



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 9 October 2013 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

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

A copy of the Minutes of the Local Traffic Committee Meeting held on Wednesday 14 August 2013 were distributed with the business paper.

RECOMMENDATION

That Council confirms the Minutes of the Local Traffic Committee Meeting held on Wednesday 14 August 2013.

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 Council at its Ordinary Meeting of 22 August 2013.

- Special Event – Jim’s Group Movember Mowathon
- Gazettal Update of 4.6m High Routes in Ballina Shire
- Special Event – The Inaugural Prawn Festival

The Council adopted the following recommendations:

1. The Council approves the application from Jims Group to conduct a Movember Mowathon Fundraising Walk on 26 November 2013, subject to the event being conducted in accordance with the conditions of approval from the NSW Police and RMS.
2. That Council approves the request from the RMS to amend the 4.6 metre route approvals in Ballina Shire following construction of the Alstonville and Ballina Bypasses, and endorse the schedule of changes set out in the information provided by the RMS.
3. That Council approves the closure of Missingham Bridge from 7.45 pm to 8.15 pm on 16 November 2013 for the Prawn Festival, subject to the closure being conducted in accordance with the submitted traffic control plan and the requirements of Section 116 of the Roads Act.

RECOMMENDATIONS

That the Committee note the summary report regarding the decisions of Council at its 22 August meeting made in respect of LTC recommendations.

5. Items to be Referred to Council

5. Items to be Referred to Council

Nil Items

6.1 Request Vehicle Route - NSW Livestock Loading Scheme

6. Items Referred to General Manager's Delegate

6.1 Request Vehicle Route - NSW Livestock Loading Scheme

Introduction

An application has been lodged with Council to consider a vehicle route to the Booyong Abattoir. The vehicle is a prime mover and semi-trailer (called a short combination). This will serve as their permanent daily service route.

Information

The truck will travel from the Pacific Highway north of Ballina, along Tamarind Drive and into Tintenbar Road. It will then travel into Teven Road and turn off at Eltham Road. Once on Eltham Road it will travel into Lismore Shire.

It is considered that this route is acceptable for the vehicle.

The RMS also seeks the inclusion of Tamarind Drive from Tintenbar Road north to the Pacific Highway for a 4.6m high vehicle route. It is considered that this route extension is suitable for 4.6m high vehicles.

Based on the above it is recommended that:

- 1 Approval be granted for a short combination vehicle route from the Pacific Highway to Eltham Road.
- 2 Approval be granted for the extension of a 4.6m high vehicle route from Tintenbar Road to the Pacific Highway.

RECOMMENDATIONS

- 1 That the Committee support the application to allow short combinations to travel from the Pacific Highway along Tintenbar Road and Eltham Road into Lismore Shire.
- 2 That the Committee support the application to extend the 4.6m high vehicle route from Tintenbar Road along Tamarind Drive to the Pacific Highway.

Attachment(s)

1. RMS Letter - Access to Booyong Abattoir



24 September 2013

Mr Paul Hickey
General Manager
Ballina Shire Council
PO Box 450
BALLINA NSW 2478

Dear Mr Hickey,

NSW LIVESTOCK LOADING SCHEME – ACCESS TO BOOYONG ABATTOIR

The Northern Co-operative Meat Company (NCMC) has approached RMS to co-ordinate assessment and approval of access for NSWLLS short combinations (prime mover and semi-trailer) between the pig abattoir at Booyong and pig producers in South East Queensland.

The NCMC advises that about 80% of the pigs processed at Booyong are sourced from Queensland, and that the increased mass limits available in Queensland make it difficult for Booyong to compete with Queensland meat processors. As a result, the abattoir, which employs 75 local workers, is only operating at full capacity on four days per week.

In addition to protecting jobs at Booyong abattoir, it is estimated that approving access for NSWLLS semitrailers between the Queensland border and Booyong would result in;

- approximately 32 additional pigs per semitrailer, or an extra 755 pigs per week.
- savings in freight costs of approximately \$2.50 per animal for producers.
- enable operations at full capacity for five days per week.
- a reduction of total truck movements to Booyong of about 4 trucks per week.

Ballina Shire Council is requested to consider approving access for short combinations participating in the NSWLLS to the following roads for which Council is the roads authority.

- Eltham Road, from Teven Road to Lismore City boundary.
- Teven Road, from Eltham Road to Tinterbar Road.
- Tinterbar Road, from Teven Road to Tamarind Drive.
- Tamarind Drive from Tinterbar Road, north to the Pacific Highway.

Approval is also requested for 4.6m high vehicles to use Tamarind Drive from Tinterbar Road, north to the Pacific Highway.

Please note the mass limit for short combinations under the NSWLLS is 45.5 tonnes, or a 3 tonnes increase on the regulated mass limits. All NSWLLS vehicles are required to be fitted with certified road friendly suspension to minimise pavement wear. RMS records indicate these roads are already approved for 4.6m high vehicles.

Roads & Maritime Services

101 Miller Street North Sydney NSW 2060 | PO Box 928 North Sydney NSW 2059 DX10516

www.rms.nsw.gov.au | 13 22 13

It would be appreciated if Council could respond to this request by 25 October 2013.

Please contact me on telephone 02 8588 5416 if you require further information on this matter.

Yours sincerely



Robert Oliver
Project Manager, NSWLLS

6.2 Lake Ainsworth Parking Plan

6.2 Lake Ainsworth Parking Plan

Introduction

A request has been received from Councils Rangers seeking formalisation of the parking controls around Lake Ainsworth.

Information

Parking around Lake Ainsworth has been haphazard and becomes more problematic during holiday periods and recreational events. There has been inconsistency in parking around Lake Ainsworth and Council Rangers are having difficulty enforcing regulatory controls due to inconsistent signage currently in place.

A new parking layout has been prepared by Council to define parking in and around Lake Ainsworth. The new zones are intended to make parking easier for the community by consolidating it into areas and making compliance easier for Council Rangers. A copy of the proposed layout is attached.

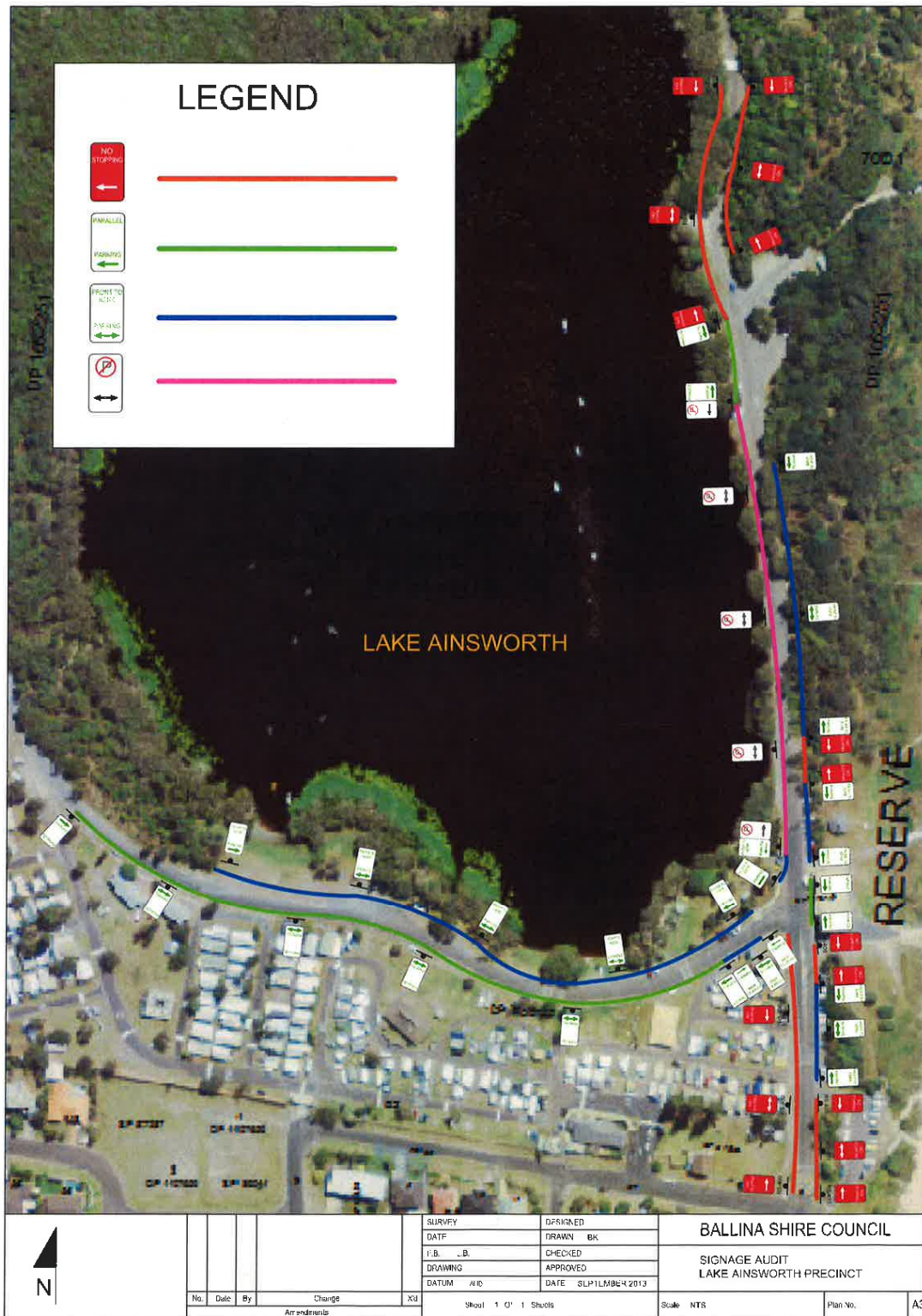
Based on the above information it is proposed to implement the attached parking design to address parking issues around Lake Ainsworth.

RECOMMENDATIONS

That the Committee endorse the proposed changes to parking management around Lake Ainsworth as set out in the plan attached to the above report.

Attachment(s)

1. Lake Ainsworth Proposed Parking Layout



6.3 Request No Stopping Signage - Chikiba Drive

6.3 Request No Stopping Signage - Chikiba Drive

Introduction

A request has been received from a local bus company to erect No Stopping signage near the intersection of Chikiba Drive and Fig Tree Place during school times.

Information

The fig tree turnaround has been modified to control parking in the area through the use of bollards. Vehicles are parking at the intersection making it difficult for busses to turn around during school times. The busses are now forced to undertake a three point turn in order to navigate the intersection. This has created a safety issue through vehicles reversing and high pedestrian activity in the area.

It is proposed to introduce No Stopping signage for a distance of 15m along Chikiba Drive from Fig Tree place.

RECOMMENDATIONS

That the Committee approve the installation of No Stopping signage in Chikiba Drive for a distance of 15m from Fig Tree Place.

Attachment(s)

1. Layout Proposed No Stopping Area Chickiba Drive, East Ballina
2. Letter - Blanch's Bus Company

6.3 Request No Stopping Signage - Chikiba Drive





01/08/2013
Ballina Shire Council
Traffic Committee
Attention: Damon Jones



Blanch's Bus Company request parking restriction signage in Chikiba Drive East Ballina on the outer area around the fig tree turnaround.

At present vehicles are parking on the external area of the turnaround and the buses which use this area to position for access to the bus zones at Southern Cross K-12 School find that the vehicles parked in this area restrict turning area creating a safety issue around the tree. The main problem area is from Fig Tree Place towards the school and the entry from the school end toward the fig tree is also a problem with cars parking to the corner.

A permanent parking restriction (preferable) or timed during school arrival (8.15am-9.30am) and departure (2.30pm-4.00pm) times would help.

Please find attached a map marking the requested area.

Your consideration to this request is most appreciated.

Yours Sincerely

Phil Lobban

Operations Manager

B & E Blanch Pty Ltd

66862144

B & E Blanch Pty Ltd ARN 75001 202 455

5 De Havilland Crescent, Ballina NSW 2478 Phone: (02) 6686 2144 Fax: (02) 6686 2046
Email: info@blanchs.com.au Web: www.blanchs.com.au

13/45322

6.4 Request Stop Sign - Main Street Alstonville

6.4 Request Stop Sign - Main Street Alstonville

Introduction

A referral from RMS has been received requesting the installation of a Stop Sign on Main Street at the intersection of Main Street and Bugden Avenue

Information

The school crossing guard of Bugden Avenue is requesting a Stop Sign to assist in control of traffic flows at the crossing.

Recently there was a change made to the intersection during school hours. The right turn ban was lifted as a result of a request from the bus companies. This has resulted in more vehicles accessing the intersection during the day.

A check of visible sight lines was conducted in accordance with RMS requirements. At a distance of 10m back from the hold line the sight lines are 40m to the north and 52m to the south. This satisfies the warrant for a Stop Sign.

Based on the above it is recommended to install a Stop Sign and associated line marking at the intersection of Main Street and Bugden Avenue.

RECOMMENDATIONS

That the Committee approve the Give Way Sign be changed to a Stop Sign at the intersection of Main Street and Bugden Avenue, Alstonville.

Attachment(s)

1. Proposed Location of Stop Sign Intersection of Main Street & Bugden Avenue, Alstonville

6.4 Request Stop Sign - Main Street Alstonville



6.5 Request Removal of No Parking Zone - Fox Street

6.5 Request Removal of No Parking Zone - Fox Street

Introduction

A request from Ballina Community Health has been received seeking the removal of No Parking signage in Fox Street.

Information

The No Parking signage at the intersection of Fox Street and Cherry Street was installed to facilitate construction of the new building on the hospital grounds. Construction has been completed and the parking signage remains in place. It is requested to remove this signage as it is no longer necessary.

Additionally, adjoining the No Parking sign is a disabled sign with no pavement stencilling. Able bodied motorists are parking in the disabled spaces. The Ballina Community Health centre is requesting updating of the disabled lines and inclusion of the disabled stencil to ensure greater compliance.

In summary it is requested to delete the No Parking signage and to update the disabled parking line marking.

RECOMMENDATIONS

- 1 That the Committee approve the removal of the No Parking signage at the intersection of Fox and Cherry Streets.
- 2 That the Committee approve the re-line marking of the disabled spaces at the intersection of Fox and Cherry Streets.

Attachment(s)

1. Letter From NSW Health
2. Parking Layout Fox Street, Ballina

RECORDS
SCANNED
12 AUG 2013
Doc No.....
Batch No.....



Health
Northern NSW
Local Health District

Community and Allied Health, Richmond Network
Ballina Community Health Service
Corner Fox and Cherry Streets
(PO Box 523) Ballina NSW 2478
☎ 02 6686 8977
☎ 02 6686 0187

Local Traffic Committee
Ballina Shire Council
PO Box 450
Ballina 2478

To the Local Traffic Committee,

This letter is to formally request a review and removal of the "No Parking" signs at the front of Ballina Community Health Services on 50 Fox Street and for better road signage to the disabled parking areas.

It is my understanding that the "No Parking" signs were originally erected to support the construction of the new building on the corner of Fox and Cherry streets. However, as the building is complete the current "No Parking" zone removes viable and necessary car spaces.

Could you please review the efficacy of the "No Parking" zone and adjust if deemed by your committee as no longer necessary.

I also formally request that the Disabled parking bays be better highlighted with the "Disabled Parking" sign painted onto the road. Currently the two designated disabled parking bays are not easily identified and non-disabled public are parking in these designated areas depriving disabled patients/clients of easier access to Ballina Community Health building as well as the Renal and Rehabilitation units located on Fox street.

I appreciate your consideration in this matter.

Yours Sincerely,

Joshua Collins
Acting NUM | **Ballina Community Health**
50 Fox Street
Tel 02 6686 8977 | Fax 02 6686 0187 | Joshua.collins@ncahs.health.nsw.gov.au

13/47250

6.5 Request Removal of No Parking Zone - Fox Street



6.6 Request No Parking Signage - Fox Street Ballina

6.6 Request No Parking Signage - Fox Street Ballina

Introduction

During the assessment of DA 2010/143 for alterations and additions to the existing residential aged care facility fronting Fox Street Ballina, residents adjoining the facility submitted a request to Council to install No Parking signage at the eastern end of Fox Street. This request is now presented to the Committee.

Information

The residents of 4 and 6 Fox Street immediately adjoining the Ex-Serviceman's aged care facility have requested that No Parking signage be installed along the frontage of their properties at the eastern end of Fox Street to improve parking and traffic management in the area.

Fox Street currently includes an 8m wide sealed carriageway with a 5m wide grassed shoulder adjoining the northern carriageway on which vehicles park in a 90 degree nose-in arrangement. There is currently no cul-de-sac head or other provision for vehicles to turn at the eastern end of Fox Street resulting in vehicles frequently using private driveways for this purpose or reversing up the street.

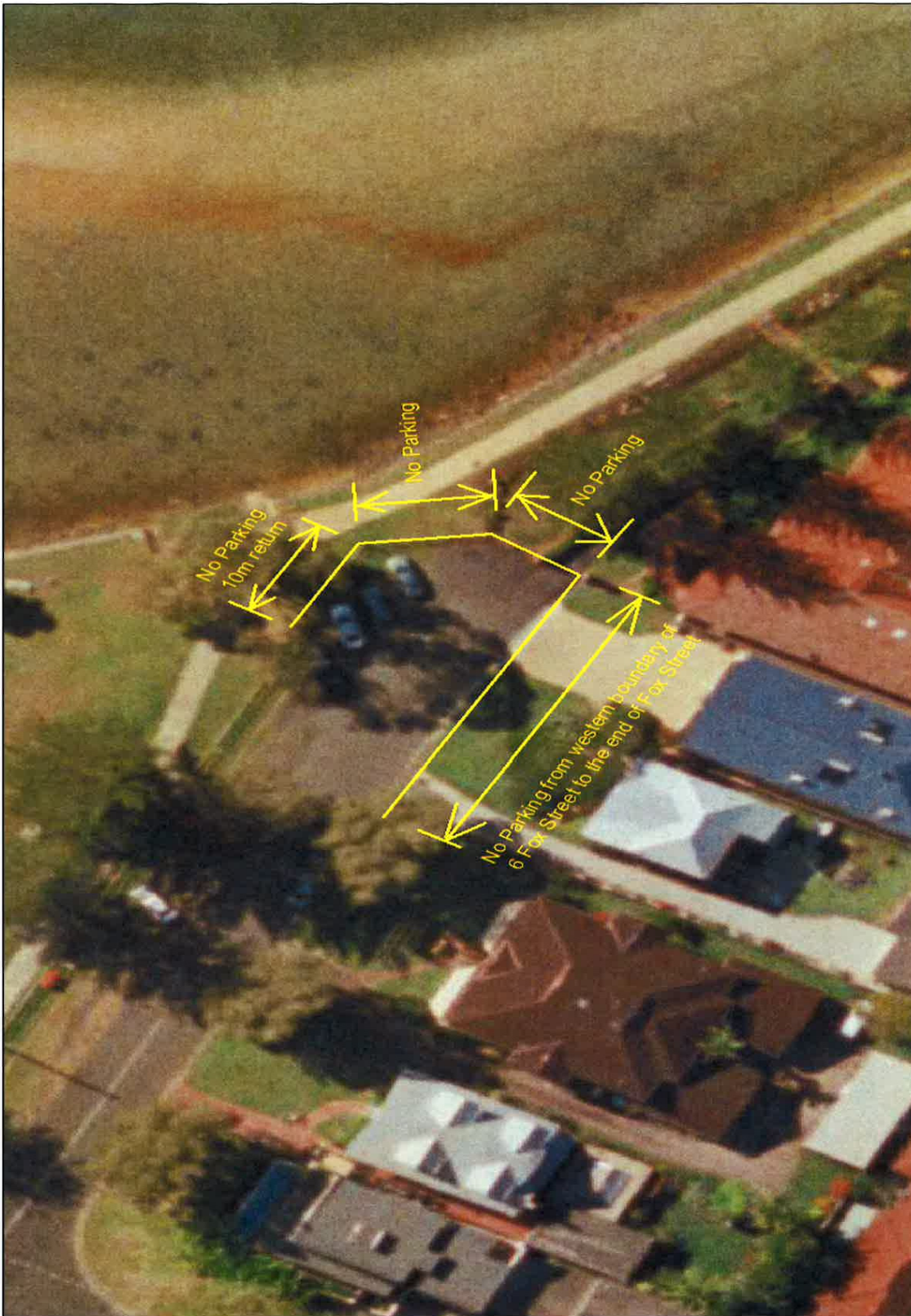
Council officers have inspected the site and support the proposal to restrict parking at the site as per the attached plan.

RECOMMENDATIONS

That the Committee approve the installation of No Parking signs on either side of Fox Street as per the plan attached to this report.

Attachment(s)

1. Proposed Parking Layout Fox Street, Ballina



6.7 Request No Stopping Signage - The Coast Road and Beachfront Parade, East Ballina

6.7 Request No Stopping Signage - The Coast Road and Beachfront Parade, East Ballina

Introduction

Correspondence has been received from a resident seeking to clarify the use of an evasion lane through the use of No Stopping signage at the intersection of Beachfront Parade and The Coast Road.

Information

Council's works department recently sealed the shoulder of the Coast Road to create an evasion lane for vehicles entering Beachfront Parade. Motorists are now taking advantage of this sealed area and are parking there.

Both Council and the resident would like to address this issue of parking through the inclusion of No Stopping signage and the painted yellow shoulder line.

It is proposed to erect No Stopping signage for the length of the evasion lane and to paint the area between the signs with yellow shoulder paint.

RECOMMENDATIONS

That the Committee approve the installation of No Stopping signage and associated line marking on the Coast Road opposite the entrance to Beachfront Parade.

Attachment(s)

1. Proposed No Stopping Zone The Coast Road & Beachfront Parade, East Ballina

6.7 Request No Stopping Signage - The Coast Road and Beachfront Parade, East Ballina



6.8 Request B-Double Route Extension - De-Havilland Crescent, Southern Cross Industrial Estate

6.8 Request B-Double Route Extension - De-Havilland Crescent, Southern Cross Industrial Estate

Introduction

An application for a B-Double route has been lodged by Elgas for De-Havilland Crescent in the Southern Cross Industrial Estate. This is an extension to the existing B-Double routes within the estate.

Information

The new proposed B-Double route will extend from Convair Avenue along De-Havilland Crescent to Boeing Avenue. The new route is intended for 26m B-Doubles on a daily basis.

A physical test was undertaken to determine the suitability of the route. It was determined that the route was compliant for B-Doubles.

A turning path analysis has been undertaken for the site and in order for B-Doubles to use the site driveway splays have to be installed. A new egress needs to be constructed on Southern Cross Drive to enable trucks to exit in a forward direction.

A copy of the applicants report is attached for the information of the Committee.

It is proposed to extend the B-Double route in Southern Cross industrial estate to include De-Havilland Crescent from Convair Avenue to Boeing Avenue.

RECOMMENDATIONS

That the Committee approve an extension to the B-Double route in Southern Cross industrial estate for De-Havilland Crescent from Convair Avenue to Boeing Avenue.

Attachment(s)

1. Elgas Report - Proposed B Double Access to Elgas Depot
2. Map - Propsoed B Double Access

REPORT TO BALLINA SHIRE LOCAL TRAFFIC COMMITTEE

Proposed B-Double Access to ELGAS DEPOT

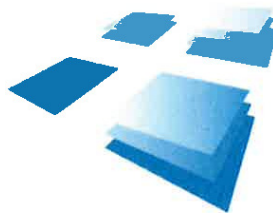
1 BOEING AVENUE
BALLINA NSW

FOR



ELGAS

PREPARED BY



R.J. SINCLAIR Pty Ltd

Building Design
Office : Suite B111 - Sky City
NorWest Business Park
20 Lexington Drive
BELLA VISTA NSW 2153

Postal : PO Box 503
ROUND CORNER NSW 2158

Phone 02 8883 0999
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E-mail : designs@rjsinclair.com.au
Web : www.rjsinclair.com.au

Architectural -- Structural -- Project Management

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02 TABLE OF EDITIONS & REVISIONS

1 TABLE OF EDITIONS & REVISIONS

1.1 GENERAL

This section lists the various editions in which this specification has been issued and provides a schedule of the changes to the relevant clauses.

1.2 EDITION / REVISION

- i First Edition – Issued for Elgas comment prior to submission to Traffic Committee.
- ii Second Edition – Issued for Ballina Shire Local Traffic Committee approval.

03 SITE DESCRIPTION

1 SITE

1.1 REAL PROPERTY DESCRIPTION

The real property description is :
Lot 17, DP 790129
Refer to **Appendix A**.

1.2 SITE ADDRESS

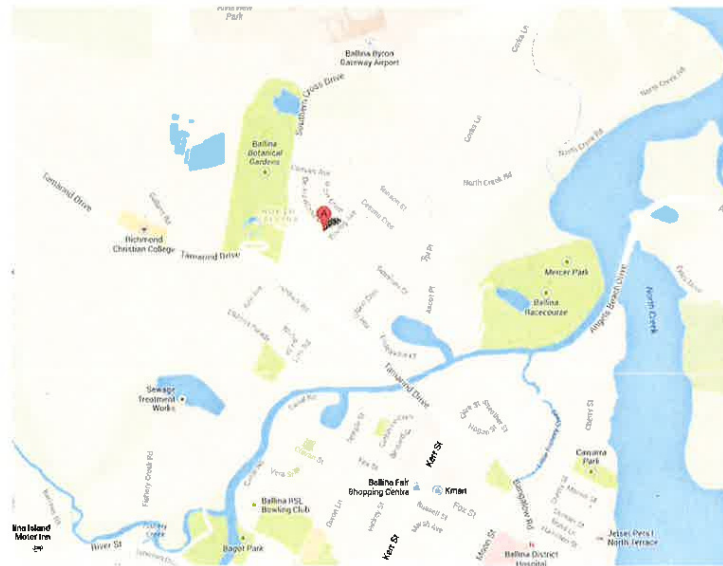
The site address is :
1 Boeing Avenue
BALLINA NSW 2478

2 LOCALITY

General

The site is located to the north of the main Ballina town centre, adjacent the main access road to Ballina airport, Southern Cross Drive.

The site is bound on the south-western side by Southern Cross Drive, the north-eastern side by De Havilland Avenue, the south-eastern side by Boeing Avenue, and on the north-western side by an industrial development.



SITE LOCALITY MAP
Courtesy GoogleMaps®

04 SITE OPERATIONS

1 EXISTING FACILITY

1.1 LPG

The site is currently used for the bulk storage of LPG in 2 x 25 tonne tanks located on the north eastern corner of the site.

LPG is unloaded from the bulk tanks into small 8 tonne road tankers for distribution to local customers.

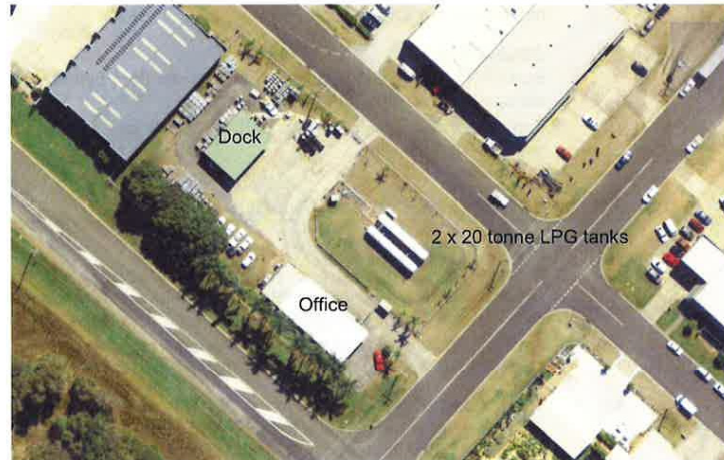
LPG is also discharged from the bulk tanks into small LPG bottles such as home bar-b-que bottles and bottles forklifts operating on LPG.

1.2 STORAGE

The smaller LPG bottles are stored on the site in a loading dock for distribution to Elgas' customers by light vehicles such as utilities or small rigid trucks.

1.3 OFFICE

Located on the south-eastern corner of the site is a small office building with staff facilities included.



SITE LOCALITY PLAN
Courtesy NSW Gov't SIX[®]

2 WORKING HOURS

2.1 GENERAL

In accordance with the existing DA conditions the site may operate 24 hours per day, however, generally operates between 06.00 and 18.00 Monday to Friday.

05 VEHICLE MOVEMENTS – EXISTING

1 GENERAL

1.1 HEAVY VEHICLES

For the purposes of this report, we have limited the study of vehicle movements to heavy vehicles only, as there is no change to light vehicle use.

1.2 LIGHT VEHICLES

Light vehicles are predominantly staff vehicles and make up only approx. 10 movements per day and therefore are not considered in this report.

2 EXISTING HEAVY VEHICLES

2.1 RIGID VEHICLES

The delivery of bulk LPG to customers is carried out using rigid tanker trucks (known as Bobtails) with a total GVM of approx. 12 tonnes maximum.

During peak season, winter, two rigid tanker trucks operate from the site, each making two visits to the site, resulting in four movements per truck per day, totalling eight movements per day for these vehicles.

During the off peak seasons, one truck only would service the site resulting in four movements per day.

2.2 SEMI-TRAILERS

Bulk LPG is delivered to the site by semi-trailer from Sydney for transfer to the bulk storage tanks on site.

Semi-trailer deliveries currently number 298 per year, resulting in 596 movements per year to / from the site.

3 EXISTING HEAVY VEHICLE ROUTE

3.1 FROM PACIFIC HIGHWAY

From the Pacific Highway heavy vehicles travel along River Street, through the centre of Ballina, turning left into Kerr Street, right into Tamarind Drive, left into North Creek Road, before turning left again into Southern Cross Drive.

Finally, heavy vehicles turn right into Boeing Avenue and thence into De Havilland Crescent, turning left into the site through gates located in De Havilland Crescent.

3.2 TO PACIFIC HIGHWAY

From the site, vehicles return to the Pacific Highway from the site exit, turning right into Boeing Avenue, retracing the same route.

4 EXISTING B-DOUBLE CLASSIFIED ROADS

4.1 RMS B-DOUBLE APPROVED ROUTES

River Street, Kerr Street, Southern Cross Drive and Boeing Avenue are all classified as B-Double accessible roads by RMS.

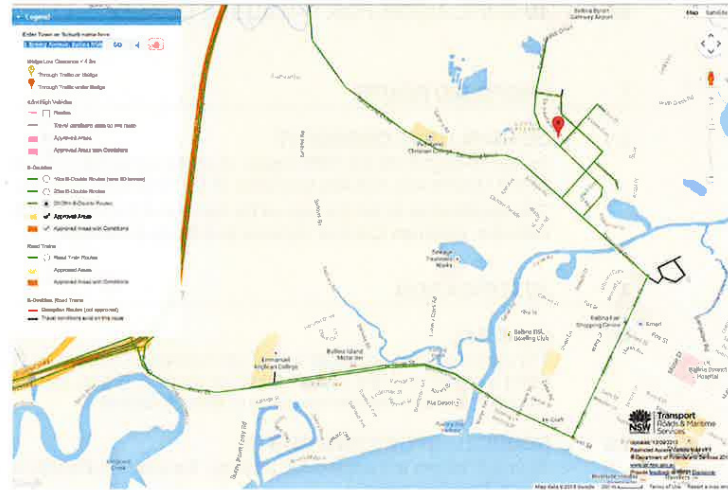
Convoir Avenue, north of the site is also B-Double approved.

Refer to RMS maps following.

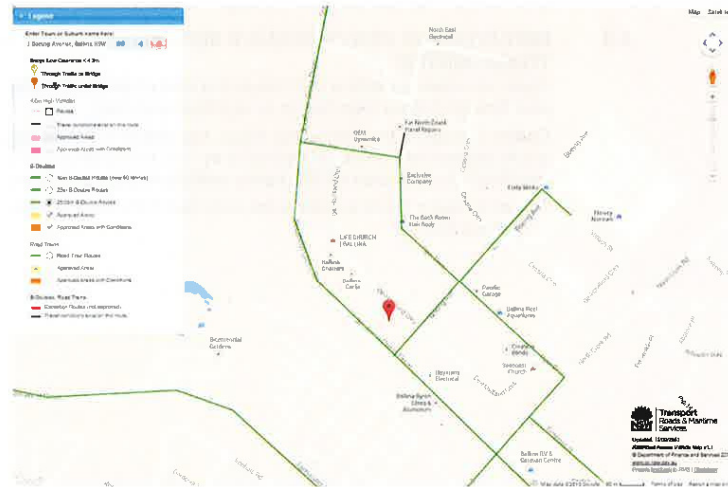
6.8 Request B-Double Route Extension - De-Havilland Crescent, Southern Cross Industrial Estate

TRAFFIC COMMITTEE SUBMISSION

05 - VEHICLE MOVEMENTS - EXISTING



B-DOUBLE ROUTE MAP – PACIFIC HIGHWAY TO BOEING AVENUE
Courtesy NSW RMS ©



B-DOUBLE ROUTE MAP – LOCAL TO ELGAS SITE
Courtesy NSW RMS ©

PROPOSED B-DOUBLE ACCESS – ELGAS DEPOT
1 BOEING AVENUE, BALLINA NSW

File : 05 - 066 - TrafficCom Report.docx
Edition : ii Page : 6

06 JUSTIFICATION FOR B-DOUBLE USAGE

1 PROPOSED ROUTE

1.1 DE HAVILLAND CRESCENT

As can be seen from the RMS maps, all roads surrounding the site are approved for 26m B-Double use, with the exception of De Havilland Crescent.

This application is for the use of De Havilland Crescent by 26m B-Double vehicles, between Convair Avenue and Boeing Avenue.

2 JUSTIFICATION

2.1 GENERAL

The purpose of the proposed use of De Havilland Crescent for B-Doubles is twofold, being a reduction in the overall operating costs for Elgas, and significantly the reduction in heavy vehicle movements through Ballina.

2.2 REDUCED OPERATING COSTS

As is well known in the transport industry, the use of B-Double vehicles reduces overall transport costs.

As noted in Section 5.2.2 above, there are currently 298 semi-trailer deliveries to the site every year, the cost of which is significant to Elgas.

The reduction in operating costs associated with the proposed use of B-Doubles will result in a more effective use of the Ballina depot, ensuring the long term viability of the site and ongoing employment for local personnel.

2.3 REDUCTION IN HEAVY VEHICLE MOVEMENTS THROUGH BALLINA TOWN CENTRE

Again, as noted in Section 5.2.2 there is a total of 596 semi-trailer movements per year through Ballina town centre, a significant number.

Cootes Transport, the carriers for Elgas, has determined that the use of B-Doubles would **reduce** the number of deliveries by 111, from 298 to 187 deliveries per year, resulting in a **reduction of 222 heavy vehicle movements per year**.

As can be seen, this is a substantial reduction in the overall heavy vehicle movements throughout Ballina.

07 DESKTOP STUDY

1 PURPOSE

1.1 PRIOR TO PHYSICAL TEST

Prior to carrying out a physical trial of the proposed B-Double route, a desktop study was carried out to determine whether the site could support the use of B-Doubles.

1.2 SURVEY

A detailed survey was carried out of the site, and adjacent roads to ensure all assumptions made during the study were based on accurate data.
The survey extended to the far kerb of both De Havilland Crescent and Boeing Avenue, and to the centre lane marking of Southern Cross Drive.
The survey is attached as **Appendix B**.

1.3 METHODOLOGY

A number of detailed turning studies were carried out using AutoTURN[®] configured to meet the requirements of AustRoads 2006, for a 26m B-Double vehicle.
The turning study assumed that a B-Double would enter the site from De Havilland Crescent whilst travelling in a southerly direction.
The Turning Study, Drawing No. 05 – 066 – TS – 01, Rev P4, is attached as **Appendix C**.

1.4 INITIAL STUDY

All LPG road tankers utilised by Cootes Transport for Elgas fill and decant on the left hand side of the vehicle.
This condition requires tankers to enter the site from De Havilland Crescent as the fill point for the on-site LPG storage tanks is located at the north-western end of the tanks.
The early turning studies considered the B-Double using the existing site egress into Boeing Avenue, however, the existing site internal arrangement is unsuitable for vehicles larger than a semi-trailer.

2 ROUTE SELECTION

2.1 USE OF SOUTHERN CROSS DRIVE FOR EXIT

The desktop study reviewed the relationship of the site to the local road network, the configuration of the local road network and in particular De Havilland Crescent.
Following this review it was determined that the most appropriate route for B-Doubles intending to enter and leave the Elgas site was to follow the proposed route :

- Travel northwards along Southern Cross Drive, past the Elgas site,
- Turn right into Convair Avenue,
- Turn right into De Havilland Crescent.
- Proceed to the existing crossover and site entry gates located in De Havilland Crescent,
- Enter the site.
- Decant tanker into LPG tanks on site.
- Leave the site through a new dedicated site exit located opposite the site entry.
- Turning left into Southern Cross Drive.

3 SITE ENTRY AND EXIT

3.1 EXISTING SITE ENTRY

As can be seen on the turning study drawing, the existing site entry will require adjustment to make wider to allow for the turning envelope of the second trailer. Modifications to the site entry would be subject to approval by Ballina Shire Council.

3.2 NEW SITE EXIT

The new site exit is to be located directly opposite the existing site entry, ensuring heavy vehicles have no need to manoeuvre within the site. Creation of the new site exit will be subject to approval by Ballina Shire Council.

3.3 SIGHT LINES

Vehicles leaving the site through the proposed site exit onto Southern Cross Drive area afforded long sight distances of over 100m, providing adequate vision and safety for both vehicles leaving the site and users of the public road system.

3.4 CONFINEMENT TO ROAD LANES

The desktop study showed that a 26m B-Double can access the site from De Havilland Crescent and leave the site by turning into Southern Cross Drive without crossing the onto the opposite side of the road, minimising the potential of conflict with other road users.

4 RESULTS OF DESKTOP STUDY

4.1 SATISFACTORY

In the writer's view, the proposed route utilising De Havilland Crescent for B-Double access and site entry, and left hand turn into Southern Cross Drive as exit from the site, is suitable for use by B-Double vehicles.

Refer to Section 9 for summary of issues and conclusion.

08 PHYSICAL TRIAL

1 DE HAVILLAND CRESCENT : B-DOUBLE TRIAL

1.1 COORDINATED TRIAL

In support of this application, a physical trial of a B-Double using De Havilland Crescent was coordinated with Ballina Shire Council's Traffic Engineer Mr Damon Jones, and was carried out on Thursday 12th September.

Mr Jones made arrangements for NSW Police and RMS officers to attend the trial, however, Police and RMS officers were unable to attend on the day.

1.2 TEST VEHICLE

Cootes Transport provided a 23m B-Double for use in the physical trial.

Whilst the vehicle used was a 23m vehicle, our desktop studies have utilised a 26m B-Double which replicate the results of the physical test. **Refer to Section 7 for details of desktop study.**



COOTES B-DOUBLE TANKER USED FOR PHYSICAL TRIAL

1.3 TRIAL ROUTE

Following the desktop study evaluation of the site, the trial was based on the proposed route :

- Travel northwards along Southern Cross Drive, past the Elgas site,
- Turn right into Convair Avenue,
- Turn right into De Havilland Crescent, proceed to the existing crossover and site entry gates in De Havilland Crescent.

1.4 CONDITIONS IN DE HAVILLAND CRESCENT

De Havilland Crescent is a two way local road with street parking along each kerb line. It is a relatively lightly used road, servicing only those businesses within De Havilland Crescent between Convair Avenue and Boeing Avenue. On the day of the trial, cars were parked on both side of the roadway, however, it is fair to say that the road was not at full parking capacity. It is noted that there is no centre lane marking, or road markings defining the parking zone adjacent the kerb line in De Havilland Crescent.

1.5 TRIAL OBSERVERS

A trial was initially carried out with an Elgas representative in the cabin of the B-Double to video the path of the truck. A copy of the video accompanies this report. A second trial was carried out, again with the Elgas representative in the cabin of the B-Double, whilst Mr Jones followed in another vehicle to observe the trial.

2 TRIAL RESULTS

2.1 B-DOUBLE SPEED

The B-Double used in the trial was operated at a speed of approx. 40kph in De Havilland Crescent, although the speed was varied as required at intersections to maintain safety, as would normally be the case.

2.2 COMPLIANCE WITH NOMINAL ROAD CENTRELINE

During the trial, and as can be seen on the accompanying video, the B-Double was at all times confined to the left hand side of the roadway, irrespective of the presence of vehicles parked adjacent the kerb.

2.3 EXISTING SITE ENTRY IN DE HAVILLAND CRESCENT

It was clear from the desktop study that the existing site entry would have insufficient width in its current form and therefore no attempt was made to enter the site with the B-Double. Notwithstanding this, the desktop study shows that widening of the existing entry gates and crossover will provide adequate access for B-Double vehicles travelling southwards in De Havilland Crescent.

3 TRIAL CONCLUSION

3.1 SATISFACTORY

In the writer's view, De Havilland Crescent is suitable for use by B-Double vehicles. Refer to Section 9 for summary of issues and conclusion.

09 CONCLUSION

1 GENERAL

1.1 REDUCTION ON TRAFFIC THROUGH BALLINA TOWN CENTRE

As has been shown, significant reductions in the volume of traffic passing through the centre of Ballina township is significantly reduced.

This alone, in our view justifies the use of a portion of De Havilland Crescent for B-Doubles, as it will provide a significant and real increase in private amenity to residents of Ballina

There would also be a reduction in traffic along the length of the journey providing improved amenity to many other townships.

1.2 DESKTOP STUDY

The desktop study showed the proposed 26m B-Double turning into and out of the site can be carried out wholly within the dedicated travel lanes for the subject roads.

1.3 PHYSICAL STUDY

The physical trial utilising a 23m B-Double showed that De Havilland Crescent is suitable for use by B-Doubles between Convair Avenue and Boeing Avenue.

2 APPLICATION FOR DEVELOPMENT – BALLINA SHIRE COUNCIL

2.1 SITE WORKS

Subject to approval of the proposed B-Double route by the Traffic Committee, an application for Development Approval will be made by Elgas to Ballina Shire Council for amendments to the site access and egress driveways to accommodate B-Double movements.

3 RECOMMENDATION

3.1 APPROVAL

Based on the conclusions of both the desktop study and physical trial, we recommend this application for approval.

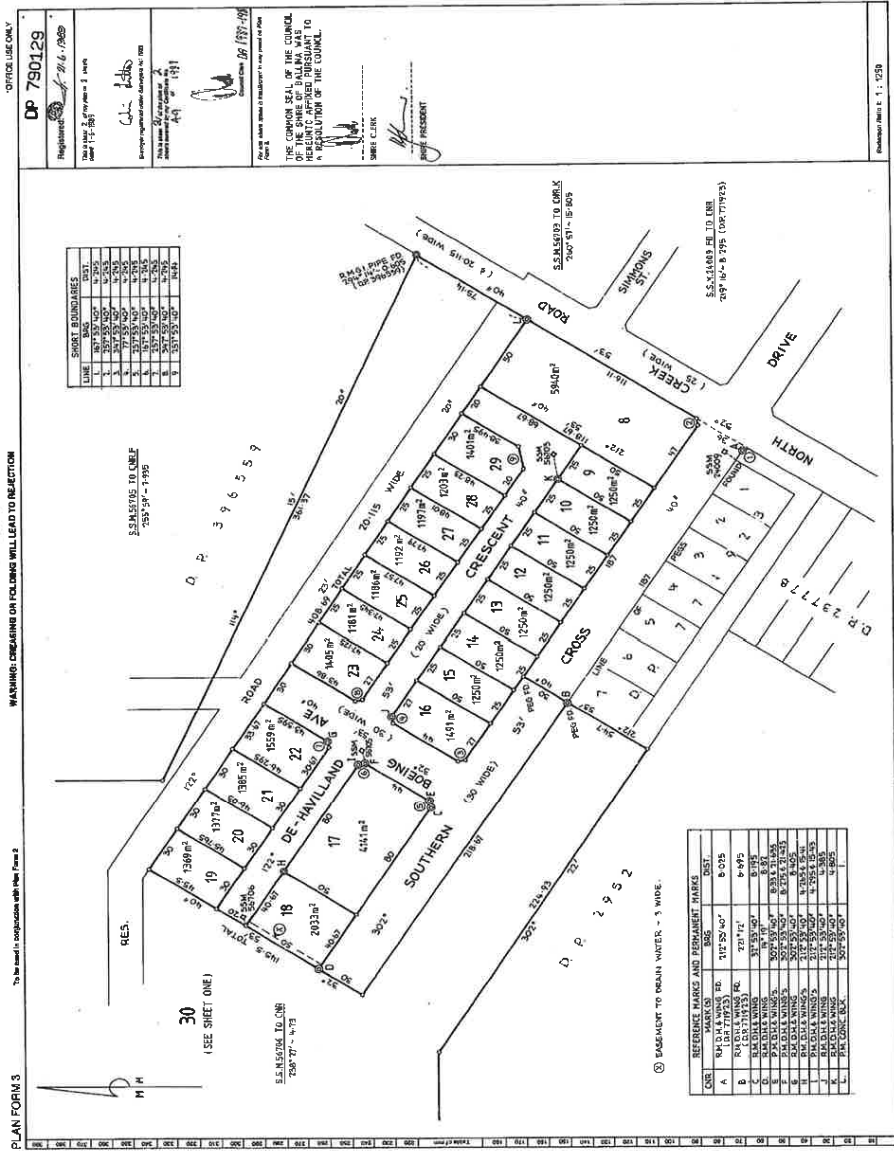
Prepared by :



Dick Sinclair
R.J. SINCLAIR Pty Ltd.
25th September 2013

10 APPENDIX A : DEPOSITED PLAN

6.8 Request B-Double Route Extension - De-Havilland Crescent, Southern Cross Industrial Estate



DP 790129

Registered 21/11/2009

DATE OF PLAN 21/11/2009

REGISTERED PROFESSIONAL SURVEYOR

THE COMMON SEAL OF THE COUNCIL OF THE SHIRE OF BALLINA WAS HEREBY APPLIED PURSUANT TO A RESOLUTION OF THE COUNCIL.

SHIRE CLERK

PLANNING PRESIDENT

PLAN FORM 3

WARNING: CREASING OR FOLDING WILL LEAD TO REJECTION

OFFICE USE ONLY

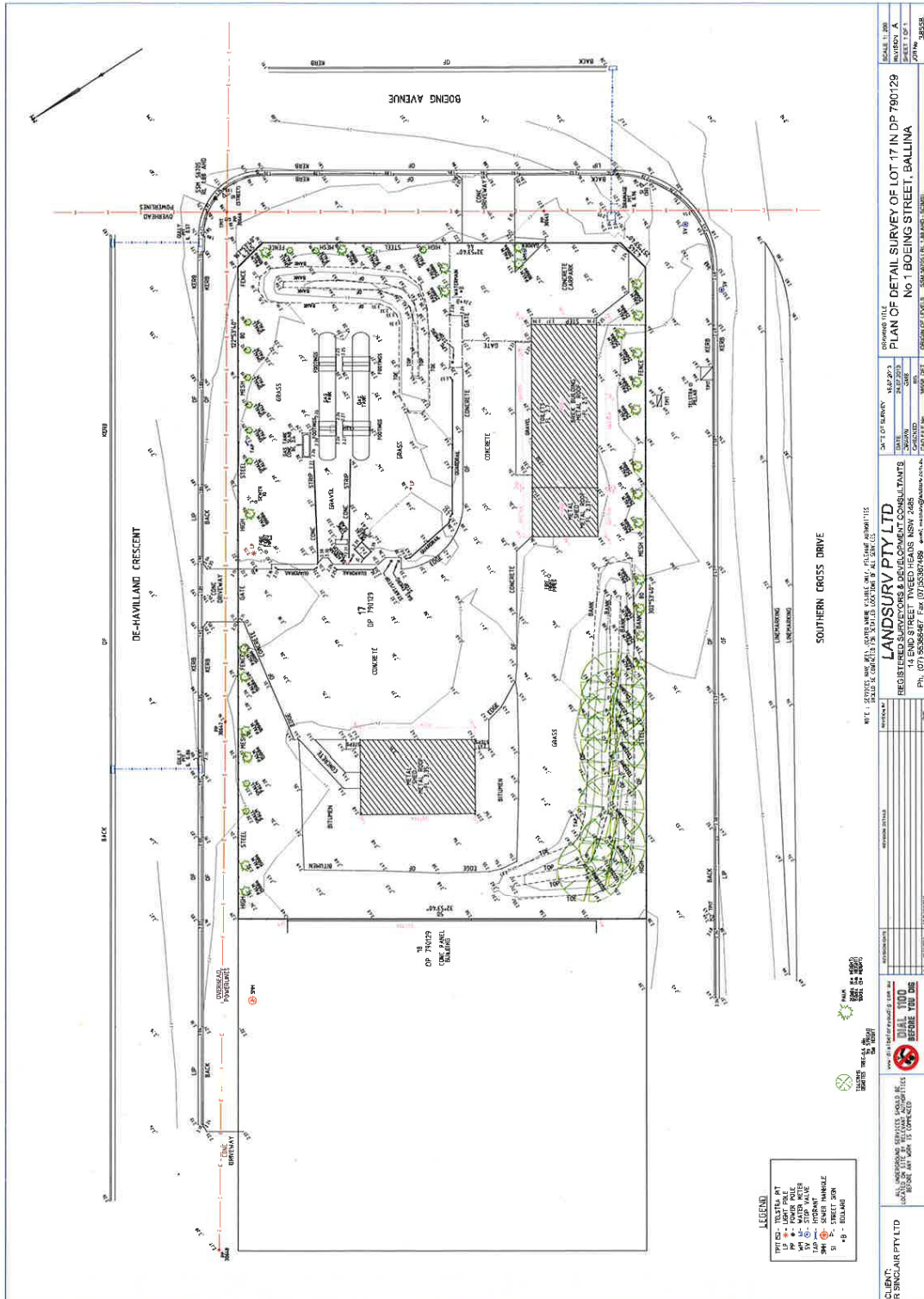
PLAN DRAWING ONLY TO APPEAR IN THIS SPACE

This negative is a photograph made as a permanent record of a document in the custody of the Registrar General this day 12 June 1989

10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200

11 APPENDIX B : SURVEY

6.8 Request B-Double Route Extension - De-Havilland Crescent, Southern Cross Industrial Estate



12 APPENDIX C : TURNING STUDY

6.8 Request B-Double Route Extension - De-Havilland Crescent, Southern Cross Industrial Estate

RMS - Restricted Access Vehicle Map NSW

Page 1 of 1

Restricted Access Vehicle Map

Map Last Updated:
Date Map Printed 30/9/2013



Legend

- Through Traffic on Bridge
- Through Traffic under Bridge
- 25/28m B-Double Route
- B-Double Approved Area
- B-Double Approved Area with Conditions
- Exception Routes (not approved)
- Travel conditions exist on this route

Disclaimer
The Restricted Access Vehicle (RAV) maps show RAV approved routes and restrictions as an overlay on top of Google maps. RMS has no responsibility for, and does not guarantee the accuracy of, the underlying Google maps. RMS strives to be accurate in showing the RAV approved routes and restrictions, however, there may be errors and omissions caused by Google maps being incorrect or out of date. RMS is not responsible for errors or omissions.

The RAV maps are merely provided for your convenience and do not replace the RAV approved routes which always take precedence over the RAV maps. You should rely on the RAV approved routes and restrictions given in notices published in the NSW Gazette (<http://www.nsw.gov.au/gazette>) when planning a route.

Provide feedback to RMS
Email: riss.info@rms.nsw.gov.au
Phone: 131 782

© Department of Finance and Services 2013
<http://www.fpi.nsw.gov.au>

<http://www.rms.nsw.gov.au/heavyvehicles/ravmap/>

30/09/2013

7. Items for Traffic Engineering Advice

7. Items for Engineering Traffic Advice

Nil Items

8.1 Speed Zone Review Update - Broken Head Road and Midgen Flat Road Newrybar

7. Information for the Committee

8.1 Speed Zone Review Update - Broken Head Road and Midgen Flat Road Newrybar

Introduction

Correspondence has been received from RMS regarding a completed speed zone review of Broken Head Road and Midgen Flat Road, Newrybar.

Information

The outcomes of the review are as follows:

- 1 That the existing 80km/h speed limit on Broken Head Road be reduced to 60km/h from the Pacific Highway to Old Byron Bay Road. A distance of 2.4km.
- 2 That the existing 80km/h speed limit on Midgen Flat Road be reduced to 60km/h from Old Byron Bay Road to a location at the base of the hill. Approximately 1.6km from Old Byron Bay Road.
- 3 It is also recommended that Council review guide post placement and install any missing or damaged posts and replace intersection/curve warning signage not currently meeting the standards.
- 4 RMS will undertake a ball bank survey with the results provided to Council.

Council is working closely with RMS to erect the signage.

RECOMMENDATIONS

That the Committee receives and notes the above report regarding the outcomes of the Speed Zone Reviews for Broken Head Road and Midgen Flat Road.

Attachment(s)

1. Speed Zone Reveiw - Broken Head Road & Midgen Flat Road, Newrybar

8.1 Speed Zone Review Update - Broken Head Road and Midgen Flat Road Newrybar

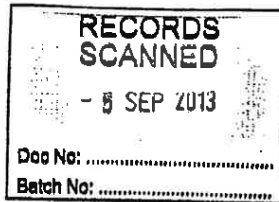


Transport
Roads & Maritime
Services

File No: SF2012/002685
CR2013/002604a

The General Manager
Ballina Shire Council,
PO Box 450
BALLINA NSW 2478

Attention: Damon Jones



Dear Sir

Speed Zone Review – Broken Head Road and Midgen Flat Road, Newrybar.

Roads and Maritime Services (RMS) have completed a speed zone review of Broken Head Road and Midgen Flat Road, Newrybar.

The outcomes of this review are as follows:

1. That the existing 80km/h speed limit on Broken Head Road be reduced to 60km/h from the Pacific Highway to Old Byron Bay Road. A distance of 2.4km.
2. That the existing 80km/h speed limit on Midgen Flat Road be reduced to 60km/h from Old Byron Bay Road to a location at the base of the hill. Approximately 1.6km from Old Byron Bay Road.
3. It is also recommended that council review guide post placement and install any missing or damaged posts and replace intersection/curve warning signage not currently meeting the standards.
4. RMS will undertake a ball bank survey with the results provided to council.

Enclosed is a copy of the Speed Zone Authorisations for the new speed limits. Council is requested to advise RMS of the installation date when available.

RMS recommends that a warning sign T1-270 is installed on both approaches to the site advising motorists of the permanent speed zone change when the speed limit signs are installed and remain for one week after the installation date. RMS advise speed signs and pavement markings should be installed in accordance with the NSW Speed Zoning Guidelines.

Funding assistance for this project may be provided on request.

Roads & Maritime Services

31 Victoria Street, Grafton NSW 2460 | PO Box 576 Grafton NSW 2460
T 02 6640 1300 | F 02 6640 1304 | E grafton.regional.office@rms.nsw.gov.au

www.rms.nsw.gov.au | 13 17 82

13/5013

(2)

For further information please contact Greg Aitken Traffic Engineering Officer on 6640 1300 or email greg.aitken@rms.nsw.gov.au who will be pleased to assist.

Yours faithfully



For David Corry
Acting Regional Manager, Northern

- 2 SEP 2013

encl

8.1 Speed Zone Review Update - Broken Head Road and Midgen Flat Road Newrybar

Speed Zone Authorisation

(Authorising the Installation / Removal of Speed Limit Signs)



SZA No: NTH10410

Road Transport (Safety and Traffic Management) Act 1999

Under Part 4, Section 51 of the Road Transport (Safety and Traffic Management) Act 1999, this document (Authority) hereby gives the person(s) named below the appropriate authority to:

1. Install or display (or to interfere with, alter or remove) a prescribed traffic control device at the following locations, or
2. Direct another person to install or display (or to interfere with, alter or remove) a prescribed traffic control device at the following locations:


Name: Liz Smith
Organisation: RMS - RSTS Northern
Contact Number: 0411 149 855

Road:	At:	Suburb/Locality:	LGA:
Broken Head Road	0m at Old Byron Bay Road	Newrybar	Ballina
	0m at Pacific Highway	Newrybar	Ballina
Distance between Signs: 2.40 km		Direction: Both Directions	

Zone Type: Ordinary Permanent

Speed Limit on Signs: 60 km/h

Notes: Speed Zone Review recommended that the existing 80km/h be reduced to 60km/h.
John Alexander 19/06/2013

Signed: 
Dated: 30/8/13

Designation: Acting Road Safety Traffic &
Development Manager, Northern
Region

Speed Zone Authorisation

(Authorising the Installation / Removal of Speed Limit Signs)



SZA No: NTH10409

Road Transport (Safety and Traffic Management) Act 1999

Under Part 4, Section 51 of the Road Transport (Safety and Traffic Management) Act 1999, this document (Authority) hereby gives the person(s) named below the appropriate authority to:

1. Install or display (or to interfere with, alter or remove) a prescribed traffic control device at the following locations, or
2. Direct another person to install or display (or to interfere with, alter or remove) a prescribed traffic control device at the following locations:

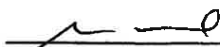
Name: Liz Smith
Organisation: RMS - RSTS Northern
Contact Number: 0411 149 655

Road:	At:	Suburb/Locality:	LGA:
Midgen Flat Road	1.6km East of Old Byron Bay Road	Newrybar	Ballina
	0m at Old Byron Bay Road	Newrybar	Ballina
Distance between Signs: 1.60 km		Direction: Both Directions	

Zone Type: Ordinary Permanent

Speed Limit on Signs: 60 km/h

Notes: Speed Zone Review recommended that the existing 80km/h be reduced to 60km/h.
John Alexander 19/6/2013

Signed: 
Dated: 30/8/13

Designation: Acting Road Safety Traffic & Development Manager, Northern Region

8.2 Road Safety Report - October 2013

8.2 Road Safety Report - October 2013

Information

NSW Local Government Road Safety Program

Council has been committed to improving road safety for all road users through its commitment to the Local Government Road Safety Program (LGRSP); including the employment of a Road Safety Officer for over 10 years; and the implementation of a Road Safety Strategic Plan.

Following a recent evaluation of the NSW Local Government Road Safety Program (LGRSP), Transport for NSW has confirmed ongoing support of the program.

Some of the key recommendations following the review of the LGRSP include:

- The support of a Safe System approach to developing road safety improvement programs including Black Spots and the new NSW Safer Roads Program for Local Government;
- Development of a Local Road Safety Action Plan;
- Continued financial support for Councils wanting to employ a Road Safety Officer; and
- Grants for projects focussed on road safety priorities.

The three-year cycle of the enhanced program is planned for implementation from 1 July 2014.

The continuation of the LGRSP will allow council's to continue to target local road safety risks and provides greater certainty of funding.

The Roads and Maritime Services will host information sessions in October 2013 to assist councils with understanding the program changes.

PROJECT: Drink Drive Prevention

The Ballina Liquor Accord is developing a Responsible Service of Alcohol Workshop to engage local cafes and restaurants. The workshop will review elements of RSA training; in-house training of staff; and promote alcohol-related harm reduction strategies with view to reducing a higher risk of heavy alcohol consumption and risky behaviour such as drink driving.

PROJECT – NSW Bike Week 21-22 September 2013

Over 65 cyclists enjoyed the fine weather to celebrate NSW Bike Week with coffee and a social ride on the 21 and 22 September, 2013. Cyclists were asked to present their ideas on how cycling can be safer and more enjoyable in the Ballina Shire. The feedback received will inform the review of Council's Road Safety Strategy and the development of a new Bike Plan.

PROJECT: 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 16 October and 11 November at Crowley Village and Lennox Head Cultural & Community Centre.

PROJECT: Review of Ballina Shire's Road Safety Strategic Plan

Council has commenced the review its Road Safety Strategic Plan. The review has been funded by the RMS.

RECOMMENDATIONS

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

Attachment(s)

Nil

9. Regulatory Matters on Classified Roads

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

Nil Items

- 10 Items Without Notice
 - 11 Next Meeting
-

9. Items Without Notice

10. Next Meeting

Next meeting is scheduled for Wednesday 11 December 2013 at 10.00am.