

From: Klaus Kerzinger <klausk@ballina.nsw.gov.au>
Sent: Tuesday, 10 May 2016 3:57 PM
To: Helen Carpenter
Subject: Bike Plan Matter

Hi Helen

Last year the Wardell Strategic Plan was completed for the period 2015 – 2035. An action within the plan was:

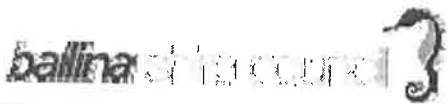
Investigate the development of a designated cycle route from Ballina to South Ballina, Wardell, Pimlico and back to Ballina.

The above action had a low priority assigned to it which would normally mean it would be looked at in the period 2026/27 to 2035/36.

Having regard to the Shire Bike Plan proposed for next year could this issue be included within that plan for investigation / review?

What do you think?

Klaus Kerzinger
Strategic Planner
Strategic and Community Facilities Group



ballina.nsw.gov.au | discoverballina.com
p: (02)66861201 | f: (02)66867 035

16/87746

16/50633

P. O. Box 48
Ballina, NSW 2478
27/06/16

Ballina Shire Councillors

Ballina Shire Council
P. O. Box 450
Ballina, 2478

<p>RECORDS SCANNED</p> <p>28 JUN 2016</p> <p>Doc No.....</p> <p>Batch No.....</p>

Dear Sir/Madam,

Re: Broad Community Support for Beachfront Parade Green/Grassed Footpath Reserve vs Bike Plan (Draft) Proposed Shared Path.

Today, we draw your attention to **155** individual letters sent to Ballina Shire Council (copy attached) showing strong and passionate support for "We do not need a second shared path along Beachfront Parade footpath and common sense needs to prevail". The letters of support come from the broader community (**111**) not just specifically Beachfront Parade residents & owners (**44**). The Coastal Recreational Path does not play into the above issue as staff are going to correct the missing 450 metres of CRP (blue line).

Recently (25/06/2016) I was walking along a "shared path" when a gentlemen came up to me and said to be careful as 6 cyclists had just raced past him. He had yelled out to them to slow down but they just kept going. I have heard stories like this from many other people. Cyclists can ride past pedestrians at least triple (15km/hr) to quadruple (20km/hr) the speed of pedestrians. The serious bike rider can travel at up to 60 to 70 km/hr. One study looking at mean average speeds for different infrastructure recorded a maximum speed of 50 km/hr on a footpath, while the average footpath cycle speed was 21km/hr. Any of these speeds can be quite frightening and dangerous for both the pedestrian and cyclist. (Of course a shared path educational program will be required but experience along Kingsford Smith Drive proves this to be of doubtful benefit.)

If this situation above is not bad enough, let's now bring a "shared path" (with its larger numbers of cyclists and pedestrians) onto Beachfront Parades' 27 vehicle driveway crossings which services 50 Units, 1 house/Art Gallery and their (100 plus) vehicles that cross the footpath, plus each have provision for additional visitor parking. Then add the 18 parked vehicles immediately against the curb and gutter (9am, 26/06/2016). This is just an accident waiting to happen. It reminds me of the horror of a parent reversing out a driveway & a child being run over; instead in this case it will be a shared path user, or in particular, a speeding cyclist. To make things worse the majority of these driveways have residents reversing out their driveways which are also sloping and have front fences that obscure vision. We all know the difficulties in reversing, let alone being an older driver and the blind spots in our cars, particularly newer cars. **Any worthy risk assessment would identify this as an extremely high risk to one's safety.** Now add three road crossings over the short distance (approx. 400 metres) of Beachfront Parade. **At this point common sense must surely prevail as this whole idea of a shared path on Beachfront Parade is fundamentally flawed.**

The extremely high activity across (not along) Beachfront Parade footpath, along with speeding cyclists and people who like to walk their dogs is not a good mix on our resident footpath & does not warrant the development up to a shared path standard. It is just not safe to do so. The connecting path from the northern end of Beachfront Parade at the Art Gallery to the overpass has not been identified as a shared path (page 38 Draft Bike Plan June 2016) because it doesn't meet the Shared Path standard being too steep and not wide enough, nor should Beachfront Parade be identified as such. Why do we need an additional shared path when to the east of Beachfront Parade, through the Underpass at Angels Beach, people will have access to an existing shared path (construction to start within seven weeks in 1 section) and at the other end they can go back over the overpass? Why the duplication & waste of resources? We are unlike Burns Pt Ferry Road as we have a higher density zoning & duplex or unit development the full length of our street. We do not have one freestanding house unlike Ferry Road which is made up primarily of houses. Again at this point common sense must prevail as this whole idea is fundamentally flawed - **it's a path that stops at the Art Gallery. A duplication of an existing and approved shared path on the eastern side of the Coast Road, is costly and not a compatible development for this location.**

Austroroads recommends a shared path design must be a minimum of 2.5 metres wide. Beachfront Parade grassed footpath reserve area is only 3.0 metres wide and for the most part steeply sloping to the road, with intensive infrastructure. The infrastructure works for removal/repositioning needs to be identified and included in any public Bike Plan (draft) exhibition for public discussion e.g. 5 street lights etc. Here is a summary of infrastructure that is in the way of any proposed shared path on Beachfront Parade (400ms). All of the following items are located between .340ms to 2.5ms from the face of the curb to centre of the item and will require some sort of costly realignment or repositioning.

- Street lights realignment 5 @\$
(The exception is 1 recently moved street light by Council)
- Power box realignment 11 @\$
- Telecom Box realignment 15 @\$
- Fire Hydrant realignment 7 @\$
- Street Sign realignment 2 @\$
- Letter Box realignment 2 @\$
- Stormwater realignment 56 @\$
- Driveway crossing (cut through) 28 @\$
- Street Crossing 3 @\$

Further works will also include the following:

- Earth works to remove cross slope of path. How will sloping driveways be dealt with? It will involve reconstruction of entire driveways most of which already have considerable elevation.
- Footings & retaining walls, two thirds the length of Beachfront Parade.
- All of the above additional costs are required before you add normal path costs.

This costly realignment/repositioning of the items above are excessive and unwarranted, just like the proposed idea of a shared path on Beachfront Parade.

Councillors, we seek your endorsement and a Notice of Motion at the July Council meeting to amend the above Ballina Shire Draft Bike plan to represent the community views.

Our community do not support the now proposed shared path duplication on Beachfront Parade footpath as shown by the 155 letters of support. Their reasons are the unnecessary duplication of a shared path, excessive infrastructure realignment & unnecessary construction costs, the unsafe situation of a great number of residents reversing into pedestrians & cyclists and the decreased scenic amenity of the area. I also draw your attention to approximately 450 letters (2002) from residents specifically stating it is not appropriate to locate the shared path along Beachfront Parade.

Councillors, please remove the proposed draft, duplicated shared path along Beachfront Parade footpath as it is not a compatible development.

Thank you.

Yours sincerely



David Fuller



Robyn Driscoll

BEACHFRONT PARADE DUNE CARE GROUP

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..../06/2016

Ballina Shire Councillors

Ballina Shire Council

P. O. Box 450

Ballina, 2478

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Council's Draft Bike Plan (June 2016), presented Beachfront Parade footpath as a substitute for the Coastal Recreational Shared Path (CRSP) by omitting the adjacent 450ms of the CRSP and placing it on Beachfront Parade footpath (see map).

Beachfront Parade Dune Care group & friends approached Councillors to make representations to Council staff (23/06/2016) re the above substitution; staff apologised for the so called omission and they are going to correct the missing 450 metres of CRSP (blue line). But now we have a duplication of shared paths in the one area.

We do not need a second shared path on Beachfront Parade footpath and common sense needs to prevail. This piece-meal approach of council to shared paths along the Coast Road is unacceptable and an eyesore.

I do not support the now shared path duplication on Beachfront Parade footpath. My reasons are the unnecessary duplication, excessive costs, safety and decreased scenic amenity of the area.

Councillors, thank you for correcting the gap in the CRP. Now, please remove the proposed duplicated shared path on Beachfront Parade footpath.

It is an 'on road path' at best just like Bayview Drive. Bike riders will still ride on Beachfront Parade road because it is within a closed subdivision.

Common sense must prevail.

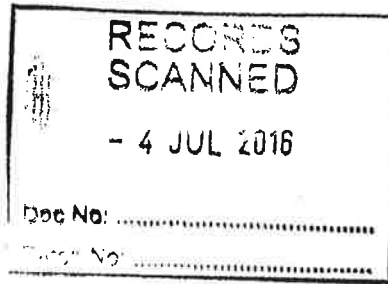
Yours sincerely

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16/52893

P. O. Box 48
Ballina, NSW 2478
01/07/16

Ballina Shire Councillors
Ballina Shire Council
P. O. Box 450
Ballina, 2478



Dear Sir/Madam,

Re: Broad Community Support for Beachfront Parade Green/Grassed Footpath Reserve vs Bike Plan (Draft) Proposed Shared Path.

Today, we draw your attention to a **further 79 (of a total 234)** individual letters sent to Ballina Shire Council (copy attached) showing strong and passionate support for "We do not need a second shared path along Beachfront Parade footpath and common sense needs to prevail". The letters of support come from the broader community (**187**) not just specifically Beachfront Parade residents & owners (**47**). The Coastal Recreational Path does not play into the above issue as staff are going to correct the missing 450 metres of CRP (blue line).

Recently (25/06/2016) I was walking along a "shared path" when a gentlemen came up to me and said to be careful as 6 cyclists had just raced past him. He had yelled out to them to slow down but they just kept going. I have heard stories like this from many other people. Cyclists can ride past pedestrians at least triple (15km/hr) to quadruple (20km/hr) the speed of pedestrians. The serious bike rider can travel at up to 60 to 70 km/hr. One study looking at mean average speeds for different infrastructure recorded a maximum speed of 50 km/hr on a footpath, while the average footpath cycle speed was 21km/hr. Any of these speeds can be quite frightening and dangerous for both the pedestrian and cyclist. (Of course a shared path educational program will be required but experience along Kingsford Smith Drive proves this to be of doubtful benefit.)

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Councillors, please remove the proposed draft, duplicated shared path along Beachfront Parade footpath as it is not a compatible development.

Thank you.

Yours sincerely



David Fuller



Kelvin Jackson

BEACHFRONT PARADE DUNE CARE GROUP

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..../06/2016

Ballina Shire Councillors
Ballina Shire Council
P. O. Box 450
Ballina, 2478

Dear Sir/Madam,

Re: Shared Path Beachfront Parade etc.

Right now we have a lovely green grass footpath along the full length of Beachfront Parade. Over time, both the Beachfront Parade footpath and the middle road reserve have been maintained in a clean & green manner with pride by residents.

Council's Draft Bike Plan (June 2016), presented Beachfront Parade footpath as a substitute for the Coastal Recreational Shared Path (CRSP) by omitting the adjacent 450ms of the CRSP and placing it on Beachfront Parade footpath (see map).

Beachfront Parade Dune Care group & friends approached Councillors to make representations to Council staff (23/06/2016) re the above substitution; staff apologised for the so called omission and they are going to correct the missing 450 metres of CRSP (blue line). But now we have a duplication of shared paths in the one area.

We do not need a second shared path on Beachfront Parade footpath and common sense needs to prevail. This piece-meal approach of council to shared paths along the Coast Road is unacceptable and an eyesore.

I do not support the now shared path duplication on Beachfront Parade footpath. My reasons are the unnecessary duplication, excessive costs, safety and decreased scenic amenity of the area.

Councillors, thank you for correcting the gap in the CRP. Now, please remove the proposed duplicated shared path on Beachfront Parade footpath.

It is an 'on road path' at best just like Bayview Drive. Bike riders will still ride on Beachfront Parade road because it is within a closed subdivision.

Common sense must prevail.

Yours sincerely

.....

15 / 52777

P.J. BEAVER

UNION ST.

EAST BALLINA

..../06/2016

Ballina Shire Councillors

Ballina Shire Council

P. O. Box 450

Ballina, 2478

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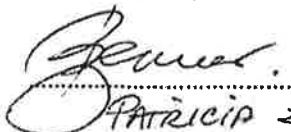
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Yours sincerely


.....
PATRICIA BEAVER

16/52778

Pam Duckleson.
10 Edgewater Ave
Ballina

30/06/2016

Ballina Shire Councillors

Ballina Shire Council

P. O. Box 450

Ballina, 2478

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Yours sincerely

Pam Duckleson

#16/52779

PAMDAIM O'ROY
17 KEESON AVE
BALLINA 2478

.../06/2016

Ballina Shire Councillors

Ballina Shire Council
P. O. Box 450
Ballina, 2478

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Common sense must prevail.

Yours sincerely

Pamela McCoy

#16/52780

PETER HARRIS
C/- P.O. BALLINA
2478

..../06/2016

Ballina Shire Councillors

Ballina Shire Council
P. O. Box 450
Ballina, 2478

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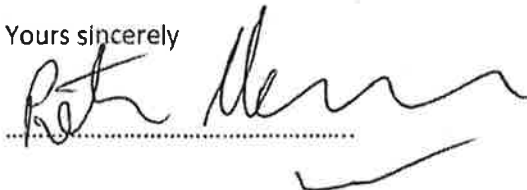
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Common sense must prevail.

Yours sincerely


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16/52781

Peter Maxwell TREWARTHA
102 Cherry St
Ballina 2478

28./06/2016

Ballina Shire Councillors

Ballina Shire Council
P. O. Box 450
Ballina, 2478

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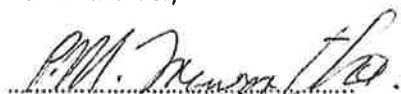
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Yours sincerely



#16/52782

PIERRE LE COUN,
114 CAMDOLA AVENUE
BALLINA

..../06/2016

Ballina Shire Councillors

Ballina Shire Council

P. O. Box 450

Ballina, 2478

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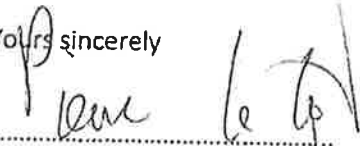
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Yours sincerely


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#16/52783

N. PROUD

62 BALLINA

WATERFRONT VILLAGE 2478.

.../06/2016

Ballina Shire Councillors

Ballina Shire Council

P. O. Box 450

Ballina, 2478

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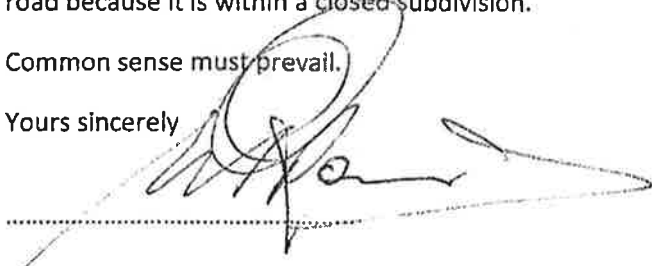
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#16/52784

R. A. FURRIVAL

73 BURNS POINT FERRY RD

BALLINA

30/06/2016

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Ballina Shire Council

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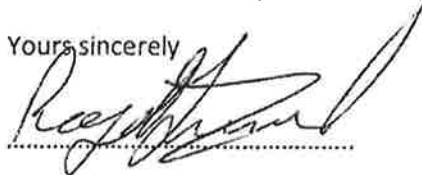
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Common sense must prevail.

Yours sincerely



16/52785

19 Dillons' Lane
Alstonville 2477

.....
...../06/2016

Ballina Shire Councillors
Ballina Shire Council
P. O. Box 450
Ballina, 2478

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Yours sincerely

R E Yealland

16/52786

R. J. ARNISON
15 CAMBRIDGE CR
E. BALLINA.. 2478

..../06/2016

Ballina Shire Councillors

Ballina Shire Council

P. O. Box 450

Ballina, 2478

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R. J. Arnison

16/52787

Rhonda Doyle
14 Kalinga St
West Ballina.

29/06/2016

Ballina Shire Councillors

Ballina Shire Council
P. O. Box 450
Ballina, 2478

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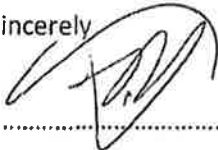
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#16/52788

Robyn Baxter
27 Coral Street
Astonville 2477

29/06/2016

Ballina Shire Councillors

Ballina Shire Council

P. O. Box 450

Ballina, 2478

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Yours sincerely



#16/52789

ROSSLYN ROWE
27 / 1 SIRIUS PLACE
W. BALLINA NSW

..../06/2016

Ballina Shire Councillors
Ballina Shire Council
P. O. Box 450
Ballina, 2478

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Yours sincerely

Roslyn Rowe

16/52790

Russell Hosker.
256 Mayhans Lane
Empire Vale.

..../06/2016

Ballina Shire Councillors

Ballina Shire Council

P. O. Box 450

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16/52791

Sally Lowry

3/23 NAMITSIRA PL.

BALLINA.

..../06/2016

Ballina Shire Councillors

Ballina Shire Council

P. O. Box 450

Ballina, 2478

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Yours sincerely



16/52793

Scott Hayes
114/20 Binga Ave
Tweed Heads

..../06/2016

Ballina Shire Councillors

Ballina Shire Council

P. O. Box 450

Ballina, 2478

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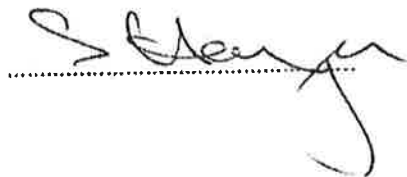
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16/52794

Scott Lynch
3 Lonergan St
EAST Ballina

29./06/2016

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Scott W. Lynch

#16/52795

Sharon Kueymborg
11/192 TAMAR ST
BALLINA 2478

.../06/2016

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Ballina Shire Council
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16/52796

SOFIA BRAID
4/20 Wood St
BALLINA 2478.

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Ballina Shire Councillors

Ballina Shire Council
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Ballina, 2478

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.....

16/52797

STUART WADDELL

2/62 Temple St

Ballina 2478

..../06/2016

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Ballina Shire Council

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Ballina, 2478

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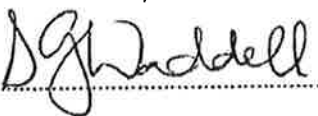
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#16/52798

TARRANT FULLER

PO BOX 7098

EAST BALLINA

01/08/2016

Ballina Shire Councillors
Ballina Shire Council
P. O. Box 450
Ballina, 2478



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#16/52799

43 HORIZON DR
BALLINA
2478

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Ballina Shire Council
P. O. Box 450
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Terence Hamey
(HAMEY)

#14/52800

Teresa McNamara
268 Pimlico RD
Pimlico NSW

30.../06/2016

Ballina Shire Councillors

Ballina Shire Council

P. O. Box 450

Ballina, 2478

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Teresa McNamara.

16/52801

TERENCE STRANCIAN

RICHMOND ST

WARD 44

..../06/2016

Ballina Shire Councillors

Ballina Shire Council
P. O. Box 450
Ballina, 2478

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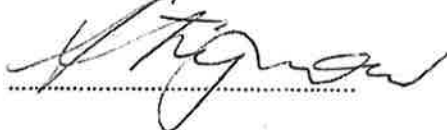
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16/52802

WAYNE RILEY.
13/6-8 MANKY ST.
E. BALLINA NSW. 2478.

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P. O. Box 450
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Common sense must prevail.

Yours sincerely

W. Riley 1.7.2016

16/52803

YOLANDA HUGHES

88 FOX ST.

BALLINA N.S.W. 2478

01/07/2016
...06/2016

Ballina Shire Councillors

Ballina Shire Council

P. O. Box 450

Ballina, 2478

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Common sense must prevail.

Yours sincerely

Yolanda Hughes

16/52804

Zeke Hower
Shae Watkins

.... /06/2016

Ballina Shire Councillors
Ballina Shire Council
P. O. Box 450
Ballina, 2478

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Yours sincerely

 * 

#16/52805

A. PATCH
KILLARNEY CR
2/56 ~~BEACHFRONT PARADE~~
SKENYARS HEAD
~~BEACHFRONT PARADE~~

29/06/2016

Ballina Shire Councillors
Ballina Shire Council
P. O. Box 450
Ballina, 2478

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Common sense must prevail.

Yours sincerely



.....

#16/52806

ANTON M. PROWE
27/1 SIRIUS PLACE
W. BALLINA

.../06/2016

Ballina Shire Councillors
Ballina Shire Council
P. O. Box 450
Ballina, 2478

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Common sense must prevail.

Yours sincerely

Anton M. Prowe

#16/52807

Anthony Brock

S MARSHMAN ST

BALLINA

29/06/2016

Ballina Shire Councillors

Ballina Shire Council

P. O. Box 450

Ballina, 2478

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Common sense must prevail.

Yours sincerely

Anthony Brock

#16/52808

Arthur Jenkins
12 Cummins Crescent
Ballina Heights

..../06/2016

Ballina Shire Councillors

Ballina Shire Council
P. O. Box 450
Ballina, 2478

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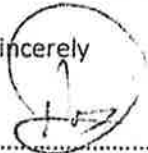
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Common sense must prevail.

Yours sincerely



#16/52809

AT HOME EDWARDS

3 CAMDEN LAKE

BALLINA

29/06/2016

Ballina Shire Councillors

Ballina Shire Council

P. O. Box 450

Ballina, 2478

Dear Sir/Madam,

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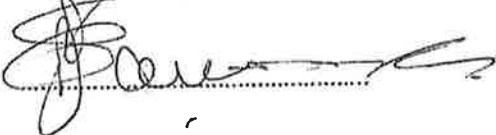
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Common sense must prevail.

Yours sincerely



16/52810 Duplicate
of 16/52809

Arthur Edwards
Camden Lane
Ballina

29/06/2016

Ballina Shire Councillors

Ballina Shire Council
P. O. Box 450
Ballina, 2478

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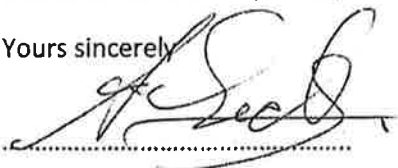
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Yours sincerely



#16/52811

B.A. GOLSBY
1/12 NORTON ST
BALLINA

29/06/2016

Ballina Shire Councillors

Ballina Shire Council
P. O. Box 450
Ballina, 2478

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Yours sincerely



16/52812

Brian Gregory,

to Jamie Pi

Ballina.

29/06/2016

Ballina Shire Councillors

Ballina Shire Council

P. O. Box 450

Ballina, 2478

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Common sense must prevail.

Yours sincerely

Brian Gregory

#16/52813

BRIAN UEGGE
44 OAKLAND AVE
BALLINA NSW 2478

20/06/2016

Ballina Shire Councillors
Ballina Shire Council
P. O. Box 450
Ballina, 2478

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Yours sincerely


.....

16/52814

BRUCE ANDERSON
4 MARSHALL ST
BALLINA..

.../06/2016

Ballina Shire Councillors

Ballina Shire Council
P. O. Box 450
Ballina, 2478

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Yours sincerely



#16/52815

CHRISTOPHER

TAYLOR

~~CHRISTOPHER TAYLOR~~

S Tomkei Place
Ballina

29/06/2016

Ballina Shire Councillors
Ballina Shire Council
P. O. Box 450
Ballina, 2478

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Yours sincerely

.....

16/52816

COLIN HUGHES

88 Fox St.

Ballina

01 07
23/06/2016

Ballina Shire Councillors

Ballina Shire Council
P. O. Box 450
Ballina, 2478

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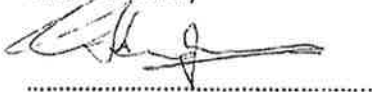
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Yours sincerely



#16/52817

D. SANDOW
.....
59 SILVER GULL PR.
.....
EAST BALLINA
.....

..../06/2016

Ballina Shire Councillors

Ballina Shire Council
P. O. Box 450
Ballina, 2478

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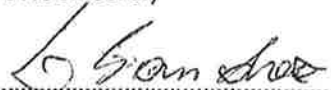
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Yours sincerely


.....

16/52818

Daphne Dayble
4/1 Maine Place
Ballina 2478

.../06/2016

Ballina Shire Councillors

Ballina Shire Council

P. O. Box 450

Ballina, 2478

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Yours sincerely

Mrs. D. Dayble

16/52819

David Fuller.....

P. O. Box 48.....

Ballina 2478.....

30/06/2016

Ballina Shire Councillors

Ballina Shire Council

P. O. Box 450

Ballina, 2478



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Common sense must prevail.

Yours sincerely

.....

#16/52820

G LEWIS
3/6 KAPWEN ST
EAST BALLINA.

..../06/2016

Ballina Shire Councillors
Ballina Shire Council
P. O. Box 450
Ballina, 2478

Dear Sir/Madam,

Re: Shared Path Beachfront Parade etc.

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Common sense must prevail.

Yours sincerely

G. Lewis

3/6 Kapwen St
East Ballina

#16/52821

Gail Funnell
73 Burns Pt Ferry Rd
Ballina 2478

..../06/2016

Ballina Shire Councillors

Ballina Shire Council
P. O. Box 450
Ballina, 2478

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Common sense must prevail.

Yours sincerely

Gail Funnell

16/52822

Larry Latham
26 Kawana ST
Ballina

..../06/2016

Ballina Shire Councillors

Ballina Shire Council
P. O. Box 450
Ballina, 2478

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Common sense must prevail.

Yours sincerely



16/52823

GAVIN BUTLER

54 TAMAR ST

BALLINA

.../06/2016

Ballina Shire Councillors

Ballina Shire Council
P. O. Box 450
Ballina, 2478

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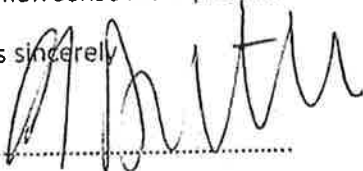
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Common sense must prevail.

Yours sincerely



16/52824

Caye Duffin
Unit 17/12-14 Tamar st
Ballina NSW 2478

29/06/2016

Ballina Shire Councillors
Ballina Shire Council
P. O. Box 450
Ballina, 2478

Dear Sir/Madam,

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Common sense must prevail.

Yours sincerely

C. Duffin

16/52825

Gerd Schmittat
Unit 1/54 Horizon Drive
West Ballina NSW 2478

30/06/2016

Ballina Shire Councillors
Ballina Shire Council
P. O. Box 450
Ballina, 2478

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Common sense must prevail.

Yours sincerely

Gerd Schmittat

#16/52826

Grace Ellison
Unit 2, 42 Owen St
Ballina 2478,

..../06/2016

Ballina Shire Councillors

Ballina Shire Council
P. O. Box 450
Ballina, 2478

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Common sense must prevail.

Yours sincerely


.....

16/52827

2/31 BEACHFRONT PDE.
EAST BALLINA

.../06/2016

Ballina Shire Councillors
Ballina Shire Council
P. O. Box 450
Ballina, 2478

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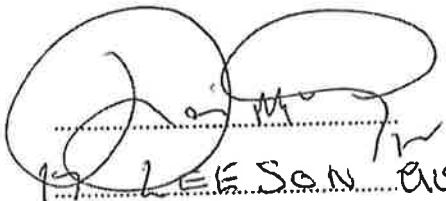
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Common sense must prevail.

Yours sincerely *Sharon B. Wappett*

Sharon B. Wappett

#16/52828


LEE SON
TO Ballina 2478

.../06/2016

Ballina Shire Councillors

Ballina Shire Council

P. O. Box 450

Ballina, 2478

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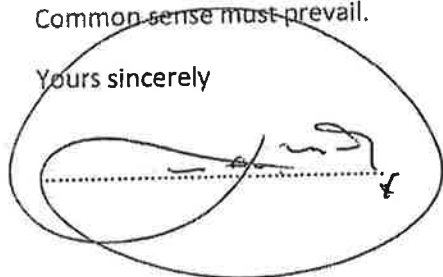
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Common sense must prevail.

Yours sincerely



#16/52829

EAST SALLIWAH

..../06/2016

Ballina Shire Councillors
Ballina Shire Council
P. O. Box 450
Ballina, 2478

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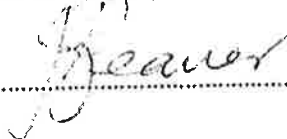
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Common sense must prevail.

Yours sincerely


.....

#16/S2830

J SANDOW
59 SILVERBUCK DRIVE
EAST BALLINA NSW

..../06/2016

Ballina Shire Councillors

Ballina Shire Council

P. O. Box 450

Ballina, 2478

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Common sense must prevail.

Yours sincerely



#16/52881

Jamie Wilson
18 Wyonacree
Ballina

29/06/2016

Ballina Shire Councillors

Ballina Shire Council

P. O. Box 450

Ballina, 2478

Dear Sir/Madam,

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Common sense must prevail.

Yours sincerely



.....

#16/52832

JAM BRADLEY

9 SARGENT ST.

BALLINA 2478

.../06/2016

Ballina Shire Councillors

Ballina Shire Council

P. O. Box 450

Ballina, 2478

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Common sense must prevail.

Yours sincerely



#16/52833

JANE DALTON
2/7 George Place
Ballina 2478 NSW.

..../06/2016

Ballina Shire Councillors
Ballina Shire Council
P. O. Box 450
Ballina, 2478

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Common sense must prevail.

Yours sincerely

Jane Dalton

#16/52834

.....
Mrs. Joain Patel

.....
2/56 Killarney Cres.

.....
Pleasures Head. 2480

23/06/2016

Ballina Shire Councillors

Ballina Shire Council

P. O. Box 450

Ballina, 2478

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Common sense must prevail.

Yours sincerely

.....
Joain Patel

16/52835

John Duckleson
10 Edgewood Ave.
Ballina

.../06/2016

Ballina Shire Councillors

Ballina Shire Council
P. O. Box 450
Ballina, 2478

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John A Duckleson

16/52836

John GALLAGHER
11 BURNS POINT
FERRY R.D.

.../06/2016

Ballina Shire Councillors

Ballina Shire Council
P. O. Box 450
Ballina, 2478

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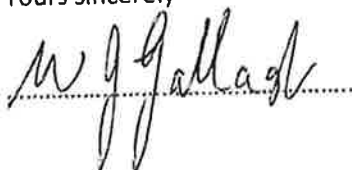
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Common sense must prevail.

Yours sincerely



16/52837

JOHN STOKER.....

17 CASUARINA RD

EAST BALLINA

29/06/2016

Ballina Shire Councillors

Ballina Shire Council

P. O. Box 450

Ballina, 2478

Dear Sir/Madam,

Re: Shared Path Beachfront Parade etc.

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Common sense must prevail.

Yours sincerely


.....

#16/SZ838

JOSEPH HENRY ELLISON.

40 RIVERBANK RD.

PIMLICO. NSW 2478

..../06/2016

Ballina Shire Councillors

Ballina Shire Council

P. O. Box 450

Ballina, 2478

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Common sense must prevail.

Yours sincerely



16/52839

Joy Scheeren
119 Grandview St
East Ballina.

28/06/2016

Ballina Shire Councillors

Ballina Shire Council
P. O. Box 450
Ballina, 2478

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Common sense must prevail.

Yours sincerely


.....

#16/52840

K GRANT
7 SHEARWATER CLOSE
557 BALLINA

29.../06/2016

Ballina Shire Councillors

Ballina Shire Council

P. O. Box 450

Ballina, 2478

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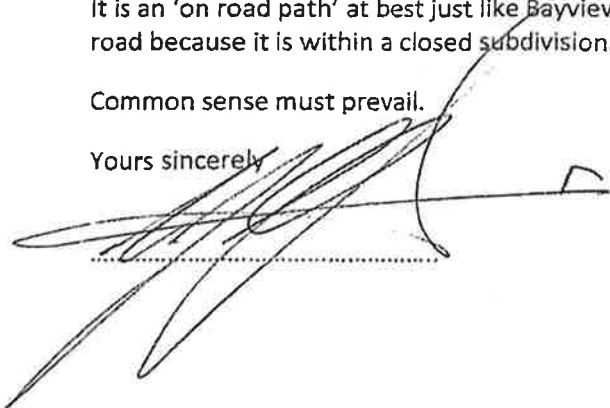
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Common sense must prevail.

Yours sincerely



#16/52841

North Anson
75 Temple St
Ballina 2478

..../06/2016

Ballina Shire Councillors

Ballina Shire Council

P. O. Box 450

Ballina, 2478

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Common sense must prevail.

Yours sincerely

Ed. Anson

#16/52842

KERRY REDMAN

5173 CHERRY ST

BALLINA

..../06/2016

Ballina Shire Councillors

Ballina Shire Council

P. O. Box 450

Ballina, 2478

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Common sense must prevail.

Yours sincerely

K. A. Redman

#16/52843

Kimi Greenhalgh,
26 Apsley Street
Ballina NSW 2478.

30/06/2016

Ballina Shire Councillors
Ballina Shire Council
P. O. Box 450
Ballina, 2478

Dear Sir/Madam,

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Common sense must prevail.

Yours sincerely



#16/52844

Kirk Vandermool
Unit 1, 42 Owen St.
Ballina 2478

..../06/2016

Ballina Shire Councillors

Ballina Shire Council
P. O. Box 450
Ballina, 2478

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Common sense must prevail.

Yours sincerely

Kirk Vandermool

#16/S2845

Leanne Johnson

14 Bentinck St
Ballina
2478

..../06/2016

Ballina Shire Councillors

Ballina Shire Council
P. O. Box 450
Ballina, 2478

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Common sense must prevail.

Yours sincerely

Leanne J. Johnson

16/52846

Les Courri
4/30 TAMAR ST.
BALLINA. 2478.

..../06/2016

Ballina Shire Councillors

Ballina Shire Council
P. O. Box 450
Ballina, 2478

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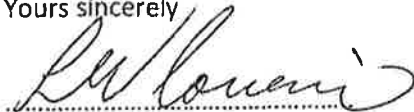
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16/52847

LESLIE JOHNSON

14 BENTINCK ST

BALLINA

.../06/2016

Ballina Shire Councillors

Ballina Shire Council

P. O. Box 450

Ballina, 2478

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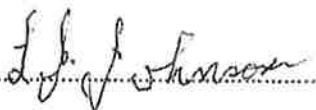
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Yours sincerely



16/52848

Lyn Stoker.
17 Cumbalum Ave
Ballina

24
23/06/2016

Ballina Shire Councillors

Ballina Shire Council

P. O. Box 450

Ballina, 2478

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Yours sincerely


.....

#16/52849

MA GOCSBY
1/12 NORTON ST
BALLINA

29/06/2016

Ballina Shire Councillors
Ballina Shire Council
P. O. Box 450
Ballina, 2478

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Common sense must prevail.

Yours sincerely

MA Golsby

16/52850

M. M. KLOTZ

VI. 41/49 SKINNER ST.

BALLINA. 2478.

29/06/2016

Ballina Shire Councillors

Ballina Shire Council

P. O. Box 450

Ballina, 2478

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Common sense must prevail.

Yours sincerely

Maurice Floyd. J.P.N. @ W101172.

#16/52851

MARGARET HAMEY

43 HORIZON DR.

BALLINA NSW 2478

..../06/2016

Ballina Shire Councillors

Ballina Shire Council

P. O. Box 450

Ballina, 2478

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Common sense must prevail.

Yours sincerely

M. Hamney

#16/52852

MARIAN LANNON
18 NORLYN AVENUE
BALLINA

.../06/2016

Ballina Shire Councillors

Ballina Shire Council
P. O. Box 450
Ballina, 2478

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Yours sincerely

Marian Lannon

#16/52853.

Margery W. Donaldson
100A Temple Street
Ballina

..../06/2016

Ballina Shire Councillors
Ballina Shire Council
P. O. Box 450
Ballina, 2478

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I do not support the now shared path duplication on Beachfront Parade footpath. My reasons are the unnecessary duplication, excessive costs, safety and decreased scenic amenity of the area.

Councillors, thank you for correcting the gap in the CRP. Now, please remove the proposed duplicated shared path on Beachfront Parade footpath.

It is an 'on road path' at best just like Bayview Drive. Bike riders will still ride on Beachfront Parade road because it is within a closed subdivision.

Common sense must prevail.

Yours sincerely

M. W. Donaldson

16/52854

N. J. Kelly
5 Howard Gosc.
Ballina NSW

.../06/2016

Ballina Shire Councillors

Ballina Shire Council
P. O. Box 450
Ballina, 2478

Dear Sir/Madam,

Re: Shared Path Beachfront Parade etc.

Right now we have a lovely green grass footpath along the full length of Beachfront Parade. Over time, both the Beachfront Parade footpath and the middle road reserve have been maintained in a clean & green manner with pride by residents.

Council's Draft Bike Plan (June 2016), presented Beachfront Parade footpath as a substitute for the Coastal Recreational Shared Path (CRSP) by omitting the adjacent 450ms of the CRSP and placing it on Beachfront Parade footpath (see map).

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N. J. Kelly

#16/52855

N. SMITH

D. McLEOD

M. WATSON WALE

..../06/2016

Ballina Shire Councillors

Ballina Shire Council

P. O. Box 450

Ballina, 2478

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Common sense must prevail.

Yours sincerely



#16/52856

MRS. P. BARKER
1/3 CASEY PLACE
BALLINA, N.S.W.

..../06/2016

Ballina Shire Councillors
Ballina Shire Council
P. O. Box 450
Ballina, 2478

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Common sense must prevail.

Yours sincerely

P. Barker

#16/58001



General Manager
Ballina Shire Council
PO Box 450
Ballina NSW 2478

19 July 2016

Dear Sir,

Submission - Draft Bike Plan

Northern Rivers Dirty Wheels Mountain Bike Club Incorporated (NRDW) is a non-profit community group formed in 2012. We currently have 126 members which makes the club one of the largest cycling clubs on the North Coast.

We are pleased that Ballina Shire Council recognises the many social, environmental and economic values of cycling to community. A strategy for provision of improved cycling facilities and networks is imperative to support the modern lifestyle. We particularly support the connection of existing cycling infrastructure and inclusion of 'destination' bike support facilities such as secure bike storage, showers and change areas. The location of such facilities needs to be convenient and also considerate of the urban character of the locality.

Whilst NRDW supports the development of a strategy or plan we would like to raise some matters for further consideration when preparing the final Bike Plan. These are outlined below:

- The plan notes mountain biking as a type of cycling activity (on page 16) but specifically excludes this activity from the consultation and the strategy. NRDW is one of the largest cycling clubs in the region. We undertake social rides throughout the shire in some instances utilising cycleways as well as off road tracks. We are surprised that we were not specifically consulted as part of the development of an inclusive "biking plan".
- NRDW believes that Council has missed a valuable opportunity to provide low cost, low maintenance infrastructure in the form of informal tracks within the urban area as means to support and connect existing key cycling facilities and points of interest. There are many mountain bikers that commute and who prefer to do so via a non-paved surface where given that option. There are many such trails that exist around other major urban centers such as Port Macquarie and Coffs Harbour. There is no reason why a commute or social ride cannot be enjoyable and via a natural setting and informal trail rather than a hard paved surface.

There are many opportunities to utilise existing road verges, drainage reserves, peripheral open spaces for informal cycling (or shared) connections and (unpaved trails).

- Local bike shops have indicated there has been a steady trend toward mountain biking and that mountain bikes contribute to as much as 60-70% of new bike sales, worth many millions of dollars to the local economy, supporting at least eight local stores within 50km. This is likely to increase with the opening of the mountain bike specific trails at Alstonville. We also note that most of your bike week attendees were riding mountain bikes.



- Many of our members commute between the Shire's villages and Ballina. It is presently very unsafe using the RMS road corridor even on the designated cycleway that is the road shoulder. The road shoulder is unmaintained and often contains glass and other dangerous debris. There are opportunities to provide safe connections between villages utilising existing road reserves (without formed pavements) through rural areas to create informal connections to minimise the amount of time the rider needs to spend on major roads.
- Where cyclists use the road there are many instances, particularly at roundabouts that are unsafe, particularly where the road narrows to an upright kerb where the absence of a cycling shoulder forces the cyclists into the traffic lane with no option to get out (due to the upright kerbs). This engineering detail could be improved.
- The present cycleways throughout the shire are often not used by commuters and some recreational cyclists (in particular road cyclists) because they are poorly maintained, often covered in slippery mown grass, tree debris and litter and contain many road crossings. If cycleways are proposed to be used for commuting and for safe recreational riding the network needs to be designed to minimize crossings with roads and also be maintained free of debris.
- We note that Council's Major Regional Center Strategy identifies provision of a recreational MTB trail facility in East Ballina in the future. There is also another facility which Council has committed funds to at Alstonville. These facilities should also be included in your "Bike Plan".

Mountain biking is one of the fastest growing tourism industries in Australia. Mountain biking does not need to occur within an isolated and purpose built facility. It can be integrated into the urban fabric and provide low cost and low maintenance connections between destinations (schools, parks, other riding facilities etc.), natural areas, villages and urban centres. This not only provides connections for commuting and recreational purposes but also offers diversity and choice which encourages an improved appreciation of environment.

We hope that Council seriously considers our submission and looks at the opportunities which can be included for informal trail networks within and around our villages, town and regional centres.

Kind regards,

Sheryn Da-Re
Secretary
Northern Rivers Dirty Wheels Mountain Bike Club Incorporated

#16/87761

Joanne Cordery

From: Suzanne Acret <suzannea@ballina.nsw.gov.au>
Sent: Wednesday, 7 September 2016 10:17 AM
To: Helen Carpenter
Subject: Feedback for PAMP and draft Bike Plan - from Alstonville community engagement

Hi Helen,

I've begun emailing people to ask if I can provide this information to you (both for the PAMP and the Bike Plan) but the following information I have no contact for. So, here it is and do with it as you will – it may already be in the PAMP/BikePlan somewhere.

Teven Road needs a footpath especially on the southern end (lady with a pram and 2 kids provided this feedback). Parkland Avenue is being used as a rat run (Eoin Johnston provided this but no contact details – he is now running for Councillor).

The showground is very busy, used also by Ballina and Lismore. Issues: Parking and Pedestrians. People have to walk on the road as there is no footpath, only footpath is in front of government buildings and is not long enough. Cars park on footpath as there is nowhere to park.

Bugden Ave: Parking at front of school is difficult for parents to access.

More signage is required near roundabout (speed limit signage).

Parkland Drive to Cooke Avenue – requires median pieces on that corner to stop traffic cutting the corner (The above provided by Kevin Locke, who is 89 years old. He gave me a phone number.)

Considered that a pedestrian link to the cemetery was needed. (Couple in their early 50's).

Group of 5 older people aged in their 80's

Advised that width of footpaths was a problem as it made many areas difficult to negotiate with mobility scooters. Considered in particular a better footpath linkage should be provided which connected the Seventh Day Adventist village with Alstonville. A few dangerous road crossings were nominated as well as the width.

Ian Cooke – 18 Palermo Place – 6628 1773

I would like to see a footpath constructed on the south side of Gap road commencing from the entrance of the Boral quarry extending to the corner just prior to Dillons lane, about one kilometre.

REASONS

- 1). Many people walk this road every day at least to Dillons lane where, undoubtedly, Alstonville's most scenic view over the coastal plain, the Richmond river and the ocean is exposed.
- 2). Along Gap road are sports grounds, a dog exercise park, a croquet ground and the headquarters for the Scouting groups. These facilities attract pedestrian traffic also.
- 3) Regular walking contributes to good health and should be encouraged. More people would make this walk if it was safer.....see 4 below.
- 4) Gap road allows traffic speeds up to 100 kph. This can be dangerous:
 - a). the road is narrow requiring pedestrians to move off when traffic approaches.
 - b). for about two weeks each spring and autumn the sun aligns directly in a east/west, west/east at road level for about 15 minutes causing a blinding affect to both pedestrians and vehicle drivers. This sets the conditions for a tragedy to occur.
- 5). The land is reasonably level and runs beside only two farms.
- 6). I have canvassed this idea with a few people who unequivocally agree with this proposal.

Frank Day

It would be fantastic to see a dedicated cycle/run/walking track around Alstonville. This could be an exceptional asset and wouldn't be expensive. the path follows the creeks, following behind the High School and uses the easement next to the bypass, it includes Toshia falls and Crawford Park. Bullwinkle Park crosses Lismore Road under Maguires bridge. See inserted map.



Kate Collins (no contact details)

Bike paths would be good.

I also have one other map which shows walking tracks along a 'right of way' style access across private properties but I'm a bit loath to show it because it is on private property and we don't know how people (ie the landholders themselves) will feel about it.

That's it so far. Happy to provide any more information if you need it.

Suzanne

Suzanne Acret
Sustainability Programs Co-ordinator
Strategic and Community Facilities Group

16/87236



ballina
shire council

Draft Ballina Shire Bike Plan Feedback Form

Ballina Shire Council encourages community review and feedback on the draft Ballina Bike Plan. The Plan is the primary strategic document outlining Council's direction for establishing a bicycle-friendly environment within the Shire over the next 10 years.

For the purpose of the draft Plan, 'cycling' means cycling for recreation, commuting, touring, utility (such as for shopping), and for sport. It excludes BMX, mountain bike riding, and track cycling.

The draft Plan will be on public exhibition for a period of 30 days from Wednesday 14 September until Friday 14 October 2016.

We are keen to hear your thoughts on the draft Plan. Specifically, we invite feedback on:

- Additional cycling routes
- Locations needing further end-of-trip facilities (such as rest stops)
- Locations for additional bike storage and racks
- Areas requiring further signage
- Key destinations that are currently difficult to get to by bike for commuting or utility
- Specific cycling infrastructure improvements for your local community
- Ways to encourage cycling and cycling safety in the community

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Hi
Great to see that the Burns Point West Ballina to Wardell inter town route has a high priority for enhancement investigation within the plan. This route is very popular with cyclists (perhaps moreso than the Lennox Head to Ballina route) due to its flat topography. Enhancing this route also links with the Wardell Strategic Plan which has been endorsed by the Council and the Wardell community.

On another matter I have recently returned from a trip to Amsterdam. Here I noticed that bike paths were also utilised by mobility scotters (small enclosed cars). In the context of the bike plan and Alstonville in particular where the topography is undulating and shared paths are limited consideration should be given to how mobility scooters access existing and proposed pathways.

Recently I discussed the above issue with a mobility scooter user from Alstonville who struggled to safely access the town centre due to missing sections. Hence the bike plan could broaden its approach to also incorporate consideration of mobility scooter use and connections. In this respect investigation re incorporating a link to the Seventh Day Adventist village on Pearces Creek Road has merit in my view.

(Additional comments area over page)

Your Contact Details (if you wish to be contacted in regards to your feedback):

Klaus Kerzinger Strategic Planner Ballina Shire Council.

Please return your completed feedback form to Ballina Shire Council:

- Drop the survey into the Customer Service Centre, 40 Cherry Street Ballina
- Email the survey to carly@rossplanning.com.au
- Complete the online feedback form at www.ballina.nsw.gov.au

#16/87246

Joanne Cordery

From: Jayne Rothwell <jayne.rothwell@thinkwater.com.au>
Sent: Wednesday, 5 October 2016 10:54 AM
To: Helen Carpenter
Subject: Ballina Shire Council - Bike Plan

Good Morning Helen,

I am a member of the Northern Rivers Dirty Wheels Mountain Bike Club and was surprised and disappointed to note that our cycling activity had been excluded from the consultation and strategy of the new Bike Plan.

Mountain Biking is rapidly growing in popularity in this area (evidenced from more than 500 mountain bike families attending the opening of the New Italy Trails last month).

I would like the Council to include mountain bike tracks in the Bike Plan as I believe an opportunity is missed in excluding this growing area of interest throughout Australia and New Zealand.

Kind regards,

Jayne Rothwell
Director/Secretary
Administration Manager

Think Water Alstonville
24 Russelton Drive, Alstonville NSW 2477
P 02 6628 6609 | F 02 6628 7997 | M 0408 824 858
E jayne.rothwell@thinkwater.com.au | W www.thinkwater.com.au



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#16/87231



ballina
shire council

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ride every day to work at council.

pathways are good

need more lighting on the beach paths or the use of illumination paint to make it easy to see early afternoons/nights in winter riding home from work.

Make specific non-helmet wearing areas that do not have to comply with NSW road rules. this will get another 75% of people out on bikes who do not do this because of wearing helmets. make the beach path route a non-helmet route as speed is very low and there are no cars etc to cause injury.

as the 1989 bmx world champion, i am disappointed Ballina have not replaced the BMX track i raced on in the 1980's near the TAFE. and the seabreeze track going now where. for an olympic sport, it is very disappointing that the shire does not support BMX. BUT Ballina will build a winter ski jump into the lake for 4 people to use. you gotta be joking.

more path lights, more lines on paths that glow at night

no helmets = more people on bikes

council bike parking to be covered from sun & rain on the bikes

incentives for people who ride and possible awards/prizes to encourage more people to ride

(Additional comments area over page)

Your Contact Details (if you wish to be contacted in regards to your feedback):

justin ransom - 0459302999

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#16/87256



ballina
shire council

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Thankyou for the opportunity to comment on the Draft Ballina Shire Bike Plan.

Personally I think that the Draft Plan does fall short in some key areas. For reference I am a keen cyclist and ride both road bikes and mountain bikes.

On Page 1 of the document it states that "The Plan represents what the community wants as identified through the consultation process". I am a member of the Northern Rivers Dirty Wheels Mountain Bike Club which is one of the largest cycling clubs in the region. From my knowledge the Club was not consulted during the process of putting together this Draft Plan. Surely this should have occurred to better represent what "the community wants".

Mountain Biking is excluded from the Plan? This is extremely puzzling. Mountain Biking is possibly the most popular forms of cycling to emerge in recent years throughout the country. The sport offers extensive benefits in social and economic contexts. A specific example is the revitalisation of the historic mining town of Derby in Tasmania (<http://www.ridebluederby.com.au/>). Refer also to <http://www.visitbright.com.au/mountain-biking>, <https://www.margaretriver.com/nature-adventure/mountain-biking/> There are many other mountin bike destinations in other areas throughout the country that are bringing in many tourism dollars to the associated regions. Ballina and the surrounding locations of the Northern Rivers offers some fantastic regions for mountain biking and should be trying to take advantage of this.

Following on from the above, the Draft Plan on page 2 mentions the benefits of cycling. Mountain Biking achieves many of these benefits. Recently a mountain bike park was opened at New Italy (Double Duke State Forest) south of Woodburn. Approximately 500 people attended the event many of whom were children and people new to the sport. The positive feedback in relation to this event that has been received to date is astounding. Surely this demonstrates

the need for this type of facility and or infrastructure (within the Shire) that supports the sport.

Approval for the development of a mountain bike facility/park at the Duck Creek quarry has been granted by Ballina Shire Council and the Northern Rivers Dirty Wheels are currently going through the process of developing the park. Many local riders will ride to the facility - there does not appear to be any provision for a safe bike path from Ballina let alone Alstonville to the proposed park.

Similarly and purely from a general riding for the purpose of commuting to work (on any form of bike) - commuting to or from Alstonville/Wollongbar, Ballina and the immediately surrounding rural areas is quite dangerous. The lack of adequate purpose built bike paths does not encourage people to get into the sport of cycling or to commute to work on the bike.

Cycling in general on roads (where there are no suitable bike paths) is considered by many locally to be quite dangerous and similarly does not encourage more people into the sport. This is a nation wide issue although less so in those areas of the country where cycling is more accepted - Tasmania, South Australia. For instance the lack of adequate (rideable, wide) verges both within towns and rural road networks. Getting squeezed off the road by a motorist who wants to get to the roundabout or intersection first or alternatively getting squeezed onto the road at these points because there is no designated bike lane is a common occurrence.

Back to the Mountain Biking - Objective Four of the Draft Plan: identifies actions that will lead to an increase in the number of people cycling for transport, recreation and exercise. Mountain Biking is not mentioned. Surely Mountain Biking comes under the banner of recreation and exercise? Within the action plan of Objective 4 - Point 4.6 is "Develop marketing strategies that promote cycling and it's domestic tourism benefits." There are clear examples throughout the country of the tourism benefits that Mountain Biking in the region will provide. I would suggest that mountain biking offers more tourism benefits in total than any of the other forms of cycling.

(Additional comments area over page)

Your Contact Details (if you wish to be contacted in regards to your feedback):

John Allen. jallen@agrimac.com.au

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- Drop the survey into the Customer Service Centre, 40 Cherry Street Ballina
- Email the survey to carly@rossplanning.com.au
- Complete the online feedback form at www.ballina.nsw.gov.au

#16/87253

Joanne Cordery

From: Northern Rivers Dirty Wheels <nthriversdirtywheels@gmail.com>
Sent: Wednesday, 5 October 2016 10:38 AM
To: Helen Carpenter
Subject: Bike Plan Submission
Attachments: NRDW Bike Plan Submission 20160713.pdf

Hi Helen,

Northern Rivers Dirty Wheels Mountain Bike Club (NRDW) lodged a submission relating to the Bike Plan a few weeks ago. I understand that it was prior to the exhibition period starting. I have attached it so that it can be formally considered. In addition to the matters shown in the plan I would like to also add the following comments:

- NRDW now has 149 financial members

and mountain biking is one of the fastest growing forms of cycling/biking locally. It occurs not only on purpose built facilities (e.g. bike parks) but also informally for recreation and commuting purposes in urban areas.

- The visual amenity and impact of any cycling infrastructure on villages is important to consider when locating the infrastructure. A 2.5m wide pathway in a small village centre such as Alstonville has a significant visual impact and if the location and surface finish is not carefully considered could significantly detract from the low-key village character.
- The routes between Alstonville and Ballina as well as out of Alstonville on Wardell Road are highly used cycling routes and are also very unsafe. The route on Wardell Road services the destinations of the House with No Steps, Rous School, Uralba Nature Reserve and Uralba Road (which is a popular cycling hill challenge) as well as private residences. The section of Wardell Road from Alstonville in particular to Rous Road intersection is highly used and very unsafe. It is used by children and many workers at the House with No Steps. A formal cycleway connection between Alstonville and the Rous Road intersection would be well used and provide a safe connection to these destinations.
- NRDW has consent for a MTB Park just out of Alstonville. This will be a very popular facility. We anticipate that a safe cycling connection between the park and Alstonville would be well used and alleviate the need for people to drive to the park. Rather than a direct connection along the highway to the bike park this connection could occur from Gap Road to the bike park.

Thank you for the opportunity to provide this submission on behalf of the club membership.

Kind regards,

Sheryn Da-Re
Secretary
NRDW MTB Club Inc



www.dirtywheels.org

<https://www.facebook.com/NthRiversDirtyWheels>

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<BR

Joanne Cordery

From: James <james.e.steward@gmail.com>
Sent: Wednesday, 5 October 2016 8:57 AM
To: Ballina Shire Council
Cc: marcel Lema
Subject: To Helen Carpenter re bike plan

Dear Helen,

Congratulations on production of a comprehensive cycling plan. I have just started reading parts of the bike plan document. I'm just going to start making notes to get this email to you ASAP.

Background. I'm an Electrical Engineer. I grew up cycling in and around Melbourne. I've raced, trained, commuted, ridden for utility purposes and some mountain biking. Over 30 years of cycling, I've covered about 300,000km. A few years ago we left Melbourne and lived in Brisbane for a year, and now live near Kyogle. I have an interest in infrastructure design for cycling, after witnessing some truly woeful attempts around Melbourne and suburbs.

Roundabout design. If cyclists are to ride on the road through a roundabout, don't put bike lanes around the perimeter of the roundabout. Drivers will try to "share" a lane, often swing wide and cut off the bike lane without thinking. Cyclists *must* for their safety, take control of the lane before the roundabout, and not try to ride beside a vehicle through the roundabout.

Roundabouts must not have tangential entry and exit roads, that allow for motor vehicles to travel through at high speed. Entry and exit points must be at right angles to the circle. This was supported by a study into roundabout design by Austroads.

Helmets. Don't labour the point on bicycle helmets. Focus on a safe riding environment and bike savvy education. A helmet might prevent or reduce a head injury in a crash, but not crashing is far more effective at saving your entire body. Trust me, teaching someone firstly how to react during a crash (break the fall, tuck and roll or starfish and slide), and how to read traffic, control a lane and avoid drivers common mistakes are the most powerful mechanisms to empower someone to ride safely - regardless of a foam hat.

Bike boxes and advanced stopping lines. If council intends to include these facilities at signalized intersections, without a separate bicycle green light phase, the treatment is of little benefit.

The gold standard of Vision Zero is 30 km/h mixed mode local streets.
At 30km/h, there is only a 10% mortality rate for pedestrians, but 80% at 50km/h.

End of trip facilities are paramount for utility cycling and commuting.

One car space can accommodate numerous bicycles. I prefer parking racks that support the front or rear wheel at the top and bottom, and also prevents the bicycle rolling away. Those metal hoops where you are supposed to just lean your bike will do horrid things to paint. See figure 14 on page 67. These things are terrible.

Avoid giving cyclists and pedestrians a gully subject to flooding for their paths. Cars get premium raised spaces. Cyclists and pedestrians need that too. Contrary to popular belief, it is possible to ride and walk in the rain. With the warm weather up here, it's a lot more pleasant than down South - and actually can be lots of fun.

Resist the temptation to install bollards. These things can create dangerous pinch points for cyclists, and especially dangerous if installed in poorly lit areas. You wouldn't suddenly put a pole in the middle of a two lane road. Don't do similar to cyclists. I've seen the results of this kind of thing.

For on road lanes at risk of being called "dooring lanes", look up Beach Road Cyclist's (Marcel CC'd) "Door-away" bike lane design. The intent is to show cyclists that their space is at least 1m from the parallel parked cars. This also

shows drivers where cyclists are expected to ride. After several well publicised dooring crashes and deaths around Melbourne with traditional lanes, there is finally attention being given to these despicable "corridors of death".

I'm sure Ross Planning Pty Ltd have done a lot of work on this, but I'm sceptical of their in house cycling experience and knowledge. If you'd like more feedback, please ask. My rates are, well, free.

Sincerely,
James Steward

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16/83815

Joanne Cordery

From: Jim Walter <jimwalter3@gmail.com>
Sent: Sunday, 9 October 2016 12:27 PM
To: Ballina Shire Council
Subject: Personal attention Mr Wright please.

Dear Mr Wright,

Re : Danger of death or severe injury due to collision of heavy trail bike riders with small children on the Lennox Head concrete pathway.

I have written on several previous occasions about this, and received only "guidelines" observed by councils, with no personal contribution from senior council personnel.

This is a very serious problem, where 120Kg men on 50Kg mountain bikes come down the concrete path at speeds exceeding 50 kph, weaving in and out between children and mothers with prams.

It is only a matter of time before there is a serious injury or death.

Just a reminder that you now have this email and my previous correspondence on file, without taking any steps such as reducing their speed to 5 kph or something reasonable.

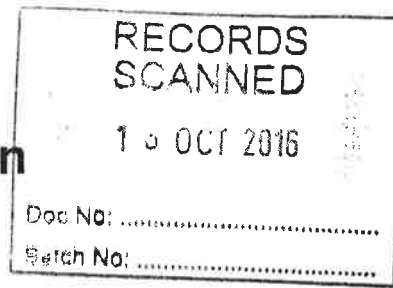
My concern is that in the event of a serious accident, apart from the human consequences, council will face a large and expensive legal outcome.

Regards,
Dr Jim Walter,
Lennox Head.

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For more information please visit <http://www.symanteccloud.com>

<BR

#16/85554



Draft Ballina Shire Bike Plan Feedback Form

Ballina Shire Council encourages community review and feedback on the draft Ballina Bike Plan. The Plan is the primary strategic document outlining Council's direction for establishing a bicycle-friendly environment within the Shire over the next 10 years.

For the purpose of the draft Plan, 'cycling' means cycling for recreation, commuting, touring, utility (such as for shopping), and for sport. It excludes BMX, mountain bike riding, and track cycling.

The draft Plan will be on public exhibition for a period of 30 days from Wednesday 14 September until Friday 14 October 2016.

We are keen to hear your thoughts on the draft Plan. Specifically, we invite feedback on:

- Additional cycling routes
- Locations needing further end-of-trip facilities (such as rest stops)
- Locations for additional bike storage and racks
- Areas requiring further signage
- Key destinations that are currently difficult to get to by bike for commuting or utility
- Specific cycling infrastructure improvements for your local community
- Ways to encourage cycling and cycling safety in the community

Please provide your comments below. If you would like to receive a response on your submission, please also include your contact details. Please note: your feedback will be treated as a public document and may be printed in Council's meeting agendas and made available to the public. If you want your feedback to remain confidential, you will need to provide reasons for doing so.

● Please find attached my Comments / Feedback list (not in any particular order)

Thank you
Alet Berghuis

(Additional comments area over page)

Your Contact Details (if you wish to be contacted in regards to your feedback):

bmberghuis@gmail.com

Please return your completed feedback form to Ballina Shire Council:

- Drop the survey into the Customer Service Centre, 40 Cherry Street Ballina
- Email the survey to carly@rossplanning.com.au
- Complete the online feedback form at www.ballina.nsw.gov.au

Ballina Shire Bike Plan 2016 – Feedback / Comments

- Ballina Shire Council has made an improved effort in recent years in developing a comprehensive Cycle/Shared Path network. Ballina Shire is beginning to earn a reputation as a cycle friendly Shire. As a regular cyclist, I have noticed an increasing uptake of cycling in the Shire. However, there is so much more that can be achieved.
- Despite the extended campaign against the construction of the Ballina to Lennox Head Coast Road Shared Path, it is now being increasingly utilized by the community, eg by commuters, school children, families, aged cyclists, etc. The safety aspect of the Coast Road and Skennars Head Road Shared Paths in particular cannot be over-emphasised.
- Lennox Head School's regular cycle outings around Lennox Head are an excellent opportunity to reinforce children's road safety awareness and confidence. This is important, as recent generations of children have grown up with limited opportunities or encouragement to use cycling for transport to school, sport etc.
- Most retail outlets and other destinations, eg beaches, in the Ballina Shire do not have sufficient secure cycle parking facilities. Some have a few impractical front wheel only racks. These are usually too narrow for cycles equipped with surfboard racks, panniers, baskets etc. These bike racks also don't allow the cycle frame to be locked securely.
- The section of Shared Path from Skennars Head Road along the Coast Road to Pat Morton Lookout will be a very useful link, in particular for the increasing number of commuter cyclists and tourists exploring the Ballina Shire.
- Bike Hire schemes, eg as located outside the Ramada Hotel, are a welcome addition. Ballina Shire with its relatively flat topography is ideal for tourists and their families to explore by bicycle.
- A new kerb ramp located close to the bus stop at the intersection of the Coast Road and Flat Rock Road would be very useful. This would allow cyclists/mobility scooters coming from Flat Rock Road to access the Coast Road Shared Path without having to lift their machines over the gutter.
- With its increasing use by both pedestrians and cyclists, a marked centre line along the Shared Path from Shaws Bay to the Marine Tower is needed. Marked centre lines could be recommended for most other shared paths.
- The limited accessibility to cyclists of the pathways/boardwalks adjacent to the Richmond River in the Ramada Hotel and RSL areas is a negative. I have observed many cyclists disregard the "Cyclists Dismount" signs and cycle slowly along the boardwalk, with no apparent inconvenience to pedestrians.
- Finally, a Shared Path connecting many of the new developments in the Lennox Head area could be established from the new North Creek Road/Skennars Head Road/Hutley Road roundabout, via a new cycle/pedestrian bridge where the old North Creek Road Bridge used to be, and continuing along North Creek Road to the Aldis roundabout. Maybe this could be established before the planned road connection/new bridge is built, ie using the existing road before its planned upgrade.

10 October 2016

Bert Berghuis

2 Tara Downs

Lennox Head

berberghuis@gmail.com

16/87225

Draft Ballina Shire Bike Plan Feedback Form



Ballina Shire Council encourages community review and feedback on the draft Ballina Bike Plan. The Plan is the primary strategic document outlining Council's direction for establishing a bicycle-friendly environment within the Shire over the next 10 years.

For the purpose of the draft Plan, 'cycling' means cycling for recreation, commuting, touring, utility (such as for shopping), and for sport. It excludes BMX, mountain bike riding, and track cycling.

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- Key destinations that are currently difficult to get to by bike for commuting or utility
- Specific cycling infrastructure improvements for your local community
- Ways to encourage cycling and cycling safety in the community

Please provide your comments below. If you would like to receive a response on your submission, please also include your contact details. Please note: your feedback will be treated as a public document and may be printed in Council's meeting agendas and made available to the public. If you want your feedback to remain confidential, you will need to provide reasons for doing so.

Missing links:

- No safe crossing of Angels Beach Road near junction with The Coast Road. Current bike path on southern side of Angels Beach Road needs to connect to existing bike path north along The Coast Road to Skennars Head
- Missing link from Curlew Court to Bayview Drive, Angel's Beach estate. Needed to join up with bike path to Tuckeroo Drive
- Need dedicated bike path along Regatta Ave, central Ballina, to connect the bike path which currently stops at the Ramada, and the bike path which currently stops at the Maritime Museum.
- Need dedicated bike path / lane along Kerr St frontage of Ballina Fair. Currently very dangerous, especially at the junction with Tamarind Drive / Bangalow Road.

Additional routes:

- Current river-front bike path finishes at the Ballina RSL. This should continue west at least as far as Fishery Creek Canal. Currently riders have to use River St. I realise there are houses with water frontage here, so this may require a separate structure built over the water – similar to central Brisbane.
- Extend the "Kerry Saxby Walkway" on western shore of North Creek from Missingham Bridge. Currently finishes at Fox St, with nowhere to go after that. Should continue up to Angels Beach Drive and join the dedicated bike path there.

Infrastructure improvements:

- The eastern end of South Ballina Beach Road is rocky gravel, unsuitable for cycling. Would be nice to have this paved.
- Wooden boardwalk around the Ramada building is currently labelled "cyclists dismount". Would be better to

improve signage so cyclists and pedestrians can co-exist. Possibly may require a fence if space is an issue.

(Additional comments area over page)

Your Contact Details (if you wish to be contacted in regards to your feedback):

Roy Flavel

Email: FLAVEL@HOTMAIL.COM

PH: 0403989584

Please return your completed feedback form to Ballina Shire Council:

- Drop the survey into the Customer Service Centre, 40 Cherry Street Ballina
- Email the survey to carly@rossplanning.com.au
- Complete the online feedback form at www.ballina.nsw.gov.au

#16/85864

BALLINA & DISTRICT CITIZENS & RATE PAYERS ASSOCIATION
Inc No. 9891926.

October 12, 2016.

The General Manager Mr. Paul Hickey
Ballina Shire Council.

Dear Sir,

The following are two omissions to the Draft Ballina Bike Path Plan, that we would like included.

[1] A shared pathway in the form of a boardwalk at North Creek from Norton street to the boat ramp at Cawarra street.

Many years ago, when the Ballina township was surveyed for roads and blocks of land, errors were made, with the result that several blocks in the area had boundaries extending out into North Creek.


This year, some residents were given approval to build rock walls on their boundaries, which would preclude public access along the riverbank.

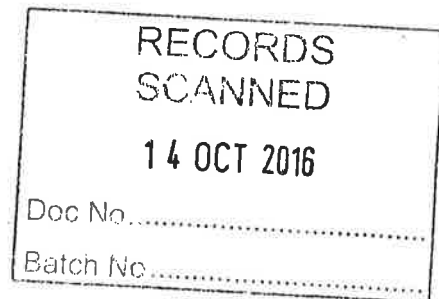
A suggested solution by Council, was to construct a boardwalk which we would like to be included in the above plan.

[2] The Coastal Recreational Shared Pathway is not shown from Sharpes Beach to Pat Morton Lookout at Lennox Head. This should also be included, but not referred to as a "bush walk" or a nature track, which implies it would be unsealed.

We have waited many years for the completion of this Coastal Recreational Walkway, and it would be a great injustice if it were to be left unsealed, which would prevent wheelchair access, and in this day and age that is unthinkable.

Yours Sincerely,


Ross. m. Picketing
President B.D.C.R.A.



#16/87274



General Manager
Ballina Shire Council
PO Box 450
Ballina NSW 2478

19 July 2016

Attention: Ms Helen Carpenter

Dear Sir,

Submission - Draft Bike Plan

We wish to make a further submission regarding the Draft Bike Plan.

It has been brought to our attention that the gravel pathway proposed between Sharps Beach and Pat Morton Lookout along the Coastal Recreation Path (CRP) is proposed for the exclusive use of walkers and will exclude cyclists (of all genres). This approximate route along the coastline over Skennars Head and the back of Lennox Headland has been courteously shared between walkers and cyclists for many years. The track continues to be a popular cycling route for recreational purposes and is used by adults and children including many NRDW members. It is popular because it enables a healthy lifestyle activity to occur whilst enjoying the natural beauty of our coastline. Diverting cyclists through a residential area and along either the Coast Road or North Creek Road is counter to the primary objective for riding this route for recreational purposes.

There are no environmental, social or economic advantages to excluding cyclists from the proposed CRP along the coastline. The potential disadvantages caused by this exclusion are a decline in the amount of cyclists (particularly young families) riding between Ballina and Lennox Head, a decreased appreciation of the coastal setting and a potential decrease in tourism exposure and the flow on affects this has to achieving a healthy lifestyle.

Many of the state government planning strategies for the Coastal Zone aim to reduce vehicle dependence, prioritise people and encourage a healthy lifestyle. Excluding cycling from the CRP contravenes this objective. We strongly believe that the Coastal Recreational Pathway should be included in the Bike Plan as a cycling route.

We hope that Council considers our additional submission when finalizing the Bike Plan and Coastal Recreational Pathway works.

Kind regards,

A handwritten signature in black ink, appearing to read 'Sheryn', with a small flourish at the end.

Sheryn Da-Re
Secretary
Northern Rivers Dirty Wheels Mountain Bike Club Incorporated

#16/87294

Joanne Cordery

From: Peter Sugden <peterbsugden@gmail.com>
Sent: Thursday, 13 October 2016 5:32 PM
To: Helen Carpenter
Subject: Draft Ballina Council bike plan submission

Dear Helen,

I write in regards to the draft bike plan currently on exhibition.

I ride for a variety of reasons, including commuting, recreation and competition.

I note that the bike plan excludes mountain biking in its entirety, surely as a popular and growing are of the sport that has been shown to have significant positive tourism benefits in other areas (Tasmania for example), as well as health benefits this is a major omission.

The plan does not acknowledge the Duck Creek Mountain Bike Park as a future facility, why is this?

Why does the plan not consider any other surfaces than wide concrete for cycling? many other areas have well groomed gravel paths that are well used by the community for recreation and transport (Port Macquarie for example) as well as rail trails which are a significant tourist drawcard across Victoria and South Australia

The proposed northern rivers rail trail runs very close to the shire boundary in some areas, however this is not acknowledged in the plan, links to this would be wise to enable access.

How does the bike plan address movement between village centres? there is mention of the costal path, and the path between Wollongbar and Alstonville, but outside of these areas it appears that there are no plans. What about Alstonville to Ballina, Alstonville to the Duck Creek Mountain Bike Park, Alstonville to Rous School?

The plan notes that community consultation was undertaken, was this with any of the local cycling groups? I ask this because the Northern Rivers Dirty Wheels Club, the largest mountain bike club in the region was not consulted.

Thank you

Peter Sugden

Wollongbar

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For more information please visit <http://www.symanteccloud.com>

<BR

#16/87308

Joanne Cordery

From: Simon Thomas <simon_thomas@inet.net.au>
Sent: Thursday, 13 October 2016 2:42 PM
To: Helen Carpenter
Subject: Inclusion of cycling to the coastal recreation track.
Attachments: NRDW Bike Plan Submission Extra 20161011.pdf

Dear Helen,

I would like to submit my support for the attached letter to council for the inclusion of cycling as a form of recreation along the coastal track between Sharps Beach and Lennox Point. This is currently a very popular and well used cycling path by local cyclists of all ages. It would be very detrimental to the local community and tourism opportunities to remove cycling from this wonderful coast line attraction. I understand that there are always concerns when pedestrians and cyclists are enjoying joint recreation paths but as an avid cyclist I am in the habit of ensuring that all walkers get a very friendly hello and thank you for all of their efforts.

I have seen many areas whereby walking and cycling are safely conducted together and I think that the exceptional scenery along our coast line should be available to both recreational users.

Thanks so much for your consideration in this matter.

Warm Regards,
Simon Thomas
0412 344 340
Pine Ave East Ballina

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http://scanmail.trustwave.com/?c=4991&d=jYL_19RdAHpOU_CZNByhCd1Io1yEuKIOS3WvKVZoFw&u=http%3a%2f%2fwww%2esymanteccloud%2ecom



General Manager
Ballina Shire Council
PO Box 450
Ballina NSW 2478

19 July 2016

Attention: Ms Helen Carpenter

Dear Sir,

Submission - Draft Bike Plan

We wish to make a further submission regarding the Draft Bike Plan.

It has been brought to our attention that the gravel pathway proposed between Sharps Beach and Pat Morton Lookout along the Coastal Recreation Path (CRP) is proposed for the exclusive use of walkers and will exclude cyclists (of all genres). This approximate route along the coastline over Skennars Head and the back of Lennox Headland has been courteously shared between walkers and cyclists for many years. The track continues to be a popular cycling route for recreational purposes and is used by adults and children including many NRDW members. It is popular because it enables a healthy lifestyle activity to occur whilst enjoying the natural beauty of our coastline. Diverting cyclists through a residential area and along either the Coast Road or North Creek Road is counter to the primary objective for riding this route for recreational purposes.

There are no environmental, social or economic advantages to excluding cyclists from the proposed CRP along the coastline. The potential disadvantages caused by this exclusion are a decline in the amount of cyclists (particularly young families) riding between Ballina and Lennox Head, a decreased appreciation of the coastal setting and a potential decrease in tourism exposure and the flow on affects this has to achieving a healthy lifestyle.

Many of the state government planning strategies for the Coastal Zone aim to reduce vehicle dependence, prioritise people and encourage a healthy lifestyle. Excluding cycling from the CRP contravenes this objective. We strongly believe that the Coastal Recreational Pathway should be included in the Bike Plan as a cycling route.

We hope that Council considers our additional submission when finalizing the Bike Plan and Coastal Recreational Pathway works.

Kind regards,

Sheryn Da-Re
Secretary
Northern Rivers Dirty Wheels Mountain Bike Club Incorporated

#16/85728

Ballina Shire Council Bike Plan - Survey



Ballina Shire Council is developing a Bike Plan. The aim of the plan is to apply best practice bike planning and undertake local research to prepare a local Bike Plan for Council to deliver over a ten year period. For the purpose of the plan, cycling includes cycling for recreation, commuting, touring, utility (i.e specific purpose like shopping) and for sport. It does however, exclude disciplines including BMX, mountain bike riding, and track cycling

Complete this survey and go in the draw to win two Free Bicycle NSW Memberships and two Free Spring Cycle Entries. These prizes have been kindly donated by Bicycle NSW in support of Transport for NSW and NSW Bike Week 2014.

Q1. Do you own or have access to a bicycle? Please tick.

Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
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Q2. How often do you ride a bike? Please tick.			
For recreation, sport or fitness	Tick	For transport/commuting i.e to work, shops, school etc.	Tick
Every day	<input type="checkbox"/>	Every day	<input type="checkbox"/>
A few times per week	<input type="checkbox"/>	A few times per week	<input type="checkbox"/>
A few times per month	<input checked="" type="checkbox"/>	A few times per month	<input type="checkbox"/>
A few times per year	<input type="checkbox"/>	A few times per year	<input type="checkbox"/>
Never	<input type="checkbox"/>	Never	<input type="checkbox"/>

Q3. How confident are you about riding a bicycle? Please tick.		Tick
I am highly skilled, with no issues riding a bicycle for commuting, recreation or fitness	<input type="checkbox"/>	<input type="checkbox"/>
I am confident when riding, although i generally ride for recreation and fitness, rather than commuting	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
I am interested in cycling but am concerned about safety	<input type="checkbox"/>	<input type="checkbox"/>
I am not confident about riding a bicycle but i am interested in learning how to	<input type="checkbox"/>	<input type="checkbox"/>
I am not confident about riding a bicycle and i am not interested in learning	<input type="checkbox"/>	<input type="checkbox"/>

Please only answer Q4 if you do not ride a bike, or do so irregularly.

Q4. What are the primary reasons you don't cycle? Please tick all that apply.	Tick
Safety concerns (perceived or actual experiences)	<input checked="" type="checkbox"/>
Lack of adequate cycle paths	<input type="checkbox"/>
Lack of adequate end of trip facilities (e.g. bike racks etc.)	<input type="checkbox"/>
Other transport modes are more convenient	<input type="checkbox"/>
Negative image associated with cycling	<input type="checkbox"/>
I don't own or have access to a bicycle	<input type="checkbox"/>
Lack of time	<input type="checkbox"/>
Can't ride	<input type="checkbox"/>
Weather	<input type="checkbox"/>
Other (please list) _____	<input type="checkbox"/>
_____	<input type="checkbox"/>
_____	<input type="checkbox"/>

Q5. Do you prefer to cycle on.. Please tick.	Tick
Shared paths/bicycle paths only	<input type="checkbox"/>
On-road only	<input type="checkbox"/>
A combination of paths and on-road	<input checked="" type="checkbox"/>

Q6. Do you feel that cycling in the Ballina Shire is safe? Please tick.	Tick
Yes, very safe	<input type="checkbox"/>
Yes, somewhat safe	<input checked="" type="checkbox"/>
No, somewhat unsafe	<input type="checkbox"/>
No, very unsafe	<input type="checkbox"/>
Unsure	<input type="checkbox"/>

Q7. Where do you cycle to within the Ballina Shire? Please tick all that apply.	Tick
Work	<input type="checkbox"/>
Home	<input type="checkbox"/>
School/TAFE	<input type="checkbox"/>
Visiting friends and family	<input type="checkbox"/>
Shops (grocery shopping)	<input type="checkbox"/>
Shops (non-grocery shopping)	<input type="checkbox"/>
Cafe's and restaurants	<input checked="" type="checkbox"/>
Recreation area (e.g. beach, park, river)	<input checked="" type="checkbox"/>
Sporting facility	<input type="checkbox"/>
Entertainment (e.g. movies)	<input type="checkbox"/>
Other (please list) _____	<input type="checkbox"/>
_____	<input type="checkbox"/>
_____	<input type="checkbox"/>

Q8 a) Do you have school aged children? Please tick			
Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>

Q8 b) If yes, do they ride to school? Please tick			
Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>

Q8 c) If yes, how often? Please tick				
Daily	Twice or more a week	Once a Week	Rarely	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q8 d) If no to Q8 b), please list the reasons they do not ride to school.
~~on has special needs and requires escort due to safty concerns. the other attends a school which is yet to have safe bike access, despite attempts by school to have council assist.~~

Q9. What improvements would encourage you to cycle or cycle more frequently?

As a cyclist I have personally been hit by mobility scooter users who seem to lack awareness of other pathway users..this has occurred more than once, one incident happened while I was "walking" my bike in the designated no ride area in the town center. I have also noted as a cyclist and pedestrian that many motorists in the town area drive straight through without slowing at crossings, where as a cyclist I always alight.

As a pedestrian whilst walking with my special needs child and his service dog, my son has been struck by fitness cyclists on the North Wall pathway, they are cycling at speed which is certainly not appropriate for a shared pathway, they did "ring" the bell and yell "coming through" as my child had no concept of the instructing he did not move despite walking on the correct side of the path, the pair where traveling too fast to avoid a collision. I had a similar incident with an older female cyclist who yelled at us once again walking with a service dog, who dinged her bell and yelled at us to move.

Q10. Please identify two of your most popular cycling routes within the Ballina Shire, providing the details within the tables below:

Route one	
Starting point e.g. street or landmark	Home Casuarina Road
Destination e.g. street or landmark	Shaws Bay Park and Beach or North Wall
Purpose of this trip e.g. work or exercise	Leisure.
Is there anything that makes this route difficult or unsafe? If possible, provide specific location details.	other path users who are "fitness cyclists" on shared pathway, on the pathway along Northwall and Shelly Beach. Motorist along Casuarina Road speeding and failing to recognise school zone speed limits exist the entire length of the street. I anticipate this will be exaserbated by the increase in school population next year

Route two	
Starting point e.g. street or landmark	
Destination e.g. street or landmark	
Purpose of this trip e.g. work or exercise	
Is there anything that makes this route difficult or unsafe? If possible, provide specific location details.	

Q11. Are there any locations in the Ballina Shire that you would like to be able to cycle to, but can't? Please provide specific details including destination and route.

Lennox to Ballina and return

Q12. Is there anything else you would like to tell us about cycling in the Ballina Shire, or how your cycling experience could be improved?

Q13 a) What suburb do you live in? East Ballina

Q13 b) What suburb do you work/study in? Alstonville

Q13c) Is the person completing this survey? Please tick.

Male	<input type="checkbox"/>	Female	<input checked="" type="checkbox"/>
------	--------------------------	--------	-------------------------------------

Q13 d) What is your age? Please tick.

0-14	<input type="checkbox"/>	15-24	<input type="checkbox"/>	25-34	<input type="checkbox"/>	35-44	<input type="checkbox"/>
45-54	<input checked="" type="checkbox"/>	55-64	<input type="checkbox"/>	65 +	<input type="checkbox"/>		

Thank you for taking the time to complete this survey, your input is appreciated.

If you wish to be kept informed of future progress of the Bike Plan, and would like to go in the draw for the prizes listed on the front page, please provide your name, email or postal address below.

Name: michele nichols

Email or postal address: 6 Casuarina Road East Ballina

Return your completed survey to Ballina Shire Council:

- Drop the survey into the Customer Service Centre, corner of Tamar & Cherry Streets, Ballina.
- Email the survey to jodieh@ballina.nsw.gov.au

PRIVACY PROTECTION NOTICE

The completed form contains personal information being collected for the purposes of the survey. The information will be processed by ROSS Planning Pty Ltd and the Civil Services section and may be made available to public enquiries under the Government Information (Public Access) Act. The information will be stored in Council's electronic document management system.

#16/87319

General Manager
Ballina Shire Council
PO Box 450
Ballina NSW 2478

13 October 2016

Attention: Ms Helen Carpenter

Dear Helen,

Re: Submission - Draft Bike Plan

I commend Ballina Shire Council for recognising the many social, environmental and economic values of cycling to the community. I have ridden a bike since age 5, for purposes including going to school, transport, commuting and for recreational purposes. Some several years later, I still enjoy cycling in all its forms and purposes both locally and while travelling in Australia and overseas.

A strategy for provision of improved cycling facilities and networks is imperative to support the modern lifestyle and I praise Council for development of a strategy or plan to encourage this activity through the Shire.

However, I am disappointed that mountain biking while acknowledged as a type of cycling activity (page 16) there is little to no inclusion or reference to this type of health lifestyle activity within the plan.

Council's current plans are to exclude all biking activities along the gravel pathway proposed between Sharps Beach and Pat Morton Lookout. The Coastal Recreation Path (CRP) is proposed to be for the exclusive use of walkers and will exclude cyclists (of all genres). This was not the original intention of the path when it was first planned (several years ago).

This approximate route along the coastline over Skennars Head and the back of Lennox Headland has been courteously shared between walkers and cyclists for many years. It provides the only safe route of commuting between Lennox Head and Ballina. Diverting cyclists through a residential area and along either the Coast Road or North Creek Road is contradicts one of the primary objectives of the plan which is to improve/provide safety.

I personally have used this track for over 16 years and the track has been used for this purposes many years before me. It also currently continues to be a popular cycling route for recreational purposes and is used by adults and children. It is popular because it enables a healthy lifestyle activity to occur whilst enjoying the natural beauty of our coastline with safety.

There are no environmental, social or economic advantages to excluding cyclists from the proposed CRP along the coastline. The potential disadvantages caused by this exclusion are a decline in the amount of cyclists (particularly young families with children) riding between Ballina and Lennox Head due mainly to safety and proximity to vehicles. In addition, cyclist numbers will decrease due to a lack of the coastal setting. For example, my family (and visitors) have regularly cycled to atop of the headland with picnic facilities and enjoyed the environs. This activity will now be precluded and only able to be undertaken with a vehicle and walking. The exclusion of the CRP will decrease tourism exposure and has the flow on affects of reducing the adoption of a healthy lifestyle.

Many of the state government planning strategies for the Coastal Zone aim to reduce vehicle dependence, prioritise people and encourage a healthy lifestyle. Excluding cycling from the CRP contravenes this objective. The Coastal Recreational Pathway should be included in the Bike Plan as a cycling route.

Best regards,



Dr Melissa Van Zwieten

#14/86456

13.10.16

Attention: Helen Carpenter
Road Safety Officer
Ballina Shire Council

Dear Ms. Carpenter,

Reference Ballina Bike Plan Submission

It is my understanding that the prime objective of the Coastal Recreational Path is to provide all citizens with a safe method of travelling to various destinations whilst enjoying our naturally beautiful coastal scenery. The original route, on the eastern side of major roads, would not have created any dangerous conditions for the non-motorist. Why then, should the existing path at Jingiwahla underpass not merge naturally with existing paths to the east instead of being sited dangerously beside the coast road for a significant distance.

All ancillary paths connecting to the eastern end of the overpass, the beach, tent park, Sharpe's Beach, all follow a predictable pattern. Any paths proposed for areas of Silvergull Drive and The Terrace have some relevance, but not in the context of the Coastal Recreational Path.

The two headlands north of Sharpe's Beach to Lennox Head should be developed in the same manner as those paths already established, as they will become a major asset and attraction for the Ballina shire, and remain safe for all.

Graeme C. Wappett
2/31 Beachfront Parade
Ballina

Graeme Wappett



#16/86460

RECORDS
SCANNED
17 OCT 2016
Doc No:
Batch No:

Northern Beaches users Club,

17 OCT 2016

Address all Correspondence to: Denis Magnay 148 Tamar St, Ballina .2478

Ballina Council

General Manager.

Dear Sir,

13-10-16

We wish to make a submission relative to the Draft no.2. Ballina Shire Bike Plan.

Our main concern with the plan is in the area of the Coastal Recreation Path.

We notice the Coastal Recreational Path which extends from Skennars Hd.Rd to Pat

Morton's lookout within the Coastal Reserve doesn't rate a mention!

We notice the "extra Path" from Skennars Hd. Rd to Pat Morton along the Coast Rd is clearly shown in red.

We contend the "extra path" is only a duplication of paths in that area & should be removed from the plan.

This will save Council considerable funding.

Because the Coastal Recreational Path in that location is already planned for the 2 metre wide no steps & surfaced with compressed gravel path it must be used as the shared path between Ballina & Lennox Hd for all the obvious reasons.

We are fearful that to not mention the Coastal Recreational Path in this location in the Bike Plan, could lead to it being overlooked in future funding & progression.

Because there are no obvious constraints we contend the Coastal Recreational Path from Skennars Hd to Pat Morton is the only shared path & should be shown as such on any Ballina Shire Bike Plan.

Denis Magnay: President.



Bob Pilling: Hon. Sec.



16/87357

Joanne Cordery

From: Alvos, Steve <Steve.Alvos@ncahs.health.nsw.gov.au>
Sent: Friday, 14 October 2016 1:52 PM
To: Helen Carpenter
Subject: Ballina bike plan

Hi Helen.

My name is Steve Alvos & my wife (Ruth) & I live at 39 silvergull drive at east Ballina.

I understand that the council is presently taking opinions/objections on the above & I have looked at some of the paper work & I believe that I should be contacting you re how we feel.

From what I can gather there are 3 options under consideration.

1...an "on road pathway" coming off the overpass & running the length of silvergull drive & going north to link up with the shared pathway which current stops at the end of the Terrace at east Ballina.

This is our preferred option.

Option 2 was a shared pathway in front of our house (between the letterbox & road way) and linking up with the overpass & again going north to the end of the Terrace.

Option 3 was a shared pathway at the back of our property (ocean side) along the council apron to link up with the overpass & again head north to link up with the shared pathway at the end of the Terrace.

I hope that from what I have looked at that we have the 3 options as being correct.

Regards

Steve & Ruth Alvos

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#16/87359

Joanne Cordery

From: Michael Wenban <wenbanchiro@westnet.com.au>
Sent: Friday, 14 October 2016 6:16 AM
To: Helen Carpenter
Subject: Strategic Bike Plan

FAO Ms Helen Carpenter,

Dear Sir/ Madam,

I would like to voice my concerns regarding the cyclist exclusion from the coastal pathway zone as proposed. As has been frequently acknowledged of late by government and council cycling is a healthy, safe and enjoyable means of enjoying the environment. For a very long time now cyclists have co-utilised the Ballina coastal pathways with safety and enjoyment for both themselves and walkers. I believe that it makes no sense to limit cyclists to an alternate pathway away from the coast, therefore limiting options for families to enjoy this path, limiting the possibility that this trail would bring many people to the area who are specifically cyclists. All you need do is look at the number of cars with bikes on the roof, trailer, especially racks with multiple bikes for families to know that this is a growing marketplace.

Personally, I have 5 avid cyclists in my family that use these trails regularly that will be very disappointed if access is limited.

Please consider both my and NRDW mountain bike clubs opinions on these matters when you are considering these issues

Kind Regards,

Dr Michael Wenban

B.Sc.(Anatomy), B.App.Sc.(Chiropractic).

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#16/87360

Joanne Cordery

From: Merryn Jennings <merryn.jennings@gmail.com>
Sent: Friday, 14 October 2016 5:56 AM
To: Helen Carpenter
Subject: Shared bike paths

Dear Helen,

As a cyclist who rides from Lennox to Ballina and back most Saturday mornings for the past 4 years, with a group of at least 10 other riders.

The shared path that already exists from Sharps Beach to Lennox Point has been always a great place to ride. We occasionally see walkers/runners on this path and we are all very happy to be sharing this amazing place we live in.

Please don't exclude bike riders, young and old as this is an amazing part of our coast line that is already being shared by walkers, runners and us riders.

Thank you

Merryn Jennings
A happy Mountain Bike Rider who just loves riding.

--

Merryn Jennings

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<BR

#16/87725

Joanne Cordery

From: Andrea Stewart <andreastewart1@bigpond.com>
Sent: Friday, 14 October 2016 4:29 PM
To: Helen Carpenter
Subject: Ballina Shire Council Bike Plan

Dear Helen,

I understand that today is the final day for submissions in respect of the bike plan proposed for Ballina Shire Council. I have looked at the Draft Plan for Consultation June 2016 prepared for Council by ROSS Planning and wish to comment on the proposals for East Ballina, specifically Angels Beach. I apologise for the lateness of my submission as I only became aware of the deadline this morning.

I own my home at 41 Silver Gull Drive, East Ballina, and have lived here for 19 years. I share my home with my brother David and our two dogs. The parts of the draft plan relevant to my home are pages 23 and 38.

In relation to page 23, I note the mistake in paragraph 4 of the right-hand column where it states that "There are issues with sight lines exiting the underpass from The Coast Road at Silver Gull Drive". There is no exit from an underpass into Silver Gull Drive, rather, the underpass exits into Beachfront Parade.

In relation to page 38, the relevant section of the existing and proposed shared path that impacts my home is at the top right-hand corner of the diagram.

You will see that the existing shared path (blue line) is marked (from south to north) as commencing from the car park (?) at Angels Beach, proceeding for a short distance north to an intersection where the pathway from the beach crosses the path. At that point the diagram indicates that the existing shared path turns left, crosses the OVERpass (not an underpass), then proceeds north to follow Silver Gull Drive and The Terrace. Also, at the abovementioned intersection, it seems that ROSS Planning understood that the existing shared path followed through the bush at Angels to the tent park and further on to Lennox. This section is only being built presently, and is not yet "existing".

I note that the existing shared path along Silver Gull Drive and The Terrace is marked along the western side of the houses on the "ocean" side of those streets. The proposed shared path (red line) indicates that consideration is being given to a shared path on the OCEAN side of the houses fronting those streets. This proposal would severely impact our home, and many others, and I strongly oppose this plan for the following reasons:

1. The land directly adjacent to my home (ocean side) – above, not adjacent to, the Coast Road - has a natural watercourse in front. Presumably due to some subsidence when the "new" Angels Beach development was built by council in around 1993 – 1994 (?), council erected a drain below at this point on the Coast Road. The width of the nature strip adjacent to my home is too narrow for a properly constructed shared bike/pedestrian track, sharply falling away to the Coast Road below, and significant fill would be required to level the land. As it is a natural water course, it is likely that the land may subside/wash away again in the future with consequent rebuilding of track being required. Any major construction of a pathway may destabilise this land.
2. Along the whole section of the ocean side nature strip many residents have, over many years, beautified this area by planting trees and gardens and caring for lawns. A bike track would remove these features. Thus, if Council proceeds with this proposal, the interests of cyclists would be preferred over the

interests of the residents and other members of the public walking along on foot. This area is presently a lovely open space for Ballina residents, many of whom walk their dogs (and themselves!) and enjoy this lovely green corridor. Council should not destroy this green space when there are other acceptable alternatives.

3. The land along the oceanside nature strip is uneven and would require significant infilling and levelling which would adversely detract from the present attractive street view of the area seen by motorists driving along the Coast Road.

4. Finally, unlike the properties fronting Silver Gull Drive to the south side of the overpass, where a shared pathway already exists on the "ocean" side of those houses but is on a much lower level than those houses, the properties on the northern side directly adjoin the nature strip. Thus any pathway would raise privacy concerns among the residents when numerous cyclists would be looking directly, and closely, into their private back gardens. A few people walking by causes no-one any great concern but a volume of cyclists would change this situation considerably.

I have no objection at all to the route of the existing (blue) shared path marked on the diagram at page 38 being more clearly marked along the ROAD at Silver Gull Drive and The Terrace, although I do object to a separate pathway being built along those streets on the nature strip between the houses and the road. Not only would such a construction be a waste of ratepayers' money, but it would also be entirely unnecessary – both Silver Gull and The Terrace are very wide streets and could easily include a marked pathway, painted on the roadway as is the case in many other areas.

I agree with the matters raised in ROSS Planning's report in relation to the health benefits of cycling and walking and am a supporter of the shared path currently being constructed by Council from Angels Beach to Lennox via the tent park, Sharpes beach etc. I believe that good shared path infrastructure throughout the Ballina Shire is what the Council should be aiming to achieve. However, the interests of long-term residents should not be ignored.

Regards,

Andrea Stewart
41 Silver Gull Drive
East Ballina 2478
Ph: 6681 3584

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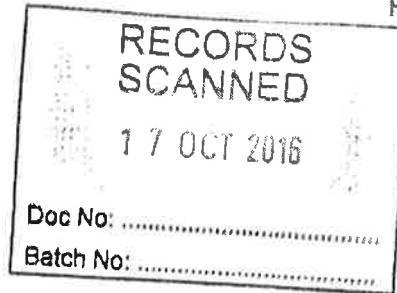
16/86473.

ALAN J BROWN
□□□

4 Mary Street,
Ballina NSW 2478
Phone (02) 6686 8388

14TH October, 2016

The General Manager,
Ballina Shire Council.
Cherry Street,
BALLINA NSW 2478.



Dear Sir,

I WOULD LIKE TO ADD THIS, MY SUBMISSION
TO THE SURVEY ON THE BALLINA SHIRE
DRAFT BIKE PLAN.

I consider my personal opinion has already been expressed through correspondence submitted and published by local newspapers over many years. However I believe this most important and long existing planned pathway more precisely known as the Coastal Recreation Path, running from East Ballina to Pat Morton Lookout at Lennox Point should have been completed by now. This path was expected to be constructed east of the Coast Road to provide the most beneficial experience for those choosing to use it. Presently part of this Coastal Recreational Path has been constructed and under construction to Sharps Beach.

The pathway which was more recently constructed on the western side of the Coast Road without any community consultation and proper survey to ascertain the actual use to justify its expensive construction and, from private observations made by numerous people, rarely used. I personally have carried out surveillance at various times and particularly between 7:30 and 9:00am as well as from 3:00 to 4:30 in afternoons; when the most at any one time people would use this pathway was three (3). The majority of these were recreational bicycle riders and the occasional walker. The occasion I spoke with the mayor Cr. David Wright regarding my observations he replied, "That's not what the school teachers have told us." It was obvious to me that **no school children ride along this section of the path to travel to school.** No survey was ever carried out to ascertain if this would be the use of this particular path.

The attempts by many including a majority of councillors have championed the construction of the Coastal Recreational Path along the coast and east of the Coast Road over many years. It has been over the last five years or so that the council constructed the pathway west and alongside the Coast Road. A total waste of council's resources, in my opinion!

On the other hand it clear that a huge majority of the community support the plan to construct the Coastal Recreational Park east of the Coast Road through to Pat Morton Lookout. This plan has now been in place for a quarter of a century (25 years) now with little or no progress over that period apart from the recent active construction of it to Sharps Beach. At the turn of this century the Coastal Recreational Path was given priority but what ever happened to that has yet to be explained.


The planned Coastal Recreational Path was to traverse what has been identified and commonly used by locals upon which they would be able to walk and ride a bicycle. Again the plan was to construct this path so as to allow the whole community, able and disabled to walk, ride a bicycle, and use a disabled mobile unit as well as parents to wheel a child in a stroller. This plan was well accepted by the majority of the general community and became an expectation. Lo and behold this Coastal Recreation Path suddenly became a bureaucratic problem when certain anomalies arose which was used as a convenient 'problem' to delay further positive planning and construction of the Coastal Recreation Path.

I submit that the original Coastal Recreational Path when constructed would provide and add attraction and pleasure to the already constructed pathways throughout this shire excepting the path west of the Coast Road (referred to above), which is of no use or service to the community.

It is considered that if constructed the Coastal Recreation Path with suitable lookouts strategically placed would provide excellent vantage points to experience the exciting activities of whales and other ocean creatures surpassing other area widely promoted as such and would be more easily accessible to all as indicated.

Please let's not procrastinate further on this matter for another quarter of century, continue to plan, construct and finalise what has been the expectation of a huge majority of our community for the future.

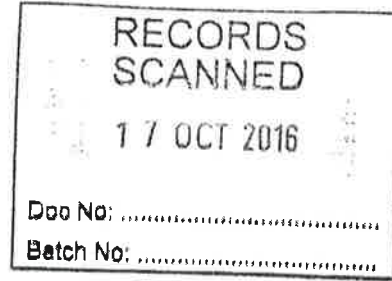
Sincerely,


Alan Brown.

#16/86469

3 White Water Ct,
East Ballina

12 October 2016



Ms Helen Carpenter
Road Safety Officer
Ballina Shire Council Civil Services Group
Ballina Shire council Chambers
Cherry Street
BALLINA

Re: Draft Ballina Bike Plan

We would like to advise the Council that our preferences in relation to the draft Bike Plan are as follows:

1 That the bike path in this part of the Angels Beach Estate be an ON ROAD path from the Coast Road Overpass bridge, then North along Silver Gull Drive continuing along The Terrace to connect with the shared pathway at the North end of The Terrace leading around to Angels Beach Drive.

2 We do NOT want the shared path on Eastern frontage of our homes, ie where the current walking path is situated, (above the Coast Road)

3 We also do NOT want a shared footpath/bike path on the Western frontage of the homes facing Silver Gull Drive. When this footpath is built, we only want it to be for walking, NOT cyclists.

We believe this is the safest plan for all our residents here who enjoy walking tin the Estate as well as to and from the beach.

Please advise when you will be discussing this matter so that we may attend a public meeting.

Thank you

Yours sincerely

- J A Hayes
- T & T Gregori, 34 Silver Gull Drive *T. Gregori Teresa Gregori*
- Lynne Hancock, 5 White Water Court *Lyn Hancock Allison HANCOCK R. Hancock*
- Kym Bouquet, 3 SHEARWATER CLOSE. *K Bouquet*
- PETERA SWAN 1 White Water Ct *Petera Swan*
- Mindy Flatt 11 Silver Gull Dr, E. Ballina *M Flatt*

#16/86477

P. O. Box 48
Ballina, 2478

14/10/16

Att: Helen Carpenter
Road Safety Officer
Civil Services Group
Ballina Shire Council
P. O. Box 450
Ballina, 2478



Dear Ms Carpenter,

Re: Ballina Bike Plan submission - Coastal Recreational Path – Sharpes Beach to Pat Morton Look-out Lennox Head.

The approved Coastal Recreational Path Ballina to Lennox Head route provides spectacular coastal and ocean views, and must enable access for both bike riders and walkers to its range of recreational facilities, from beaches to foreshore areas, picnicking areas, coffee shops, camping areas, playgrounds, bird watching, land based whale watching, fishing, surf lifesaving areas, MV Limerick (Sampson post), Historic 1850s/1860s Beach Track, cultural and environmental experiences etc.. The full length of the Coastal Recreational Path needs to be accessible to both bike riders and walkers, the whole community, not just the young and fit.

The Premier's Council for Active Living, Walking and Cycling Routes: NSW Coastline Cycleway states "The Coastline Cycleway aims to avoid major roads and highways, and to provide a continuous and safe route that links together separate coastal communities. In addition, the project aims to accommodate the needs of local users in each area, by linking to existing cycle networks in each of those communities. As well as supporting active living for residents of coastal communities, the Cycleway is also intended to help boost bicycle use by tourists, by improving coastal recreation access and providing opportunities for the growth of bicycle-tourism industries."

For nearly 30 years the concept for the Coastal Recreational Path from East Ballina to Lennox Head physically and spatially separated it from The Coast Road so as to improve safety, amenity, ambiance, relaxation and enjoyment opportunities. The Coastal Recreational Path chainage 0-140m has been relocated from the Old Sand Mining Road to the edge of the busy Coast road. Coastal Recreational Path chainage 2,880 – 6,016m, Sharpes Beach to Pat Morton Lookout was redesigned with the result that bike riders, wheelchairs, prams etc. were excluded. In fact, parts of this section became a single file track. Additional long pathways beside an 80km/hr Coast Road, with large numbers of cars, buses and trucks is not considered to be in the best interest of the broader public when there is the alternative of the Coastal Recreational Path off-road. See map 1 and figures 1, 2, 3 & 4. **The Coast Road, Pat Morton car park to Skennars Head Shared Path to have its route alignment altered to be predominantly incorporated into the Coastal Recreational Path for a significantly improved public experience as opposed to being aligned to the Coast Road. See map 1.**

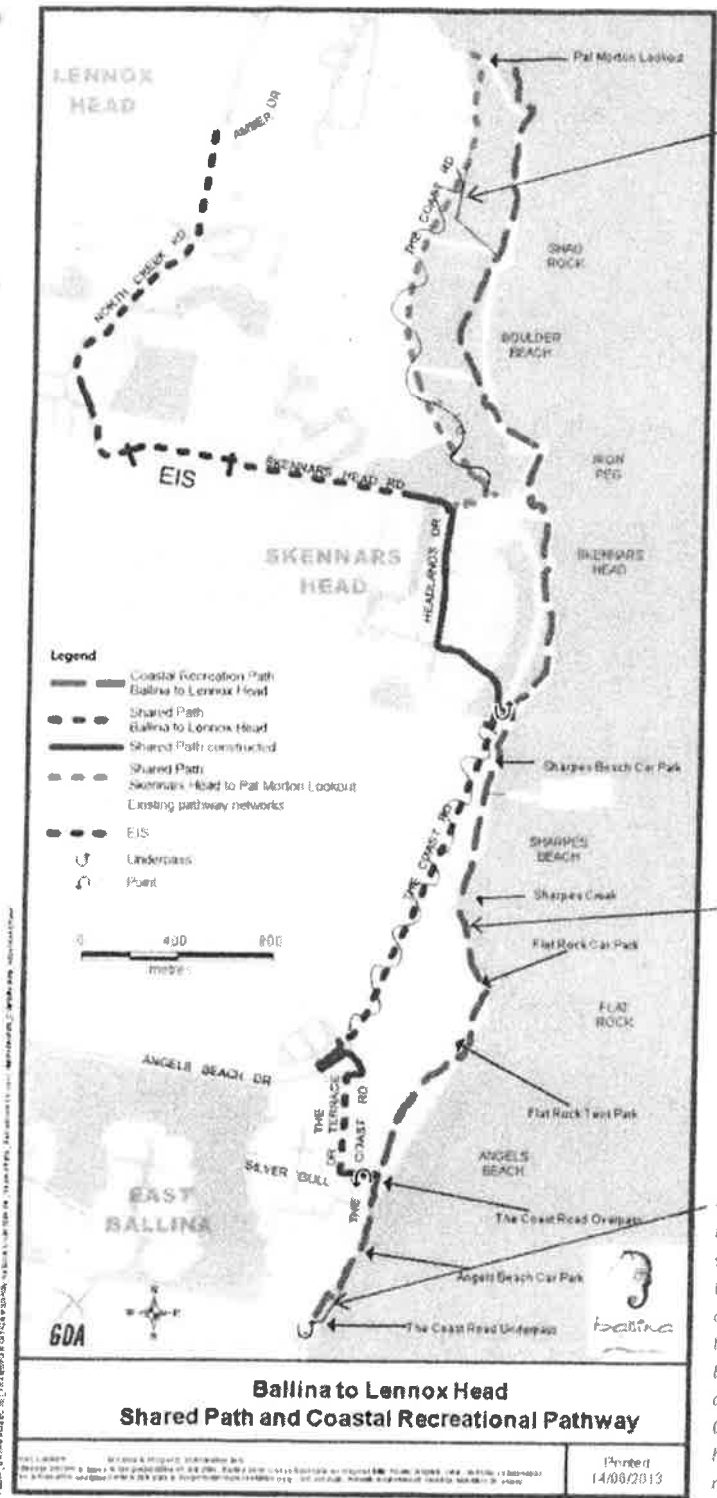
Unlike the town of Alstonville which relies on the Macadamia industry, Ballina and Lennox Head are dependent on the tourism industry. The off-road Coastal Recreational Path Ballina to Lennox Head, needs to be the number one shared path priority as it delivers the maximum benefits for residents and tourism. In time it should be extended to Byron Bay.

The Draft Ballina Bike Plan, page 45, Objective One Action Plan point 1.4 should also include and urgently investigate the enhancement and promotion of the alternative off-road shared path, the Coastal Recreational Path Ballina to Lennox Head Route:

1. Coastal Recreational Path Chainage 0 to 140m; repositioned eastward from the edge of the busy Coast Road to the existing available, currently used pathway (consider the use of gravel or decking surfacing).
2. Coastal Recreational Path Chainage 2,880 to 5,157m: reverse the exclusion of bike riders from Sharpes Beach to Lennox Point Chainage 5157m (existing Emergency Vehicle track intersection) by making it a shared path – permitting both bike riders and pedestrians.
3. The Coast Road shared path from Pat Morton Lookout to Skennars Head should be realigned from chainage 5,500m (at northern end of the Dry Stone Wall) (see map 1 & Figure 1), to ensure that the shared path continues to follow the existing mowed path to the southern end of the Dry Stone Wall or the Tuckeroo tree as seen Figure 2 and then proceed in a south east direction on the Existing Emergency vehicle track as seen in Figure 3 to connect with Coastal Recreational Path at Lennox Point chainage 5,157m.
4. Off road should always have priority over any on road shared paths.
5. Priority to be given to the construction of the Coastal Recreational Pathway Sharpes beach to Pat Morton Lookout car park Lennox Head.

Map 1

Coastal Recreational path for any member of the public to pass along the full length of the public road reserve or reserve, and on a path of an appropriate 'shared path standard' (minimum 2.5m width), alignment and surfaces.



Alignment

The share path from Pat Morton Lookout to Skennars Head should be realigned from chainage 5500 at northern end of the Dry Stone wall (Figure 1), to ensure that the Shared Path continues to follow the existing mown path to the southern end of Dry Stone Wall or Tucker Roo tree as seen Figure 2 and then proceed in a south east direction on the existing emergency vehicle track as seen in figure 3 to connect with Coastal Recreational Path near the northern end of the timber board walk that spans over Boulder Beach wet land.

Council's preferred route

Continue the Coastal Recreational Pathway south from the Angels Beach Disabled Ramp, along the existing track to the underpass at Bayview Drive, as opposed to along the Coast Road and use habitat compensatory rule if required.

Figure 1:



The shared path from Pat Morton Lookout to Skennars Head should be realigned from chainage 5,500 at northern end of the Dry Stone Wall as seen above.

Figure 2:



Ensure that the shared path continues to follow the existing mowed path to the southern end of the Dry Stone Wall or the Tuckeroo tree as seen above.

(Note: The Tuckeroo tree)

Figure 3



Now proceed in a south east direction on the existing Emergency Vehicle track as seen below to connect with the Coastal Recreational Path near the northern end of the timber board walk that spans over Boulder's Beach wetland.

Figure 4:



Intersection of the new alignment and Emergency Vehicle path looking west about 50 metres to the Coast Road (Note Tucker tree and white car on the Coast Road; A significantly improved experience as opposed to alignment on the Coast Road.)

The Ballina Shire Councils' Bike Plan **Survey** confirms what we, the **Coastal Recreational Path** community - Ballina to Lennox Head already know :-

- The most desirable location in Ballina Shire that people would like to be able to cycle to but can't, is Ballina to Lennox Head 39%, followed by Ballina to Alstonville 19%, around Ballina 14%, Ballina to Byron Bay 8% etc. For approximately 30 years our community has encouraged Ballina Shire Council to carry on with the Coastal Recreational Path Ballina to Lennox Head (following the Old Sand Mining Road), which is for the benefit of local residents and visitors. **Unfortunately, a prominent section of the Coastal Recreational Path from the northern end of Sharpes Beach to Pat Morton Lookout has not been identified in the Bike Plan, which needs to be rectified. As the most desirable location, Ballina to Lennox, people want to be able to both walk and ride the full length of the Coastal Recreational Path.** It is long overdue, needs to be given high priority and be fully funded. Approximately 3000 letters of support for Council's Coastal Recreational Path Ballina to Lennox has previously demonstrated this, see below. People want to experience living nature, both riding a bike or simply walking and experiencing some of the finest scenery and cultural heritage Ballina has to offer, safely following the approved Coastal Recreational Path route.

- Most people, 88%, want to use our most popular cycleway routes for recreation and exercise and only 5% for commuting. We all know that both cycling and walking can help to protect you from serious diseases such as diabetes & obesity.
Most people, if given a choice, don't want to walk or cycle along the side of busy Coast Road but they do want to walk and ride on the scenic Coastal Recreational Path from Ballina to Lennox Head, as evidenced by the current use of the path. Common sense must prevail. The serious bike rider is always going to ride on the road.

The western paths service the rate payers and people who live in the suburbs to the west, whilst the Coastal Recreational Path is the **more desirable and direct route** for users between Ballina, Skennars Head and Lennox Head. This **more direct route** between our centres offers adventure, buzz and another alternative for our tourists. Not all tourists and locals are going to go to the beach; some will want to just ride or walk and enjoy this coastal environment en route for a coffee. This is another activity tourism can promote.

- The main reason that makes routes difficult to use or unsafe is having to ride on-road/traffic 30%, followed by rough/poor path surface 17%. For thirty years our community has requested that the Council provide a safe, sealed Coastal Recreational Path separate to and east of the Coast Road from the underpass at Angels Beach to Pat Morton Lookout following the Old Sand Mining Road. **The section between Sharpes Beach and Pat Morton Lookout has significantly deteriorated due to lack of maintenance and popular use from people both walking and riding.**

The Coastal Recreational Path is being undertaken to upgrade and formalize the surfacing of an existing gravel road, that has/had a current "**public entitlement**, as of right, to pass along

the public road reserve (whether on foot, in a vehicle or otherwise) and to drive stock or other animals along such a road". To date the community and Council have determined the preferred route to be where the majority of the public made it clear they wanted the path to be with no steps, east of, and separate to the Coast Road following the old sand mining road. However, to protect the public interest in this public entitlement, the subject path above, must maintain the public right to both walk and ride safely on what is largely within the road reserve.

- The age of most respondents completing this survey was 35 to 65+ (88%). Riding and walking are healthy, fun and low-impact exercises for all ages. Our community have long stated that the Coastal Recreational Path and access to the Ballina Coastal reserve must be for **all the community**, not just the young, fit and able. Let's all, as a community, continue to strive and hope that one day soon everyone can experience living nature, both riding a bike or simply walking in safety and enjoying some of the finest scenery Ballina Shire has to offer, on the Coastal Recreational Path from Ballina to Lennox Head.

The subject land is also contained within Reserve No. 1010068, the purpose of which is for 'Public Recreation, Access and Coastal Environmental Protection', as notified on the 13th August 2004, (Ballina Coastal Reserve).

The Ballina Coastal Reserve has been reserved for specific purposes – as referred to in the 'Principles of Crown Land Management' (**Crown Lands Act 1989**), and in particular (c) and (d) - the use and enjoyment of such land by the public is expressly provided for and encouraged. Therefore a 2.5m wide shared path following the current approved route (old sand mining road) is an ideal use for the subject land and should be included in the Ballina Shire Bike Plan. I am confident a review of environmental factors would find no significant impacts that could not be mitigated.

Please don't lose sight of our community's objectives, the detailed and lengthy background and history of the CRP project. The majority of the community support a Coastal Recreation Path from Ballina to Lennox Head to simply both ride and walk the full length and experience the best environment and cultural heritage within the Ballina Coastal Reserve etc. – not just a walking path or a path down either side of the busy Coast Road!

I draw your attention to approximately 3000 individual letters previously sent to Ballina Shire Council showing strong and passionate support for the shared pathway, between Ballina and Lennox Head, east of and separate to the Coast Road. A letter from Fuller & Driscoll, dated 09/02/2012, sent to Ballina Shire Council, re: Broad Community Support for Council's Recreational Pathway; Angels Beach underpass to Lennox Head states the following:

*There were approximately **1000 letters of support** submitted to Council in **November 2000**. This proposal was for a safe, sealed pathway in its current position (basically following the old sand mining road) from Angels Beach underpass to Lennox Head. The community asked if this work could start as soon as possible, as residents & visitors had been waiting for many years for this link to be connected. At the time the 1000 letters of support were the most letters ever received for or against any one project ever lodged with Council. The support for this project still remains as strong within the community, if not stronger.*

*Overwhelming community support for the coastal pathway was also demonstrated, with approximately **2000 individual letters of support** submitted to Council in **June/July 2001**. These letters of support noted the doubling of the population at that time, continuous development increasingly joining Ballina to Lennox Head, 3 schools within this coastal strip, limitations of public transport, the dangers of having children travelling along the main road and the desperate need for a safe pathway, separate to the Coast Road, linking these areas, with the proposed route basically following the old sand mining road.*

*In particular, people don't want to endanger themselves by walking or cycling or pushing a pram along the side of the Coast Road, they want to experience living nature, riding a bike/scooter or simply walking and enjoying some of the finest scenery Ballina & Lennox have to offer. Not only would they enjoy the scenery (including our dune rehabilitation works & any Cultural Heritage sites) safely and comfortably but they could also use the shared pathway to walk/ride to school/work or for exercise. **A recreational path for all people.***

We continue to support the current preferred route of council, basically following the old sand mining route as it would result in

- *minimal impact to the work done by the Dune Care Groups in these areas to date,*
- *minimal impact re any Aboriginal Sites and*
- *minimal cost of construction as the road/track already exists and is of*
- *Enormous value to the entire community.*

This preferred route of Council's is in the interest of the broad community as opposed to a single interest group. It must be progressed as soon as possible.

The broader public particularly local residents, as well as 'day-trippers', children, parents with strollers, the aged and disabled, including the all-important tourists who contribute substantially to the economy of the region simply want to experience the best Ballina has to offer on a safe, sealed, shared path (both walk & ride), that is physically and spatially separated from, and to the east of, the Coast Road and that follows the old sand mining road/road reserve. This upgraded path will provide users with a high level of amenity, scenic value, attraction, and scope for cultural and environmental interaction, education, appreciation and protection.

The relatively minor works required to achieve the above involves the basic grading and shaping of sections of the existing gravel road and surface sealing, on a largely existing road/track that exists within a formal road reserve and which primarily follows an existing road/track that was used in association with sand mining.

Currently the Coastal Recreational Path is located primarily along an existing, heavily disturbed, unsealed Old Sand Mining Road, hugging the Coast as seen in figure 5.

Figure 5:



**Existing gravel road; Old Sand Mining Road; BSC preferred route hugging the Coast Line (early 70s)
that people currently ride and walk.**

The Review of Environmental Factors (REF) recommended the Coastal Recreational Path for approval and this has subsequently been approved. This Coastal Recreational Path has a proposed Shared Path from the Angels Beach Underpass to Sharpes Beach which any member of the public can legally

ride or walk along. It is questionable as to whether any person can formally ride on the remainder of the path. Currently (subject to final road reserve closing) any member of the public is currently entitled, physically, or as of legal right, to pass along the full length of the public road reserve / old sand mining road (whether on foot, in a vehicle or otherwise). A meeting was held at Ballina Shire Council Offices 24th June 2013 with Mr Rod Willis Regulatory Services Group manager, Alan Brown and David Fuller, re: the Coastal Recreational Path Consent Application; Crown Reserve 1010068, Crown Public Road and Lot 59 DP827785. An important question was raised; **“can a person formally ride a bike along the full length of the Coastal Recreational Path from the Angels Beach Underpass to Pat Morton Lookout?”** The answer was **“No”**. Following on from this meeting a formal letter was sent (07/08/2013) to the Regulatory Services Group Manager requesting further details to define those sections which the public can / cannot formally ride a bike along the Coastal Recreational Path from the Angels Beach Underpass to Pat Morton Lookout and to give the reasons why they could not. The letter is still with Council and to date a formal reply has not been received.

So the understanding is that people can no longer both ride and walk along the subject section of the Coastal Recreational Path, only walk.

At the draft Delivery Program and Operational Plan meeting, Tuesday 17 May, 2016 in answer to Pip Carters’ question whether he could ride a mountain bike along the Coastal Recreational Path (walk), the General Manager told Pip Carter:

- he could ride a mountain bike anywhere,
- Yes he could.

Is this correct? Could the General Manager please clarify his answer?

Which statement is correct?

Please feel free to contact David Fuller if you need any further information.

Yours sincerely



David Fuller



Robyn Driscoll

BEACHFRONT PARADE DUNE CARE GROUP

#16/88832



Draft Ballina Shire Bike Plan Feedback Form

Ballina Shire Council encourages community review and feedback on the draft Ballina Bike Plan. The Plan is the primary strategic document outlining Council's direction for establishing a bicycle-friendly environment within the Shire over the next 10 years.

For the purpose of the draft Plan, 'cycling' means cycling for recreation, commuting, touring, utility (such as for shopping), and for sport. It excludes BMX, mountain bike riding, and track cycling.

The draft Plan will be on public exhibition for a period of 30 days from Wednesday 14 September until Friday 14 October 2016.

We are keen to hear your thoughts on the draft Plan. Specifically, we invite feedback on:

- Additional cycling routes
- Locations needing further end-of-trip facilities (such as rest stops)
- Locations for additional bike storage and racks
- Areas requiring further signage
- Key destinations that are currently difficult to get to by bike for commuting or utility
- Specific cycling infrastructure improvements for your local community
- Ways to encourage cycling and cycling safety in the community

Please provide your comments below. If you would like to receive a response on your submission, please also include your contact details. Please note: your feedback will be treated as a public document and may be printed in Council's meeting agendas and made available to the public. If you want your feedback to remain confidential, you will need to provide reasons for doing so.

The route from West Ballina to the Primary and High Schools has not been included as a missing link. If following the signs, cyclists must dismount from Grant Street right through to Martin Street (walking three blocks) and then navigate three blocks without any pedestrian crossings to get to the primary school - in my opinion, there is no safe route for a child to cycle from West Ballina to the Primary School via footpath. The Winton Lane to Martin Street intersection is extremely dangerous to navigate with cars unable to see footpath traffic when exiting Winton Lane and children unable to identify Winton Lane as a roadway. Then the Tamar Street/Martin Street intersection is also an extremely busy intersection at school times with no crossing or refuge.

Perhaps safest/preferred cycling routes to schools could be identified by map and marketed by flyer to the schools and community along with statistics to put parents minds at ease.

(Additional comments area over page)

#16/88834



ballina
shire council

Draft Ballina Shire Bike Plan Feedback Form

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CYCLIST AND PEDESTRIAN SAFETY AND ENJOYMENT

The Shire Bike Plan contains many wonderful ideas, however large investments will be required for some. My suggestions would make a material difference to safety and enjoyment but would cost peanuts in comparison.

1/. The underpass tunnel at Black Head is highly dangerous because it exits blind onto the main shared pathway which comes down steep hills on both sides. It desperately requires a large red sign on the eastern exit stating "STOP LOOK GIVE WAY to PATH TRAFFIC" A dashed "give way" line on the ground would also help

2/. The shared pathway at this exit point is almost always filthy with stacks of slippery vegetation and mud. It needs REGULAR cleaning

3/. In tourist locations there are always pedestrians who have NO IDEA they are on a shared pathway because there are no obvious signs. The council logo with a marked centreline and images of cycles and legs with directional arrows need to be painted at all the entrances to all heavily used shared paths and at intervals along the paths. IN PARTICULAR THESE SHOULD APPEAR AT

a THE ENTRANCE TO THE LIGHTHOUSE BEACH SURF CLUB together with a warning sign for patrons leaving the café that they are about to enter a shared cycle and pedestrian path

b The start of the uphill path to the surf club cafe

c The washing up area in front of the Shelley Beach surf club and the picnic area to the north of the club

d Along the path through the Shaws Bay picnic area

e At all sharp bends with limited forward visibility

f At the beach entrances along the river path and especially near the Sunday Market and picnic areas.

4/. In addition the painted words "KEEP LEFT" should appear at regular intervals along both sides of all popular shared pathways. This would reinforce the council logo and would cost less to apply. The "Dog on leash" sign needs to appear at all popular path entrances and at more frequent intervals along popular pathways. This should definitely include the path along the Richmond river, the North Wall, and the Ballina Heights pathway where dogs are often a menace. Dogs

off leads are the biggest danger to cyclists.

5/. Large painted signs at a few key locations clearly showing PATH ETIQUETTE would be greatly appreciated. These are always seen on the shared pathways around BRISBANE. They should state

- a Keep to the LEFT HAND HALF OF THE PATH when there is passing traffic
- b Pedestrians have right of way providing they stay on the left hand half of the path when there is passing traffic
- c Pedestrians do not have to move off the left hand half of the path when they hear a cycle bell
- c Listen out for cycle bells. Cyclist ring bell to give adequate warning to pedestrians
- d When stopped move off the path promptly
- e Cyclist give maximum available clearance to pedestrians. Ride slowly when pedestrians are nearby.
- f All dogs must be on short leads at all times so they can be controlled.

Pedestrians who are aware that they are on a shared pathway are less likely to panic when they hear a cycle bell. They should also be happier that they do not have to take any evasive action if they keep to the left hand half of the path. Making them aware of their rights and obligations is a win win for all concerned and is not a subterfuge to allow bikes to go faster. Shared pathways imply an element of sharing. It is therefore important that pedestrians have some responsibility for the safety of path traffic and it is not left uniquely to the cyclists.

Cars travelling too close to cyclists on roads continues to be a worrying problem. The clearance rules need to be regularly advertised. Also a major safety issue is roundabouts where cycle lanes just disappear. The only choice for cyclists is to ride right in the centre of the lane because there is no possibility of a car and a cyclist sharing a ride around the roundabout. This is a major failing of state government policy by squeezing traffic at roundabout entrances and exits. Cars need to be told not to compete with cyclists on roundabouts.

The pathway along the shore at Fawcett street should be available to ridden bikes. This is because of the one way at Fawcett street. When travelling west I am forced to travel up the centre of River Street in the centre of town. This makes NO SENSE.

Changed bike route at East Ballina. The council chosen bike route along Bonview Street at East Ballina is very bad because of the large steep hills and the blind intersection of Lonergan Street with Bonview Street when cycles are travelling at high speed down the hills. A much better choice is along Douglas and Prospect Street. This is the route I use all the time as it is much flatter and much safer. The concrete path at the end of Prospect Street would need to be widened

Cyclists will choose to travel on the roads rather than on the shared pathways for several reasons. The main reason is broken glass, stones, and twigs and branches from local vegetation. Roads are cleaned of these threats by the passage of car tyres. On pathways the garbage just sits there sometimes for months at a time due to lack of path maintenance by the council. Regular sweeping of key vegetated paths will encourage their use. Broken glass is a more common hazard which cycle tyres CANNOT handle. Sand drifts on paths can also be there for weeks. MORE maintenance is required. Not all pathways need frequent maintenance. Those needing frequent maintenance are

- a along angels beach drive to links avenue
- b the riverside path
- c the underpass intersection area at Black Head
- d the beachside path at lighthouse beach and along thru shelley beach
- e the Ballina Heights path
- f the bridge underpasses under the fishery creek bridges famous for broken glass and rubbish

Cyclists will also travel on roads because of the actions of pedestrians and especially those with dogs. Having pedestrians accept some responsibility for path sharing will go a long way to changing the balance. Most dog owners have no idea that their little lap dog has the potential to cripple or kill a cyclist.

Most weeks I cycle 450km around the shire so I have a fairly accurate picture of the safety hazards and riding challenges. I am a member of the Ballina Masters Cycle club

My suggestions attempt to make better and fairer use of expensive council assets which I believe is urgent and not financially burdensome.

(Additional comments area over page)

Your Contact Details (if you wish to be contacted in regards to your feedback):

David Cowdery divec@ozemail.com.au

Please return your completed feedback form to Ballina Shire Council:

- Drop the survey into the Customer Service Centre, 40 Cherry Street Ballina
- Email the survey to carly@rossplanning.com.au
- Complete the online feedback form at www.ballina.nsw.gov.au

#16/88837

Joanne Cordery

From: Carly Prenzler <carly@rossplanning.com.au>
Sent: Monday, 24 October 2016 11:02 AM
To: Helen Carpenter
Subject: FW: Draft Ballina Bike Plan

Hi Helen,

Please see the attached submission for the draft Bike Plan.

Kind Regards

Carly Prenzler Senior Consultant
Monday, Tuesday and Wednesdays
(07) 3901 0730
carly@rossplanning.com.au



From: Jim Poulos [<mailto:pamio@bigpond.net.au>]
Sent: Thursday, 22 September 2016 11:16 AM
To: Carly Prenzler
Subject: Re: Draft Ballina Bike Plan

Carly,

1. Thank you for your below email. I have read the Draft Bike Plan online, and think that the plan is well prepared.
2. The part of the Draft Plan that interested me most (being a very regular pedestrian user on shared paths) was therefore that pertaining to paths.
3. Pages 69 and 70 of the Draft Plan was of high interest. Particularly as there always has been a total lack of shared path signage by the Ballina Shire Council.
4. I hope I did not overlook the mechanism anticipated to be used by Council to monitor the compliance with the (to be erected) signage on shared paths (specifically relating to "Warn When Approaching" signs). Please direct me to those provisions.
5. Also, please direct me to the provisions relating to penalties for non-compliance with the behavioural directions as set-out on the signage.

Thanks in anticipation of your reply.

Jim.
Jim Poulos
3 Hindmarsh Street,
BALLINA. 2478. N.S.W.

Phone: 02-6686 7711
Mble: 0413-087412
Email: pamio@bigpond.net.au

On 21 Sep 2016, at 10:52 am, Carly Prenzler <carly@rossplanning.com.au> wrote:

Ballina Shire Council is inviting comment on the Draft Ballina Bike Plan in September and October 2016. For the purpose of the plan, cycling includes cycling for recreation, commuting, touring, utility (i.e specific purpose like shopping) and for sport. It does however, exclude disciplines including BMX, mountain bike riding, and track cycling.

You are being contacted as you previously participated in the development of this draft Plan, through filling out a survey during Bike Week 2014.

The Draft Bike Plan sets out Ballina Council's priorities for creating a bicycle friendly environment within the Shire over the next 10 years. The Plan has four main areas of focus, including:

- Shared path connections within and between towns in the Shire,
- Safety for cyclists,
- Cycling support facilities, such as signs, lighting and bike parking areas; and
- Promotion of cycling in the community.

The Draft Plan includes a review of existing shared path networks and in Alstonville, Ballina Island, East Ballina and West Ballina, Cumbalum, Lennox Head, Skennars Head, Wardell, and Wollongbar. New shared paths are also identified in the Plan.

Council's vision is for a shared path bike network to connect towns in the Shire and key destinations, linking growth and urban centres, transit exchanges, open spaces, shopping centres and schools. The Draft Plan is a great opportunity help Council plan shared paths in Ballina Shire.

The Draft Bike Plan will be on public exhibition until Friday 14 October 2016. You can view the Plan at the following locations:

- Alstonville, Ballina and Lennox Head libraries,
- Ballina Council's Customer Service Centre, 40 Cherry Street, or
- Online at www.ballina.nsw.gov.au

You can submit comments on the Draft Plan using feedback forms returned to Council by post, handed in to the Ballina Council Customer Service Centre (c/- Helen Carpenter, Road Safety Officer), or using Council's online feedback link.

Community groups can also discuss the Draft Bike Plan at a drop-in session on Wednesday 5 October, Richmond Room, Regatta Avenue Ballina between 4.30pm and 6.30pm. For more information on the session, please contact Carly Prenzler, Ross Planning by email on carly@rossplanning.com.au or (07) 3901 0730.

Kind Regards

Carly Prenzler Senior Consultant
Monday, Tuesday and Wednesdays
(07) 3901 0730
carly@rossplanning.com.au

#16/88840

Joanne Cordery

From: Carly Prenzler <carly@rossplanning.com.au>
Sent: Monday, 24 October 2016 11:03 AM
To: Helen Carpenter
Subject: FW: Some further suggestions re cycling in Ballina Shire

Hi Helen,

Please see the attached submission for the draft Bike Plan.

Kind Regards

Carly Prenzler Senior Consultant
Monday, Tuesday and Wednesdays
(07) 3901 0730
carly@rossplanning.com.au



From: David Cowdery [<mailto:divec@ozemail.com.au>]
Sent: Monday, 26 September 2016 12:40 PM
To: Carly Prenzler
Subject: Some further suggestions re cycling in Ballina Shire

When serious road bike riders are travelling at their normal speeds, they are moving way too fast for using shared pathways. In an ideal world there should be an extension of say 1 metre wide of the sealed surface along the side of a selection of major roads. This would allow cyclists to avoid inconveniencing cars whilst significantly improving cyclist safety. The extra surface would have to be of similar smoothness to the main road surface to be of much use. I have seen bike paths alongside some roads (Evans Head) which are so rough that they are avoided by fast moving cyclists just for that reason alone. Many key roads such as Ross Lane and the Byron Bay to Ballina coast road lack this critically important feature and are actively avoided by most cyclists because of the danger. These road routes should be the most popular in the shire.

The serious question of how cyclists approach roundabouts is major safety issue. In my experience most rider injuries occur at roundabouts usually due to cars not giving right of way AND attempting or actually overtaking inside the roundabout. One solutions is to have signs at roundabouts in the shire stating "Do not overtake cyclists on the roundabout" and/or "Give way to cyclists on roundabouts". The danger at roundabouts is deadly serious and the most feared experiences on the roads are the artificially narrowed passages at roundabouts. This matter really does require attention. The RMS also need to be told in clear terms that their road narrowing policy at roundabouts will sentence many cyclists to injury or death. They need to act to reduce this needless and pointless bureaucratic idiocy. Perhaps the "Give way to cyclists on roundabouts" could be a future RMS publicity campaign!!!

The RMS also needs to clearly state to vehicle users that if they cannot safely pass cyclist with the required legal clearance, that they must be prepared at all times TO SLOW DOWN AND WAIT UNTIL IT IS SAFE. This message has failed to penetrate and needs to be the subject of repeated publicity campaigns.

Thank you for the opportunity to contribute David Cowdery

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#16/88841



Draft Ballina Shire Bike Plan Feedback Form

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- Key destinations that are currently difficult to get to by bike for commuting or utility
- Specific cycling infrastructure improvements for your local community
- Ways to encourage cycling and cycling safety in the community

Please provide your comments below. If you would like to receive a response on your submission, please also include your contact details. Please note: your feedback will be treated as a public document and may be printed in Council's meeting agendas and made available to the public. If you want your feedback to remain confidential, you will need to provide reasons for doing so.

I strongly suggest Council consider extending the existing bike path route north of Lennox Head to be made accessible to residents of Fig Tree Hill Drive, Sanctuary Village and the surround houses.

These areas receive little focus from Council - we have no kerb and guttering and poor street lighting - yet our rates are just as high as the town dwellers. I realise we are out of the village proper - but I feel that we are, at times, forgotten.

Providing a shared cycle/ pedestrian path , perhaps on the western side of the Coast Road will at least provide safe bicycle and pedestrian access to the village for the growing number of casual cyclists and motorized wheelchair users, and reduce car use and improve public health outcomes.

A crossing point could be made at the junction of Coast Road and Byron Street. (and I hope this intersection will become a roundabout for safety and traffic reasons!)

But at the moment, to ride a bicycle along the coast road is dangerous due the speed of cars (80 km zone) and the narrow shoulder of the road. I rode in Sydney traffic, yet this is much more fraught.

Does a cyclist have to die before Council sees the benefit of being both safe and egalitarian by extending cycle path north of Lennox Head to include these often overlooked members of the rate paying community ?

How nice it would be if the children of Fig Tree Hill Drive, for instance, could make use of the proposed bike track to be built in the village from the bottom of Fig Tree Hil, and for the older residents of Sanctuary Village to have a safe walking or scooter/ bike path to the village

I feel very strongly about this for safety, community health, public amenity and equality of services provided by the Council

(Additional comments area over page)

Your Contact Details (if you wish to be contacted in regards to your feedback):

Martin Corben

0419992368

corben.martin@gmail.com

44 Fig Tree Hill Drive, Lennox Head

Please return your completed feedback form to Ballina Shire Council:

- Drop the survey into the Customer Service Centre, 40 Cherry Street Ballina
- Email the survey to carly@rossplanning.com.au
- Complete the online feedback form at www.ballina.nsw.gov.au

#16/88824

Joanne Cordery

From: Carly Prenzler <carly@rossplanning.com.au>
Sent: Monday, 24 October 2016 10:58 AM
To: Helen Carpenter
Subject: FW: Ballina Shire Council Cycle Plan

Hi Helen

Please see below for submission received in relation to the draft Bike Plan.

Kind Regards

Carly Prenzler Senior Consultant
Monday, Tuesday and Wednesdays
(07) 3901 0730
carly@rossplanning.com.au



From: martin.corkery12@gmail.com [<mailto:martin.corkery12@gmail.com>]
Sent: Thursday, 13 October 2016 4:54 PM
To: Carly Prenzler
Subject: Ballina Shire Council Cycle Plan

Dear Carly,

The Ballina Chamber of Commerce and Industry (the Chamber) congratulates the Ballina Shire Council on the development and production of the Cycle Plan now on exhibition. The Chamber regards the development of user friendly cycle paths as part of the needed infrastructure for the Ballina Shire.

The safety and the perception of safety has been identified by the community as being important by respondents to the survey undertaken by the Council. Therefore it is critical that where possible cyclists and motorists are separated.

That being said the Chamber would request the Council to reconsider the proposed section of path between Skennars Head Road to the Pat Morton lookout. The Chamber makes the following comments on this proposed section:

- Map 8 on page 39 of the plan proposes a shared path along the eastern side of the Coast Road between Skennars Head Rd and the Pat Morton Lookout;
- At some point cyclists will be required to cross the Coast Road. It is not clear where that is proposed around the Skennars Head Road the Coast Road intersection;
- The coast road is a very busy section of road which cyclists will be required to cross;
- The Chamber assumes the Council has decided not to include the proposed cycle path with the coastal walking track. The Chamber submits the inclusion of the proposed section of path should be included in the walking track. This would provide a safer and more scenic path for cyclists;
- Lastly this section of bike path forms part of the NSW Coastal Cycleway –Premier's Council for Active Living NSW project. The Chamber submits a safer and again more scenic option for cyclists would be a section of path away from the Coast road.

If the Council wishes to discuss this further, please contact Martin Corkery on 0419664527.

Kind regards

Martin Corkery
Vice- President
Ballina Chamber of Commerce and Industry

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#16/91575

P. O. Box 48
Ballina, 2478

25/10/16

Att: Helen Carpenter
Road Safety Officer
Civil Services Group
Ballina Shire Council
P. O. Box 450
Ballina, 2478

Dear Ms Carpenter,

Re: Ballina Bike Plan submission 2

Thank you for reviewing some of the initial plans.

As you have confirmed, there does appear to be an inconsistency, being:

- Original plan for on-road path (with signage) from Overpass East Ballina, along Silver Gull and The Terrace, to connect with shared path off The Terrace and round to Angels Beach Drive shared path.
- Current promo maps for a shared path from Overpass along Silver Gull and The Terrace, to connect with shared path off The Terrace and round to Angels Beach Drive.

Our preference is also for the original on-road path from the Overpass East Ballina, along Silver Gull Drive and The Terrace, to connect with shared path off The Terrace and round to Angels Beach Drive shared path.

This means that the original plan for an on-road path would be our preferred option and that the EB1.1 option in the Draft Bike Plan is not preferred/ required, resulting in cost saving and improved visual amenity.

We also refer to the use of the name 'Coastal Recreational Path Ballina to Lennox Head'. This path aligns closely to the old Sand Mining Road from the Underpass Angels Beach to Pat Morton Lookout.

Up until September 2009, the Coastal Recreational Path was known as the 'Coastal Cycleway Ballina to Lennox Head', followed by Council staff's Coastline Shared Path Project which named it the 'Coastal Walk'. In December 2011, Councillors introduced the current name, **Coastal Recreational Path**. The different path names appear to have created some confusion regarding purpose and, in fact, concept. It is important for staff and consultants to use the correct terminology when referring to the Coastal Recreational Path.



Please note the following:

- 23 June 2016 – Ordinary Meeting – Session 5 – 13.3 Bike Plan, senior staff apology for Coastal Recreational Path omission between Chainage 0 and Chainage 450m.

This Coastal Recreational Path correction needs to better reflect the approved plans and actual route between chainage 0 to 285ms, as the path is shown over shooting chainage 140 on The Coast Road. This is not the actual approved route.

- 13.5 28 July, 2016, Notice of Motion – Draft Ballina Bike Plan – Beachfront Parade, (280716/8) resolved the following:

“That Council amend the Draft Ballina Bike Plan to exclude the proposed shared pathway proposed for Beachfront Parade and that Council remove the Beachfront Parade footpath from the PAMP.” East Ballina and Skennars Head cycling environment plan needs to be updated accordingly.

Specifically:

- Original Bike Plan (August – September 2016) map, page 41 – Skennars Head Cycling Environment. Remove red line representing proposed shared path Beachfront Parade as per notice of motion July 28. Also correct blue dots (existing on-road) to red line (proposed shared path) representing the Coastal Recreational Path to accurately reflect the approved plans.
- Original Bike Plan (August – September 2016) map, Page 38 – East Ballina Cycling Environment. Correct the Coastal Recreational Path to better reflect the approved plans and actual route between chainage 0 to 285ms as this path is shown over shooting chainage 140 on The Coast Road. This not the actual approved route.
- Skennars Head’s cycling environment etc. map (maps with Recommendations.pdf). This map leaves the community with a great big hole in the approved Coastal Recreational Path (Chainage 0 to 450ms, at Angels Beach), with its substitute being a shared path on Beachfront Parade. It leaves us wondering who originally instigated this big gap and why this map was not amended before going Public.

We draw your attention to a **total 234** individual letters sent to Ballina Shire Council (Fuller & Jackson 1/07/2016,) showing strong and passionate support for “We do not need a second shared path along Beachfront Parade footpath and common sense needs to prevail”. The letters of support come from the broader community (**187**) not just specifically Beachfront Parade residents & owners (**47**). Regarding 23 June 2016 – Ordinary Meeting (above) the

Coastal Recreational Path needs to be corrected with reinstatement of the missing 450 metres of CRP (blue line).

Regarding 13.5 July 28, 2016, Notice of Motion (above) – amend the Draft Ballina Bike Plan to exclude the proposed shared pathway proposed for Beachfront Parade and that Council remove the Beachfront Parade footpath from the PAMP.

- East Ballina Cycling Environment etc., (maps with Recommendations.pdf). EB1.10 New on-road connection – Bayview Drive (description is very confusing). This is to be sign-posted from the exit of the existing shared path at Barwen Street to the existing shared path at The Coast Road underpass . The Shelly Beach Road section should form an extension of the Coastal Recreational Path and signaged accordingly. This section should create continuity for both bike riders and walkers from the existing shared path at North wall to the Coastal Recreational Path to Pat Morton Lookout Lennox Head. **Any service path signage should not detract from the more direct, continuous Coastal Recreational Path Ballina to Lennox Head.** Failure to do so would contravene Councillors' and the community's intentions and the original concept.

In regards to research methodology, sample sizes, results/outcomes, minutes etc., can you provide more detailed information regarding each of the following as what you have supplied (below) is insufficient?

- Community survey promoted through media release and on council's website – 101 responses received. Note: (I have received these survey results)
- Bike week drop-in session for residents – over 60 riders
- Alstonville drop-in session at the weekend markets – 33 residents discussed the plan with us
- School surveys – ten schools across the Shire
- Discussions with Council's reference groups and committees
- Promotion of the drop-in sessions and survey through local bike retailers and key stakeholders

Please feel free to contact David Fuller if you need any further information.

Thank you

Yours sincerely

David Fuller

A handwritten signature in cursive script that reads "David Fuller".

Robyn Driscoll

A handwritten signature in cursive script that reads "Robyn Driscoll".

BEACHFRONT PARADE DUNE CARE GROUP