Operations Committee Agenda

28 September 2005

Dear

NOTICE IS GIVEN that a Meeting of Tweed Shire Council Operations Committee will be held at the Council Chamber, Murwillumbah Civic and Cultural Centre on Wednesday 5 October 2005, commencing at 3.00pm.

Submitted,

Dr J Griffin
General Manager

The Booking Sheet for requests for Access on Operations matters will be available at the meeting

AGENDA

1. Confirmation of the Minutes of the Operations Committee Meeting held Wednesday 21 September 2005
2. Apologies
3. Disclosure of Interest
4. Items to be Moved from Ordinary to Confidential - Confidential to Ordinary
5. Access - Operations Matters
6. Reports through the General Manager
   a. Reports from Director Planning & Development
   b. Reports from Director Governance & Corporate Services
   c. Reports from Director Engineering & Operations
   d. Reports from Director Environment & Community Services
7. Confidential Matters - (exclude Press and Public)
ITEMS FOR CONSIDERATION OF THE COMMITTEE:

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<td>59</td>
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CONFIRMATION OF MINUTES

Minutes of the Operations Committee Meeting held Wednesday 21 September 2005

UNDER SEPARATE COVER/FURTHER INFORMATION:

1. Minutes of the Operations Committee Meeting held Wednesday 21 September 2005 (DW 1271271).
REPORTS THROUGH THE GENERAL MANAGER

REPORTS FROM DIRECTOR ENGINEERING & OPERATIONS

1 [EO] Naming of a Council Public Road Reserve Located at the Intersection of Riverview Street and Kyogle Road, Murwillumbah

ORIGIN: Design

FILE NO: GS5/1 Pt3

SUMMARY OF REPORT:

There is a necessity for the naming of a Council Public Road coming off the intersection of Kyogle Road and Riverview Street, Murwillumbah, currently accessing two properties. There are two residents who access their properties from this road reserve. These residences have been unofficially and incorrectly numbered, causing an inconsistency to the rural numbering of Kyogle Road.

Council advertised its intention to name the road reserve in the Tweed Link on 16 August, 2005, with no submissions received in the 28 days following the advertisement.

After inspection of the road reserve and the surrounding area, “Hideaway Lane” appears an appropriate and unique name that may be suitable.

It is now necessary for Council to resolve to advertise its intention to name the road reserve as “Hideaway Lane” and seek submissions about this name in pursuance of Council’s obligations under the Roads Act and its Regulations.

RECOMMENDATION:

That Council:-

1. Publicises its intention to name the road coming off the intersection of Kyogle and Riverview Street, Murwillumbah, as “Hideaway Lane” allowing one month for objections to the proposal;

2. Notifies the relevant authorities under the provisions of the Roads (General) Regulation 1994.
REPORT:

As per Summary of Report.

The plan below shows the road reserve in question:-

LEGAL/RESOURCE/FINANCIAL IMPLICATIONS:

Nil.

POLICY IMPLICATIONS:

Nil.

UNDER SEPARATE COVER/FURTHER INFORMATION:

Nil.
2 [EO] Lease of Land from Australian Rail Track Corporation Ltd - Buchanan Street Depot Parking Area

ORIGIN:
Design

SUMMARY OF REPORT:

Staff parking at the depot at Buchanan Street has been insufficient for an extended period and parking has spilled onto the land alongside the rail track behind the service station. To formalise the use of the land, Council has been granted a tenancy agreement from Australian Rail Track Corporation Ltd, (acting for State Rail for the leasing of State Rail land) for a term of three years.

It is necessary for Council to approve entering into the tenancy agreement and to resolve to sign all necessary documentation under the Common Seal of Council.

RECOMMENDATION:

That:-

1. Council approves entering into a tenancy agreement with Australian Track Corporation Ltd for the use of State Rail land at Buchanan Street, Murwillumbah for staff car parking servicing the Buchanan Street depot at a cost of $4,200 plus GST per annum; and

2. All necessary documentation be executed under the Common Seal of Council.
REPORT:
As per Summary of Report. A plan indicating the area subject of the agreement is shown outlined below:

LEGAL/RESOURCE/FINANCIAL IMPLICATIONS:
Rental of $4,200 plus GST per annum.

POLICY IMPLICATIONS:
Nil.

UNDER SEPARATE COVER/FURTHER INFORMATION:
Nil.
3 [EO] Murwillumbah Distributor Road Network Traffic Study

ORIGIN:
Works

SUMMARY OF REPORT:

Council at its meeting on 15 December 2004 resolved the following:-

"1. Before Council makes a final decision about the revised Masterplan for the Barnby Street subdivision it conducts a traffic modelling study to review network options for mitigating impact on the existing and proposed Barnby Street precinct, including but not limited to a northern ring road.

2. The model incorporate current traffic flows which result from these options."

Accordingly Veitch Lister Consulting were engaged to undertake the Murwillumbah Traffic Study after their proposal was accepted by Council at its meeting on 16 March 2005.

After consultation between Council, the Murwillumbah Ratepayers & Residents Association and the Consultants, a series of five (5) Road Network Options were agreed upon. The Draft Murwillumbah Distributor Road Network Traffic Study is attached and discussed in this report.

RECOMMENDATION:

That this report and the Draft Murwillumbah Distributor Road Network Traffic Study prepared by Veitch Lister Consulting Pty Ltd be placed on public exhibition for 28 days seeking written submissions.
REPORT:

Council at its meeting on 15 December 2004 resolved the following:-

1. Before Council makes a final decision about the revised Masterplan for the Barnby Street subdivision it conducts a traffic modelling study to review network options for mitigating impact on the existing and proposed Barnby Street precinct, including but not limited to a northern ring road.

2. The model incorporate current traffic flows which result from these options.: Accordingly Veitch Lister Consulting were engaged to undertake the Murwillumbah Traffic Study after their proposal was accepted by Council at its meeting on 16 March 2005.

After consultation between Council, the Murwillumbah Ratepayers & Residents Association and the Consultants, a series of five (5) Road Network Options were agreed upon.

These options are shown on the following plan.
The project involved the updating of the demographic data and land use for Murwillumbah. Following this staff the "traffic model" was run for the base case (do nothing) and the five (5) Road Network Options as well as four (4) different combinations of the above options. The completed Draft Murwillumbah Distributor Road Network Traffic Study (attached) describes and analyses the data generated by the options.

**MODEL RESULTS**

Data produced for all Options consisted of:

- ultimate daily traffic volume;
- ultimate morning and afternoon peak hour traffic;
- the comparison between the base case and respective options; and
- volume to capacity ratios for the peak hours.

(All in the abovementioned report available on CD).

The results are complex and comparison between the various options is difficult because of the interaction of the road network and the impacts of increases and decreases in traffic on the different streets for each Option.

One method of comparison of the Options is economics based and can be made using daily travel benefits for each Option and is explained in the attached Report. Such an analysis enables the annual benefit and net present value (over 30 years) of each option to be determined and thereby provide a quantitative comparison. The following table lists the Options and their corresponding benefits.

<table>
<thead>
<tr>
<th>Option</th>
<th>Ultimate Annual Benefit</th>
<th>Net Present Value (indicative scale)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>$765,000</td>
<td>$11.5m</td>
</tr>
<tr>
<td>2</td>
<td>$135,000</td>
<td>$2.0m</td>
</tr>
<tr>
<td>3</td>
<td>$555,000</td>
<td>$8.3m</td>
</tr>
<tr>
<td>4</td>
<td>$651,000</td>
<td>$9.8m</td>
</tr>
<tr>
<td>5</td>
<td>-$17,000</td>
<td>-$0.25m</td>
</tr>
<tr>
<td>2/3</td>
<td>$661,000</td>
<td>$9.9m</td>
</tr>
<tr>
<td>2/4</td>
<td>$813,000</td>
<td>$12.2m</td>
</tr>
<tr>
<td>1 + 2 + 3</td>
<td>$1,200,000</td>
<td>$10m</td>
</tr>
<tr>
<td>1 + 2 + 4</td>
<td>$1,300,000</td>
<td>$10.5</td>
</tr>
</tbody>
</table>

**NB:** the indicative NPV has been simplistically calculated assuming linear growth in the travel benefits from "none" in 2005 to the "ultimate benefit" in 2035, without any discounting (ie. the NPV calculated is 15 times the ultimate annual benefit). To calculate the true benefit stream and hence NPV, we would need to test the options in the 2001 and/or the 2011 models and can be done once the preferred road network is selected.

These benefits are determined by the traffic model as a result of reduced travel time and vehicle operating costs. However, to gauge the relative value of the Options they must...
be compared with the cost of construction expressed as the Benefit Cost Ratio (BCR) which is discussed later in this report.

RESULTS

An overview of the performance of each Option is contained in the Draft Murwillumbah Distributor Road Network Study Report, but the following additional comments are provided.

Base Case Option - Do Nothing

In this option the model results show that the traffic on the Murwillumbah Road Network is generally satisfactory operating at volume to capacity ratios of 0.85 or less (85% capacity) except in the morning and afternoon peak hours on:

- Riverview Street at Murwillumbah High School
- Wollumbin Street/Alma Street, Brisbane Street to Tweed Valley Way

In terms of traffic volume the following roads have the following increase from 2001 to ultimate Development:-

<table>
<thead>
<tr>
<th>Road</th>
<th>Vehicles per day (vpd)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Byangum Road</td>
<td>+1874 to 3570</td>
</tr>
<tr>
<td>Kyogle Road</td>
<td>+2026 to 3160</td>
</tr>
<tr>
<td>Wollumbin Street</td>
<td>+1786</td>
</tr>
<tr>
<td>Alma Street</td>
<td>+3399</td>
</tr>
<tr>
<td>Tweed Valley Way</td>
<td>+4399</td>
</tr>
<tr>
<td>Tumbulgum Road</td>
<td>+3626</td>
</tr>
<tr>
<td>Queensland Road</td>
<td>+1481</td>
</tr>
<tr>
<td>William Street</td>
<td>+2014</td>
</tr>
</tbody>
</table>

Option 1 - New Road and Bridge between Kyogle Road & Tweed Valley Way

This Option provides another bridge crossing of the Tweed River behind Murwillumbah High School and the sports fields.

It would require land acquisition and would cost an estimated $13.5 million.

The volume to capacity ratios are all below the 0.85 level except Kyogle Road at Bray Park and Alma Street, which are at 85 to 100% capacity during the morning and afternoon peak hours but are better than those of the "do nothing" option.

Traffic volumes on the following roads compared in 2001 to the ultimate development scenarios are as follows:-
### Option 2: West End Street, Extension through Barnby Street (Proposed Subdivision) to Joshua Street

This Option provides travel choice for local travel and provides an alternative to Byangum Road and William Street for some residents. It has virtually no impact on the CBD traffic which remains similar to the "do nothing" option.

The volume/capacity ratio is satisfactory for the morning and afternoon peak hours which the exception of Kyogle Road/Riverview Street at Murwillumbah High School and Wollumbin and Alma Streets.

Traffic volumes on the following roads compared in 2001 to the ultimate development scenarios are as follows:-

<table>
<thead>
<tr>
<th>Road</th>
<th>Vehicles per day (vpd)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Byangum Road</td>
<td>-13 to -911</td>
</tr>
<tr>
<td>Kyogle Road</td>
<td>-20</td>
</tr>
<tr>
<td>Wollumbin Street</td>
<td>-21</td>
</tr>
<tr>
<td>Alma Street</td>
<td>+5</td>
</tr>
<tr>
<td>Tweed Valley Way</td>
<td>No change</td>
</tr>
<tr>
<td>Tumbulgum Road</td>
<td>No change</td>
</tr>
<tr>
<td>Queensland Road</td>
<td>No change</td>
</tr>
<tr>
<td>William Street</td>
<td>-895</td>
</tr>
<tr>
<td>West End Street</td>
<td>+1098</td>
</tr>
<tr>
<td>Joshua Street</td>
<td>-130</td>
</tr>
</tbody>
</table>

The results for this Option have a desirable outcome and should be constructed as part of the Barnby Street subdivision if approved as it redistributes traffic onto a wider network of roads. This means that the proposed subdivision won't rely entirely on Barnby Street and William Street for access. Both these streets have deficiencies that if they were to be the sole access, would be unsatisfactory due to the poor sight distance at Barnby Street/Byangum Road and William Street/Byangum Road intersections. William Street also has a section of road with an excessively steep gradient.
Option 3: New Road - Joshua Street to Queensland Road (Cane Road Extension)

This Option does not have as great an impact in reducing CBD traffic as expected. All roads operate within acceptable volume/capacity ratios (<0.85) in the peak hours with the exception of Kyogle Road (at Murwillumbah High School) and Wollumbin and Alma Streets.

Traffic volumes on the following roads compared in 2001 to the ultimate development scenarios are as follows:-

<table>
<thead>
<tr>
<th>Road</th>
<th>Vehicles per day (vpd)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Byangum Road</td>
<td>-2319</td>
</tr>
<tr>
<td>Kyogle Road</td>
<td>-806</td>
</tr>
<tr>
<td>Wollumbin Street</td>
<td>-466</td>
</tr>
<tr>
<td>Alma Street</td>
<td>-441</td>
</tr>
<tr>
<td>Tweed Valley Way</td>
<td>-653</td>
</tr>
<tr>
<td>Tumbulgum Road</td>
<td>-1233</td>
</tr>
<tr>
<td>Queensland Road</td>
<td>-1529</td>
</tr>
<tr>
<td>William Street</td>
<td>-346</td>
</tr>
<tr>
<td>Joshua Street</td>
<td>+2377</td>
</tr>
<tr>
<td>New Road</td>
<td>+3472</td>
</tr>
<tr>
<td>Cane Road</td>
<td>+1746</td>
</tr>
</tbody>
</table>

Benefits in reduced traffic flow are greatest for Byangum Road but a corresponding detrimental increase on Joshua Street occurs as traffic transfers onto Joshua Street to access the new road.

Option 4: New Bridge to Numinbah Road/Joshua Street

The volume to capacity ratios are very similar to Option 3 above.

Traffic volumes on the following roads compared in 2001 to the ultimate development scenarios are as follows:-

<table>
<thead>
<tr>
<th>Road</th>
<th>Vehicles per day (vpd)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Byangum Road</td>
<td>-1788</td>
</tr>
<tr>
<td>Kyogle Road</td>
<td>-505</td>
</tr>
<tr>
<td>Wollumbin Street</td>
<td>-288</td>
</tr>
<tr>
<td>Alma Street</td>
<td>-268</td>
</tr>
<tr>
<td>Tweed Valley Way</td>
<td>-412</td>
</tr>
<tr>
<td>Tumbulgum Road</td>
<td>-798</td>
</tr>
<tr>
<td>Queensland Road</td>
<td>-1484</td>
</tr>
<tr>
<td>William Street</td>
<td>-188</td>
</tr>
<tr>
<td>Joshua Street</td>
<td>+1708</td>
</tr>
<tr>
<td>Option 4 Road</td>
<td>+2742</td>
</tr>
<tr>
<td>Cane Road</td>
<td>+933</td>
</tr>
</tbody>
</table>
Option 5: New Link to Byangum Road

See Draft Murwillumbah Distributor Road Network Study. This Option does not provide a better result than Option 4 and has a negative cost benefit.

OPTION COMBINATIONS

To determine if combinations of the above five (5) options provided cumulatively better results or if they simply competed with each other, four (4) combinations were analysed by the traffic model. These are:

- Option 6: Combined Options 2 and 3
- Option 7 - Combined Options 2 and 4
- Option 8 - Combined Options 1, 2 and 3
- Option 9 - Combined Options 1, 2 and 4

The modelling found that all four combinations worked reasonably well when combined, however, the issue with them is obviously the combined cost of construction which may render them unrealistic.

CONCLUSION

The Options 1, 3 and 4 provide CBD bypasses for Murwillumbah. Only Option 1 provides a significant decrease in CBD traffic as traffic heading north from the West Murwillumbah growth area is diverted to the Tweed Valley Way at South Murwillumbah before the traffic effects the CBD. The negative impact is the high cost due to a significant new bridge across the Tweed River which results in benefit to cost ratio of 0.85 (ie. The cost of provision is greater than the cost savings to the community).

Options 3 and 4 both perform a northern town bypass function and offer significant traffic reductions on Byangum Road as northbound traffic from the West Murwillumbah Area diverts onto these links by using Joshua Street which experiences a corresponding increase in traffic flows. These Options do provide some relief to the Murwillumbah CBD streets but not as great a reduction as expected.

Option 2 connecting the Barnby Street subdivision from Joshua Street to West End Street serves a function as a local collector road. This function provides for improved connectivity and legibility to the local road network north of Byangum Road. It appears from the modelling that such a connection is beneficial in distributing the traffic load from the proposed subdivision and surrounding areas. The increase in traffic on West End Street is manageable and the corresponding decrease on William Street will improve local amenity.

Clearly the proposed Options discussed above all have positive and negatives impacts. To enable the future Murwillumbah Distributor Road Network to be determined in consultation with the community, it is proposed that the Draft document be placed on public exhibition seeking written submissions from the community.
LEGAL/RESOURCE/FINANCIAL IMPLICATIONS:

The above options provide savings to the community which are quantified in terms of time and vehicle operating costs. There are also intangible benefits or costs in terms of amenity which are difficult to quantify.

These benefits are offset by the costs of the infrastructure proposed. The following table compares the costs of the infrastructure and the benefits.

MURWILLUMBAH ROAD NETWORK - POTENTIAL NEW INFRASTRUCTURE

<table>
<thead>
<tr>
<th>OPTION</th>
<th>DESCRIPTION</th>
<th>ULTIMATE ANNUAL BENEFIT</th>
<th>NETT PRESENT VALUE (indicative scale)</th>
<th>PROJECT COST</th>
<th>BENEFIT COST RATIO (30 yr)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>New road from Kyogle Road to south Murwillumbah</td>
<td>$765,000.00</td>
<td>$11.5m</td>
<td>$3.5m</td>
<td>0.85</td>
</tr>
<tr>
<td>2</td>
<td>West End Street connection</td>
<td>$135,000.00</td>
<td>$2.0m</td>
<td>$0.87m</td>
<td>2.30</td>
</tr>
<tr>
<td>3</td>
<td>Cane Road extension</td>
<td>$555,000.00</td>
<td>$8.3m</td>
<td>$2.55m</td>
<td>3.2</td>
</tr>
<tr>
<td>4</td>
<td>Numinbah Road connection</td>
<td>$651,000.00</td>
<td>$9.8m</td>
<td>$5.25m</td>
<td>1.9</td>
</tr>
<tr>
<td>5</td>
<td>New road to Byangum Road</td>
<td>-$17,000.00</td>
<td>-$0.25m</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>2/3</td>
<td>West End Street connection and Cane Road extension</td>
<td>$661,000.00</td>
<td>$9.9m</td>
<td>$2.62m</td>
<td>3.8</td>
</tr>
<tr>
<td>2/4</td>
<td>West End Street connection and Numinbah Road connection</td>
<td>$813,000.00</td>
<td>$12.2m</td>
<td>$8.12m</td>
<td>1.5</td>
</tr>
<tr>
<td>1 + 2 + 3</td>
<td>New road from Kyogle Road to south Murwillumbah, West End Street connection and Cane Road extension</td>
<td>$1,200,000.00</td>
<td>$10.0m</td>
<td>$16.9m</td>
<td>0.6</td>
</tr>
<tr>
<td>1 + 2 + 4</td>
<td>New road from Kyogle Road to south Murwillumbah, West End Street connection and Numinbah Road connection</td>
<td>$1,300,000.00</td>
<td>$10.5m</td>
<td>$19.6m</td>
<td>0.5</td>
</tr>
</tbody>
</table>

POLICY IMPLICATIONS:

Nil.
UNDER SEPARATE COVER/FURTHER INFORMATION:

1. Draft Murwillumbah Distributor Road Network Traffic Study by Veitch Lister Consulting Pty Ltd (DW 1224448)
2. 2001 Model Calibration Details (DW 1224449)
3. Figures on CD provided containing the model drawings (copy will available once on exhibition)
4 [EO] Pacific Highway Banora Point Upgrade

ORIGIN:
Works

SUMMARY OF REPORT:
The Pacific Highway at Sexton Hill Banora Point is the only low speed section of highway between Yelgun and the Queensland border.

Due to the Highway's poor alignment, high traffic volumes, crash rates and a mix of local and through traffic, the RTA determined that this section of the Pacific Highway requires upgrading.

Roads & Traffic Authority (RTA) investigations commenced in February 2003 in regard to upgrading this section of road between South Tweed and Barneys Point Bridge.

After the investigation results were assessed, the RTA exhibited two options for upgrading the subject section of Highway seeking public comment. These 2 options, known as Option A and Option B, were selected by the RTA as meeting a series of project specific criteria.

Option A is shown in Figure 1 and Option B is shown in Figure 2.

Part of the RTA consultation process was to undertake a ‘Value Management Workshop’ (VMW). The aim of a VMW is to have stakeholders meet to collectively review the selected options, assess the issues and recommend a preferred option for further development.

The VMW was held on 23 and 24 May 2005 and Council was represented by a Councillor and two staff members.

RECOMMENDATION:

That Council supports the further development and investigation of Option B as per the outcome of the Value Management Workshop (VMW) subject to :-

1. The Pacific Highway Master Plan (between Barneys Point Bridge and Stewart RoadCurrumbin) be completed and agreed upon between the Council and the Roads & Traffic Authority including financial arrangements and construction time frames.

2. Option B northern interchange be redesigned to incorporate Council’s proposed alternative and that ramps to and from the Highway at Minjungbal Drive as per community Option C be investigated.
REPORT:

Introduction
The Pacific Highway at Sexton Hill Banora Point is the only low speed section of highway between Yelgun and the Queensland border.

Due to the Highway's poor alignment, high traffic volumes, crash rates and a mix of local and through traffic, the RTA determined that this section of the Pacific Highway requires upgrading.

Roads & Traffic Authority (RTA) investigations commenced in February 2003 in regard to upgrading this section of road between South Tweed and Barneys Point Bridge.

After the investigation results were assessed, the RTA exhibited two options for upgrading the subject section of Highway seeking public comment. These 2 options, known as Option A and Option B, were selected by the RTA as meeting a series of project specific criteria.

Option A is shown in Figure 1 and Option B is shown in Figure 2.

Part of the RTA consultation process was to undertake a 'Value Management Workshop' (VMW). The aim of a VMW is to have stakeholders meet to collectively review the selected options, assess the issues and recommend a preferred option for further development.

The VMW was held on 23 and 24 May 2005 and Council was represented by a Councillor and two staff members.

The objective of the VMW was:-

"To obtain a common understanding of the Banora Point Upgrade Project and assess the options developed with the purpose of recommending a preferred direction to the RTA to assist in progressing the project to the next stage of development."

Specifically the participants were to:

- Clarify the objectives that the project must meet;
- Review the planning parameters on which the project is based;
- Canvass the issues and concerns of stakeholders and identify ways to address them;
- Examine the options developed, suggest improvements and recommend a preferred direction to the RTA to assist in progressing the project to the next stage of development;
- Develop an action plan to progress the project."

Council Input
Council's representatives continually expressed the significant impacts the project has on the wider road network and that this project could not be adequately assessed or
supported by Council until the impact of this project and other projects including the Tugun Bypass and Kirkwood Road/Kennedy Drive interchange were cumulatively considered and resolved within a Road Network Master Plan.

In summary this is because the subject section of road serves as a local distributor road. This section currently has 14 access/egress points to the Highway which will be reduced to 6 with Option A and only 4 with Option B. RTA traffic modelling data received to date states that local traffic can be accommodated via Option A and B subject to access to the Pacific Highway being provided at Kirkwood Road via ramps or service road/bridge to Kennedy Drive.

This assumption is critical to the local road network and no RTA agreement or funding arrangement has been reached between Council and the RTA on this issue.

Council also detailed deficiencies with the design of the local access connections at South Tweed and presented an alternative interchange layout shown in Figure 3 which offers the following features:-

- Highway carriageways have been side shifted to the north west to make more room on the other side. One existing highway bridge has been accommodated between the new carriageways for constructability. Minimum radii have been maintained.
- A four way intersection has been substituted instead of a T (as now in version B) for local traffic. The highway on and off ramps are one leg of the 4 way intersection. The 4 way intersection could be moved further away from the highway if more room needed or to reduce bridge length.
- Minjungbal Drive is now a separate leg of the intersection and will need an underpass beneath the new highway carriageways.
- The land take of this alternative is more than Option B near the storage unit facility, however this could be lessened if the Minjungbal Drive radii are tightened. An alternative access to the storage units could be from new Minjungbal Drive to the southern part of this allotment.
- The land take further south is less due to the shift in the carriageways. Much of Reysons 34 lot subdivision could proceed with this alternative.
- Queuing should be easier to accommodate given the increased spacing between controlled intersections.
- The layout is much simpler and more legible for local traffic.
- Local traffic have significantly fewer sets of signals to negotiate.
- The layout of the 4 way intersection is indicative only. It needs to be modelled to see if/how it works and to optimise the layout.
- Kirkwood Road ramps or service road option is a necessary pre-requisite.

It should be noted that a detailed traffic analysis needs to be undertaken on the proposed alternative to determine if sufficient road capacity and operating parameters can be provided.

Community Input
In addition to the issues above, community representatives at the VMW were highly critical of the public consultation process. They felt that the Community Liaison Group...
was effectively 'muzzled' and prevented from discussing the proposal with the wider community. Concern was also raised regarding the manner the public exhibition was undertaken pointing out that the process only presented Option A and Option B, so comments and feedback only related to these options whereas had other proposals such a deep bore tunnel been presented it may have been supported.

The community representatives' dissatisfaction with the public exhibition of Options A and B and the VMW was so high they undertook their own public consultation at Tweed City Shopping Centre on 28, 29 and 30 July 2005 where they presented an Option 3 for the upgrade (see figure 4).

**VMW Process**
The VMW participants, after considering background material and various presentations, identified project objectives that could define the success of the project.

Participants then split into five focus groups to identify 'issues' affecting the focus group topics.

The process then led to the identification of assessment criteria that could be used to compare Option A and Option B. Consideration was then given to the relativity between the criteria and a 'weighting system' agreed upon, for example, safety was 'weighted' as 25% and visual impact was 'weighted' as 13%.

Ten assessment criteria/goals were identified and weighted as shown below:

<table>
<thead>
<tr>
<th>Desired Criteria, Functions, Features</th>
<th>Raw Score</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Enhanced safety on SH10 and within adjoining local roads</td>
<td>23</td>
<td>25%</td>
</tr>
<tr>
<td>B. Reduced regional travel time</td>
<td>3</td>
<td>4%</td>
</tr>
<tr>
<td>C. Ease of access and travel time for local traffic covering aspects such as convenience, ease of use and LOS</td>
<td>12.5</td>
<td>16%</td>
</tr>
<tr>
<td>D. Maintenance or enhancement of pedestrian and cycleway networks</td>
<td>2.5</td>
<td>3%</td>
</tr>
<tr>
<td>E. Level of noise for local roads and SH10</td>
<td>12.5</td>
<td>16%</td>
</tr>
<tr>
<td>F. Minimise visual impact</td>
<td>10</td>
<td>13%</td>
</tr>
<tr>
<td>G. Social amenity covering aspects such as impact on people, impact on or loss of open space, compatibility with future development and minimising severance</td>
<td>10</td>
<td>13%</td>
</tr>
<tr>
<td>H. Minimising impact on land owners covering aspects as land take and access</td>
<td>2.5</td>
<td>3%</td>
</tr>
<tr>
<td>I. Maximise use of existing road</td>
<td>0.5</td>
<td>0%</td>
</tr>
<tr>
<td>J. Construction covering stageability, ease of construction, noise, disruption and air/water quality impacts during construction</td>
<td>6.5</td>
<td>8%</td>
</tr>
<tr>
<td>Total</td>
<td>80</td>
<td>100%</td>
</tr>
</tbody>
</table>
VMW Outcomes
Options A and B were assessed against the above criteria and Option B was determined to be the superior of the two options to be pursued and further developed.

It must be noted that the VMW participants placed conditions on the selection of Option B. These conditions are summarised as follows:-

- Kirkwood Road Highway access issues including the form, cost sharing arrangements and timeframe being resolved.
- Local traffic access arrangements at the northern end being reviewed.
- Investigating the creation of land "bridge" adjacent to highway land bridge and removal of existing bridge.
- Consideration being given to using Option A's local access arrangement at the southern end for Option B.

More detailed information is available in the Pacific Highway Upgrade - Banora Point Upgrade Project Value Management Workshop Report May 2005, attached to this report.

Conclusion
Option A
Option A offered some benefits over Option B for local traffic and had less sets of traffic signals. Access to Tweed Heads South is also considered better for local traffic leaving and entering the Pacific Highway due to ramps at the Darlington Drive interchange.

Option B
The VMW considered Option B to be more suitable than Option A subject to the revised northern interchange proposed by Council in Figure 3. The southern interchange can also be improved for local access by utilising the Option A interchange. Option B modified as discussed above could provide satisfactory outcome subject to the road network issues already identified being satisfactorily resolved.

Community Option C
As discussed earlier the local community undertook its own consultation process. A media release covering the outcomes of this consultation indicated that Options A and B were not supported when compared with Community Option C which is claimed "to provide a smooth highway system through Banora Point and South Tweed without destroying the local traffic flows."

The main differences between Option B (as per Council modifications) and Community Option C are as follows:-

(a) Option C has a longer deeper tunnel, allows for flatter grades and a roundabout at Laura Street.
(b) Option C has a northbound off ramp into Minjungbal Drive whilst Option B local traffic has to exit at Barneys Point and use the current highway.
(c) Option C has a southbound on ramp from Minjungbal Drive whilst in Option B the current highway is used to access the highway at Barneys Point.
(d) Option C relocates the southbound off ramp through the Darlington Drive intersection.

In regard to (a) the RTA has indicated the cost of the deep tunnel is prohibitive and would likely result in a negative benefit cost ratio. Option B grades comply with RTA standards but it is noted that Option C has flatter grades and could be better in terms of noise and visual impact.

The ramps in (b) and (c) improve local access to Tweed Heads South but could also be incorporated into Option B. It is difficult to finalise a position on these ramps until detailed traffic analysis is completed by the RTA.

The relocation of the southbound off ramp (d) adds considerable travel distance and delay into the Darlington Drive interchange which may result in unnecessary delay. It is considered better to upgrade this ramp in its current location assuming that alternative highway egress is available at Kirkwood Road for southbound traffic.
Figure 1 - Option A
Figure 3 - Option B - TSC Modification
Figure 4 Option C - Community
LEGAL/RESOURCE/FINANCIAL IMPLICATIONS:

Nil.

POLICY IMPLICATIONS:

Nil.

UNDER SEPARATE COVER/FURTHER INFORMATION:

1. Option A (DW 1271834)
2. Option B (DW 1271841)
3. Option C - TSC Modification (DW 1271852)
4. Option C - Community Liaison Group (DW 1272371)
5. Pacific Highway Upgrade - Banora Point Upgrade Project Value Management Workshop Report May 2005 (DW 1272176)
5  [EO] Machinery Drive and Amber Road Traffic Signals

ORIGIN:
Works

FILE NO:  R3250 Pt3

SUMMARY OF REPORT:

The Roads & Traffic Authority (RTA) has offered Council a grant of $100,000 towards the cost of constructing traffic signals at the intersection of Amber Road and Machinery Drive. The project is listed in the Tweed Road Contribution Plan No. 4 Works Program and is estimated to cost $190,147. It is proposed to accept the RTA grant and allocate the remaining $90,147 from the Tweed Road Contribution Plan (TRCP) to enable the project to proceed.

RECOMMENDATION:

That Council:-

1. Accepts the $100,000 grant from the Roads & Traffic Authority towards the construction of traffic signals at Amber Road and Machinery Drive intersection.

2. Transfers the sum of $90,147 from the Tweed Road Contribution Plan No. 4.

3. Votes the expenditure of the funds in (1) and (2) to construct traffic signals at Amber Road and Machinery Drive intersection in accordance with the RTA approved plans.

4. Formally advises adjoining property owners of the project.
REPORT:

Council and the RTA have been investigating traffic flow on Minjungbal Drive between Blundell Boulevarde and Shallow Bay Drive. One of the biggest contributors to traffic delay is the unequal traffic flows in the side streets entering Minjungbal Drive on the subject section of road.

These traffic flow conditions makes it extremely difficult for the RTA to coordinate the traffic signals at Shallow Bay Drive, Machinery Drive and Blundell Boulevarde.

The connection of Shallow Bay Drive to Soorley Street (via Eastlakes Drive) will shift traffic from Soorley Street to the Shallow Bay Drive signals and allows the right turn lane into Tweed City on Minjungbal Drive to be extended which will allow greater 'storage' of right turning vehicles which provides more flexibility in the control of the signals.

The southbound right turn lane in Machinery Drive is also heavily congested and obstructs the southbound through traffic lanes. To alleviate this problem traffic signals at Amber Road will allow traffic on Minjungbal Drive wishing to head west on Machinery Drive to effectively bypass the Machinery Drive/Minjungbal Drive intersection by turning right at Blundell Boulevarde and Amber Road (see Figure 1).

Figure 1:
These measures will help to equalise traffic volumes at the 3 intersections mentioned above allowing the RTA to coordinate the signals more effectively.

The RTA have offered Council a contribution of $100,000 towards the cost of the Amber Road/Machinery Drive traffic signals estimated to cost $190,147 (shown in Figure 2).

The project is listed in the Tweed Road Contribution Plan No. 4 - Works Program. It is therefore proposed that Council accept the $100,000 from the RTA and find the remainder of the cost for the TRCP No. 4 being $90,147.

The Roads & Traffic Authority is eager to have the signals installed prior to Christmas if possible.
LEGAL/RESOURCE/FINANCIAL IMPLICATIONS:
Nil.

POLICY IMPLICATIONS:
Nil.

UNDER SEPARATE COVER/FURTHER INFORMATION:
Nil.
REPORTS FROM DIRECTOR ENVIRONMENT & COMMUNITY SERVICES

6 [EC] Cabarita Beach Surf Life Saving Club Construction Site Fencing

ORIGIN:

Environment & Health

SUMMARY OF REPORT:

Council has previously resolved to allow Cabarita Beach Surf Life Saving Club to erect fencing on Council land in Pandanus Parade, Cabarita Beach. Such period is to expire on 3 November 2005. Council has also resolved to financially assist the club with the construction of their new premises in Pandanus Parade Cabarita Beach. Works on the new building have commenced and safety regulations require that the site be fenced.

Accordingly the club has requested permission for the fence for the construction site to be erected on Council land because the building occupies all of the surf club site.

Due to the community service provided by the Surf Club it is recommended that Council offer no objection to the erection of the surf club building site perimeter fence onto Council property.

RECOMMENDATION:

That Council offers no objection to the Cabarita Beach Surf Life Saving Club placing upon Council property the construction fencing associated with their new clubhouse building in Pandanus Parade, Cabarita Beach for the duration of the construction period subject to no signage other than safety signage being erected on the fence.
REPORT:

As per summary.

LEGAL/RESOURCE/FINANCIAL IMPLICATIONS:

Nil.

POLICY IMPLICATIONS:

Nil.

UNDER SEPARATE COVER/FURTHER INFORMATION:

Nil.

ORIGIN:

Environment & Health Services

SUMMARY OF REPORT:

Professor Ian White of the Australian National University has been successful in obtaining a grant from Department of Environment & Heritage/Australian Greenhouse Office to research the emissions of greenhouse gases from an acid sulfate soil (Blacks Drain, Murwillumbah) and a non-acid sulfate soil (Bundaberg, Qld) under sugarcane production. The research will focus on the new sugarcane farming practices of trash blanketing, controlled traffic, permanent beds and buried Nitrogen fertilizer.

Tweed Shire Council has been invited to be a non-cash contributing partner. Dr Marty Hancock (Floodplain Project Officer) would be minimally involved in the project as a local facilitator of the project. Water Quality and weather data from the existing ARC linkage project would be provided to the new project.

RECOMMENDATION:

That the Tweed Shire Council be a non-cash contributing partner in the Greenhouse Gas (Department of Environment & Heritage/Australian Greenhouse Office) Project and that Dr Marty Hancock be Council’s representative for the project.
REPORT:

Professor Ian White of the Australian National University has been successful in obtaining a grant from Department of Environment & Heritage/Australian Greenhouse Office to research the emissions of greenhouse gases from an acid sulfate soil (Blacks Drain, Murwillumbah) and a non-acid sulfate soil (Bundaberg, Qld) under sugarcane production.

The research will focus on the new sugarcane farming practices of trash blanketing, controlled traffic, permanent beds and buried N fertilizer. Tweed Shire Council has been invited to be a non-cash contributing partner. Dr Marty Hancock (Floodplain Project Officer) would be minimally involved in the project as a local facilitator of the project. Water quality and weather data from the existing ARC linkage project would be provided to the new project.

A copy of the collaborative agreement and contract specifications is attached.

LEGAL/RESOURCE/FINANCIAL IMPLICATIONS:

Nil.

POLICY IMPLICATIONS:

Nil.

UNDER SEPARATE COVER/FURTHER INFORMATION:

1. Management of Grant/Consultancy between the Australian National University as Administering Institution and each Collaborating Institution (DW 1271490).
2. Greenhouse Action in Regional Australia Strategic R & D Investment Plan - Project Specifications (DW 1271488).
8  [EC] Request for "In Kind" Support/Waive Fee

ORIGIN:

Environment & Health Services

SUMMARY OF REPORT:

Council has received requests from various organisations asking that Council provides in-kind support/waives the fees for room hire. Details of the requests are reproduced in the body of this report.

In accordance with Section 356 of the Local Government Act 1993 - Donations, Council resolved on 6 October 2004 that:-

"... in future, all donations made by Council, whether in cash or in kind, be made by way of a resolution of Council."

RECOMMENDATION:

That Council:

1. Approves the use of the Tweed Heads Civic Centre at no fee for:

   The North Coast Area Health Service on 10 November 2005
   The North Coast Area Health Service on 1 December 2006
   Rotary District 9640 on 3 and 4 March 2006

2. Approves the use of the Banora Point Multi Purpose Centre at no fee for the Rotary Club of Tweed Heads South from 28 to 30 October 2005.

3. Does not approve the use for the Tweed Heads Civic Centre for no fee by the Rotary Club of Coolangatta-Tweed Heads on 6 and 7 May 2006.
Council has received requests from various organisations asking that Council provides in-kind support/waives the fees for room hire. Details of the requests are reproduced as follows:

<table>
<thead>
<tr>
<th>Organisation</th>
<th>Request</th>
<th>Est $ Amount of Waiver</th>
<th>Application Summary</th>
<th>Meet Guidelines?</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Coast Area Health Service - The Tweed Hospital</td>
<td>Waive fee for the use of the Tweed Heads Civic Centre Auditorium on 10 November 2005</td>
<td>$170.80</td>
<td>The Tweed Hospital Chaplaincy Service is currently arranging to conduct the 2005 Remembrance Service which is scheduled to be held on Thursday, 10 November 2005 and request that Council once again waive fees for the use of the Civic Centre Auditorium.</td>
<td>Yes. The request was granted for the 2004 Remembrance Ceremony.</td>
</tr>
<tr>
<td>North Coast Area Health Service - The Tweed Hospital</td>
<td>Waive fee for use of the Tweed Heads Civic Centre Auditorium on 1 December 2006</td>
<td>$314.00</td>
<td>The Tweed Hospital Volunteers Christmas Party will be held on 1 December 2006 and early notice is required to secure the booking.</td>
<td>Yes.</td>
</tr>
<tr>
<td>Rotary Club of Tweed Heads South Inc</td>
<td>Waive fee for use of the Banora Point Community Centre on 28-30 October 2005.</td>
<td>$600.00</td>
<td>The Rotary Club will conduct its inaugural art show with a major prize of $1000. All profits from the event will go towards adding an external stage to the community building in consultation with Council.</td>
<td>No, however proceeds to fund addition to Centre.</td>
</tr>
<tr>
<td>Model United Nations Assembly</td>
<td>Waive fee for the hire of Tweed Heads Civic Centre from afternoon 3 March 2006 and all day 4 March 2006.</td>
<td>$260.40</td>
<td>This is a Rotary sponsored and organised event involving teams of Year 11 and 12 students drawn from the Gold Coast to Grafton and across to Glen Innes to debate a number of international issues relating to a country to their choice.</td>
<td>Yes.</td>
</tr>
</tbody>
</table>
**Tweed Shire Council Operations Committee Meeting Held Wednesday 5 October 2005**

<table>
<thead>
<tr>
<th>Organisation</th>
<th>Request</th>
<th>Est $ Amount of Waiver</th>
<th>Application Summary</th>
<th>Meet Guidelines?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rotary Club of Coolangatta-Tweed Heads Inc</td>
<td>Waive fee for hire of Tweed Heads Civic Centre on 6 &amp; 7 May 2006.</td>
<td>$232.90</td>
<td>Holding of the Annual Doll and Bear Show. All proceeds will be used to aid local selected charities and the Queensland Cancer Council.</td>
<td>No.</td>
</tr>
</tbody>
</table>

**LEGAL/RESOURCE/FINANCIAL IMPLICATIONS:**

Should requests be approved for the waiving of fees for room hire, the income for the meeting room will be impacted by the amount of the fee reduction.

Should requests for "in kind" support be approved, this will impact on the costing of Council's involvement in the activity.

**POLICY IMPLICATIONS:**

In considering this request, reference should be made to:-

Festivals Policy.
Donations Policy.
Guidelines for Feed Reduction, Auditoriums, Meeting Rooms and Halls.

**UNDER SEPARATE COVER/FURTHER INFORMATION:**

1. Correspondence from North Coast Health Service - The Tweed Hospital (DW 1270315)
2. Correspondence from North Coast Area Health Service - The Tweed Hospital (DW 1270316)
3. Correspondence from the Rotary Club of Tweed Heads South Inc (DW 1271260)
4. Correspondence from the Model United Nations Assembly (DW 1262689)
5. Correspondence from the Rotary Club of Coolangatta - Tweed Heads Inc (DW 1261575)
REPORTS FROM SUB-COMMITTEES/WORKING GROUPS

1  [SUB-TDC] Minutes of the Tweed Dune Care Advisory Committee Meeting Held Thursday 11 August 2005

FOR THE CONSIDERATION OF COUNCIL:

VENUE:
   Pottsville Environment Centre

TIME:
   5.00pm

PRESENT:
   Committee Members: Vic Brill (Hastings Point), Ms Kate McKenzie (Landcare Coordinator), Arthur Rawlinson (Pottsville), Mick Stewart (Twin Towns Coastal Care), Peter Langley (Kingscliff Community), Mr Stewart Brawley (TSC), Mr Rodney Keevers - Recorder (TSC).

INFORMAL:
   Rhonda James

APOLOGIES:
   Brian Hughes (Coast Care)

MINUTES OF PREVIOUS MEETING:

Moved:  Stewart Brawley
Second: Peter Langley

RESOLVED that the Minutes of the Tweed Dune Care Advisory Meeting held Thursday 11 August 2005 were tabled at the meeting and accepted by the Committee as a true and accurate record of the proceedings.

BUSINESS ARISING:

General Business Item from Meeting held 10 February 2005

5.  Tree Vandalism

Administrators have past a resolution of zero tolerance to tree clearing. Stewart Brawley advised that Council staff are developing a protocol to implement the resolution.
General Business item from meeting held 10 February 2005

6. Occupational Health & Safety Training for Volunteers

Rod Keevers is developing a new training program that is more practical and up to date. Stewart Brawley advised that volunteer groups working on Council managed land with Council’s endorsement are covered by Tweed Shire Council volunteer insurance. General discussion took place. Some groups have their own cover. Stewart Brawley advised Council is producing a partnership program that will address issues such as training, insurance and record keeping.

Item from Meeting held 10 June 2004

5. Cudgera Creek

Vic Brill advised that the heavy rain and flooding has caused more problems to the northern bank of Cudgera Creek, washing away the brush matting. The river has changed its course and is cutting into the bank closer to the river mouth. Rod Keevers to arrange on site meeting with Jane Lofthouse.

GENERAL BUSINESS:

1. Offer of Seating

Kate McKenzie advised that Victor Cusack has proposed to make seating out of fallen trees for groups. Stewart Brawley spoke on Council standards for seating – does not want to see different types of seating popping up all over dunes.

2. Sign at Beason Court - Casuarina

Frank McLeod advised that residents have asked for the sign to be removed as it has done its job.

Moved: Rod Keevers
Seconded: Frank McLeod

RECOMMENDATION:
That the sign at Beason Court, Casuarina, be removed and placed at Hastings Point North, behind houses where recent destruction of a fig tree and removal of branches from a large pandanus has taken place.
3. Duranbah Beach

Mick Stewart asked what's happening at Duranbah Beach. Is there going to be any sand pumped onto the beach in the near future? Rod Keevers advised he was not sure if any sand would be pumped until Sand Bypass meeting is held.

NEXT MEETING:

The next meeting of the Tweed Dune Care Advisory Committee will be held 13 October 2005.

The meeting closed at 6.00pm

DIRECTOR'S COMMENTS:

Nil.

DIRECTOR'S RECOMMENDATIONS:

2. Sign at Beason Court - Casuarina

As per Committee's recommendation being

That the sign at Beason Court, Casuarina, be removed and placed at Hastings Point North, behind houses where recent destruction of a fig tree and removal of branches from a large pandanus has taken place.
FOR THE CONSIDERATION OF COUNCIL:

VENUE:
Tweed Heads Civic Centre Board Room

TIME:
10.00am

PRESENT:
Committee Members: Don Stubbs
Informal: Linda Lomman (PTDP), Penny Baldwin (TBBCT), Rob Lake (MOT), Robin Spragg (TSC).

APOLOGIES:
Gary McDougal (Surfside Buslines), Bill McKenniarey

MINUTES OF PREVIOUS MEETING:
Moved: Don Stubbs
Seconded: Rob Spragg
RESOLVED that the Minutes of the Public Transport Working Group Committee meeting held Monday 1 August 2005 be accepted as a true and accurate record of the proceedings of that meeting.

CORRESPONDENCE:
Outwards: Nil
Inwards: Nil

BUSINESS ARISING:

1. Policy Document Review

(a) PTWG Goals Workshop

A Discussion Paper reviewing issues and directions for the Working Group had been previously circulated. Copies of the original Terms of Reference of the PTWG, an earlier review paper, and the Recommendations of the Going Places Regional Transport Conference in March 2005, were tabled.
Discussion focused on the membership provisions of the Terms of Reference. Some membership positions were vacant, and the provisions needed to be updated to include relevant community groups. It was proposed to advertise for expressions of interest for applicants, setting out the aims and role of the PTWG. A range of relevant Council staff should service the PTWG. Meeting locations should be varied and rotated. Matters such as bus stop requests should be dealt with by a progress report for members every 3 months. The arrangements for consideration of the Minutes by the Director and the Councillors offered opportunities to provide advice and develop transport policies through a continuous dialogue.

The structure of the PTWG membership endorsed in 1995 (attached) should be amended to be as follows:

"A maximum of 10 people, including one representative from each of:

- Tweed Heads/Coast bus operators;
- Murwillumbah/Valley bus operators;
- Taxi industry or hire car industry;
- Community Transport;
- Tweed Shire Councillors (2);
- Community Associations;
- Transport-disadvantaged groups (such as schools, young people, older people, people with a disability, Aboriginal people, families) (2);
- Transport sustainability or user groups.

At least one of the community or Councillor representatives must represent each of the Council's districts (Tweed Heads, Tweed Coast, Murwillumbah, and Tweed Country Areas).

Permanent observer status is granted to a representative of:

- Council staff;
- The Public Transport Development Project of the NRSDC;
- NSW Department of Transport;
- NSW Department of Planning & Natural Resources.

Other persons with particular expertise may be invited to address the PTWG or assist with specific projects".

The major projects to engage the PTWG for the foreseeable future were identified as:

- 'Transport Week' in February;
- Health-related transport & Mobility Management proposals;
- Regional Bus Reform implementation;
- The Taxi Review;
- Integrated Land Use/Transport Planning arrangements for Council;
- The draft Sustainable Local Transport Plan for Tweed;
- Surfside Timetable Review;
• Various Government Inquiries;
• Cross-border transport issues.

RECOMMENDATION:
That the Council endorses the proposals set out above to update the Working Group's structure, and to call for expressions of interest to fill the range of positions.

2. Major Development Review

(a) Kingscliff TAFE Bus Terminal

Approval to vary the CPTIGS program to fund this proposal has not yet been received from CPTIGS administration.

(b) Tweed Centro Taxi Rank Canopy

This is being designed following agreement with Centro, and will be completed as soon as possible along with the canopies for Murwillumbah and Kingscliff.

(c) Tweed Coast-Murwillumbah Bus Service

MoT is discussing issues with TAFE and gathering information; the Coast is an area of high demand for Community Transport, but not for taxis.

(d) Cudgen Creek Bridge, Kingscliff

The bridge is on a major public transport route. The Committee was concerned for traffic safety and delays if the bridge becomes one-way. The scheme could be extended to prioritise the route between Salt and Kingscliff for public transport, taxis and non-motorised transported.

RECOMMENDATION:
That Council not create one lane, but add on a separate footpath, or bring forward renewal of the bridge.

3. Studies & Submissions

(a) Surfside Timetable Review

Further information was needed from Surfside about community consultation for the Timetable, to allow for the necessary 6 weeks period.

(Previous information about changes includes:

- Routes 602 and 604 are combined to give better services to West Banora Point;
- The Kingscliff route will have a 15 minute frequency, be extended from 6.30 to 10.00 in the evening, with extension to the TAFE College;
The Pottsville service will include West Kingscliff, Kingscliff Library/Health Centre, and a separate service to Koala Beach and Seabreeze Estate; Interchange at Sexton's Hill will facilitate trips from the Coast to Murwillumbah; A new service from Tweed City will utilise Machinery Drive, Greenway Drive and Darlington Drive, Banora Point; A new service from Tweed City will utilise Tweed Heads Bypass and Kennedy Drive to Bilambil Heights; Winders Place in Banora Point and the Barneys Point area will gain services).

4. Bus Stop Requests

(a) Alma Street Coach Stop, Murwillumbah

It is expected that changes to the stopping pattern for coaches, and consideration of using the Railway Station exclusively, will have to await resolution of future developments at the Station by CountryLink.

Other items on the Agenda were not discussed. The Committee asked for the Transport section of the State of the Shire Report and the Sustainable Local Transport Plan to be circulated for future consideration.

NEXT MEETING:
The next meeting of Public Transport Working Group Committee will be held on Friday, 30 September 2005 at 10.00am at the Tweed Heads Civic Centre.

Alternatively, the Meeting could be combined with the Healthy Ageing Project Meeting on 21 September 2005 - to be confirmed.

The meeting closed at 12.30pm.
I. Terms of Reference of the Public Transport Working Group

(Minute 1138 of 21/6/95)

RESOLVED that Council endorses the Public Transport Working Group adoption of the following Terms of Reference:

- To promote the development of public transport and related infrastructure, to include any publicly accessible facility or service for transport purposes, with particular emphasis on modes and practices with the least negative impacts upon the social and natural environment promoting accessibility.
- To establish priorities for work based on the outputs from the Public Transport Workshop (6/5/95).
- To develop mechanisms for ongoing community consultation and needs assessment for public transport development in Tweed.
- To occupy a linking role in the Council and community as a reference for public transport issues and public transport development issues
- To research and advise Council on public transport issues and strategies for improvements.
- To liaise with government at all levels (federal, state, regional and local) to promote public transport improvement
- To liaise with industry to promote public transport improvement.
- To promote awareness of the importance of public transport.
- To develop and support the implementation of practical policies and practices in Council to support the development of public transport and public transport infrastructure.
- To encourage other government agencies to develop policies which promote public transport development.
- To develop a public transport improvement plan for Council which includes integration with all forms of public transport infrastructure and other public infrastructure such as walkways, cycleways etc.
- To seek and lobby for resources to effect public transport improvements in Tweed including the proper resourcing of the Public Transport Working Group itself.

Voting - Unanimous
2. Composition of Public Transport Working Group

(Minute 1139 of 21/6/95)

RESOLVED that Council endorses:-

1. The Public Transport Working Group be composed of a maximum of 12 people including:

   • one representative from each of
   • the Bus and Coach Association
   • the Taxi Industry
   • the Community Transport Organisation
   • Tweed Shire Council Staff

   • two Tweed Shire Councillors

   • six community representatives of whom at least one must come from each of Council's planning areas and at least one must represent the Access Committee

   • Permanent observer status to be granted to a representative of
   • the NSW Department of Transport
   • the NSW Department of Planning
   • the Far North Coast Blind and Visually Impaired Support Group.

2. The Public Transport Working Group request expressions of interest in the press to fill the community vacancies on the Public Transport Working Group, giving a priority for the initial community vacancies to attendees at the final interim steering committee meeting (23/5/95).

Voting - Unanimous
DIRECTOR'S COMMENTS:

2. Major Development Review

(d) Cudgen Creek Bridge, Kingscliff

The Committee's recommendation has been previously dealt with by Council.

DIRECTOR'S RECOMMENDATIONS:

BUSINESS ARISING:

1. Policy Document Review

(a) PTWG Goals Workshop

As per Committee's recommendation being:

That the Council endorses the proposals set out to update the Working Group's structure, and to call for expressions of interest to fill the range of positions:

The structure of the PTWG membership endorsed in 1995 (attached) should be amended to be as follows:

"A maximum of 10 people, including one representative from each of:

- Tweed Heads/Coast bus operators;
- Murwillumbah/Valley bus operators;
- Taxi industry or hire car industry;
- Community Transport;
- Tweed Shire Councillors (2);
- Community Associations;
- Transport-disadvantaged groups (such as schools, young people, older people, people with a disability, Aboriginal people, families) (2);
- Transport sustainability or user groups.

At least one of the community or Councillor representatives must represent each of the Council’s districts (Tweed Heads, Tweed Coast, Murwillumbah, and Tweed Country Areas).

Permanent observer status is granted to a representative of:

- Council staff;
- The Public Transport Development Project of the NRSDC;
- NSW Department of Transport;
• NSW Department of Planning & Natural Resources.

Other persons with particular expertise may be invited to address the PTWG or assist with specific projects”.

The major projects to engage the PTWG for the foreseeable future were identified as:

• 'Transport Week' in February;
• Health-related transport & Mobility Management proposals;
• Regional Bus Reform implementation;
• The Taxi Review;
• Integrated Land Use/Transport Planning arrangements for Council;
• The draft Sustainable Local Transport Plan for Tweed;
• Surfside Timetable Review;
• Various Government Inquiries;
• Cross-border transport issues.

2. Major Development Review

(d) Cudgen Creek Bridge, Kingscliff

That the Committee be advised that this matter has been previously dealt with by Council.
FOR THE CONSIDERATION OF COUNCIL:

VENUE:
Peter Border Room

TIME:
Commencing at 9.00am.

PRESENT:
Committee Members: Mike Baldwin, Roads and Traffic Authority; Steve Henderson, NSW Police.

Informal: Chairman: Mr Paul Morgan, Mr Ray Clark and Sandra Zietlow Tweed Shire Council. Barbara Allen, Tweed Shire Council's Event Coordinator.

APOLOGIES:
Mr Neville Newell, MP, Member for Tweed, Mr Don Page MP, Member for Ballina.

MINUTES OF PREVIOUS MEETING:
RESOLVED that the Minutes of the Local Traffic Committee Meeting held Thursday 18 August 2005 were tabled at the meeting and accepted by the Committee as a true and accurate record of the proceedings.

SCHEDULE OF OUTSTANDING LOCAL TRAFFIC COMMITTEE ITEMS
Item from Meeting held 17/2/2005

11. Bay Street, Tweed Heads

R0470 Pt2; Traffic - Parking Zones

“Request from the Chamber of Commerce to introduce permit parking due to congestion caused by construction vehicles.

The Committee discussed the parking situation in Bay Street for Business owners and agreed to introduce a Business Permit Parking Scheme to the 31 December 2005.

That a Business Permit Parking Scheme be implemented as per the RTA Traffic Direction TDT 2001/05 to apply to the two off street car parks on Bay Street and on-street parking on Bay Street between Enid Street and Thompson Street. The scheme will apply to the 31 December 2005 and any extension of time will be considered by the Traffic Committee at its December meeting.
RECOMMENDATION:

That a Business Permit Parking Scheme be implemented as per the RTA Traffic Direction TDT 2001/05 to apply to the two off street car parks on Bay Street and on-street parking on Bay Street between Enid Street and Thompson Street. The scheme will apply to the 31 December 2005 and any extension of time will be considered by the Traffic Committee at its December meeting.

Current Status: To be brought forward to the LTC for meeting in December 2005.

From Meeting 21/4/2005:

"The Road Safety Officer tabled a sample of the Parking Permit. The RTA Representative advised that the RTA Guidelines should be checked on the issuance of number of parking permits which should be in line with available spaces.

To be brought forward to the LTC meeting of 19 May 2005.

For Council's information."

The Committee noted that this is now operational and should be brought forward to the December 2005 meeting of the Local Traffic Committee for assessment.

Item from Meeting held 19/5/05

4. Pottsville / Mooball Road, Pottsville
   R4420 Pt3; DW1195084; Traffic - Speed Zones; Safety

"Request received for a reduction in the speed limit from 100kph to 80ph on the section of Pottsville Mooball Road from where the 100kph commences to Mooball to take in all the winding areas.

It was noted that speed counts have been performed in the past and this location will be reviewed once the reconstruction of Cudgera Creek Road is completed.

To be brought forward to the meeting of June 2006.

For Council's information."

Current Status: To be brought forward to the LTC for meeting in June 2006.
Item from Meeting held 17/2/2005

9. Barrett Street, Tweed Heads West
   R0440 Pt1; DW1156097; Traffic - Safety; Local Area Traffic Management; DW1166740;
   DW1221095

Crash data indicates that vehicles turning right out of Barrett Street, Tweed Heads West are impacting with vehicles heading west along Kennedy Drive.

It is proposed by Engineering and Operations to prohibit right turns into Barrett Street from Kennedy Drive. Support for the initiative is requested from the Local Traffic Committee.

The Safety Officer is in negotiations with the land owner on the corner of Barrett Street/Kennedy Drive regarding widening of the footpath which would enable the pedestrian fence to be removed resulting in improved sight distance for drivers.

The Committee also agreed to a trial closure of the right hand turn into Barrett Street based on an analysis of crash data at the intersection.

The Committee considered this to be beneficial in that drivers turning right out of Barrett Street will not have to wait for drivers turning right into Barrett Street from Kennedy Drive. Peak low counts show in the morning peak 22 cars take this turn but 19 of these enter the Service Station. In the afternoon peak 23 cars turned right and 16 entered the Service Station. This indicates that the ban would not have a major impact on residents as the low volumes making this turn can use the highway dual roundabouts to make a U turn.

This would also apply to the service station customers.

RECOMMENDATION:

That:-

1. A trial closure of the right hand turn into Barrett Street from Kennedy Drive be advertised prior to implementation.

2. The trial period be for 6 months.

From Meeting held 14/7/2005

"The above item is brought forward for further discussion by the Committee as a result of community consultation. Whilst the closure of the right turn bay would
reduce the number of conflicting traffic movements the crash data shows the majority of crashes are occurring turning right out of Barrett Street and the impact of the closure of the right turn bay into Barrett Street is not expected to result in a significant reduction in crashes. The Road Safety Officer is meeting with the owner on the property on the south west corner to negotiate road widening which would improve visibility of vehicles travelling west for vehicles exiting Barrett Street by allowing the fence to be removed.

The Road Safety Officer suggested that Council apply for Black Spot funding for traffic lights at the location and it was agreed that given the traffic volumes on Kennedy Drive signals appear to be the most appropriate option subject to a detailed traffic analysis for signals.

RECOMMENDATION:
That:-

1. Council undertakes a traffic analysis of the intersection at Kennedy Drive and Barrett Street to determine if traffic signals are a suitable solution and if suitable:-

2. A Federal and State "Black Spot" funding application be made to the Roads & Traffic Authority.

3. The previously resolved items be deferred until the traffic analysis is completed. The previously resolved item was:-"

"1. A trial closure of the right hand turn into Barrett Street from Kennedy Drive be advertised prior to implementation.

2. The trial period be for 6 months."

Current Status: To be brought forward to the LTC for meeting in October 2005.

Item from Meeting held 21/4/05

12. Kyogle Road, Dum Dum

R2970 Pt13; Traffic - Committee; Speed Zones; Safety; DW1190367; 1189409

"Request received in relation to Kyogle Road which runs through Dum Dum Farm at 973 Kyogle Road. It is reported that there are regular accidents along this road with a 'black spot' 50 metres either side of the Mt Warning turn off. In wet weather it is particularly bad. It is also reported that despite good fencing cows do sometimes wander on to the road and cause accidents (as occurred on 18 April 2005).

A review of the speed limit is requested from "Drive to Suit conditions" to 80kph along the sharp curvy parts of the road.
The RTA Representative suggested that a Road Safety Audit of Kyogle Road be implemented together with an analysis of crash data to ascertain driver behaviour on the road.

To be brought forward to the May 2005 Local Traffic Committee meeting

For Council's information."

Item from Meeting held 19/5/05

The Road Safety Officer advised that the Road Safety Audit had not been completed as yet.

To be brought forward to the June 2005 meeting.

For Council's information.

Item from Meeting held 14/7/05

"The Road Safety Officer tabled crash data details and preliminary road safety audit as follows:-
The Committee concluded that the data indicated that it is local drivers that are involved in most crashes. It was noted that the 85th percentile speed of travel was 89.6kph on average over the 3 survey locations. Speed zoning was discussed and it was noted that an 80kph zone could be considered for a 5.0km section of Kyogle Road, east of Uki, but that would impact on some sections of high standard road including an overtaking lane. Generally the road pavement and lane widths are of good quality but some sections of curved road appear to be the prevalent crash areas.
The RTA Representative advised that as the majority of crashes are on curves there should be an assessment of advisory kerb sides and speeds and check the need for identified curve markers on identified crash clusters. It was agreed a formal review be undertaken from Byangum Bridge to Uki and such review be undertaken by the RTA Representative and Council's Road Safety Officer.

To be brought forward to the December 2005 meeting.

For Council’s information.”

Current Status: To be brought forward to the LTC for meeting in October 2005.

BUSINESS ARISING:

Nil

GENERAL BUSINESS:

PART A

1. River Terrace Tweed Heads

   Parking - Illegal, Parking Zones - R5901, R 4730 Pt 1 - DW1260707

Request received for the "Bus Zone" signage be changed in front of the Tweed Marina Wharf at Tweed Heads so that Tweed Endeavour Cruises can load and unload their passengers safety in the most convenient area as their 8 seater van is not classed as a bus.

The Chairman advised the Committee that Tweed Endeavour Cruises request that the "Bus Zone" be converted to a "Loading Zone". The Committee noted that the existing bus zone between the 2 driveway has ample space for a 2 bay bus zone and about 20 metres for a loading zone or similar to allow operators easy access to the marina.

The Police Representative suggested it be a timed "Loading Zone" or similar. The Committee supported the request.

RECOMMENDATION:

That a 20 metre loading zone or time restricted parking be installed in River Terrace north of the southern most driveway adjacent to the Tweed Heads jetty.

2. Queens Baton Relay

   Traffic Control, Traffic Committee

The Local Traffic Committee discussed the Traffic Management Plan and the Traffic Control Plan for this event.
Barbara Allen, Tweed Shire Council Events Coordinator addressed the Committee on the traffic issues related to the Baton Relay.

The Committee discussed the traffic implications of the Queens Baton Relay and noted a Traffic Management Plan will be prepared by Council based on the Committee’s discussions. No further details are provided, as the matter is confidential as requested by the Commonwealth Games organisers.

For Council's information.

3. Pearl & Turnock Streets Kingscliff
   R4170 Pt 1, R5605 - DA05/0470 - DA05/0736 - DW- 1262562

A request has been received for the creation of a temporary works zone on the Pearl Street frontage for the purpose and use of construction vehicles through out the construction period. The Committee noted that such a zone would have an impact on pedestrian use of the footpath and must be appropriately addressed.

The Committee discussed and agreed that a "Works Zone" could be installed at the applicants expense for a set period pending the developer submitting a suitable Pedestrian Management Plan.

RECOMMENDATION:
That a temporary “Works Zone” for 12 months be approved on Pearl Street subject to the developer submitting a satisfactory Pedestrian Management Plan

4. Riverside Drive Tumbulgum
   DA05/0554, R4740, DW1221464

Request for "No Parking" signage to be placed at the access of the Church in Riverside Drive. The Committee noted that there is no formal driveway and the gate closed making it difficult for drivers to identify it as an access.

The Committee deferred this item until the Road & Safety Officer liaises with the local community as resolved by Council at its last meeting on 9 September 2005. In the meantime the Church could consider signage on their gate or constructing their driveway as required by Council’s Access to Property Policy.

For Council's information.
5. Parking - Florence Street
R2100 Pt 2 - Handicapped/Disabled Matters, Traffic - Parking Zones - DW 1258003

Late Agenda Item - Request received for eight (8) car parking spaces to be designated to the EIC (Early Intervention Centre) in Florence Street Tweed Heads.

The Committee noted the ongoing nature of the matter and discussed the parking issues in Florence Street and suggested that the three "No Parking" spaces be changed to 15 minute parking only.

It was noted that several disabled parking spaces adjacent to the premises rear door into the hospital car park are available. However correspondence received does not indicate if users of the facility qualify for disabled parking permits, however, the Committee considered that any people that do should use these spaces within the hospital car park. A 10 minute limited car space also exists within the hospital car park at the facilities side gate.

The Committee notes the concerns of the facility users but does not agree that it is better or safer to allocate spaces on Florence Street adjacent to through traffic. Utilising the available spaces within the low speed hospital car park is considered safer. It is also not possible to 'reserve' on street parking for the facility as such signage is not enforceable. It was considered that the existing no parking spaces on Florence Street near the entry could be time limited parking.

RECOMMENDATION:
That time limited signage be installed reducing the three "no parking" spaces on Florence Street adjacent to the Early Intervention Centre and the actual time length be negotiated with the service.

6. Signage - Cudgen Creek
Traffic Directional Signs, Bridges - Cudgen Creek, (DW1258713)

Late Agenda Item - Request for a give way sign on the eastern approach to the bridge as part of the bridge conversion to one lane.

The Committee was advised that Council had resolved to convert the Cudgen Creek Bridge to one lane under Give Way Control. It was noted by the Committee that the proposal had gone through extensive public consultation.

The RTA and Police representative expressed some concerns based on the volume of traffic using Sutherland Street.

The Committee was advised that a 'SIDRAA' intersection analysis had been undertaken based on peak hour directional traffic and queue lengths and delays were minimal and that it was only temporary for 12 to 18 months. The RTA representative advised that the RTA usually only supports these type of measures on lightly trafficked roads.
The RTA & Police representatives expressed some concern based on the volume of traffic using Sutherland Street.

The Chairman asked the Committee to support the installation of Giveaway Signs on the approaches to the Bridge.

The Police Representative suggested temporary traffic lights be installed as an alternative.

That this item be deferred to allow Committee members to undertake further analysis of the proposal.

For Council's information.

7. Norman Street
   Traffic-Roundabout, Traffic-Safety, R3730, R2830 Pt 7 DW1266581

Late Agenda Item - Request has been received for a roundabout to be installed in Kennedy Drive at Norman Street.

The Committee noted the suggested solution by the complainant and agreed it is a Council issue. The Road Safety Officer stated there has only been 1 crash recorded in the last four years in that vicinity.

The Committee notes that this is a Council issue to fund infrastructure. Crash data shows there have been no significant crashes in last three years. If a problem does develop no right turn restrictions could be considered, as alternative access is available via the signals at Ducat Street.

For Council's information.

8. Seaview Street – Marine Parade Kingscliff
   Traffic-Safety R4970 Pt 1; DW1272331

Late Agenda Item. A request from the Police for a review of road safety at the intersection of Seaview Street & Marine Parade Kingscliff was considered.

The Committee reviewed the issue and noted that the intersection complies with the relevant design standards. A review of the crash data does not indicate crash problems at this location involving pedestrians. It was noted that the intersection is already in a 40kph speed zone and drivers need to drive to suit conditions.

For Council's information.
9. Alma Street Bus Zone

Late Agenda Item. A request from the Police for a Bus Zone in Alma Street Murwillumbah to be covered as part of Melbourne Cup and Murwillumbah Show RBT enforcements for 2005.

The Committee agreed with the request for a Bus Zone signage temporary deletion during the specified times being:

1. 1st November 2005 from 1pm to 2am on the 2nd November
2. Commencing at 4pm on the 4th November and running through to 5am on the 6th November 2005.

It was noted that the buses using the zone will be accommodated.

For Council’s information.

10. North Arm Road Boat Harbour

Late Agenda Item. A request from the Police for a Traffic Island in North Arm Road – Boat Harbour to be extended to prevent Murwillumbah bound drivers cutting the corner at the intersection of Numinbah Road.

The Committee discussed the issue and it was agreed to refer the matter to Council’s Design Unit to investigate and develop the appropriate treatment to minimise the problem.

For Council’s information.

PART B

1. Brisbane Street Murwillumbah

Request received for Local Traffic Committee for consideration to be given for the provision of a loading zone adjacent to the subject site in Proudfoots Lane.

The Committee discussed the memo from the assessing town planner and in particular the comments regarding the narrowness of the Lane and complaints regarding the loss of on street car parking. It was also noted that the assessing planner advised that no public comments on the parking issue were raised and the concerns were only expressed by Council’s internal Development Assessment Panel.
The issues raised were discussed and the Committee noted the lane is in fact 8.2 metres wide and currently operates satisfactorily as a one way road with parking and/or loading zones on both sides of the lane. It was also noted a no parking zone exists opposite the development site and that an existing loading zone extends to the side boundary of the site. It was noted by the Committee that the existing loading zone should be extended to the new driveway entrance (about 6 metres) and as the site currently has 2 driveways, being replaced by a single driveway, there is no net change to available street car parking so the perceived loss of parking is not an issue.

The only loss of on street car parking is in Brisbane Street which has been approved.

Given the above, the Committee supports the extension of the existing loading zone by about 6 metres extending to the new driveway access to the proposed development.

The signs to be erected at the applicants cost when the development is completed.

RECOMMENDATION:
That subject to the Development Application being approved and implemented, the existing loading zone in Proudfoots Lane adjacent to Lot 1 DP 772501 be extended 6 metres west.

2. Ducat & Kennedy Drive Tweed Heads - DA05/0774
   R1690,R2830, Traffic Committee, DW 1263409, DA05/0774

Upgrade of the existing Service Station.

The Committee noted that the work only involves upgrading of the facility and does not alter current access arrangements and therefore had no concerns.

For Council's information.

3. Tweed Coast Road, Casuarina Way and Celerywood Drive, Casuarina Beach (Stage 1)
   R0989 - R1014 - DA227/9/2004; DA044/1270 Pt2

Late Agenda Item from the RTA Representative. A request has been received from DIPNR for Traffic Committee comments on the above Development Application. Residential development comprising a total of 467 dwellings being a mix of 2 storey villas and 3 storey apartments and a café restaurant.

DIPNR overlooked the need to request Council to list the Development Application on the Local Traffic Committee Agenda but the Roads & Traffic Authority representative tabled a letter from DIPNR requesting consideration under SEPP 11. The Committee reviewed the plans and comments as follows:-
1. One of the driveways to the development is in a prohibited zone as defined by Australian Standard 2890.1 and should be redesigned to comply.

2. It appears that the development does not comply with Australian Standard 2890 or Council’s DCP 2 in regards to service vehicles being accommodated on site and therefore should be redesigned to comply.

For Council’s information.

NEXT MEETING:

The next meeting of the Local Traffic Committee will be held in the Peter Border Room commencing at 9.00am on Thursday 20 October 2005.

The meeting closed at 11.35am

DIRECTOR’S COMMENTS:

Nil.

DIRECTOR’S RECOMMENDATIONS:

PART A

1. River Terrace Tweed Heads
   Parking - Illegal, Parking Zones - R5901, R 4730 Pt 1 - DW1260707

   As per Committee’s recommendation being:

   That a 20 metre loading zone or time restricted parking be installed in River Terrace north of the southern most driveway adjacent to the Tweed Heads jetty.

   ————————————

3. Pearl & Turnock Streets Kingscliff
   R4170 Pt 1, R5605 - DA05/0470 - DA05/0736 - DW- 1262562

   As per Committee’s recommendation being:

   That a temporary “Works Zone” for 12 months be approved on Pearl Street subject to the developer submitting a satisfactory Pedestrian Management Plan

   ————————————
5. Parking - Florence Street  
R2100 Pt 2 - Handicapped/Disabled Matters, Traffic - Parking Zones - DW 1258003

As per Committee’s recommendation being:

That time limited signage be installed reducing the three "no parking" spaces on Florence Street adjacent to the Early Intervention Centre and the actual time length be negotiated with the service.

PART B

1. Brisbane Street Murwillumbah  
DA04/0580.01, Traffic Committee, Parking Zones, DW1256666

As per Committee's recommendation being:

That subject to the Development Application being approved and implemented, the existing loading zone in Proudfoots Lane adjacent to Lot 1 DP 772501 be extended 6 metres west.