



Wes Johnstone

Ballina Bypass, Doc No 1502745

14 February 2011

The Regional Manager Northern Region
Roads & Traffic Authority
PO Box 576
GRAFTON NSW 2460

Dear Sir

Re: HW10 Pacific Highway – Ballina Bypass Handover

I refer to your letter received 22 March 2010 regarding the handover to Council of sections of the Pacific Highway (HW10) made surplus by the Ballina Bypass project. At subsequent meetings between Council and RTA staff, Council was requested to comment on the road classifications of the bypassed sections of HW10, as proposed by the RTA. Council's comments are as follows:

1. Teven Road to Kerr Street / River Street Intersection

Council considers that this section should remain classified as a state road for the following reasons:

- The existing HW10 and Bruxner Highway (HW16) connect Ballina to the hinterland towns and cities of Alstonville, Wollongbar, Goonellabah, Lismore, Casino and Tenterfield. A similar situation currently exists with the Oxley Highway (HW11) at Port Macquarie. Historically, HW16 has provided access to the coastal town (Ballina) for the hinterland areas west to the tablelands.
- The anticipated traffic volumes after the opening of the bypass are in the order of 25,000 vpd of which 15,000 vpd are expected to use HW16. On that basis, a significant majority of the traffic using HW16 will pass HW10 and continue on to Ballina

A completed Road Network Review for this section is enclosed

2. Kerr Street / River Street Intersection to Cumbalum Interchange

Council agrees with the reclassification of this road to a regional road.

3. Cumbalum Interchange to Tintenbar Road

Council agrees with the reclassification of this road to a local road.

4. Tintenbar Road to Ross Lane Interchange

Council agrees with the reclassification of this road to a regional road.

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In addition to the above, Council also requests a review of the current route of MR 545. Council proposes that the existing section from the Kerr Street / Bentinck Street intersection via Missingham Bridge to The Coast Road / Angels Beach Drive intersection be reclassified as local road. The new route is proposed to commence at the Kerr Street / Bangalow Road intersection, continue east to the Bangalow Road / Angels Beach Drive intersection and then along Angels Beach Drive to the Angels Beach Drive / The Coast Road Intersection. The proposed changes are shown on the enclosed plan.

Council proposes this change because the suggested new route is now the major route north to Lennox Head and Byron Bay. A recent count shows traffic volumes on the proposed route of 11,000 vpd against 4,000 vpd on the existing route.

If you require any further information, please contact Council's Project Engineer – Works, Mr Wes Johnstone, telephone (02) 6686 1229.

Yours faithfully

Paul Busmanis
Engineering Works Manager
Civil Services Group

Encl.

Regional Road Network Review

Council: BALLINA

Road: Old Pacific Highway
Section: Teven Road to Kerr Street

	Yes/No/Possibly
Is the route the main regional link between population centres or part of such a link?	... Yes..... Links Ballina to Alstonville, Lismore, Casino & Tenterfield
Does the route join smaller service towns to a Regional centre?	... Yes..... Links Ballina, Alstonville & Wollongbar to Lismore
Does the route have significance for more than one Local Government area?	... Yes..... Ballina, Lismore, Richmond Valley, Kyogle & Tenterfield
Does the route serve as a collector road for an extensive area to a service town?	... Yes.....
Is traffic steadily growing on the route?	... Yes.....
Does the route provide access to a significant freight interchange?	... Possible...
Is the minimum traffic on the route similar to that on nearby Regional Roads?	Much Greater > 20,000 vpd
Is the route performing the functions of a closed railway line?	... No.....
Does the route provide a bypass, especially for heavy vehicles, at a busy town?	... No.....
Does the route closely parallel another State or Regional Road?	... No.....
Is traffic on the route declining?	... No.....

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<p>Is the route a short spur- within one council area?</p> <ul style="list-style-type: none"> - to a local tourist feature? - to a low throughput freight terminal? 	<p>... No.....</p> <p>Continuation of HW16</p> <p>... No.....</p> <p>... No.....</p>
<p>Does the route serve as a local access?</p>	<p>... Yes.....</p>
<p>Does the route overservice the area?</p>	<p>... No.....</p>
<p>Does the route have development requirements in the foreseeable future?</p>	<p>... Yes.....</p>

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Brett Butcher



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The General Manager
Ballina Shire Council
Po Box 450
BALLINA NSW 2478

Attention: Mr Paul Busmanis

Pacific Highway, Ballina Bypass Handover, Road Classification.

Dear Paul

I refer to your letter of 14 February 2011 and to discussions held at the handover meetings of 17 February and 5 May 2011. I regret the delay with this response.

As you are aware, the Roads and Traffic Authority's (RTA) primary focus is on the management of State Roads, which are the most important roads in NSW and provide for the long-distance travel needs of the state. It is therefore important that the most appropriate classifications be applied to ensure that the broader network is best able to meet the needs of the community.

The RTA has given careful consideration to council's comments and position regarding the proposed classification of the section of road between Teven interchange and Kerr/River streets. Following the opening of the southern section of the Ballina Bypass in 2011, it is acknowledged that this section of road will continue to carry significant traffic volumes. However, the RTA believes that a Regional Road classification will best meet the functions required of the road.

The altered route of the Pacific and Bruxner Highways will provide centralised linkage to other roads from a major interchange in close proximity to the Ballina township. Regional Roads also connected to this interchange will effectively provide for the continued high intra-urban flows expected in Ballina.

Such high traffic volumes are recognised in the Regional Road Block Grant formulas, effectively increasing the available funding assistance to council for this road. The road between Teven interchange and Kerr/River streets is a link which will primarily facilitate regional and local development and access. The RTA does not favour the creation of short spurs of State Roads.

The RTA has therefore determined that it will make recommendation to the Minister for the section of road between the Teven interchange and Kerr/River streets Ballina to be reclassified to Regional Road following the bypass.

Roads and Traffic Authority

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Council's agreement with the other proposed changes is noted. The RTA also agrees with council's request to alter the route of MR545 as proposed. Attached is a map showing the arrangements that will form the basis of the road classification changes that the RTA will progress.

Other associated details including resulting impacts on council's Block Grant allocations will be forwarded in due course.

Council's input into this process is appreciated. Please contact Mr Brett Butcher on telephone (02) 66401300 or email Grafton_Regional_Office@rta.nsw.gov.au should any further information be required.

Yours sincerely



David Bell
Regional Manager, Northern Region

Encl. **24 MAY 2011**

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