



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 13 February 2013 commencing at 10.30am.**

Business

1. Attendance & Apologies
2. Minutes of Previous Meeting & Out of Session
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

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
 4. Summary Report - Recent Decisions
-

1. Attendance & Apologies

2. Minutes of Previous Meeting

A copy of the Minutes of the Local Traffic Committee Meeting held on Wednesday 12 December 2012 were distributed with the business paper.

RECOMMENDATION

That Council confirms the Minutes of the Local Traffic Committee Meeting held on Wednesday 12 December 2012.

3. Deputations by Members of Public or Councillors

Nil

4. Summary Report - Recent Decisions of Council in Response to LTC Recommendations

There were no items that required a decision from the Council.

5.1 Request Speed Zone Reduction - Broken Head Road

5. Items to be Referred to Council

5.1 Request Speed Zone Reduction - Broken Head Road

Introduction

A letter has been received from a resident seeking the lowering of Broken Head Road speed limit from 80km/h to 60km/h. A copy of the letter is provided to the Committee under separate cover.

Information

Broken head road is a rural collector road connecting the Pacific Highway to Suffolk Park. It has a current speed limit of 80km/h. The alignment varies along the road from open sweeping to hilly curves.

The Council has previously declined the request for a speed zone review. This position was primarily determined on the basis that the road is a rural road. As the response to our position was a petition, the matter has been referred to the LTC for its consideration.

The petition seeks to lower the speed limit from 80km/h to 60km/h. The resident's concerns include the recreational use of the road and presence of wildlife as adding to the risks experienced at this location.

The road environment includes a series of signs consisting of

- reduce speed, steep ascent, and winding road ahead for the east to west direction.
- steep descent, winding road ahead for west to east.
- Signage at the Broken Head Road – Old Byron Bay Road intersection. (An option exists for this sign post to be moved westwards on Broken Head Road. It can also be duplicated on Old Byron Bay Road.

Along the alignment there are crossroads that converge at an acute angle.

As a speed zone review is not recommended, Council's officer reports that there is an opportunity to improve the driving environment through signage. There is only one reduce speed sign. This is a small series type. This sign can be increased in size to increase driver awareness for westbound motorists. For eastbound motorists there is no such sign. A similarly sized sign could be placed before the curves.

Delineation advising of corners exists near the crossroads. To further assist drivers there is an option to install curve alignment markers on both sides of the road.

The road has recently been resealed. Therefore the surface is considered to be appropriate.

5.1 Request Speed Zone Reduction - Broken Head Road

RECOMMENDATIONS

1. That the Committee decline the request to lower the speed limit to 60km/h.
2. That the Committee approve the installation of curve alignment markers.
3. That the Committee approve the proposed changes to the signage of this location as set out in the above report.

Attachment(s)

Nil

6.1 Request Give Way Signage - Meridian Drive, Coolgardie

6. Items Referred to General Manager's Delegate

6.1 Request Give Way Signage - Meridian Drive, Coolgardie

Introduction

A resident has written to Council seeking approval for the erection of a Give Way sign on Gardie Place Coolgardie.

Information

Late last year a request was made for a speed zone review be conducted on Meridian Drive and Gardie Place Coolgardie. Forming part of that request was for intersection warning signage. The Committee reviewed the intersection and determined that the unsigned T intersection rule applied.

A resident has written in seeking erection of Give Way signage on Gardie Place to delineate traffic flows in the area. Currently Gardie Place forms an uneven T with the majority of flows turning left from Meridian Drive to Meridian Drive. Gardie Place has three dwellings and is the other arm of the T intersection.

The resident writes how driver complacency may be dangerous due to the low traffic volumes of Gardie Place.

It is recommended to install a Give Way sign on Gardie Place to act as an uneven T to cater for the Meridian Drive traffic flows.

RECOMMENDATIONS

That the Committee recommend installation of Give Way signage in Gardie Place Coolgardie.

Attachment(s)

1. Aerial Photograph - Meridan Drive / Gardie Place Intersection

6.1 Request Give Way Signage - Meridian Drive, Coolgardie



6.2 Request Give Way Signage - Ian Avenue Lennox Head

6.2 Request Give Way Signage - Ian Avenue Lennox Head

Introduction

A resident has written to Council seeking pavement markings for Ian Avenue and Barrett Drive as well as Ian Avenue and Gibbon Street. The concern is that drivers are not driving on the correct side of the road.

Information

The resident writes describing how vehicles are crossing the centreline resulting in corrective action being required for the travelling motorist.

Vehicles are crossing the centreline at both ends of Ian Avenue. Additionally vehicles are not giving way to motorists in Gibbon Street and Barrett Drives.

It is proposed to install give way signage at each end of Ian Avenue to delineate travel lanes and to encourage yielding of traffic.

RECOMMENDATIONS

That the Committee recommend installation of Give Way signage and associated linemarking at the intersections of Ian Avenue and Gibbon Street and Ian Avenue and Barrett Drive.

Attachment(s)

1. Aerial Photograph - Ian Avenue, Lennox Head

6.2 Request Give Way Signage - Ian Avenue Lennox Head



6.3 Request Advance Curve Warning Signage - Ross Lane & Byron Bay Road

6.3 Request Advance Curve Warning Signage - Ross Lane & Byron Bay Road

Introduction

A resident has written in to Council concerning the intersection of Ross Lane and Byron Bay Road. The resident requests warning advisory signage be installed.

Information

The intersection of Ross Lane and Byron Bay Road was upgraded in 2008 as part of the National Black Spot program. The works were undertaken to increase sight distances in the area. Forming part of this work was a dedicated deceleration lane for northbound vehicles turning left into Ross Lane. It is on this lane that the advisory signage has been requested.

The resident writes that northbound travelling vehicles are failing to make the turn into Ross Lane and are crossing into oncoming traffic. The resident seeks the erection of curve advisory signage notifying the driver of an appropriate speed in which to take the corner. This is usually in the form of a W1-1 corner sign with W8-2 advisory speed supplementary plate.

The advisory speed value shall need to be determined in accordance with the current practices.

A complimentary practice is to hatch the kerbing of the central Ross Lane median island to act as a visual aid to the northbound turning traffic.

To date the central median of Ross Lane shows some evidence of vehicles failing to make the turn. There are also brake marks on the bitumen from vehicles having to brake hard in order to make the turn.

RECOMMENDATIONS

1. That the Committee approve the use of a W1-1 corner sign with W8-2 supplementary plate.
2. That the Committee approve the use of black and white hatching on the central median of Ross Lane.

Attachment(s)

Nil

6.4 Request Approval to Hold Weekly Bicycle Races - River Drive

6.4 Request Approval to Hold Weekly Bicycle Races - River Drive

Introduction

An application has been lodged from the Ballina Veteran Cycling Club to hold weekly bicycle races on River Drive.

Information

The cycling club is seeking approval to hold road races on River Drive from 3:00pm to 4:00pm each Saturday until 31 December 2013. The cycling club suggests that this is an appropriate time as the quarry trucks would usually have stopped hauling at this time.

The cycling club would like to start their races 1km south of South Ballina Beach Road and turn around at Byron Street. This loop is approximately 20km in length.

The club is intending on letting small groups of riders through from the start line and will be operating on a handicap system. Cyclists will be required to ride single file and obey all road rules. The age groups are 30+ for women and 35+ for men.

There are no proposed road closures however there are planned to be occasional road signs advising of "cyclist race in progress" placed at strategic points along the circuit. At this point there shall be no groups of riders so no lead and follow vehicles shall be required.

It is proposed that there be a marshal at the turnaround point and he shall have two flags being a red flag to stop cyclists and a white flag to allow cyclists to proceed. The marshal only interacts with the cyclists.

At the turnaround area a single traffic cone shall be placed in the middle of the road. At the start line one cone on each side of the road shall delineate the start/finish line.

Cyclist vehicles are proposing to park on the verge at the start/finish area. The club considers this location safe as the parked vehicles will be off the carriageway and not interfere with motoring public.

The club has presented it's certificate of currency indemnifying them for \$20million public liability.

RECOMMENDATIONS

That the Committee recommend approval to hold the weekly bicycle races on River Drive for the Ballina Veteran Cycling Club.

Attachment(s)

1. Application from Ballina Veteran Cycling Club

APPLICATION BY BALLINA VETERAN CYCLING CLUB Inc.
DATED 01/09/2012 TO CONDUCT CYCLE RACES IN BALLINA COUNCIL AREA
DURING THE YEAR 2013

1. INTRODUCTION

The Ballina Veteran Cycling Club (BVCC) is an incorporated club and seeks approval to conduct Class 2 Club level cycling events on River Drive in the Ballina Council area.

EVENT

The event would be conducted on Saturday afternoons between 3.00pm and 4.00pm weekly throughout the year. These events would take place on River Drive, commencing approximately one kilometre south of South Ballina Road, and go as far as the intersection of Byron Street, East Wardell, then returning back to the start point – total distance of approximately twenty kilometres.

Cyclists would start individually or in a small group of two or more, in single file. The cyclists, race in single file - except when passing. Each cyclist starts according to their handicap time. The most number of BVCC cyclists would be approximately fifteen on River Drive at any one time.

BVCC Race Rules incorporate the current NSW Road Rules. Any riders breaching the general racing rules shall be liable for a fine, disqualification, suspension, or any combination of the three at the discretion of the referee.

It should be noted that the roads used are quiet rural roads with very little vehicular traffic on Saturday afternoons at the times indicated.

2. NATIONAL TRANSPORT REGULATIONS

The BVCC is aware of the need to comply with the National transport regulations. In particular, we are aware of the requirement for consideration of public safety, convenience and consultation when conducting cycling events on public roads. In this regard, the Club believes that from experience gained from members who have conducted road events, combined with the process of consultation with State and Local Government authorities and the Police, we have sufficiently considered all potential risks and control measures when conducting cycle events.

3. PUBLIC SAFETY AND CONVENIENCE

- a. The BVCC has comprehensive insurance cover with QBE Insurance (Australia) Limited for \$20 million until 31/12/2012. It is arranged through our affiliation with the governing organisation (the Australian Veteran Cycling Council Inc.). We have provided a copy of the 2012 certificate of currency with this application. A copy of the new policy for the 2013 calendar year will be supplied, when it is received from the governing body. This policy includes, amongst other things, Public Liability insurance cover to the value of \$20 million.
- b. Safety for both cyclists and road users is the paramount criterion when choosing venues and when conducting events. The proposed course has been designed to minimise the number of intersections and turning points involved. There are no crossroads. Start/finish and turn point have been chosen to ensure safety for cyclists and motorists. The turn point at Byron Street, Wardell, is where more than a hundred cyclists turn, each week, to join the cycleway on Wardell Bridge.

- c. There is no road closures required nor crossroads involved, and as noted above, the course is on a road through a rural area carrying minimal traffic and cycling will not impinge upon residential amenity.
- d. The Club's commitment to rider safety is evidenced by the use of instructions read to riders prior to the start of an event to ensure all possible action is taken to maintain rider and public safety.
- e. RIMS¹ standard approved road signs displaying the words "CYCLIST RACE IN PROGRESS" will be placed at strategic locations on the course to warn motorists approaching from either direction of the start/finish and at the turnaround point.
- f. One experienced club member will be rostered as Marshal for each event to ensure all requirements are carried out prior to and during the event. A qualified Traffic Controller will be stationed at the turnaround point to ensure cyclists are stopped if there is the likelihood of a rider interfering with vehicular traffic.
- g. Marshals and Traffic Controllers will be people with detailed knowledge and experience regarding the particular venue.
- h. The Marshal will not permit any event to commence unless the required signs are in place. The turnaround Traffic Controller will be in place well before cyclists reach the point.
- i. The Marshal and Traffic Controller will wear high visibility safety vests and have a red flag to warn cyclists to stop if deemed necessary.
- j. Marshals clearly understand the road rules and if necessary will slow down and/or stop cyclists to give priority to other road users at the turning point or Start/Finish line.
- k. Our cyclists and officials are all mature citizens being 30 years or older for females and 35 years or older for males. The great majority of these veteran cyclists have developed considerable bike handling skills and a keen sense of road traffic awareness when turning or when being overtaken by vehicles.
- l. All cyclists will be instructed to stay on the left hand carriageway on all roads to enable vehicles to overtake in a safe manner. Any cyclist who crosses the road centre-line is automatically disqualified from the event and the Club officials may take further disciplinary action.
- m. The venue has been chosen to provide off-road parking at the Start/Finish area to ensure unhindered progress of other road users.
- n. Club members are aware of their responsibilities to avoid damage to local flora and fauna, and the need to preserve the area as per government requirements.
- o. Any rubbish will be removed from the Start/Finish area and riders are forbidden to litter roadways during events.
- p. At all events, the Club will have a qualified First Aider in attendance, and have on hand a fully stocked first aid kit (which it has at present).

¹ RIMS = Road and Marine Services. The new name for RTA.

4. SUMMARY

The Club acknowledges and greatly appreciates the assistance and support afforded to it by the NSW Police Service and the Ballina Shire Council. The BVCC has been trialling the proposed circuit, and has not received any reports of dissatisfaction from other road users, local residents, local authorities or the NSW Police Service.

The Club strives to be a "good citizen" by complying with NSW ordinances, National Transport Regulations and responsible interaction with the public. The BVCC is keen to continue to promote cycling as a healthy and safe sport for mature riders. We are fortunate to have areas that offer a safe yet challenging circuit for road cyclists.

We endeavour at all times to foster a positive response to cycling in general from the local community, and we are willing to participate in any proposal that will further this cause. The Club requests that you give a favourable response to this submission.

The Locality maps together with start/finish and turnaround point diagrams; List of equipment; Traffic management plan; guidelines for Chief Marshal or Duty Official; Marshal's duties; Instructions to riders; and Insurance Certificate of Currency are in the attachments with this application.

Should you wish to discuss any matters arising from this submission, please do not hesitate to contact the undersigned.

Yours sincerely,



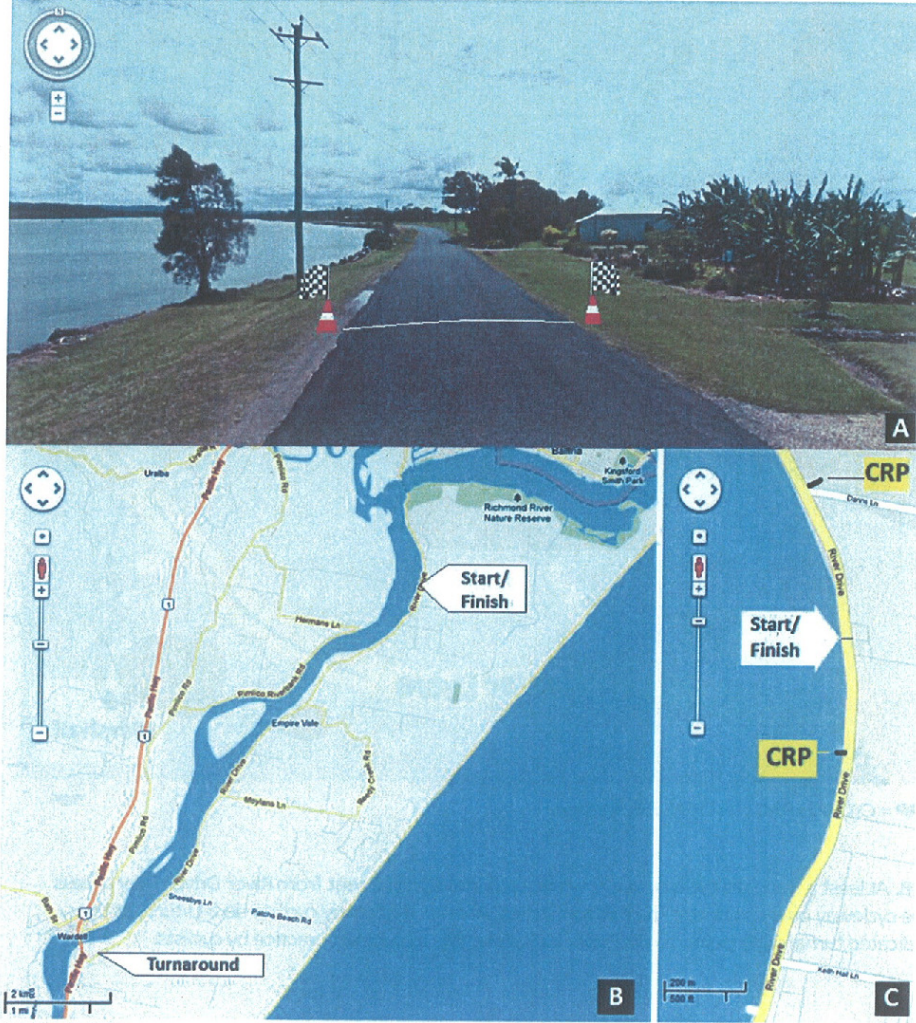
Bruce Syme
President BVCC
(W) Phone: 02-66869933
Mobile: 0416043068

6.4 Request Approval to Hold Weekly Bicycle Races - River Drive

Attachment A

GENERAL TRAFFIC CONTROL PLAN DRAWING

Proposed race circuit is an out-and-back route along River Drive, south of Ballina. The Start and finish line at Keith Hall, and the turnaround point is on River Drive, East Ballina.



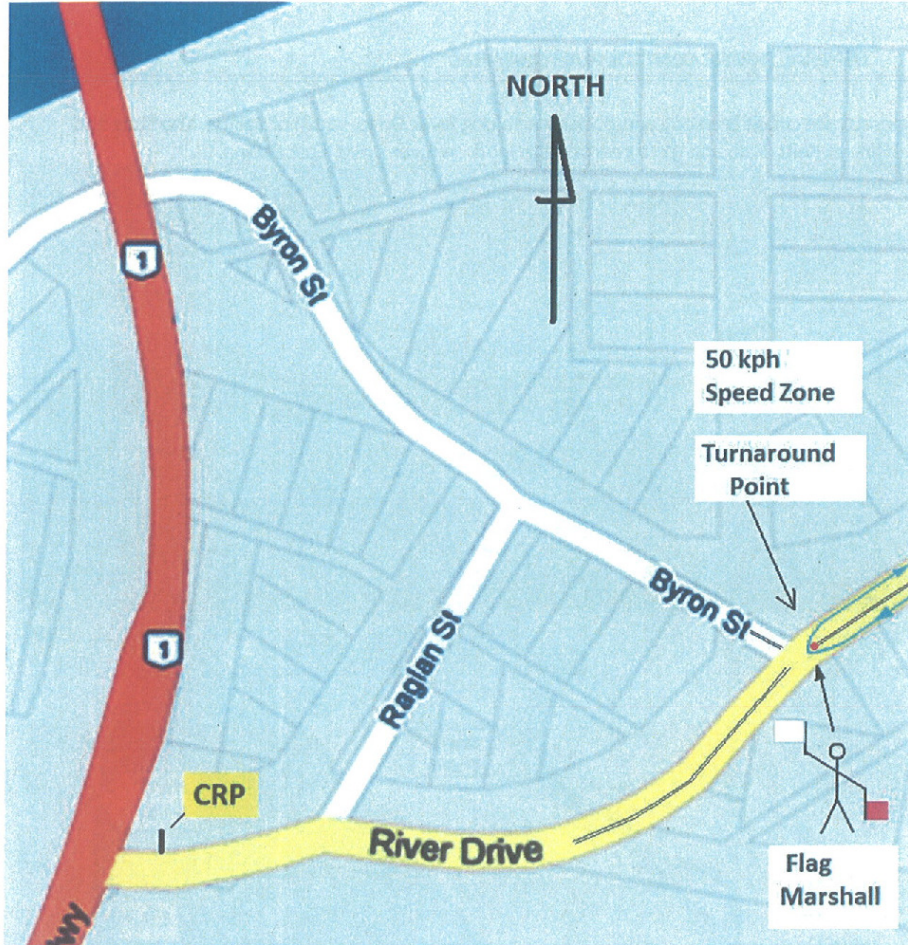
A Photo of actual location of Start and Finish line.

B Map of overall circuit. A total of 20 kms.

C Detail map location of Start/Finish line. Residence (lots 1060 & 1054) have expressed positive approval.
CRP CYCLING RACE IN PROGRESS signage.

6.4 Request Approval to Hold Weekly Bicycle Races - River Drive

Below is the location of the proposed turnaround point.



CRP = CYCLING RACE IN PROGRESS signage.

N.B. At least a hundred cyclists, every week, turn into Byron Street from River Drive. They access the cycleway over the bridge from Byron Street. At least that many cyclists do a U-turn, at the indicated turnaround point, to ride back to Ballina. It is a common practice by cyclists.

Attachment B

RIVER DRIVE MAP



Attachment C

LIST OF EQUIPMENT

1. Signage. Free standing for placement on course.
2. Traffic Cones for turnaround.
3. Red flags, white flags, and chequered flag.
4. Safety Vest for each marshal and flagman.
5. Mobile phones used by Marshals, Duty Officials, and Traffic Controllers.
6. List of Marshal's Duties.
7. List of contact person and phone number for every member.
8. Instruction sheet. To be read to cyclists before the start of each event.
9. Stopwatch.
10. First Aid Kit.
11. Club Administration: Race Rules, NSW/Traffic Rules, Club Constitution, etc.

Attachment D

TRAFFIC MANAGEMENT PLAN

Course.

River Drive, from South Ballina to East Wardell.

Locations – as per locality maps attached.

Appropriate signage will be put in place at strategic points on the course. These are indicated on the Start/Finish, and Turnaround Point diagrams, to warn other road users of the presence of cyclists.

Car Parking.

Competitors will park on the verge in the vicinity of, but well clear of the Start/Finish line. The road has plenty of parking area, clear of the roadway. There are sight lines in excess of 150m in each direction.

Times.

The event, on River Drive, will be on Saturday between 3pm and 4pm.

Traffic Management.

- The Start Line. A Start/Finish marshal will be in place to keep the road free from obstruction. Riders will be called to the Start and keep off the carriageway until thirty seconds before the start. Riders will start riding ONLY when the area is clear of other road users. Appropriate signs warning of cyclists will be placed in both directions of the Start/Finish line as indicated on the diagrams.
- The Finish Line. There will be a marshal/observer, judge/referee, and timekeeper on the road verge. The Finish line will be marked with a sign, a flag, and a red coloured traffic cone.
- Turnaround Point. The turn is located on a straight piece of roadway with clear sight in excess of 100m in each direction.

At the turn point, and other strategic locations, appropriate signage will be put in place to warn other road users of the presence of cyclists. The Traffic Controller will stand to the side of the road with a red, and white, flags. A red coloured traffic cone will be put in the middle of the road. Priority will be given to through traffic. If necessary, riders will be signalled to stop and move off the carriageway.

The Riders.

The riders will be briefed on the start line to:

1. Adhere to the general road rules. In particular NOT to cross the centre line.
2. Ride no more than two abreast, stay in the LEFT lane, and generally keep left.
3. To alert the group of any vehicles approaching from the rear.
4. To give way to other vehicular traffic and allow it to pass safely.

6.5 Request signage modification - Main Street Alstonville

6.5 Request signage modification - Main Street Alstonville

Introduction

Ballina Bus Lines have written to Council seeking a modification to an existing sign. The sign they are seeking to modify is the timed No right turn sign in the Main Street median.

Information

Ballina Bus Lines services the Main Street area of Alstonville and is seeking dispensation to turn right out of Main Street at all times. Currently there is a timed prohibition to all motorists restricting the right turn from 8:00 to 9:00am and 2:30 to 4:00pm.

The bus company writes that due to the Alstonville Bypass there is now more opportunity to turn right and should lift the ban for busses. The company also writes that if the right turn were allowed then congestion in Main Street would be somewhat alleviated.

The bus company is seeking busses excepted added to the current no right turn sign.

RECOMMENDATION

That the Committee approve the addition of Busses Excepted to the existing No right turn sign in Main Street, Alstonville.

Attachment(s)

1. Letter from Ballina Buslines
2. Aerial Photograph Alstonville CBD



8 Shearwater Street
PO Box 407
Ballina NSW 2478
Tel: (02) 6686 3666
Fax: (02) 6686 2083
www.ballinabuslines.com.au
info@ballinabuslines.com.au

1 February 2013

RECORDS
SCANNED
- 5 FEB 2013
Doc No.....
Batch No.....

General Manager
Att: Traffic Committee
Ballina Shire Council
PO Box 450
BALLINA NSW 2478

Dear Sir

I am writing to this committee to consider making buses exempt from the no right turn from Main Street into Main Street, Alstonville that is in place from 8am – 9am and 2:30pm – 4pm. (Intersection pictured below)



This was necessary prior to the Alstonville bypass, with the change in traffic flow in the area, it is now easier for a bus to make this turn in lieu of travelling via The Avenue and Daly Street to access the eastern end of Alstonville. There are a number of issues with taking the current route which include: Pedestrians (School Students) at the intersection of Main Street and The Avenue, buses having to wait for cars and other buses turning left into Main St from The Avenue, before a bus can turn right into The Avenue from Main Street, causing more congestion back through the school zone.

I look forward to your reply to this request.

Yours faithfully

Sam Peiti
Manager

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6.5 Request signage modification - Main Street Alstonville



7. Items for Traffic Engineering Advice

7. Items for Traffic Engineering Advice

Nil Items

8.1 Road Safety Officer Report - February 2013

8. Information for the Committee

8.1 Road Safety Officer Report - February 2013

Information

Road Wise for Seniors

Council continues to deliver its pedestrian safety program as part of the 'Stepping On' program, coordinated by North Coast Area Health Service. Senior road safety presentations will be delivered on 31 January and 28 March at Crowley Village and 7 February to the University of the Third Age (U3A).

Council in partnership with representatives on the Access Reference Group and local motorised scooter retailers will develop a motorised scooter training module to be delivered in May 2013.

GLS Workshops – Helping Learner Drivers Become Safer Drivers

The next GLS workshops in Ballina for supervisors of learner drivers will be held on 23 May 2013 at the Ballina RSL.

Drink Drive – Convenience Advertising Campaign

A new anti drink drive campaign will be displayed in venues from 20 February, titled 'Real Headlines: Real Issue'. The resources will be distributed to licensed premises across the Ballina Shire as part of Council's convenience advertising campaign.

Review of Ballina Shire's Road Safety Strategic Plan

Council is seeking funding from the RMS for the review of its Road Safety Strategic Plan to be reviewed in the 2013-2014 financial year.

Ballina Council's Safe Driving Policy

Council will commence developing a draft Safe Driving Policy for drivers of fleet vehicles within the organisation.

RECOMMENDATIONS

That the Road Safety Officer's report be received and noted

Attachment(s)

Nil

- 9. Regulatory Matters on Classified Roads
 - 10 Items Without Notice
 - 11 Next Meeting
-

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

Nil Items

10. Items Without Notice

11. Next Meeting

Next meeting is scheduled for Wednesday 10 April 2013 at 10.00am.