

GENERAL PURPOSE COMMITTEE

SECTION 2 INFRASTRUCTURE

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ITEM: 43 **PROPOSED AUSTRALIAN ROAD RULES****FILE NUMBER:** GT230/005 PT02, GM001/024 PT01/ENG

REPORT:

The National Road Transport Commission (NRTC) was established by agreement at the July 1991, Special Premiers Conference, to develop uniform or consistent rules for the control of vehicles, particularly in the area of heavy vehicles.

The new laws are written in Plain English, supplemented by diagrams where appropriate.

The final "Australian Road Rules" are proposed to replace the basic traffic regulations in all states and territories. They do not cover all of the law that affects all road users. Areas that are not covered, for the time being remain in other state or territory law include:-

- . The more serious offences, such as drink driving, culpable and dangerous driving and failing to stop and render assistance after an accident;
- . The list of offences for which an infringement notice can be issued, the level of fine for infringement notices and the demerit point systems;
- . Detailed provisions relating to driver licensing, and vehicle registration and road worthiness standards.

There are additional laws for road users in most states and territories that have no equivalent in the Australian Road Rules. In general, these are not considered to be part of the "core" traffic rules that all road users need to know, if indeed they are traffic rules at all. The states and territories will repeal laws that are inconsistent with the Australian Road Rules, and will take the opportunity to review their additional laws affecting road users.

The Draft Australian Road Rules has not been formally accepted by the NRTC, Austroads, the Commonwealth or any State or Territory Government or Authority. They were agreed as a reasonable basis for public consultation only; some states and territories do not favour some of the changes they would have to make to adopt them in their present form. States and territories will formally consider their position when the public have been given the opportunity to comment, and make their suggestions. As the comments are requested by the 3rd March, 1995, that is prior to the Ordinary Meeting of Council, it is intended to forward the comments outlined following the General Purpose Committee Meeting on 28th February, 1995.

The following outline of the regulations of the proposed Australian Road Rules indicate many of the major changes that would be involved in New South Wales. The outline is not exhaustive and many minor differences are not mentioned.

Part 1 - Preliminary

General exemption for police, fire, emergency vehicles and people working on roads.

Part 2 - Speed Limits

- . in built up areas 60kph) where there are no speed limit signs
- . outside built up areas 100kph)
- . vehicles having a GVM of more than 12 tonnes is limited to 100kph

Part 3 - Turns

It appears U-turns are allowed at traffic lights if not specifically forbidden.

Part 4 - Signals for Changing Direction or Braking

Hand signals must be used if a vehicle does not have direction indicator or brake lights or if they are not in working order.

Part 5 - Obeying Traffic Lights

- . You must not continue past twin flashing red discs at traffic lights until the discs have stopped flashing.
- . A flashing yellow disc or arrow at traffic lights indicates that the intersection must be treated as though it does not have traffic lights. If a stop sign is present at the location it must be obeyed.
- . You must give way to pedestrians at a marked foot crossing if a flashing yellow disc is operating.

Part 6 - Obeying Signs and Road Markings

A stop line or give way line near an intersection or railway crossing must be obeyed as a stop sign.

Part 7 - Giving Way to Pedestrians, Vehicles and Animals

You must give way to a pedestrian who is in or about to enter a shared zone.

When turning at an intersection where a green or flashing yellow light is facing you in the road you are leaving, you must give way to a pedestrian crossing the road into which you are turning.

Part 8 - Roundabouts

- . You must give a left change of direction signal before you enter a roundabout if you intend to leave the roundabout less than half way around it, and a right change of direction signal if you intend to leave it more than half way around it.
- . You must give way to any vehicle travelling in a lane to your right and is crossing your path in order to leave the roundabout.

Part 9 - Railway Level Crossings**Part 10 - Using Lanes, Keeping Left and Overtaking**

- . There are a number of references which indicate driving over a painted area on the road is allowable, however, this is further defined that where a painted area is surrounded by double lines, it must not be driven on.
- . There are regulations which apply specifically to driving in the vicinity of trams.
- . Driving or riding in a bus lane is not allowed, with some necessary exceptions including where a sign indicates a vehicle may also use the bus lane. The example given is a bicycle and it is felt that in the case of bicycles, the regulation should allow the riding of bicycles in the bus lane rather than be the exception, otherwise bicycles would necessarily have to ride outside the bus lane in the normal traffic lane creating more of a hazard.

Part 11 - Passing Safety Zones and Overtaking Trams

This part contains special rules for driving or riding past a tram, a public bus in a tram lane or a vehicle engaged in maintenance work relating to a tram system.

Part 12 - Stopping and Parking Vehicles

Where a sign as shown below is erected you may not stop a vehicle except to avoid collision or if the vehicle has been disabled.

- . Where a sign as shown below is erected you may not stop a vehicle for more than two minutes in any one hour period except to avoid collision or if the vehicle has been disabled.

- . The net result of these restrictions is that the current "No Stopping" signs are not used. It is debateable as to whether "No Standing" or "No Stopping" is more explicit, however, as the proposed regulation indicates a vehicle must not be stopped in this area, it is felt that the "No Stopping" signage would be more readily understood.
- . The regulation also allows "parking areas" to be implemented and would apply to a road or network of roads, where all entrances to the area have an identical sign. This would allow for a reduction in signs generally within that area, however, the proposal should perhaps include the current kerb marking trials being carried out by the RTA which indicates parking limits by different coloured paint on kerbs.
- . You must not stop your vehicle if part of it is blocking a laneway, or private drive, footpath or bicycle path.
- . You must not stop your vehicle if part of it is within one metre of a fire hydrant.
- . You must not leave stationary on a road, a vehicle or combination of vehicles that has a Gross Vehicle Mass of more than 12 tonnes for more than one hour in 24 hours. This regulation would allow say a single axle tip truck to be parked overnight regularly in a built up area. It is felt that this would be detrimental to the road pavement and the bulk of the vehicle could be a hazard. A more reasonable gross vehicle mass would be 5 tonnes.

Part 13 - Lights and Warning Devices on Vehicles

This part deals with the ways in which certain lights and horns are to be used on vehicles and includes the types of lights required on a vehicle, the use of high beam and hazard warning lights and when horns on vehicles may or may not be used. Radar detectors are also not allowed in a vehicle.

Part 14 - Special Rules Applying to Pedestrians

This part deals with the duties of pedestrians on roads, footpaths or shared zones, and restrictions that apply to movements of pedestrians.

Part 15 - Special Rules Applying to Bicycle Riders

A bicycle rider must generally obey the rules that apply to the drivers and riders of other vehicles. There are some exceptions eg;

- . bicycle riders when making a right turn at an intersection, may make a hook turn.
- . all cyclists will be allowed to ride on the footpath, except within ten metres of the entrance or exit of a business that is open, or when there are signs prohibiting bicycles on footpaths. Research suggests that accident risk for cyclists is lower on the footpath than on the road, and that the inconvenience and danger for pedestrians is slight. Cyclists will be required to give way to pedestrians and to keep to the left.

Part 16 - Special Rules Applying to Occupants of Vehicles

This part deals with your duties in relation to the vehicle you are travelling in or on and includes wearing seat belts, child restraints, use of mobile phones, riding in a caravan etc. Bans the use of all electronic communication devices while driving unless it is safe to use them.

Part 17 - Special Rules Applying to Drivers of Trams and Public Buses

Relates to drivers of trams and public buses.

Part 18 - Miscellaneous Road Rules

This part sets out miscellaneous rules that apply when you are using the road. Examples are the requirement to have and carry a licence while driving, duty if an accident occurs, removing hazardous substances from the road, towing a motor vehicle etc.

All accidents must be reported to police where a person is killed or injured, where a driver has failed to give a name and address, and where any vehicle is damaged to the degree that it has to be towed away. The "tow away" criteria is different to the current damage cost criteria, as damage estimates are too unreliable and allow people to justify not reporting an accident, by claiming their estimate of the damage was it would not cost very much to repair.

Part 19 - Processions, Races, Collections, Sales and Other Events on Roads

It is proposed that permits be required for a wider range of on road events. Permits could be required for any organised event on a road that could disrupt traffic or involve risk of injury. This will allow appropriate conditions to be imposed, and will also permit participants to be exempted from specific traffic regulations where necessary.

The proposed regulations will create an offence of standing on the road to sell goods or services, or to seek a ride. Charity collectors will be permitted, but will have to obtain a permit.

Part 20 - Erection and Operation of Traffic Control Items

This part deals with the legal effect of traffic control items.

Part 21 - Interpretation

Deals with interpretation of definitions - eg; "bicycle lane", "bus lane" "emergency vehicle" etc.

The estimated cost for New South Wales to change to the new rules have been summarised in three categories:-

1. Traffic engineering changes - remove all inappropriate signs, alterations to existing road markings such as painted medians and crossings, installation of new signs. \$8.6 million

2. Changes to administrative and computer systems - changes to the road authority computer and its interface with police and courts, changes to licence testing arrangements and related documents and tests. \$2.5 million
3. Cost to other organisations - administrative changes, to training of police officers and prosecutors, computer changes to allow interface with the courts. \$3.85 million

The major benefit is expected to be a lower level of road accidents. There are basically three reasons for this.

1. A number of changes are expected to reduce accident incidents or severity in some or all states and territories. Examples are putting the onus on pedestrians to find a safe gap between cars, requiring horse riders to wear helmets, allowing bicyclists to ride on footpaths, and removing exemptions for helmet wearing for bicyclists and motorcyclists.
2. A number of other changes will facilitate deterrents, reducing the incidence of unsafe behaviour. The examples are the requirement to carry a licence at all times, and to obtain a permit to conduct a wider range of on road events.
3. Because the regulation will be simpler to understand, it is expected that the general knowledge of their provisions will be higher, and the level of compliance better. this should result in fewer accidents.

RECOMMENDATION:

The comments outlined regarding the "No Standing/No Stopping" regulation, the maximum gross vehicle mass of a vehicle allowed to park in a built up area, the use of paint on kerbs to indicate parking restrictions, and the ability of bicycles to be ridden in a bus lane being the rule rather than the exception be forwarded to the Project Manager, Australian Road Rules.

ATTACHMENTS:

There are no supporting documents for this report.

FN:IN228NBX.E01

****** END OF ITEM 43 ******

ITEM: 44 "BATTLE OF THE BANDS" - YOUTH WEEK 1995**FILE NUMBER:** PK202/ENG

REPORT:

To celebrate Youth Week 1995, it is proposed, in conjunction with Bligh Park Youth Centre and the Market Place, to hold a "Battle of the Bands" on Saturday 8 April 1995. It is anticipated that the event, to be held in Richmond Park between noon and 6pm, will be similar in format to last year's successful "Northo Rocks" concert held outside North Richmond Community Centre. In order to ensure no disruption to surrounding residents and businesses, noise levels and finishing times will be strictly controlled.

Bands to be featured will be local bands new to the music scene with their members generally under 25. It is anticipated that up to 12 bands will participate.

Funding support for Youth Week 1995 has been approved by the Office of Youth Affairs.

RECOMMENDATION:

The Youth Week 1995 proposal for "Battle of the Bands" in Richmond Park be approved.

ATTACHMENTS:

There are no supporting documents for this report.

FN:IN228NBX.E02

****** END OF ITEM 44 ******