

Late Items

Local Traffic Committee Meeting **26 June 2024**

A Local Traffic Committee Meeting will be held in the Ballina Shire Committee Room,
40 Cherry Street, Ballina on **26 June 2024 commencing at 2:00 PM.**

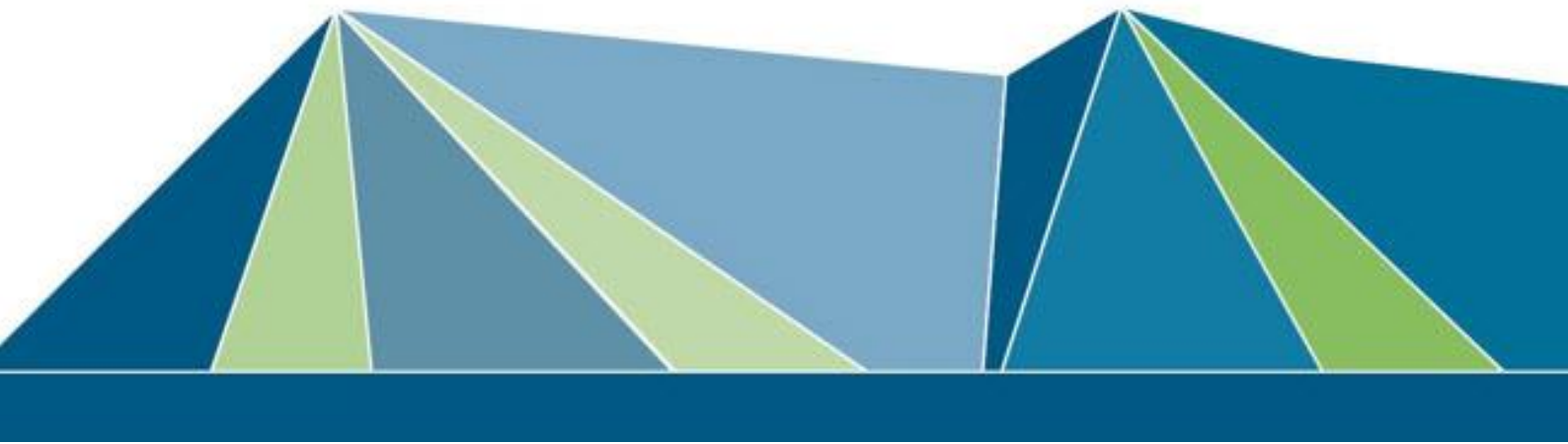


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L.1 Partial Closure of Eltham Road, Teven for Professional and Elite Amateur Golfing Event

L. Items Referred to General Manager's Delegate

L.1 Partial Closure of Eltham Road, Teven for Professional and Elite Amateur Golfing Event

Introduction

A late item request has been received for partial closure of Eltham Road, Teven on Friday 9 and Saturday 10 August 2024 to facilitate a tournament to be conducted by the Teven Valley Golf Club.

Information

Golf NSW have advised:

“...this will be a unique Event with Professional and Elite Amateur Golfers teeing it up at arguably Australia’s premium 9 hole championship golf course looking to secure a spot in the time honoured 2024 NSW Men’s Open.

A key component of the Tournament is the live streaming of the final day’s play which will showcase the Ballina region as a premium tourism destination.”

Ballina Shire Council is supporting this event with a \$5,000 partnership Agreement.

The proposed traffic control plan and risk assessment is attached to this email.

Part of Eltham Road will be used to facilitate nose in parking during the tournament, restricting through road width to one lane only. Controllers will be required to manage traffic flows to ensure no queuing occurs back onto Teven Road. The road will remain open to through traffic, but some delays would be expected due to traffic control with alternating flow directions. Arrangements are proposed to ensure delays are minimised to the school bus.

RECOMMENDATIONS

That the Committee support the partial closure of Eltham Road, Teven on Friday 9 and Saturday 10 August 2024 from 8am to 5pm each day to facilitate a tournament to be conducted by the Teven Valley Golf Club, subject to:

1. Conformance with the attached Traffic Control Plan
2. Provision of 20M Public Liability Insurance
3. An undertaking by the Club to restore any damage to the roadside that may be caused by parking vehicles.

L.1 Partial Closure of Eltham Road, Teven for Professional and Elite Amateur Golfing Event

Attachment(s)

1. Proposed Traffic Control Plan [↓](#)
2. Risk Assessment Details [↓](#)

L.1 Partial Closure of Eltham Road, Teven for Professional and Elite Amateur Golfing Event

www.invarion.com



VEHICLE MOVEMENT PLAN
 ALL WORK VEHICLES TO ENTER AND EXIT WORKSITE UNDER THE DIRECTION OF TRAFFIC CONTROLLERS WITH THE TRAFFIC FLOW ON DESIGNATED UHF RADIO CHANNEL

QUEUE MANAGEMENT PLAN
 AT ALL TIMES DURING THE COURSE OF WORK TRAFFIC QUEUES SHALL BE MONITORED TO ENSURE THAT TRAFFIC DOES NOT EXCEED BEYOND THE LIMITS OF ADVANCE WARNING SIGNS

Revisions	No:	By:	Date:	Description:	Appr:
1	NC	18/06/24	ISSUED FOR IMPLEMENTATION	SH	
2					
3					
4					

Job Location:	Eltham Rd, Teven
Client:	Teven Valley Golf Club
Date:	18/06/24
Work Activity:	Traffic Control around Parking Bays
TGS No:	WRS-TGS-241820

TGS Designed by:	Nathan Cave
PWZTMP Card No:	TCT0053800
Signature:	<i>Nathan Cave</i>
TGS Approved by:	Simone Hampton
PWZTMP Card No:	TCT0068675
Signature:	<i>Simone Hampton</i>

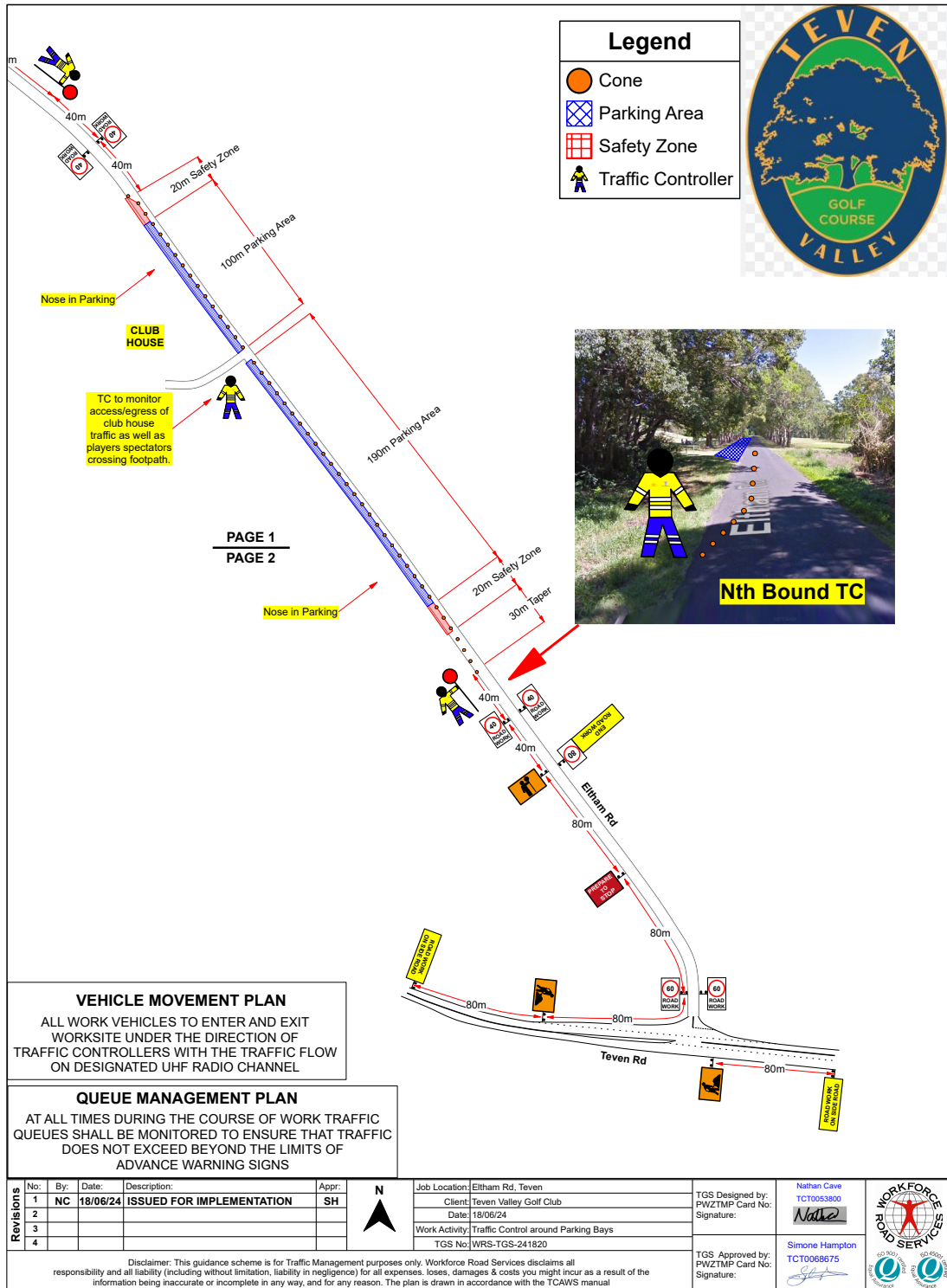


Disclaimer: This guidance scheme is for Traffic Management purposes only. Workforce Road Services disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages & costs you might incur as a result of the information being inaccurate or incomplete in any way, and for any reason. The plan is drawn in accordance with the TCAWS manual.

*NOT DRAWN TO SCALE

L.1 Partial Closure of Eltham Road, Teven for Professional and Elite Amateur Golfing Event

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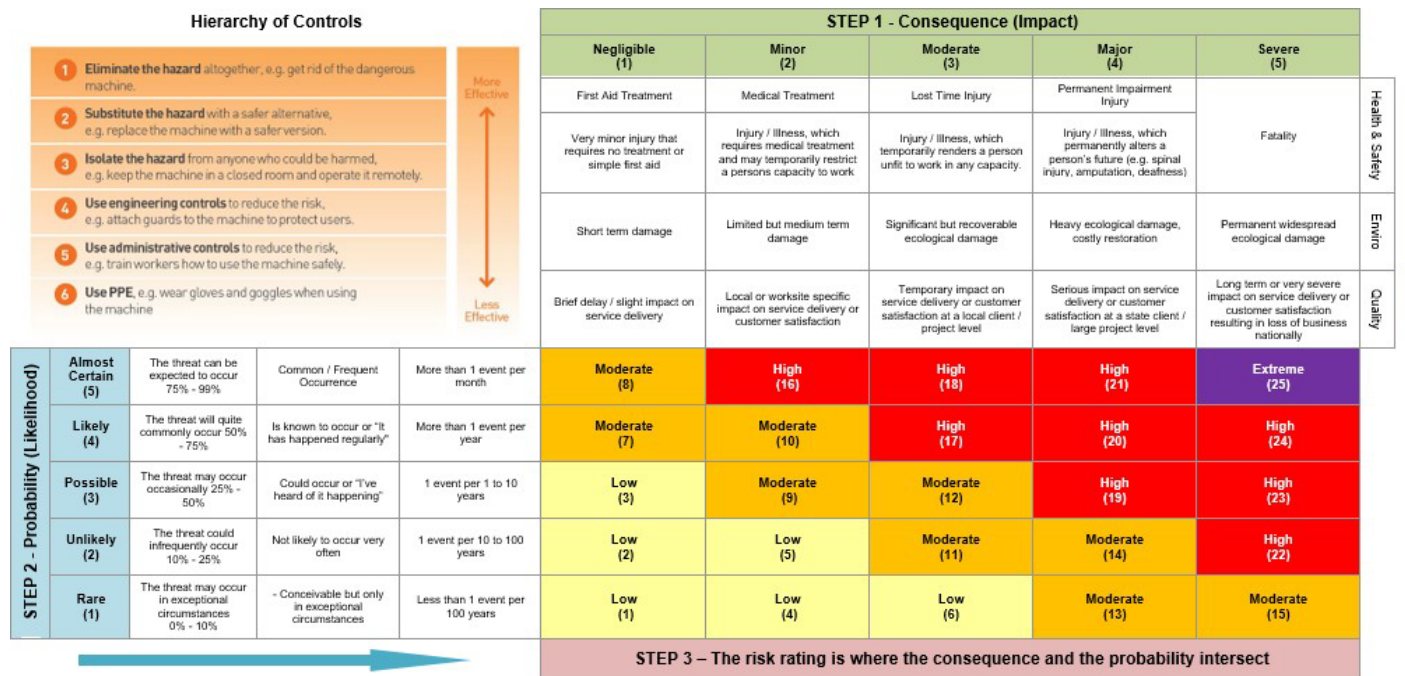


TCP / TGS Assessment Checklist

PART A. RISK ASSESSMENT DETAILS

Job location: Eltham Rd, Teven		Client: Teven Valley Golf Club	
Order No.:	TGS No.:	WRS-TGS-241820	
Order creation date:	Drawn on:	18/06/24	
Depot: Grafton	Planner: Nathan Cave	Plan Type: <input checked="" type="checkbox"/> New <input type="checkbox"/> Amendment	

PART B. RISK ASSESSMENT & HIERARCHY OF CONTROLS



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TCP / TGS Assessment Checklist

Item	Worksite Component	Potential Hazard - what could go wrong	Initial Risk			Present	Control Measures	Residual Risk		
			C	P	R			C	P	R
Acceptance										
1.1	TGS drawn or traffic control carried out by unqualified person or organisation.	TGS not adequate for the project; Traffic Management not adequate.	5	3	23	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Always: • provide name and ticket number of person who designed the TGS. • provide name and ticket number of person who approved the TGS. • give the TGS an accurate and appropriate title. • provide proposed traffic controllers names and registration numbers. • carry out and submit risk assessment in accordance with TfNSW procedure WHS Risk Management (PN066P02) • state on the TGS details of any departures from the TCAWS manual	4	1	13
Advanced Warning										
1.2	VMS	Motorist collides with VMS, motorist confused by VMS	4	4	20	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	• Always place VMS outside the clear zone (80km/h = 5m, 60km/h = 3m, 40km/h = 1.2m) or on vehicles • Always use a concise message (3 screens max)	3	2	11
1.3	Long Term Works	Confused motorist collides with worker	4	4	20	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	• Always install RWA (T1-1) on long-term road work sites • Consider using VMS's	3	3	12
1.4	Delays or Queue extends beyond advanced warning signs	Motorist collides with end of queue	4	4	20	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Always: • work in accordance with the approved and appropriate ROL • use two-way communication with trucks and give them priority whenever possible. • monitor queue lengths. • install additional signs or use additional traffic controllers or stop work and clear traffic if end of queue extends beyond the advance warning signs. • give emergency vehicles & wide loads priority (i.e. stop work & traffic) Consider: • working outside peak periods • liaising with TMC for assistance with traffic signal phasing • using VMS's • notifying emergency services • use of flashing beacon to added AW signage. • use of queue monitors	4	2	14

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TCP / TGS Assessment Checklist

Item	Worksite Component	Potential Hazard - what could go wrong	Initial Risk			Present	Control Measures	Residual Risk		
			C	P	R			C	P	R
Advanced Warning cont'd...										
1.5	Changed traffic conditions (e.g., Slippery surface, no lines, changed line marking, banned turning movements, detours)	Motorist loses control, is confused, or attempts a banned maneuvers causing MVA	4	4	20	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Always: • install RWA (T1-1) if diverting traffic along a side track, detour, or unexpected conditions such as loose stones or the absence of line marking. • erect Condition signs in accordance with TCWS Manual • provide delineation or temporary line marking and ensure this is clearly shown on the TGS. • use Traffic Control if traffic is required to perform illegal maneuvers such as crossing double lines. • check setup before commencing work. • ensure appropriate permission for any detours. • reduce speed to 80km/h where there are changed traffic conditions on the site such as, reduction in the number or width of lanes and varying surfaces. • Consider using VMS's	3	2	11
1.6	After care	Inadequate signage resulting in motorist losing control and crashing or motorist becomes frustrated due to inappropriate signage	4	4	20	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Always: • install RWA (T1-1) if diverting traffic along a side track, detour or unexpected conditions, such as loose stones or the absence of line marking. • cover any signs that are not applicable. • erect Condition signs in accordance with TCWS Manual • provide delineation or temporary line marking. • return speed to normal if safe or if this is not possible it should be no more than 20km/h below the normal speed	3	3	12
1.7	Poor sight distance or speed compliance or Approach speed > 85km/h, or multi lane roads with traffic volume > 10,000vpd	Speeding vehicle doesn't have time to react and fails to negotiate merge taper	5	4	24	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Always: • install RW 1km Ahead if approach speed is > 85km/h or sight distance is less than 150m. • install End RW (T1-16 or 17) if RWA or RW 1km Ahead is used. • use 700mm cones where traffic speed is greater than 75km/h • use 900mm cones on high speed to high volume roads (e.g., expressway) or on any work site where increased visibility is required. • duplicate Lane status. If duplication can't be done, repeat signage at "D" Consider: • installing RWA (T1-1) • increasing taper lengths • increasing spacing between signs • using C Size Speed Regulatory R4-212 • need for duplication of signs. Only do so if installation can be carried out safely. • using TMA	4	2	14

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TCP / TGS Assessment Checklist

Item	Worksite Component	Potential Hazard - what could go wrong	Initial Risk			Present	Control Measures	Residual Risk		
			C	P	R			C	P	R
Advanced Warning cont'd...										
1.8	Side Roads	Vehicles enters work site from a side road and collides with workers	3	4	17	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<ul style="list-style-type: none"> Always install RW on Side Road (T1-25) in advance of intersections where there is insufficient distance on that road to provide the required warning. Consider using multi-message signs 	3	2	11
1.9	Temporary Speed Zone	Motorist travelling too fast for the conditions causing MVA	5	4	24	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Always: <ul style="list-style-type: none"> install B Size Speed Regulatory R4-212 erected on both sides of the carriageway or place a second sign 0.5D from start of speed zone. install B Size Speed Guidance G9-79 2D before R4-212 install Start of speed zone > 100m before the work area. install End of speed zone > 50m past work area install repeater sign R4-212 every 500m. install Return to speed signs R4-212 at end of speed zone. reduce speed to 80km/h where a transition zone is required in 110 km/h zones where a 60 km/h or a 40 km/h roadwork speed zone is used and the use of a Speed Limit AHEAD (G9-79) sign is considered inadequate. restrict speed zones of less than 45 km/h to an area or areas immediately adjacent to road workers and to no greater than 500 m long 	4	2	14
Transition										
1.10	Lane closure	Motorist fails to negotiate taper and collides with worker, vehicle or plant	5	4	24	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Always: <ul style="list-style-type: none"> install taper lengths in accordance with TCWS Manual space cones in accordance with TCWS Manual install Lane Status Sign T2-6-1 or 2) on multi lane roads. duplicate Lane status. If duplication can't be done, repeat signage at "D". use a minimum of 2 temporary hazard markers (T5-4 or 5) on tapers. install a 30m buffer zone at the end of tapers. check setup before commencing work. Consider using a shadow vehicle (or vehicles) with flashing lights to protect workers. Reconsider best line of site for tapers 	4	2	14

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			C	P	R			C	P	R
Work Area										
1.11	Traffic Control	Motorist not concentrating or speeding collides with end of queue or traffic controller	5	4	24	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Always: • install PTS T1-18 and Traffic Controller T1-34 signs. • provide proposed traffic controllers' names, registration numbers and ticket expiry date. • use an approved Portable Traffic Control Device (PTCD) unless safer not to • clearly show the position of traffic controllers or PTCD on TGS • check speed zone is less than 65km/h. • ensure min speed zone length of >100m before reaching control point. • check sight distance to traffic controllers > 1.5D • check there is an escape route. • check traffic controllers are not positioned in or before a safety buffer. • install cones at 4m max cone spacing on approach to traffic controllers. • consider extending distances in wet weather. • liaise with client to reconsider setup or continuation of works. • ensure at least "D" worth of straight is achieved before stopping traffic (after merge tapers) - should this not be possible, install additional advance warning signs	4	2	14
1.12	Working adjacent to travel lane	Motorist collides with worker, vehicle or plant	4	4	20	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Always: • install workman T1-5 sign if workers on road. • space cones in accordance with TCWS Manual • check setup before commencing work. • reduce speed to 80km/h where there are workers on foot, or operating plant, are between 3 m and 6 m of a traffic lane with no intervening physical barrier. Consider: • temporary speed zone (40km/h if within 1.5m, 60km/h if within 3m) • using a shadow vehicle (or vehicles) with flashing lights to protect workers. • using spotters with workers	4	2	14
General										
1.13	Night work	Due to poor visibility motorist collides with end of queue, worker, vehicle or plant	5	4	20	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	• Consider providing portable lighting to ensure traffic controllers are visible and ensure the positions of any temporary lighting are clearly shown on the TGS. • Use applicable night PPE.	4	2	14

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Item	Worksite Component	Potential Hazard - what could go wrong	Initial Risk			Present	Control Measures	Residual Risk		
			C	P	R			C	P	R
General cont'd...										
1.14	Wind / Rain / Fog / Obstructions	Rain/fog reduces visibility and causes road to be slippery increasing risk of a collision with workers, plant or other traffic Wind blows over signs. Vehicle parks in front of sign	5	4	20	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<ul style="list-style-type: none"> Always monitor weather and traffic Always regularly check setup to ensure signs are visible. If visibility has been obstructed, consider shifting signs, duplication or repetition. Consider extending distances in wet weather. Liaise with client to reconsider setup or continuation of works 	3	3	12
1.15	Vehicle Movements	Plant collides with motorist, workers, or other plant	4	3	19	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<ul style="list-style-type: none"> Consider using Traffic Control and/or Spotters Always: <ul style="list-style-type: none"> use two-way communication. provide Reversing Beepers on plant and vehicles. provide Flashing Lights on plant and vehicles. prepare a Vehicle Movement Plan if more than 20 truck movements in a shift. sign post entry and exit gates and show them clearly on the VMP. 	3	3	12
1.16	Pedestrians	Pedestrian enters the work zone or travel lane and is hit by vehicle or plant	4	5	21	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<ul style="list-style-type: none"> Always delineate the work zone Consider use of Pedestrian signs Consider use of Traffic Control at crossing points, especially where contra flow arrangements exist. Traffic controllers to monitor and assist where safe and possible. Ensure use of existing or temporary ramps for crossing points 	4	2	14
1.17	Cyclists	Cyclist enters the work zone or travel lane and is hit by vehicle or plant	4	5	21	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<ul style="list-style-type: none"> Consider use of "Watch for cyclists" signs Minimum lane widths (3m generally, 3.3m adjacent to barrier) Use of traffic control to manage and assist 	4	2	14
1.18	Bus stops	Bus unable to pull up safely causing MVA	3	3	12	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<ul style="list-style-type: none"> Consider notifying bus companies that operate in the area. Always provide adequate provision for buses or carry out work at night when buses aren't operating. When temporary bus stops are created, ensure buses are able to meet the kerb. Ensure TGS clearly shows affected stops. Traffic controllers to manage and assist where safe and possible 	2	2	5
1.19	Property accesses - commercial or private	Property owner enters work zone and collides with worker, vehicle or plant or is unable to get access to property	3	4	17	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<ul style="list-style-type: none"> Consider staging work outside of business hours. Create physical barriers to prevent traffic entering site. Restrict access from driveways 	2	2	5
1.20	Excavations < 500mm within 3m of the travel path	Errant vehicle drives into excavation	5	5	25	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<ul style="list-style-type: none"> Always use traffic control or define the excavation using barrier boards perpendicular to the traffic flow or use cones 	4	2	14
1.21	Excavations > 500mm within 3m of the travel path	Errant vehicle drives into excavation	4	4	20	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<ul style="list-style-type: none"> Always install a temporary Safety Barrier if travel path is within 3m. Consider installing a temporary Safety Barrier if travel path is more than 3m from excavation 	4	2	14

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			C	P	R			C	P	R
General cont'd...										
1.22	Parking	Parked vehicle or worker exiting vehicle hit by passing vehicle	4	4	20	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<ul style="list-style-type: none"> Always check adequate parking is available for workers and visitors. Consider providing safe parking within the work area 	3	3	12
1.23	Concurrent Works	Motorist confused by conflicting signs causing MVA	3	4	17	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<ul style="list-style-type: none"> Always establish communication with other site if possible Always cover any conflicting signs and adjust TGS as necessary. Always schedule works as appropriate 	3	3	12
Mobile Works										
1.24	General Traffic	Motorists speeding / not concentrating / tired / distracted. Not having enough time to merge causing MVA	5	5	25	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<ul style="list-style-type: none"> Always use a minimum 1 AWW Consider the use of a 2nd AWW. Consider use of TMA on higher speed roads >85km Use of speed drops to at least 60 Road Work Use applicable AW signage displayed on AWW. Ensure sight distances between AWW, shadow vehicles are clearly labelled on TGS. Ensure a min 30m buffer zone between shadow vehicle and workers. Positive communications to be always held. Workers to always remain shadowed. Monitor traffic queues on all road configurations, convoy to clear roadway if required until traffic has cleared 	4	2	14

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PART C. REGULATORY COMPLIANCE AND QUALITY ASSURANCE

Item	Criteria	Yes	No	Control Measure
2.1	Dimension D is correct for the posted speed of the road?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	If no.... <input type="checkbox"/> Check the value of D
2.2	(Qld only) Has the correct Buffer Zone been implemented where a speed reduction of 40km/h or more has been implemented?	<input type="checkbox"/>	<input type="checkbox"/>	If no.... <input type="checkbox"/> Install correct buffer zone
2.3	Is the type of taper used and its length, correct?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	If no... <input type="checkbox"/> Check if a different style of taper can be used. <input type="checkbox"/> Check the taper length against recommended taper lengths
2.4	If speed limit has been reduced for work safety, is it justified?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	If no.... <input type="checkbox"/> Raise speed to suitable limit
2.5	If speed limit has been reduced for vehicle safety, is it justified?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	If no.... <input type="checkbox"/> Raise speed to suitable limit
2.6	Have speeds been implemented in correct steps?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	If no.... <input type="checkbox"/> Arrange speed reductions appropriately
2.7	Do all speed zones meet the minimum and maximum distance requirements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	If no.... <input type="checkbox"/> Adjust lengths of speed zones
2.8	Are the signs in the correct order and linked logically?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	If no.... <input type="checkbox"/> Adjust arrangement of signs
2.9	Job Number Entered	<input checked="" type="checkbox"/>	<input type="checkbox"/>	If no.... <input type="checkbox"/> Enter job number
2.10	Drawing Number Entered	<input checked="" type="checkbox"/>	<input type="checkbox"/>	If no.... <input type="checkbox"/> Enter drawing number
2.11	Correct client details entered (Client Name, Client Contact, Client Contact Number)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	If no.... <input type="checkbox"/> Enter client details
2.12	Correct Job Location entered	<input checked="" type="checkbox"/>	<input type="checkbox"/>	If no.... <input type="checkbox"/> Enter job location
2.13	Map reference added if available	<input checked="" type="checkbox"/>	<input type="checkbox"/>	If no.... <input type="checkbox"/> Enter map reference
2.14	Is the legend up to date?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	If no.... <input type="checkbox"/> Update legend
2.15	Is the north indicator, correct?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	If no.... <input type="checkbox"/> Edit north indicator
2.16	Is the version number correct?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	If no.... <input type="checkbox"/> Insert correct version number
2.17	If a new version, has the original / previous version been saved?	<input type="checkbox"/>	<input type="checkbox"/>	If no.... <input type="checkbox"/> Save the original / previous version (for document control purposes)
2.18	Is there a map included on the TGS/TCP where there are no cross streets?	<input type="checkbox"/>	<input type="checkbox"/>	If no.... <input type="checkbox"/> Include map of the area

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PART D. ADDITIONAL CONTROL MEASURES

Item	Control Measure
3.1	
3.2	
3.3	
3.4	

Planner's name: Nathan Cave

Approved by: Simone Hampton

Signature: 

Signature: 

Date:

Date:

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