



Notice of Local Traffic Committee Meeting

a Local Traffic Committee Meeting will be held in the Ballina Shire Committee Room, Cnr Cherry & Tamar Streets, Ballina on **Wednesday 8 October 2014 commencing at 10.00am.**

Business

1. Attendance & Apologies
2. Minutes of Previous Meeting
3. Deputations by Members of Public or Councillors
4. Summary Report – Recent Decisions of Council in Response to LTC Recommendations
5. Items to be Referred to Council
6. Items to be Referred to the General Manager's Delegate
7. Items for Traffic Engineering Advice
8. Information of the Committee
9. Regulatory Matters on Classified Roads (GM's Delegate)
10. Items Without Notice
11. Next Meeting

A handwritten signature in black ink that reads 'John Truman'.

John Truman
Group Manager
Civil Services

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1. Attendance & Apologies
 2. Minutes of Previous Meeting
 3. Deputations by Members of Public or Councillors
-

1. Attendance & Apologies

2. Minutes of Previous Meeting

A copy of the Minutes of the Local Traffic Committee Meeting held on Wednesday 13 August 2014 were distributed with the business paper.

RECOMMENDATION

That Council confirms the Minutes of the Local Traffic Committee Meeting held on Wednesday 13 August 2014.

3. Deputations by Members of Public or Councillors

4.1 Summary Report – Decisions of Council Meeting 28 August 2014 in Response to Local Traffic Committee Recommendations

4. Summary Report - Recent Decisions of Council in Response to LTC Recommendations

4.1 Summary Report – Decisions of Council Meeting 28 August 2014 in Response to Local Traffic Committee Recommendations

Introduction

The Council meeting of 28 August 2014 considered recommendations forwarded from the Local Traffic Committee held 13 August 2014.

Information

**Council Meeting Item 11.1 Local Traffic Committee Report - August 2014
280814/25 RESOLVED**

(Cr Sharon Cadwallader/Cr Ben Smith)

1. That in relation to the Ballina Prawn Festival, Council approves the closure of Kingsford Smith Drive from 6 am until 10 pm on Saturday 15 November 2014 as per the attached traffic control plan.
2. That in relation to the Ross Lane Road Safety Review, Council notes the content of the review, including the advice that Council will provide a response to the NSW Roads and Maritime Services and that Council will continue to seek Government funding assistance to implement the Ross Lane Road Safety Review's recommendations.

Cr Susan Meehan left the meeting at 02:41 pm.

FOR VOTE - All Councillors voted unanimously.
ABSENT. DID NOT VOTE - Cr Susan Meehan

At the Local Traffic Committee held 13 August 2014, in relation to the Prawn Festival, the Committee RECOMMENDED:

- “1. That Council determine if it is in the interest of the community to close Kingsford Smith Drive from 6 am until 10 pm on Saturday 15 November 2014 to facilitate the Ballina Prawn Festival.*
- 2. Subject to Council determining the closure is in the community interest, the closure of Kingsford Smith Drive and associated detour from 6 am until 10 pm, Saturday 15 November 2014, is recommended for approval subject to submission of a satisfactory traffic control plan.’*

Now that Council has approved the closure of Kingsford Smith Drive, Committee RECOMMENDATIONS 1 and 2 above are now unconditional.

4.1 Summary Report – Decisions of Council Meeting 28 August 2014 in Response to Local Traffic Committee Recommendations

RECOMMENDATION

The Committee notes the resolutions of Council in regard to the Ballina Prawn Festival and the Ross Lane Safety Review.

Attachment(s)

Nil

5. Items to be Referred to Council

5. Items to be Referred to Council

Nil Items

6.1 Review of Marked Pedestrian Crossings in Ballina Shire

6. Items Referred to General Manager's Delegate

6.1 Review of Marked Pedestrian Crossings in Ballina Shire

Introduction

The Committee meeting 13 August 2014 requested a report on the number of marked pedestrian crossings in Ballina Shire as a first step in a shire wide review of these marked crossings.

Information

The meeting of 13 August 2014 requested a report on the number of marked pedestrian crossings in the shire.

A search of the Council GIS has revealed the following crossings:

Marked Pedestrian Crossings – Ballina Shire October 2014			
Item	Street	Location	Comments
1	Byron Street, Lennox Head	Midblock Andrew Street, Gibbon Street	Adjacent primary school
2	Ballina Street, Lennox Head	Midblock Rayner Lane, Park Lane	CBD
3	Links Avenue, East Ballina	Midblock Chickiba Drive, Eyles Drive	Adjacent shopping centre and school
4	Bangalow Road, Ballina	North of Cherry Street intersection	
5	Bentinck Street, Ballina	East of Martin Street roundabout	Programed for removal
6	Swift Street, Ballina	Midblock Cherry Street, Martin Street	Between schools
7	Cherry Street, Ballina (a)	South of Burnet Street intersection	Adjacent high school
8	Cherry Street, Ballina (b)	South of Swift Street intersection	Adjacent schools
9	Cherry Street, Ballina (c)	South of Crane Street intersection	Adjacent art gallery

6.1 Review of Marked Pedestrian Crossings in Ballina Shire

Marked Pedestrian Crossings – Ballina Shire October 2014			
Item	Street	Location	Comments
10	Cherry Street, Ballina (d)	North of Tamar Street intersection	Adjacent Council office
11	Crane Street, Ballina	East of Martin Street intersection	Adjacent schools
12	River Street, Ballina (a)	Midblock Grant Street, Moon Street	CBD
13	River Street, Ballina (b)	Midblock Cherry Street, Martin Street	CBD
14	River Street, Ballina (c)	East of Norton Street intersection	CBD
15	Main Street, Alstonville (a)	Midblock Cawley Close & The Avenue	Adjacent primary school
16	Main Street, Alstonville (b)	East of Bugden Lane	CBD
17	Bugden Avenue, Alstonville	North of Main Street intersection	Near primary school

It is understood that over an extended period, the Committee wish to:

- Determine a prioritised listing for a review of Ballina Shire marked pedestrian crossings (this would not include Item 6 as the Committee has already reviewed this crossing and recommended its removal)
- In priority order, review the warrant, signage, lighting, geometry, approaches, performance, traffic/safety issues, desirable improvements and other relevant issues for each crossing site.

RECOMMENDATIONS

1. Crossings 3 (Links Avenue, Ballina), 11 (Crane Street, Ballina) and 14 (River Street, Ballina East of Norton Street intersection) be prioritised for review in the 2014/15 period.
2. The review assess the warrant, signage, lighting, geometry, approaches, performance, traffic/safety issues, desirable improvements and other relevant issues for each crossing and recommend actions for retention, improvement, amendment or removal of each site assessed.

6.1 Review of Marked Pedestrian Crossings in Ballina Shire

Attachment(s)

1. Ballina Shire Marked Crossings 2014

6.1 Review of Marked Pedestrian Crossings in Ballina Shire

Marked Pedestrian Crossings – Ballina Shire October 2014

Item	Street	Location	Comments
1	Byron St, Lennox Head	Midblock Andrew St, Gibbon St	Adjacent primary school
2	Ballina St, Lennox Head	Midblock Rayner Ln, Park Ln	CBD
3	Isabella Dr, Skennars Head		Adjacent private school
4	Links Avenue, East Ballina	Midblock Chickiba Dr, Eyles Dr	Adjacent shopping centre and school
5	Bangalow Road, Ballina	North of Cherry Street intersection	
6	Bentinck St, Ballina	East of Martin St roundabout	Programed for removal
7	Swift Street, Ballina	Midblock Cherry St, Martin St	Between schools
8	Cherry St, Ballina (a)	South of Burnet St intersection	Adjacent high school
9	Cherry St, Ballina (b)	South of Swift St intersection	Adjacent schools
10	Cherry St, Ballina (c)	South of Crane St intersection	Adjacent art gallery
11	Cherry St, Ballina (d)	North of Tamar St intersection	Adjacent Council office
12	Crane St, Ballina	East of Martin St intersection	Adjacent schools
13	River Street, Ballina (a)	Midblock Grant St, Moon St	CBD
14	River Street, Ballina (b)	Midblock Cherry St, Martin St	CBD
15	River Street, Ballina (c)	East of Norton St intersection	CBD
16	Main Street, Alstonville (a)	Midblock Cawley Cl & The Avenue	Adjacent primary school
17	Main Street, Alstonville (b)	East of Bugden Lane	CBD
18	Bugden Avenue, Alstonville	North of Main St intersection	Near primary school

6.1 Review of Marked Pedestrian Crossings in Ballina Shire



Links Avenue, East Ballina



Bangalow Road, Ballina

6.1 Review of Marked Pedestrian Crossings in Ballina Shire



Bentinck St, Ballina

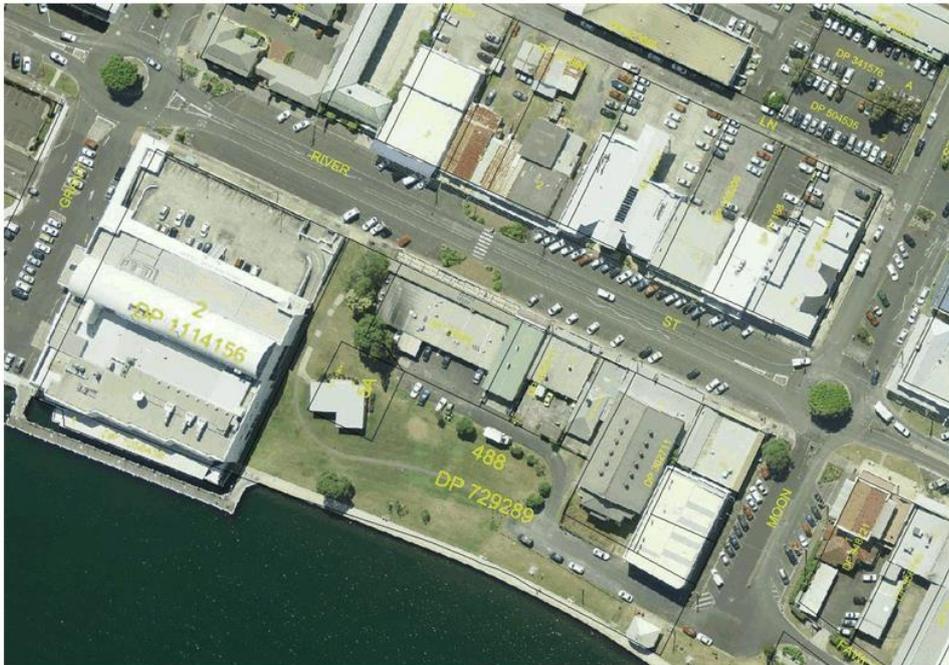


Swift Street, Cherry Street (a & b), Ballina

6.1 Review of Marked Pedestrian Crossings in Ballina Shire



Cherry Street (c & d), Crane Street, Ballina



River Street (a), Ballina

6.1 Review of Marked Pedestrian Crossings in Ballina Shire



River Street (b & c), Ballina



Main Street (a & b), Bugden Avenue, Alstonville

6.2 Request for Parking Restrictions, Emergency Vehicle Access, North of Pat Morton Lookout

6.2 Request for Parking Restrictions, Emergency Vehicle Access, North of Pat Morton Lookout

Introduction

A request has been received to restrict parking that blocks access to the emergency access just north of Pat Morton Lookout

Information

It has been advised:

“The Lennox Head Residents Association Coastcare Group made a request at the Ballina Shire Coastal Groups Advisory Committee meeting on 19 August 2014 for Council to restrict parking across the emergency and authorised vehicle access ramp onto the shared pathway at the Coast Road. The access ramp was constructed for authorised and emergency vehicle access where the shared pathway comes close to the asphalt of the Coast Road just below Pat Morton car park and below the raised boardwalk. The ramp also ensures authorised and emergency vehicles access does not occur over the raised boardwalk towards Pat Morton car park but enters and exits via the access ramp. The raised boardwalk has not been constructed to manage the weight of vehicles.

Presently when the surf at Lennox Point is good, many cars park and block the access ramp for the shared path. This also coincides when the surf is busier and larger and emergencies are more likely to occur. Authorised vehicles have also been blocked from exiting via the off ramp and having to reverse back down the shared pathway to the Dress Circle Drive entrance. This increases pedestrian safety risks.

By prohibiting parking across the access ramp and entrance area near the guard rail, authorised and emergency vehicle access will be adequately ensured and pedestrian users of the shared pathway will be safely ensured.”

The location is shown on the attachment to this report.

RECOMMENDATION

The left side of the southbound section of the Coast Road, Lennox Head immediately north of Pat Morton Lookout near the emergency access to the pathway be a “NO PARKING” zone from the end of the guardrail southwards for a distance of 20 m.

Attachment(s)

1. Emergency Access to Pathway - Pat Morton Lookout, Lennox Head

6.2 Request for Parking Restrictions, Emergency Vehicle Access, North of Pat Morton Lookout



Emergency Access to Pathway – Pat Morton Lookout, Lennox Head



6.3 Parking Restrictions – Byron Street Lennox Head

Introduction

A vehicle repair business located adjacent to the Byron Street/Ballina Street Lennox Head intersection, impacted by a decision of the Committee 11 June 2014 regarding parking restrictions, has requested re-consideration of these parking restrictions.

Information

At the Local Traffic Committee meeting 11 June 2014, in regard to an item titled "Parking Arrangements Vicinity of Byron Street and Ballina Street/Pacific Parade Intersection at Lennox Head" the Committee recommended that:

- "1. The No Stopping Zone commencing on the west side of Ballina Street, immediately south of the Byron Street intersection, be extended around the corner into Byron Street and be terminated at the Park Lane Corner.*
- 2. The No Parking Zone commencing on the east side of Ballina Street, immediately south of the Byron Street intersection, be extended to the north into Pacific Parade and be terminated at the southern side of the first angle parking indent, north of Byron Street.*
- 3. Bollards and chains be installed at the Byron Street/Ballina Street corner to match those on the other side of Byron Street. Provide a break in the bollards and chains to facilitate access to off street parking on adjacent private land (real estate office)."*

Items 1 and 2 above have been finalised. Item 3 is awaiting budget funding.

The proprietor of the motor vehicle workshop fronting Byron Street has written to Council seeking reconsideration of the parking restrictions adjacent to his business (see attachment).

A meeting has taken place with the proprietor and it was explained that Council cannot permit parking on the Byron Street verge as this would be contrary to NSW Road Rules and therefore could not be varied by Council. It was also explained that unrestricted kerbside parking in this location would adversely restrict the intersection exit lane width of vehicles turning from Ballina Street into Byron Street. The proprietor advised that to comply with parking restrictions immediately adjacent to his business he was utilising nearby off site areas for temporary storage of vehicles awaiting attention, but that the very strict nature of the current parking restrictions were adversely affecting his business.

As some form of relief the proprietor has requested that the "NO STOPPING" zone adjacent to his premises be changed to "NO PARKING" which would be consistent with the zone on the other side of Byron Street, adjacent to the Hotel.

6.3 Parking Restrictions – Byron Street Lennox Head

Changing part of this area (see attachment) from “NO STOPPING” to “NO PARKING” would permit pick up and drop off movements for this business. As stopping would be limited to 2 minutes, it is considered any adverse impact on the adjacent traffic lane width would be minimal.

RECOMMENDATION

A 26 m long section of “NO STOPPING” zone on the south side of Byron Street, Lennox Head, westward of the Ballina Street intersection (as delineated in the attachment to this report) be converted to a “NO PARKING” zone.

Attachment(s)

1. Letter Impact of Parking Restrictions, Byron Street Lennox Head
2. Aerial Photo - Parking Restrictions Byron Street Lennox Head

LENNOX HEAD MOTORS

Ph: (02) 6687 7220
Fx: (02) 6687 5300



Cnr Ballina & Byron Streets
Lennox Head NSW 2478

Email: lennoxheadmotors@yahoo.com.au
ABN: 55 087 557 800

Brian Garrett
Proprietor

4th September 2014

General Manager
Ballina Shire Council
P.O Box 450
BALLINA NSW 2478

ATTENTION: Paul Hickey

Dear Paul,

LENNOX HEAD MOTORS-STREET PARKING

For many years the Garrett family has conducted the business known as Lennox Head Motors on the corner of Byron and Ballina Streets opposite the Lennox Point Hotel.

The primary function of Lennox Head Motors is to provide a repair and maintenance service to motor vehicle owners in the Lennox Head area.

The actual repair and maintenance is conducted in our enclosed work shop but obviously requires a parking area in which to place waiting and finished vehicles.

Until recently vehicles were parked on the road way outside the Byron Street work shop entrance however that parking has become unavailable due to a change in parking signage instigated by Ballina Shire Council.

Whereas parking was available in accordance with the normal restrictions of the Road Traffic Act. The recent signage erected by Ballina Shire Council now designates the area from the corner of Ballina and Byron Streets through to the corner of Byron and Park Lane as a "no stopping" zone causing the loss of 4 vehicle parking places.

The loss of 4 vehicle parking places has severely impacted upon the operation of the business of Lennox Head Motors.

The purpose of this correspondence is to seek a meeting with you and the Ballina Shire Council Traffic Committee so as to discuss an amended traffic management solution so as to allow Lennox Head Motors to continue to provide a much needed service to the residents of Lennox Head and Ballina Shire.



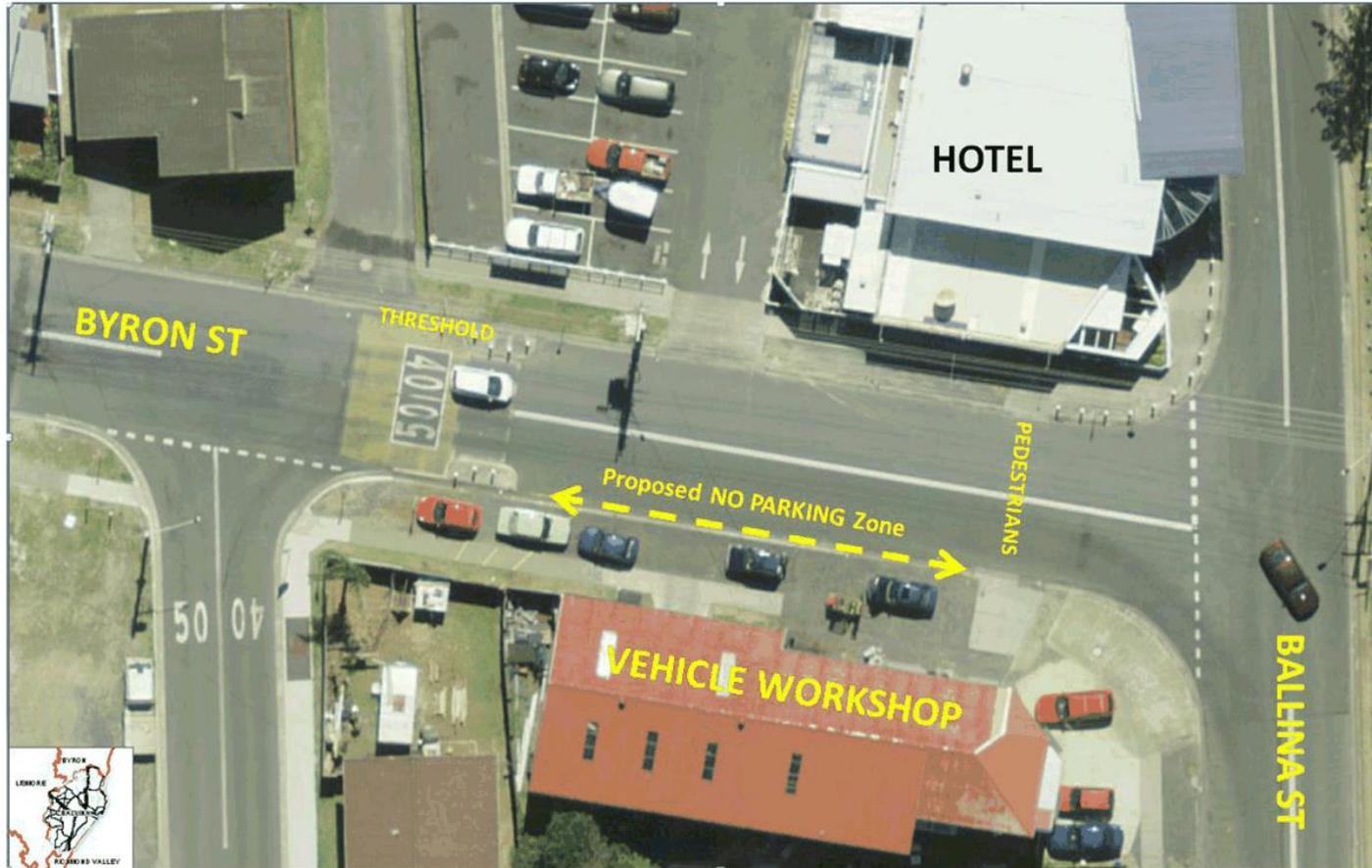
6.3 Parking Restrictions – Byron Street Lennox Head

I can be contacted on the following phone numbers and look forward to arranging a suitably convenient face to face meeting.

Yours sincerely

Brian Garrett
Proprietor
Lennox Head Motors
Ph: 66 877 220 Mobile:0428 877 220





7.1 Requests for Speed Zone Reviews

7. Items for Traffic Engineering Advice

7.1 Requests for Speed Zone Reviews

Introduction

A number of requests have been received from the public for speed zone reviews.

Information

The following speed zone review requests have been received.

Forest Road Uralba

Forest Road is an unsealed road off Uralba Road, 1.66 km long that terminates at the Uralba Nature Reserve. A resident of the area has advised:

“The Road was only graded a month ago but heavy rains have caused extensive damage to the pavement and this loose surface may have been a factor in a recent an accident that occurred here on Wednesday 3rd September 2014. This is not the first time this has occurred at this same spot, others have suffered similar accidents but less damage in the past year along with many near misses and loss of control. All the locals know that a speed limit of no greater than 50 kms per hour is required to travel safely down this stretch of road, but there are no speed limit signs or warning signs for the visitors who drive to the Uralba nature reserve to mountain bike, walk or are visiting this area for the first time. Also many others come from the forest hills estate or near by to enjoy the tranquil walk up this tree lined road. The traffic is getting busier each year as our children and their friends have reached the driving age.”

The crashlink data has only one recorded accident on this road, a non-casualty head on collision 600 m south of Uralba Road intersection in June 2003.

Pimlico Road, Wardell

Pimlico Road is a sealed road, 10.68 km long, roughly parallel to and east of the Pacific Highway, extending northwards from Wardell in the south to join the Pacific Highway near the old Bruxner Highway junction. A resident has advised:

“I have grave concerns about the speed limit on this road. As you drive past the speed limit changes to 100kms per hour from a 50km zone. I’m not sure if you are familiar with this section of the road but it is a very thin, bumpy road and 100kms an hour is a ridiculous speed limit for this road. My grave concerns arise from ...children ... have to cross the road within the 100 zone when getting off the Alstonville Bus lines school bus that drops the children home from Alstonville Public School. To me, children crossing the road in a 100km zone and just past a corner is extremely dangerous. This road is also a

7.1 Requests for Speed Zone Reviews

detour when the highways has been shut due to accidents which is also a concern when the speed limit is this high. The main highway itself though Wardell was reduced to 80kms a few years ago and it is a far better road than Pimlico Road. We have actually also had two minor accidents in front of our residence from speed and luckily no one was hurt. I am not sure if you are the correct person to contact however I would really appreciate if you could look into this for me and my neighbours before a child gets seriously hurt or killed."

The Crashlink data indicates there were 13 recorded accidents (7 injury, 6 non-injury) in the period June 2004 to June 2013. 11 were off carriageway crashes, one a right/left far (RUM 15) and one head on.

RECOMMENDATION

The Committee provide advice regarding speed zone reviews on Forest Road and Pimlico Road.

Attachment(s)

Nil

7.2 Request for No Camping and Timed Parking Signage at Lighthouse Beach and Pat Morton Lookout

7.2 Request for No Camping and Timed Parking Signage at Lighthouse Beach and Pat Morton Lookout

Introduction

A request has been received from the “A” Ward Committee for no camping and timed parking at Lighthouse Beach and Pat Morton Lookout.

Information

The “A” Ward Committee is concerned with people camping overnight at Lighthouse Beach and at Pat Morton Lookout and has asked whether no camping and timed parking signage could be installed at these areas.

The regulation of camping is not a traffic committee matter. Parking regulation, including provision of timed parking is a traffic committee matter however, it is understood that parking regulation has been used as a means of controlling street camping in adjacent local government areas.

An example is at Lawson Street Byron Bay, adjacent to the beach, where there is a “NO PARKING 1am - 5 am” zone, and there are similar signs elsewhere in Byron Bay. There is no parking supply/demand issue in these areas at this time of the night and parking restrictions appear to be directed at street side camping.

Currently there is no formal regulation of parking at Pat Morton Lookout or Lighthouse Beach. There is a sign at the entrance of the Lighthouse Beach parking area advising “NO CAMPING OR STAYING OVERNIGHT by Order Ballina Council”, but this is not a parking regulation sign. This sign is also used at the car parking area immediately south of Shelly Beach Surf Club.

At Byron Bay, Byron Shire have erected similar signs at all the entrances to town and at strategic locations within the town area with the words “NO CAMPING AT ANY TIME on Any Streets, Parks, Reserves, Foreshores or Car Parks, Fines Apply, Maximum Penalty Exceeds \$1,000, Section 632 Local Government Act 1993”. This signage utilising the Local Government Act would complement their parking restrictions between 1am and 5pm.

Advice has been received, that if timed parking restrictions were utilised for a similar purpose (to stop overnight camping) in Ballina Shire some local surfers, who park adjacent to surf beaches prior to 5am could be disadvantaged. If timed parking for Pat Morton Lookout and Lighthouse Beach is to be considered a “NO PARKING 1am - 4am, 4P 4am – 1pm” zone may discourage overnight camping, provide some turnover and not disadvantage local surfers.

Disadvantages of such parking restrictions include that they are costly/inconvenient to enforce and overnight van campers can avoid the restrictions by relocating to just beyond the restricted parking zones (which can include nearby reserves and residential areas).

7.2 Request for No Camping and Timed Parking Signage at Lighthouse Beach and Pat Morton Lookout

RECOMMENDATION

The Committee provide advice regarding use of timed parking to prevent overnight camping at popular coastal locations.

Attachment(s)

Nil

7.3 Issues at Alstonville High School

7.3 Issues at Alstonville High School

Introduction

The Alstonville High School P&C has raised a number of traffic issues adjacent to and related to the school.

Information

In a letter to Council the Alstonville High School P&C has raised a number of traffic issues adjacent to and related to school activities. A number of these issues have been dealt with in a response letter to the P & C (see attachment). However a number of issues remain that are now referred to the Committee for advice. The locations of these issues are shown on an attachment to this report.

Bus Zone – Coral Street

This bus zone is 87 m long and operates 8 – 9:30 am and 2:30 – 4pm. Advice has been received it is only used by one bus and this is only at the end of the pm period. The majority of this section of roadside would be better utilised as a NO PARKING (Drop off/pick up) zone for both the am and pm peak periods. A residual bus zone could be left for one bus.

Extension of No Parking (drop off/pick up) Zone in Cawley Close

It is understood the P & C would like this zone extended by two car spaces. This would require the zone to be extended past a residential driveway where it now terminates.

Provision of Formalised Angle Parking – Coral Street

The photo in an attachment to this report shows an informal angle parking arrangement used by high school students on Coral Street adjacent to a local sports field. The P & C would like to have this arrangement formalised. As can be seen from the photo of this area, as a prerequisite to formalising angle parking, the road shoulder would need to be widened and as a minimum provided with a gravel pavement and kerb stops/bollards or the like to delineate the parking area. These works are not on Council's current works program.

RECOMMENDATIONS

The Committee provide advice regarding:

1. Amending the 87 m long Bus Zone in Coral Street by reducing its length to provide one bus space only (the eastern most part of the existing bus zone) and converting the remainder of the Bus Zone to NO PARKING, 8 – 9:30 am and 2:30 – 4pm School Days (or alternatively retaining the Bus zone only in the pm peak).
2. Extension of the NO PARKING (drop off/pick up) zone in Cawley Close.

7.3 Issues at Alstonville High School

3. Formalisation of Angle Parking for students in Coral Street

Attachment(s)

1. Alstonville High School - Photos of Traffic Issues
2. Letter to Alstonville High School P & C

ALSTONVILLE HIGH SCHOOL – GENERAL SETTING



7.3 Issues at Alstonville High School

BUS ZONE – CORAL AVENUE



7.3 Issues at Alstonville High School



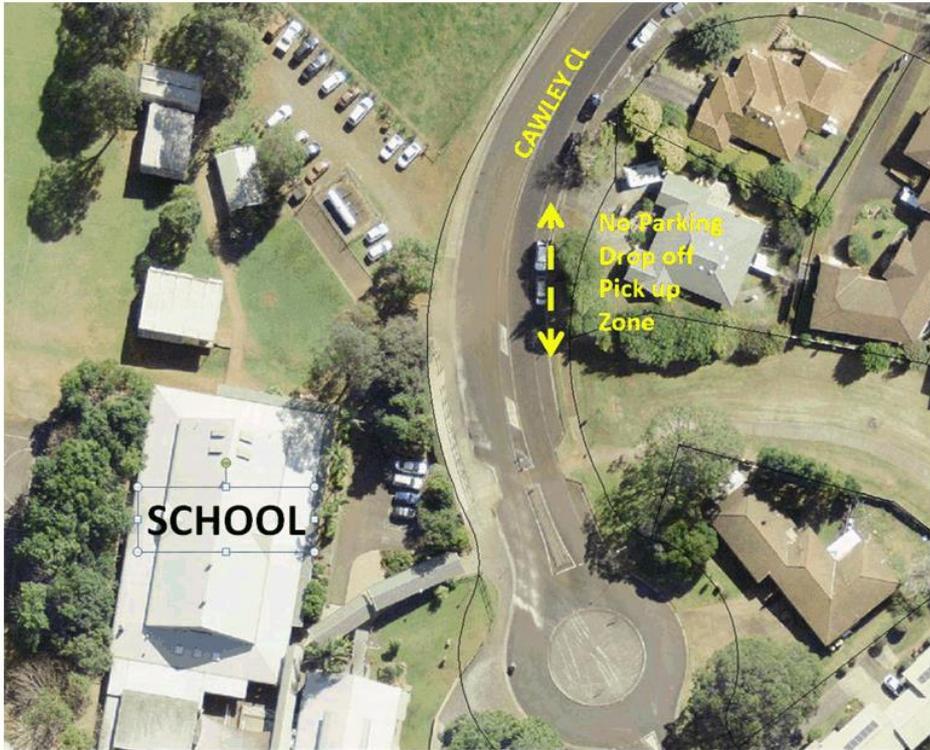
WALKWAY TO SCHOOL _ OFF CORAL AVENUE (Note termination of Bus Zone at left of screen)



INFORMAL STUDENT PARKING – CORAL AVENUE ADJACENT TO SPORTSFIELD

7.3 Issues at Alstonville High School

CAWLEY CL – NO PARKING, DROP OFF/PICK UP ZONE



STREET VIEW – NO PARKING DROP OFF/PICK UP

Jodie Hewett

TRIM: 14/64966

16 September 2014

Mr Peter Reade
P&C Association
Alstonville High School
Cawley Close
ALSTONVILLE NSW 2477

Dear Peter

Re: Traffic Management in the Vicinity of Alstonville High School

Thank you for presenting the P&C Association's traffic management concerns and suggestions to improve traffic flow and road safety in the vicinity of Alstonville High School.

Point 1: Improvement to the bus zone on Cawley Close

Parking control signs and pavement markings are installed in accordance with AS 1742.11-1999, "Australian Standard Manual of uniform control devices, Part 11: Parking controls". The Australian Standard advises "linear parking control signs" spacing should not exceed 75m. The spacing of the bus zone signage currently conforms to this requirement.

Council will rotate the bus zone signs to ensure they are turned to partially face oncoming traffic.

Marking the bus zone in yellow paint with diagonal lines, as suggested is not a standard treatment and cannot be implemented.

Point 2: Improvements to Cawley Close drop off/pick up arrangements

2.1 Extend the 'No Parking zone on Cawley Close

Parking control signs and pavement markings can only be installed or altered on the recommendation of the Local Traffic Committee (consisting of representatives of the State Member of Parliament, NSW Police, NSW Roads and Maritime Services and Ballina Shire Council). The request to extend the 'No Parking' zone will be considered at the next Local Traffic Committee meeting. The "No Parking" zone would be for the hours of 8.00am - 9.30am and 2.30pm - 4.00pm.

2.2 Dividers installed in the 'No Stopping' zone in front of 'No Parking' zone

The standard treatment for a 'No Stopping' zone is the installation of 'No Stopping' signage and in some cases the painting of a yellow line parallel to the kerb for the length of the 'No Stopping' zone. The painting of a yellow line in addition to the existing 'No Stopping' signage will be considered at the next Local Traffic Committee meeting.

The installation of yellow plastic dividers is not a standard treatment and cannot be implemented. There is also drainage inlet pits located within the 'No Stopping' zones, making a kerb extension unsuitable.

Public education focusing specifically on informing road users that stopping or parking in a 'No Stopping' zone is an illegal activity will commence in Term 4. Road users will be advised of the fines for this activity and Council's Rangers will be monitoring the area to improve compliance and safety.

2.3 Dividers installed in 'No Stopping' zone at the entrance to the school gate

Please see response above.

2.4 Installation of a divider or a raised median on Cawley Close

Currently there is a painted median at the entrance/exit to the teacher's car park. The installation of a raised median or barrier would be at a considerable cost to Council. The most suitable option would be to request teachers to continue to travel around the roundabout and turn into the car park from the western lane. I have spoken to the Principal regarding this matter and although it is a legal manoeuvre, to reduce congestion and improve safety, we will proceed with educating the teachers.

2.5 Increasing the capacity of the staff and student car park in Cawley Close

Council's Engineer Designer has investigated the car park's capacity and layout, considering 90 degree angle parking and 30, 40 and 60 degree angle parking. Because of space limitations, the current arrangement of 90 degree angle parking was found to be the most efficient use of space.

2.6 The 'No Parking' signage in Cawley Close to be more user friendly

The new 'No Parking' signage that was installed on Cawley Close replaced 30 second parking. The request to add the yellow fluorescent School Drop-off Pick-up Zone sign to clarify its purpose as a drop off, pick up zone will be considered at the next Local Traffic Committee meeting.

Point 3: Coral Street parking: access and facilities

Council is investigating options to maximise opportunities to park and drop off/pick up from Coral Street.

3.1 Current utilisation of the 'Bus Zone' in Coral Street

Vehicles are currently utilising the Bus Zone as a drop off/pick up location, thus disregarding the rules that apply to stopping and parking in 'Bus Zones'.

Burnett Bus Service is the only bus service collecting from this 'Bus Zone' in the afternoon only. Council has requested written confirmation from all local bus providers confirming the use of the Bus Zone. Should Burnett Bus Service be the only service utilising this Bus Zone, the request to reduce the Bus Zone length and an amendment to the time period on the signage will be considered at the next Local Traffic Committee meeting.

Page 3
Alstonville High School P&C Association
16 September 2014

3.2. Utilising grassed verge on Coral Street adjacent to netball courts for parking

The request to formalise angle parking on the grass verge on Coral Street will be considered at the next Local Traffic Committee meeting.

3.3. Consideration of a harden surface and appropriate drainage instead of a grassed verge on Coral Street to manage sediment runoff.

Please see response above.

If you require any further information regarding the above matters please contact me on 6686 1427.

Yours faithfully

Jodie Hewett
Road Safety Officer
Civil Services Group

8.1 Schedule of Outstanding Resolutions of the Committee

8. Information for the Committee

8.1 Schedule of Outstanding Resolutions of the Committee

Introduction

List of outstanding resolutions from previous meetings of the Local Traffic Committee.

Information

Meeting Held 13 August 2014

6.3 Traffic Arrangements - Camoola Avenue, Ballina

Recommendations

1. *The south side be a "No Stopping Zone".*
2. *Traffic be regulated to "One Way" eastbound only.*
3. *That Item 1 above be implemented first, and be followed by the implementation of Item 2.*

Action to Date

Item 1 has been implemented by means of continuous yellow pavement line. Item 2 has not yet been implemented.

6.4 Parking and Pedestrian Issues, Southern Cross K-12 School, East Ballina

Recommendations

1. *On Links Avenue at the entrance to the school car park, "LOOK" to be stencilled on the new concrete pedestrian path, on either side of the car park driveway.*
2. *At the same location erect shared path (Starts and Ends) signage on the new section of pathway.*
3. *On Chickiba Drive, directly in front of the school office, four of the unrestricted angle car spaces to be converted to "No Parking" during peak school times and have attached "School Drop and Pick Up" signage.*
4. *The unrestricted time car parking spaces (excluding the disabled car space), opposite the current P2 parking zone in the off-through road, drop off area be changed to 2 hour parking.*
5. *The Committee review the warrant for the existing Marked Foot Crossing in Links Avenue.*
6. *The committee receive a further report on the number of marked pedestrian crossings in the shire.*

Action to Date

8.1 Schedule of Outstanding Resolutions of the Committee

Items 1 to 4 have been implemented. Items 5 and 6 are the subject of a report to the meeting 8 October 2014.

7.1 Access Driveway Sight Distance Restrictions - 64 Cherry Street / 54 Burnet Street, Ballina

Recommendation

The Committee recommends the driveway to be relocated to the Eastern side and consideration be given to warning signage or a slow down device.

Action to Date

The owner has been sent a letter requesting the above recommended works be constructed on site.

7.2 Operation of Marked Foot Crossing - Bugden Avenue, Alstonville

Recommendation

The Committee recommends the installation of KEEP CLEAR markings and a further review of the marked crossing be included as part of the shirewide review of marked crossings.

Action to Date

The review of marked crossings is the subject of a report to the meeting 8 October 2014.

7.3 Request for Disabled Car Parking Space – Fawcett Street, Ballina

Recommendation

The Committee recommend approval for the installation of a disabled car parking space on Fawcett Street, Ballina between Martin Street and Cherry Street.

Action to Date

Awaiting installation of kerb ramp as pre-requisite to installing disabled car parking signage.

7.6 Road Safety Review - Ross Lane

Recommendations

- 1. The Committee endorse the Ross Lane Road Safety Review and its recommendations.*
- 2. That Council consider requesting NSW Roads and Maritime Services for funding assistance to implement the Ross Lane Road Safety Review's recommended Short Term, Medium Term and Long Term actions.*

Council 28 August 2014 RESOLVED

8.1 Schedule of Outstanding Resolutions of the Committee

1. *That in relation to the Ross Lane Road Safety Review, Council notes the content of the review, including the advice that Council will provide a response to the NSW Roads and Maritime Services and that Council will continue to seek Government funding assistance to implement the Ross Lane Road Safety Review's recommendations.*

Action to Date

A letter has been forwarded to RMS that:

- Proposes implementation actions for the short, medium and long term recommendations
- Requests assistance for accessing additional funding to implement the recommendations.

The following are the recommended actions and the proposed implementation responsibilities forwarded for RMS consideration:

Ross Lane Safety Review – Recommended Actions			
Item	Short Term	Medium Term	Long Term
1	Relocate the existing RCL65 advisory warning sign and install new CL65	Develop a program of works for the ongoing upgrading of road infrastructure such as shoulders	Undertake road works to improve the alignment, pavement, capacity and width of Ross Lane.
2	Install new advisory warning sign for eastbound RCL at the highway	Widen shoulders to provide a minimum 1.0m of seal.	Widen culverts.
3	Review speed limit for western hilly section of Ross Lane	Develop a strategic plan that identifies the required improvements and new infrastructure required for traffic growth	Realign western section to improve safety.
4	Regularly monitor accident data to identify any trends	Provide improved turning facilities at existing road junctions.	Provide improved turning facilities at existing road junctions
5	Review sight lines at existing junctions and roundabout at the highway	Consider any future bus, pedestrian and bicycle infrastructure needs for inclusion in future programs	
6	Review existing bus bays and seek funding for improvements	Carry out road works to improve bus bays.	
7	Review SCRIM for existing curves	Develop a program of works for the ongoing upgrading of substandard road curves. Upgrade substandard road curves	Upgrade substandard road curves

Proposed Implementation Responsibilities:

Short Term Recommendations

- S1. Council to implement curve signage
- S2. Council requests RMS to implement this signage
- S3. Council requests RMS undertake a speed zone review of this section of Ross Lane
- S4. Council and RMS to monitor accident data
- S5. Council requests RMS to implement review of sight lines
- S6. Council to review, prepare concept designs and estimates and seek funding from RMS. RMS to consider and respond to funding request.
- S7. Council and RMS to review existing SCRIM data and determine if further action required.

Medium Term Recommendations

- M1. Council to develop program for upgrading of shoulders and other road infrastructure (turning facilities at junctions etc) and seek funding from RMS. RMS to consider and respond to funding request.
- M2. Implementation of M1.
- M3. Council to implement as part of its strategic road network planning and Section 94 contributions plan.
- M4. Implementation of M1 above.
- M5. Bus, pedestrian and bicycle infrastructure needs to be considered as part of design process for upgrading of Ross Lane.
- M6. Implementation of S6.
- M7. After review of SCRIM and other relevant data, Council to develop program for upgrading of substandard curves and seek funding from RMS. RMS to consider and respond to funding request

Long Term Recommendations

- L1. Implementation of M1, M3, M5, M7
- L2. Implementation of M1, M7
- L3. Implementation M3
- L4. As per M4
- L7. Implementation of M7

7.7 Winton Lane, Ballina - Proposed Re-Configuration of Shared Zone at Wigmore Arcade

Recommendations

1. *The Committee support the proposed design concept for reconfiguration of the shared zone at Winton Lane, Ballina.*
2. *A formal application and detailed design for reconfiguration of the above shared zone be forwarded to NSW Roads and Maritime Services for approval.*

Action to Date

Application sent to RMS.

Meeting Held 11 June 2014

6.1 Pedestrian Crossing – Bentinck Street, Ballina Adjacent to Bentinck Street/Martin Street Roundabout

Recommendations

1. *Remove the pedestrian crossing, and associated signage, west of the Bentinck and Martin Streets roundabout, but retain the central pedestrian refuge and footpath kerb extension facility to assist pedestrians crossing Bentinck Street at this location.*
2. *Convert the roundabout to single lane entry and circulation as per Design Option*

Action to Date

The proposed works have been submitted to Council's Engineering Design Works Meeting, 25 June 2014 for detailed design and consideration of funding in a future budget.

6.5 Request for Speed Zone Review Friday Hut Road, Brooklet

Recommendation

The Committee recommends a referral request be made to NSW Roads and Maritime Services to conduct a speed zone review on Friday Hut Road from the Byron Shire Boundary to Tintenbar Road.

Action to Date

Request sent to RMS and acknowledgement received 3 July 2014.

6.8 60 km/h Speed Limit Ballina Road, Alstonville

The Committee recommends that:

1. *NSW Roads and Maritime Services be requested to undertake a speed limit review of the 60 km/h section of Lismore Road, Alstonville/Wollongbar from 160 m east of Frank Street to the Sneaths Road roundabout to determine if the previous 70 km/h speed limit should be restored.*
2. *No review be requested of the 60 km/h speed limit on Ballina Road, Alstonville.*

Action to Date

Request sent to RMS.

7.3 Need for Additional Loading Zones - Lennox Head CBD

Recommendation

That the Committee consult with the Lennox Head Chamber of Commerce for suggestions and feedback on the need and placement of Loading Zones in the Lennox Head CBD.

Action to Date

Letter sent to Chamber President 24 June 2014 requesting meeting.

Meeting Held 9 April 2014

7.2 Request for Speed Zone Review - Northern Section of Pearces Creek Road

Recommendation

The Committee agrees to make a referral request to the RMS to conduct a speed zone review for the northern section of Pearces Creek Road.

Action to Date

Referred to RMS. Acknowledgement letter received from RMS 19 May 2014.

7.4 Speed Limit Bentinck Street, Ballina

Recommendation

That subject to the concurrence of Council a review of remnant 60kph zones in the Ballina area be referred to RMS.

Action to Date

Referred to RMS. Acknowledgement letter received from RMS 19 May 2014.

7.5 South Ballina Beach Road - RMS Review of Speed Limit

Recommendation

The Committee agrees to make a referral request to the RMS to conduct a speed zone review for the existing 100 km/h section of South Ballina Beach Road.

Action to Date

Referred to RMS. Acknowledgement letter received from RMS 19 May 2014.

8.1 Schedule of Outstanding Resolutions of the Committee

10.2 Request for Speed Zone Review - Sneaths Road, Alstonville

Recommendation

The Committee agrees to make a referral request to the RMS to conduct a speed zone review for Sneaths Road, Alstonville.

Action to Date

Referred to RMS. Acknowledgement letter received from RMS 19 May 2014.

RECOMMENDATION

The Committee note the information in the report regarding the Schedule of Outstanding Resolutions

Attachment(s)

Nil

8.2 Road Safety Officer's Report - October 2014

8.2 Road Safety Officer's Report - October 2014

Information

PROJECT: DRAFT Ballina Shire's Road Safety Strategy and Action Plan (2014/15-2023/24)

The draft strategy will be on public exhibition in November for a period of 28 days.

NSW Bike Week

Over 45 riders participated in this year's Pop Up Coffee Shop & Social Ride event to promote cycling and bicycle safety in the Ballina Shire.

Bike Plan

Ballina Shire Council has commissioned Ross Planning Pty Ltd to develop its new Bike Plan. Consultation activities have included: an online bicycle survey (43 responses to date), consultation at the Alstonville Farmers Market on Saturday 21 September and during NSW Bike Week on Sunday 22 September. The Issues and Discussion Paper will be completed by 8 October. The draft Bike Plan will be completed by December 2014.

RECOMMENDATION

That the Road Safety Officers Report be received and noted.

Attachment(s)

Nil

8.3 Outcome of Speed Zone Reviews – Teven Road, Ballina

8.3 Outcome of Speed Zone Reviews – Teven Road, Ballina

Introduction

NSW Roads and Maritime Services (RMS) has advised of the outcome of a speed zone review on Teven Road, Ballina.

Information

RMS have advised letter dated 1 September 2014 as follows:

“Roads and Maritime Services has completed a speed zone review of Teven Road, Ballina.

The outcomes of this review are as follows:

- 1. That a permanent 60km/h speed limit be installed on Teven Road North from Bruxner Highway to 1.4km North of Bruxner Highway, a total length of 1.4km.*
- 2. That a permanent 80km/h speed limit be installed on Teven Road from 1.4km north of Bruxner Highway to Tintenbar Road, a total length of 6.9km.”*

RECOMMENDATION

The Committee note the advice of NSW Roads and Maritime Services regarding speed zone review on Teven Road, Ballina.

Attachment(s)

Nil

- 9 Regularotry Matters on Classified Roads (GM's Delegate)
 - 10 Items Without Notice
 - 11 Next Meeting
-

9. Regulatory Matters on Classified Roads (GM's Delegate)

Nil Items

10. Items Without Notice

11. Next Meeting

Next meeting is scheduled for Wednesday 10 December 2014 at 10.00am.