



Notice of Local Traffic Committee Meeting

a Local Traffic Committee Meeting will be held in the Ballina Shire Committee Room, 40 Cherry Street, Ballina on **Wednesday 8 February 2017 commencing at 10.00am.**

Business

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

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

John Truman
Group Manager
Civil Services

Table of Contents

1.	Attendance & Apologies	3
2.	Minutes of Previous Meeting.....	3
3.	Deputations by Members of Public or Councillors.....	3
4.	Summary Report - Recent Decisions of Council in Response to LTC Recommendations.....	3
5.	Items to be Referred to Council	3
6.	Items Referred to General Manager's Delegate.....	4
6.1	Proposed Disabled Parking Space for Primary School - Martin Street, Ballina	4
7.	Items for Traffic Engineering Advice	6
7.1	Parking Issues in Lane behind Santa Fe Motel, Between Stewart and Gibbon Streets, Lennox Head	6
7.2	Proposed Extension of Timed Limited Parking Ballina CBD Fringe	10
7.3	Lake Ainsworth - Parking and Amenity Improvements	13
7.4	Teven Road - Request for Support for further Speed Zone Review	16
8.	Information for the Committee	22
8.1	Southern Cross School	22
8.2	Schedule of Outstanding Resolutions of the Committee	27
9.	Regulatory Matters on Classified Roads (GM's Delegate)	32
10.	Items Without Notice.....	32
11.	Next Meeting	32

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 14 December 2016 were distributed with the business paper.

RECOMMENDATION

That Council confirms the Minutes of the Local Traffic Committee Meeting held on Wednesday 14 December 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 Proposed Disabled Parking Space for Primary School - Martin Street, Ballina

6. Items Referred to General Manager's Delegate

6.1 Proposed Disabled Parking Space for Primary School - Martin Street, Ballina

Introduction

A request has been received from the Ballina Public School Principal for a disabled parking space in Martin Street, Ballina

Information

A request has been received from the Ballina Public School Principal for a disabled parking space in Martin Street, Ballina. The proposed location is on the west side of Martin Street, immediately south of the Crane Street intersection (see attachment).

This area is currently part of a 75m long Bus Zone operational school days in the am and pm peak periods, 8am - 9:30am and 2:30pm - 4pm.

The Principal advises this space is only ever used intermittently by busses and the reduction in length for a disabled parking space would not adversely impact on bus movements.

RECOMMENDATIONS

1. A Disabled Only, parallel parking space 5.5 m long be provided on the west side of Martin Street, Ballina, immediately south of the Crane Street intersection.
2. The Bus Zone on the west side of Martin Street Ballina between Crane Street and Tamar Street be shortened to accommodate the above Disabled Only parking space.

Attachment(s)

1. Proposed Disabled Parking Martin Street, Ballina



7.1 Parking Issues in Lane behind Santa Fe Motel, Between Stewart and Gibbon Streets, Lennox Head

7. Items for Traffic Engineering Advice

7.1 Parking Issues in Lane behind Santa Fe Motel, Between Stewart and Gibbon Streets, Lennox Head

Introduction

Parked vehicles in the rear lane are inhibiting driveway access at the Santa Fe Motel car parking spaces.

Information

The following information was reported to the meeting 14 December 2016:

"An 11 unit Motel was approved in 1985 by the consent for DA 85/55 which included approval of plans depicting 90 degree angle parking onto the 6m wide rear lane. Condition 3 of the amended consent issued 18/3/1988 for a 13 unit motel also required:

"3. The application shall meet the full cost of construction, sealing and draining the rear lane from the western boundary of the land to the Stewart Street pavement."

It is understood for some years after the motel was constructed, there was little demand for parking in the lane and therefore little obstruction to cars accessing the Motel car parking bays. In recent years there has been increased redevelopment of the area and increased parking demand. There are other redevelopment proposals in the area that are likely to further increase this demand.

The owners of the motel advise there is a lack of space for cars reversing from the back of the motel when cars are parked in the lane and there has also been an incident when a reversing car impacted into a car parked in the lane. They request the northern side of the lane adjacent to the motel car park be a NO PARKING Zone.

Given that Council's 1988 Development Consent approved direct access of the motel car park onto the lane with no manoeuvring room provided on site, it could be argued that Council has some responsibility to ensure there is an adequate turning path on the lane."

The Committee Recommended 14 December 2016:

"The Committee deferred consideration pending further detailed advice on the level of occupancy of the motel parking spaces and the frequency of occasions when parked cars in the lane cause a potential conflict with turning paths."

The owners of the Santa Fee Motel responded to the Committee's recommendation by the following email dated 16 January 2017:

7.1 Parking Issues in Lane behind Santa Fe Motel, Between Stewart and Gibbon Streets, Lennox Head

"Re Further info to pass on to Traffic / Parking Committee

Our overall occupancy for our business is presently 58% - however, the Daily Use of our Rear Covered Parking allocated areas would be 90% because even when there is a low occupancy for the night, our guests prefer the covered rear parking sites on the lane. Cars parked on the opposite side of the lane presents difficulties when reversing out of these sites. No Parking Signs in this area would be very helpful to the situation.

Difficulty in exiting our drive-through lane.

As previously pointed out, we have a one lane drive-through on our business property from Byron Street to the back lane and quite often it can be difficult to exit out into the lane to access Stewart St when a car is parked in the lane near the exit.

- A neighbour has noticed that this causes a problem and parks his vehicle closer down to Stewart St - but it has been noted that this has caused further problems for the residents in 4 Stewart St when they are reversing out of their driveway.*
- All our units have off-street parking, and we request any of our guests or visitors if they have extra cars not to park in the rear lane but to use Byron or Stewart Street for parking.*
- These lanes are designed for drive-through access and parked cars do present problems for Garbage and Laundry Services.*
- We did bring to your attention on 11th August our concerns about the changes to the Development Consent of the property west of our business. We foresee problems in the lane with the commencement of the building of this development with the workers parking and later for "visitors" parking in the lane.*
- We request that the Eastern entrance from Stewart St NOT be used by the Construction / Delivery vehicles for the protection of our bitumen surface and also for the Noise factor for our accommodation business and guests.*
- We support the developer's request to seal his relevant back lane section after the completion of his Development with Bond held by Council.*
- Again, we request that Council strongly presents our concerns to the Local Traffic Committee and we request No Parking Signs in the lane in the vicinity of our business down to Stewart Street for safety, convenience and good lane management.*
- Ideally, the lanes should be clear with off-lane parking and No Parking Signs in all the service lanes in the area."*

In regard to this issue a neighbour has also advised by email dated 17 January 2017:

"I understand that you are already aware of issues in regards to car parking in the laneway to the rear of the Santa Fe Motel.

I am the owner of 4 Stewart St and for the past 5 years I have noticed an increase in the number of vehicles parked in the laneway which belong to either owners or tenants of properties located on the northern side of the laneway.

I am concerned that this problem will worsen due to the DA approved duplex located on the laneway frontage of 10 Byron St. There have also been issues

7.1 Parking Issues in Lane behind Santa Fe Motel, Between Stewart and Gibbon Streets, Lennox Head

with tenants and owners parking in front of 5B Lennox St, 3/7 Lennox St and 2/6 Stewart St.

Due to the narrowness of the laneway (5 metres), it is very difficult to exit our garage when cars are parked on the laneway opposite or within the turning circle radius. You can see in the below sat image of a car parked opposite the motel and the issues this would cause for a motel client trying to exit the carport area.

I am requesting that no standing signs be erected along the entire laneway to prevent the current situation.

Also I understand that the DA applicant (DA 010.2016.171.001) has been given the option to name the current no name lane. If this is the case, I am not sure why this would be a condition of the DA without notice to other land owners. On behalf of the owner of 12 Byron St and 9 Lennox St and myself, we propose the lane to be called 'Champagne Lane.'

In regard to the approval of new duplexes with lane access, Council's DCP requires garages that are directly accessed to have a minimum setback of 5.5m and garages with indirect access a minimum setback of 3.5m. Most new duplex applications propose direct access which means there will be reversing either entering or exiting from lanes to the garages. It is also common for the 5.5m setback to also be utilised for parking additional vehicles that need to reverse onto lanes as they to leave their premises. These manoeuvres are very difficult if there are vehicles parked on the opposite side of a 6m wide lane.

RECOMMENDATION

The Committee provide Traffic Engineering advice regarding parking management in the lane behind the Santa Fe Motel, between Stewart and Gibbon Streets, Lennox Head.

Attachment(s)

1. Lane - Rear Santa Fe Motel, Lennox Head

7.1 Parking Issues in Lane behind Santa Fe Motel, Between Stewart and Gibbon Streets, Lennox Head



7.2 Proposed Extension of Timed Limited Parking Ballina CBD Fringe

7.2 Proposed Extension of Timed Limited Parking Ballina CBD Fringe

Introduction

A number of businesses on the Ballina CBD fringe have requested introduction of timed parking restrictions adjacent to their businesses.

Information

Requests have been received from the Family Medical Centre (Corner Martin and Tamar Streets) and from Compound Medicine at 130 Tamar Street for timed on-street parking outside their businesses.

These businesses advise that the parking spaces adjacent to their business are being used for all day parking by staff of other CBD businesses and that there is inadequate short term parking now available for their customers (particularly the elderly).

The Family Medical Centre has requested 2 hour parking for six parking spaces on their Martin Street frontage and advise *"The introduction of restricted parking and an increase in business down our end of town has seen workers utilising the all day parking in front of the surgery. This has created much difficulty, particularly for older and more frail patients who do not have the luxury of being able to walk long distances"*.

The approved plans for the medical centre DA 2006/728 show provision of 11 off street car parking spaces. In regard to these spaces, only one appears to be available for medical centre patients and is marked for disabled persons. Two car parking spaces designated on the DA plans are blocked by bollards accompanied by a sign saying "Mobility Scooter Parking". The remaining spaces are marked "Doctor Parking Only". Across Martin Street from the surgery there is a large School Bus Zone designated for the am and pm peak school periods which was observed on a number of inspections to have parking spaces available during business hours.

The Compound Medicine shop is on the south side of Tamar Street between Kerr and Grant Streets. As can be seen from the table below, there are 53 untimed parking spaces available in this section of Tamar Street. Inspections during business hours indicate these spaces are mostly full. The premises, which has 2 other tenancies, has 14 parking spaces at the rear accessed from Winton Lane, but these are not accessible to walk through customers to Compound medicine (doors appear locked). The south side of this section of Tamar Street is mostly businesses, however on the north side there are mostly residences, but with substantial intrusion by businesses. An IntraMaps search did not show any recent DAs on this site.

7.2 Proposed Extension of Timed Limited Parking Ballina CBD Fringe

Tamar Street - Current On Street Car Parking Configuration					
ID	From	To	Side	Car Parking Spaces (Time Limits)	Total
45	Kerr St	Grant St	North	34	34
46	Kerr St	Grant St	South	53	53
47	Grant St	Moon St	North	2(2H)+D+7(2H)+8(2H)+2D+4(2H)+6(2H)+4(1/2H)+2(1/2H)	36
48	Grant St	Moon St	Centre-Nth	28	28
49	Grant St	Moon St	Centre-Sth	28	28
50	Grant St	Moon St	South	D+11(2H)+11(2H)+7(2H)+D+8(1/2H)	39
51	Moon St	Cherry St	North	3(2H)+5(2H)+D+4(2H)+14(2H)+10(2H)+D	38
52	Moon St	Cherry St	South	6(2H)+2(2H)+D+6(2H)+5(2H)	20
55	Cherry St	Martin St	North	12(2H)+13(2H)+13+5+11	54
56	Cherry St	Martin St	South	15(2H)+10(2H)+D+Amb+5(2H)+8(2H)	40

It is proposed to conduct a parking survey later this year of the Ballina CBD to facilitate an update/optimisation of parking regulation. The last parking survey performed was the "Ballina CBD Parking Performance Review (2004)" dated June 2005 by Epell Olsen and Partners.

RECOMMENDATION

The Committee provide Traffic Engineering advice regarding parking management adjacent to the Family Medical Centre (Corner Martin and Tamar Streets) and Compound Medicine at 130 Tamar Street, Ballina

7.2 Proposed Extension of Timed Limited Parking Ballina CBD Fringe

Attachment(s)

Nil

7.3 Lake Ainsworth - Parking and Amenity Improvements

7.3 Lake Ainsworth - Parking and Amenity Improvements

Introduction

At the Council meeting 25 January 2017 Council discussed investigating the introduction of a No Parking zone for the Lake Ainsworth precinct between 1.00am – 5.00am to ensure that the new parking spaces are not used by overnight campers or caravan park guests.

Information

At the Council meeting 25 January 2017 Council discussed investigating the introduction of a No Parking zone for the Lake Ainsworth precinct between 1.00am – 5.00am to ensure that the new parking spaces are not used by overnight campers or caravan park guests.

The following is an extract from the Notice of Motion of Cr Jeff Johnson to the Council meeting that raised this issue.

"I move

1.
2. *That Council investigate introducing a no parking zone for the Lake Ainsworth precinct between 1am – 5am to ensure that the new parking spaces are not used by overnight campers or caravan park guests.*

Councillor Comment

.....
Point Two of the motion aims to free up the 80 – 110 parking spots that are currently being occupied by either overnight campervans or caravan park guest's cars. Council is spending over \$1 million on additional car parking spots around the lake and it's important that these parking spaces are available to the public during the peak holiday periods.

Staff Comment

.....
In respect to the comments regarding car parking, it is preferred that an investigation of parking management for the precinct be referred to the Local Traffic Committee for determination, rather than a prescriptive time zone, as there may be other options available. Overflow parking is an issue for many caravan parks at peak times and the use of time limits can help to manage parking, although this can often result in vehicles being relocated to other streets."

Council Resolved:

"That this matter be referred to the Local Traffic Committee."

It is understood that the areas of concern are public (Council managed) on-street and off-street car parking areas in the vicinity of the caravan park and

7.3 Lake Ainsworth - Parking and Amenity Improvements

include along Ross Street, near the surf club and proposed areas along the proposed reconstruction of the southern access road.

It is further understood that Council is/will be providing these parking areas for the general public to access the recreational areas of Lake Ainsworth, but Councillors are concerned that they will be used as overflow/second vehicle/boat trailer parking by occupants of the caravan park and by overnight street van campers.

In an attempt to stop this caravan park overflow use and overnight street van camping a number of remedies have been suggested that include No Parking 1am - 5am (similar to the scheme used in Byron Bay) or alternatively Council's Rangers suggested a 4 hour time limited parking only for peak holiday periods. It is also understood that if these restrictions or similar are adopted the overflow caravan parking may transfer to residential areas just beyond the restricted perimeter. If parking is restricted on the south side of Ross Street, genuine residential occupants and their visitors would be unable to leave their vehicles parked overnight.

It is understood that the Caravan Park is reviewing its own masterplan and inclusion of overflow parking internally as part of this plan may lead to a partial remedy.

RECOMMENDATION

The Committee provide Traffic Engineering advice regarding management options for parking adjacent to the Lake Ainsworth Caravan Park.

Attachment(s)

1. Lake Ainsworth Locality



7.4 Teven Road - Request for Support for further Speed Zone Review

7.4 Teven Road - Request for Support for further Speed Zone Review

Introduction

A late submission was tabled at the 14 December 2016 meeting requesting a reduction in the 80kph speed limit on Teven Road.

Information

A late submission from Adam Ploy of Teven Road was tabled at the 14 December 2016 meeting requesting a reduction in the 80kph speed limit on Teven Road. The Committee Recommended:

"Council be requested to

- Undertake further investigations into the nature of the concerns raised by the residents, including data capture of current daily traffic volumes and associated speeds, and assessment of geometric design and delineation standards.*
- Report outcome of the investigation back to the Committee."*

Action to Date

There was a misunderstanding regarding which section of Teven Road was being considered at the December Committee meeting.

Further information revealed it was not on the highly trafficked Regional Road section of Teven Road, but the unclassified section of Teven Road approximately 0.5 km south of the Tintenbar Road/Teven Road intersection (see attachment) that Mr Ploy was concerned about.

The most recent traffic count on this part of Teven Road was in April 2016, 2.5km further south near Stokers Lane. The April 2016 count was 534 vpd with an 85% speed of 88.6kph.

RMS conducted a speed zone review on this section of road in 2014 (See attachment TRIM 14/61527) which determined 80 kph to be the appropriate speed limit. There have been no significant road network or land use changes that are likely to have significantly altered the volume and composition of traffic on this section of road since 2014. A further review of the speed zone is therefore unlikely to produce a different outcome.

The section of road near Mr Ploy's residence has a poorer alignment than further south and installation of appropriate warning signs and better delineation may be a preferable alternative

RECOMMENDATION

Council be requested to review the warning signage and delineation on Teven Road for approximately 1 km south of the Tintenbar Road intersection.

7.4 Teven Road - Request for Support for further Speed Zone Review

Attachment(s)

1. Teven Road Speed Zone Review 2014
2. Teven Road Aerial View



File No: SF2012/002685
CR2014/003741

RECORDS
SCANNED
- 4 SEP 2014
Doc No.....
Batch No.....

The General Manager
Ballina Shire Council
PO Box 450
BALLINA NSW 2478

Attention: Peter O'Keefe

Dear Mr O'Keefe

Speed Zone Review – Teven Road, Ballina.

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

The outcomes of this review are as follows:

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

The council is requested to implement the new delineation scheme in the vicinity of the twin bridges prior to the installation of the 80km/h speed limit.

Enclosed is a copy of the Speed Zone Authorisations for the new speed limits. Council is requested to advise Roads and Maritime of the proposed installation date when available. Council will need to co-ordinate the installation with the Roads and Maritime E-Blast.

Roads and Maritime recommends that a warning sign T1-270 is installed on both approaches to the site advising motorists of the permanent speed zone change when the speed limit signs are installed and remain for one week after the installation date.

Funding assistance for this project may be provided on request. Council is required to provide a detailed sign installation plan detailing sign sizes and locations, including change point and repeater signs. Signs and pavement markings should be installed in accordance with the NSW Speed Zoning Guidelines, Section 3.3 - Signposting of Speed Zones.

For further information please contact Greg Sciffer Network and Safety Officer on 6640 1300 or email greg.sciffer@rms.nsw.gov.au who will be pleased to assist.

Yours sincerely

for Monica Sirol
Network and Safety Manager, Northern
encl

1 September 2014

Roads & Maritime Services

76 Victoria Street, Grafton NSW 2460 | PO Box 576 Grafton NSW 2460
T 02 6640 1300 | F 02 6640 1304 | E grafton.regional.office@rms.nsw.gov.au

www.rms.nsw.gov.au | 13 17 82

Speed Zone Authorisation

(Authorising the Installation / Removal of Speed Limit Signs)



SZA No: NTH10511

Road Transport Act 2013

Under Part 5.3, Section 122 of the Road Transport Act 2013, this document (Authority) hereby gives the person(s) named below the appropriate authority to:

1. Install or display (or to interfere with, alter or remove) a prescribed traffic control device at the following locations, or
2. Direct another person to install or display (or to interfere with, alter or remove) a prescribed traffic control device at the following locations:

Name: Greg Sciffer
 Organisation: RMS - NSS Northern
 Contact Number: 0411 129 355

Road:	At:	Suburb/Locality:	LGA:
Teven Road	Bruxner Highway	Ballina	Ballina
	1.4km north of Bruxner Highway	Ballina	Ballina
Distance between Signs: 1.40 km		Direction: Both Directions	

Zone Type: Ordinary Permanent

Speed Limit on Signs: 60 km/h

Notes: Speed Zone Review Recommends that a 60km/h speed limit be installed. Liz Smith 18/03/2014. Ian Shanhan 22/04/2014. Monica Sirol 29/04/2014. Jonh Alexander 19/05/2014.

Signed:
 Dated: 1/9/14

Designation: Road Safety Traffic & Development
 Manager, Northern Region

Speed Zone Authorisation

(Authorising the Installation / Removal of Speed Limit Signs)



SAZ No: NTH10512

Road Transport Act 2013

Under Part 5.3, Section 122 of the Road Transport Act 2013, this document (Authority) hereby gives the person(s) named below the appropriate authority to:

1. Install or display (or to interfere with, alter or remove) a prescribed traffic control device at the following locations, or
2. Direct another person to install or display (or to interfere with, alter or remove) a prescribed traffic control device at the following locations:

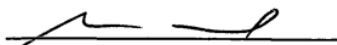
Name: Greg Sciffer
 Organisation: RMS - NSS Northern
 Contact Number: 0411 129 355

Road:	At:	Suburb/Locality:	LGA:
Teven Road	1.4km north of Bruxner Highway	Ballina	Ballina
	Tintenbar Road	Teven	Ballina
Distance between Signs: 6.90 km		Direction: Both Directions	

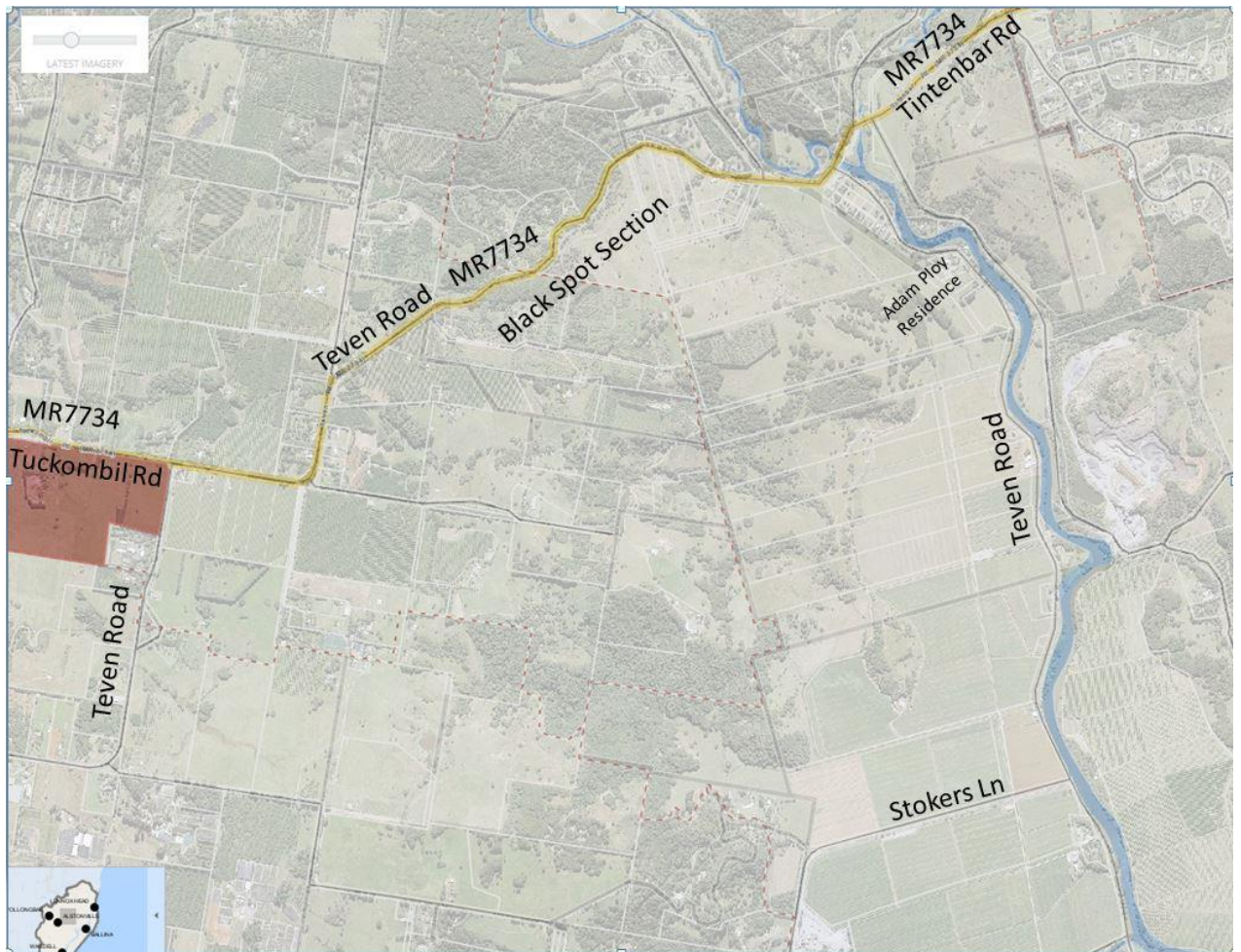
Zone Type: Ordinary Permanent

Speed Limit on Signs: 80 km/h

Notes: Speed Zone Review Recommends that a 80km/h speed limit be installed. Liz Smith 18/03/2014. Ian Shanhan 22/04/. MOnica Sirol 29/04/2014. John Alexander 19/05/2014.

Signed: 
 Dated: 11/9/14

Designation: Road Safety Traffic & Development
 Manager, Northern Region



8.1 Southern Cross School

8. Information for the Committee

8.1 Southern Cross School

Introduction

With the closure of Ballina High School for the 2017 and 2018 school years, all of the Ballina High students are being transferred to a temporarily expanded Southern Cross School.

Information

The Committee meeting held 14 December 2016 Recommended:

"The Department of Education be urgently requested to advise of proposed traffic arrangements for Southern Cross School for the 2017 year."

After a number of phone calls and meetings, written advice was received from Adam Mills of GHD, consultant for the Department of Education (see attachment) requesting additional Bus Zones in Chickiba Drive and Links Avenue and advising of additional parking to be made available on the school site.

The additional Bus Zones were approved through an out of session determination of the Committee and have been installed.

RECOMMENDATION

The performance of traffic/parking arrangements at Southern Cross School be monitored to determine if additional traffic management action is required.

Attachment(s)

1. Adam Mills GHD Letter to Council



17 January 2017

Traffic Committee
Ballina Shire Council
PO Box 450
BALLINA NSW 2478

Our ref: 41/29293
Your ref:

Attn: Matthew Wood

Dear Matthew

**NEW BALLINA HIGH SCHOOL
Traffic Impact Study**

Further to the advice outlined in my letter of the 22 December 2016, please be advised that we have undertaken some additional consultation with the Management Staff at Southern Cross High School in respect to accommodating the temporary increase in population during the two-year development phase of the new Ballina High School facility on Swift Street and the forecast impact on traffic.

As outlined in the traffic Impact Study attached to my previous correspondence the report concluded that the proposed temporary arrangements will increase the number of daily and peak hourly trips generated by the site, however the level of service experienced on the surrounding streets is within recommended limits and the impact on the surrounding intersections is minimal and manageable.

Proposed changes to the traffic management strategy since my last correspondence are as follows:

1. Additional Off-street Parking

Although the projected parking demand for staff and students (147 cars) can be adequately accommodated by fully utilizing the four existing off-street car parking areas (129 spaces) within the school grounds, and accommodating the balance (18 cars) by utilizing available parking spaces in the surrounding streets; the school is now making arrangements for two additional temporary carparking spaces.

An additional 22 temporary parking spaces will be added to the existing staff and student carpark located off Links Ave to the rear of the school and as outlined in my previous correspondence an additional 20 spaces will be provided inside the school access gate off Casuarina Way which will be opened during peak timings to provide students and staff with another parking alternative.

2. Bus Bays

As outlined in my previous correspondence Ballina Buslines have developed three new bus routes through the wider Ballina area to facilitate the forecast increase in passengers across the network.

To accommodate the increase in bus services to Southern Cross High School during peak morning and afternoon timings it is proposed to increase the size of the existing Secondary Student bus zone located directly outside the school Administration building on Chickiba Drive.

It is proposed that the two existing bus bays will be increased to four bus bays by removing all of the existing angled parking bays on the Eastern end of the parking zone (please see a sketch attached an enclosure 1)

GHD Pty Ltd ABN 39 008 488 373
Level 13 The Rocket 203 Robina Town Centre Drive Robina QLD 4226 Australia
T 61 7 5557 1000 F 61 7 5557 1099 E goldcoastmail@ghd.com W www.ghd.com

In addition, to ease the potential congestion along Chickaba Drive it is proposed that an additional bus bay is added to the bus zone located on Links Ave adjacent to the rear school gate. This gate is monitored during peak morning and afternoon timings and provides an alternative dry weather drop off access point for secondary students who will be using the newly installed temporary accommodation located on the same side of the school campus (see sketch attached at enclosure 2)

3. Impact of changes on street infrastructure

It is considered that the proposed changes will have minimal impact on the existing street infrastructure and that there will only be a requirement to make some signage changes as follows:

- Move the existing bus bay signage on the Eastern end of the secondary student bus zone on Chickaba Drive to the far end of the parking zone to accommodate the additional two bus bays (see a photo of the sign below – No 1)
- Move the existing bus zone signage on Link Ave (see photo of existing sign below - No 2) to accommodate an extra bus bay and change the timings to match the peak school pickup and drop off timings listed on sign No 1.



(Photo No1)

(Photo No 2)

We look forward to the committee's comments on the report and proposed recommendations.

Yours sincerely

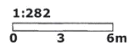
Adam Mills

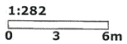
Project Manager
0417468840

Enclosure:

1. Bus Bay sketch Chikaba Drive
2. Bus bay sketch Links Ave

41/2640029293





8.2 Schedule of Outstanding Resolutions of the Committee

8.2 Schedule of Outstanding Resolutions of the Committee

Introduction

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

Information

Meeting Held 14 December 2016

12/6.1 Pedestrian Traffic Lights - Kerr Street & Bangalow Road, Ballina

Recommendation

The Committee referred the pedestrian phasing to Council for further investigation

Action to Date

Further action under consideration

12/7.1 Parking Issues in Lane Behind Santa Fe Motel - Between Stewart and Gibbon Streets, Lennox Head

Recommendation

The Committee deferred consideration pending further detailed advice on the level of occupancy of the motel parking spaces and the frequency of occasions when parked cars in the lane cause a potential conflict with turning paths.

Action to Date

See Report to this meeting.

12/8.3 Schedule of Outstanding Resolutions of the Committee

Recommendation

- 1. In regard to Item 10/16-7.1 Alcorn Road Speed Limit, the Committee request NSW Roads and Maritime Services to review the speed limit on Alcorn Road, having regard to its inconsistent low speed limit compared to similar roads in the area and inherent compliance issues demonstrated by 85% speed of 95.4 kph being well in excess of posted speed limit of 60 kph.*

Action to Date

Request sent to RMS

12/10.1 Compton Drive, East Ballina

Recommendation

Council investigate installation of a “speed table” in Cedar Crescent, East Ballina at the Compton Drive intersection to slow vehicles turning left from Compton Drive.

Action to Date

Further action under consideration

12/10.2 Southern Cross School

With the closure of Ballina High School for the 2017 and 2018 school years, all of the Ballina High students are being transferred to a temporarily expanded Southern Cross School.

Recommendation

The Department of Education be urgently requested to advise of proposed traffic arrangements for Southern Cross School for the 2017 year.

Action to Date

See report to this meeting.

12/10.2 Teven Road

A late submission was tabled requesting a reduction in the 80kph speed limit on Teven Road.

Recommendation

Council be requested to:

1. Undertake further investigations into the nature of the concerns raised by the residents, including data capture of current daily traffic volumes and associated speeds, and assessment of geometric design and delineation standards.
2. Report outcome of the investigation back to the Committee.

Action to Date

See report to this meeting.

Meeting Held 12 October 2016

10/16-7.3 Daley Street Pedestrian Facility Alstonville

Recommendation

8.2 Schedule of Outstanding Resolutions of the Committee

The Committee undertook to gather further information, check warrants and look into available options including resurfacing or provision of a pedestrian refuge regarding the pedestrian facility on Daley Street, Alstonville.

Action to Date

Resources have not yet been available to gather the required information

Meeting Held 10 August 2016

8/16-7.4 Requests for Speed Limit Variations

Recommendation

The requests for speed limit variations in Rifle Range Road, Wollongbar and Skennars Head Road, Skennars Head including Council comments be forwarded to NSW Road and Maritime Services for consideration.

Action to Date

Forwarded to RMS by letter dated 2 September 2016

8/16-10.1 Temporary Speed Limit - Pacific Highway

Recommendation

The Committee requested RMS provide additional information regarding reasons for Pacific Complete's proposed temporary speed limit for construction of Wardell Road overpass.

Action to Date

Request forwarded to Pacific Complete

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.

8.2 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

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 that they are in the process of conducting the speed zone review.

RECOMMENDATION

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

Attachment(s)

Nil

- 10 Items Without Notice
 - 11 Next Meeting
-

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

Nil Items

10. Items Without Notice

11. Next Meeting

Next meeting is scheduled for Wednesday 12 April 2017 at 10.00am.