



LOCAL TRAFFIC COMMITTEE

MINUTES of a meeting of the **LOCAL TRAFFIC COMMITTEE** held in the Nymboida Meeting Room, Rushforth Road Depot, Tyson Street, South Grafton on Wednesday 5 May 2021 commencing at 9:38am.

PRESENT: Rod Gould ((Chairman, MP Rep), Jamie Fleeting (Council), Dylan Kelly (Council), Sheree Gibson (Police), Jeff Rainbow (Police), Linda Makejev (TfNSW), and Ruth Hallett (Council), Malcolm Britt (Busways), Ruth Hallett (Council)

APOLOGIES: Jarrod French (Police)

DECLARATION OF INTERESTS: Nil

PRESENTATIONS AND DEPUTATIONS: Nil

BUSINESS ARISING FROM PREVIOUS MEETING: Attached overleaf

INSPECTIONS TO BE UNDERTAKEN:

Onsite Meeting – Fitzroy Street, Grafton in front of Grafton Hotel

OFFICERS' REPORTS

ITEM: 008/21 – RIVER ROAD EAST – PROPOSED CLOSURE

ITEM: 009/21 - 128 BACON STREET, GRAFTON - TIMED PARKING

ITEM: 010/21 - DUKE STREET AND VICTORIA STREET, GRAFTON - LINEMARKING

ITEM: 011/21 – EVENT APPLICATION – YAMBA TWILIGHT MARKETS

ITEM: 012/21 – CLARENCE HEAD LONGBOARDERS SURF EVENT 2021

ITEM: 013/21 - EVENT APPLICATION – YAMBA ROTARY EAT STREET MARKETS 2021

ITEM: 014/21 - SIGNAGE - OLD FERRY ROAD ASHBY

ITEM: 015/21 - YAMBA CYCLING CLUB

ITEM: 016/21 - GRAFTON INFANTS SCHOOL – KISS AND DROP ZONE

ITEM: 017/21 – ARTHUR STREET, GRAFTON - HEAVY VEHICLES

ITEM: 018/21 – INTERSECTION OF WOODFORD STREET AND ARGYLE STREET, MACLEAN

ITEMS FOR DISCUSSION

Coutts Crossing School Crossing Zone –Concept Plan

Pedestrian Access and Mobility Plan Hickey Street and Iluka Road, Iluka

Median Strip along Yamba Road

ADDITIONAL MATTERS:

	SCHOOL CROSSING REQUEST – VICTORIA STREET, GRAFTON
Item 023/19 2.7.19	That: A children’s crossing be approved approximately mid-block on Victoria Street, Grafton between Duke Street and Villiers Street, subject to the Clarence Valley Anglican School confirming that they will arrange the display of the “Children’s Crossing” flags or signs during and only during the specified period of operation 8.00am – 9.30am and 2.30pm – 4.00pm and when necessary at other times such as school excursions and school sport days; A detailed design of the crossing point be completed; and Council seek funding for the crossing (50%) from Roads and Maritime Service, noting that Council will need to contribute 50% at the time of construction.
3.9.19	<i>Draft design completed for discussion at Committee meeting.</i>
5.11.19	<i>A meeting is scheduled between RMS and Council for Tuesday 5 of November to discuss this issue. Advised that RMS have already reviewed, are OK with it and funding has already been committed. Chantelle will advise at meeting and answer the question “Why 12m no stopping?”</i>
5.2.20	<i>Meeting held and works prioritised and on the design program.</i>
1.4.20	<i>Combined with item 028/19. Waiting for feedback from Active Transport Grants.</i>
3.6.20	<i>No further action to date.</i>
5.8.20	<i>Still waiting for feedback on active transport grants.</i>
2.9.20	<i>No further action to date</i>
4.11.20	<i>No further action to date</i>
3.2.21	<i>Design and procurement has been finalised. Due to weather conditions, works have been postponed until April School holidays.</i>
1.3.21	<i>No further action to date.</i>
5.5.21	<i>Works have been completed.</i>
Item: 007/20	ARTHUR STREET, GRAFTON – HEAVY VEHICLES
3.6.20	That Council undertake vehicle counts and report back to the Committee with the results and any further recommendations.
2.9.20	<i>No further update</i>
4.11.20	<i>No further update</i>
3.2.21	<i>Awaiting construction of hospital to be complete.</i>
1.3.21	<i>Traffic counters to be installed.</i>
5.5.21	<i>Refer to report Item 017/21 in the agenda.</i>
Item 009/20	CLARENCE AND HARBOUR STREET, YAMBA – BLIND CORNER
3.6.20	That:

	<p>Concept designs for a one-way treatment be developed that includes Harbour Street as Eastbound only and Clarence Street as Southbound only.</p> <p>That community consultation on the concept design be undertaken, and;</p> <p>A further report be provided to the Traffic Committee on the outcome of points 1 and 2.</p>
2.9.20	<i>No further update</i>
4.11.20	<i>No further update</i>
3.2.21	<i>No further update</i>
1.3.21	<i>No further update</i>
5.5.21	<i>Survey works have been completed.</i>
Item 024/20	GRAFTON HOTEL NOSE IN PARKING
2.9.20	<p>That:</p> <p>Council formalise the existing reverse in parking arrangement with line markings that align with the columns of the building.</p> <p>A further report be provided should Council wish to proceed with a trial once the Grafton parking study commence.</p>
4.11.20	<i>Works have been scheduled</i>
3.2.21	<i>Works have been completed.</i>
5.5.21	<p><i>That Committee attend an onsite meeting prior to 5 May meeting to discuss improvements to parking.</i></p> <p><i>Jamie Fleeting, Linda Makejev, Dylan Kelly and Rod Gould attended the on site meeting to review parking in front of the Grafton Hotel in conjunction with the "Nose in Parking" trial in Prince Street.</i></p> <p><i>There are structural, heritage, stormwater, drainage and kerb and gutter issues in front of the hotel which will require further investigation including the upgrading of the footpath and kerb and gutter. The treatment of wheel stops in front of the hotel also needs to be investigated. . Nose in parking may result in a loss of two carparks.</i></p> <p><i>Council to undertake a further review of the area and report back to Committee.</i></p>
Item 025/20	SPEED ZONE REVIEW YAMBA ROAD MACLEAN TO HARWOOD BRIDGE
2.9.20	<p>That:</p> <p>The request for a speed zone review for extending the 50km/hr zone to the east from Maclean not be forwarded to Transport for NSW, and;</p> <p>That the committee support an application for a proactive safety grant to implement a rural threshold treatment in this location.</p>
4.11.20	<i>A Safer Roads grant has been submitted.</i>
3.2.21	<i>No further update</i>
1.3.21	<i>No further update</i>
5.5.21	<i>No further update Awaiting funding review.</i>

Item 027/20 5.8.20	DRIVEWAY WARNING SIGNAGE YAMBA ROAD That approval for a concealed driveway sign not be provided and that relocation of the driveway by the applicant be considered.
4.11.20	<i>Item for discussion – November meeting.</i>
3.2.21	<i>A Caution Driveway sign and a left hand curve warning sign will be installed has been ordered and will be installed once received.</i>
1.3.21	<i>No further update</i>
5.5.21	<i>Signage installed 23.4.21.</i>
Item 028/20 2.9.20	MARANDOWIE DRIVE, ILUKA – SPEED ZONE EXTENSION That: The request for speed zone extension not be forwarded to TfNSW. Council collect updated traffic count and speed data, and if warranted report back to a future meeting, and That an update to the pedestrian access and mobility plan (PAMP) for Iluka be considered by Council.
4.11.20	<i>No further update</i>
3.2.21	<i>No further update</i>
1.3.21	<i>No further update</i>
5.5.21	<i>Traffic counters installed on 27.4.21. Jamie Fleeting met with residents on site. Footpath connection may help address pedestrian issues. Traffic counts will be referred to TfNSW.</i>
Item 003/21 3.2.21	RELOCATION OF SCHOOL ZONE '40' AHEAD SIGNAGE CENTENARY DRIVE, CLARENZA That Council review the school zone signage locations considering current relevant standards, confirm if the signs in these locations impede the sight distance for the driveway and report back at a later date.
1.3.21	A new report submitted to Local Traffic Committee meeting 1 March 2021. Refer to Item 007/21
Item 004/21 3.2.21	SUB2019/0034 – PROPOSED 41 RESIDENTIAL SUBDIVISION, OLD GLEN INNES ROAD, WATERVIEW HEIGHTS That An in principle speed zone review be undertaken on Hampton Road upon completion of SUB2019/0034. An in principle speed zone review not be undertaken on Glen Innes Road and the subdivision will need to adhere to the existing 80km/h speed limit.
1.3.21	A new report to be submitted at a later date.
5.5.21	No further action required from Traffic Committee this will be dealt with as part of the subdivision process.
Item 005/21 1.3.21	GRAFTON TO INVERELL CYCLE CLASSIC 2021 That Council approve the Special Events Management Plan for the Grafton to Inverell Cycle Race to be held on 8 May 2021, subject to the following conditions: Conformance with NSW Police approval and conditions Conformance with approved Traffic Management Plan and associated Traffic Control Plans which shall be implemented and

controlled by Roads & Maritime Services accredited persons

The event organiser notifies residents of the impact of the event/s by advertising in the local paper, at their expense, a minimum of one week prior to the operational impacts taking effect. The advertising must include the event name, specifics of any traffic impacts or road closures and times, alternative route arrangements, event organiser, a personal contact name and a telephone number for all event related enquiries or complaints

That prior to the event consultation will be carried out with the Community and affected businesses and concerns raised shall be addressed,

Consultation will be carried out with affected bus and transport operators and arrangements made for provision of services during conduct of the event

Consultation will be carried out with emergency services and any identified issues addressed

Arrangements made for private property access and egress affected by the event

Adequate public liability insurance being held by the event organiser

Endorsement of the event by Bicycle NSW

The event be conducted and signposted in accordance with the NSW Guidelines for Bicycle Road Races

All signage erected for the event to not cause a hazard for motorists or pedestrians and be removed immediately following the completion of the event

That the applicant organise for the events to be listed on council's web page

The submission and approval of Community Event applications and compliance with any conditions imposed therein

Temporary Speed Zone Authorisation is obtained from the roads authority for any reduced speed limit/s required as part of the traffic control for the event.

Approval of Roads and Maritime Services is obtained by way of a Road Occupancy License where event is on a state road or where the event may impact the state road network.

5.5.21

Letter of advice forwarded to organisers.

ANZAC DAY ROAD CLOSURES

That this event be approved subject to the compliance to the relevant conditions below.

Valid public liability insurance being held by the event organiser (minimum \$20,000,000).

NSW Police approval is obtained, if required.

Item 006/21

The submission and approval of relevant council event application/s and compliance with any conditions imposed therein.

1.3.21

Local Traffic Committee advice is sought for the event Traffic Management Plan prior to approval of traffic control devices. This includes a Risk Management Plan and Traffic Control Plan/s. The following traffic control conditions shall also be observed;

Traffic Control Plans to include a map indicating any alternative routes required for traffic detours.

Traffic Control Plans to be drawn to scale and indicate the provision of passageways and clearances for pedestrian and emergency access. Plans should be prepared in accordance with Roads & Maritime Services Guide to Traffic Control at Worksites.

All signage erected for the event should not cause a hazard for motorists or pedestrians and be removed immediately following the completion of the event.

Conformance with approved Traffic Management Plan and associated Traffic Control Plans which, shall be implemented and controlled by Roads & Maritime Services accredited persons.

Consultation with emergency services (Fire & Ambulance) and any identified issues addressed in a timely manner.

Consultation with bus and taxi operators and arrangements made for provision of services during conduct of the event.

Community and affected business consultation including adequate response/action to any raised concerns.

Arrangements made for private property access and egress affected by the event.

The event organiser notifies local community of the impact of the event/s by advertising in the *local paper/s* a minimum of one week prior to the operational impacts taking effect. The advertising must include the event name, specifics of any traffic impacts or road closures and times, alternative route arrangements, event organiser, a personal contact name and a telephone number for all event related enquiries or complaints.

That the applicant organise for the events to be listed on council's web page.

Below is a list of locations for road closures

Prince Street, Grafton (Pound St to Kemp Street)

Pound Street, Grafton (Duke St to Prince St)

Wisemans Way, Grafton (Duke St to Pound St)

Spring Street, South Grafton (New Street to Skinner Street)

Skinner Street, South Grafton (Spring St to Through St)

Through Street, South Grafton (Skinner St to Wharf St)

River Street, Maclean (Union St to Taloumbi St)

Short Street, Maclean

Stanley Street, Maclean (Short St to River St)

Charles Street, Iluka (Young St to Riverview St)

River Street, Ulmarra

River St, Harwood (Church St to Cenotaph)

Clarence St, Yamba (Coldstream St to Queen St)

Queen St, Yamba (Clarence St to Cenotaph)

5.5.21

This event been finalised.

Item 007/21
1.3.21

SUB2020/0006 – RELOCATION OF SCHOOL ZONE ‘40’ AHEAD SIGNAGE – CENTENARY DRIVE, CLARENZA

That approval for the relocation of the G6-332 (SCHOOL ZONE ‘40’ AHEAD) signs to 140 meters north of the existing school zone signs (R4-230).

5.5.21

No further action required from Traffic Committee this will be dealt with as part of the subdivision process.

ITEM	008/21	River Road East - Proposed Closure
Meeting	Local Traffic Committee	5 May 2021
Directorate	Works & Civil	
Reviewed by	Director - Works & Civil (Jamie Fleeting)	
Attachment	Yes	

SUMMARY

Council is seeking concurrence from the Local Traffic Committee to a proposed road closure on River Road East, Harwood.

OFFICE RECOMMENDATION

That the Committee approve the road closure to River Road East at the location nominated on the attached sketch. A lockable gate will be installed to allow access along the road in times of flood with the keys held by the Roads Supervisors for the area.

LOCAL TRAFFIC COMMITTEE RECOMMENDATION

That the Committee approve the road closure to River Road East at the location nominated on the attached sketch. A lockable gate will be installed to allow access along the road in times of flood with the keys held by the Roads Supervisors for the area.

Voting: Council

Local State Member of Parliament Representative	Y
TfNSW	Y
Police	Y

LINKAGE TO OUR COMMUNITY PLAN

Theme 2 Infrastructure

Objective 2.1 We will have communities that are well serviced with appropriate infrastructure

Strategy 2.1.5 Provide safe and effective vehicular and pedestrian networks that balance asset conditions with available resources

BACKGROUND

The Harwood Precinct Heavy Vehicle Project was completed in 2020 by Council upgrading 4km of road to a sealed formation. This upgrade provides improved access to the adjoining roads and alternative heavy vehicle route to the Precinct. The upgraded section includes Nicholsons, Bewleys, Beckmans, Eggins and Careys Lanes and is an alternative to the deteriorating River Road East which has a history of costly repairs and current high risk of stabilisation failure along the river bank.

Council wrote a consultation letter on the 10th December 2020 regarding a Proposed Road Closure of River Road East and sent the letter out to the effected residents and businesses. Feedback was received in January 2021 and summarised.

Please find the following information in the attachments - Consultation Letter, Proposed Road Closure Sketch, and Consultation Feedback Summary.

KEY ISSUES

Please refer to the attachment Consultation Feedback Summary for comments and key issues.

The residents and businesses have highlighted this road as an access in times of flood with higher flood immunity than other local roads in the area. The mitigation measure for this issue is to install a lockable gate which can be opened by the Roads Supervisor in times of flood.

Another key issue raised by the Harwood Marine business is the added travel time (2km @ approx. 100km/hr) for emergency vehicles if the road closure proceeds.

COUNCIL IMPLICATIONS

Budget/Financial

Council estimate a cost of \$5,000 and will be funded out of current operational budgets. The cost to install the closure will prevent future costly repairs if current traffic volumes are not decreased.

Asset Management

Installation of new signs and barriers will be added to Council's asset management systems upon completion.

Policy or Regulation

N/A

Consultation

Consultation with the effected residents and businesses have been undertaken by Council and provided as an attachment.

Legal and Risk Management

N/A

Climate Change

N/A

Prepared by	Alan Dunne, Senior Projects Engineer
Attachment	A: Consultation Letter, Proposed Road Closure Sketch, Consultation Feedback Summary
To be tabled	Nil
Confidential	Attachment - Consultation Feedback Summary

ITEM	009/21	128 BACON STREET, GRAFTON - TIMED PARKING
Meeting	Local Traffic Committee	5 May 2021
Directorate	Works & Civil	
Reviewed by	Director - Works & Civil (Jamie Fleeting)	
Attachment	Mandatory Selection	

SUMMARY

Council has received a request for a 2 hour parking restriction adjacent to 128 Bacon Street, Grafton.

OFFICER RECOMMENDATION

That 2 Hour timed parking restriction be provided to the frontage of 128 Bacon Street, Grafton.
That the business be requested to formalise on site parking and provide reserved parking for high priority customers.

LOCAL TRAFFIC COMMITTEE RECOMMENDATION

That 2 Hour timed parking restriction be provided to the frontage of 128 Bacon Street, Grafton.
That the business be requested to formalise on site parking and provide reserved parking for high priority customers.

Voting: Council

Local State Member of Parliament Representative	Y
TfNSW	Y
Police	Y

LINKAGE TO OUR COMMUNITY PLAN

Theme 2 Infrastructure

Objective 2.1 We will have communities that are well serviced with appropriate infrastructure

Strategy 2.1.5 Provide safe and effective vehicular and pedestrian networks that balance asset conditions with available resources

BACKGROUND

128 Bacon Street, Grafton is the site of Grafton Veterinary Clinic.

The owner of this business advises that, due to the unrestricted parking at this location, parking spaces are taken up by all day parking which limits the availability of parking at the frontage of the business.

KEY ISSUES

Due to the nature of the business nearby parking is considered desirable for customers, particularly elderly customers, with sick animals.

There are four on street spaces at the frontage of the business and six onsite spaces are provided. Monitoring of parking in the area has shown that during mid morning periods there have been vacant spaces on street and onsite. On one occasion during a two week period were there no spaces available. The provision of 2 hour parking will increase the availability of parking during peak demand periods. Provision can be made onsite for spaces to be reserved for urgent cases.



COUNCIL IMPLICATIONS

Budget/Financial

The cost of additional signage will be met from Councils signage funding.

Asset Management

The additional signage will be added to Council's asset register.

Policy or Regulation

AS 2890.5

Consultation

N/A

Legal and Risk Management

N/A

Climate Change

N/A

Prepared by	Tony Smith
Attachment	Nil

To be tabled	Nil
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ITEM	010/21	DUKE STREET AND VICTORIA STREET, GRAFTON - LINEMARKING.
Meeting	Local Traffic Committee	5 May 2021
Directorate	Works & Civil	
Reviewed by	Director - Works & Civil (Jamie Fleeting)	
Attachment	Mandatory Selection	

SUMMARY

Police have requested that parking in Duke Street and Victoria Street, Grafton outside Grafton Police Station be formalised with line marking.

OFFICER RECOMMENDATION

That parking guidelines be provided in Duke Street south of Victoria Street and the “No Stopping” on the southern side of the Police Station entrance be moved 3m further south to provide clearance to the driveway entrance.

LOCAL TRAFFIC COMMITTEE RECOMMENDATION

That parking guidelines be provided in Duke Street south of Victoria Street and the “No Stopping” on the southern side of the Police Station entrance be moved 3m further south to provide clearance to the driveway entrance.

Voting: Council

Local State Member of Parliament Representative		Y
TfNSW	Y	
Police	Y	

LINKAGE TO OUR COMMUNITY PLAN

Theme 2 Infrastructure

Objective 2.1 We will have communities that are well serviced with appropriate infrastructure

Strategy 2.1.5 Provide safe and effective vehicular and pedestrian networks that balance asset conditions with available resources

BACKGROUND

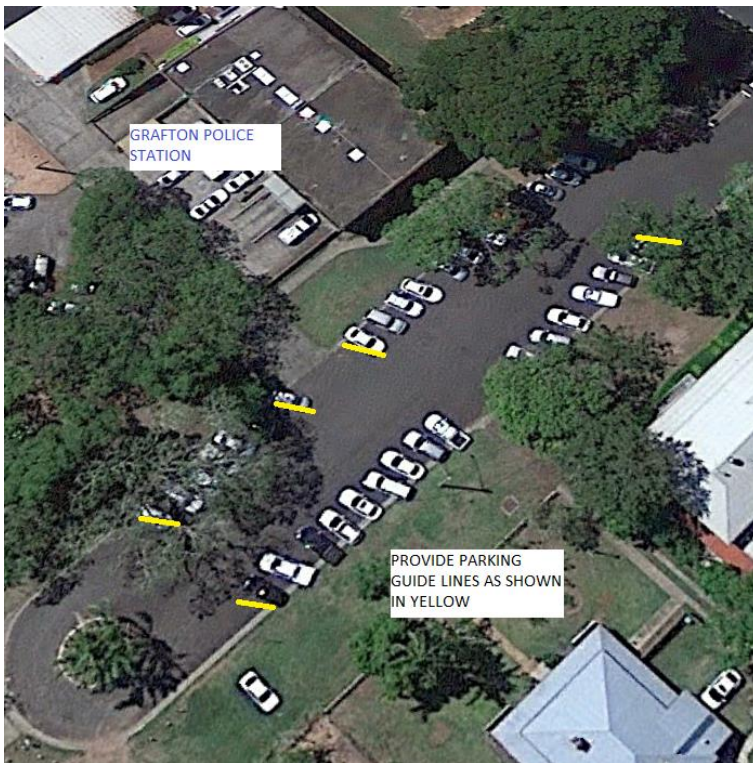
As an item for discussion at the Local Traffic Committee meeting of 3 February 2021 Police requested that Council formalise and update the parking and line marking outside the Grafton Police Station.

KEY ISSUES

Parking on the western side of Duke Street adjacent to the Police Station consists of a 15m section of “Police Vehicles Only” parking, a 25m section of unrestricted parking and a 15m section of P30 parking.

Monitoring of parking behaviour over a two week period showed that the “Police Vehicles Only” and P30 sections generally had multiple free spaces. The unrestricted parking area was generally fully occupied with 8 parked vehicles.

The unrestricted parking area is signposted as 45 degree rear to kerb parking. The area does not demonstrate any reduction in capacity due to the absence of marked spaces. Parking of vehicles close to driveways has been observed and restriction to the Police Station driveway entrance has been reported.



Recommended treatment.

COUNCIL IMPLICATIONS

Budget/Financial

The cost of additional line marking will be met from Councils signage and line marking funding.

Asset Management

The additional line marking will be added to Council's asset register.

Policy or Regulation

AS2890.5

Consultation

N/A

Legal and Risk Management

Nil

Climate Change

N/A

Prepared by	Tony Smith
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Attachment	Nil
To be tabled	Nil

ITEM	011/21	EVENT APPLICATION – YAMBA TWILIGHT MARKETS
Meeting	Local Traffic Committee	5 May 2021
Directorate	Works & Civil	
Reviewed by	Director - Works & Civil (Jamie Fleeting)	
Attachment	To be tabled	

SUMMARY

Special Events Traffic Management Plans for the Rotary Club of Yamba Twilight Markets event on the 1 January 2022 are presented for the Committee's information.

OFFICER RECOMMENDATION

That this event be approved subject to the compliance to the relevant conditions below.

Valid public liability insurance being held by the event organiser (minimum \$20,000,000) *Provided*

NSW Police approval is obtained – *Application lodged awaiting approval confirmation.*

~~Roads and Maritime Services approval is obtained by way of a Road Occupancy License where event is on a state road or where the event may impact the state road network.~~

~~National Heavy Vehicle Regulator approval is obtained as required where road closures of approved Restricted Access Vehicles routes require identification of new routes for traffic detours.~~

The submission and approval of relevant council event application/s and compliance with any conditions imposed therein – *Provided*

Local Traffic Committee advice is sought for the event Traffic Management Plan prior to approval of traffic control devices. This includes a Risk Management Plan and Traffic Control Plan/s. The following traffic control conditions shall also be observed;
Traffic Control Plans to include a map indicating any alternative routes required for traffic detours. – *Provided*

Traffic Control Plans to be drawn to scale and indicate the provision of passageways and clearances for pedestrian and emergency access. Plans should be prepared in accordance with Roads & Maritime Services Guide to Traffic Control at Worksites – *Provided*

All signage erected for the event should not cause a hazard for motorists or pedestrians and be removed immediately following the completion of the event – *As per Traffic Control Plan provided.*

~~Temporary Speed Zone Authorisation is obtained from the roads authority for any reduced speed limit/s required as part of the traffic control for the event. Where local council is the roads authority, notification of any reduced speed limit should be forwarded to Roads and Maritime Service and NSW Police~~

Conformance with approved Traffic Management Plan and associated Traffic Control Plans which shall be implemented and controlled by Roads & Maritime Services accredited persons – *Approved contract supplier*

Consultation with emergency services (Fire & Ambulance) and any identified issues addressed in a timely manner – *to be undertaken by applicant prior to event after approval*

Consultation with bus and taxi operators and arrangements made for provision of services during conduct of the event – *to be undertaken by applicant prior to event after approval*

Community and affected business consultation including adequate response/action to any raised concerns – *to be undertaken by applicant prior to event after approval*

Arrangements made for private property access and egress affected by the event – *to be undertaken by applicant prior to event after approval*

The event organiser notifies local community of the impact of the event/s by advertising in the *local paper/s* a minimum of one week prior to the operational impacts taking effect. The advertising must include the event name, specifics of any traffic impacts or road closures and times, alternative route arrangements, event organiser, a personal contact name and a telephone number for all event related enquiries or complaints – *to be undertaken by applicant prior to event after approval*

That the applicant organise for the events to be listed on council's web page – *to be undertaken by applicant prior to event after approval.*

LOCAL TRAFFIC COMMITTEE RECOMMENDATION

That this event be approved subject to the compliance to the relevant conditions below.

Valid public liability insurance being held by the event organiser (minimum \$20,000,000) *Provided*

NSW Police approval is obtained – *Application lodged awaiting approval confirmation.*

~~Roads and Maritime Services approval is obtained by way of a Road Occupancy License where event is on a state road or where the event may impact the state road network.~~

~~National Heavy Vehicle Regulator approval is obtained as required where road closures of approved Restricted Access Vehicles routes require identification of new routes for traffic detours.~~

The submission and approval of relevant council event application/s and compliance with any conditions imposed therein – *Provided*

Local Traffic Committee advice is sought for the event Traffic Management Plan prior to approval of traffic control devices. This includes a Risk Management Plan and Traffic Control Plan/s. The following traffic control conditions shall also be observed;

Traffic Control Plans to include a map indicating any alternative routes required for traffic detours. – *Provided*

Traffic Control Plans to be drawn to scale and indicate the provision of passageways and clearances for pedestrian and emergency access. Plans should be prepared in accordance with Roads & Maritime Services Guide to Traffic Control at Worksites – *Provided*

All signage erected for the event should not cause a hazard for motorists or pedestrians and be removed immediately following the completion of the event – *As per Traffic Control Plan provided.*

~~Temporary Speed Zone Authorisation is obtained from the roads authority for any reduced speed limit/s required as part of the traffic control for the event. Where local council is the roads authority, notification of any reduced speed limit should be forwarded to Roads and Maritime Service and NSW Police~~

Conformance with approved Traffic Management Plan and associated Traffic Control Plans which shall be implemented and controlled by Roads & Maritime Services accredited persons – *Approved contract supplier*

Consultation with emergency services (Fire & Ambulance) and any identified issues addressed in a timely manner – *to be undertaken by applicant prior to event after approval*

Consultation with bus and taxi operators and arrangements made for provision of services during conduct of the event – *to be undertaken by applicant prior to event after approval*

Community and affected business consultation including adequate response/action to any raised concerns – *to be undertaken by applicant prior to event after approval*

Arrangements made for private property access and egress affected by the event – *to be undertaken by applicant prior to event after approval*

The event organiser notifies local community of the impact of the event/s by advertising in the *local paper/s* a minimum of one week prior to the operational impacts taking effect. The advertising must include the event name, specifics of any traffic impacts or road closures and times, alternative route arrangements, event organiser, a personal contact name and a telephone number for all event related enquiries or complaints – *to be undertaken by applicant prior to event after approval*

That the applicant organise for the events to be listed on council's web page – *to be undertaken by applicant prior to event after approval.*

Voting: Council

Local State Member of Parliament Representative	Y
TfNSW	Y
Police	Y

LINKAGE TO OUR COMMUNITY PLAN

Theme 1 Society

Objective 1.3 We will have a diverse and creative culture

Strategy 1.3.1 Support arts, learning, cultural services, community events and festivals

BACKGROUND

Special Events Traffic Management Plans for Yamba Rotary Twilight Markets to be held on 1 January 2022 have been lodged with Council for consideration. A copy of the Event Management Plan is attached.

The Rotary Club of Yamba has successfully run their Twilight Market event on the first day of the New Year for many years. The Rotary Club has recently applied to run the event this year at the same location under similar conditions. This location suits the increased crowds, stalls and attractions. The Club also proposes to set up the event from 1:00pm, start at 4:00pm and finish at 9:00pm. No issues with the location or times are foreseen.

The event may draw a large crowd, both local and tourist, to the Yamba CBD area. It provides a much needed boost to the local businesses and provides another drawcard and activity for tourists visiting the general area.

The markets are proposed to be held in Coldstream Street between Yamba Street and River Street. It is proposed to close off Coldstream Street between Yamba Street and River Street and Little High Street. This closure will enable Yamba Street, part of the regional road network and one of the main accesses through the town, to remain open.

Appropriate road closures and associated detours will be implemented directing traffic around the site. This detour route will allow traffic, including buses, to move freely around the CBD area outside of the event site. To date there has been no major issues over the past years with similar detours.

It is recommended that the event be approved subject to suitable traffic management arrangements being considered, approved and implemented.

KEY ISSUES

Relevant Conditions	Applicable	Status
Valid public liability insurance being held by the event organiser (minimum \$20,000,000)	Yes	Provided
NSW Police approval is obtained (<i>Schedule Form 1 Notice to Hold Public Assembly</i>)	Yes	Application submitted, awaiting response.
Roads and Maritime Services approval is obtained by way of a Road Occupancy License where event is on a state road or where the event may impact the state road network.	NA	NA
National Heavy Vehicle Regulator approval is obtained as required where road closures of approved Restricted Access Vehicles routes require identification of new routes for traffic detours.	NA	NA
The submission and approval of relevant council event application/s and compliance with any conditions imposed therein	Yes	Provided
Local Traffic Committee advice is sought for the event Traffic Management Plan, <i>as per Special Event Resources - Special Event Transport Management Plan Template</i> , prior to approval of traffic control devices. This includes a Risk Management Plan and Traffic Control Plan/s. The following traffic control conditions shall also be observed;	Yes	Provided and submitted to the July 2020 TAC meeting
Traffic Control Plans to include a map indicating any alternative routes required for traffic detours.	Yes	Provided
Traffic Control Plans to be drawn to scale and indicate the provision of passageways and clearances for pedestrian and emergency access. Plans should be prepared in accordance with Roads & Maritime Services Guide to Traffic Control at Worksites	Yes	Provided
All signage erected for the event should not cause a hazard for motorists or pedestrians and be removed immediately following the completion of the event	Yes	Noted, as per Traffic Control

		Plan
Temporary Speed Zone Authorisation is obtained from the roads authority for any reduced speed limit/s required as part of the traffic control for the event. Where local council is the roads authority, notification of any reduced speed limit should be forwarded to Roads and Maritime Service and NSW Police	NA	NA
Conformance with approved Traffic Management Plan and associated Traffic Control Plans which shall be implemented and controlled by Roads & Maritime Services accredited persons	Yes	To be complied with by contract Traffic Control provider.
Consultation with emergency services (Fire & Ambulance) and any identified issues addressed in a timely manner	Yes	To be complied with by applicant.
Consultation with bus and taxi operators and arrangements made for provision of services during conduct of the event	Yes	To be complied with by applicant.
Community and affected business consultation including adequate response/action to any raised concerns	Yes	To be complied with by applicant.
Arrangements made for private property access and egress affected by the event	Yes	To be complied with by applicant.
The event organiser notifies local community of the impact of the event/s by advertising in the <i>local paper/s</i> a minimum of one week prior to the operational impacts taking effect. The advertising must include the event name, specifics of any traffic impacts or road closures and times, alternative route arrangements, event organiser, a personal contact name and a telephone number for all event related enquiries or complaints	Yes	To be complied with by applicant
That the applicant organise for the events to be listed on council's web page	Yes	To be complied with by applicant

Closure of a section of one Yamba's main streets to through traffic needs to be considered. The event is proposed to run from 4:00pm with the road being reopened by 9:00pm on the 1 January 2020. Due to the proposed date and times traffic is generally local only and volumes are very low.

Alternative detours are proposed similar to previous years. No major issues are foreseen in implementing similar traffic management arrangements as per previous years.

COUNCIL IMPLICATIONS

Budget/Financial

No Council involvement has been identified.

Asset Management

Not applicable.

Policy or Regulation

RMS Special Events Guidelines.

Consultation

Application by the Rotary Club of Yamba representing various businesses and local community groups involved. All affected transport and emergency services will be notified by applicant.

Legal and Risk Management

Not applicable.

Climate Change

Not applicable.

Prepared by	Phil Daniels
Attachment	Rotary Club of Yamba Twilight Markets Event Application including TCP & Police Assembly Approval
To be tabled	Nil

ITEM	012/21	CLARENCE HEAD LONGBOARDERS SURF EVENT 2021
Meeting	Local Traffic Committee	5 May 2021
Directorate	Works & Civil	
Reviewed by	Director - Works & Civil (Jamie Fleeting)	
Attachment	Yes	

SUMMARY

Special Events Traffic Management Plans for the Clarence Head Longboarders Single Fin Invitational Event at Yamba on the 12 – 14 June 2021 are presented for the Committee's information.

OFFICER RECOMMENDATION

That this event be approved subject to the compliance to the relevant conditions below.

Valid public liability insurance being held by the event organiser (minimum \$20,000,000) *Provided*

NSW Police approval is obtained – *Approval lodged with Police..*

~~Roads and Maritime Services approval is obtained by way of a Road Occupancy License where event is on a state road or where the event may impact the state road network.~~

~~National Heavy Vehicle Regulator approval is obtained as required where road closures of approved Restricted Access Vehicles routes require identification of new routes for traffic detours.~~

The submission and approval of relevant council event application/s and compliance with any conditions imposed therein – *Provided*

Local Traffic Committee advice is sought for the event Traffic Management Plan prior to approval of traffic control devices. This includes a Risk Management Plan and Traffic Control Plan/s. The following traffic control conditions shall also be observed;
Traffic Control Plans to include a map indicating any alternative routes required for traffic detours. – *Provided*

Traffic Control Plans to be drawn to scale and indicate the provision of passageways and clearances for pedestrian and emergency access. Plans should be prepared in accordance with Roads & Maritime Services Guide to Traffic Control at Worksites – *Provided*

All signage erected for the event should not cause a hazard for motorists or pedestrians and be removed immediately following the completion of the event – *As per Traffic Control Plan provided.*

~~Temporary Speed Zone Authorisation is obtained from the roads authority for any reduced speed limit/s required as part of the traffic control for the event. Where local council is the roads authority, notification of any reduced speed limit should be forwarded to Roads and Maritime Service and NSW Police~~

Conformance with approved Traffic Management Plan and associated Traffic Control Plans which shall be implemented and controlled by Roads & Maritime Services accredited persons – *Approved contract supplier*

Consultation with emergency services (Fire & Ambulance) and any identified issues addressed in a

timely manner – *to be undertaken by applicant prior to event after approval*

Consultation with bus and taxi operators and arrangements made for provision of services during conduct of the event – *to be undertaken by applicant prior to event after approval*

Community and affected business consultation including adequate response/action to any raised concerns – *to be undertaken by applicant prior to event after approval*

Arrangements made for private property access and egress affected by the event – *to be undertaken by applicant prior to event after approval*

The event organiser notifies local community of the impact of the event/s by advertising in the *local paper/s* a minimum of one week prior to the operational impacts taking effect. The advertising must include the event name, specifics of any traffic impacts or road closures and times, alternative route arrangements, event organiser, a personal contact name and a telephone number for all event related enquiries or complaints – *to be undertaken by applicant prior to event after approval*

That the applicant organise for the events to be listed on council's web page – *to be undertaken by applicant prior to event after approval.*

LOCAL TRAFFIC COMMITTEE RECOMMENDATION

That this event be approved subject to the compliance to the relevant conditions below.

Valid public liability insurance being held by the event organiser (minimum \$20,000,000) *Provided*

NSW Police approval is obtained – *Approval lodged with Police.*

~~Roads and Maritime Services approval is obtained by way of a Road Occupancy License where event is on a state road or where the event may impact the state road network.~~

~~National Heavy Vehicle Regulator approval is obtained as required where road closures of approved Restricted Access Vehicles routes require identification of new routes for traffic detours.~~

The submission and approval of relevant council event application/s and compliance with any conditions imposed therein – *Provided*

Local Traffic Committee advice is sought for the event Traffic Management Plan prior to approval of traffic control devices. This includes a Risk Management Plan and Traffic Control Plan/s. The following traffic control conditions shall also be observed;

Traffic Control Plans to include a map indicating any alternative routes required for traffic detours. – *Provided*

Traffic Control Plans to be drawn to scale and indicate the provision of passageways and clearances for pedestrian and emergency access. Plans should be prepared in accordance with Roads & Maritime Services Guide to Traffic Control at Worksites – *Provided*

All signage erected for the event should not cause a hazard for motorists or pedestrians and be removed immediately following the completion of the event – *As per Traffic Control Plan provided.*

~~Temporary Speed Zone Authorisation is obtained from the roads authority for any reduced speed~~

~~limit/s required as part of the traffic control for the event. Where local council is the roads authority, notification of any reduced speed limit should be forwarded to Roads and Maritime Service and NSW Police~~

Conformance with approved Traffic Management Plan and associated Traffic Control Plans which shall be implemented and controlled by Roads & Maritime Services accredited persons – *Approved contract supplier*

Consultation with emergency services (Fire & Ambulance) and any identified issues addressed in a timely manner – *to be undertaken by applicant prior to event after approval*

Consultation with bus and taxi operators and arrangements made for provision of services during conduct of the event – *to be undertaken by applicant prior to event after approval*

Community and affected business consultation including adequate response/action to any raised concerns – *to be undertaken by applicant prior to event after approval*

Arrangements made for private property access and egress affected by the event – *to be undertaken by applicant prior to event after approval*

The event organiser notifies local community of the impact of the event/s by advertising in the *local paper/s* a minimum of one week prior to the operational impacts taking effect. The advertising must include the event name, specifics of any traffic impacts or road closures and times, alternative route arrangements, event organiser, a personal contact name and a telephone number for all event related enquiries or complaints – *to be undertaken by applicant prior to event after approval*

That the applicant organise for the events to be listed on council's web page – *to be undertaken by applicant prior to event after approval.*

Voting: Council

Local State Member of Parliament Representative		Y
TfNSW	Y	
Police	Y	

LINKAGE TO OUR COMMUNITY PLAN

Theme 1 Society

Objective 1.2 We will have a safe, active and healthy region

Strategy 1.2.1 Provide, maintain and develop sport and recreational facilities and encourage greater utilisation and participation

BACKGROUND

Special Events Traffic Management Plans have been lodged with Council by the Clarence Head Longboarders Club Inc. for the Single Fin Invitational Surf Event at Yamba to be held on the 12 June 2021. A copy of the Management Plan is attached.

The Clarence Head Longboarders Club proposes to use again utilise Turners Beach for the competition between 12 - 14 June 2021. A smaller event was successfully held at this location two years ago a smaller number of competitors and followers participating and viewing. Due to the limited numbers the existing parking and facilities adequately catered for the crowds and no traffic issues were identified.

Due to the previous years event success and the events recent inclusion in the larger surfing tour the event registrations have greatly increased this year. The increased participation and viewing crowds will potentially result in increased traffic, parking and logistical issues in the immediate area.

As a result it is proposed to ease parking and traffic issues by implementation of limited traffic control in the immediate area. It is anticipated that these measures will result in less inconvenience to local traffic and provide a safer environment of competitors, officials and viewers.

It is proposed to close off the eastern end of Harbour Street at the Turners Beach carpark turn around area. This will enable this eastern section to be utilised by participants, officials and associated logistical support to be safely located in this area with minimal passing traffic.

Vehicles will be redirected through and around the existing turn area to enable traffic to easily access and leave the immediate area and park in adjacent parking areas of Whiting Beach and Hickey Island Boat Ramp. Access will also be available by the shared bike and pedestrian path running directly to the site from the CBD area and Yamba's western area.

The area of Harbour Street from the intersection with Clarence Street is within Flinders Park, part of the Clarence Coastal Reserve Trust area administered by Clarence Valley Council and is not actually a public road.

The event generally may draw a large crowd, both local and tourist, to the Yamba CBD area. It will provide a much needed boost to the local businesses and provides another drawcard and activity for tourists visiting the general area.

It is recommended that the event be approved subject to suitable traffic management arrangements being considered, approved and implemented.

KEY ISSUES

Relevant Conditions	Applicable	Status
1. Valid public liability insurance being held by the event organiser (minimum \$20,000,000)	Yes	Provided
2. NSW Police approval is obtained <i>(Schedule Form 1 Notice to Hold Public Assembly)</i>	Yes	Lodged with NSW Police awaiting approval.
3. Roads and Maritime Services approval is obtained by way of a Road Occupancy License where event is on a state road or where the event may impact the state road network.	NA	NA
4. National Heavy Vehicle Regulator approval is obtained as required where road closures of approved Restricted Access Vehicles routes require identification of new routes for traffic detours.	NA	NA
5. The submission and approval of relevant council event application/s and compliance with any conditions imposed therein	Yes	Provided
6. Local Traffic Committee advice is sought for the event Traffic Management Plan, <i>as per Special Event Resources - Special Event Transport Management Plan Template</i> , prior to approval of traffic control devices. This includes a Risk Management Plan and	Yes	Provided and submitted to the May LTC meeting

Traffic Control Plan/s. The following traffic control conditions shall also be observed;		
a. Traffic Control Plans to include a map indicating any alternative routes required for traffic detours.	Yes	Provided
b. Traffic Control Plans to be drawn to scale and indicate the provision of passageways and clearances for pedestrian and emergency access. Plans should be prepared in accordance with Roads & Maritime Services Guide to Traffic Control at Worksites	Yes	Provided
c. All signage erected for the event should not cause a hazard for motorists or pedestrians and be removed immediately following the completion of the event	Yes	Noted, as per Traffic Control Plan
d. Temporary Speed Zone Authorisation is obtained from the roads authority for any reduced speed limit/s required as part of the traffic control for the event. Where local council is the roads authority, notification of any reduced speed limit should be forwarded to Roads and Maritime Service and NSW Police	NA	NA
e. Conformance with approved Traffic Management Plan and associated Traffic Control Plans which shall be implemented and controlled by Roads & Maritime Services accredited persons	Yes	To be complied with by contract Traffic Control provider.
7. Consultation with emergency services (Fire & Ambulance) and any identified issues addressed in a timely manner	Yes	To be complied with by applicant.
8. Consultation with bus and taxi operators and arrangements made for provision of services during conduct of the event	Yes	To be complied with by applicant.
9. Community and affected business consultation including adequate response/action to any raised concerns	Yes	To be complied with by applicant.
10. Arrangements made for private property access and egress affected by the event	Yes	To be complied with by applicant.
11. The event organiser notifies local community of the impact of the event/s by advertising in the <i>local paper/s</i> a minimum of one week prior to the operational impacts taking effect. The advertising must include the event name, specifics of any traffic impacts or road closures and times, alternative route arrangements, event organiser, a personal contact name and a	Yes	To be complied with by applicant

telephone number for all event related enquiries or complaints		
12. That the applicant organise for the events to be listed on council's web page	Yes	To be complied with by applicant

COUNCIL IMPLICATIONS

Budget/Financial

Traffic Control will be undertaken by accredited Contract Traffic Control provider

Asset Management

N/A

Policy or Regulation

RMS Special Events Guidelines.

Consultation

Consultation by the Clarence Head Longboarders Club with Yamba Chamber of Commerce and Community groups involved. All affected transport and emergency services will be notified by applicant

Legal and Risk Management

N/A

Climate Change

N/A

Prepared by	Phil Daniels
Attachment	Traffic Control Plan
To be tabled	Nil

ITEM	013/21	EVENT APPLICATION – YAMBA ROTARY EAT STREET MARKETS 2021
Meeting	Local Traffic Committee	5 May 2021
Directorate	Works & Civil	
Reviewed by	Director - Works & Civil (Jamie Fleeting)	
Attachment	To be tabled	

SUMMARY

Special Events Traffic Management Plans for the Rotary Club of Yamba Eat Street Markets event on the 3 October 2021 are presented for the Committee's information.

OFFICER RECOMMENDATION

That this event be approved subject to the compliance to the relevant conditions below.

1. Valid public liability insurance being held by the event organiser (minimum \$20,000,000)
2. NSW Police approval is obtained – Approval attached.
- ~~3. Roads and Maritime Services approval is obtained by way of a Road Occupancy License where event is on a state road or where the event may impact the state road network.~~
- ~~4. National Heavy Vehicle Regulator approval is obtained as required where road closures of approved Restricted Access Vehicles routes require identification of new routes for traffic detours.~~
5. The submission and approval of relevant council event application/s and compliance with any conditions imposed therein
6. Local Traffic Committee advice is sought for the event Traffic Management Plan prior to approval of traffic control devices. This includes a Risk Management Plan and Traffic Control Plan/s. The following traffic control conditions shall also be observed;
 - a. Traffic Control Plans to include a map indicating any alternative routes required for traffic detours.
 - b. Traffic Control Plans to be drawn to scale and indicate the provision of passageways and clearances for pedestrian and emergency access. Plans should be prepared in accordance with Roads & Maritime Services Guide to Traffic Control at Worksites
 - c. All signage erected for the event should not cause a hazard for motorists or pedestrians and be removed immediately following the completion of the event
 - ~~d. Temporary Speed Zone Authorisation is obtained from the roads authority for any reduced speed limit/s required as part of the traffic control for the event. Where local council is the roads authority, notification of any reduced speed limit should be forwarded to Roads and Maritime Service and NSW Police~~
 - e. Conformance with approved Traffic Management Plan and associated Traffic Control Plans which shall be implemented and controlled by Roads & Maritime Services accredited persons
7. Consultation with emergency services (Fire & Ambulance) and any identified issues addressed in a timely manner
8. Consultation with bus and taxi operators and arrangements made for provision of services during conduct of the event
9. Community and affected business consultation including adequate response/action to any raised concerns

10. Arrangements made for private property access and egress affected by the event
11. The event organiser notifies local community of the impact of the event/s by advertising in the *local paper/s* a minimum of one week prior to the operational impacts taking effect. The advertising must include the event name, specifics of any traffic impacts or road closures and times, alternative route arrangements, event organiser, a personal contact name and a telephone number for all event related enquiries or complaints
12. That the applicant organise for the events to be listed on council's web page

LOCAL TRAFFIC COMMITTEE RECOMMENDATION

That this event be approved subject to the compliance to the relevant conditions below:

1. Valid public liability insurance being held by the event organiser (minimum \$20,000,000)
2. NSW Police approval is obtained – Approval attached.
- ~~3. Roads and Maritime Services approval is obtained by way of a Road Occupancy License where event is on a state road or where the event may impact the state road network.~~
- ~~4. National Heavy Vehicle Regulator approval is obtained as required where road closures of approved Restricted Access Vehicles routes require identification of new routes for traffic detours.~~
5. The submission and approval of relevant council event application/s and compliance with any conditions imposed therein
6. Local Traffic Committee advice is sought for the event Traffic Management Plan prior to approval of traffic control devices. This includes a Risk Management Plan and Traffic Control Plan/s. The following traffic control conditions shall also be observed;
 - a. Traffic Control Plans to include a map indicating any alternative routes required for traffic detours.
 - b. Traffic Control Plans to be drawn to scale and indicate the provision of passageways and clearances for pedestrian and emergency access. Plans should be prepared in accordance with Roads & Maritime Services Guide to Traffic Control at Worksites
 - c. All signage erected for the event should not cause a hazard for motorists or pedestrians and be removed immediately following the completion of the event
 - ~~d. Temporary Speed Zone Authorisation is obtained from the roads authority for any reduced speed limit/s required as part of the traffic control for the event. Where local council is the roads authority, notification of any reduced speed limit should be forwarded to Roads and Maritime Service and NSW Police~~
 - e. Conformance with approved Traffic Management Plan and associated Traffic Control Plans which shall be implemented and controlled by Roads & Maritime Services accredited persons
7. Consultation with emergency services (Fire & Ambulance) and any identified issues addressed in a timely manner
8. Consultation with bus and taxi operators and arrangements made for provision of services during conduct of the event
9. Community and affected business consultation including adequate response/action to any raised concerns
10. Arrangements made for private property access and egress affected by the event

11. The event organiser notifies local community of the impact of the event/s by advertising in the *local paper/s* a minimum of one week prior to the operational impacts taking effect. The advertising must include the event name, specifics of any traffic impacts or road closures and times, alternative route arrangements, event organiser, a personal contact name and a telephone number for all event related enquiries or complaints
12. That the applicant organise for the events to be listed on council's web page

Voting:	Council	
	Local State Member of Parliament Representative	Y
	TfNSW	Y
	Police	Y

LINKAGE TO OUR COMMUNITY PLAN

Theme	1 Society
Objective	3.1 We will have an attractive and diverse environment for business, tourism and industry
Strategy	3.1.1 Promote the Clarence region as a wonderful place to invest, live, work and visit

BACKGROUND

Special Events Traffic Management Plans for Yamba Rotary Eat Street Markets to be held on the 3 October 2021 have been lodged with Council for consideration. A copy of the Management Plan is attached.

The Rotary Club of Yamba successfully ran their first Eats Street Markets in 2017 and has applied to run a similar event this year at the same location. This location is suited the increased crowds, stalls and attractions. The Club also proposes to start setup for the event from 1:00pm for a 4:00pm start and finish at 8:00pm. No issues with the location or times are foreseen.

The event may draw a large crowd, both local and tourist, to the Yamba CBD area. It provides a much needed boost to the local businesses and provides another drawcard and activity for tourists visiting the general area.

The markets are proposed to be held in Coldstream St between Yamba Street and River Street. It is proposed to close off Coldstream Street between Yamba Street and River Street and Little High Street. This closure will enable Yamba Street, part of the regional road network and one of the main accesses through the town, to remain open.

Appropriate road closures and associated detours will be implemented directing traffic around the site. This detour route will allow traffic, including buses, to move freely around the CBD area outside of the event site. To date there has been no major issues over the past years with similar detours.

It is recommended that the event be approved subject to suitable traffic management arrangements being implemented and a Covid Safe plan be included.

KEY ISSUES

Relevant Conditions	Applicable	Status
1. Valid public liability insurance being held by the event organiser (minimum \$20,000,000)	Yes	Yes
2. NSW Police approval is obtained (Schedule Form 1 Notice to Hold Public Assembly)	Yes	Approval received.
3. Roads and Maritime Services approval is obtained by way of a Road Occupancy License where event is on a state road or where the event may impact the state road network.	NA	NA

4. National Heavy Vehicle Regulator approval is obtained as required where road closures of approved Restricted Access Vehicles routes require identification of new routes for traffic detours.	NA	NA
5. The submission and approval of relevant council event application/s and compliance with any conditions imposed therein	Yes	Yes
6. Local Traffic Committee advice is sought for the event Traffic Management Plan, <i>as per Special Event Resources - Special Event Transport Management Plan Template</i> , prior to approval of traffic control devices. This includes a Risk Management Plan and Traffic Control Plan/s. The following traffic control conditions shall also be observed;	Yes	Submitted to the July TAC meeting
a. Traffic Control Plans to include a map indicating any alternative routes required for traffic detours.	Yes	Provided
b. Traffic Control Plans to be drawn to scale and indicate the provision of passageways and clearances for pedestrian and emergency access. Plans should be prepared in accordance with Roads & Maritime Services Guide to Traffic Control at Worksites	Yes	Provided
c. All signage erected for the event should not cause a hazard for motorists or pedestrians and be removed immediately following the completion of the event	Yes	Noted
d. Temporary Speed Zone Authorisation is obtained from the roads authority for any reduced speed limit/s required as part of the traffic control for the event. Where local council is the roads authority, notification of any reduced speed limit should be forwarded to Roads and Maritime Service and NSW Police	NA	NA
e. Conformance with approved Traffic Management Plan and associated Traffic Control Plans which shall be implemented and controlled by Roads & Maritime Services accredited persons	Yes	To be complied with.
7. Consultation with emergency services (Fire & Ambulance) and any identified issues addressed in a timely manner	Yes	To be complied with.
8. Consultation with bus and taxi operators and arrangements made for provision of services during conduct of the event	Yes	To be complied with.
9. Community and affected business consultation including adequate response/action to any raised concerns	Yes	To be complied with.
10. Arrangements made for private property access and egress affected by the event	Yes	To be complied with.
11. The event organiser notifies local community of the impact of the event/s by advertising in the <i>local paper/s</i> a minimum of one week prior to the operational impacts taking effect. The advertising must include the event name, specifics of any traffic impacts or road closures and times, alternative route arrangements, event organiser, a personal contact name and a telephone number for all event related enquiries or complaints	Yes	To be complied with

12. That the applicant organise for the events to be listed on council's web page	Yes	To be complied with
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Closure of a section of one Yamba's main streets to through traffic needs to be considered. The event is proposed to run from 1:00pm with the road being reopened by 9:00pm on the 3 October 2021. Due to the proposed times traffic is generally local only and volumes are very low.

Alternative detours are proposed similar to previous years. No major issues are foreseen in implementing similar traffic management arrangements as per previous years.

COUNCIL IMPLICATIONS

Budget/Financial

No Council involvement has been identified.

Asset Management

Not applicable.

Policy or Regulation

RMS Special Events Guidelines.

Consultation

Application by the Rotary Club of Yamba representing various businesses and local community groups involved. All affected transport and emergency services will be notified.

Legal and Risk Management

Not applicable.

Climate Change

Not applicable.

Prepared by	Phil Daniels
Attachment	Rotary Club of Yamba Eat Street Food Markets Event Application
To be tabled	Traffic Control Plan proposed similar to previous events using same location. See below.
	Nil

ITEM	014/21	SIGNAGE - OLD FERRY ROAD ASHBY
Meeting	Local Traffic Committee	5 May 2021
Directorate	Works & Civil	
Reviewed by	Director - Works & Civil (Jamie Fleeting)	
Attachment	Mandatory Selection	

SUMMARY

Residents have requested improvements to regulatory and advisory signage on Old Ferry Road approaching Ashby Village.

OFFICER RECOMMENDATION

It is recommended that

1. The existing 50kph speed zone sign be replaced with two R4-1B (50kph) speed restriction signs and R4-12B end speed limit signs be attached to the rear.
2. That a stop sign and line marking be established in Esk Lane at the intersection with Clarence Street.
3. That a W2-10L – side road on curve- sign be installed on Old Ferry Road 70m south of Esk Lane.

LOCAL TRAFFIC COMMITTEE RECOMMENDATION

That

1. The existing 50kph speed zone sign be replaced with two R4-1B (50kph) speed restriction signs and R4-12B end speed limit signs be attached to the rear.
2. Council to provide sight distance for both directions at the intersection of Esk Lane and Clarence Street to determine whether it meets the warrant for the installation of a stop sign. Where visibility is limited due to some removable obstruction, (eg vegetation or earth bank) attempts should be made to remove the obstruction rather than install a STOP sign.
3. That a W2-10L – side road on curve- sign be installed on Old Ferry Road 70m south of Esk Lane.

Voting:	Council	
	Local State Member of Parliament Representative	Y
	TfNSW	Y
	Police	Y

LINKAGE TO OUR COMMUNITY PLAN

Theme	2 Infrastructure
Objective	1.2 We will have a safe, active and healthy region
Strategy	2.1.5 Provide safe and effective vehicular and pedestrian networks that balance asset conditions with available resources

BACKGROUND

Council has received a request from a number of residents for a review of signage in Old Ferry Road and Clarence St Ashby to reduce speeding and increase safety at the intersection of Esk Lane and Clarence Street.

Old Ferry Lane west of Ashby is currently an unrestricted speed zone. A 50kph speed zone is posted with a single sign and pavement marking at CH120 Old Ferry Road 50m from the entrance to the Ashby Dry Dock and 120m from the first residence in Clarence Street. The road is sealed 3.6m wide with no lane marking.

The approach to the speed restriction crosses a small bridge before a right hand curve with roadside vegetation creating a speed reducing environment. There is no recent crash history at this location.

There is a left hand curve approaching the residential area which, together with a large roadside tree, restricts visibility to and from the Esk Lane intersection. A local traffic 50k area is signposted.

A traffic count at CH 60 Old Ferry Road, 60m inside the 50kph zone, showed an 85th percentile speed of 59.58 kph with an average week day volume of 106vpd.

KEY ISSUES

The lack of sight distance at the intersection of Esk Lane and Clarence Street combined with traffic speeds creates a hazard at this intersection. The hazard can be significantly reduced by installation of a Stop sign together with a warning sign and updated speed restriction signage.

The matter of wildlife safety will be assessed separately by Councils NRM section



Road Features and Recommended Treatments.

COUNCIL IMPLICATIONS

Budget/Financial

The cost of additional signage will be met from Councils signage funding.

Asset Management

The additional signage will be added to Council's asset register.

Policy or Regulation

AS 1742

Consultation

Submission from residents

Legal and Risk Management

Nil

Climate Change

Nil

Prepared by	Tony Smith
Attachment	A: Resident submission.
To be tabled	Nil

ITEM	015/21	YAMBA CYCLING CLUB
Meeting	Local Traffic Committee	5 May 2021
Directorate	Works & Civil	
Reviewed by	Director - Works & Civil (Jamie Fleeting)	
Attachment	To be tabled	

SUMMARY

The Yamba Cycling Club proposes to hold a series of on road events in the Lower Clarence area and has submitted a Traffic Management Plan for approval by the Local Traffic Committee.

OFFICER RECOMMENDATION

That the Committee approve the Traffic Management Plans for proposed courses on Woodford Island and Fairtrader Drive only and that the Traffic Management Plans for the James Creek and Ashby courses not be approved and that Council liaise with the group to develop alternative courses.

LOCAL TRAFFIC COMMITTEE RECOMMENDATION

That the Committee approve the Traffic Management Plans for proposed courses on Woodford Island and Fairtrader Drive only and that the Traffic Management Plans for the James Creek and Ashby courses not be approved and that Council liaise with the group to develop alternative courses.

Voting:	Council	
	Local State Member of Parliament Representative	Y
	TfNSW	Y
	Police	Y

LINKAGE TO OUR COMMUNITY PLAN

Theme	2 Infrastructure
Objective	2.1 We will have communities that are well serviced with appropriate infrastructure
Strategy	2.1.5 Provide safe and effective vehicular and pedestrian networks that balance asset conditions with available resources

BACKGROUND

The Yamba Cycling Club has submitted Traffic Management Plans for proposed courses titled Woodford Island, Ashby, James Creek and Yamba.

KEY ISSUES

1. The Woodford Island course proposes use of South Arm Road, South Arm School Road, Clarence Street (Brushgrove) and Roberts Creek Road. The submitted TMP provides suitable traffic management for a cycling event on this route.
2. The Ashby course proposes use of Murrayville Road, Ashby-Tullymorgan Road, Macaulay Street and Ashby Island Road. Ashby-Tullymorgan Road and Murrayville Road are located on a heavy vehicle haulage route from Ashby Quarry. Ashby-Tullymorgan Road north of Murrayville Road contains several curves and intersections with limited sight distance. This road environment is not suitable for cycling events due to the potential conflict with heavy vehicles and risks associated with limited sight distances at curves and intersections.
3. The James Creek course proposes use of James Creek Road, Gardiners Road and Palmers Channel South Bank Road. Gardiners Road and Palmers Channel South Bank Road are located on a heavy vehicle route between the Townsend Industrial Area and Yamba and is frequented by waste transfer vehicles. This road environment is not suitable for cycling events due to potential conflict

with heavy vehicles. A fatal accident has been recorded on Gardiners Road west of James Creek Road.

4. The Yamba course proposes use of Fairtrader Drive for a criterion type event. The submitted TMP provides suitable traffic management for a cycling event at this location.

COUNCIL IMPLICATIONS

Budget/Financial

Nil

Asset Management

Nil

Policy or Regulation

NSW Guidelines for Bicycle Road Races.

Consultation

Notification required in accordance with event approval conditions.

Legal and Risk Management

Traffic risk management contained in Traffic Management Plans.

Climate Change

Nil

Prepared by	Tony Smith
Attachment	Nil
To be tabled	Submission containing Traffic Management Plans.

ITEM	016/21	GRAFTON INFANTS SCHOOL – KISS AND DROP ZONE
Meeting	Local Traffic Committee	5 May 2021
Directorate	Works & Civil	
Reviewed by	Director - Works & Civil (Jamie Fleeting)	
Attachment	Yes	

SUMMARY

Council has received a request for a Kiss and Drop facility at Grafton Infants School. Two locations on Mary Street have been considered.

OFFICE RECOMMENDATION

That the Committee review and endorse Option B as the preferred location on Mary Street for the Kiss and Drop Facility.

LOCAL TRAFFIC COMMITTEE RECOMMENDATION

That the Committee review and endorse Option B as the preferred location on Mary Street for the Kiss and Drop Facility.

Voting:	Council	
	Local State Member of Parliament Representative	Y
	TfNSW	Y
	Police	Y

LINKAGE TO OUR COMMUNITY PLAN

Theme 2 Infrastructure

Objective **2.1 We will have communities that are well serviced with appropriate infrastructure**

Strategy 2.1.5 Provide safe and effective vehicular and pedestrian networks that balance asset conditions with available resources

BACKGROUND

Council has recently completed some improvements to the Grafton Infants School zone and the School is requesting provision of a Kiss and Drop facility.

The location suggested by the School between the existing crossing and Mary-Fry Street intersection was evaluated by the CVC design team and a concept sketch developed repurposing the existing parking area (Option A). This was previously tabled for comment at the March LTC meeting.

An alternative option has been considered (Option B) further south along Mary Street. This location alleviates the above safety concerns whilst also providing a higher capacity facility. This however would be located further away from the school's front entry and is more cost prohibitive.

KEY ISSUES

It was noted during the concept phase that the Option A location carries a number of safety concerns due to its proximity to the intersection, required tight manoeuvres for access and egress, high likelihood of vehicles queueing through the children's crossing on Mary Street. The facility would also only allow 4 cars at any time. This location is preferable by the school due to its close proximity to the school gate and would allow the School staff more control over the facility.

Option B is a larger facility located further away from the school, children's crossing and nearby intersections. Therefore this location is preferable for road user and pedestrian safety however is less convenient for the school to manage.

COUNCIL IMPLICATIONS

Budget/Financial

Funding to be applied for under relevant TfNSW grant programs.

Asset Management

The facility and associated assets will be added to Council Asset Register.

Policy or Regulation

N/A

Consultation

Initial consultation has occurred with the school and TfNSW. Further consultation to follow.

Legal and Risk Management

N/A

Climate Change

N/A

Prepared by	Dylan Kelly, Construction Engineer
Attachment	Option Overview, Option A Concept, Option B Concept
To be tabled	Nil

Jamie Fleeting left the meeting at 10:28am.

Councillor Lysaught arrived at the meeting 10:30am.

ITEM	017/21	ARTHUR STREET, GRAFTON - HEAVY VEHICLES
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Meeting	Local Traffic Committee	5 May 2021
Directorate	Works & Civil	
Reviewed by	Director - Works & Civil (Jamie Fleeting)	
Attachment	Yes	

SUMMARY

A traffic survey has been undertaken in Arthur Street to assess heavy vehicle movements.

OFFICER RECOMMENDATION

That Council approach TfNSW to provide improvements to the Villiers/Dobie Street roundabout to facilitate use by long vehicles.

LOCAL TRAFFIC COMMITTEE RECOMMENDATION

That no further action be taken due to no evidence of a major issue and no breaches evident.

Voting:	Council	Y
	Local State Member of Parliament Representative	Y
	TfNSW	Y
	Police	Y

LINKAGE TO OUR COMMUNITY PLAN

Theme 2 Infrastructure

Objective 2.1 We will have communities that are well serviced with appropriate infrastructure

Strategy 2.1.5 Provide safe and effective vehicular and pedestrian networks that balance asset conditions with available resources

BACKGROUND

In response to concerns that heavy vehicles were using Arthur Street as a short cut the Local Traffic Committee meeting of 3 June 2020 recommended that "That Council undertake vehicle counts and report back to the Committee with the results and any further recommendations."

KEY ISSUES

A traffic survey has been undertaken in Arthur Street between 24 February and 4 March 2021 at two locations, westbound from Alice Street and eastbound from Prince Street.

The survey results are summarised below.

	Arthur St West from Alice St	Arthur St East from Prince St
Total Vehicles	17185	31014
85% Speed	57.33kph	60.57 kph
AM Peak vph	296	437
PM Peak vph	279	454
Heavy Vehicles		
*non articulated	9.5%	8%
*articulated	1.4%	0.7%

The vehicle classification proportions resulting from the survey are shown below.

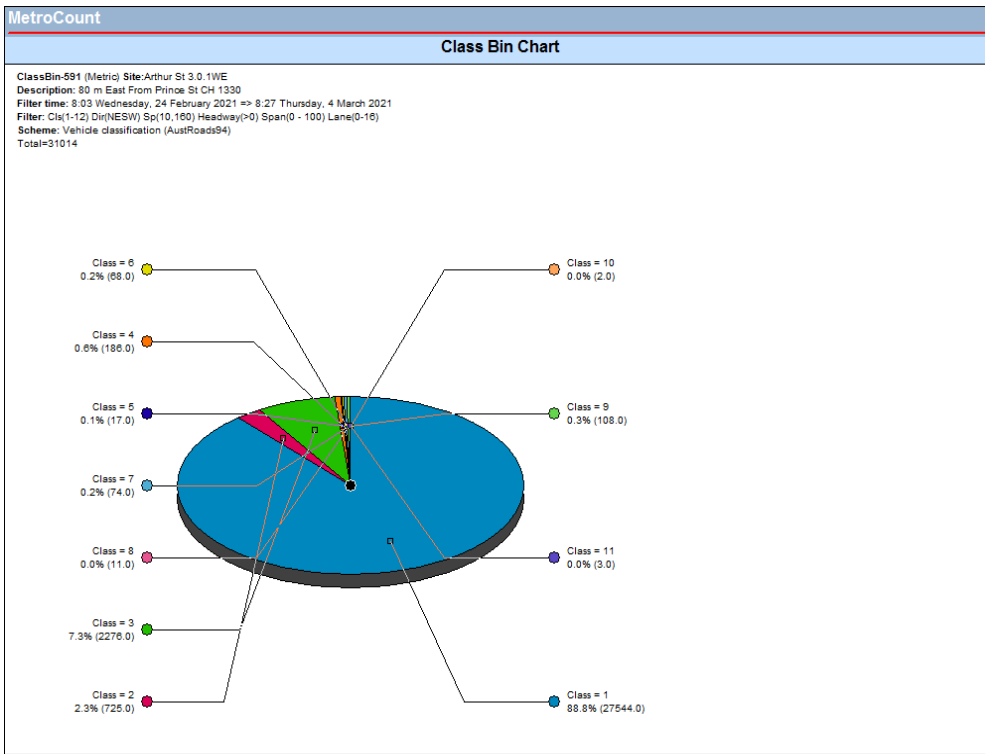


Fig 1. Arthur Street east from Prince Street

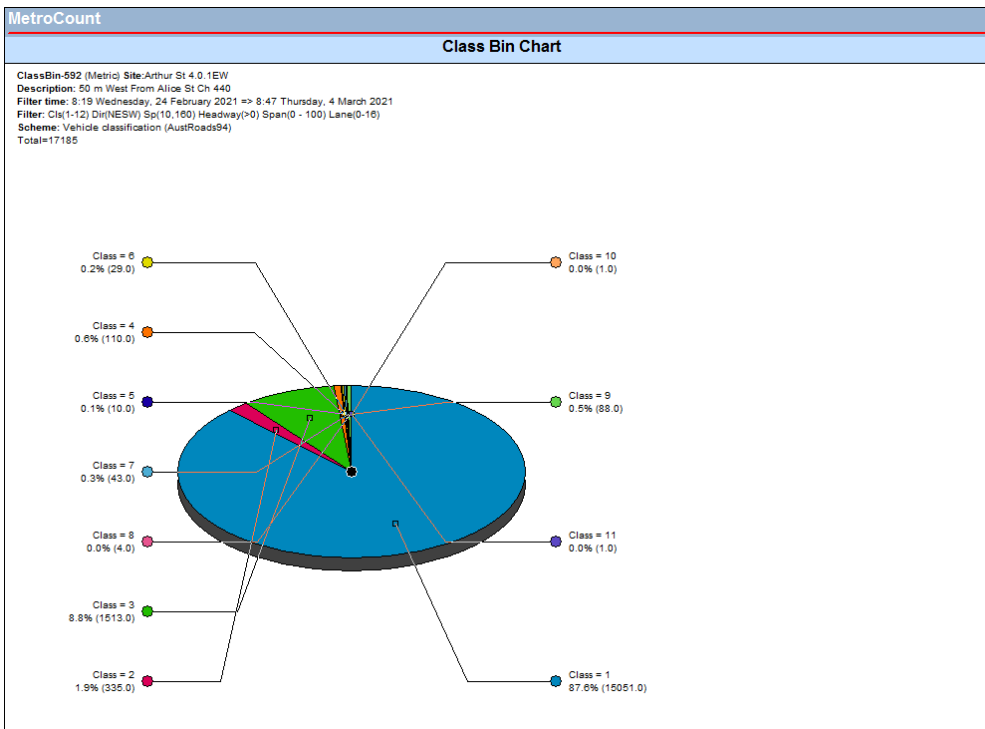


Fig 2. Arthur Street west from Alice Street

The survey does not demonstrate an unusually high proportion of heavy vehicles using this distributor road.

Conversations with a local transport operator have indicated that this route is preferred by some long vehicles due to difficulty in negotiating the left turn at the Villiers/Dobie Street roundabout.

COUNCIL IMPLICATIONS**Budget/Financial**

Nil

Asset Management

Nil

Policy or Regulation

N/A

Consultation

N/A

Legal and Risk Management

Nil

Climate Change

Nil

Prepared by	Tony Smith
Attachment	A: Copy of June 2020 Traffic Committee Report
To be tabled	Nil

ITEM	018/21	INTERSECTION OF WOODFORD ST AND ARGYLE ST, MACLEAN
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Meeting	Local Traffic Committee	5 May 2021
Directorate	Works & Civil	
Reviewed by	Director - Works & Civil (Jamie Fleeting)	
Attachment	Mandatory Selection	

SUMMARY

A customer has requested a review of the safety and a change of priority at the intersection of Woodford Street and Argyle Street, Maclean.

OFFICER RECOMMENDATION

That Council undertake a traffic count to obtain speed data in Woodford Street near Argyle Street, Maclean.

LOCAL TRAFFIC COMMITTEE RECOMMENDATION

Voting:	Council	Y
	Local State Member of Parliament Representative	Y
	TfNSW	Y
	Police	Y

LINKAGE TO OUR COMMUNITY PLAN

Theme 2 Infrastructure

Objective 2.1 We will have communities that are well serviced with appropriate infrastructure

Strategy 2.1.5 Provide safe and effective vehicular and pedestrian networks that balance asset conditions with available resources

BACKGROUND

Council has received a submission raising concerns about the safety of the Woodford Street/Argyle Street and John Street/McLachlan Street intersections. The resident is requesting the intersection priority be changed at the Woodford/Argyle Street intersection to reduce traffic speed in Woodford Street. The customer has further submitted an informal speed survey for Woodford Street and video of traffic behaviour.

KEY ISSUES

Under the Maclean street hierarchy, Woodford Street has priority over Clarence Street, Argyle Street and John Street in this vicinity. Woodford Street is a school bus route and a School Speed Zone commences in Woodford Street south of Argyle Street.

Due to the limited visibility created by the narrow road reserves in this older section of Maclean "Stop" signs are installed at the Argyle Street and John Street intersections.

The informal traffic survey indicates that travel speeds may be high in Woodford Street and a formal survey is warranted.

COUNCIL IMPLICATIONS

Budget/Financial

Nil

Asset Management

Nil

Policy or Regulation

Nil

Consultation

Nil

Legal and Risk Management

Nil

Climate Change

Nil

Prepared by	Tony Smith
Attachment	Submission & Traffic Survey.
To be tabled	Nil

Arthur Lysaught left the meeting.

Items for Discussion

Coutts Crossing School Crossing Zone – (Concept Plan Attached)

Committee approved Concept Plan B. Consultation will now take place with the School.

Pedestrian Access and Mobility Plan Hickey Street and Iluka Road, Iluka

The pedestrian and access mobility does not require Local Traffic Committee concurrence. Local Traffic Committee will consider any regulatory changes once the detailed design is complete.

Yamba Road – Median Strip

No regulatory signage, in the form of “No Stopping” signs, is required if the design to reduce the width of the northern on road cycleway meets the dimensions referred to in Table 4.18 of AUSTRROADS Guide to Road Design Part 3: Geometric Design and the median is positioned so that there are no changes in the travelling lane edge line on the southern side of Yamba Road. This will ensure that the existing on-street parking and cycleway area can be maintained as is.

If the above can not be achieved and regulatory signs are proposed, this item will be required to gain the endorsement of the Local Traffic Committee (LTC) prior to Council approval.

Andy Seamen, Project Manager (Open Spaces) joined the meeting to present the following projects for discussion and possible requirements of Committee.

Grafton Waterfront Project

This project will required further reporting to Committee once the final concept plans are completed for concurrence of the following matters:

Raised pavement or pavement colour changes (Shared Zone)
Regulatory parking new or changes

There has been an issue raised with pedestrian access issues in Greaves Street with TfNSW. (email to Jamie Fleeting) which may be an issue with the proposed Grafton Waterfront Project.

Wooli Community Hall Parking

This project will required further reporting to Committee once the final concept plans are completed for concurrence of the following matters:

Signage for disabled parking

Ulmarra Precinct Project

This project will required further reporting to Committee once the final concept plans are completed for concurrence of the following matters:

Raised pavement or pavement colour changes – these will need to be designed to Austroads Standards

Council will also need to consult with the Bus Companies.

Any proposed planting will need to consider sight distance around pedestrian crossings and bus stops.

TfNSW also raised the issue of whether the proposed pedestrian crossings meet the warrant? If it doesn't meet the warrant Council will need to consult with TfNSW.

Grafton CBD Trials

For Information of Committee.

This concluded the business and the meeting closed at 11:59am.