



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 13 April 2016 commencing at 10.30 am.**

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 from 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 February 2016 were distributed with the business paper.

RECOMMENDATION

That Council confirms the Minutes of the Local Traffic Committee Meeting held on Wednesday 10 February 2016.

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

6.1 Wardell Primary School - Proposed Drop Off/Pick Up, NO PARKING Zone

6. Items Referred to General Manager's Delegate

6.1 Wardell Primary School - Proposed Drop Off/Pick Up, NO PARKING Zone

Introduction

The Wardell Primary School Principal has requested installation of a four bay "No Parking Zone" on the north side of Richmond Street, Wardell adjacent to the school during student arrival and departure times.

Information

The Wardell School Principal has requested installation of a four bay "No Parking Zone" for student drop off and pick up, on the north side of Richmond Street, Wardell adjacent to the school.

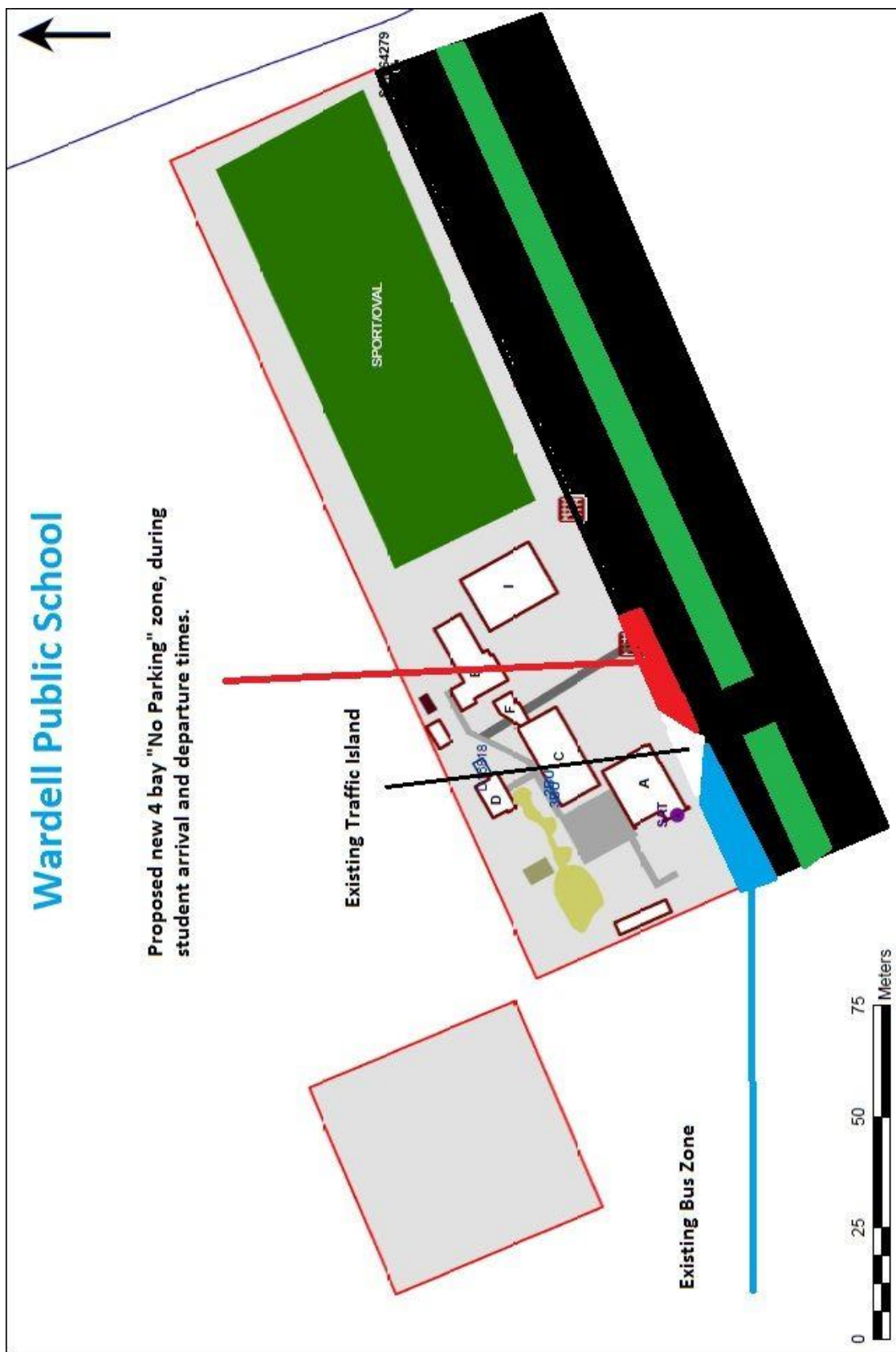
It is proposed the No Parking Zone would operate during student arrival and departure times (8.00 - 9:30 am and 2:30 – 4.00 pm). The Principal advises the request is made to ensure the safe delivery and pickup of students and to avoid potential pedestrian accidents.

RECOMMENDATIONS

The Committee support provision of a four space No Parking Zone (8.00 am - 9:30 am and 2:30 pm – 4.00 pm) in Richmond Street, Wardell adjacent to the Primary School.

Attachment(s)

1. Wardell Public School - Proposed NO PARKING ZONE



6.2 2016 Love Lennox Festival

Introduction

The Love Lennox Carnival is to be held Saturday 4 June 2016 and will involve closure of Ballina Street and the northern part of Rayner Lane during daylight hours for carnival activities to be held on the street pavement.

Information

The Love Lennox Carnival is to be held Saturday 4 June 2016. The organisers have requested closure of the main street (Ballina Street) and the northern (unnamed) section of Rayner Lane during daylight hours to enable carnival activities to be held on the street pavement.

Road closure will commence at 6.00am and the on-street carnival site will be operational by 9.00am. The on-street carnival site will operate until around 3pm and the road will be re-opened before 6pm.

The section of Ballina Street to be closed is 390m long and will extend from immediately north of Park Lane to immediately south of Byron Street. Both northbound and southbound through traffic will be detoured via Park Lane. A temporary bus stop relocation will be provided at the southern section of Ballina Street.

The (unnamed) part of Rayner Lane to be closed is the 40m section at the north extending eastwards from Ballina Street. Rayner Lane is normally One Way Traffic, and to ensure access to the balance of Rayner Lane remains open, the Traffic Control Plan (TCP) proposes the following changes to the, north/south section of Rayner Lane:

- One Way Traffic to be changed to Two Way Traffic from 6.00am to 3.00pm
- No Parking on both sides of Rayner Lane to facilitate Two Way Traffic
- The extent of closure of the northern section of lane be restricted to ensure a turning area remains at the northern end of the lane.

RECOMMENDATIONS

That the Committee support the following traffic arrangements for the Love Lennox Carnival on Saturday 4 June 2016 from 6am to 6pm, in accordance with the submitted Traffic Control Plan:

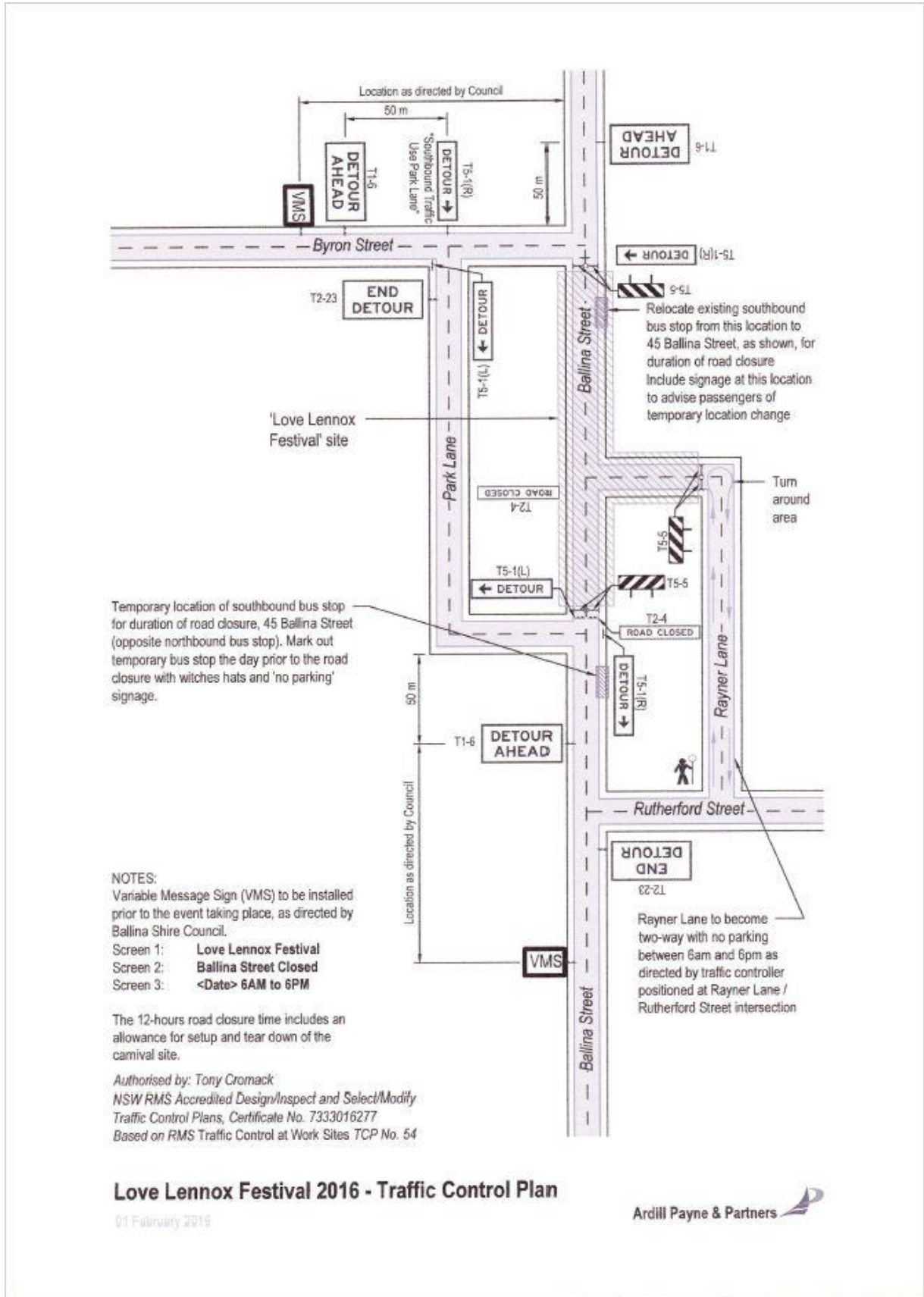
1. Closure of a 390m section of Ballina Street, Lennox Head from immediately north of Park Lane to immediately south of Byron Street.
2. Closure of the north part of (Unnamed) Rayner Lane for 40m east of Ballina Street.
3. Conversion of the north/south section of Rayner Lane from One Way Traffic to Two Way Traffic for the duration of the closures.

6.2 2016 Love Lennox Festival

4. Provision of No Parking Zones on both sides of the north/south section of Rayner Lane for the duration of the closures.

Attachment(s)

1. 2016 Love Lennox Traffic Control Plan



6.3 Angle Parking - Swift Street, Ballina

6.3 Angle Parking - Swift Street, Ballina

Introduction

A Catholic School representative has requested that angle parking spaces in Swift Street, Ballina be formally line marked to optimise the number of vehicles that can be parked on this section of street.

Information

The Catholic School advise:

"At present, with no lines marked, parking is quite haphazard with cars parked at varying angles and often leaving quite a deal of space between cars. This leads to the reduction in the amount of spaces available to parents, visitors and contractors.

This ineffective use of space can lead to a deal of frustration among those wishing to access the school and they sometimes revert to illegal parking practices. The Council Parking Inspectors could testify to this as they are often present to witness this behaviour.

I am wondering if it is worth considering getting lines painted in the parking bays to maximise the use of space and reduce unsafe behaviour around our school?"

Site inspections have observed high parking usage of this section of street. Utilisation could be improved by provision of marked car spaces.

RECOMMENDATIONS

The Committee support formal pavement marking of angle parking spaces on Swift Street, Ballina south side, between Cherry and Martin Streets, Ballina.

Attachment(s)

1. Swift Street, Ballina Aerial View



6.4 2016 Ballina Country Music Festival - Request for Road Closure

6.4 2016 Ballina Country Music Festival - Request for Road Closure

Introduction

An application has been received from the Ballina Coastal Country Music Festival to close River Street, Ballina between Moon Street and Cherry Street from 6.00am to 5.00pm on Saturday 11 June 2016.

Information

The last Ballina Coastal Country Music Festival was conducted Saturday 4 October 2014 and included closure of River Street between Cherry and Moons Streets and part of Cherry Street between River and Fawcett Streets. The festival was not conducted in 2015.

The 2016 festival is proposed for 11 and 12 June 2016 with a proposed closure of River Street only between Cherry and Moon Streets on Saturday 11 June 2016. Road closure and setup will commence at 6.00am and the road will be reopened by 5.00pm. Details of the road closure are shown on the attached Traffic Control Plan.

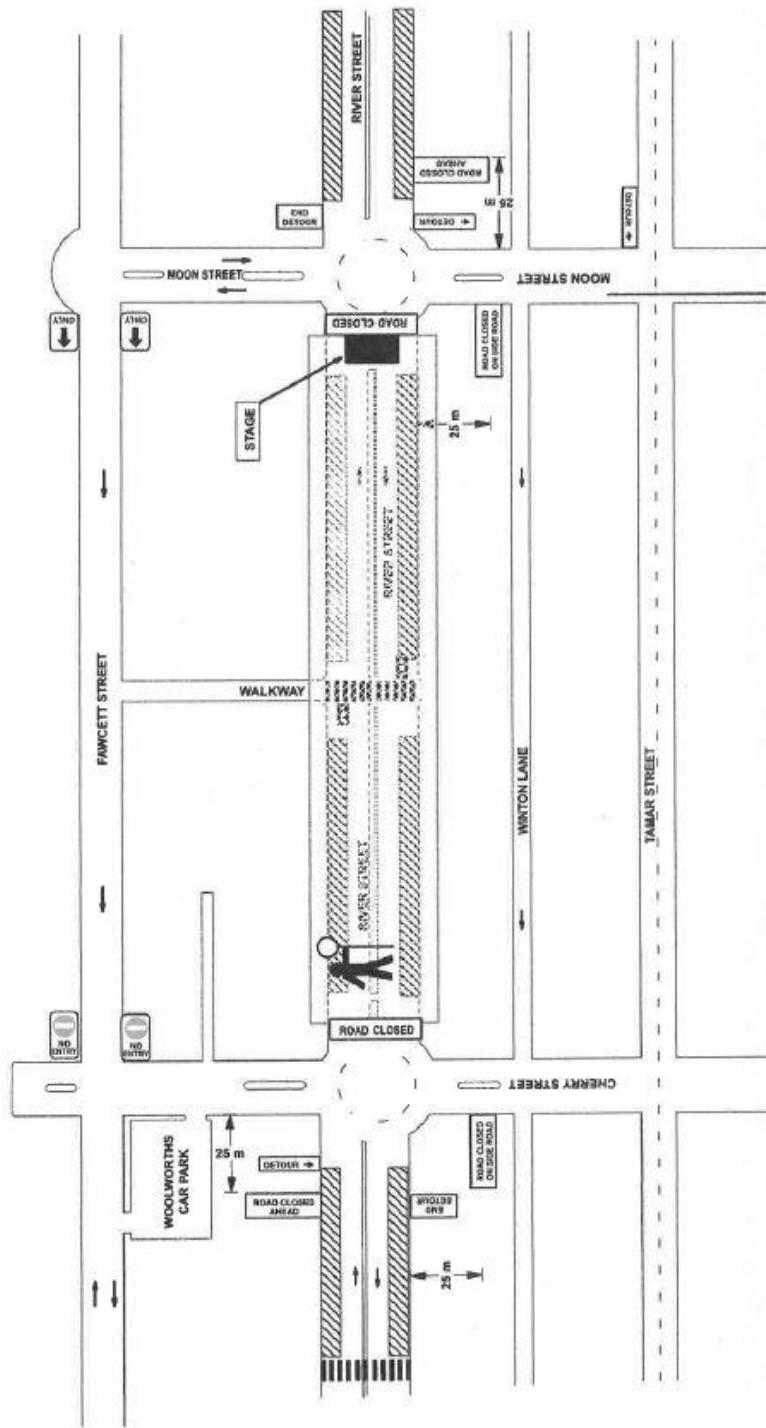
RECOMMENDATION

The Committee support the closure of River Street, Ballina between Cherry Street and Moon Street on Saturday 11 June 2016 between 6.00 am and 5.00 pm for the purpose of conducting the Ballina Coastal Country Music Festival, subject to the event being held in accordance with Traffic Control Plan attached to this report.

Attachment(s)

1. 2016 Ballina Country Music Festival Traffic Control Plan

1. This drawing is not to scale.
2. All drawings are based on TCWS 4
3. Sufficient Traffic controllers on-site to monitor traffic and pedestrians.
4. Existing speed signs to be covered.
5. Pedestrians, disabled and cyclist access to be maintained.
6. Car park to be maintained and bus stop access to be maintained at all times.
7. Duplicate Signs on medium strip where possible (refer to tcaws4)
8. Traffic control vehicle with flashing arrow may be used in approach taper.
9. Pedestrian signs to be used when and where required.
10. Two way road's to be removed or covered when T.C's absent.
11. Flagman signs to be removed or covered when T.C's absent.
12. Sign workers are within 1.2m of road - 40kph signs to be used.
13. When workers are within 1.2m of road - 40kph signs to be used.
14. Traffic Delays not to exceed five (5) min.
15. Its is the responsibility of the person or persons in control of the work site to ensure that all works are conducted in accordance with the RTA tcaws4. It is also their responsibility to ensure all documentation and signage is checked and is correct.
16. All side roads to be signed up in accordance with the RTA tcaws v4 2010



Street Name:	RIVER STREET	Closure Date:	0600 - 1700 / SATURDAY
Suburb:	BALLINA NSW 2478	Closure Duration:	11TH JUNE 2016
Cross Streets:	MOON & CHERRY STREETS & FAWCETT LANE	Type of works carried out:	BALLINA COASTAL MUSIC FESTIVAL
Posted Road Speed:	40 Kph	Client:	BALLINA COASTAL MUSIC FESTIVAL
Type of Roadway:	2 LANE / 2 WAY DIVIDED	RTA tcaws4:	TCP 47
Type of Closure:	FULL ROAD CLOSURE	Drawn By:	Owen Bladen
Amendments:	5th OCTOBER 2014	RTA tcaws v4:	733007 FSW
		Drawn Date:	04/20/16
		Project:	BSC16-COUNTRY MUSIC 2016

6.5 Alstonville Street Markets 2016 - Request for Main Street Closure

6.5 Alstonville Street Markets 2016 - Request for Main Street Closure

Introduction

An application has been received from the Alstonville Lions Club to close Main Street, Alstonville from 7.00am to 5.00pm on Sunday 29 May 2016 for the Alstonville Street Markets.

Information

The Alstonville Lions Club has requested closure of Main Street, Alstonville from Daley Street roundabout to Bugden Avenue on Sunday 29 May 2016, from 7:00am to 5:00pm to facilitate the annual Alstonville Street Markets. This time will include all set up & pull down activities.

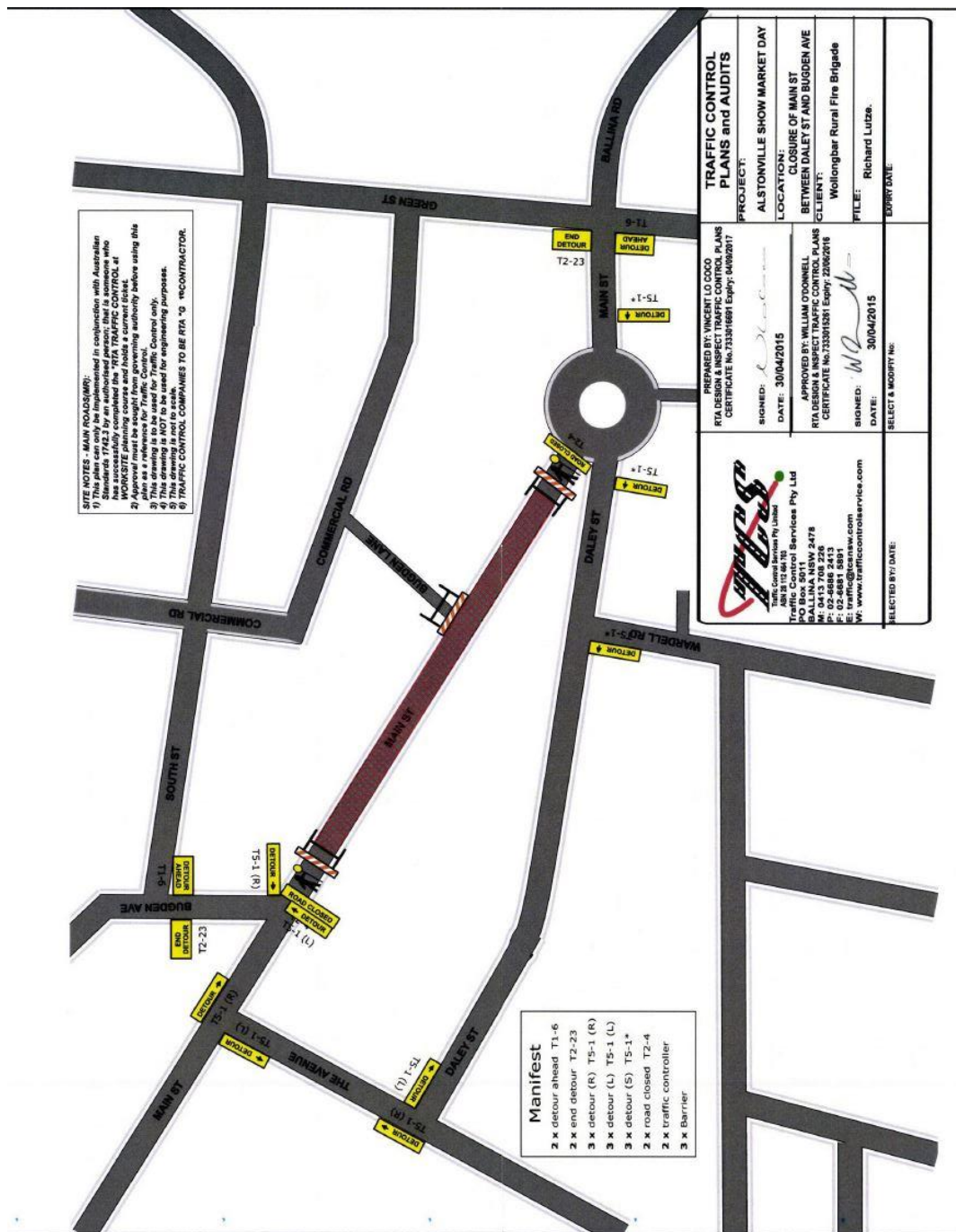
It is proposed to use the same traffic control arrangements as used for the 2015 event (Traffic Control Plan is attached) which provides a detour via Daley Street, The Avenue and the section of Main Street near the Primary School.

RECOMMENDATION

The Committee support the closure of Main Street, Alstonville on Sunday 31 May 2015 from 7:00am to 5:00pm in accordance with the submitted Traffic Control Plan to facilitate the annual Alstonville Street Markets.

Attachment(s)

1. Alstonville Street Markets - Traffic Control Plan



6.6 Byron Bay Triathlon 2016

6.6 Byron Bay Triathlon 2016

Introduction

QSM Sports have applied for closure of Byron Bay Road on Saturday 7 May 2016 to conduct the bicycle leg of the annual Byron Bay Triathlon.

Information

QSM Sports have applied to close Byron Bay Road in Ballina Shire from the Byron Shire boundary to Ross Lane, between 12:00 pm and 3:00pm on Saturday 7 May 2016 to conduct the bicycle leg of the annual Byron Bay Triathlon.

General details of the proposal and a risk assessment are provided in the application which is an attachment to this report. Also attached are the 2016 event Traffic Control Plans.

In regard to insurance, QSM advise *"We will provide as cover as an interim. Triathlon Australia will provide final Certificate of Currency 2 weeks in advance."*

The applicant has also made the following response to traffic management and detour concerns raised after last years event:

Advertising	Editorials in local newsprint for three weeks prior. Advertisement with specific times and roads affected in local newsprint for two weeks prior.
Letterbox drops	Letterbox drop to all Lennox residents one week prior. Letterbox drops to all Suffolk & Byron Residents one week prior.
Door knocking	For businesses and house with properties on the course.
Ross Lane Detour North to Byron Bay	This will be via the Hinterland Way north into Byron via Ewingsdale Road.
*Bangalow Road Deviation	The proposed deviation from Bangalow Road east into Old Bangalow Road and north onto Bangalow Road, onto Johnson Street will again be dependent on cars intentionally parking in the slip lane to stop the deviation. If the deviation can be used, Bangalow Road traffic can use this slip lane into Byron Bay north bound only.
Traffic Control	A new local company Altus from Ballina is to manage this job and will brief with Ballina Shire Council prior to the event.
Detour Signage	An improved detour signage and directional map will be provided and installed by traffic control. This will include more VMS.

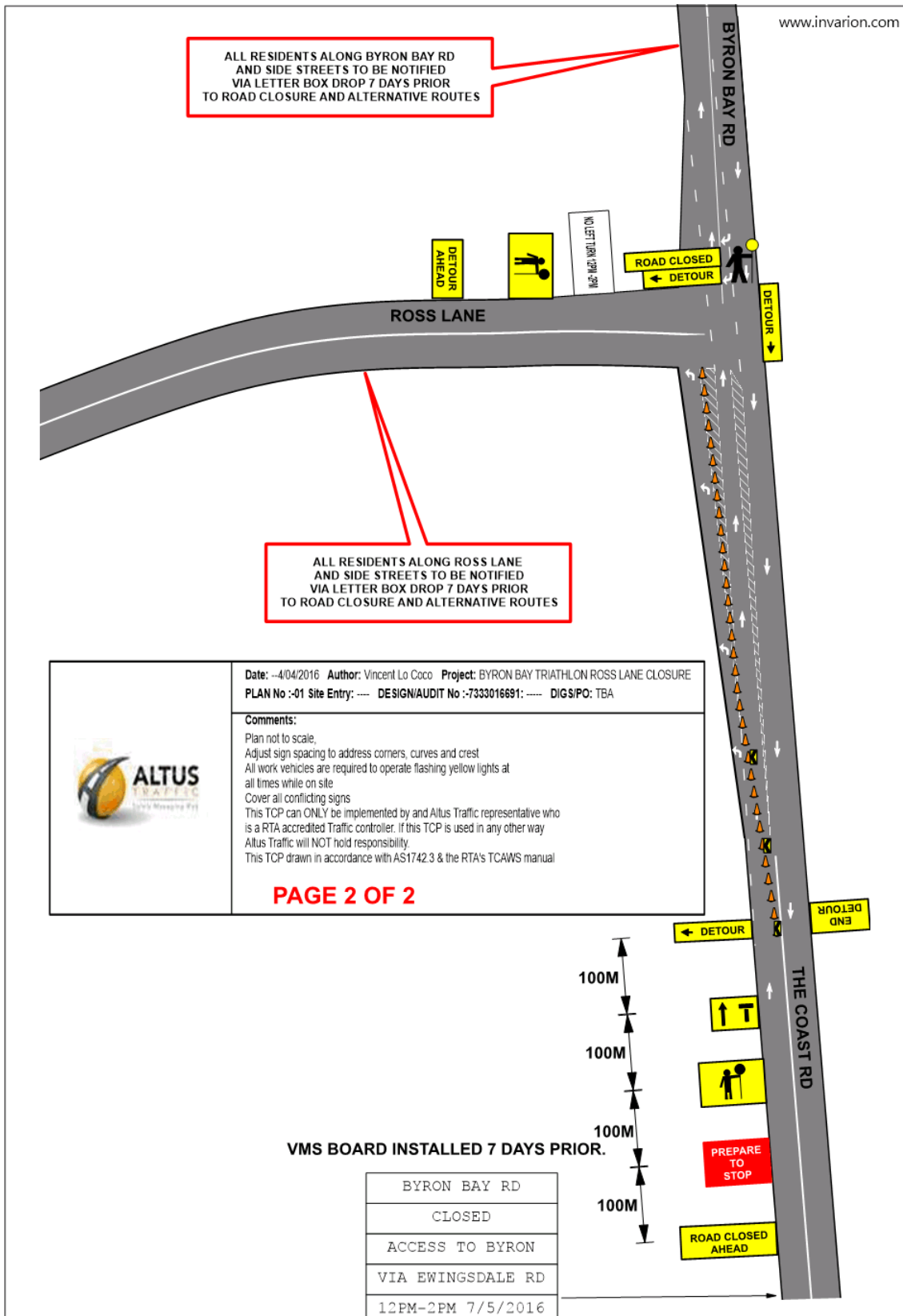
RECOMMENDATIONS

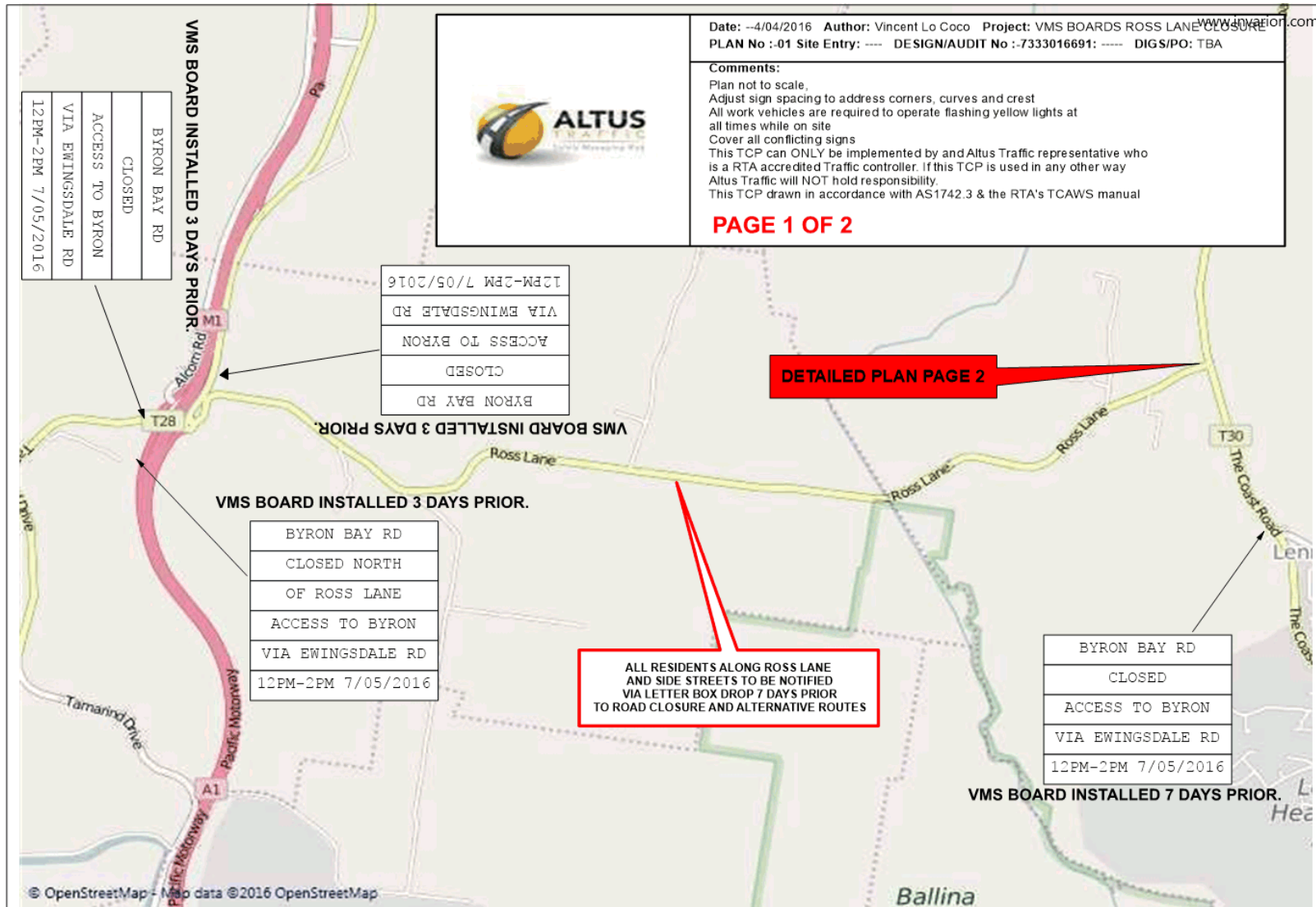
The Committee support the closure of Byron Bay Road north of the Ross Lane intersection for the Byron Bay Triathlon on Saturday 7 May 2016 between 12.00 pm and 3.00 pm subject to:

1. Complying with Traffic Control Plans attached to this report.
2. Providing evidence of current public risk insurance prior to the event.
3. Providing letter box drops, doorknocking, advertising, VMS signage and detour signage as proposed in the application and associated documents to ensure residents of the Lennox Head area and Ballina Shire are aware of the proposed road closure and detour arrangements.

Attachment(s)

1. Byron Bay Triathlon 2016 TCP 1
2. Byron Bay Triathlon 2016 TCP 2
3. Byron Bay Triathlon 2016 Application for Road Closure in Ballina Shire







Report to:

Ballina Shire Council – Local Traffic Committee

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1. LETTER TO BALLINA SHIRE COUNCIL – LOCAL TRAFFIC COMMITTEE

Subject: Consideration of Byron Bay Triathlon Multisport Weekend: 7 May 2016

Dear Members,

QSMSports is very pleased to make an application to the Local Traffic Committee for approval to conduct the 21st Byron Bay Triathlon Multisport Weekend on Saturday the 7th of May 2016, with a community fun run on Sunday the 8th of May 2016.

The Byron Bay Triathlon has become an iconic Australian sporting event, further supporting destination tourism in the region.

The weekend event aims to engage participants, spectators and the local community in a wonderful beachside location, whilst preserving the core event values that has made it a perennial success.

Consultation with the community and local businesses is essential in the planning of the event, and we are pleased to partner with the Byron Bay Chamber of Commerce, Destination Byron, the Byron Shire Council, and the Ballina Shire Council to deliver a valuable economic and socially responsible project with perennial gains to all stakeholders.

We will continue to engage and consult with the community and local businesses to help explain the valuable economic benefits and social opportunities offered by this event.

We understand that sporting events cause disruption to the normal flow of traffic and we are confident that our ongoing refinements each year will minimize the impact and continue to protect the athletes.

The Saturday activities will attract close to 1200 participants and plus an estimated 2,000 supporters. Most competitors come from Queensland, the Tweed, Sydney and regional areas, and we expect the number of entries from across Australia to increase given the reputation of the event. Interestingly, 67% of entrants in a half day event stayed overnight or longer (December 2013 data) and we receive many enquiries for accommodation bookings.

The Byron Bay Tri has experienced incremental growth since its first edition and has become a “must experience Tri” on the national calendar. Whilst competitor events aim at drawing elite athletes exclusively, the Byron Bay Tri is positioned as a festival offering races for all ages and abilities. The Byron Bay Triathlon focuses on offering each participant an opportunity to feel the excitement and sense of accomplishment that comes with being a part of the event. The event caters to a broader market, ranging from novices to experienced professional athletes.

The organizing committee looks forward to continuing the journey with the Byron Bay community, the Byron Shire Council, and the Ballina Shire Council.

Thank you.
Yours sincerely,

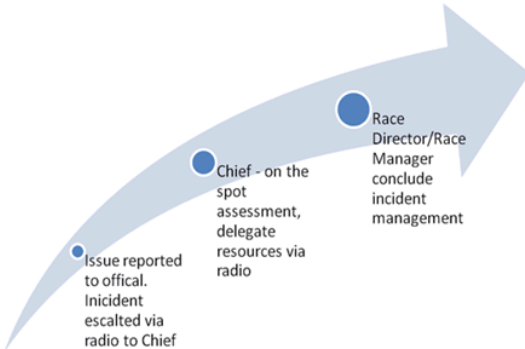
Mike Crawley
QSMSports.



2. EVENT PLANNING	
EVENT MANAGERS	Race Director – Mike Crawley 0402 226 333 Event Manager – Kevin Pready 0411 757 577 Chief Official Triathlon Queensland – TBA Erections Manager – TBA
Event	Weekend of 7 th of May 2016
Sanctions	Events and Races sanctioned through:- <ul style="list-style-type: none"> • Triathlon New South Wales & Triathlon Australia
Permits	Permits and approvals required from:- <ul style="list-style-type: none"> • NSW Police • Byron Shire Council • Byron Local Traffic Committee • Ballina Shire Council • Ballina Local Traffic Committee • Byron Marine Park • NSW RMS.
Stakeholders	The stakeholders identified and to be consulted with for the May event are:- <ul style="list-style-type: none"> • Byron Bay Surf Life Saving Club • Byron Bay Ratepayers Association • Byron Shire Council • Ballina Airport • Buses and Transport Operators • Destination Byron • NSW Police • RMS • Byron Bay Chamber of Commerce • Shops/businesses in Byron Bay.
Community Groups	The following community groups may be involved and may have direct benefits from the event:- <ul style="list-style-type: none"> • Byron Bay Surf Life Saving Club • Byron Bay TAFE • Byron Bay Runners Club • Byron Bay Cricket Club • Byron Bay Scouts • Byron Bay Cycling Club • Byron Bay Triathlon Group • Byron Rotary Group.
Event Program	Friday AM <ul style="list-style-type: none"> - Setup of bike/transition cage in park - Delivery of crowd control fences park Saturday AM <ul style="list-style-type: none"> - Setup and racking of bikes in transition - Installation of crowd control fences on courses Sunday AM <ul style="list-style-type: none"> - 12.00pm racing starts - 4.00pm racing finished - 6.00pm pack down complete.
Roads & Public Ways Closed [south to north]	SWIM Closed Roads: Lawson St - the local fishermen & dive shops will be notified of adjusted routes to access beach in February. 12.00pm to 4.00pm. CYCLE Closed Roads: Middleton St, Marvell St, Tennyson St, Bangalow Rd, Broken Head Rd, and Byron Bay Rd. As per attached run sheet – approximately 12.00pm to 2.30pm. RUN AFFECTED ZONES Closed Roads: Lawson St. 12.00pm to 4.00pm.

6.6 Byron Bay Triathlon 2016

Traffic Diversions Goals	The above roads are not accessible due to the race route. The planning for this year intends to achieve:- A. Improved flow of traffic through central town roundabouts with more traffic controllers on site and increased directional signage (Jonson, Lawson, Fletcher); B. Maintain two major cross over points for traffic across Tennyson St for traffic flow to eastern suburbs and the lighthouse, thus reducing delays to locals, tourists and businesses; C. Connection of all easterly suburbs and streets so local residents from the southern Mahogany St can be detoured into town via two Tennyson St cross overs, and not be closed in; D. Traffic detour signage and directional signage Jonson Street to be increased to reduce confusion for drivers; E. Link Old Bangalow corner with slip lane into Browning St, allowing south to north traffic to flow into town, thus avoiding long delays and U-turns back to the highway; F. Link Suffolk Park and Devils Football ground corner with slip lanes in both directions to permit limited traffic flow in and out of Suffolk Park.
Special Event Signage	Special Event signage will be installed in affected suburbs two weeks in advance of event. VMS electronic boards will be deployed 5 days in advance of event. Signage on streets closed for the race installed 1 day prior.
Residents Notification	Notifications to include: <ul style="list-style-type: none"> Regular news releases to local papers starting 3 months out; Special Event Notices into the Chamber of Commerce and Destination Byron communications; Three promotional letterbox drops to all local residents and businesses affected in order to engage the community and gain their support over three months; Residents will have access to the motorbike escort service for urgent entry/exit on routes.
Business Consultation	QSMsports will complete the first wave of consultation with shops/businesses in Byron Bay two months prior which will be followed by a second wave 2 weeks prior to event. QSMsports will present to Chamber of Commerce.
Road Signage	<ul style="list-style-type: none"> Road detour signage and appropriate traffic signage will be used in advance of key changed road conditions & activity areas as per Traffic Control Plan. A major effort will be undertaken to improve detour signage for persons arriving in Byron Bay during road closures. An extensive campaign to participants will be undertaken to communicate detours, access roads before the weekend to minimise confusion.
Bus Access	Communications with bus service providers has commenced.
Car Parking	The traffic management plan will indicate parking available for competitors and staff away from the Byron Bay shopping centre.
Crowd Fencing	Crowd control fences will be used to keep people off roads or away from high risk areas.
Plastic Delineators	Plastic delineators may be used to deflect cyclists in hazard zones, and for all street closures they will be filled with water.
Traffic Controllers	<ul style="list-style-type: none"> 15 + Traffic Controllers will be briefed before deployment and on station. Radio channel 18 will link Controllers to Road, Bike Marshalls, Police and event managers Traffic Controllers, Marshalls will be provided with courtesy letters to give to residents or upset motorists. ALTUS Traffic Control from Ballina will be the managers, under Vince Lococo. Mob:0409926143. TCP to be forwarded shortly.
Road Marshalls & Officials	<ul style="list-style-type: none"> There will be 50 volunteers assisting along all course positions within the town. All volunteers will be in the QSMsports volunteer shirt and hi-vis vest where necessary. Triathlon Australia will provide 4-6 qualified Officials [some with radios]
Escort	Five race experienced motorbike escorts with radio and high visibility vests will provide immediate interaction/control during cycle races at the discretion of the Race Director.
Insurance	Triathlon Australia will provide a certificate of currency approximately two weeks in advance of the event.
Police	There will be two moto police officers, two police with vehicles on site to manage traffic flows and local movement. Police will be on the repeater based radio network to link all aspects of the events operations which will be installed by John Nolan.
Risk Escalation	During racing, all matters of safety, risk management are controlled by the Race Director, who with the Event Manager will take appropriate action.

	<ul style="list-style-type: none"> • Officials & Traffic Controllers – report injuries; resident issues; behaviour incidents immediately to race radio • Chief Official – assess risks and delegate to officials; first aider; Race Director • Race Director/Race Manager coordinate response with emergency services; Council and Erection Crews 														
First Aid	St John's Ambulance is on site in two locations. One at the finish line and on cycle course. Byron Bay Surf Life Saving Club will manage first aid along the swim course and in the water.														
Venues	<ul style="list-style-type: none"> • The Erections crew will install forty rubbish bins and undertake a full site clean at the end of the event in conjunction with Solo Waste and Byron Shire Council; • Twenty toilets will be provided at the finish line; • Parking requirements are expected to be minimal due to the ride to the event expectation of participants, as most will be staying locally • Parking zones will be marshalled and be away from the centre of business district in Byron Bay. 														
Technical Regulations	Racing and event management will be conducted in accordance with technical regulations of Triathlon Australia. Penalties and fines will be afforded to individuals breaching clear code of conduct or race rules														
Local Issues (Steve Hohnen)	<p>In addressing comments from Steve Hohnen the following are the key actions for 2016.</p> <table border="1" data-bbox="517 1039 1386 1509"> <tr> <td>Advertising</td> <td>Editorials in local newsprint for three weeks prior. Advertisement with specific times and roads effected in local newsprint for two weeks prior.</td> </tr> <tr> <td>Letterbox drops</td> <td>Letterbox drop to all Lennox residents one week prior. Letterbox drops to all Suffolk & Byron Residents one week prior.</td> </tr> <tr> <td>Door knocking</td> <td>For businesses and house with properties on the course.</td> </tr> <tr> <td>Ross Lane Detour North to Byron Bay</td> <td>This will be via the Hinterland Way north into Byron via Ewingsdale Road.</td> </tr> <tr> <td>*Bangalow Road Deviation</td> <td>The proposed deviation from Bangalow Road east into Old Bangalow Road and north onto Bangalow Road, onto Johnson Street will again be dependent on cars intentionally parking in the slip lane to stop the deviation. If the deviation can be used, Bangalow Road traffic can use this slip lane into Byron Bay north bound only.</td> </tr> <tr> <td>Traffic Control</td> <td>A new local company Altus from Ballina is to manage this job and will brief with Ballina Shire Council prior to the event.</td> </tr> <tr> <td>Detour Signage</td> <td>An improved detour signage and directional map will be provided and installed by traffic control. This will include more VMS.</td> </tr> </table>	Advertising	Editorials in local newsprint for three weeks prior. Advertisement with specific times and roads effected in local newsprint for two weeks prior.	Letterbox drops	Letterbox drop to all Lennox residents one week prior. Letterbox drops to all Suffolk & Byron Residents one week prior.	Door knocking	For businesses and house with properties on the course.	Ross Lane Detour North to Byron Bay	This will be via the Hinterland Way north into Byron via Ewingsdale Road.	*Bangalow Road Deviation	The proposed deviation from Bangalow Road east into Old Bangalow Road and north onto Bangalow Road, onto Johnson Street will again be dependent on cars intentionally parking in the slip lane to stop the deviation. If the deviation can be used, Bangalow Road traffic can use this slip lane into Byron Bay north bound only.	Traffic Control	A new local company Altus from Ballina is to manage this job and will brief with Ballina Shire Council prior to the event.	Detour Signage	An improved detour signage and directional map will be provided and installed by traffic control. This will include more VMS.
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Traffic Control	A new local company Altus from Ballina is to manage this job and will brief with Ballina Shire Council prior to the event.														
Detour Signage	An improved detour signage and directional map will be provided and installed by traffic control. This will include more VMS.														
Emergency Services 1 st Communication	<p>TO: NSW Ambulance (jmitchell@ambulance.nsw.gov.au); Fire & Rescue NSW (Philip.Sheedy@fire.nsw.gov.au); NSW RFS (famorthcoast_zone@rfs.nsw.gov.au); Byron Bay District Hospital (keryn.york@ncahs.health.nsw.gov.au); Murwillumbah Hospital; NSW Police – Richmond LAC (wool1gre@police.nsw.gov.au); JMitchell@ambulance.nsw.gov.au; david.byrne@rms.nsw.gov.au; psnth@rms.nsw.gov.au</p> <p>To whom it may concern, Please advise your local station/department of the below event details. Should you require anything else, please feel free to contact me at your earliest convenience.</p> <p style="text-align: right;">Thank you QSMSports 07 3124 6099.</p> <table border="1" data-bbox="517 1733 1321 1805"> <tr> <td>EVENT:</td> <td>Byron Bay Triathlon</td> <td>DATES/TIME:</td> <td>7 May 2016</td> </tr> <tr> <td>SCOPE:</td> <td colspan="3">Road Closures between 12.00pm and 3.30pm</td> </tr> <tr> <td colspan="4">The 21st annual Byron Bay Triathlon will be held on Saturday 7 May 2016.</td> </tr> </table>	EVENT:	Byron Bay Triathlon	DATES/TIME:	7 May 2016	SCOPE:	Road Closures between 12.00pm and 3.30pm			The 21 st annual Byron Bay Triathlon will be held on Saturday 7 May 2016.					
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	<p>The Triathlon has four sites utilized to conduct the event, highlighted in brief:</p> <ol style="list-style-type: none"> 1. Event base/registrations and finish line site – Byron SLSC 2. Swim site – Starts at The Pass, finishes at Main Beach 3. Cycle site – Follows the coast Road towards Lennox Head with a U-Turn at Ross Lane 4. Run site – based from the Byron SLSC along Lawson St, Cowper St, Tennyson St and Gilmore Cres <p>Site Maps and Road Closure Notice Attached</p>																																																	
<p>Insurance – Interim COC. *Will be replaced by triathlon Australia.</p>	<div style="text-align: center;">  <p>CONFIRMATION OF COVER</p> <p>We confirm insurance has been arranged and is current with the details shown below subject to the premium having been paid.</p> <p>SPORTS LIABILITY INSURANCE POLICY</p> <p>INSURED: QSMSports Pty Ltd</p> <p>PERIOD OF INSURANCE: 23/7/2015 - 23/7/2016</p> <p>BUSINESS: Principally Sports participation, administration, organising and conducting sporting events, fund-raising and any other activities incidental thereto.</p> <p>COVER: All sums which the insured shall become legally liable to pay Third Parties in respect of personal injury and/or damage to property as a result of an occurrence and happening in connection with the business of the Insured.</p> <p>CLASS INSURANCE: Sports Liability Insurance</p> <p>SUM INSURED: Public Liability - \$10,000,000 Products Liability - \$10,000,000 Professional Indemnity - \$2,000,000</p> <p>LOCATION: Australia wide</p> <p>INSURER: Sportscover Australia Pty Ltd</p> <p>POLICY NUMBER: PMEL990072081</p> <p>This certificate of cover has been granted in terms of the Company's standard policy, a copy of which is available on request. This certificate is not a substitute for the policy. Your policy details your rights and obligations and extent of your insurance cover.</p> <p>CONTACT: Nathan Case</p> <div style="text-align: center;">  9 October 2015 </div> </div>																																																	
<p>Letterbox Drops</p>	<p>Final draft to be supplied for approval.</p>																																																	
<p>Course Community Communication Group</p>	<table border="1"> <thead> <tr> <th>email</th> <th>name</th> <th>mo</th> </tr> </thead> <tbody> <tr><td>mike@qsmports.com</td><td>Michael Crawley</td><td></td></tr> <tr><td>info@nuvocreative.com.au</td><td>kanita buckley</td><td></td></tr> <tr><td>celiamcconnell@hotmail.com</td><td>Celia McConnell</td><td></td></tr> <tr><td>byronbayelectrical1@bigpond.com</td><td>Geoff Bensley</td><td></td></tr> <tr><td>brimss@hotmail.com</td><td>Stan Brims</td><td></td></tr> <tr><td>bill@destinationweed.com.au</td><td>Bill Tatchell</td><td></td></tr> <tr><td>ceo@triathlonqld.com.au</td><td>Ceo</td><td></td></tr> <tr><td>chelsie@fusioncycles.com.au</td><td>Chelsie Easton</td><td></td></tr> <tr><td>OPERATIONS@TRIATHLONQLD.COM.AU</td><td>OPERATIONS</td><td></td></tr> <tr><td>bikes@sunrisecycles.com.au</td><td>Craig Gibson</td><td></td></tr> <tr><td>helen.safranek@bigpond.com</td><td>Milos Safranek</td><td></td></tr> <tr><td>info@byronunited.org.au</td><td>Byron United</td><td></td></tr> <tr><td>fletcherrainford@gmail.com</td><td>Fletcher Rainford</td><td></td></tr> <tr><td>neil.tobitt@solo.com.au</td><td>Neil Tobitt</td><td></td></tr> <tr><td>brian.lewis@brianlewis.com.au</td><td>Brian Lewis</td><td></td></tr> </tbody> </table>	email	name	mo	mike@qsmports.com	Michael Crawley		info@nuvocreative.com.au	kanita buckley		celiamcconnell@hotmail.com	Celia McConnell		byronbayelectrical1@bigpond.com	Geoff Bensley		brimss@hotmail.com	Stan Brims		bill@destinationweed.com.au	Bill Tatchell		ceo@triathlonqld.com.au	Ceo		chelsie@fusioncycles.com.au	Chelsie Easton		OPERATIONS@TRIATHLONQLD.COM.AU	OPERATIONS		bikes@sunrisecycles.com.au	Craig Gibson		helen.safranek@bigpond.com	Milos Safranek		info@byronunited.org.au	Byron United		fletcherrainford@gmail.com	Fletcher Rainford		neil.tobitt@solo.com.au	Neil Tobitt		brian.lewis@brianlewis.com.au	Brian Lewis		
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6.6 Byron Bay Triathlon 2016


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6.6 Byron Bay Triathlon 2016


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3. PROPOSED ROAD MANAGEMENT MAP AND CLOSURES

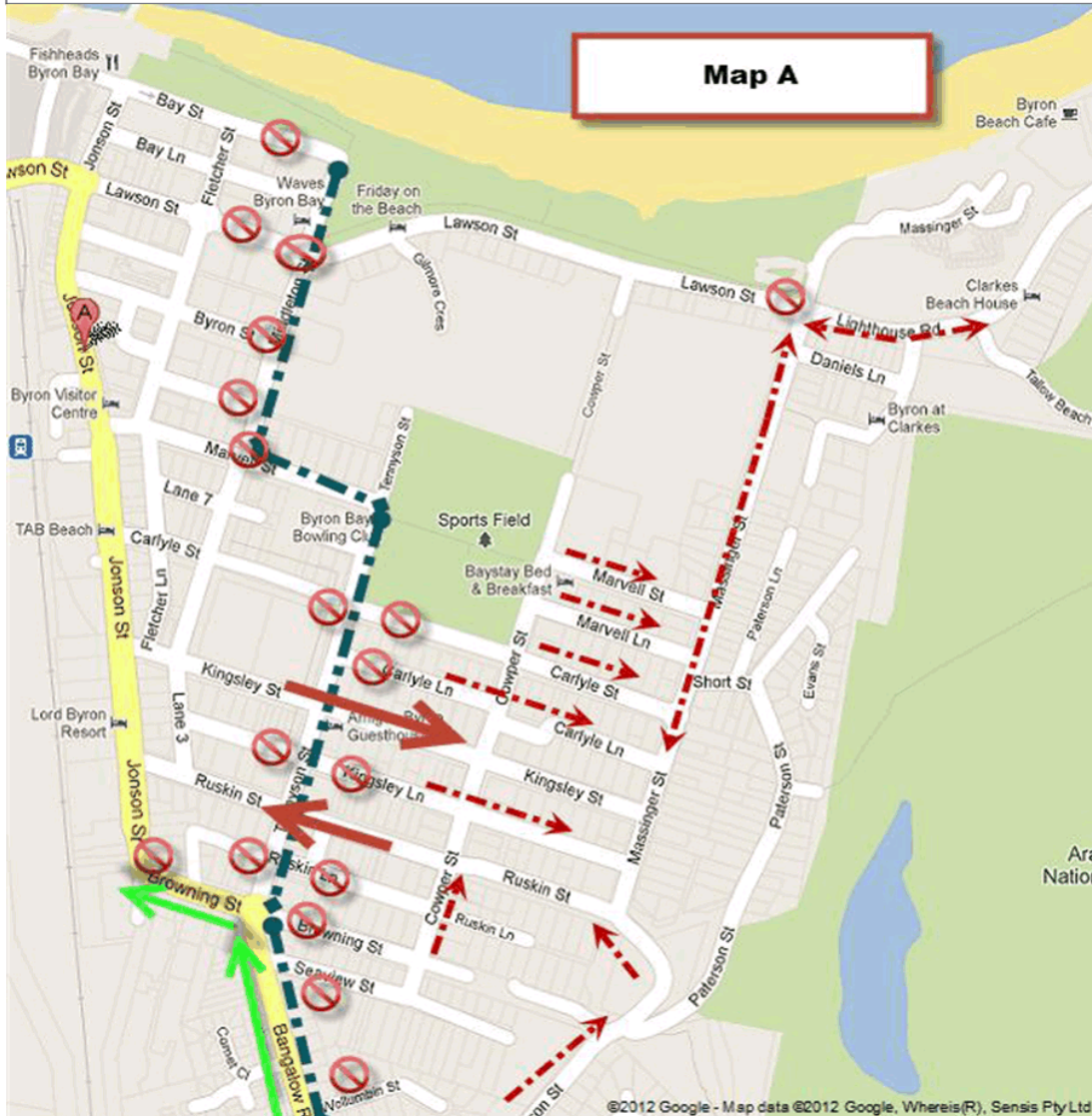
Water Barrier (road closed) 

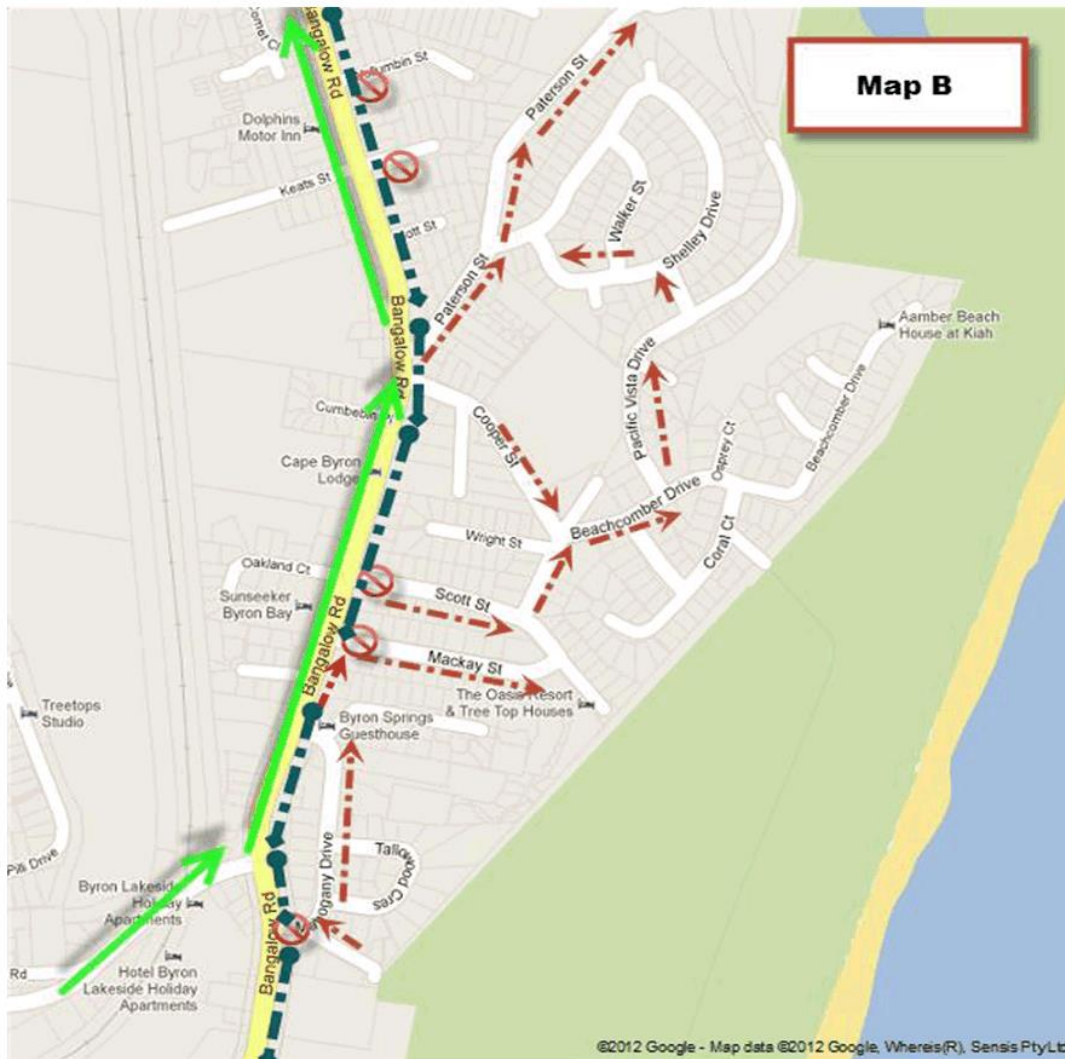
New Slip Lanes One Direction 

Manned Crossing Point for Local Traffic. 

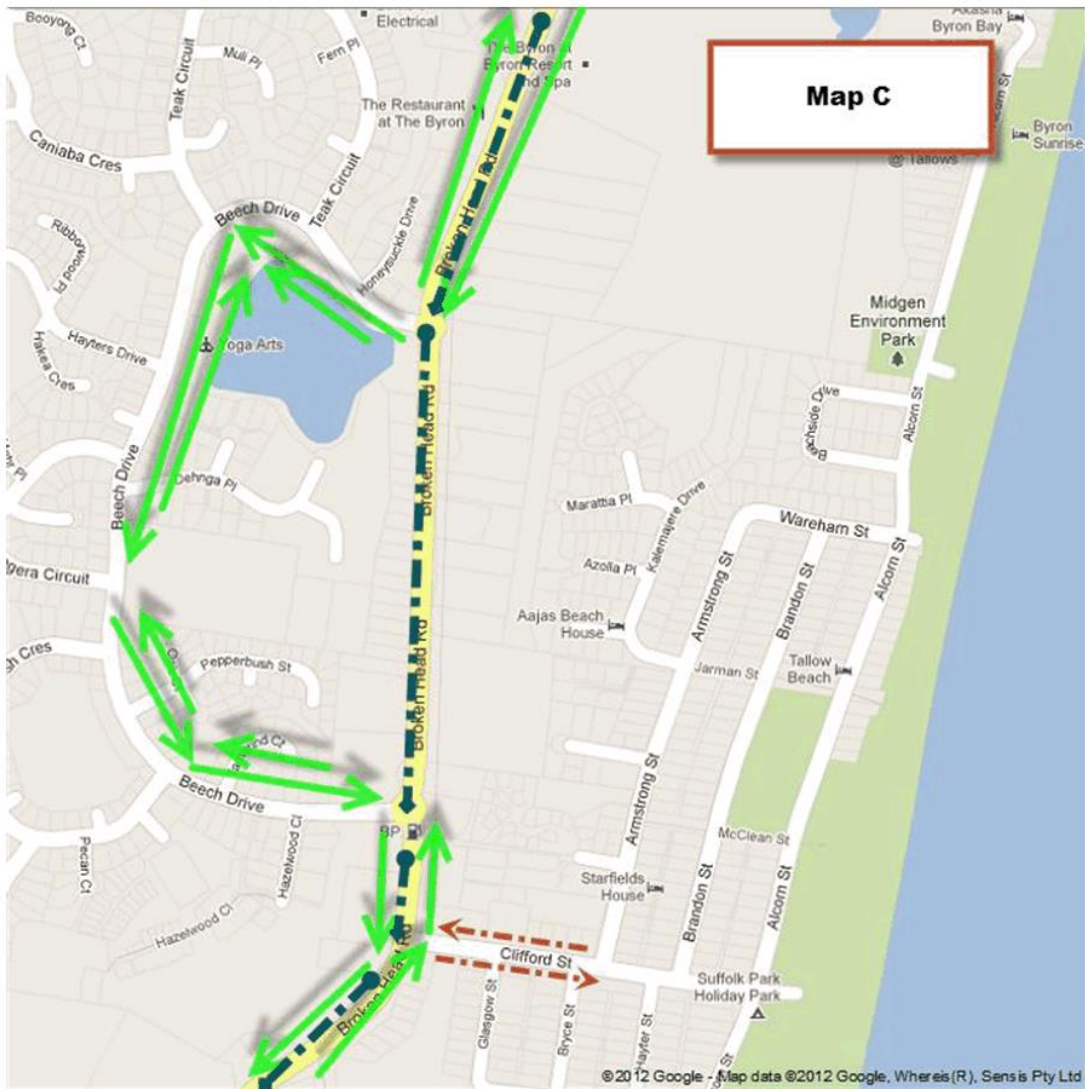
Triathlon Cycle Route 

Detour Direction 













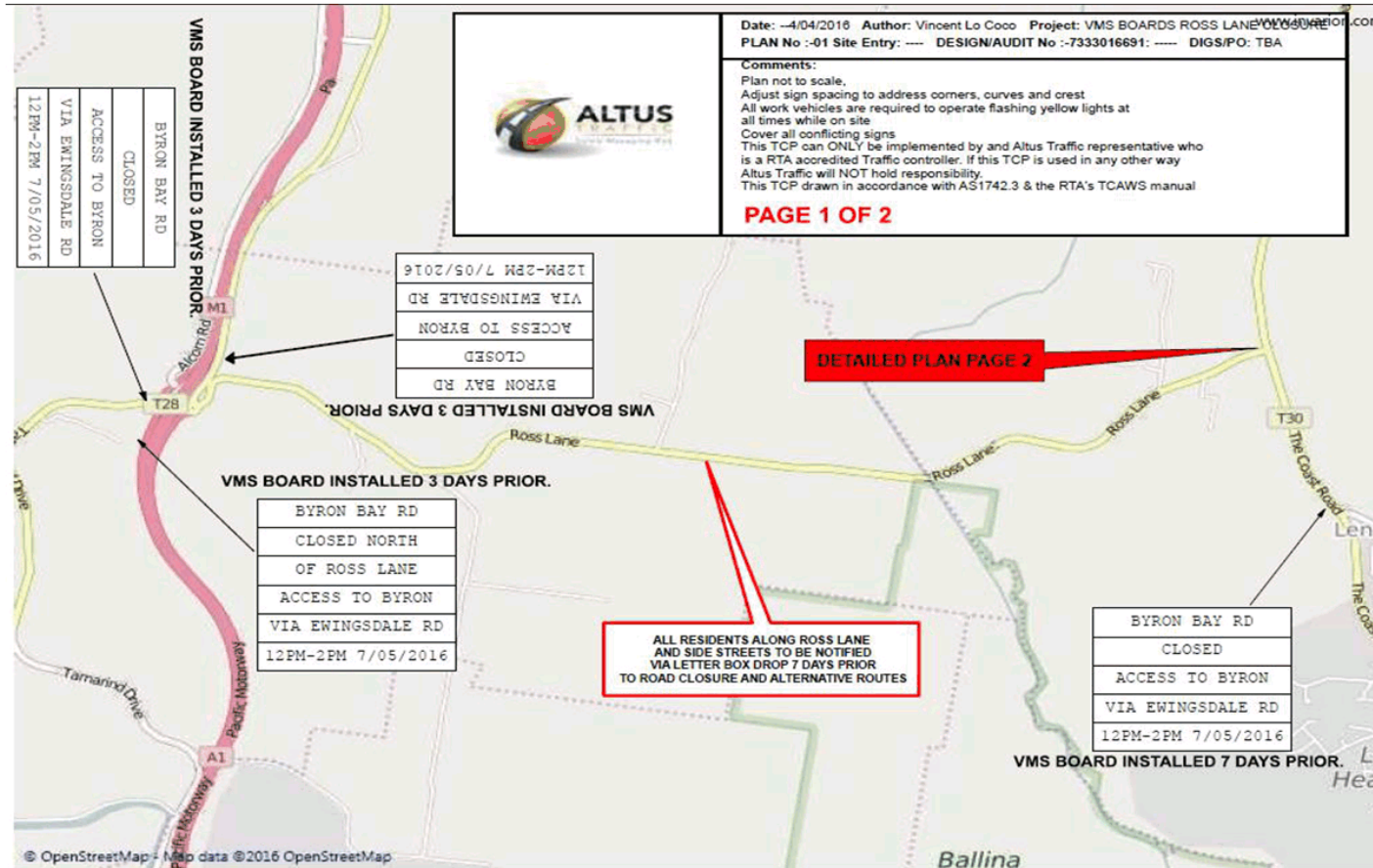
4. ROAD MANAGEMENT & TIMING

	Times allow for slower riders and safe buffer around lead and follow vehicles						PAST ACTUALS
Road	Time Closed Southbound PM	Time Open Southbound PM	Time Closed Northbound PM	Time Open Northbound PM	Alternative Route	Traffic Control/Road Marshalls	
Middleton St (from Lawson St to Marvel St)	12pm Friday *critical for safety			4.00pm		Bollards & tape in car parks (single lane roadway)	12pm to 4.00pm
Bay Street (at corner with Fletcher St)	5.30am			4.00pm		Barrier Board	5.30am to 4.00pm
Middleton Street (from Bay St to Lawson St Roundabout)	12.10	Allow 5km buffer	12:50	2:35		Water barriers & traffic control	First rider start 12.25pm Large groups of riders 12.35pm
Lawson St/Middleton St Roundabout	12:10	1:25	12:50	2:35		Roundabout under traffic control	Last rider start 1.37pm
SWIM CURFEW	1.15pm	*Swimmers on course to be transferred to shore					
Middleton St from Bay St to Marvell St	12:10	1:25 *vital timing – target 1.20pm **must have rear Traffic Control escort	12:50	2:35 (was 2.57)	Use Jonson St to reach beachfront. All traffic from southern side able to cross to Jonson ST at Lawson St & Ruskin St	Closed with water barriers & road marshals at all crossroads: Bay Lane, Byron St, Marvell St Traffic Control at Lawson St	South lane opened 1.40pm
Tennyson St from Marvell St to Browning St roundabout	12:10	1:27	12:45	2:45	Use Jonson St to reach beachfront. All traffic from southern side able to cross to Jonson ST at Lawson St & Ruskin St	Closed with water barriers & road marshals at all crossroads: Carlyle St, Carlyle Lane, Kingsley St, Kingsley Lane, Ruskin St, Ruskin Lane & Browning St Traffic Control at Ruskin St	
Bangalow Road from Browning St roundabout to Red Devil Park	12.20	1:29	12:45	2.40	All traffic from Mackay St, Scott St, Cooper St directed through to Paterson St. All remaining southern side roads	Closed with water barriers & road marshals at all crossroads: Seaview St, Wollumbin St, Keats St, Comet Ct, Mott St, Cumbebin Pl, Scott St, Oakland Ct, Mackay St, Mahogany Drive, Old Bangalow Road Traffic Control at Cooper St & Paterson St	

6.6 Byron Bay Triathlon 2016

					can feed into Paterson and through the crossing points at Lawson St & Ruskin St into Byron.			
Banalow Rd from Old Banalow Rd	12.20	1:32	12:50	2:35 (was 2.52)				
Broken Head Road closed from Red Devil Park to Suffolk Park	12.25	1:34	12:45		No alternate route available	Traffic Control at Beech Drive (x2), Clifford St		
Broken Head Road from Suffolk Park to Ross Lane turnaround	12.30	1:36	12:45	2.25	Northerly traffic diverted up Ross Lane. Southerly route closed until final rider reached turnaround at Ross Lane.	Traffic Control at Broken Head Road and at Ross Lane Turnaround.	South lane 1.45pm open through Suffolk	
Midgen Flat Road /Old Byron Bay Rd/ Broken Head Rd/ Picadilly Hill Rd intersections	12.35	1:45	12:30	2.15 (was 2.35pm)	No easterly traffic possible. Traffic directed down Old Byron Bay Rd or Picadilly Hill Rd.	Traffic Control at intersection.		
Ross Lane Intersection	12.40	1:55	12:40	2.00		Once last rider reaches Suffolk Park – with Police escort traffic on Byron Bay Rd will be allowed to follow to the Ross Lane turn point. Traffic flow north on Byron Bay Rd is opened after the rider has progressed north and have Police escort in attendance. We estimate this can occur around 2.00pm.	South lane open fully to Ross Lane 2.10pm	
CURFEW	Riders turning at 2.00pm to be under escort. Road to open at 2.00pm north direction at the latest.							

5. TRAFFIC CONTROL ROSS LANE *SEE ATTACHMENT



6. TRAFFIC CONTROL – BANGALOW *SEE ATTACHMENT

7. RISK TABLE SUMMARY

Risk Management rating framework		Consequence				
		Catastrophic	Severe	Major	Moderate	Minor
		Most objectives may not be achieved or severely affected. Fatality	Most objectives threatened, or one severely affected. Serious injury/Disablement with long term effects	Some objectives affected, considerable effort to rectify. Serious injury without long term effects (e.g. unconscious)	Easily remedied, with some effort objectives can be achieved. Medical Treatment	Very small impact, rectified by normal processes. First Aid or no treatment
Likelihood	Almost certain Will probably occur, could occur several times per season	EXTREME	EXTREME	EXTREME	MEDIUM	MEDIUM
	Likely High probability, likely occur once a year	EXTREME	EXTREME	MAJOR	MEDIUM	MINOR
	Possible Reasonable likelihood that it may arise over a five year period	EXTREME	EXTREME	MAJOR	MEDIUM	MINOR
	Unlikely Plausible, could occur over a five to ten year period	MAJOR	MAJOR	MEDIUM	MINOR	MINOR
	Rare Very unlikely but not impossible, unlikely over a 10 year period	MEDIUM	MEDIUM	MEDIUM	MINOR	MINOR

Risk Register Table

Risk and Description	Risk Rating/Consequence	Risk Impact	Mitigation
Environmental Risks			

6.6 Byron Bay Triathlon 2016

Severe Weather during event	Medium	<ul style="list-style-type: none"> - Cancellation of event - Injury to athletes/spectators 	Delay races. Cancel races. Adjust courses.
Torrential rain	High	<ul style="list-style-type: none"> - Cyclists safety during ride 	Cancel cycle and replace with a run stage.
Excessive Heat	Medium	<ul style="list-style-type: none"> - Athlete exposure 	Increased surveillance during the run by volunteers, first aiders. Increased water stations service and hoses for cooling. Extra first aid at finish line and in recovery.
Creek Flooding	Low	<ul style="list-style-type: none"> - Dirty water - Debris - Degradation of water quality 	Move swim to ocean. Cancel swim and replace with a run stage.
Fire	Low	<ul style="list-style-type: none"> - Bush fire along creek - Fire in people spaces 	Evacuate to beach.
Resources related risks			
Insufficient volunteers	Medium	<ul style="list-style-type: none"> - Decreased race course safety and competitor support - Increased risk to spectators at crossings. 	Seek assistance from TQ with Officials to take active management role not officiating. Source volunteers through local clubs and volunteer recruitment agencies, schools. Reduce number of crossings.
Safety of volunteers	Low	Volunteers exposed to risks	All marshals, volunteers must wear a safety vest or crew shirts. Signon and brief volunteers. All crew working before dawn must have flashing lights on cars, and high visibility vests.
Security related risks			
Excessive noise	Medium	Local community upset Dissatisfaction of participants, spectators and local community	Immediate response and corrective action by Byron Bay Triathlons. Security will be present on Saturday night to deal with any disturbances. Police to be engaged to take control as required.
Abusive behavior (residents)	Medium		
Damage to course setup / property	High	Athletes exposed to risk	Immediate correction to problem. Police engaged to enforce the correction.
Stolen goods	Medium	Financial claim	Increased security supervision at night and ensure locked spaces.
Stakeholders Engagement risks			
Approval of Event permits, Road closures by Tweed Shire Council	Low	Essential to run event	Developing a working relationship with the Tweed Shire Council to assist in the growth and development of the event for the region. Have the Tweed Council actively involved and assisting in various decisions. Continual communication to update the Council on event progress.
Lack of event support from the Tweed Shire Council	Medium	Essential to run event	Engage Mayor and General Manager during planning phase.

Event not gaining assistance and approval by NSW Police (Local branch)	Low	Essential to run the event	Maintain close communication with the Police 3 months out from the event. Continual stream of correspondence to update on progress and course layout.
Local community	Medium	Problems within community	Increased pre-event communication, and immediate response to issues
Course Setup / Management			
Road Surface	Medium	Reduction in safety to competitors	Review and approval of traffic management plan compliance and course safety by Police. Inspection of course on day of race by Race Referee and Race Director to highlight any changes in condition of the course, ensure setup in adherence to course plan, appropriate traffic management in place prior to starting race proceedings. Briefing by Race Referee and Event Director to Event Crew and at Competitor Briefing highlighting any issues that arose from course inspection.
Detour Management	Low		
Environmental safety	Low		
Transition: Not enough space and the safety of bikes at night	Low	Injury to competitors / reduction in race day experience	Correctly measure and plan site with sufficient space. Purchasing/hiring of bike racks in advance to cater for numbers. Transition rules / procedures outlined in competitor pre race briefing.
Not enough equipment for course	Low	Confusion with spectators and competitors	All courses to be measured to ensure adequate equipment.
Trip Hazards	High	Injury	Use hazard cones, tapes to flag or fence risks
Swim Leg			
Dangerous Waters	Medium	Cancellation of swim leg of Triathlon	Early decision made between Water Safety, Race Referee and Race Director, to install infrastructure into creek or create beach sprint. Communication to competitors to inform of changes if last minute
Shark Attack	Low	Personal injury to selves and/or others Fatal/non fatal accidents	Shark hazards are a potential risk, to mitigate such risk a dedicated boat will be positioned at or around the creek mouth to identify any potential hazard. If needed we will then enforce evacuation plans.
Collision with moving water craft	Medium		
Unforeseen weather changes	Medium		
Rescue equipment failure	Low		
Drowning	Low		
Sun stroke/ sunburn / dehydration to athletes or volunteers	High		Professional first aid medical officers and/or ambulance will be paid to be in attendance at the event. In the event that first aid is required the volunteer/official will notify the Event Manager immediately to which the first aid officer and Race Referee will attend to the injured party. All injuries must be recorded by the first aid officer in attendance and the Race Referee in their final report
Cycle Leg			

Collision with stationary objects, other cyclists or vehicles	High	Personal injury to selves and/or others Fatal/non fatal accidents	Professional first aid medical officers and/or ambulance will be paid to be in attendance at the event. In the event that first aid is required the volunteer/official will notify the Event Manager immediately to which the first aid officer and Race Referee will attend to the injured party. All injuries must be recorded by the first aid officer in attendance and the Race Referee in their final report
Uneven or loose surface	Medium		
Mechanical breakdowns/gear failure	Low		
Sun stroke/ sunburn / dehydration to athletes or volunteers	Low		
Unforeseen weather changes	Medium		
Running Leg			
Loose or slippery surface	Low	Personal injury to selves and/or others Fatal/non fatal accidents	Professional first aid medical officers and/or ambulance will be paid to be in attendance at the event. In the event that first aid is required the volunteer/official will notify the Event Manager immediately to which the first aid officer and Race Referee will attend to the injured party. All injuries must be recorded by the first aid officer in attendance and the Race Referee in their final report
Collision with motor vehicles	Low		
Sun stroke/ sunburn / dehydration to athletes or volunteers	Extreme		
Unforeseen weather changes	Low		

8. COURSE MAPS





24 | Byron Bay Triathlon 2016 – Local Traffic Committee Ballina Shire Council ver1.4



25 | Byron Bay Triathlon 2016 – Local Traffic Committee Ballina Shire Council ver1.4

7.1 Captain Cook Memorial Park, Ballina - Proposed One Way Traffic Access from River Street to Moon Street

7. Items for Traffic Engineering Advice

7.1 Captain Cook Memorial Park, Ballina - Proposed One Way Traffic Access from River Street to Moon Street

Introduction

The Master Plan for the Captain Cook Memorial Park, Ballina proposes a one way traffic access from River Street to Moon Street. Advice is sought on the proposed access.

Information

Council, acting as the Richmond River Reserve Trust, adopted the *Captain Cook Memorial Park Landscape Master Plan*, 6 February 2014. The Master Plan contains a proposal to provide a one way vehicle access from River Street to Moon Street through the park.

The Reserve Trust at its meeting 26 January 2016 has requested a "report regarding the proposed one-way road from River Street to Moon Street which is currently included in the Master Plan." Accordingly this report seeks the Committee's advice on the proposal.

The current layout of the park is shown on an aerial view attachment to this report. The park is a crown reserve managed by Council, however there is a sealed dead end "road" extending from Moon Street that traverses part of the park providing the only vehicular access to a number of retail premises fronting River Street. The "road" is not a lawful access to these premises, however this informal arrangement has been in place for many decades.

The Master Plan proposes to formalise this "road" by providing a through, one way access through the park from River Street to Moon Street. The Master Plan also proposes relocation of the existing marked pedestrian crossing, westwards to a location between the proposed access and the access to the adjacent RSL car parking facility.

The table below contains advantages/disadvantages identified in the Master Plan for the new one way eastbound from River Street as opposed to the existing arrangement.

7.1 Captain Cook Memorial Park, Ballina - Proposed One Way Traffic Access from River Street to Moon Street

<i>NEW ONE-WAY EASTBOUND FROM RIVER STREET</i>	<i>EXISTING TWO-WAY TRAFFIC MOVEMENT</i>
<i>Advantages</i>	
<ol style="list-style-type: none"> 1. <i>Narrow single lane is space efficient and enables more space for parkland without compromising car parking availability</i> 2. <i>One-way movement creates easier access arrangement and minimises potential conflicts during peak activity periods</i> 3. <i>Replicates traffic and parking arrangements in Fawcett Street east of Moon Street</i> 4. <i>No turning head required;</i> 5. <i>Through access from River Street removes dead end and greatly enhances connectivity and passive surveillance</i> 6. <i>Vehicle access off River Street will increase park recognition from main thoroughfare especially to passing visitors; and</i> 7. <i>Loss of parkland area at River Street entry is offset by gains created by narrower street corridor and lack of turning head.</i> 	<ol style="list-style-type: none"> 1. <i>Retains existing familiar traffic system</i> 2. <i>Moon Street is maintained as the central access point into Captain Cook and Fawcett parks; and</i> 3. <i>Relatively cost effective to upgrade.</i>
<i>Disadvantages</i>	
<ol style="list-style-type: none"> 1. <i>Occupies parkland space near River Street entry</i> 2. <i>Crosses River Street footpath and creates potential new pedestrian conflict point; and</i> 3. <i>Potential greater cost of implementation</i> 	<ol style="list-style-type: none"> 1. <i>Inefficient wide road required to accommodate two passing lanes and a parking lane which will take up an unnecessarily large area of the adjoining parkland;</i> 2. <i>Expansive turning head required for large vehicles such as garbage trucks which may need to be located near front of CWA Hall</i> 3. <i>Lack of through vehicle access minimises passive surveillance and maintains sense of remoteness at dead end; and</i> 4. <i>Potential traffic conflict during periods of high demand and when car park is full.</i>

A significant traffic issue created by the one way proposal occurs at the departure point in River Street. The proposed location is 27m west of the existing midblock marked pedestrian crossing (See attachments). This crossing is equipped with landscaped kerb extensions on either side of River Street that minimise the distance pedestrian's travel across the street. The Master Plan proposal to relocate the pedestrian crossing westwards to

7.1 Captain Cook Memorial Park, Ballina - Proposed One Way Traffic Access from River Street to Moon Street

between the one way park access and the existing RSL parking area entrance would leave insufficient room between these accesses to accommodate kerb extension facilities as well as providing a turning path for westbound vehicles in River Street turning left into the RSL car park.

The area is also constrained by a significant Telstra pit in the River Street footpath immediately east of the proposed one way access which restricts the ability to economically reshape the footpath to accommodate the proposed park access.

The one way access proposal may be feasible if the marked pedestrian crossing is left in its current location, however the kerb extension would need to be reshaped west of the crossing to facilitate the left turn departure movement (to the park access) and a number of associated angle parking spaces would also be lost.

RECOMMENDATIONS

Traffic engineering advice is requested regarding the Captain Cook Memorial Park Master Plan proposal for a one way access from River Street to Moon Street.

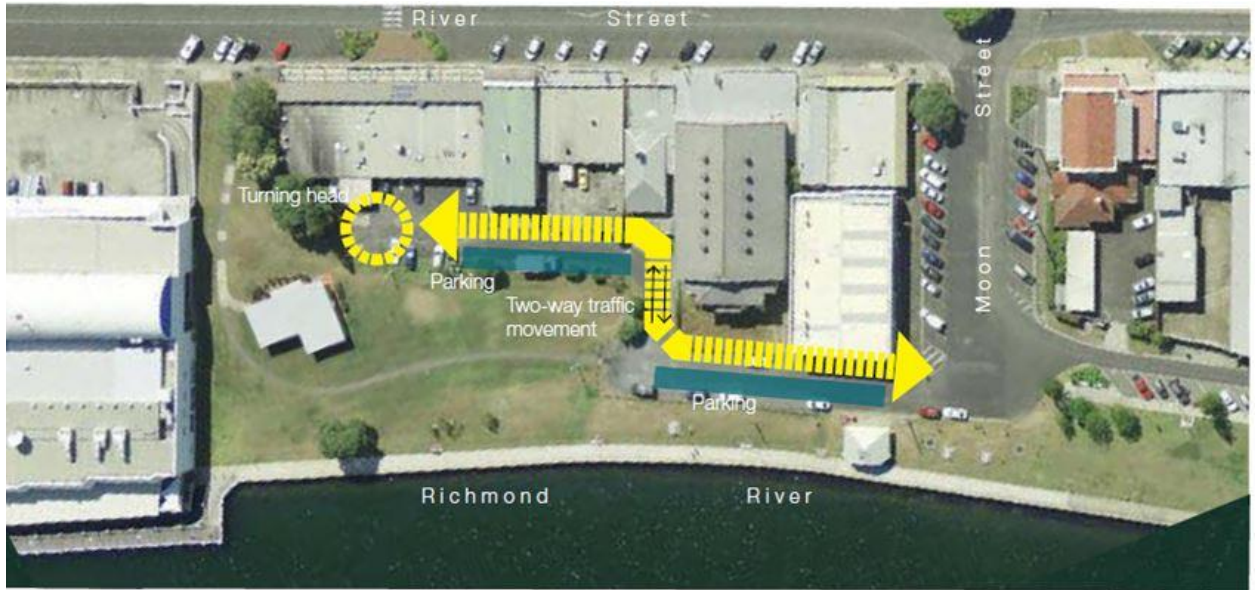
Attachment(s)

1. Captain Cook Park Aerial View Existing
2. Captain Cook Park Master Plan Traffic Access Options
3. Captain Cook Park Master Plan Proposed Entry and Landscape Details
4. Captain Cook Park Street View of proposed access location off River Street
5. Captain Cook Park Street View of proposed one way access and adjacent RSL Club car park access

7.1 Captain Cook Memorial Park, Ballina - Proposed One Way Traffic Access from River Street to Moon Street



7.1 Captain Cook Memorial Park, Ballina - Proposed One Way Traffic Access from River Street to Moon Street



Captain Cook Memorial Park, Ballina LANDSCAPE MASTER PLAN

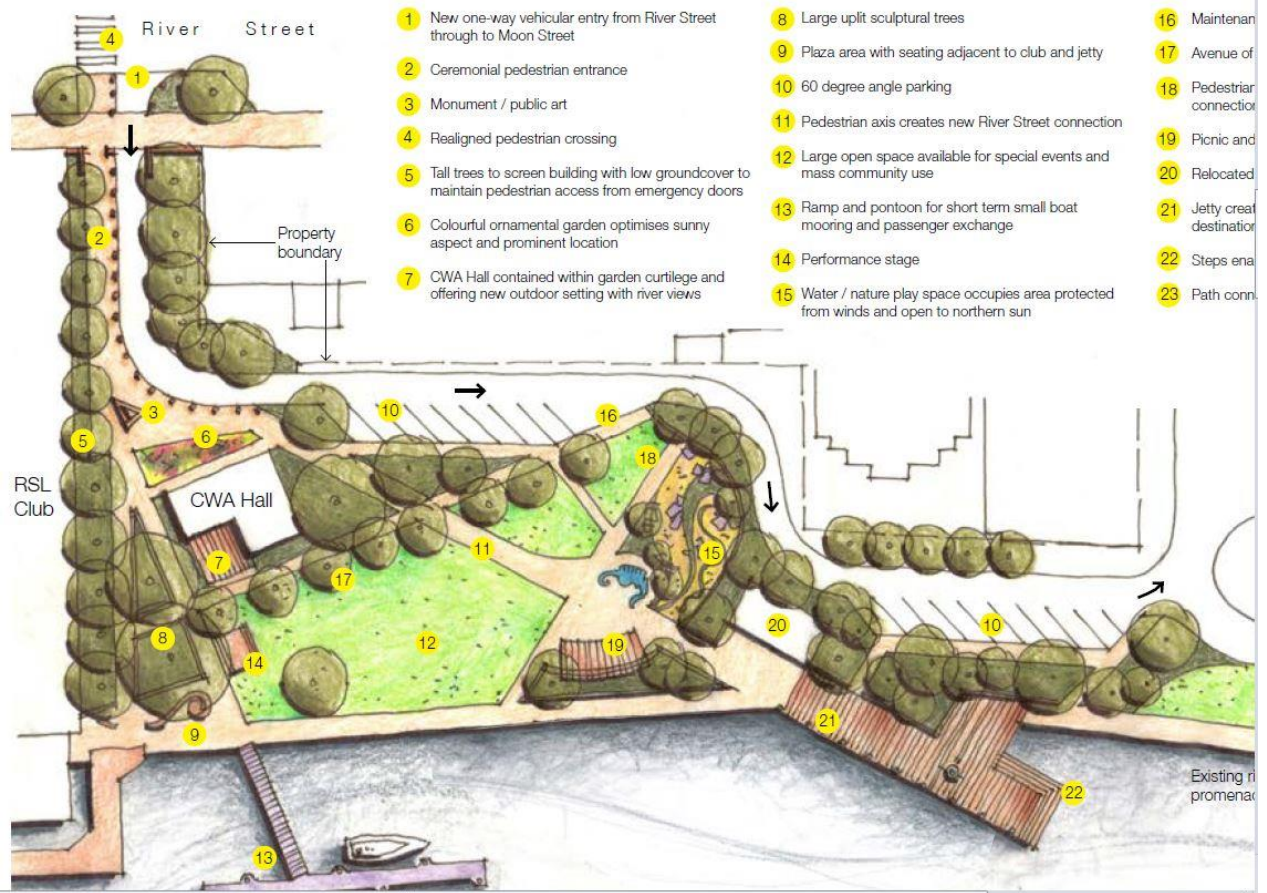
FEBRUARY 2014

Red Belly Landscape Architecture + Urban Design 6 Canale Drive Boambee NSW 2450 T 0428 517 665 www.redbellydesign.com.au Ref: 13010



7.1 Captain Cook Memorial Park, Ballina - Proposed One Way Traffic Access from River Street to Moon Street

5. LANDSCAPE MASTER PLAN



7.1 Captain Cook Memorial Park, Ballina - Proposed One Way Traffic Access from River Street to Moon Street



7.1 Captain Cook Memorial Park, Ballina - Proposed One Way Traffic Access from River Street to Moon Street



Introduction

After an extensive public consultation process with local residents in 2014, Council resolved to change Camoola Avenue to one way eastbound. This has not yet been implemented and analysis of traffic flows post the Blackspot works in River Street has found that maintaining two way traffic in Camoola Avenue has significant benefits for the street network and residents north of River Street wishing to travel westbound in River Street.

Information

In regard to Camoola Avenue traffic arrangements, Council resolved 24 July 2014:

- "1. That Council adopt option two, as outlined in the report, which includes the following actions:
 - Kerbside parking not permitted south side
 - One way traffic eastbound only
 - Unregulated kerbside parking north side.

2. The implementation of this option is to be based on a staged approach, with kerbside parking not permitted on the south side being the first stage."

The first and third actions have been implemented. The second action "one way eastbound only" was deferred pending completion of the Blackspot works in River Street that provide a continuous median at the Tweed Street intersection and protected right turn lanes at the Brunswick Street intersection.

The following are some key extracts from the report to Council 24 July 2014:

"Camoola Avenue is a narrow residential street that provides access and parking for adjacent residents and a through route for residential areas further west. Being adjacent to the Ballina CBD, traffic flows are influenced by nearby commercial land uses. A significant development is proposed and approved in adjacent Kerr Street, and if this is built it is likely to cause additional traffic and parking pressure on Camoola Avenue.

A number of Camoola Avenue residents have expressed a desire for local traffic arrangements to be reviewed. In response to this, the Local Traffic Committee recommended that Council consult with local residents to assess a number of traffic management options.

In response to suggestions of residents, Council staff have developed a number of traffic management options, including an assessment of an option to change to a one way street

7.2 Camoola Avenue, Ballina - Traffic Arrangements

Option	Advantages	Disadvantages	Comments
Option One			
<p>No change.</p> <p>No regulation of kerbside parking.</p> <p>Two way traffic.</p>	<p>Preserves choice of traffic to use Camoola Avenue in both directions.</p> <p>Preserves choice of vehicles to park on either side of street.</p>	<p>If kerbside parking fully utilised it is likely to be staggered and can effectively reduce Camoola Avenue to one trafficable lane.</p> <p>There can be uncertainty which direction has right of way.</p> <p>Uncertainty of directional right of way can lead to congestion and stoppages.</p>	<p>Traffic flow is impeded and could lead to unacceptable congestion and stoppages as traffic volumes increase over future years.</p>
Option Two (adopted)			
<p>One way traffic eastbound only.</p> <p>Unregulated kerbside parking north side.</p> <p>Kerbside parking not permitted south side</p>	<p>Provides traffic with clear, high capacity eastbound lane.</p> <p>Still enables vehicles to park on one side of Camoola Avenue.</p> <p>Traffic can exit local area via green phase at Kerr Street signals.</p> <p>Westbound traffic can enter local area via left turn from River Street, west of Kerr Street.</p>	<p>Parking choice lost on south side.</p> <p>Entry into Camoola Avenue and local area beyond, via Kerr Street signals not possible.</p> <p>Local traffic circulation choice reduced.</p> <p>May require provision of protected right turn facility on River St to enter Tweed or Brunswick St</p>	<p>Provides balance between the needs of through traffic and parking needs of local residents.</p> <p>Ensures south side kept clear of parked vehicles that may block pedestrian path.</p>
Option Three			
<p>Two way traffic.</p> <p>Kerbside parking not permitted on any side</p>	<p>Two way uninhibited traffic flow has best traffic flow capacity.</p> <p>Preserves choice of traffic to use Camoola Avenue in both directions.</p>	<p>All kerbside parking lost in Camoola Avenue</p> <p>May lead to an increase in future traffic using Camoola Avenue and absence of parked vehicles will facilitate higher speeds.</p>	<p>The best solution for providing through traffic flow, but comes at the cost of losing all kerbside parking and thus severely disadvantages local residents.</p>

7.2 Camoola Avenue, Ballina - Traffic Arrangements

Option Four			
<p><i>Two way traffic.</i></p> <p><i>Staggered kerbside parking controlled at prescribed locations by signage on either side.</i></p>	<p><i>Preserves choice of traffic to use Camoola Avenue in both directions</i></p> <p><i>Provides some parking opportunities on both sides</i></p>	<p><i>Loss of significant number of parking spaces</i></p> <p><i>Staggered parking areas, if fully utilised will effectively reduce Camoola Avenue to one trafficable lane. There may be uncertainty which direction has right of way</i></p> <p><i>Uncertainty of directional right of way may lead to congestion and stoppages.</i></p> <p><i>Staggered parking signage may be confusing</i></p>	<p><i>May impede traffic flow and could lead to unacceptable congestion and stoppages as traffic volumes increase over future years.</i></p>
Option Five			
<p>Option 5</p> <p><i>One way traffic east bound only.</i></p> <p><i>Staggered kerbside parking controlled at prescribed locations by signage on either side.</i></p>	<p><i>Provides clear, but staggered eastbound lane for through traffic.</i></p> <p><i>Provides some parking opportunities on both sides.</i></p> <p><i>Staggered parking on either side more equitable for residents than Option 2 (parking north side only).</i></p> <p><i>Traffic can exit local area via green phase at Kerr Street signals</i></p> <p><i>Westbound traffic can enter local area via left turn from River Street, west of Kerr Street</i></p>	<p><i>Loss of significant number of parking spaces either side</i></p> <p><i>Staggered eastbound lane has lower traffic flow capacity than Option 2.</i></p> <p><i>Staggered parking signage may be confusing</i></p> <p><i>Local traffic circulation choice reduced</i></p> <p><i>Entry into Camoola Avenue and local area beyond, via Kerr Street signals not possible</i></p> <p><i>May require provision of protected right turn facility on River St to enter Tweed or Brunswick St.</i></p>	<p><i>Will provide no more kerbside parking than Option 2, but its through traffic capacity will be compromised by the staggered flow path and may lead to congestion and stoppages as traffic volumes increase over future years.</i></p>

7.2 Camoola Avenue, Ballina - Traffic Arrangements

The following is a summary of submissions received.

Submission No.	Property Location	Option No. Preference	Other Comments
1.	Camoola Ave	2 (one way east, parking north side only)	Parking on footpath blocks pedestrians and forces them onto street. Need RH turn lane eastbound on River St at Brunswick St
2.	Camoola Ave	1 (no change)	Traffic situation acceptable. On occasions speed a problem.
3.	River St, around corner from Camoola Ave	1, 2 nd choice 3 (2 way, no parking either side)	In 6 years no one has complained about cars parked both sides. Issue blown out of proportion.
4.	Camoola Ave	5 (one way east staggered parking)	
5.	Camoola Ave	1	No changes needed. Prevention of parking would encourage speeding
6.	Camoola Ave	2	Speed a problem. Right turn from River St into Tweed St is dangerous, needs improvement.
7.	Tweed St, around corner from Camoola Ave	2	Speed issues, suggests limit & speed bumps. Stormwater issues.
8.	Camoola Ave	2 with reservations	Speed limit 30/40 km/h or speed bumps needed. Parking too close to driveways.
9.	Camoola Ave	5, 2 nd choice 2	Speed a problem. Want speed humps
10. Combined submission representing 6 separate residences	Various residences Camoola Ave	2	Many drivers exceeding speed limit, there is a need for speed bumps.
11.	Tweed St, around corner from Camoola Ave	2	Turn from River St to Tweed St with speeding merging River St traffic is a problem. Protected right turn lanes in River St to Tweed St or Brunswick St needed.

End of extract from report to Council 24 July 2014

Since completion of the River Street Blackspot works the extreme difficulty for southbound traffic in Brunswick Street turning right into westbound River Street has become apparent. Analysis with SIDRA Intersection software based on current traffic flows indicates the right turn into westbound River Street for southbound traffic in Brunswick Street has Level of Service (LOS) F and associated delays of 30 minutes average in the pm peak and more in the am peak.

7.2 Camoola Avenue, Ballina - Traffic Arrangements

As a result the most practical route for southbound traffic in Brunswick Street heading westbound in River Street, is to initially turn left into River Street, turn right at the Kerr Street signals, right again into Camoola Avenue and thence by Tweed or Brunswick Streets to a left turn westbound in River Street (see attachment). Implementation of the "One way traffic eastbound only" action on Camoola Avenue would prevent this movement and cause a significant delay/inconvenience to traffic originating in the Brunswick Street area, north of River Street.

If Camoola Avenue is made one way eastbound, this option for westbound vehicles originating from the Brunswick Street North area would be prevented, however an alternative would be to still turn left (south) into Kerr Street, do a U turn in Kerr Street (may have safety issues) and proceed westwards into River Street at the River Street/Kerr Street signals. Other remaining options include:

- Attempt to turn right into River Street
- Divert to Fox Street and use the Fox Street/Kerr Street Lights to enter southbound on the old highway
- Divert to Tamar Street, turn left at Kerr Street turn right into Crane Street, Grant Street and Tamar Streets then left southbound on Kerr Street.

The first option will have unacceptable delays and frustration could lead to unsafe attempts to turn right across the River Street traffic flow (currently 24,000 vpd).

The second option via Fox Street provides a safe alternative, but requires an extra 3.7 km of travel. This compares to the diversion via Camoola Avenue that requires an extra one km of travel.

The third option requires an extra 1.5 km of travel.

It is acknowledged the majority of Camoola Avenue residents preferred the one way eastbound option however the impact on westbound traffic originating from Brunswick Street north was not fully appreciated or accounted for in the analysis and consultation in 2014. Whilst the one way eastbound option is still likely to be the best option for amenity of Camoola Street residents, it would be at the cost of a compromised street network and reduced amenity for a significant number of residents in the area immediately north of River Street between Kerr Street and Fishery Creek.

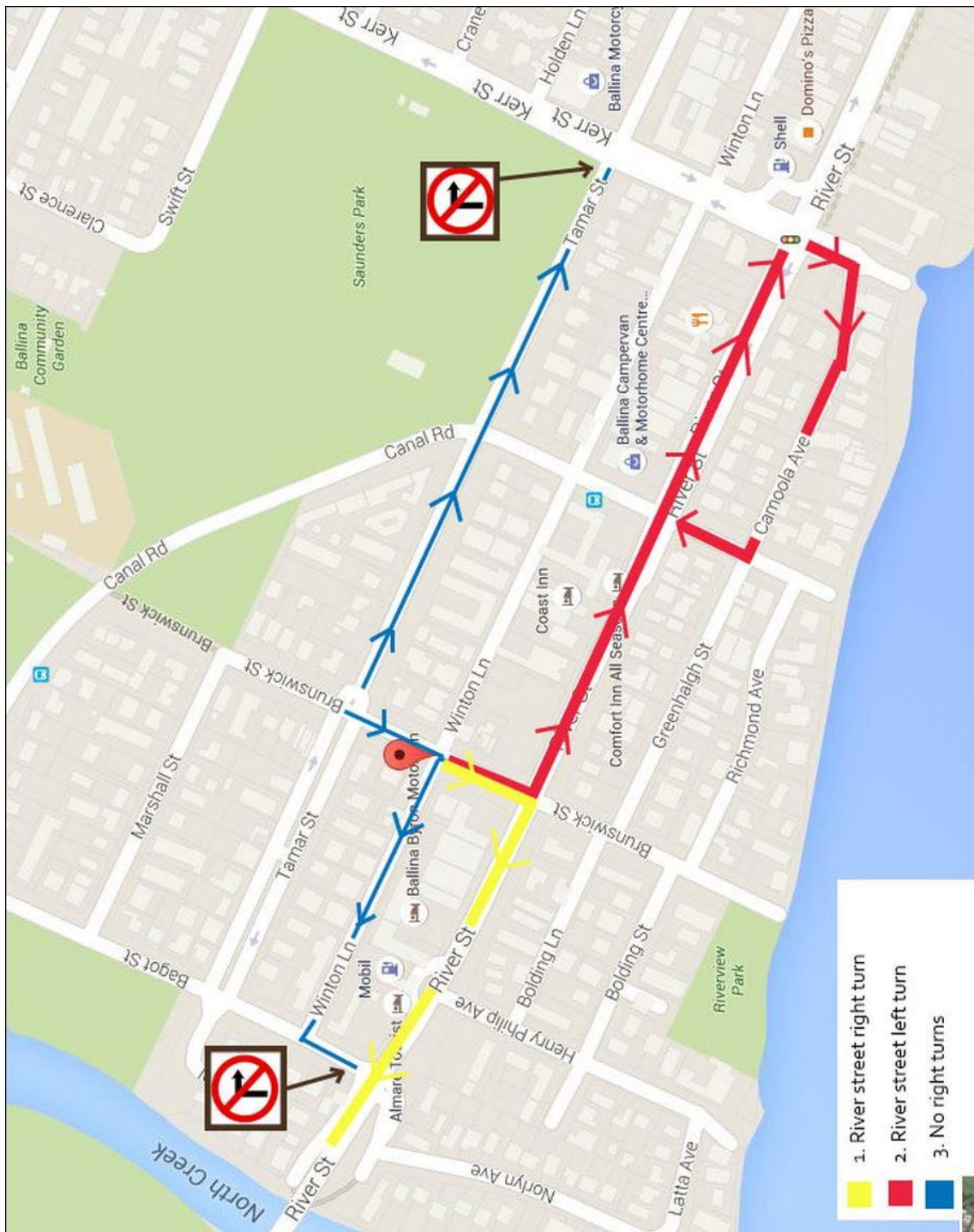
RECOMMENDATIONS

Traffic engineering advice is requested regarding provision of one way or two way traffic on Camoola Avenue, Ballina.

Attachment(s)

1. Brunswick Street Outlets

7.2 Camoola Avenue, Ballina - Traffic Arrangements



7.3 Access to Tamarind Drive - New Fire Station, Ballina

Introduction

The Station Commander of the new Ballina Fire Station on Tamarind Drive is concerned that the access onto Tamarind Drive is unsafe. The Committee's advice on this issue is requested.

Information

The new Ballina Fire Station was constructed by NSW Public Works Department in 2015. Being a NSW Government agency, development consent from Council is not required. Public Works notified Council of the proposal by letter 20 October 2014 and advised comments could be submitted within 21 days. Council responded by letter dated 28 October 2014 and in regard to the proposed Fire Station access advised:

"Council has concerns regarding the proposed access/egress points from Tamarind Drive servicing the proposed development for the following reasons:

- 1. Tamarind Drive is the major northern arterial road connecting the Ballina urban area to the Pacific Highway, the industrial area and airport. The current (as measured April 2014) traffic volumes on Tamarind Drive in this location are 19,258 vehicles per day. The traffic volumes will increase in future years as more development takes place in Ballina and surrounds.*
- 2. Tamarind Drive is planned to be upgraded to a four lane divided arterial road with median separation. Current traffic volumes are sufficient to warrant the immediate provision of four lanes; however actual construction is still some years away due to funding constraints. When the road upgrading is completed the subject site will have physical access to the eastbound lanes only.*
- 3. Access to the site is available from Endeavour Close. Its local road function, low traffic volume, and general geometry would make it ideal to provide access to the proposed development.*
- 4. Given there is a suitable alternative available, it would be preferable to remove all proposed accesses onto Tamarind Drive as the high traffic volumes represent a higher risk of conflicts with vehicles entering/exiting the development.*
- 5. If it is imperative that access for emergency vehicles be provided onto Tamarind Drive, only one access should be provided for this purpose only. The remainder of the development should be designed so all other vehicles use the Endeavour Close access.*

7.3 Access to Tamarind Drive - New Fire Station, Ballina

Consequently, all access/egress should be obtained from Endeavour Close. If access/egress must be provided from Tamarind Drive it should be for emergency vehicles only, and the site layout designed to prevent any other vehicles or parking areas accessing Tamarind Drive. Long term planning of the site should also account for four lanes of Tamarind Drive and no physical access being available to westbound lanes."

Public Works formally responded to Council 25 November 2014 advising:

"With regards to Ballina Council's requests regarding access to the site via Tamarind Ave, FRNSW has taken the Council's comments into consideration with the building designed to enable flexibility of entering from, or exiting to, either Tamarind Avenue or Endeavour Close if required, with minor modifications to the engine bay doors and operational procedures. The front car park area will be utilised by emergency vehicles and duty of care when entering or exiting the property will be adhered to.

If the road is upgraded in the future, liaison between FRNSW and Ballina Council will ensure impacts on any local traffic are minimised without impacting emergency response outcomes. FRNSW are committed to ensuring the needs of the local community are enhanced by the new development now and into the future."

Now that the Fire Station is in operation, the Fire Station Commander has observed safety issues regarding the access and advised by email 23 March 2016:

"We find that a constant stream of traffic southbound on Tamarind Drive, especially during afternoon peak time, is a problem. This is compounded by traffic exiting Southern Cross Drive and the BP Service Station taking advantage of any gap in the traffic flow.

We have had several near misses whilst trying to enter Tamarind Drive under lights and siren, and in the interim I have changed our north facing community noticeboard to display a message warning motorists to give way to emergency vehicles.

This is possibly an issue that can be raised at the Local Traffic Committee meeting.

Maybe the installation of warning lights to alert motorists of exiting emergency vehicles may be a solution. These appear to work well at other Fire Stations on busy thoroughfares.

Any assistance that can be provided by Council would be greatly appreciated."

The Fire Station access onto Tamarind Drive is immediately downstream from Southern Cross Drive and an adjacent service station which generate significant merging movements onto Tamarind Drive. Despite fire engines using lights and siren, the eastbound traffic stream in Tamarind Drive may be distracted by merging traffic and not be fully aware of the emerging emergency vehicles.

7.3 Access to Tamarind Drive - New Fire Station, Ballina

The option of switching access to Endeavour Close, as foreshadowed in the Public Works letter of 25 November 2014, needs to be pursued and prioritised by NSW Fire and Rescue. The current traffic volume on Tamarind Drive is 20,000 vpd and is predicted to grow to 30,430 vpd in the next 20 years and the access from the Fire Station is likely to become more hazardous over time. Reconfiguring the site to have the major access to Endeavour Close, as previously advised by Council, would eliminate the current unsafe practice of forcing entry onto Tamarind Drive.

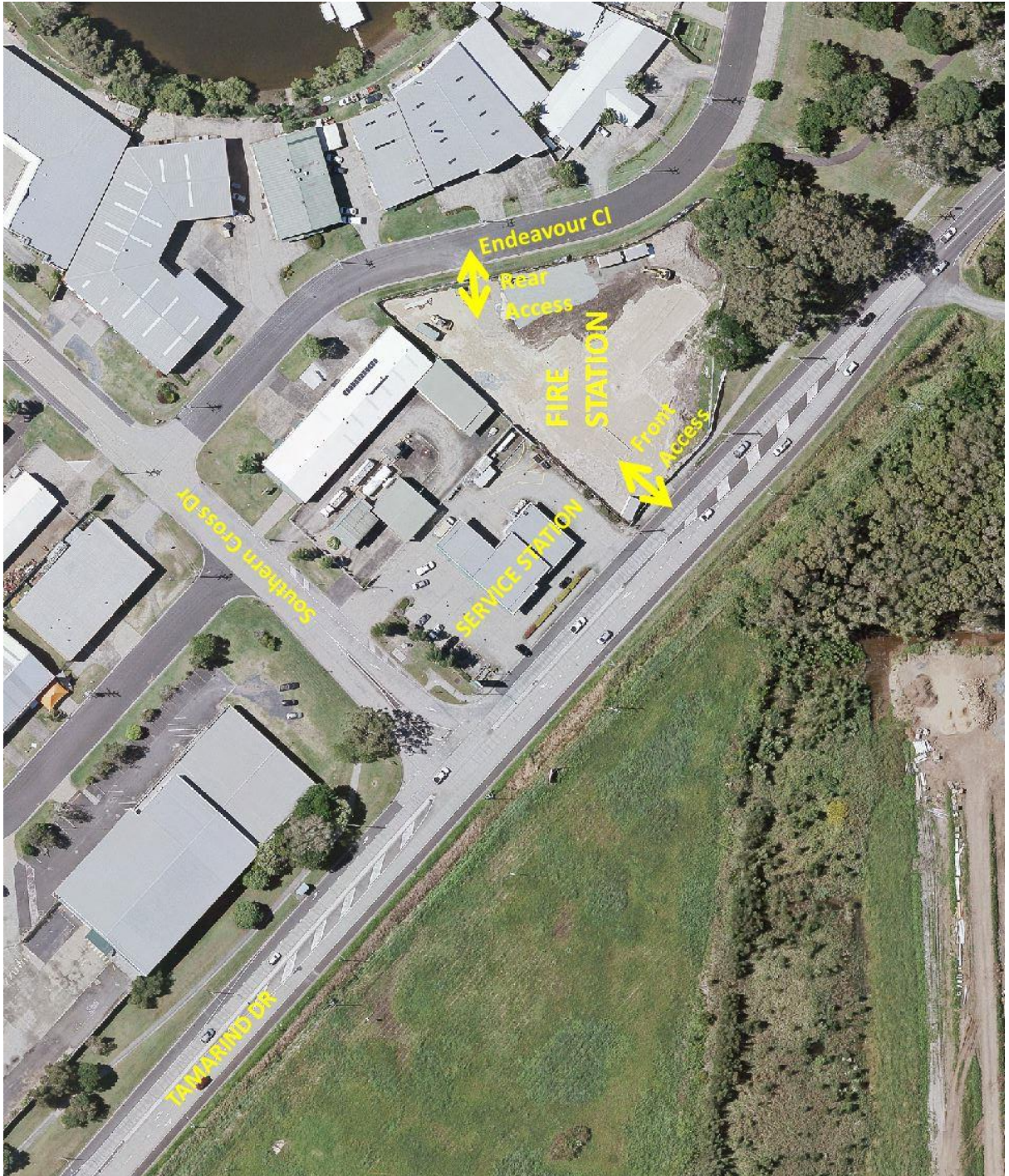
In regard to options for treatment of the existing Tamarind Drive access, *Austroads Guide to Traffic Management - Part 10: Traffic Control and Communication Devices 2009*, describes the use of non-flashing signals and flashing signals for mid block access from emergency vehicles. There is also a reference in NSW Road Rule No. 66. It is understood however that this form of treatment is not favoured by RMS in NSW.

RECOMMENDATIONS

Traffic engineering advice is requested regarding access arrangements for the new Ballina Fire Station.

Attachment(s)

1. Ballina Fire Station Access
2. Ballina Fire Station, Tamarind Drive Access





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 April 2015

4/15-10.2 Alstonville Cemetery - Parking on Bruxner Highway

Recommendations

- 1. The Committee approves provision of a No Stopping zone on the western side of Alstonville Cemetery Road for the length of the centreline.*
- 2. That the RMS be requested to move the hold line for Alstonville Cemetery Road forward to improve sight distance.*

Action to Date

No Stopping zone will be provided after hold line is moved.
RMS advise their work will not be implemented until 2015/16 financial year.

Meeting Held 11 February 2015

2/15-7.1 Bicycle Rider Behaviour on Shared Paths

Recommendations

The Committee notes the report and that Council:

- 1. Consider an education program for cyclists and pedestrians using shared paths.*
- 2. Review the signage on shared paths where appropriate.*

Action to Date

Yet to be implemented. To be reactivated when new Road Safety Officer available.

Meeting Held 8 October 2014

10/14-6.1 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

Assessment of warrants for designated crossings in Ballina for 2014/15 completed and reported to Committee meeting 10 June 2015. Committee recommendation to remove a number of crossings submitted to Council meeting 25 June 2015 and recommendation rejected.

All pedestrian crossings in the Shire have been audited for compliance with the Australian Standard during 2015. They have had lines re-marked and signage replaced as required. The only pedestrian crossing that required any foliage trimming was in River Street mid-block between Grant Street & Moon Street and this was completed in September 2015.

10/14-7.2 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.*

8.1 Schedule of Outstanding Resolutions of the Committee

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

8/14-6.3 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. See report to this meeting.

Meeting Held 11 June 2014

6/14-6.1 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.

6/14-7.3 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. Letter forwarded to new President March 2015.

Meeting Held 9 April 2014

4/14-7.4 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

Review by RMS initiated. Council to send RMS relevant traffic data not more than two years old showing eighty fifth percentile speeds. RMS are to conduct site inspection in consultation with Council.

Further advice from RMS 4 February 2016 is that they are in the process of conducting the speed zone review.

RECOMMENDATIONS

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

Attachment(s)

Nil

8.2 Bike Plan Update

8.2 Bike Plan Update

Introduction

Council has commissioned consultants Ross Planning to produce a Bike Plan for Ballina Shire. The Plan will detail priorities and needs for improving cycling connections and facilities across localities of Ballina Shire, and community education recommendations.

Information

Council received a final draft from Ross Planning in February 2016, and has provided comment on this draft. Ross Planning have indicated that the Final Plan will now be submitted to Council on 19 April 2016. It is expected that this Plan will be suitable for public display and submissions.

RECOMMENDATIONS

That the Committee note the update provided.

Attachment(s)

Nil

9. Regulatory 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 8 June 2016 at 10.00 am.