

LTC Meeting 24 September 2009

B5 [LTC] Kyogle Road, Uki

ORIGIN: Planning & Infrastructure

FILE NO: ECM 4475822; 4967392; 5250438; Traffic - Committee; Speed Zones; Pedestrian Crossings; Safety; School Zones; Traffic - General; Smiths Creek Road; Kyogle Road

SUMMARY OF REPORT:

Two requests have been received in relation to the pedestrian crossing in Uki:-

- *"the traffic through Uki is increasing all the time and this will continue to do so now that the Nightcap Development has been approved.*
- *Trucks come thundering down the hill and couldn't possibly stop if someone stepped out onto the road.*
- *Cars overtake on the crossing, make illegal U-turns, park on it and use it as a drop off and pick up area, generally ignoring it.*
- *Even though the village is a 50 km/hr zone (and 40 km/hr for the School Zone) very few drivers take notice of the speed limit - Council has indicated that they have monitored speed and found it to be satisfactory.*
- *The school would like flashing lights.*
- *The suggestion of a 'raised crossing' which would force vehicles to slow down."*

Kyogle Road is a major distributor road and a classified road in Tweed Shire. The advice of the Roads and Traffic Authority of NSW should be sought for both the installation of a raised pedestrian crossing and flashing lights.

Council's traffic data indicates the following for Kyogle Road through the Uki village for the week ending 20 February 2008:-

85th percentile speed 58km/hr

Average Daily Traffic 2,500 vehicles per day (vpd) (2005 - 2,649 vpd, 2001 - 2,445 vpd)

Crash data indicates that there have been no recorded pedestrian incidents over the last 5 years.

Renae Harding P & C Association, Uki Public School, Maggie Wilkins-Russell, Area Coordinator, Uki Neighbourhood Watch and the Principal of UKI Public School, Mr Jeffrey Robinson addressed the Committee with the following comments:-

"The ongoing problems of vehicles speeding through the Uki village and across the pedestrian crossing has become an urgent situation. During consultation with Council in 2002 and 2007 many issues were raised regarding traffic calming. The village speed limit is totally disregarded and motorists seem to still be travelling at 80 km/hr within the village. Everyone in the village has a horror story about the pedestrian crossing. Hoons do burn outs on the crossing and sometimes vehicles overtake other vehicles at the crossing.

The crossing possibly needs a change in texture and colour. There is also no defining points indicating the 'start' and 'end' of the village. The volume of traffic is also increasing. Consideration needs to be given for something obvious to force traffic to slow down, maybe speed cameras or a change of texture or colour leading to the crossing or installation of chicanes or narrow the road. Speed bumps are not considered appropriate due to noise issues with heavier vehicles.

From the School's perspective, Mr Jeffrey Robinson tabled a letter and petition and support from other schools. School operation is from 8.50am to 2.50pm. However, it needs to be remembered that other schools use the crossing starting much earlier in the morning to catch buses.

Mr Robinson advised that he had personally witnessed near misses on the crossing during the last 20 weeks that he has been at the School with parents having to drag children back when it is realised that a vehicle has no intention of stopping. The sound of screeching tyres occurs on a daily basis. The school flags are put out each day at 8.00am and removed at 3.20pm and have been left out all day as an extra precautionary tactic.

Parked cars often obscure the crossing signs. The 50km/hr speed limit is absolutely non existent at the southern end of Uki village.

Consideration of flashing 40 km/hr school zone signs is requested from 7:00am (due to children crossing the road to catch buses) and similar to the signs in Murwillumbah to clearly indicate to drivers that they are approaching the school. Also raised crossings are requested as they would be more easily seen. It was requested that existing signs and the crossing should be repaired. Tree plantings on the sides of the road could also give the impression to motorists to slow down.

The main bus stop for high school students is on the opposite side of the road at The Buttery with bus stops on both sides of the road for the interchange of students."

The Committee noted that Council has previously resolved to consider a report on traffic safety measures in the village, which is currently being prepared.

COMMITTEE ADVICE:

That:-

- 1. Council officers consider re-linemarking all delineation lines and speed zone stencils throughout Uki village.**
- 2. Council officers consider providing a low profile pedestrian crossing at the same location of the existing pedestrian crossing subject to discussion with the Roads and Traffic Authority of NSW.**
- 3. Council officers discuss the possibility of installing the flashing 40 km/hr School Zone signs at the Uki School with the Roads and Traffic Authority of NSW.**