



## LOCAL TRAFFIC COMMITTEE

29 March 2017

SUBJECT TO ADOPTION BY COUNCIL

### MINUTES OF AN INFORMAL MEETING OF THE LOCAL TRAFFIC COMMITTEE HELD ON WEDNESDAY, 29 MARCH 2017.

The items below were emailed to Local Traffic Committee members on 29 March 2017 for comment.

#### 1. ATTENDANCE, APOLOGIES AND PREVIOUS MINUTES

##### 1.1 ATTENDANCE OF FORMAL MEMBERS

Name	Agency	Key	Representative
Liz Campbell, Mayor	Council	P	
Greg Aitken	Roads and Maritime Services (RMS)	P	
John Hay	Police	P	
Melinda Pavey	Member for Oxley	P	Anthony Patterson

**Key:** A = Absent With Apology

P = Present

NP = Not Present

##### 1.2 ATTENDANCE OF ADVISORS

Name	Agency	Position
Trevor Dickson	Council	Manager Technical & Civic Services
Marilyn Breen	Council	Community Safety Advisor

##### 1.2 APOLOGIES

Nil

## 2. CONSIDERATION OF FORMAL ITEMS

### 2.1 TRAFFIC CONTROL AT ANZAC DAY MARCHES

FILE: F12/523-05

ANZAC Day marches across the Shire traditionally require road closures. In most cases these have been informally implemented without Traffic Management Plans (TMPs) and without a formal approval. At its 21 March 2017 meeting, Council determined that all future ANZAC Day marches requiring road closures shall require an approved Event Management Application and be managed by authorised traffic controllers in accordance with approved TMPs.

Anzac Day marches that require road closures occur at:

- Kempsey – 2 marches - dawn and mid-morning
- Crescent Head
- Frederickton
- South West Rocks
- Stuarts Point
- Gladstone and
- Bellbrook

Details of each march were attached to the agenda. The march held at Willawarrin does not impact upon traffic.

TMPs, inclusive of Traffic Control Guidance Plans (TCGPs) have been obtained from an accredited traffic control company for each of the above eight march events. Traffic at each march will be controlled in accordance with the provided TCGPs under the management of qualified traffic controllers.

#### **Committee Recommendation:**

**It is a unanimous vote that the Committee support and recommends as follows:**

- 1 That the eight ANZAC Day March events be approved subject to:**
  - i. Road closures be managed by qualified traffic controllers in accordance with the attached TMPs.**
  - ii. The applicant lodging an Application with the Police Local Area Command to conduct a public assembly and the necessary approvals obtained.**
  - iii. The applicant notifying the Ambulance, Fire Brigade and public transport providers.**
  - iv. The applicant being liable for any damages or injuries sustained as a result of the activities.**
  - v. Evidence of Public Liability insurance cover arranged through a reputable insurance company based in Australia being provided.**
  - vi. Advertising of the event in the local paper at least 7 days prior to the event.**

- 2 That Council reserve the right to cease the event if the applicant does not comply with the above conditions of consent.
- 3 That approval of an application for an annual event be granted for a five year period (2017-2021) and not require LTC review for that period subject to:
- i. An annual Events Management Application being lodged with Council.
  - ii. The event not impacting a State Road, requiring RMS approval to each such event.
  - iii. Any route change would nullify the five year pre-approval and require a submission to the LTC for recommendation to Council.
  - iv. Condition 1 above be satisfied for each annual event.

**Voting Record:**

Council	F	RMS	F	Police	F	Member for Oxley	F
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**2.2 BUS TURNING MOVEMENTS AT ALDAVILLA PRIMARY SCHOOL****FILE: F12/51-05, D16/37438, D16/52738**

At the December 2016 meeting, a request for a pre and post school time no standing zone opposite the bus bay exit from Aldavilla Public School was considered. This was intended to ensure buses had sufficient space to exit the school bus stop without having to do a partial three point turn. Analysis indicated that:

- 1 There is sufficient space for the design turning circle of a 14.5m bus without encroachment over the fog line; and
- 2 Three out of four buses were observed to exit the bus stop without a three point turn.

The recommendation was that no action be taken. Busways were advised of the outcome and immediately responded that:

- 1 There is significant variation in bus sizes and turning circles, including the swept path (path of front and/or rear overhang from the steer/drive wheels;
- 2 Not all drivers are of equal skill, and

- 3 There is an unnecessary safety risk to children/parents when a bus was required to execute a three point turn to exit the bus stop due to cars being parked immediately opposite the exit.

A review of the original recommendation and determination was undertaken following the Busways submission. This confirmed that there is sufficient space for a 180° turn for a 14.5m bus. Use of a 14.5m bus as the design vehicle was considered to be a close approximation for the maximum range configuration of buses servicing this route.

Further observations of buses exiting the school bus stop were made to verify if the design turns actually work in practice. When there were no vehicles parked opposite the bus exit, the majority of buses did cross over the far fog line as there were no vehicles parked to impede their turn path. When vehicles were parked opposite the exit, it was observed that one of the four buses (not Busways) was required to execute a three point turn in order to clear the parked vehicle. That three point manoeuvre involved a reverse of approximately 1 – 2m which could not be executed until a vehicle following the bus had reversed clear of the bus.

Although design bus turning templates indicate space is available to execute a 180° turn exit from the school bus stop without encroaching into the east bound car parking shoulder, further observations have supported Busways contention regarding variability in bus configuration and driver skill.

It is therefore recommended that signposting be installed to create a 20 metre long “No Standing” zone during pre and post school hours. This will ensure that buses are not required to execute a three point turn reversing manoeuvre when exiting the school bus stop for any reason. If supported and approved, the location and length of the No Standing zone will be established in consultation with the bus companies.

**Committee Recommendation:**

- 1 **That a No Standing zone, 20 meters in length, be created opposite the exit to the Aldavilla Public School bus stop exit during the hours of 8am to 9:30am and 2:30pm to 4pm.**
- 2 **That the location of the No Standing zone relative to the bus stop exit be determined in conjunction with the bus companies.**
- 3 **That the school be advised of the changes to parking and be requested to advise parents.**

**Voting Record:**

Council	F	RMS	Fw	Police	F	Member for Oxley	F
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**3. OTHER BUSINESS**

Nil

**4. NEXT MEETING**

The next meeting is to be held on **6 June 2017** at **2.00pm**.

I hereby certify that this is a true and correct record of the minutes of the Local Traffic Committee informal meeting held 29 March 2017 and submitted to the ordinary meeting of Kempsey Shire Council held Tuesday 18 April 2017.