

Venue:

Mt Warning Meeting Room

Time:

Commencing at 10.00am

Present:

Committee Members: Cr Barry Longland, Sgt Justin Lavin, NSW Police, Mr Rod Bates (alternative representative for Mr G Provest MP).

Informal: Mr Danny Rose (Acting Chairman), Mr Ray Clark, Mr Paul Brouwer, Ms Judith Finch (Minutes Secretary).

Apologies:

Mr Thomas George MP, Member for Lismore, Mr Col Brooks (alternative representative for Mr Thomas George MP), Mr Geoff Provest MP, Member for Tweed, Ms Liz Smith, Roads and Traffic Authority of NSW.

CONFIRMATION OF MINUTES OF PREVIOUS MEETING

[LTC] Confirmation of Previous LTC Minutes Meeting held 19 May 2011

RESOLVED that the Minutes of the Local Traffic Committee Meeting held 19 May 2011 be adopted as a true and accurate record of proceedings of that meeting.

SCHEDULE OF OUTSTANDING RESOLUTIONS

[LTC-SOR] Schedule of Outstanding Resolutions 23 June 2011

1. [LTC] Kennedy Drive, Tweed Heads West

ORIGIN:

Planning & Infrastructure

FILE NO: ECM 3948168; Traffic - Committee; Kennedy Drive, Tweed Heads; Kennedy Drive - Tweed Heads West; Norman Street; Parking - Zones; Traffic - Lights; Traffic - Roundabouts; Boat Ramps

SUMMARY OF REPORT:

From Meeting held 27/8/09 (Item B7)

Concern received in relation to increasing traffic problems along Kennedy Drive.

"In particular the intersection of Norman Street and Kennedy Drive causes local residents a great deal of frustration which is worsened by parking of boats and boat trailers using the boat ramp located on the opposite side of the road.

..... Norman Street is one of the few streets where right hand turns are permitted and this also contributes to traffic problems. He has suggested that either a roundabout or traffic lights are needed to facilitate turning into and out of Norman Street."

The Norman Street/Kennedy Drive intersection has been the subject of community concern for a number of years.

A concept design for a roundabout has been previously completed by Council officers and unfortunately there is insufficient room within the road reserve to install a small roundabout. The installation of traffic signals would not meet the warrants of the Roads and Traffic Authority of NSW guidelines.

Another alternative is to provide a narrow central median on Kennedy Drive which would prevent right turns from both the boat ramp area and Norman Street into Kennedy Drive. This is very undesirable as it would inconvenience many motorists and encourage possibly less safe "U" turns to be made on Kennedy Drive away from the intersection.

Council officers will advise the Committee of the accident history of this intersection.

Council officers advised that of seven accidents from 2005 to 2008, four of them were right rear crashes. The right turns were from Kennedy Drive into Norman Street. Council officers suggested that a right turn lane be further investigated with a view for reducing this type of crash.

From Meeting held 25/11/10:

Council's Traffic Engineer advised that a consultant has been appointed to look at signalised intersection treatment options for the Kennedy Drive / Norman Street intersection.

COMMITTEE ADVICE:

That:-

- 1. Council officers further investigate the possibility of a right turn lane on Kennedy Drive into Norman Street.**
- 2. That this item be listed on the Schedule of Outstanding Resolutions.**

Current Status: That Item B7 Schedule of Outstanding Resolutions from Local Traffic Committee meeting held 19 May 2011 remain on the list of Outstanding Resolutions.

(This item was originally listed as an Outstanding Resolution at the Local Traffic Committee Meeting held 27 August 2009).

2. [LTC] Kennedy Drive, Tweed Heads - Tweed Street Audit

ORIGIN:

Planning & Infrastructure

FILE NO: ECM 19660428; Traffic - Committee; Pedestrian Crossings; Traffic - Safety; Kennedy Drive, Tweed Heads

SUMMARY OF REPORT:

From Meeting held 23 September 2010 (Item B5):

Request received for the provision of a safe crossing for people near Kennedy Plaza. It is reported that "*since the opening of the new bypass the traffic is horrific and pedestrians can wait up to 15 minutes*". It is also reported that "*motorists making illegal right hand turns into Kennedy Plaza also contribute to traffic congestion*".

Kennedy Drive near Kennedy Plaza carries over 20,000 vehicles per day, which is significant. A marked pedestrian crossing was located in this vicinity prior to the installation of the traffic signals at Ducat Street. This crossing was removed on request from the Roads and Traffic Authority of NSW as the signals provided a much safer crossing point for pedestrians. The signals are located approximately 200m west of the middle of the shopping centre. There is also a pedestrian underpass connecting residents on the southern side of Kennedy Drive to the shopping centre.

The pedestrian warrant for a marked or signalised pedestrian crossing would not be met at this location.

Council's crash database shows 6 reported crashes occurred in the vicinity of Kennedy Plaza between 2004 and 2009, none of which involved a pedestrian.

The Roads and Traffic Authority of NSW Representative advised that the Roads and Traffic Authority of NSW were investigating the Ducat Street/Kennedy Drive signals which will include the Kennedy Plaza area. It was suggested that this matter be listed as an Outstanding Resolution until the Roads and Traffic Authority of NSW have finalised their investigation. This investigation may include the possibility of the inclusion of a pedestrian refuge, which is the subject of concern.

COMMITTEE ADVICE:

That Kennedy Drive, Tweed Heads South be listed on the Outstanding Resolutions report.

Current Status: That Item B5 Schedule of Outstanding Resolutions from Local Traffic Committee meeting held 19 May 2011 remain on the list of Outstanding Resolutions.

(This item was originally listed as an Outstanding Resolution at the Local Traffic Committee Meeting held 23 September 2010).

3. [LTC] Sathya Sai School, Nullum Street, Murwillumbah

ORIGIN:

Planning & Infrastructure

FILE NO: ECM 29113523 and 29114576; Traffic - Committee; Schools - Sathya Sai; Traffic - School Zones; Traffic - Safety; Traffic - Pedestrian Crossings; Nullum Street;

SUMMARY OF REPORT:

From meeting held 17 March 2011 (item B5):

Request received (ECM 29113523) in relation to:

"Parents and children are exiting the Sathia (sic) Sai school and walking between buses to get to their cars parked on the duck pond side of Nullum St. This is a very dangerous practice. There is a school crossing further to the south from the school but it is not being used probably because it is too far away."

It is suggested that this crossing could be moved north in Nullum Street so it is outside the school and the present bus zone be moved south and possibly lengthened to comfortably accommodate two buses.

Council officers will investigate this matter on site and report to the meeting.

Further request received (ECM 29114576):

"I am writing in regards to the unsafe conditions outside Sathya Sai Primary School and on the intersection of Nullum St. and Wollumbin St.

The Sathya Sai Primary School has increased its enrolments considerably since it's expansion, and consequently the facilities provided by the R.T.A. are insufficient to provide a safe environment for pedestrians. I am writing to request that the crossing that is currently unmarked on Nullum St. be marked, flagged and manned by a lolipop person.

I am also requesting that a marked pedestrian crossing be implemented on the corner of Nullum St. and Wollumbin St.. That area is incredibly unsafe and impossible to cross safely with a child."

Council's traffic database provides:

1. Vehicle count, Nullum Street (north of Prince Street) 1,289 vehicles per day.
2. Council's accident database shows no reported pedestrian accidents on Nullum Street between Prince Street and Wollumbin Street for the period 2003 to 2008.

For pedestrian crossing warrants to be met under relevant Roads and Traffic Authority of NSW guidelines, well over 300 pedestrians per hour crossing Nullum Street are required for the vehicle volumes on Nullum Street. Clearly these warrants would not be met.

For school crossings, the Roads and Traffic Authority of NSW are the determining authority for these facilities.

Council officers will provide pedestrian traffic counts (peak period) to the Committee for consideration.

There was much discussion about potential benefits regarding various possible infrastructure improvements at the frontage to Sathya Sai School including providing a footpath on the Knox Park side of Nullum Street. It was suggested that Council officers further consider pedestrian infrastructure improvement that could be undertaken in the area at the frontage of the school.

For the pedestrian crossing request at the Wollumbin Street/Nullum Street intersection, it was noted that the pedestrian warrants were not met for the installation of a marked pedestrian crossing. Immediately following the close of school at 2.55pm on Tuesday 15 March 2011 for a 25 minute period, only 2 adults and 1 child were observed crossing Nullum Street at the Wollumbin Street intersection.

Observations Sathya Sai School Nullum St, Murwillumbah

Afternoon visit

School ends 2:55pm

- No flags on school crossing.
- Angle parking no wheel stops vehicles intruding into grassed area obstructing pedestrians
- No buffer behind angle parks
- Most vehicles through site did not appear to observe 40km/h speed limit.
- Several parents did u-turns over double centre lines.

Buses

Arrive	Depart
2:56	2:58
3:06	3:07
3:09	3:10
3:09	3:10
3:15	3:16
3:15	3:16

Bus zone worked smoothly with no more than 2 buses on site at any one time.

Bus zone opposite school on Knox Park side was not used during observations.

Crossing road

2:50pm – 3:20pm

Adults	9
Unaccompanied children	4
Adult with children	16 adults/23 children

Very low usage of designated “crossing point”. Drivers were observed to be uncertain whether to stop and give way to pedestrians as no flags were in place.

Site inspection ended 3:20pm.

Morning Site visit
17/3/2011

- No flags in place.
- Parents generally escorted children across the road.
- 5 minute parking area adjacent to school used well
- No parent access to school observed in Nullum Lane.

COMMITTEE ADVICE:

That the Sathya Sai School, Nullum Street, Murwillumbah item be placed on the list of Outstanding Resolutions.

Current Status: That Item B5 Schedule of Outstanding Resolutions from Local Traffic Committee meeting held 19 May 2011 remain on the list of Outstanding Resolutions.

(This item was originally listed as an Outstanding Resolution at the Local Traffic Committee Meeting held 17 March 2011).

From Meeting Held 23 June 2011:

The Road Safety Officer advised that a meeting had been held on site with the Deputy Principal. It is proposed to relocate the children's crossing closer to the entrance to the School. This would involve modification to the existing bus zone. A concept design will be developed and circulated to the affected bus companies and school for comment. This will be submitted to the Committee for approval after comments are received.

4. Local Traffic Committee Minutes Meeting held 23 June 2011

ORIGIN:

Planning & Infrastructure

FILE NO: ECM32781485; Traffic - Committee; Kyogle Road, Nimbin Road, Mt Burrell;
Traffic - Speed Zones

SUMMARY OF REPORT:

From Meeting held 19 May 2011 (Item B3):

Request received in relation to the speed limit on Kyogle Road, Mt Burrell being reduced to 80km/hr for 1km either side of the Nimbin Road intersection.

"• *Historically there is a considerable amount of traffic that use the road travelling from the Gold Coast down to Nimbin. It is primarily tourist traffic and often overseas travellers who are not used to these road conditions.*

• *The road is a standard 2 lane rural road with little or no shoulders, speed advised corners, livestock, and wildlife issues.*

• *.....The intersection is the main point of conflict with minimal site distances for vehicles travelling north...."*

Traffic speed and AADT will be submitted at the meeting for the Committee's advice.

The Roads and Traffic Authority representative advised that a speed zone review is being conducted on MR142 from Lismore to Murwillumbah including this section of Nimbin Road to provide consistency and reduce the number of speed zone changes along the route.

The Committee considered that this item should be deferred pending receipt of the Roads and Traffic Authority's Speed Zone Review Report.

COMMITTEE ADVICE:

That this item be listed on the Schedule of Outstanding Resolutions.

Current Status: That Item B3 Schedule of Outstanding Resolutions from Local Traffic Committee meeting held 19 May 2011 remain on the list of Outstanding Resolutions.

(This item was originally listed as an Outstanding Resolution at the Local Traffic Committee Meeting held 19 May 2011).

BUSINESS ARISING

Nil.

A. FORMAL ITEMS SECTION

DELEGATIONS FOR REGULATORY DEVICES

Nil.

B. INFORMAL ITEMS SECTION

GENERAL TRAFFIC ADVICE

B1 [LTC] Nullum Lane, Murwillumbah

ORIGIN:

Planning & Infrastructure

FILE NO: ECM 33209014; Traffic - Committee; Parking Zones; Nullum Lane; Wollumbin Street; Murwillumbah Street

SUMMARY OF REPORT:

Request received for 'No Parking' signs to be erected in Nullum Lane at the northern end between Wollumbin Street and Murwillumbah Street.

"My office is located at no. 3 Nullum St with its car park at the rear being accessed off Nullum Lane. What has been happening for some time now is that vehicles are constantly being parked along this narrow section of lane causing major difficulties for vehicles accessing our car park. Only yesterday there was a confrontation with a driver who had parked & restricted access to our car park. Furthermore, when these vehicles park in the lane they create difficulties for other through traffic accessing the lane. At times the situation can be hazardous with vehicles having to be backed either up or down the lane to allow another to pass. This is exacerbated not only by the narrow carriageway but also by the steep gradient. We have already had one serious accident where a driver collided with another vehicle parked in our car park. That accident caused significant damage to both the parked vehicle & the rail structure around our car park."

Details of an on site assessment will be tabled at the Committee meeting.

Several inspections were undertaken of the site. The road is used for spillage parking for the pre-school and church, unit developments and private residences. It is noted that businesses who have built car parks abutting this road have effectively removed the on-road parking adjacent to their businesses. Whilst it is considered that accessing these car parks at times may be difficult it is not considered that this warrants prohibiting parking in this lane completely.

COMMITTEE ADVICE:

That no action be taken in relation to installing additional prohibitive parking signs in Nullum Lane, Murwillumbah.

B2 [LTC] Duranbah Road, Duranbah

ORIGIN:

Planning & Infrastructure

FILE NO: ECM 32914021; Traffic - Speed Zones; Traffic - Committee; Duranbah Road

SUMMARY OF REPORT:

Advice received from the Roads and Traffic Authority of NSW in relation to approval being given for a reduction in the speed limit on Duranbah Road Duranbah at Cudgen Road to 50m north of Forest Hills Road to 80km/h.

The RTA has requested that they be advised of the installation date of new signage for the reduction of speed on Duranbah Road from 100km/h to 80km/h.

For the information of the Committee, the signage and speed zone was installed on 26 May 2011.

COMMITTEE ADVICE:

The Committee noted the speed zone changes on Duranbah Road Duranbah at Cudgen Road to 80km/h.

B3 [LTC] Twin Towns Triathlon Club Season 2011-2012

ORIGIN:

Planning & Infrastructure

FILE NO: ECM 34513264; Traffic - Committee; Local Area Traffic Management; Bicycle Matters - General; Darlington Drive; Leisure Drive; Glen Ayr Drive; Ash Drive; Amaroo Drive; Fraser Drive; Botanical Circuit; Woodlands Drive; Winders Place; Eucalyptus Drive

SUMMARY OF REPORT:

Request received for permission to use road for the cycle leg (14.5km) of the Twin Towns Triathlon Club 2011-2012 season.

Dates of competition are:

2011	
September	Saturday 3, 10, 17, 24
October	Saturday 1, 8, 15, 22, 29
November	Saturday 5, 12, 19, 26
December	Saturday 3, 10, 17, 24, 31
2012	
January	Saturday 7, 14, 21, 28
February	Saturday 4, 11, 18, 25
March	Saturday 3, 10, 17*

* Police supervised Club Championship Race

"Cycle Management Plan

Cycle leg of TTTC Saturday morning triathlon event comprises 14.5km course with members on the road at intervals between 6.15am and 7.15am.

- *TTTC program starts on 3rd September 2011 and concludes on March 17th 2012 (a total of 29 weeks).*
- *All members must adhere strictly to NSW road rules.*
- *Bikes must meet strict standard of maintenance. Lights (front & rear) are compulsory for early starters.*
- *Helmets must be worn at all times.*
- *Drafting is illegal (bunches should not form).*
- *Road signs are displayed at strategic points to alert motorists of the presence of cyclists*
 1. *Amaroo Drive prior to turning right onto Fraser Drive*
 2. *Fraser Drive prior to roundabout at South Tweed Leagues Club playing fields*
 3. *Greenway Drive prior to roundabout at Leisure Drive*
- *All registered persons are numbered allowing identification of any breaches of road rules. Breach of road rules and not complying with the Traffic Act will result in:*
 1. *First offence - two week suspension*
 2. *Second offence - one month suspension*
 3. *Third offence - suspension for rest of season*

- *Events will be cancelled when weather conditions are dangerous, as the club has a duty of care to all members.*
- *All members understand their obligation to be part of the road traffic flow and at no time to take precedence over normal traffic flow.*
- *Club Championship day will be March 17th, 2012. The club pays for police supervision of the traffic lights at Winders Place, Eucalyptus Drive and the Fraser Drive & Amaroo Drive intersection.*

Course Details

- *The cycle leg begins at Club Banora (side adjacent to tennis courts) then turn left onto Leisure Drive. Continue straight until traffic lights at Fraser Drive and turn left. Continue up Fraser Drive and turn left at Glen Ayr Drive and then left at Ash Drive onto Amaroo Drive. Proceed to Fraser Drive and turn right. Turn left at Botanical Circuit and continue the loop until left at Leisure Drive and left at Fraser Drive. Continue to roundabout at Vintage Lakes and turn right until travelling south on Fraser Drive. Turn left at the traffic lights then turn right at roundabout on Woodlands Drive and right at roundabout on Darlington Drive. Continue around loop until left at roundabout on Leisure Drive and then left back into Club."*

COMMITTEE ADVICE:

That the Twin Towns Triathlon Schedule of Events for 2011/2012 be approved subject to standard conditions. The conduct of the Club Championship Race on 17 March 2012 requires a separate application and submission of Traffic Control Plan and application to NSW Police.

B4 [LTC] Mount Warning Road, Mount Warning

ORIGIN:

Planning & Infrastructure

FILE NO: CRM TRA11/0014 and ECM 34519664; Traffic - Committee; Weight of Vehicles; Mount Warning Road, Mount Warning

SUMMARY OF REPORT:

Request received in relation to heavy vehicles using Mount Warning Road, Mount Warning:

"large tourist buses travelling all the way up Mount Warning Road - concerns should only allow cars above Caravan Park suggest tonnage limit at Breakfast Creek."

Further information will be provided to the Committee on road widths and existing signage.

Advisory signage is currently in place and drivers need to make their own assessments of the suitability of this road.

Paul Brouwer left the meeting at 10.55am

COMMITTEE ADVICE:

That no further action be taken in relation to the request for tonnage limits on Mount Warning Road past the caravan park.

Paul Brouwer returned at 11.00am

B5 [LTC] Ti Tree Avenue, Bogangar

ORIGIN:

Planning & Infrastructure

FILE NO: ECM 33457686; Traffic - Committee; Control; Speed Signs; Ti Tree Avenue; Sandalwood Avenue; Cassidy Crescent

SUMMARY OF REPORT:

Request received in relation to speeding vehicles, dangerous driving in wet weather and burnout incidents.

"The following traffic violations are consistently occurring, it is more prevalent from Friday 10pm to Sunday pm.

- speeding in excess of 80km in a 50km zone*
- dangerous driving in wet weather*
- regularly doing burnouts*
- 70% of these drivers are "P" platers*

There is also a large increase of unregistered trailbike and minibike users and also 2 stroke pushbikes, riders generally do not wear a helmet. All of these bikes are extremely noisy and ridden in a reckless manner.

Drivers use Ti Tree ave as a rat run to avoid police detection and RBT's when returning home from the bowls club/surf club and beach hotel at Cabarita.

There is a flagrant disregard of the 50km speed limit in this neighbourhood.

There is no speed limit signage at all along Ti Tree ave.

Ti Tree ave is a major thoroughfare for children walking and riding to and from Bogangar school. We are very concerned for the safety of our children as well as the other families in this street with young children."

While the Committee considered that in the short term there would be little value in installing traffic calming devices in this isolated area, the implementation of a locality based LATM scheme should be considered. In the meantime the issues identified relate to Police enforcement and the Committee considered that the Police Crime Prevention Officer (or similar) be requested to attend the community meetings for Bogangar/Cabarita Beach to explain Police procedures and protocols in dealing with recalcitrant driver behaviour.

COMMITTEE ADVICE:

That the Police Crime Prevention Officer (or similar) be requested to attend the community meetings for Bogangar/Cabarita Beach to explain Police procedures and protocols in dealing with recalcitrant driver behaviour particularly in relation to Ti Tree Avenue, Bogangar.

B6 [LTC] Tumbulgum Road, Murwillumbah

ORIGIN:

Planning & Infrastructure

FILE NO: ECM 33787336; Traffic - Committee; Speed Zones; Tumbulgum Road, Tumbulgum

SUMMARY OF REPORT:

Request received in relation to the speed zone on Tumbulgum Road between Myall Creek Bridge at East Murwillumbah and the intersection with Cane Road.

"I write regarding the section of Tumbulgum Road between the Myall Creek bridge at East Murwillumbah and the intersection with Cane Road, a distance of approximately 1 kilometre. I ask Council to reduce the speed limit to 70km/hr for this section of road, and for there to be no overtaking allowed for a distance of 50 metres either side of the 3 private driveways which join with the road.

While this section of Tumbulgum Road seems to carry a considerable volume of traffic, the speed limit is 100km/hr and the road is narrow, unlit, has a bend, and passes between sugar cane fields and grazing pasture. Also, three private driveways enter / exit from this section of road. Because of the sugar cane, heavy agricultural machinery (eg tractors, cane harvesters) often use the road. At times sugar cane in the abutting fields is burned, and cattle grazing in the abutting pasture may infrequently escape onto the road.

In the interest of safety for those who use the road, I ask Council to reduce the speed limit to 70km/hr, the same as that which applies to the better quality and safer road which runs on the opposite side of the river - the Tweed Valley Way: this road is lit and wider. I live along this section of Tumbulgum Road and have been aware for many years of the frequent accidents which have occurred, probably due to speeding."

The Committee considered that the speed limit for this road is suitable for its alignment and adjacent development and that no review should be undertaken by the Roads and Traffic Authority of NSW at this stage.

COMMITTEE ADVICE:

That no action be taken with regard to the speed limit on Tumbulgum Road, Murwillumbah.

NEXT MEETING:

The next meeting of the Local Traffic Committee will be held 21 July 2011 in the Mt Warning Meeting Room commencing at 10.00am.

There being no further business the meeting terminated at 11.24am.

EXECUTIVE MANAGEMENT TEAM COMMENTS:

The Minutes were noted by EMT at its meeting held 29 June 2011.

EXECUTIVE MANAGEMENT TEAM RECOMMENDATIONS:

The Minutes were noted by EMT at its meeting held 29 June 2011.

