance with New South Wales Guidelines for Road Races, January 2004, as per previous application. All terms used are as defined in that document.

Traffic Management Plan: Northern Rivers Road Races Rous Road 2012

Location: Rous Road, Rous

Dates: 1st April 2012 – 31st October 2012

The proposed dates are as follows; 1st & 15th April, 6th & 20th May, 3rd & 17th June, 1st & 15th July, 5th & 19th August, 2nd & 16th September.

Start Time: 7.00 am

Finish Time: 10.00 am

Setup Start Time: 6.30 am

Packdown Finish time: 10.30 am

Contact Names

Event Organiser: Northern Rivers Cycling Club

NRCC Event Contact: Shane Hulbert

Mobile 0402837982
Email hulbertsm@yahoo.com

Police Ballina Police Station
Ph 6681 8699 Fax 6681 8605

Race detail.

Each race consists of five grades of cyclists (A,B ,C, D and E). Each grade limited to a maximum of 30 riders. Each grade is started separately with an approximate one minute gap between grades. Each grade completes a maximum of five circuits of the course.

Risk Management – Traffic

- Public Liability insurance arranged. Certificate of currency attached

Police

- Police written approval obtained

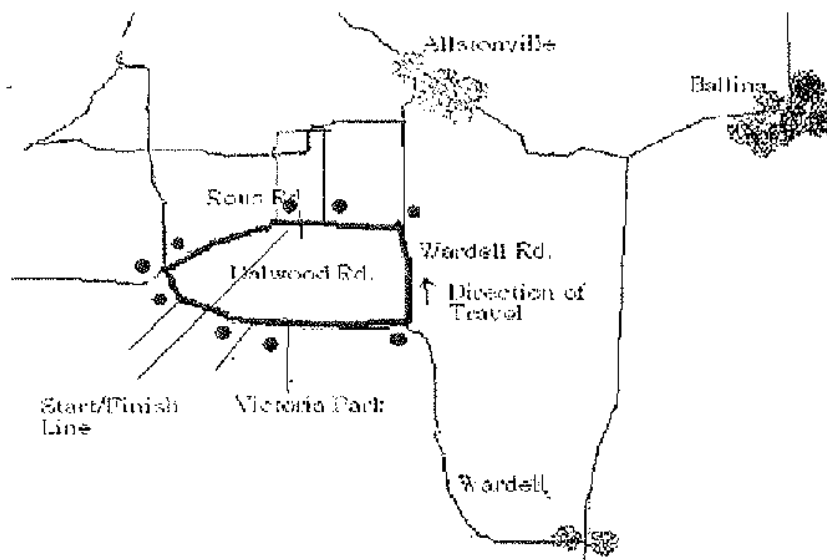
Fire Brigades and Ambulance

- Fire Brigade notified
- Ambulance notified

Traffic and Transport Management

Event Description.

The race will commence at the Rous school and travel west along Rous road. Cyclists will turn left into Dalwood Road , left into Wardell Road and left again back into Rous Road . The race will finish near the Rous school, approximately 10 metres before the White Lane intersection.



Marshals.

A marshal will be placed at the corner of Wardell Road and Dalwood Road. The marshal will prevent cyclists from entering Wardell Road if there is motor vehicle traffic at or approaching the intersection.

Race vehicle.

A race vehicle will follow the last group around the circuit until the race is finished. This vehicle is fitted with a flashing orange light and signs stating 'Caution, Cyclists Ahead'.

Signage.

All cyclists ahead warning signs will be erected 30 minutes before the event.

Parking.

Special parking not required. All cars will be parked at the Rous School area off the road or in White's Lane.

Construction, traffic calming and traffic generating developments.

There are no construction activities, traffic calming devices or traffic generating developments at the race location.

Trusts, authorities or Government enterprises.

This event does not use a facility managed by a trust, authorities or Government enterprise.

Impact on/of Public transport.

Public transport is not impacted and will not impact the event.

Reopening roads after moving events.

This is a non-moving event. There are no road closures required for this event.

Traffic management requirements unique to this event.

There are no unique traffic management requirements for this event.

Heavy vehicle impacts.

Does not impact heavy vehicles.

Special event clearways.

Special event clearways not required.

Minimising impact on non-event community and emergency services

Access for local residents, businesses, hospitals and emergency vehicles. As there are no road closures for this event there will be no impediment to emergency vehicle access to the area during the event.

Advertise traffic management arrangements

Road closures.

No road closures

Resident notification

A race program will be distributed to all residents on the roads used between one month and one week prior to the first event. As the event is to be held on a Sunday morning race programs including a map of the route will be distributed to the local churches.

Approval

TMP Approved by:.....Event Organiser

Date

Regulation of Traffic Authorised by:

for Ballina Shire Council. Date

6.3 Request for Keep Left Signage - Cedar Crescent, Shaws Bay

6.3 Request for Keep Left Signage - Cedar Crescent, Shaws Bay

Introduction

A letter has been received in which a resident is concerned about driver behaviour in Cedar Crescent, Shaws Bay. The letter claims motorists are disobeying traffic control and driving on the incorrect side of the road.

Information

Cedar crescent of Shaws Bay is a divided residential road with a posted limit of 50km/h. Its formation comprises two 6m lanes separated by a 7m traffic island. There are no regulatory signs erected and the intersections are uncontrolled. The functionality of the area heavily relies on motorists obeying the road rules.

A situation has arisen where motorists are not obeying the road rules and choosing the most direct route (even if this is on the wrong side of the road).

One of the residents is seeking traffic control through the use of Keep Left signage. The resident specifically seeks low profile signs as opposed to full height signs. The resident has proposed that these signs be erected at each end of the central median. This totals to be eight signs.

The resident also seeks associated line markings to further enforce the area. As the intersections are uncontrolled there are no such associated markings.

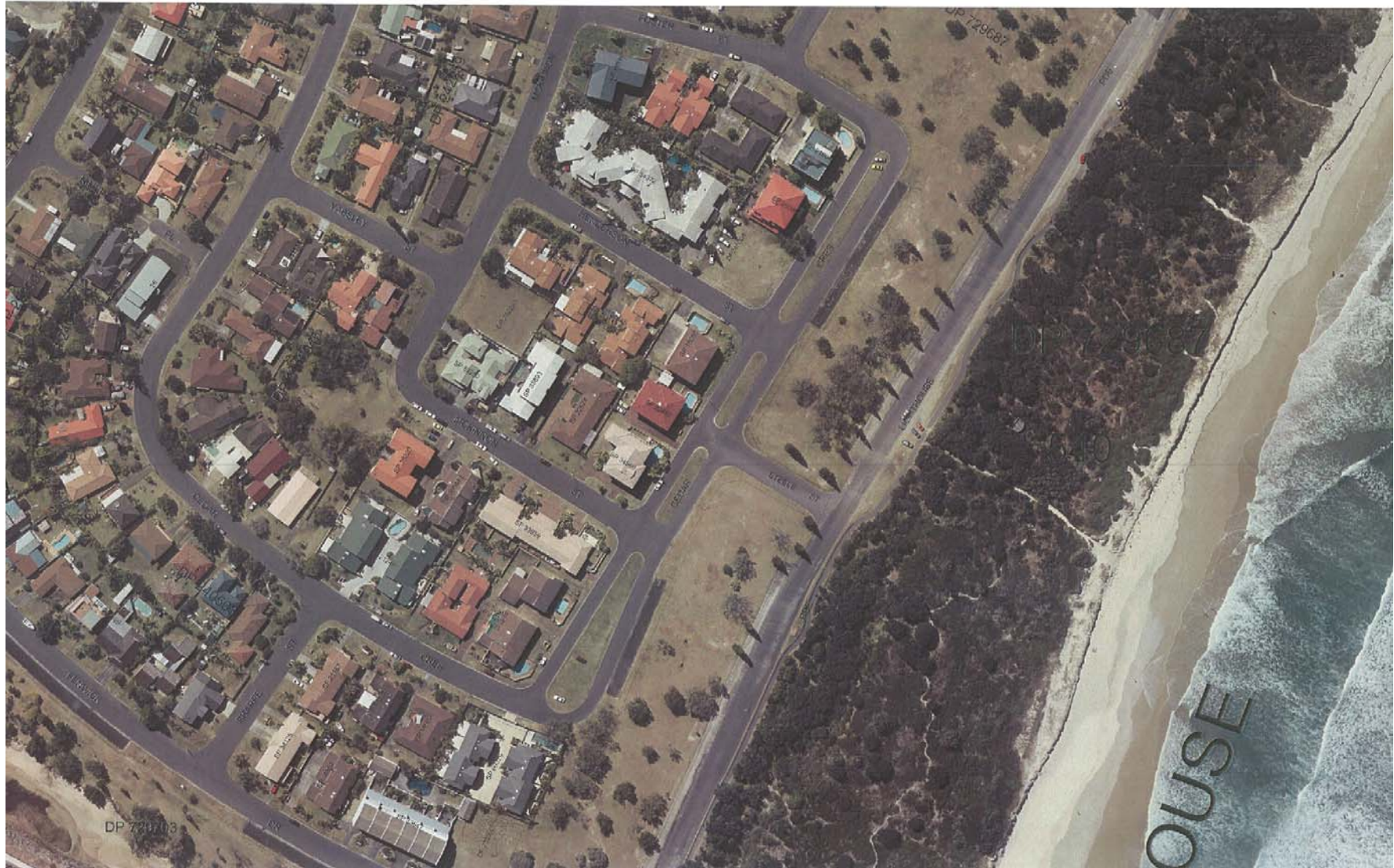
RECOMMENDATIONS

That the Committee endorse the erection of Keep Left signs (8 off) on the central median of Cedar Crescent.

Attachment(s)

1. Map - Cedar Crescent

6.3 Request for Keep Left Signage - Cedar Crescent, Shaws Bay



6.4 Request for Parking Control - Southern Cross Drive, Ballina

6.4 Request for Parking Control - Southern Cross Drive, Ballina

Introduction

A request from the caravan parks of Southern Cross Drive has been received to investigate the exit road onto Southern Cross Drive. The issue is impeding sight lines as a result of recent development in the area.

Information

Southern Cross Village and Palms Village caravan parks share a common access to Southern Cross Drive, Ballina. The access point is similar in design to a divided road with 6m wide seal on each side. The exit is Give Way controlled.

A recent industrial development was required to undertake roadworks at the intersection of Southern Cross Drive and Boeing Avenue. These works involved the re-alignment of the centreline amongst other things. The centreline re-alignment shifted the through traffic south in Southern Cross Drive towards the parking lane. This had a compounding effect of obscuring sight lines for vehicles exiting the caravan parks. With the through traffic closer to the parked cars on Southern Cross Drive the vehicles exiting the caravan parks cannot see for a sufficient distance to exit.

The access has been inspected and the following measures are suggested:

- Change of intersection control from Give Way to Stop
- Erection of No Stopping signage on the southern side of Southern Cross Drive for a distance of 18m.

It is envisioned that these works will improve the situation whilst maintaining the status quo of business egress between all businesses in the area.

RECOMMENDATIONS

That the Committee endorse installing No Stopping signage on the southern side of Southern Cross Drive for a distance of 18m eastward from the Southern Cross Village and Palms Village caravan parks.

Attachment(s)

1. Map - Southern Cross Drive



6.5 Ross Lane Speed Data - 2012

6.5 Ross Lane Speed Data - 2012

Introduction

A request has been forwarded to Council from RMS concerning vehicle speeds along Ross Lane. This is a follow-up item to a previous submission to the Local Traffic Committee.

Information

Resulting from a previous Traffic Committee submission the Committee requested that speed data be collected along Ross Lane. This data has now been collected and is being presented to the Committee for further action (if required).

Two metrocounts were used. One at Sanctuary village and another near Newrybar Swamp Road. The counts returned the following data:

- Sanctuary village – 85 %ile 91km/h
- Newrybar Swamp Road – 85 %ile 99km/h

Based on the above figures there is a strong correlation between posted limit and drivers perception of road environment.

Ross Lane has undergone a series of upgrades over the past few years and is in the process of applying for additional works to be undertaken.

RECOMMENDATIONS

That the Committee recommend to the RMS that this information be used to complete a speed zone review.

Attachment(s)

Nil

6.6 Gibsons Creek Bridge - Road Safety Audit

6.6 Gibsons Creek Bridge - Road Safety Audit

Introduction

A road safety audit has been prepared for Gibsons Creek Bridge. The findings of this audit are presented to the Committee for its review.

Information

On 1 September 2011 the site was visited and an audit undertaken. The audit created a hierarchy of hazards requiring attention. Many of these items are designated high priority.

The hazards and remediations are listed below.

- The bridge is a single lane bridge with no priority control. The recommendation is to install Give Way signage on the northern approach.
- The southern approach curve is tight with poor sight distance. The recommendation is to erect a curve warning sign with supplementary plate and for the installation of a centreline.
- Delineation of the large number of curves and few guide posts. The recommendation is the installation of a painted centreline on the nearby bends.

RECOMMENDATIONS

That the Committee endorse the recommendations in the above report in response to the Gibsons Creek Bridge Road Safety Audit.

Attachment(s)

1. Road Safety Audit Report - Gibsons Creek Bridge Approaches (Austroads Stage 6)



RoadNet

Road Safety Audit Report

**Austrroads Stage 6
Existing Road Audit**

**Eltham Road
Gibsons Creek Bridge approaches,
TEVEN, NSW**

For

Ardill Payne and Partners

14 September 2011


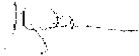


6.6 Gibsons Creek Bridge - Road Safety Audit

Existing Road Audit
Gibsons Creek Bridge approaches

Eltham Road,
Teven, NSW

Document Control Sheet

Document Status	FINAL - 14 September 2011
Prepared By	
Reviewed By	

Prepared by:

RoadNet Pty Ltd

8 Sixth Avenue
PALM BEACH QLD 4221
Tel 07 5525 7377 Fax 07 5525 7388
E-mail: gold.coast@roadnet.net.au

Job Number: 11077G
Report Status: Final

Page 2 of 13 pages

Date: 14/09/2011

Existing Road Audit
Gibsons Creek Bridge approaches

Eltham Road,
Tevan, NSW

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Existing Road Audit
Gibsons Creek Bridge approaches

Eltham Road,
Teven, NSW

1. INTRODUCTION

Ardill Payne & Partners have been engaged to complete a concept design to replace the existing Gibsons Creek Bridge.

RoadNet has been commissioned by Ardill Payne & Partners to carry out a Road Safety Audit on the existing approaches for consideration during concept design of the bridge structure.

2. EXISTING ROAD DESCRIPTION

Eltham Road connects Teven Road at Teven, to Bangalow Road at Bexhill in NSW. Eltham Road also connects to a number of other roads along the route to form a network.

Traffic volumes were stated as 720 AADT with 4% Heavy Vehicles.

In the vicinity of the Gibsons Creek bridge, Eltham Road south of the bridge has a 7.5m wide bitumen sealed pavement as shown in Figure 1 below. There is kerb and gutter at the base of the cut batter on the eastern side, and no shoulder on the western side which generally has a fill batter.



Figure 1 - Eltham Road, south of Gibsons Creek

Just north of Gibsons Creek bridge, Eltham Road has a 6.0m wide bitumen sealed pavement with no shoulder on the cut batter to the west. Figure 2 shows a narrow unsealed shoulder on the fill batter on the eastern side.

Existing Road Audit
Gibsons Creek Bridge approaches

Eltham Road,
Teven, NSW



Figure 2 - Eltham Road north of Gibsons Creek

The speed limit on Eltham Road is 100 km/h, however on the day of the site inspection, a temporary 40km/h road work speed limit had been introduced due to the bridge repairs.

85th percentile speeds were not measured. The approaches and bridge were not able to be driven under normal conditions at speed due to the temporary part closure and 40 km/h road work zone.

During the replacement of the Gibsons Creek Bridge, a number of detour routes are available within the road network. RoadNet has been advised that no temporary structure is proposed for Gibsons Creek during the bridge replacement.

3. SCOPE OF AUDIT

The Road Safety Audit (RSA) is conducted as an Audit as per the Austroads Guide to Road Safety Part 6: Road Safety Audit Jan 2009.

The Existing Road RSA covers all aspects of the approaches to the bridge, but not the bridge structure.

A day time and night time site inspection was carried out on 1 September 2011.

A crash history was provided which detailed only one(1) crash at or near the bridge in 2003. The data available of one crash is not considered adequate to conduct any crash analysis.

A series of concept designs were provided for the replacement of the bridge. The proposals appear the same or similar with respect to the approach widening and bridge location with the differences being within the bridge structure.

The concept designs indicate bridge widening on the downstream side (western side) of the current bridge. Additionally, approach realignment and widening is also proposed.

This audit covers the existing bridge approaches. Due to the temporary work zone on the bridge some of the issues and recommendations relate to the temporary works as well as the proposed concept designs.

Existing Road Audit
Gibsons Creek Bridge approaches

Eitham Road,
Teven, NSW

4. METHODOLOGY

4.1 Audit Process

The road safety audit is undertaken in accordance with the requirements of the Austroads Road Safety Audit Manual and included the following tasks.

- an inception meeting to confirm the scope of works for the audit and obtain all relevant information; (plans/drawings/reports etc);
- site inspection;
- review the existing relevant information and plans;
- identify safety issues and assign priorities;
- formulate suggested measures to address the issues identified; and
- prepare an audit report and submit to client.

4.2 Audit Team

The audit team is:

Brett Franklin - (Lead Road Safety Auditor).
John Weatherall – (Senior Road Safety Auditor)

4.3 Meetings

No specific meeting was held to discuss the road safety audit or designs.

4.4 Information used in the Audit:

Google Maps and Aerial photos.

Photos and videos taken during site inspection.

Crash data (emails dated 31 August 2011)

Traffic Volumes (email dated 5 September 2011)

Concept bridge design (email dated 7 September 2011)

Detail Survey of bridge and approaches (email dated 7 September 2011)

6.6 Gibsons Creek Bridge - Road Safety Audit

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4.5 Recommendations

List of Suggested Actions / Recommendations

The list of the recommendations contained in Section 4.1 of the report contains rankings of safety issues using the following Austroads Guide to Road Safety Part 6: Table 4.4 below:

Risk	Suggested Action
Intolerable	Must be corrected
High	Should be corrected or the risk significantly reduced, even if the treatment cost is high.
Medium	Should be corrected or the risk significantly reduced, even if the treatment cost is moderate, but not high.
Low	Should be corrected or the risk reduced, if the treatment cost is low.

4.6 Reference Material

The design standards/manuals used to assess the proposal are as follows:

- Austroads Guide to Road Safety Part 6: Road Safety Audit Manual (Jan 2009);
- Austroads 'Guide to Road Design'.
- AS1742 'Manual of Uniform Traffic Control Devices';

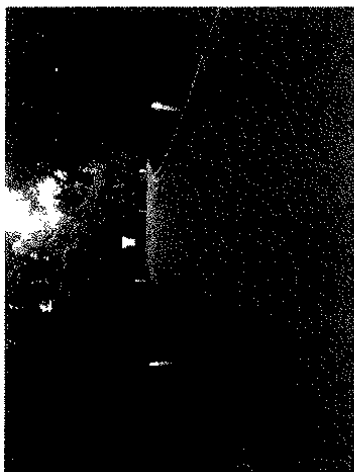
5. AUDIT FINDINGS

A summary of the audit findings and recommendations are tabulated in Table 5.1.

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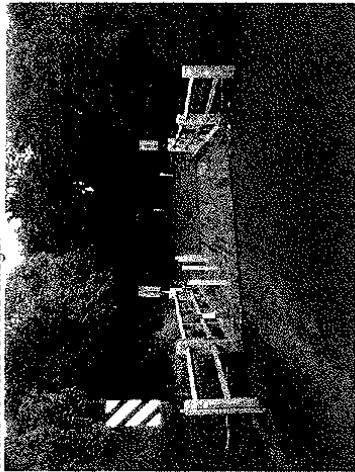

Existing Road Audit:
Gibsons Creek Bridge approaches

Table 5.1: Summary of Audit Findings and Recommendations

Item No.	Issue	Recommendation / Suggestion	Priority	Agree (Y/N)	Action & Comments
1	There is no priority control for the one lane bridge. The southern approach has poor sight distance to the bridge which could lead to head on crashes on or near the bridge. The traffic volumes are high for a one lane bridge. (>200 vpd).	Provide priority to the south approach by means of give way sign control on the north approach. Refer to AS1742 Part 2, clause 4.7.2.2.	High		
2	The southern approach curve is tight with poor sight distance to the bridge. 	Provide vegetation clearing and/or benching of the cut batter, or if this is not achievable, install curve warning sign with appropriate advisory speed to the south approach. Provide a dividing line to delineate the centre of the pavement of the substandard curve with poor sight distance, in accordance with AS1742 part 2, clause 5.3.2.4.	High		

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Existing Road Audit
Gibsons Creek Bridge approaches

3	<p>The existing timber posts and rails on the bridge are deteriorated and would not provide any protection to errant vehicles on the bridge.</p> 	<p>Replace the timber posts and rails with an appropriate safety barrier system.</p>	High		
4	<p>The approaches to the waterway are exposed. An errant vehicle could drive into the creek.</p> 	<p>Provide protection of each of the approaches by an appropriate safety barrier.</p>	High		

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6.6 Gibsons Creek Bridge - Road Safety Audit

Existing Road Audit
Gibsons Creek Bridge approaches

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5	<p>There are large fence posts on the eastern driveway just north of the bridge which would not be frangible. These posts pose a hazard to an errant vehicle.</p> 	<p>Desirably, remove the large diameter fence posts and replace with a smaller cross section which would be considered frangible, or; Relocate the large diameter fence posts further from the edge of the pavement, or; Modify the existing fence posts by cutting part way through the base of the post.</p>	Medium	
6	<p>There are some trees close to the edge of the road. Example shown in Left of photo below.</p> 	<p>Selectively remove trees that are non frangible and are within the clear zone. Provide additional delineation at and near trees that are unable or unfeasible to be removed.</p>	High	


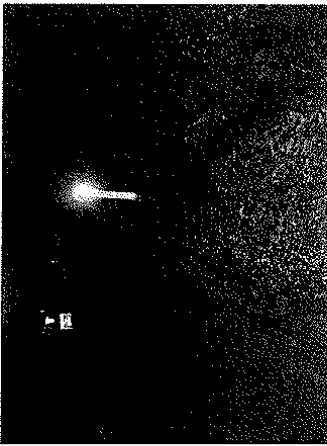
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Gibsons Creek Bridge approaches

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7	<p>Night time delineation of the road alignment is poor with a high number of curves and few guide posts. There is a risk of drivers inadvertently leaving the road, or driving into the path of an oncoming vehicle.</p> 	<p>Install guide posts in accordance with AS1742 part 2, clause 4.2.4 particularly on curves.</p> <p>Consider painting a dividing line to improve delineation on curves.</p>	High	
8	<p>There is an existing culvert headwall partially exposed to the adjacent edge of the road approximately 100m north of the bridge on the western side of Eltham Road. This poses a hazard to an errant vehicle.</p> 	<p>Desirably, install a field inlet pit with traversable grate.</p> <p>As a minimum, provide additional delineation of the trafficable edge of pavement at the culvert.</p>	Medium	


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Design Considerations for new bridge alignment and approaches					
Item No.	Issue	Recommendation / Suggestion	Priority	Agree (Y/N)	Action & Comments
a	<p>The southern approach curve is tight with poor sight distance to the bridge.</p> 	Construct the replacement bridge downstream (west) to provide a larger radius curve on the south approach.	High		
b	The bridge is located in the middle of a broken back curve.	The bridge should be located to reduce the severity of the broken back curve where possible. Desirably, a single radius curve should be provided for the bridge and both approaches.	Medium		
c	<p>Horizontal and Vertical Alignment: It appears the seal width has been increased recently on both approaches to the bridge. This is likely to have resulted in higher speeds on the bridge curve. Both approach curves are also on a downgrade and both are super-elevated.</p>	This should be taken into account when determining the design speed for the curve at the bridge approaches.	High		

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6. CONCLUDING STATEMENT

We have inspected the site and examined the concept sketches provided. The audit has been carried out for the sole purpose of identifying any features that could be altered or removed to improve the safety of the bridge approaches during concept design. The identified issues have been noted in this report. The accompanying findings and recommendations are put forward for the Client's consideration.



Brett Franklin, RoadNet Pty Ltd, Lead Road Safety Auditor



John Weatherall, RoadNet Pty Ltd, Senior Road Safety Auditor

7. Items for Traffic Engineering Advice

7. Items for Traffic Engineering Advice

Nil Items

8. Information for the Committee

8. Information for the Committee

Nil Items

9. Regulatory Matters on Classified Roads

9. Regulatory Matters on Classified Roads (GM's Delegate)

Nil Items

- 10 Items Without Notice
 - 11 Next Meeting
-

10. Items Without Notice

11. Next Meeting

Next meeting is scheduled for Wednesday 13 June 2012 and 10.00am.