



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 10 December 2014 commencing at 10.30am.**

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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5. Items to be Referred to Council

1. Attendance & Apologies

2. Minutes of Previous Meeting

A copy of the Minutes of the Local Traffic Committee Meeting held on Wednesday 8 October 2014 were distributed with the business paper.

RECOMMENDATION

That Council confirms the Minutes of the Local Traffic Committee Meeting held on Wednesday 8 October 2014.

3. Deputations by Members of Public or Councillors

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

Nil Items

5. Items to be Referred to Council

Nil Items

6. Items Referred to General Manager's Delegate

6.1 Request for Loading Zone - Holden Lane, Ballina

Introduction

A request has been received for a formal LOADING ZONE within Holden Lane, Ballina.

Information

The south side of the western end of Holden Lane adjoining Kerr Street, is used by an adjacent motorcycle shop for loading and unloading of motorcycles. This section of lane currently has a NO PARKING designation.

The owner of the business has requested a LOADING ZONE be created and in support of the request advises:

"After consultation with council staff some time ago, an arrangement was reached to allow the loading and unloading of motorcycles and associated product within the laneway whilst showing care and caution to through traffic to prevent any inconvenience. Unfortunately, despite our best efforts, the time allowed for these tasks (three minutes) is sometimes impossible to achieve.

The above mentioned zone is used approximately twenty times per day with delivery and pickup of customer motorcycles, parcel delivery trucks & delivery of new crated motorcycles requiring a forklift. Customers become confused on a regular basis when dropping off their bikes due to the lack of a designated loading zone. Communication with our regular delivery drivers is possible but unfamiliar customers will park outside the designated area before we have a chance to educate them.

We are very conscious of operating to a high degree of safety for our customers and as such we discourage them unloading in Kerr Street on the highway with their backs to the traffic. In addition to this we obviously want to operated within the law. It is not our intention to create inconvenience to through traffic and we feel a designated loading zone (which still allows through traffic to pass safely) with a comparatively longer time limit, would achieve the desired result for all concerned."

Holden Lane is 6 m wide and sealed full width at this location. On the opposite side of the lane there are two garages, built to the boundary line with roller door accesses (see attachments).

The observed traffic volumes on this section of Holden are very low and a LOADING ZONE on the south side that leaves a minimum 3m width for through traffic movements is not likely to cause significant inconvenience to either through traffic or residents on the other side of the lane.

RECOMMENDATION

A LOADING ZONE be provided on the south side of Holden Lane, Ballina for a distance of approximately 21 m eastwards from the Kerr Street kerb line.

Attachment(s)

1. Holden Lane Aerial Photo
2. Holden Lane Street View





7.1 Request for Traffic Management Advice - Plateau Drive Wollongbar

7. Items for Traffic Engineering Advice

7.1 Request for Traffic Management Advice - Plateau Drive Wollongbar

Introduction

Concerns have been expressed regarding speed of vehicles, particularly subdivision construction vehicles, on Plateau Drive, Wollongbar and the possible need for traffic calming.

Information

There was a speed survey on Plateau Drive for a number of weeks during 2013 which provided the following data:

Vehicles Counted = 7426

Posted speed limit = 60 km/h, Exceeding = 968 (13.04%),

Mean Exceeding = 65.02 km/h

Maximum = 101.3 km/h, Minimum = 10.1 km/h, Mean = 48.3 km/h

85% Speed = 59.0 km/h, 95% Speed = 64.8 km/h, Median = 49.7 km/h

The data indicates a reasonable level of compliance with the posted speed limit, based on the 85 percentile speed of 59.0 km/h.

The main forms of traffic calming now utilised in Plateau Drive are provision of a curvilinear alignment to minimise lengths of straight road (longer lengths of straight roads encourage higher speeds) and the presence of parked cars on the road (parked cars, particularly if they are on both sides of the road, create the perception of a narrower road and cause drivers to slow down). As the subdivisions along this road provide more allotments and mature over time, there will be more cars parked on the road, particularly at night which will assist with traffic calming. As the subdivisions mature there should also be less use of the road by trades people and trucks which are currently a source of concern regarding speeding.

Plateau Drive is a major connecting road and its current speed limit of 60 km/h is consistent with that function. A 50 km/h speed zone may be considered, however there could be issues with compliance due to its geometry and through connector road function.

RECOMMENDATION

The Committee provide advice regarding traffic management of Plateau Drive, Wollongbar.

Attachment(s)

1. Plateau Drive Aerial Photo



7.2 Request for Traffic Management Advice - Dodge Lane, Lennox Head

Introduction

Concerns have been expressed regarding traffic and pedestrian safety in Dodge Lane, a narrow (6 m wide) lane with a 90 degree bend at Lennox Head

Information

Dodge Lane is a 6m wide lane in Lennox Head that traverses northwards from Byron Street for 95 m, then has a 90 degree bend and traverses eastward for 205 m to junction with Gibbon Street.

Residents are concerned that poor sight distance combined with speeding traffic will result in accidents with pedestrians and other vehicles. There have been recent incidents where northbound traffic has struck and damaged the fence beyond the 90 degree bend. Westbound traffic is also reported to have overshoot the 90 degree bend and proceeded through the driveway of the unit development beyond.

Traffic proceeding northwards from Byron Street, has a reasonable view of traffic on the other leg of Dodge Lane prior to committing to the turn at the 90 degree bend.

Westward traffic from Gibbon Street has a much more restricted view of traffic on the other leg at the 90 degree bend due to the presence of a corner fence on the left side. This fence however has been modified to provide gaps between the palings and with reasonable care, it is possible to view traffic on the north south leg, before committing to the turn. Curve Alignment markers have been installed beyond the bend to assist drivers detect the end of the lane.

Possible traffic management measures that could be considered are:

- Conversion of the lane to one way traffic
- Provision of a stop sign for westbound traffic at the 90 degree bend

RECOMMENDATION

The Committee provide advice regarding traffic management measures for Dodge Lane, Lennox Head.

Attachment(s)

1. Dodge Lane, Lennox Head - Aerial Photo

7.2 Request for Traffic Management Advice, Dodge Lane, Lennox Head



7.3 Traffic Safety - Intersection of Coral Street & The Avenue, Alstonville

Introduction

Residents are concerned regarding the safety of the intersection of Coral Street and The Avenue, Alstonville.

Information

The attached aerial photo shows the intersection of Coral Street (East /west) and The Avenue (north/south leg of the tee) at Alstonville. The Avenue slopes down to the Coral Street intersection and Coral Street slopes from high ground on the east (right) end to lower ground on the west (left) end.

It has been advised that an accident took place in the evening of 11 September 2014 where a southbound vehicle in The Avenue, failed to safely turn into Coral Street, penetrated and damaged an occupied dwelling on the other side of Coral Street. The other accident on the NSW Crashlink database at this location occurred 11 October 2010 and was a RUM 10 intersection accident between a southbound vehicle in The Avenue and a westbound vehicle in Coral Street.

A request (see attachment) has been made for provision of a barrier on the south side of Coral Street, opposite The Avenue to prevent errant vehicles entering adjacent properties. However, this is difficult to achieve on the site due to

- The effectiveness of a barrier would be partially compromised by the need for a gap for the existing driveway
- Standard guardrail or new jersey barriers are designed for glancing impacts and not designed for or be effective as terminal barriers
- A solid barrier causing instant deceleration would have unacceptable consequences for impacting vehicle occupants and would not comply with safety barrier standards.
- An earth mound could be ineffective and difficult to accommodate on the road verge/footpath

As an interim response, arrangements have been made to install an advance warning T junction sign for southbound vehicles in The Avenue and to paint a Give Way Hold line on The Avenue leg of the T junction. These changes should give southbound traffic advance warning and detection of the T junction and more time to take appropriate action to negotiate the T junction safely.

RECOMMENDATION

The Committee provide advice regarding traffic management options for the intersection of Coral Street and The Avenue, Alstonville

Attachment(s)

1. The Avenue and Coral Street Intersection, Alstonville



7.4 Traffic Safety - Sandy Flat Road Tunnel

7.4 Traffic Safety - Sandy Flat Road Tunnel

Introduction

There are concerns regarding inappropriate and unsafe driving practices in the Sandy Flat Road tunnel under the Pacific Highway.

Information

Sandy Flat Road junctions with Tamarind Drive immediately west of a road tunnel under the Pacific Highway. It is understood that this tunnel has become the site of regular meetings of groups of drivers participating in inappropriate and unsafe driving practices (see attached photo).

RECOMMENDATION

The Committee provide advice regarding traffic management options Sandy Flat Road tunnel.

Attachment(s)

1. Sandy Flat Road Tunnel



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 8 October 2014

6.1 Review of Marked Pedestrian Crossings in Ballina Shire

Recommendations

1. Crossings 3 (Links Avenue, Ballina), 4 (Bangalow Road, Ballina), 7, 8, 9 & 10 (Cherry Street, Ballina), 11 (Crane Street, Ballina) and 14 (River Street, Ballina West 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.
3. A further report be provided to the Committee in regard to outcomes of investigations from Point 1 above and that Council consider a target program date to complete the whole program.

Action to Date

Action scheduled to commence early 2015.

7.1 Requests for Speed Zone Review

Recommendation

1. The Committee agrees to make a referral request to the NSW Roads and Maritime Services to conduct a speed zone review on Pimlico Road.
2. The Committee advised no change to the speed limit at Forest Road, Uralba.

Action to date

Request sent to RMS, 20 October 2014.

7.2 Issues at Alstonville High School

The Committee recommends:

1. *Bus Zone Coral Street, Alstonville adjacent to Walkway to High School*
 - a) *The 87 m long BUS ZONE in Coral Street be reduced in length to provide one bus space only (the eastern most part of the existing bus zone) and this remnant BUS ZONE be active for the period, "2:30 – 4pm School Days".*
 - b) *The remainder of the current BUS ZONE be converted to NO PARKING (drop off/pick up), 8 – 9:30 am and 2:30 – 4 pm, School Days.*
2. *The NO PARKING (drop off/pick up) zone in Cawley Close, opposite the school be extended northwards to accommodate approximately two more cars.*
3. *A section of Angle Parking be provided on the south side of Coral Street, adjacent to Cawley Park (Lot 155 DP 244651 and Lot 4 DP 554136).*

Action to date

1. Completed, except for installation of drop off zone signage
2. Completed
3. Awaiting works to construct parking area

10.2 Intersection of Bruxner Highway & Lindendale Road/Converys Lane

Recommendation

1. *The Committee endorse changing the 'GIVE WAY' sign on Converys Lane to a 'STOP SIGN'.*
2. *The Committee request Council to consider removal of the advertising structures at the intersection to improve sight distance.*

Action to date

1. Completed
2. Request sent to staff to facilitate removal of non-compliant signs.

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.

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 shire wide review of marked crossings.

Action to Date

Awaiting further advice from RMS.

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 advice regarding cost of installation of kerb ramp which is needed as pre-requisite to installing disabled car parking signage.

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.

6.8 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.

RECOMMENDATION

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

Attachment(s)

Nil

8.2 Outcome of Speed Zone Reviews

8.2 Outcome of Speed Zone Reviews

Introduction

NSW Roads and Maritime Services (RMS) has advised the outcome of a number of speed zone reviews.

Information

RMS has advised by letter the outcomes of the following speed zone reviews:

Rous Mill Road, Rous Mill

The outcomes of this review are as follows:

1. A 60km/h speed limit be installed on Rous Mill Road from Dalwood Road to 150m south of Mollys Grass Road, a distance of 1.3km.
2. An 80km/h speed limit be installed on Rous Mill Road from Marom Creek Road to 150m south of Mollys Grass Road, a distance of 600m.
3. Council to install CAM's and advance curve warning (W1-1 L+R) signs with 35km/h speed advisory plates on Rous Mill Road at Mollys Grass Road.

Friday Hut Road, Tintenbar:

The outcomes of this review are as follows:

1. The existing 100km/h speed limit on Friday Hut Road from Tintenbar Road Tintenbar to Brooklet Road Brooklet be reduced to 80km/h, a total distance of 8.6km.
2. The existing 100km/h speed limit on Friday Hut Road from Brooklet Road Brooklet to the Byron Shire Council boundary be reduced to 60km/h, a total distance of 1.4km.

Winton Lane, Ballina - Shared Zone

As previously advised by email Roads and Maritime Services would have no objection and approval is given to the concept. It would be appreciated if Council could advise of the length of the zone and when the work will commence so the appropriate documentation can be prepared.

Sneaths Road, Wollongbar

The outcomes of this review are as follows:

1. The existing 60km/h speed limit on Sneaths Road from Lismore Road to 141m north of Plateau Drive be retained, a total length of 900m.
2. The existing 100km/h default speed limit on Sneaths Road from 141m north of Plateau Drive to Pearces Creek Road be reduced to 80km/h, a total length of 4.3km.

South Ballina Beach Road, South Ballina

The outcome of this review is as follows:

1. The existing 100km/h speed limit on South Ballina Beach Road be reduced to 80km/h from River Drive to 3.2km east of River Drive, a distance of 3.2km.

RECOMMENDATION

The Committee note the advice of NSW Roads and Maritime Services regarding speed zone reviews for Rous Mill Road, Friday Hut Road, Winton Lane, Sneaths Road and South Ballina Beach Road.

Attachment(s)

Nil

- 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 12 February 2015 at 10.00am.