

CORP 2

Policy Name:	Donations
Originated Date:	Adopted 12 February 2001 – Min. No. 59/01 (as Policy 28)
Amended Date/s:	Reviewed 21 September 2009 – Min. No. 255/09 Reviewed 21 February 2011 – Min. No. 40/11 Reviewed 17 February 2014 – Min. No. 47/14 Reviewed 17 July 2017 – Min. No. 234/17 Reviewed 24 June 2019 – Min. No. /19
Applicable Legislation:	Section 77 of the Local Government Act 1993 (Details of any grant made or benefit provided are to be included in the Annual Report of Council).
Dataworks Reference:	44/001/001
Objective	Guidelines to ensure consistency in the granting of donations by Council.

The donations policy is to be implemented within the allocation provided in the annual budget. Any additional expenditure to be specifically authorised by Council.

To gain consistency when considering requests for donations, the following guidelines are proposed:

a) NON-PROFIT/WELFARE/COMMUNITY GROUPS

The Mayor or General Manager be authorised to grant donations of an amount not exceeding **\$150** in any one case for any recognised welfare, community service group or individual he/she may consider worthy of support.

Groups who conduct annual appeals will not be given donations by Council as residents have an opportunity to donate on an individual basis.

b) YOUTH, AGED AND DISABLED

The following groups are to be allocated annual donations:

- | | |
|--|----------|
| • Longford Care-a-car | \$ 1,500 |
| • Northern Midlands Helping Hand Association | \$ 1,500 |
| • Chaplaincy Service primary schools | \$ 800 |
| • Chaplaincy Service high/primary schools | \$ 1,600 |

c) EDUCATION

School leaver achievement award donations to schools within the Northern Midlands Council area upon request:

- | | |
|---------------------|--------|
| • Secondary Schools | \$ 100 |
| • Primary Schools | \$ 50 |

d) SPORT & RECREATION ACHIEVEMENTS

Individuals or teams of the Northern Midlands Council area who achieve representation for Tasmania in national or international events of amateur status be given a donation upon request as follows:

- Individual
 - National \$ 100
 - International \$ 200
- Teams
 - National \$ 200
 - International \$ 400

Where possible, all payments be made to the individual participants rather than the sporting or recreational organisations to ensure the proper recognition of the Council's assistance to the municipal resident.

Only one application per individual /organisation per year will be considered. (additional line)

e) WASTE TRANSFER STATION FEES

Community groups can apply for reimbursement of tip fees where the work performed is to the benefit of the community to a maximum cost of \$325. The rubbish must be sorted for recycling purposes where possible.

f) POLICY REVIEW

The Donations Policy be reviewed every 3 years.

WORKS 2

Traffic Comment

Ross Uncontrolled Intersections Comment
Township of Ross, Tasmania

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May 2019
Rev A

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ATTACHMENT

1. NMC Street Plan - Relevant junctions
2. DSG Crash Stats Summary
3. Site Photos Various (Typical Intersections for Info)

Limitations

This report has been completed based on information provided by the client and available in the public domain, additional information beyond this has not been considered.

Based on the nature of the development, this report has considered general arrangements for this development only, and has not considered in detail the wider impacts beyond the site (upstream network impacts), nor been provided with detailed design plans in order to undertake a full assessment of all aspects of the development in relation to specific regulatory requirements, Australian Standards or further design related requirements, this being beyond the scope of this report providing general comment only.

Any subsequent changes to configuration or arrangements relating to the development which may impact on the content or recommendations of this report must be reviewed and approved by the author.

1. Introduction

Based on instructions from Northern Midlands Council technical staff, a review of various uncontrolled intersections in Ross was undertaken, with general inspection of the town street network beyond these for comparison and uniformity of approach across the local network.

The traffic volumes on the intersections identified are very low from inspection (noting there is no recent available Council traffic counts), and the general site characteristics with broad street reserves and generally appropriate visibility at the majority of locations present for quite safe intersections, with satisfactory arrangements and sight distances for the majority of these under current operation.

Crash data was provided from DSG, with no significant issues identified, likely based on the very low traffic volumes and geometry/sight distance of the junctions.

However, a review of current standards and regulations notes that whilst uncontrolled intersections are still covered by Tasmanian traffic regulations for operation/use, the current Australian Standard (AS1742.2 - Traffic control devices for general use) notes that for all intersections with four or more legs requires that these have some form of control, as a minimum give way signage and where the roads are sealed line marking (holding lines etc.). I have reviewed relevant Austroads guides, and consulted with DSG on options, and whilst the uncontrolled intersections may have historically been in operation there are no warrants available even at low traffic volumes to deviate from the AS1742 guidance, which requires traffic control at such intersections as noted.

Based on low volumes, sound sight distance and visibility, as well as the general geometry of the majority of these intersections, it is likely that Give Way signs would be most appropriate (Refer section 2.5.1 of AS 1742.2). As the roads are generally sealed, line marking will also be required.

One consideration of providing traffic control is to determine priority preferences, and I am happy to discuss this as you need – only a couple of general recommendations below on these aspects which may inform decision making by Council. Some further background is below.

2. Site Details

Review of nine (9) intersections in Ross as follows (*REFER APPENDIX A – NMC JUNCTIONS*):

- Badajos Street – intersections with Bond, Park and Waterloo Streets (3)
- High Street - intersections with Bond, Park and Waterloo Streets (3)
- Bridge Street - intersections with Bond, Park and Waterloo Streets (3)

These streets all run E-W with the intersecting streets from a grid layout running generally N-S. All intersections are currently uncontrolled.

Church Street to the West is the main commercial and tourist precinct in town and this street has priority with all side streets controlled by Give Way signs and line marking.

The Railway runs through the central area of the town streets in a SW-NE direction, impacting nearby to some of the above intersections including at one to reduce sight distance marginally. Each street crossing (none directly through intersections) by the railway line is a level crossing, controlled by stop signs and line marking, etc.

3. Street Network - General comment on each intersection

All nine junctions observed above are uncontrolled with no signs or line marking under current operation.

Site photos were taken for various locations at each junction, including demonstration for approximate sight distance lines and any issues noted or potentially impacting on operation – photos can be provided as needed. The majority of sites are flat, with level approaches and minimal but appropriate drainage and with road surfaces in good condition. The majority are sealed and in good condition unless noted otherwise below.

Some general notes on each intersection as follows:

1. Badajos-Bond – *clear sight distance, no significant issues. One (1) vehicle noted using intersection during inspection.*
2. Badajos-Park – *clear sight distance, no significant issue. Rail crossing noted to West – consider making East-West link priority on this basis if controlled intersection.*
3. Badajos-Waterloo – *clear sight distance, no significant issues*
4. High-Bond – *clear sight distance, no significant issues*
5. High-Park – *clear sight distance, gravel leg to West (no through road, low volumes). No significant issues*
6. High-Waterloo – *clear sight distance, no significant issues*
7. Bridge-Bond – *slight issue with visibility to the East (rail embankment), however stop sign at rail crossing to reduce cross vehicle speeds appropriately. Predominant vehicle movements E-W (note for any future priority – this also works with give way sign and line marking on Bond Street to south at entry to Beaufront Street. Five (5) vehicles noted all E-W in 20 minutes at this junction.*
8. Bridge-Park – *clear sight distance, no significant issues*
9. Bridge-Waterloo – *assume very low volumes beyond to East (no through road), N & E corner slip lane, visibility slightly impinged to North (Vertical curve).*

No intersections used any line marking or signage for control (e.g. Give way or Stop signs, etc.).

No intersections were considered to have any particularly issues of concern considering the low traffic volumes, and generally satisfactory sight lines and appropriate horizontal and vertical geometry when considered against likely vehicle movements.

Traffic volumes during the period of inspection were particularly low for this mainly residential area. A total of six (6) vehicles were observed during the observation period or around 45-60 minutes on site across the various intersections, with five(5) of these occurring as East-West traffic on Bridge Street at the Bond Street Junction.

Based on the above it is likely that the local traffic and low speeds contributes to a generally safe residential traffic arrangement under current operation.

4. Traffic Data

NMC advised no specific traffic count data was available for Ross. Observed site volumes as noted were very low across the area of these intersections.

Traffic Crash data from DSG for the general area was requested, to identify any existing issues. No major issues were identified, which was likely expected based low volumes, sound visibility & geometry, site inspection and local appreciation of the site. The DSG Crash Statistics data is attached to the report for reference (REFER APPENDIX B)

5. Review of Standards, Guidelines, and Regulations

AS 1742.2 Section 2 Point 2.5.1 notes that all intersections with four or more legs require at a minimum GIVE WAY signs.

"2.5.1 General – GIVE WAY and STOP signs are used to control traffic at intersections other than those controlled by means of roundabouts or traffic signals by allocating priority to traffic on one of the intersecting roads.

These signs are provided as follows:

- (a) GIVE WAY signs shall be provided at all intersections with four or more legs*
- (b) GIVE WAY... at any three way intersections where layout such unclear or how a T-intersection may operate, eg. Y-intersection*
- (c) GIVE WAY... for road safety reasons at unsignalized T where the continuing road... is an arterial or sub-arterial...*
- (d) STOP signs ... instead of GIVE WAY... on any controlled approach where intersection sight distance is substandard.... per 2.5.4...(STOP signs shall not be used where intersection sight distance is adequate for GIVE WAY signs).*

In all other cases GIVE WAY signs are not required if the T-intersection rule operates satisfactorily and there is no requirement for STOP sign due to reduced sight distance.

Give-way control may not be required at intersections between unsealed roads in remote areas."

Informal consultation with DSG around the operation of existing uncontrolled intersections for very low volume traffic areas, and with no history of crashes or particular site issues being identified was undertaken; however there appear few options to vary the requirements of the above. Precedents include various similar junctions at locations in the east coast/Fingal Valley area, where streets have recently been identified as uncontrolled, and the above requirements for signage and line marking have been recommended and updated.

It is noted that Tasmanian Traffic regulations still provided instruction/rules for use of uncontrolled intersections where these exist, however once identified by an authority the AS1742.2 requirements are likely to apply.

(Refer Tasmanian Road Rules, Ref Pg 23:

https://www.transport.tas.gov.au/data/assets/pdf_file/0019/161704/Tasmanian_Road_Rules-Nov_2017.pdf)

6. Conclusion

AS 1742.2 does not recommend uncontrolled intersections of this nature and it is thus suggested that Council review each intersection site for installation of signage and line marking as appropriate to these intersections are no longer uncontrolled, including determining the likely priority route in each case. This is likely to require for the majority of these sites Give Way signs and for sealed roads holding lines etc. Only Bridge and Bond Street intersection is recommended for a specific priority initially, with the East-West Flow having priority based on site observation.

Further details on options and likely requirements for intersection control requirements can be provided as needed by the author through further discussion with Council staff as required.

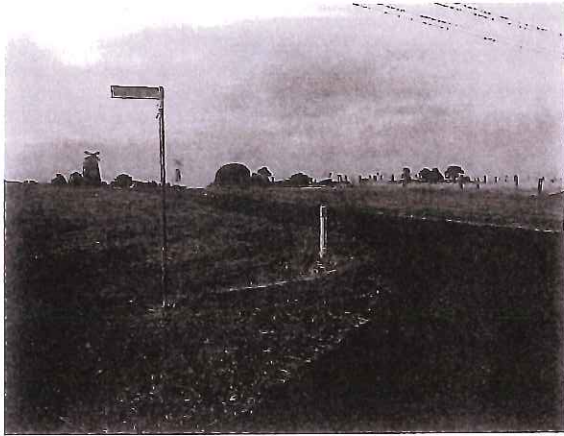
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ATTACHMENT 1 – NMC IDENTIFIED INTERSECTIONS MAP PLAN

ATTACHMENT 2 – DSG CRASH STATS

ATTACHMENT 3 – PHOTOS SITE TYPICAL INTERSECTIONS (MORE AVAILABLE ON REQUEST)



Traffic Comment – Various Uncontrolled Intersections, Ross, Tasmania