



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 11 February 2015 commencing at 10.00.**

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
 4. Summary Report
 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 10 December 2014 were distributed with the business paper.

RECOMMENDATION

That Council confirms the Minutes of the Local Traffic Committee Meeting held on Wednesday 10 December 2014.

3. Deputations by Members of Public or Councillors

Nil Items

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

Nil Items

5. Items to be Referred to Council

Nil Items

6.1 Proposed Bus Zone - Southern Cross Drive, Ballina

6. Items Referred to General Manager's Delegate

6.1 Proposed Bus Zone - Southern Cross Drive, Ballina

Introduction

A Bus Zone is proposed for the north side of Southern Cross Drive, Ballina immediately east of the Boeing Avenue intersection.

Information

A Bus Zone is proposed for the north side of Southern Cross Drive, Ballina immediately east of the Boeing Ave Intersection. The project is partly funded by a CPTIGS grant (2013 round).

The project was initiated by Northern Rivers Social Development Council and Transport for NSW and will service the mobile home parks opposite Boeing Avenue.

The proposal includes Bus Zone, pedestrian refuge, shelter, associated paths, railings, traffic signs and road markings as designated on the Ballina Shire Council drawing "Proposed Bus Zone and Pedestrian Refuge Southern Cross Drive" dated December 2014, which is an attachment to this report.

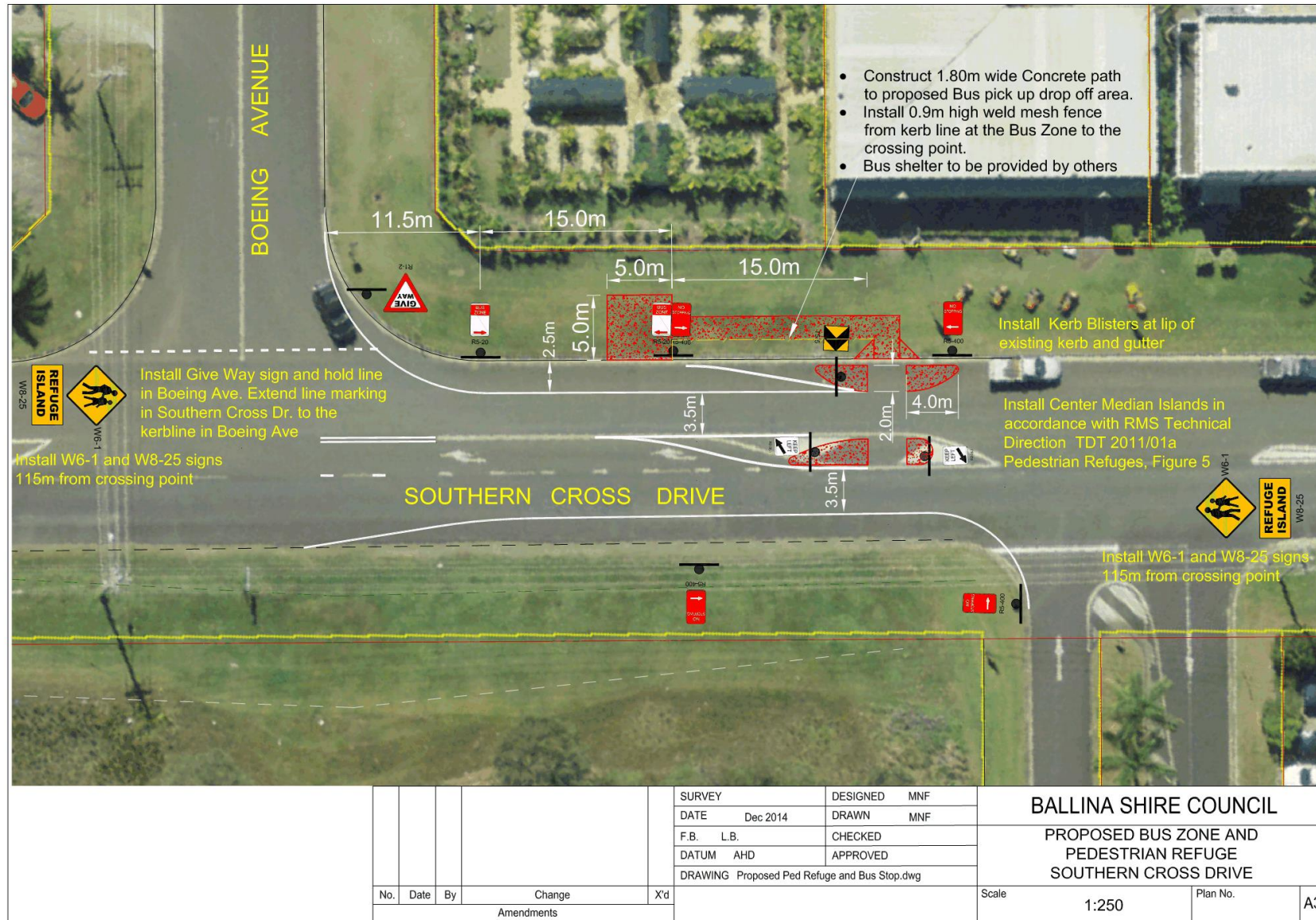
RECOMMENDATIONS

The Bus Zone and associated infrastructure, regulatory signs and markings as shown on the Ballina Shire Council drawing "Proposed Bus Zone and Pedestrian Refuge Southern Cross Drive" dated December 2014, attached to this report be approved.

Attachment(s)

1. Proposed Bus Zone - Southern Cross Drive, Ballina

6.1 Proposed Bus Zone - Southern Cross Drive, Ballina



					SURVEY	DESIGNED	MNF	BALLINA SHIRE COUNCIL PROPOSED BUS ZONE AND PEDESTRIAN REFUGE SOUTHERN CROSS DRIVE				
					DATE	Dec 2014	DRAWN				MNF	
					F.B.	L.B.	CHECKED					
					DATUM	AHD	APPROVED					
					DRAWING	Proposed Ped Refuge and Bus Stop.dwg			Scale	1:250	Plan No.	A3
No.	Date	By	Change	X'd								
Amendments												

6.2 Disabled Parking Arrangements - Grant Street Ballina Adjacent to RSL Club

6.2 Disabled Parking Arrangements - Grant Street Ballina Adjacent to RSL Club

Introduction

It is proposed to rationalise the disabled parking arrangements in Grant Street, Ballina, adjacent to the RSL Club.

Information

Council's Access Reference Group meeting held 4 February 2014 raised the following concerns regarding access in Grant Street Ballina adjacent to the Ballina RSL Club:

- "1. The set down and drop off point at the entrance of the Club does not have a pram ramp. The curb is painted with yellow and black paint.*
- 2. There are accessible parking spaces in the centre isle parking of Grant Street. Members of the Group expressed concern as people may be exiting their motor vehicles directly onto the road.*
- 3. People who use the centre isle parking need to access the footpath via the existing driveway that leads into the covered car park of the RSL club.*
- 4. There are two accessible parking spaces along the eastern side of Grant Street, however there are no pram ramps for individuals to access the footpath.*
- 5. Users of the accessible parking space adjacent to the Richmond River are required to exit onto the roadway and travel along the roadway (although line marked) to a pram ramp with limited turning space to access the RSL club."*

Following site inspections with the convenor of the Access Reference Group and site meetings with Ballina RSL Club management, the following actions are proposed:

- Remove the two disabled car parking spaces in the centre aisle of Grant Street
- Provide kerb ramps for the two disabled spaces on the east side of Grant Street, between the car park entrance and River Street
- Subject to arrangements with the RSL Club, install a kerb ramp in the covered drop off area adjacent to the main club entrance
- Reconstruct and improve the geometry and slope of the kerb ramp south of the covered drop off area.

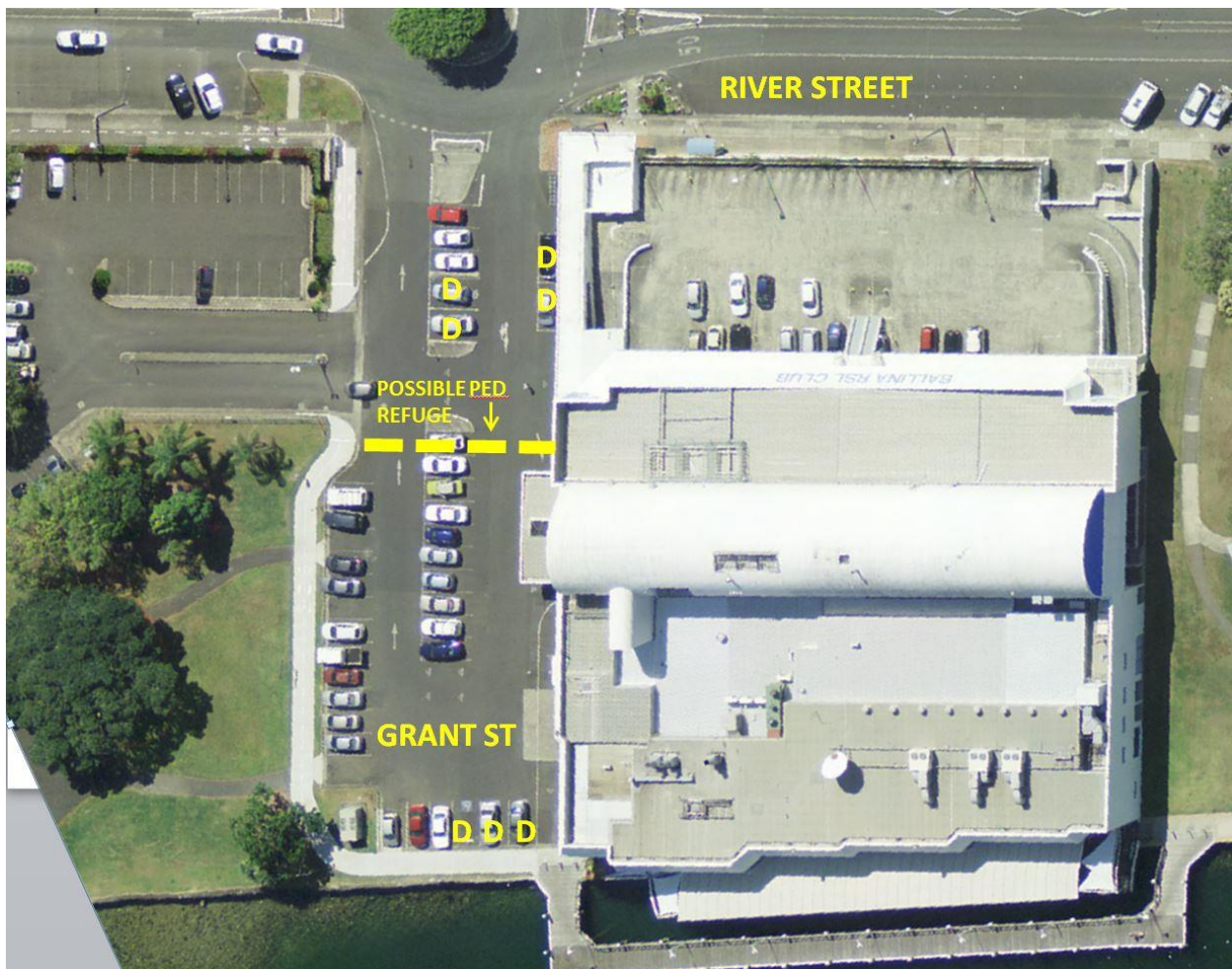
Council staff also agreed to investigate a request by RSL Club management for provision of a pedestrian refuge across Grant Street to reduce risk of jay walking between the car park on the west side of Grant Street and the club entrance. This would result in the elimination of one centre street aisle parking space.

RECOMMENDATIONS

1. Approve removal of the two disabled car parking spaces in the centre aisle of Grant Street between River Street and the Richmond River.
2. Approve removal of one car parking space in the centre aisle of Grant Street between River Street and the Richmond River, if required to provide a pedestrian refuge.
3. Council be requested to install kerb ramps adjacent to the two disabled spaces on the east side of Grant Street, between the car park entrance and River Street.
4. Council be requested to reconstruct and improve the geometry and slope of the kerb ramp south of the covered drop off area.
5. Subject to satisfactory arrangements being made with the RSL Club, install a kerb ramp in the covered drop off area adjacent to the main club entrance.

Attachment(s)

1. Grant Street, Ballina Adjacent to RSL Club



6.3 Request to Hold Bicycle Races - River Drive to Wardell

6.3 Request to Hold Bicycle Races - River Drive to Wardell

Introduction

An application to hold bicycle races along River Drive to Wardell during 2015 has been received from the Ballina Masters Cycle Club.

Information

The Ballina Masters Cycle Club has submitted an application to conduct Class 2 club level cycling events along River Drive from one kilometre south of South Ballina Road to East Wardell and return, a distance of 20 km.

The request is for the year 2015. Races are to be held on Saturday afternoons between 3.00 pm and 4.00 pm. The club has advised:

- Cyclists would start individually or in small groups of two or more in single file
- Race rules would incorporate NSW Road Rules
- Any rider breaching rules will be liable to disqualification, suspension and/or fine at the discretion of the referee
- Insurance cover has been arranged for 2015
- There are no road closures involved
- RMS approved signs in strategic positions with the words "CAUTION CYCLE RACE IN PROGRESS"
- The club has successfully run this event for three years.

Consideration has been requested for providing approval for more than one years duration for continuing events such as this application. In this regard, multi-year approvals by the Committee could be subject to annual submission to Council staff of evidence of current insurances and a statement that traffic management, safety arrangements, routes and times etc. will not vary from the original application.

RECOMMENDATIONS

That the Committee support

1. Approval of the Ballina Masters Cycle Club to conduct bicycle races along River Drive from one kilometre south of South Ballina Road to East Wardell and return between 3.00 pm and 4.00 pm on Saturdays throughout 2015, subject to the events being conducted in accordance with the traffic management plans included in the application.
2. Approval of the event continuing in 2016 and 2017 subject to annual submission to Council staff of evidence of current insurances and a statement that traffic management, safety arrangements, routes and times etc. will not vary from the original application.

6.3 Request to Hold Bicycle Races - River Drive to Wardell

Attachment(s)

1. 2015 Application from Ballina Masters Cycle Club

6.3 Request to Hold Bicycle Races - River Drive to Wardell

APPLICATION BY BALLINA MASTERS CYCLE CLUB INC. TO CONDUCT CYCLE RACES IN BALLINA COUNCIL AREA DURING THE YEAR 2015.

INTRODUCTION

The Ballina Masters Cycle Club (BMCC) is an incorporated club and seeks to conduct Class 2 club level cycling events on River Drive in the Ballina Council area.

EVENT

The event would be conducted on Saturday afternoons between 3.00pm and 4.00pm weekly throughout the year. These events would take place on River Drive, commencing approximately one kilometre south of South Ballina Road, and go as far as the intersection of Byron Street, East Wardell, then returning back to the start point – total distance of approximately 20 km.

Cyclists would start individually or in small groups of two or more in single file. Cyclists' race in single file, except when passing. The most cyclists during 2014 were 15 with an average of 8.

BMCC Race rules incorporate the current NSW Road Rules. Any riders breaching these rules shall be liable to disqualification, suspension, fine or any combination of the three at the discretion of the referee.

It should be noted that the roads used are quiet rural roads with very little vehicular traffic on Saturday afternoons at the times indicated.

NATIONAL TRANSPORT REGULATIONS

The BMCC is aware of the need to comply with the National Transport regulations. In particular, we are aware of the requirement for consideration of public safety, convenience and consultation when conducting cycling events on public roads. In this regard, the Club believes that from experience gained since 2012 in conducting road racing events, combined with the process of consultation with Police, State and Local Government authorities, we have sufficiently considered all potential risks and control measures when conducting cycle events.

PUBLIC SAFETY AND CONVENIENCE

a The BMCC has comprehensive insurance cover with Lords of London for \$20 million until 31/12/2015. It is arranged through our affiliation with the governing body Australian Veteran Cycling Council Inc. We have provided a copy of the 2015 certificate of currency.

b Safety for both cyclists and road users is the paramount criterion when conducting events. The current course has been selected to minimise intersections and turning points. There are no cross roads. Start/Finish and turn point have been chosen to ensure safety for cyclists and motorists. The turn point at Byron Street, East Wardell is where more than a hundred cyclists turn each week to join the cycleway on Wardell Bridge.

c There is no road closures required and the cycling event will not impinge upon residential amenity.

6.3 Request to Hold Bicycle Races - River Drive to Wardell

d The Club's commitment to rider safety is evidenced by the instructions read to riders prior to the start of an event to ensure all possible action is taken to maintain rider and public safety.

e RMS standard approved road signs display the words "CAUTION CYCLE RACE IN PROGRESS" will be placed on the entrance to River Drive (Wardell end) and at other strategic positions to warn motorists approaching from either direction of the start/finish and at the turnaround point.

f One Experienced club member will be rostered as referee for each event to ensure all requirements are carried out prior to and during the event. One senior club member will be stationed as turn marshal at Byron Street intersection to ensure cyclists are stopped if there is the likelihood of a rider interfering with vehicular traffic. The marshal shall not interfere with any vehicular traffic.

g Marshals will be people with detailed knowledge and experience regarding the particular venue.

h The referee will not permit any event to commence unless the required signs are in place. The turnaround marshal will be in place well before cyclists reach the point.

i The marshal will wear high visibility safety vests and have a red flag to warn cyclists to stop if deemed necessary.

J Marshals will clearly understand the road rules and if necessary will slow or stop cyclists to give priority to other road users at the turn point or start/finish line.

k Our cyclists and officials are all mature citizens being over 30 years or older. The great majority of these veteran cyclists have developed considerable bike handling skills and a keen sense of road traffic awareness when turning or when being overtaken by vehicles.

l All cyclists will be instructed to stay on the left hand side of the carriageway to enable vehicles to overtake in a safe manner. Any cyclist who crosses to the wrong side of the road is automatically disqualified and Club officials may take further action.

m The location of the start/finish line has been chosen for the off road parking to ensure unhindered progress of other road users.

n Club members are aware of their responsibilities to avoid damage to local flora and fauna, and the need to preserve the area as per government requirements.

o Any rubbish will be removed from start/finish area and riders are forbidden to litter roadways during events.

p A qualified First Aider will be in attendance at all events with a fully stocked first aid kit.

SUMMARY

The Club acknowledges and greatly appreciates the assistance and support afforded to it by the NSW Police Force and the Ballina Shire Council. The BMCC has been racing on this circuit for 3 years, and has not received any complaints or reports of dissatisfaction from other road users, local residents, local authorities or the NSW Police Force.

The BMCC is keen to promote cycling as a healthy and safe sport for mature riders. We are fortunate to have areas that offer a safe yet challenging circuit for road cyclists.

We endeavour at all times to foster a positive response to cycling in general from the local community, and we are willing to participate in any proposal that will further this cause.

The BMCC kindly requests that you give a favourable response to this submission

6.3 Request to Hold Bicycle Races - River Drive to Wardell

The locality maps together with start/finish and turnaround point diagrams; List of equipment; Traffic management plan, guidelines to marshals, marshals duties, instructions to riders; Insurance Certificate are in attachments with this application.

Should you wish to discuss any matters arising from this submission, please do not hesitate to contact the undersigned.

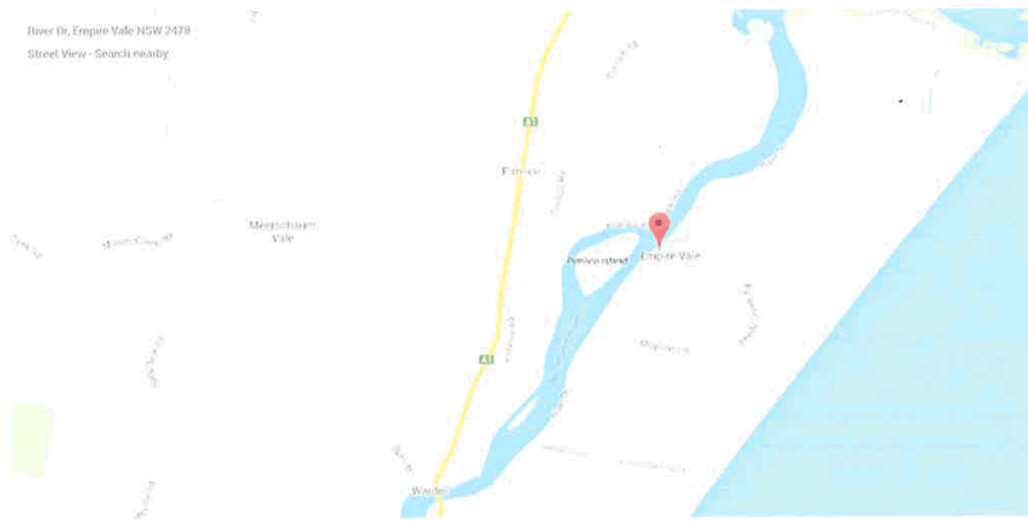
Yours Sincerely

Bruce Syme
Vice President BMCC
02 6686 9933
0416043068

6.3 Request to Hold Bicycle Races - River Drive to Wardell

River Dr - Google Maps

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Map data ©2015 Google 1 km

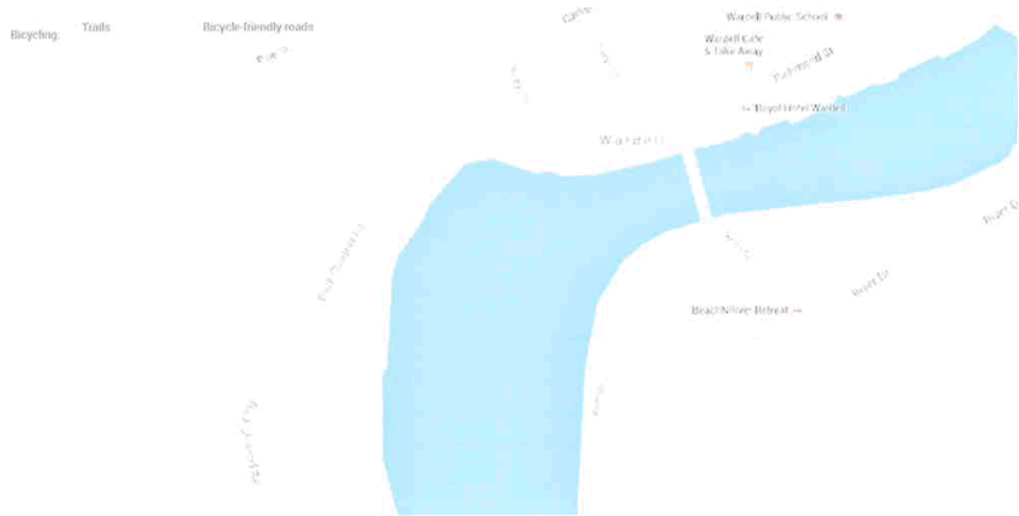
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26/01/2015

6.3 Request to Hold Bicycle Races - River Drive to Wardell

River Dr, East Wardell NSW 2477 - Google Maps

Page 1 of 1



Map data ©2015 Google 200 m

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26/01/2015



Arthur J. Gallagher & Co (Aus) Limited
ABN 34 005 543 920, AFSL No. 238312
289 Wellington Parade South
East Melbourne VIC 3002

31 December 2014

TO WHOM IT MAY CONCERN – CONFIRMATION OF COVER

We confirm having placed insurance as follows:

Insured:	Australian Veterans Cycling Council Inc.
Insurer:	Lloyds of London
Policy No:	SPT14037
Occupation:	National Sports Insurance Program – Cycling
Geographical Location:	Australia Wide
Class of Insurance:	Sports Combined Public Liability and Professional Indemnity
Limit of Indemnity:	Public Liability \$20,000,000 any one claim and in the aggregate for Products Liability. Professional Indemnity \$5,000,000 any one claim and in the aggregate.
Interested Parties:	Nil Advised
Deductible:	\$1,000 each and every claim.
Dates of Cover:	31 December 2014 to 31 December 2015

Subject to the terms and conditions of the Policy as issued by the Insurer.

This certificate is issued as a matter of information only and confers no rights upon the recipient. This letter does not amend, extend or alter the coverage afforded by the above mentioned policy.

The policy referred to is current at the date of issue of this letter. Whilst an expiry date has been advised, it should be noted that either party to the contract may cancel the policy at any time in the future.

Yours faithfully,

Christine Osborne
Team Leader
Direct: +61 2 9424 1886 | Ext: 75006 | Mobile: +61 418 772 828
christine.osborne@ajg.com.au | www.ajg.com.au



LIST OF ATTACHMENTS

- Attachment
- A. General Traffic Control Plan Drawing.
 - B. River Drive Map.
 - C. List of Equipment.
 - D. Traffic management Plan.
 - E. Guidelines for Chief Marshal or Duty Official.
 - F. Marshal's Duties.
 - G. Instructions to Riders before each event.
 - H. Insurance Certificate of Currency.

Attachment C

LIST OF EQUIPMENT

1. Signage. Free standing for placement on course.
2. Traffic Cones for turnaround.
3. Red flags, white flags, and chequered flag.
4. Safety Vest for each marshal and flagman.
5. Mobile phones used by Marshals, Duty Officials, and Traffic Controllers.
6. List of Marshal's Duties.
7. List of contact person and phone number for every member.
8. Instruction sheet. To be read to cyclists before the start of each event.
9. Stopwatch.
10. First Aid Kit.
11. Club Administration: Race Rules, NSW Traffic Rules, Club Constitution, etc.

Attachment D

TRAFFIC MANAGEMENT PLAN

Course.

River Drive, from South Ballina to East Wardell.

Locations – as per locality maps attached.

Appropriate signage will be put in place at strategic points on the course. These are indicated on the Start/Finish, and Turnaround Point diagrams, to warn other road users of the presence of cyclists.

Car Parking.

Competitors will park on the verge in the vicinity of, but well clear of the Start/Finish line. The road has plenty of parking area, clear of the roadway. There are sight lines in excess of 150m in each direction.

Times.

The event, on River Drive, will be on Saturday between 3pm and 4pm.

Traffic Management.

- The Start Line. A Start/Finish marshal will be in place to keep the road free from obstruction. Riders will be called to the Start and keep off the carriageway until thirty seconds before the start. Riders will start riding ONLY when the area is clear of other road users. Appropriate signs warning of cyclists will be placed in both directions of the Start/Finish line as indicated on the diagrams.
- The Finish Line. There will be a marshal/observer, judge/referee, and timekeeper on the road verge. The Finish line will be marked with a sign, a flag, and a red coloured traffic cone.
- Turnaround Point. The turn is located on a straight piece of roadway with clear sight in excess of 100m in each direction.

At the turn point, and other strategic locations, appropriate signage will be put in place to warn other road users of the presence of cyclists. The Traffic Controller will stand to the side of the road with a red, and white, flags. A red coloured traffic cone will be put in the middle of the road. Priority will be given to through traffic. If necessary, riders will be signalled to stop and move off the carriageway.

The Riders.

The riders will be briefed on the start line to:

1. Adhere to the general road rules. In particular NOT to cross the centre line.
2. Ride no more than two abreast, stay in the LEFT lane, and generally keep left.
3. To alert the group of any vehicles approaching from the rear.
4. To give way to other vehicular traffic and allow it to pass safely.

Attachment E

GUIDELINES FOR CHIEF MARSHAL OR DUTY OFFICIAL

Your Priorities.

1. Safely and effectively run events for riders.
2. Cause minimum inconvenience to other road user.
3. Comply with the Road Traffic legislation.

Prior to each Event.

1. Confirm course is safe to be used.
2. Familiarise yourself with the NSW Police Conditions for cycling events and the relevant Traffic Management Plan.
3. Familiarise yourself with the Emergency Procedures which layout exactly what you should do in the event of an accident at your event. A qualified First Aider must be present at the event.
4. Ensure that the grading/handicap details have been updated and will be available at Sign On table.
5. Confirm that all signs, mobile phones, as per Equipment List attached, will be at the event.

NOTE:

- Only club members who hold a current driver's licence can act as Marshal.
- If the minimum number of marshals is not available the event is to be cancelled.
- Ensure all marshals are familiar with Marshal's Duties. Marshals' must have read a copy of the NSW Police Conditions.
- Ensure officials have road workers safety vests, red and white flags, traffic cones, and road signs to be positioned along the course.
- Assign a location to each marshal and explain particular responsibilities associated with that location, e.g., positioning of warning signs.
- Brief all marshals at the turnaround point not to leave the location until the last rider has passed that point and to follow that rider back to the Start/Finish point, picking up, if necessary, any riders who have pulled out, or are unable to continue.

Communications.

1. Communication with mobile phones.

Sign on Table Procedures.

1. Ensure the following are available: Rider numbers (if necessary), Sign-on sheet, visitor's book, cash tin/bag.
2. Ensure all riders are bona fide BVCC members and/or hold a current AVCC licence. This is particularly important for insurance purposes, especially at the start of each year (NO LICENCE, NO RIDE).
3. Ensure any visiting riders are registered in the Visitor's Book, so they can be followed up after the event. Bona fide visitors are allowed **one** event before being required to join the Club.

Guidelines for Marshals.

Start line Procedures.

1. Call grades/handicap groups to the starting line in agreed starting order.
2. Remind all riders waiting to start, to stay off the road. Ensure other traffic is safely managed and not inconvenienced.
3. Conduct a roll call of all riders for each grade/handicap group to ensure all are present at start to hear briefing and introduce any visitors to the bunch.
4. Brief each grade/group of riders on course details and safety issues. That is:
 - a. Total distance.
 - b. Crossing of centre line, if observed or reported, will result in DISQUALIFICATION. Urge riders to remind each other of this during the event.
 - c. Location of turnaround point.
 - d. Remind riders that a red flag means stop, and the white flag means that it is clear to proceed.
 - e. Location of any known hazards – road works, gravel/sand patches, bad potholes, causeways, etc.
 - f. Keep to the left hand side of the left hand carriageway to enable any following vehicle to overtake the group safely. Riders at the rear of a group/bunch are to warn riders ahead of vehicles approaching from behind.

After the Event.

1. Ensure all road signs and traffic cones have been retrieved from the course.
2. Ensure site is left in a clean and tidy state. All rubbish to be properly disposed of in public rubbish bins (if available at site), or else returned to Club members' homes and disposed of there.

Attachment F

MARSHALS' DUTIES

Priority.

The SAFETY of riders and other road users is your primary concern.

Equipment.

1. Reflective high visibility 'Road Worker' vests.
2. Traffic Cones.
3. Red flag, White flag.
4. Warning signs 'Warning Cyclists Ahead'.
5. Mobile phone.

Obtain Briefing from Chief Marshal or Duty Official.

1. Safety, locations, warning signs, timing, mobile phone use, emergency procedures per the Accident Management Guidelines (as required from Duty First Aider).

Setting up the Turn Point.

Ensure that at the turn point:

1. The turn point is not across double lines.
2. Your vehicle is safely parked well clear of the turn point.
3. You can be readily seen by oncoming traffic (100m sight line in both directions), and that you have a safety refuge (escape route) in case of danger to yourself.
4. Position Warning Signs so that traffic has adequate distance to slow/stop (80 m before your position).
5. Riders have a clear edge to move to if they must stop before turning.

When Rider(s) approach.

1. You **do not have the authority** to stop traffic. If the situation demands, YOU MUST STOP THE RIDERS.
2. Look and listen for oncoming traffic from both directions.
3. Take up a safe position in readiness to signal rider(s).
4. Decide whether you must stop the rider(s) to allow traffic to safely pass - Show RED flag to Rider(s).
5. Or, if all clear, signal to riders that they may turn – Show WHITE flag to riders.
6. If traffic appears while riders are negotiating the turn, attract drivers' attention to the situation with clear and confident signalling.
7. At all times, show courtesy to other road users.

After Last Rider has Turned.

1. Gather up signs/ equipment.
2. Check immediate area; ensure that it is free of litter.

Attachment G

INSTRUCTIONS TO RIDERS BEFORE EACH EVENT

Today's race will be run in accordance with BVCC rules, and the requirements of our race permits.

You are reminded that we are racing on open roads, and that crossing the centre of the road will not be tolerated.

Ride no more than two abreast, stay in left lane, and generally keep left.

Alert the group of any vehicles approaching from the rear.

Give way to other vehicular traffic, and allow it to pass safely.

You must obey the instructions of the officials and marshals, and if asked to stop, you must do so.

Unofficial private vehicles are not permitted to follow, and any violation will result in the rider being penalised.

Public urination will not be tolerated, and offenders will be penalised.

Any rider withdrawing from the race is asked to remove their number, and advise an official so we can account for all riders at the finish.

Riders are reminded to claim placings.

Following this, give details of any danger spots, etc.

7.1 **Bicycle Rider Behaviour on Shared Paths**

7. **Items for Traffic Engineering Advice**

7.1 **Bicycle Rider Behaviour on Shared Paths**

Introduction

A resident has expressed concern about unsafe bicycle rider behaviour and signage on the shared boardwalk/path between Lennox Headland and Lennox Head.

Information

A resident has expressed concern about bicycle rider behaviour and signage on the boardwalk/path between Lennox Headland and Lennox Head which is shared by pedestrians and cyclists. Particularly cyclists speeding downhill being a safety risk to children and elderly pedestrians who may not be able to take timely evasive action to avoid a collision. The resident has requested *"a sign be erected limiting their speed to say, 5kph when passing people on the path, and that this speed limit be enforced by rangers"*.

The advice of the NSW Government, Bicycle Information, "Cyclists - The Rules and Your Rights" website, for use of shared paths is:

"Using Shared Paths

Across NSW there are paths that can be used by both pedestrians and bicycle riders. To avoid collisions and make using these paths a pleasant experience, both pedestrians and bicycle riders need to look out for each other and follow a few simple rules.

As a bicycle rider always make sure you:

- *Keep to the left.*
- *Give way to pedestrians, slowing down or even stopping if needed.*
- *Use your bell or horn, if needed, to avoid a collision.*
- *Be particularly careful around older pedestrians, young children and dogs as they are often unpredictable.*

Always travel at a speed that promotes safety for you and the pedestrians you encounter.

When walking on a shared path be aware that cyclists can travel much faster and may suddenly appear around a corner or behind you.

As a pedestrian make sure you:

- *Keep to the left.*
- *Move off the path to the left if you wish to stop".*

This advice relies on both bicycle riders and pedestrians acting responsibly and respecting other user groups.

7.1 Bicycle Rider Behaviour on Shared Paths

Section 6.6 of the NSW Bicycle Guidelines (2005) provides some guidance for appropriate signage on shared paths (see attachment to this report).

In response to similar enquiries in 2013, the Group Manager Civil Services has advised:

"In reference to section 6.6 Shared path advisory signage discussed, this section recommends an incremental 'bottom up' approach be used when installing signs. We agree with this approach as the proliferation of signs can desensitise the community to warnings, is expensive, and reduces the amenity or appearance of the paths. Therefore the application of signs should only be used when the balance of these factors with safety concerns warrants a response at a specific location. Usually this would be in response to reported incidents to justify the intervention. The section suggests to begin with level 1 and at this level path centreline and pavement symbols are preferred. Level 1 is for when there is few reported conflicts and this reflects the information we have about the use of our paths. We do see a need in some higher use areas to begin to increase the amount of pavement markings and we are continuing to implement these additional warnings as resources allow".

RECOMMENDATIONS

The Committee provide advice on whether signage beyond Level 1 (Section 6.6 NSW Bicycle Guidelines) is warranted on the boardwalk/path between Lennox Headland and Lennox Head or on other shared paths in Ballina Shire.

Attachment(s)

1. Section 6.6 NSW Bicycle Guidelines 2005
2. Existing Signage LHS
3. Existing Signage RHS

Figure 6.6: Shared path behavioural signage.



6.6 Shared path advisory signage

VicRoads, *Cycle Note Number 10* (Shared Path Behavioural Signs), provides information about the provision of behavioural signage for use on shared paths. Coverage in this manual is based on that publication.

Application

To encourage shared path users to behave in a predictable and co-operative manner, four key behavioural messages have been developed to advise and educate riders and walkers. These key messages are:

1. keep left when using the path;
2. warn other path users on approach and overtaking;
3. move off the path when stopped; and,
4. walkers control your dogs.

A set of four advisory signs have been developed for use on shared paths (see Figure 6.5) to enable these messages to be communicated to path users. These signs are to be used in conjunction with path linemarking and pavement symbols as outlined in Section 6.2 of these guidelines. To improve management of shared paths through the promotion of these four key messages, a three level implementation framework is recommended. This framework (Table 6.4) provides recommendations from a basic Level 1 management up to high Level 3, where specific problem issues are addressed by targeted signage erected at path 'hot spots'.

Design notes

Choosing the appropriate level of path signage requires an understanding of the types of path user and some information on the predominant types of conflicts and their locations.

Comments

It is recommended that an incremental 'bottom up' approach be used when installing the signs. Begin with Level 1 behavioural messages. These may be sufficient to significantly improve user behaviour and reduce conflicts to an acceptable level. Allow path users to get used to these Level 1 messages and, if necessary, make some observations or obtain feedback from path users. If further education of path users is required, consider introducing a Level 2 approach and then, if appropriate, site specific Level 3 messages.

Table 6.4: Shared path behavioural sign installation.

Level	Level of usage	Recommended installation
Level 1	Basic requirement for all shared paths. Low use and few reported conflicts.	Path centreline and pavement symbols (PS-3, PS-4 and PA-1). See Figure 6.1 for path linemarking recommendations.
Level 2	Moderate path use and number of reported conflicts.	As for Level 1 plus group signs (Figure 6.6 (e) or (g)) at key locations and sign columns (Figure 6.6 (f)) at min 500m spacings.
Level 3	High path use and number of reported conflicts.	As for Level 2 plus additional single or grouped behavioural signs according to the type and level of reported and observed conflicts.





7.2 Speed Limit - Camp Drewe Road, Lennox Head

7.2 Speed Limit - Camp Drewe Road, Lennox Head

Introduction

Camp Drewe Road starts in the Lennox Head urban area where there is the default 50 kph urban speed limit. Heading north it enters a non-urban area, but there is no posted end to the urban speed limit. Some confusion exists in this non-urban section in reconciling the non-urban speed environment with the default 50 kph urban speed limit.

Information

Camp Drewe Road starts in the Lennox Head urban area where there is the default 50 kph urban speed limit. Heading north it enters a non-urban area, but there is no posted end to the urban speed limit. Some confusion exists in this non-urban section in reconciling the non-urban speed environment with the default 50 kph urban speed limit.

The characteristics of Camp Drewe Road are tabulated below:

Camp Drewe Road	
Chainage (km)	Details
0	Start at Pacific Parade
0 - 0.43	Section through Holiday Park
0.43	Start non-urban section, end bitumen seal, start gravel surface
1.6	Access to State Recreation area
1.7	Access to beach
1.7 - 1.8	Camp Drewe frontage
2.0	End of road, access to beach

Currently the main access to the State Recreation Area is via a bitumen access that extends north from Pacific Parade between the lake and ocean. This access may be closed at some future date which would require all access to be via Camp Drewe Road. This would substantially increase traffic volumes on Camp Drewe Road.

RECOMMENDATION

NSW Roads and Maritime Services be requested to conduct a speed zone review on the non-urban section of Camp Drewe Road, Lennox Head.

Attachment(s)

1. Camp Drewe Road



7.3 Tanamera Drive & Greenie Drive, Alstonville

7.3 Tanamera Drive & Greenie Drive, Alstonville

Introduction

A number of local residents are concerned about driver behaviour on Tanamera Drive and Greenie Drive, Alstonville.

Information

Concern has been expressed by local residents regarding:

- Dangerous driving on Tanamera Drive and Greenie Drive
- Continued damage to street infrastructure at the intersection of Tanamera Drive and Greenie Drive by drivers who fail to properly negotiate the turn
- Use of these residential streets as a short cut for vehicles between Teven Road and Alstonville
- Unlawful use (contrary to load limit signage) of these streets by heavy vehicles as a short cut between Teven Road and Alstonville.

Due to past concerns, the Tanamera Drive and Greenie Drive intersection has been provided with medians to control movements and act as traffic calming devices. Flexible signage has also been provided at this location due to the need to continually replace the previous fixed signage.

The 50 kph urban speed limit commences in Greenie Drive, just east of the Teven Road intersection. Greenie Drive also has a 12 tonne load limit (see attachment) to prevent use by heavy vehicles.

RECOMMENDATION

The Committee provide advice on managing driver behaviour on Tanamera Drive and Greenie Drive, Alstonville.

Attachment(s)

1. Alstonville Locality Plan
2. Tanamera Drive / Greenie Drive Intersection
3. Greenie Drive at Teven Road Intersection, Looking West to Tanamera Drive

7.3 Tanamera Drive & Greenie Drive, Alstonville





7.3 Tanamera Drive & Greenie Drive, Alstonville



7.4 Kalinga Street, West Ballina

7.4 Kalinga Street, West Ballina

Introduction

Due to safety concerns, a resident has requested changes to parking arrangements in the narrow section of Kalinga Street between Rainbow Avenue and Daydream Avenue, West Ballina.

Information

A resident is concerned that on the north side of this narrow section of Kalinga Street, heavy vehicles are parking outside painted parking lines and this forces eastbound vehicles to cross the painted solid double centreline, creating a hazard for westbound vehicles. He requests the north side be made NO STOPPING and the centreline marking be amended accordingly to create wider travel lanes.

This matter was considered in the following report to the Traffic Committee 11 February 2009.

This matter has previously been considered by the Traffic Committee. The outcomes of these discussions sought to provide enforcement to inappropriately parked vehicles at t-intersections within Kalinga Street.

A further complaint has been received about the visibility of cars when exiting a t-intersection. Council's rangers have investigated and spoken to some businesses to try and assist in managing this issue.

Vehicles in Kalinga Street parallel park along the kerb line with some closer to the kerb than others. This then results in Kalinga Street drivers tending to drive more to the centre of the road, with some straddling the road centre.

Kalinga Street's seal is of a varying width.

- Kalinga Street at Keppel Street is a 14m wide seal.
- Kalinga Street at Daydream Ave is an 11m seal.
- Kalinga Street at Rainbow Ave is a 10.5m seal. This is the start of the industrial businesses.
- Kalinga Street at Oakland Ave is a 10.5m seal.
- Kalinga Street at Riverview transitions from 10.5m to 12.5m seals. The 10.5m seal is the congested one.
- Kalinga Street at Quays Drive is 12.5m seal.

To alleviate the issue and control vehicles within Kalinga Street between Rainbow Avenue and Riverview Streets the following is proposed:

- Paint a solid double centreline in this area.
- Paint parking lines (Solid Shoulder Line) 2.1m offset from the kerb.
- Erect No Stopping signs in accordance with both The Australian Road Rules and Austroads Intersection Sight Distance requirements.

The recommendation of the Committee, implemented in March 2009 was:

7.4 Kalinga Street, West Ballina

6.09.02-3 Request Traffic Control - Kalinga Street Request from Resident (Doc No.1242158)

Recommendation to General Manager's Delegate

1. That the Committee recommend that painting of a solid double centre line in Kalinga Street between Rainbow Avenue and Riverview Streets be undertaken.
2. That the Committee recommend that the painting of parking lines (Solid Shoulder Line) 2.1m offset from the kerb within Kalinga Street be undertaken.
3. That the Committee recommend that erection of No Stopping signage in Kalinga Street in compliance with Austroads and the Australian Road Rules be installed.

In the period since these arrangements have been in place the following accidents are recorded in CrashLink:

Location	Crash Type
Intersection Kalinga and Riverview	6 RUM 10 (cross traffic) crashes
Intersection Kalinga and Rainbow	1 RUM 16 (left near) crash
Intersection Kalinga and Daydream	1 RUM 70 (left off carriageway into object) crash

None of the crashes seem related to the width of street issue and no head on crashes have been recorded. There is also some evidence in the literature that narrow carriageway widths encourage slower speeds and a safer road environment.

The proposal to prohibit parking on the north side of Kalinga Street would have a negative impact on adjacent businesses.

RECOMMENDATION

No change be made to parking arrangements in Kalinga Street, West Ballina.

Attachment(s)

Nil

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 11 December 2014

7.4 Traffic Safety, Sandy Flat Road Tunnel

Recommendations

1. *Installation of temporary central medians on Sandy Flat Road at the Tamarind Drive intersection and tunnel.*
2. *A No Stopping zone on Sandy Flat Road in the vicinity of the tunnel to be designated by painted yellow lines.*

Action to Date

Item 2 completed.

Item 1 deferred as there are insufficient temporary medians available in Council's stock for this work and other council temporary roadworks control. Implementation will depend on a budget allocation for purchase of additional temporary medians.

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.*

8.1 Schedule of Outstanding Resolutions of the Committee

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.

7.2 Issues at Alstonville High School

Recommendations

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.
2. Completed.
3. Awaiting works to construct parking area.

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

8.1 Schedule of Outstanding Resolutions of the Committee

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 shirewide 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

8.1 Schedule of Outstanding Resolutions of the Committee

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

Recommendation

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

7.4 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.

8.1 Schedule of Outstanding Resolutions of the Committee

Action to date

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

RECOMMENDATIONS

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

Attachment(s)

Nil

8.2 Outcomes of Speed Zone Reviews

8.2 Outcomes 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:

Pimlico Road, Pimlico

The outcomes of this review are as follows:

1. The existing 100km/h speed limit on Pimlico Road be reduced to 80km/h from 128m north of Fitzroy Street to the Pacific Highway at Uralba.

Pearces Creek Road, Alstonvale

The outcomes of this review are as follows:

1. The existing 100km/h speed limit on Pearces Creek Road from Sneaths Road to Eltham Road is reduced to 80km/h. A total distance of 2.2km.
2. The existing 80km/h speed limit on Pearces Creek Road from 226m north of Dianties Drive Alstonville to Sneaths Road Alstonvale be retained. A distance of 3.7km.
3. The existing 'Give Way' treatment at the intersection of Pearces Creek Road and Sneaths Road is removed and replaced with a 'Stop' treatment.
4. Council is requested to undertake a delineation review and install guideposts and curve warning signs with speed advisory plates as required.

RECOMMENDATION

The Committee note the advice of NSW Roads and Maritime Services regarding speed zone reviews for Pimlico Road, Pimlico and Pearces Creek Road, Alstonvale.

Attachment(s)

Nil

- 9 Regulatory Matters on Classified Road (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

The next meeting is scheduled for Wednesday 8 April 2015 at 10.00 am.