



Notice of Local Traffic Committee Meeting

a Local Traffic Committee Meeting will be held in the Ballina Shire Committee Room, 40 Cherry Street, Ballina on **Wednesday 13 December 2017 commencing at 10.00 am.**

Business

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

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

John Truman
Group Manager
Civil Services

Table of Contents

1.	Attendance & Apologies	3
2.	Minutes of Previous Meeting.....	3
3.	Deputations by Members of Public or Councillors.....	3
4.	Summary Report - Recent Decisions of Council in Response to LTC Recommendations.....	3
5.	Items to be Referred to Council	3
6.	Items Referred to General Manager's Delegate.....	4
6.1	Request by Ballina Bicycle Club to Conduct Cycle Races During 2018	4
6.2	Proposed Taxi Zone - Pacific Parade, Lennox Head	9
6.3	Parking Restrictions - Rayner Lane, Lennox Head	10
6.4	Pedestrian Crossings - Crane Street, Ballina	13
7.	Items for Traffic Engineering Advice	17
7.1	Parking Arrangements - William Street, Lennox Head	17
7.2	Proposed LOADING ZONE – 12 Shelly Beach Road, East Ballina (Belle General)	22
7.3	Proposed Parking Resrtrictions - Ballina Airport Approaches	28
8.	Information for the Committee	33
8.1	Pedestrian Access Mobility Plan Update	33
8.2	Schedule of Outstanding Resolutions	35
9.	Regulatory Matters on Classified Roads (GM's Delegate)	41
10.	Items Without Notice.....	41
11.	Next Meeting	41

1. Attendance & Apologies
 2. Minutes of Previous Meeting
 3. Deputations by Members of the Public or Councillors
 4. Summary Report – Recent Decisions of Council in Response to LTC Recommendations
 5. Items to be Referred to Council
-

1. Attendance & Apologies

2. Minutes of Previous Meeting

A copy of the Minutes of the Local Traffic Committee Meeting held on Wednesday 11 October 2017 were distributed with the business paper.

RECOMMENDATION

That Council confirms the Minutes of the Local Traffic Committee Meeting held on Wednesday 11 October 2017.

3. Deputations by Members of Public or Councillors

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

Nil Items

5. Items to be Referred to Council

Nil Items

6.1 Request by Ballina Bicycle Club to Conduct Cycle Races During 2018

6. Items Referred to General Manager's Delegate

6.1 Request by Ballina Bicycle Club to Conduct Cycle Races During 2018

Introduction

Ballina Bicycle Club has lodged an application to hold bicycle races in two locations during 2018, an event on River Drive to Wardell on Saturdays has previous approval and new event on Hinterland Way/Alcorn Road on Sundays.

Information

The Ballina Masters Cycle Club has been amalgamated with the newly formed Ballina Bicycle Club (formerly Northern Rivers Cycling Club).

The Masters Club gained the Committee's approval to conduct races on River Drive on Saturday afternoons between South Ballina and Wardell during 2015 – 2017. The Ballina Bicycle Club is applying for a continuation of these races in 2018. The Club also wish to conduct a new event on Hinterland Way/Alcorn Road on Sunday mornings.

The River Drive event would be between 2:30 and 4:30 pm on Saturday afternoons. The events will take place between one kilometre south of South Ballina Road and the intersection with Byron Street, East Wardell. The configuration may be a loop from Empire Vale to Wardell or the longer distance from south of South Ballina Road, depending on roadworks constraints.

The other event would be on Sundays from 7.00am to 10.00 am. The route is shown on an attachment to this report.

Events will not be held every Saturday and Sunday at both locations. The club envisages that events will be held at each location on alternate weekends followed by a weekend when the club participates at other club venues in the region.

Also possibly once a month the club will host visiting riders from other regional clubs which will boost numbers racing on these occasions. The club advises "It is envisaged that there could be as many as 30 - 50 cyclists during these events as other affiliated Clubs, Byron Bay Cycling Club, Murwillumbah Cycling Club and Potentially Gold Coast Cycling Club members could compete. However, on average it is expected that the number of competitors would be 10 – 20.

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


RECOMMENDATIONS

That the Committee support

1. Approval of the Ballina Bicycle Club to conduct bicycle races along River Drive from one kilometre south of South Ballina Road to East Wardell and return between 2:30 pm and 4.30 pm on Saturdays throughout 2018, subject to the events being conducted in accordance with the event management plans included in the application and current public liability insurance of \$20M.
2. Approval of the Ballina Bicycle Club to conduct bicycle races along Hinterland Way and Alcorn Road as shown on the attachment to this report between 7.00 am and 10.00 am on Sundays throughout 2018, subject to the events being conducted in accordance with the event management plans included in the application and current public liability insurance of \$20M.
3. Approval of the event continuing in 2019 and 2020 subject to annual submission to Council staff of evidence of current insurances and a statement that traffic management, safety arrangements, routes and times etc. will not vary from the original application.

Attachment(s)

1. River Drive Route
2. River Drive Course
3. Letter of Support



BMCC Double Loop

<https://www.strava.com/routes/10020805>

24.3 km

Distance

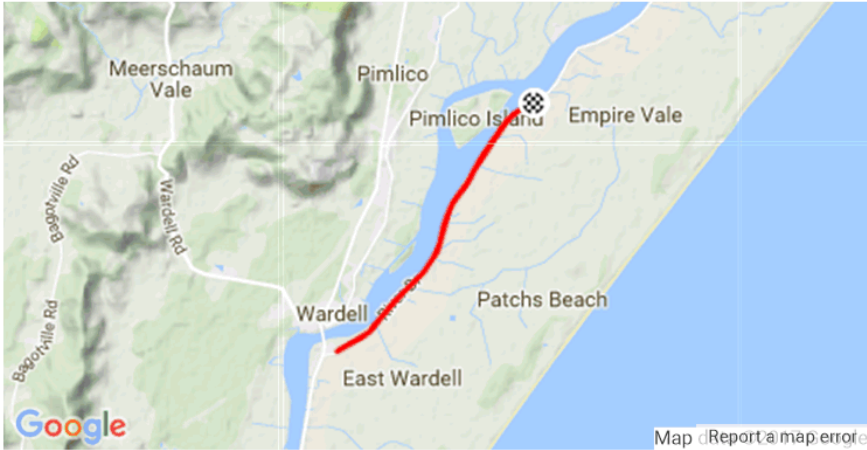
32 m

Elevation Gain

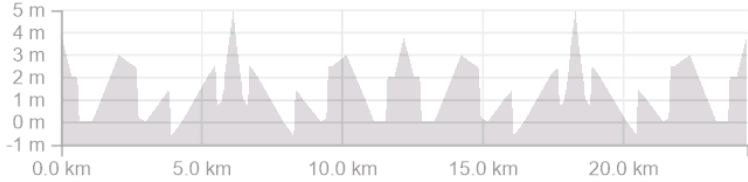
Road

Ride Type

Est. Moving Time: 59:40



Map dReport a map error



Route recommendations may be incomplete and/or inaccurate and may contain sections of private land and/or sections of terrain that could be challenging or hazardous. Always use your best judgement about the safety of road and trail conditions and follow traffic and property laws. Est. Moving Time based on your avg speed of 24.5 km/h over last 4 weeks

DIRECTION	DISTANCE (kilometers)
Proceed onto River Drive	0.0
Proceed onto River Drive	6.1
Proceed onto River Drive	12.1
Proceed onto River Drive	18.2
Arrive at Finish	24.3



The General Manager
Ballina Council

13 November 2017

Dear Sir

I write in support of the bicycle events proposed by Bicycle Bicycle Club

The Macadamia Castle is an ideal place to stage these events.

It fits perfectly with our family friendly, low environmental impact outside activity philosophy.

We have the facilities an event such of this requires such as easy access, parking, under cover areas and toilets. It operates in our normal operating hours and being a quiet event should not create any issues for neighbours who are normally very supportive of our activities.

The proposed times are very quiet traffic times.

The proposed times are also our quiet times and will not place undue burden on our facilities or staff.

I am sure that this event will attract riders and observers from around the area including many from outside Ballina Shire

I offer this event my complete support and look forward to its approval by council

Tony Gilding
Owner



The Macadamia Castle

419 Hinterland Way Knockrow NSW 2479 Australia
T: 02 6687 8432 F: 02 6687 8669 E: tonyg@macadamiacastle.com.au W:
www.macadamiacastle.com.au

6.2 Proposed Taxi Zone - Pacific Parade, Lennox Head

6.2 Proposed Taxi Zone - Pacific Parade, Lennox Head

Introduction

Ballina Taxis have been advised that the current arrangement for picking up patrons near the Lennox Head Hotel is not acceptable and they request a formal TAXI Zone.

Information

Ballina Taxis have advised:

“On Friday and Saturday nights Ballina Taxis have drop off and pickups at Lennox Beach Hotel largely from 6pm to 2am. We have been advised by Ballina Police that if we continue to park on road way which is dangerous to pedestrians and other road users that the drivers will be fined approx \$300.

Ballina taxis are requesting that Ballina Council consider a taxi zone in the parking bay in front of hotel across the road as our drivers need to be seen by security, for safety to drivers and patrons. This bay would fit up to 3 vehicles between times 6pm and 2am. Taxi zones are very limited in Lennox Head and pickup in main street can be quiet difficult especially in peak times. If possible could Ballina Council please consider more taxi zones in Lennox Head.”

The suggested location of the TAXI Zone is a three vehicle angle parking indent on the east side of Pacific Parade, across the road from the Hotel.

It is understood that the principal time problems occur for the taxis between 6.00pm and 2.00am on Friday and Saturday nights.

RECOMMENDATION

A three vehicle TAXI zone be provided in the indented angle parking bay on the east side of Pacific Parade, Lennox Head across the street from the Hotel and be operational 6.00pm to 2.00am Friday and Saturday night.

Attachment(s)

Nil

6.3 Parking Restrictions - Rayner Lane, Lennox Head

6.3 Parking Restrictions - Rayner Lane, Lennox Head

Introduction

The Rangers are having difficulties in enforcing the NO PARKING Zone on the west side of Rayner Lane, Lennox Head.

Information

Rayner Lane is at the rear of the Lennox Head shops and services the rear entrances of CBD businesses on the west and a variety of residences and medium density housing on the east (beach) side. Most of the west side of Rayner Lane Lennox Head has a NO PARKING restriction to minimise congestion in the lane.

The Rangers advise there is widespread non-conformance with the NO PARKING zone by tradespersons vehicles and difficulty in enforcement due to the signage being removed and obscured by fences and vegetation.

Converting to a NO STOPPING zone indicated by yellow line has been suggested as an option that is more visible and easier to enforce.

RECOMMENDATION

The existing NO PARKING ZONE on the west side of Rayner Lane, Lennox Head be converted to a NO STOPPING ZONE indicated by yellow lines.

Attachment(s)

1. Rayner Lane Sign
2. Rayner Lane Parking





6.4 Pedestrian Crossings - Crane Street, Ballina

Introduction

The Principal of Ballina Public School has requested the existing pedestrian crossing in Crane Street east of Martin Street, be relocated to the west side of Martin Street.

Information

The Principal of Ballina Public School has advised:

“The other matter, which may involve the Traffic Committee, is the location of the crossing in Crane Street. As you are aware Ballina Public School occupies two sites straddling Martin Street. While the Martin Street crossing is still intensely used by students accessing computers, Aboriginal Programs and After School Care, the crossing across Crane Street is almost redundant as all Ballina Public School students classrooms are on the West Site. The East Site is now predominately used by Distance Education.

All families and students including those moving from the bus interchange and from St Francis Xavier to and from Before and After School Care cross Crane Street from the north with no crossing at all, often darting out between vehicles. Carers, parents and teachers can find it difficult to supervise groups of children in these circumstances and the situation is unnecessarily very dangerous. We are requesting the Crane Street crossing be moved across the intersection to in front of our main office where Council has recently constructed a new path directing pedestrians.”

RMS practice for numerical warrants for Pedestrian (Zebra) Crossings is:

- “i) Normal Warrant:
A pedestrian (Zebra) Crossing is warranted where:-
In each of three separate one hour periods in a typical day
(a) the pedestrian flow per hour (P) crossing the road is greater than or equal to 30
AND
(b) the vehicular flow per hour (V) through the site is greater than or equal to 500
AND
(c) the product PV is greater than or equal to 60,000
- ii) Reduced Warrant for sites used predominantly by children and by aged or impaired pedestrians.
If the crossing is used predominantly by school children, is not suitable site for a Children’s Crossing and in two counts of one hour duration immediately before and after school hours:-
(a) $P \geq 30$
AND
(b) $V \geq 200$
A pedestrian (Zebra) Crossing may be installed.

6.4 Pedestrian Crossings - Crane Street, Ballina

If at least 50% of pedestrians using the crossing are aged or impaired and for each three one hour periods in a typical day

(a) $P \geq 30$

AND

(b) $V \geq 200$

AND

(c) $PV \geq 60,000$

A pedestrian (Zebra) Crossing may be installed

iii) Special Warrant:

In certain circumstances where:-

(a) $PV \geq 45,000$ (but less than 60,000)

AND

(b) $P \geq 30$

AND

(c) $V \geq 500$

then consideration can be given to a potential pedestrian crossing site.

In such circumstances, council should justify why this location is in need of special consideration.”

Traffic and pedestrian counts of the two sites (east and west of Martin Street) were carried out 5 December 2017 and are tabulated below.

Existing Crossing East of Martin Street					
Time	Pedestrians				Vehicles
	School Children	Aged or impaired	Other	Total Pedestrians	
8:30 – 9:30 am		7	12	19	62
12:30 – 1:30 pm			5	5	41
3.00 – 4.00 pm	5	3	15	23	74
Site does not meet normal, reduced or special warrant for Pedestrian Crossing					

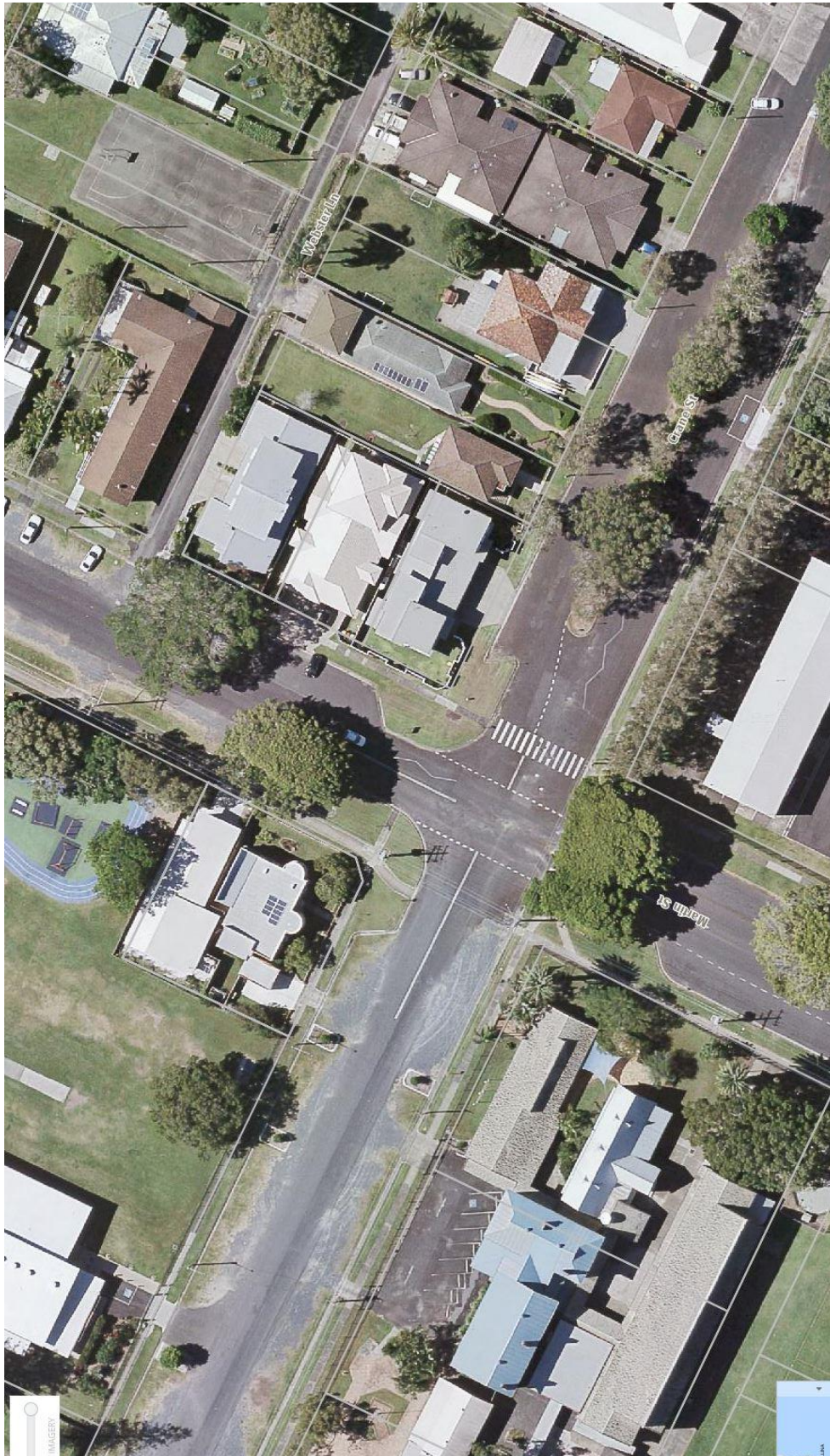
Proposed Crossing West of Martin Street					
Time	Pedestrians				Vehicles
	School Children	Aged or impaired	Other	Total Pedestrians	
8:30 – 9:30 am	7	6	9	22	154
12:30 – 1:30 pm		1	15	16	42
3.00 – 4.00 pm	47	7	27	81	163
Site does not meet normal, reduced or special warrant for Pedestrian Crossing					

RECOMMENDATIONS

1. As there is not a warrant for a proposed pedestrian crossing in Crane Street Ballina, west of Martin Street, the Principal of Ballina Public School be advised a pedestrian crossing will not be provided at that location.
2. As there is not a warrant for the existing pedestrian crossing in Crane Street Ballina, east of Martin Street, the crossing be removed.

Attachment(s)

1. Crane Street Crossing



7. Items for Traffic Engineering Advice

7.1 Parking Arrangements - William Street, Lennox Head

Introduction

The parking arrangements at William Street, Lennox Head were determined by Council and the Committee in 2012. A number of residents are reported to be requesting changes to these arrangements.

Information

Residents have requested that Council reconsider its 2012 position and provide for safer movements for pedestrians on William Street, Lennox Head.

Council considered the following options in March 2012:

“Options

The following options are provided for Council’s consideration.

1. *Install the Barrier Kerb*
This option would assist in formalising parallel parking at this location. As indicated in the above information, the works are not considered a priority and there are no funds allocated to support the project at this time.
2. *Maintain the Status Quo.*
This option maintains the response to the original concerns of the residents in respect of the nose in parking and its impacts on pedestrian safety. The disadvantage of this is that it is difficult for Council officers to enforce the parking controls. However, as is the case with enforcement generally, regular patrolling and infringement will result increased compliance.
3. *Revert to the original parking arrangements (remove the parallel parking control).*
This option removes the compliance issue associated with option two. It does not address the concerns of residents who are advocating for improved pedestrian safety at the location.

As this option includes a change to regulatory parking controls, it would be necessary to seek the concurrence of the Local Traffic Committee. It is expected that if this was the preferred direction of the Council, the LTC concurrence would be achieved.

When this issue first came to the attention of Council officers they were satisfied that having regard to the lack of accident history, the satisfactory nature of the road geometry, and the traffic and pedestrian volumes that it was not necessary to amend the parking controls or provide an engineering solution. Looking for a compromise solution to assist in addressing the concerns of the residents, the parallel parking option was supported on the basis that while it was unnecessary, it was an acceptable technical alternative.

7.1 Parking Arrangements - William Street, Lennox Head

Reverting to the original parking arrangements is an option for the Council. This is particularly so as the bollards have now been provided on the southern side of the street, thereby providing safe access. Having regard to the technical assessment of this matter, setting aside the PAMP priority program, Option One, is not a recommendation that staff are able to support.

Option Two is not preferred because it maintains the confusion at the site and this will result in issues for the owner of the café and Council's rangers as they manage these parking controls.

Whilst Option Three will not be supported by the residents holding the concerns about the amenity and safety of pedestrians, the advice to Council is that the original arrangements are satisfactory from a technical perspective. The performance of this option can be monitored by staff to ensure that this assessment remains current. Therefore this option forms the recommendation to Council for this matter."

Council Resolved:

**"11.3 Traffic Management - William Street, Lennox Head
220312/19 RESOLVED**

(Cr Sharon Cadwallader/Cr Susan Meehan)

That having regard to the contents of this report including the issues for parking control enforcement at this location, and that Council has an adopted priority program for improvements to pedestrian facilities, the Council seek the concurrence of the Local Traffic Committee to a proposal to revert from parallel parking to nose in parking in the relevant sections of William Street, Lennox Head.

FOR VOTE - All Councillors voted unanimously."

Currently nose in angle parking consumes the entire northern verge of William Street adjacent to the café near the corner of Pacific Parade. On the opposite, southern side of William Street, bollards have been placed to prevent cars consuming all of this verge and a narrow corridor is available for pedestrians adjacent to the property boundary. William Street generally has a centre bitumen seal with no constructed kerb and gutter to definitively define the demarcation between road and verge. The verge is mostly grassed with no constructed footpaths.

The matter may be resolved if this area of William Street is reconstructed under Council's works program, however this is a matter for Council's works priorities.

RECOMMENDATION

The Committee's advises that William Street, Lennox Head parking arrangements will not be amended at this time, however this will be reviewed if the area is scheduled for reconstruction in Council's works program.

Attachment(s)

7.1 Parking Arrangements - William Street, Lennox Head

1. William Street North
2. William Street South





7.2 Proposed LOADING ZONE – 12 Shelly Beach Road, East Ballina (Belle General)

7.2 Proposed LOADING ZONE – 12 Shelly Beach Road, East Ballina (Belle General)

Introduction

The Belle General owners have requested provision of a LOADING ZONE near their café. The Committee deferred this matter item pending feedback from the business owner and residents. The feedback is presented in this report.

Information

At the LTC Meeting Held 9 August 2017, the Committee Recommended:

“The Committee deferred the item pending feedback from the business owner and residents of Shelly Beach Road affected by the proposal to provide a time limited LOADING ZONE in Shelly Beach Road adjacent to the Belle General Cafe at 12 Shelly Beach Road, East Ballina.”

The owners were contacted to arrange an on-site meeting to discuss the location and operating times of the proposed LOADING ZONE. The meeting took place 22 September. The proposed location was immediately in front of the café for a two car length zone immediately south of the driveway to the north of the Café. The proposed operating times are from 7.00am to 12.00 noon.

A letter (see attachment) was circulated to owners and residents in the locality to determine their views on the proposed Loading Zone:

The following table is a summary of responses:

Submission	Issues raised	For or Against
1. Submission from two residents	<ul style="list-style-type: none">• Residents of 2-14 will have impaired vision from driveways• Displaced customer's vehicles will move to other residential areas and impact on amenity of residents• Trucks will be dangerous for people crossing the road• The proposed loading zone provides parking for residents and visitors for all tenancies in the strata building. It should not be reserved for one tenancy only.• The Loading Zone is unnecessary on weekends• Other restaurants are not provided with Loading Zones• If a loading zone must be provided it should be on the east side of the road.	Against
2. Submission from one resident	<ul style="list-style-type: none">• Neighbours of Belle General suffer from noise and congestion• A lot of customer and delivery truck traffic is	For

7.2 Proposed LOADING ZONE – 12 Shelly Beach Road, East Ballina (Belle General)

	<p>generated</p> <ul style="list-style-type: none"> The loading zone would be a good start toward a traffic management strategy involving angle parking on Shelly Beach Dr, making Norfolk Ave no entry from Shelly Beach Rd etc 	
3. Submission from two residents	<ul style="list-style-type: none"> Parking problems for everybody in Shelly Beach Rd surrounding the Belle General Neighbours park their own cars, boats, trailers, plants outside their properties to protect their parking area The loading zone will force the above problems further down Shelly Beach Road Belle General deliveries are presently staggered throughout the day so 7am to 12 noon is not practical, and will be a problem for upstairs tenants, employees visitors Council garbage trucks, the Belle bin and local bus all double park outside the Belle, why not Belle delivery trucks Delivery trucks could deliver via easy parking at rear reserve area 	Against
4. Submission from two residents	<ul style="list-style-type: none"> No problems with loading zone on either side of the road but there will still be huge problems on Norfolk Ave Norfolk Ave should be one way down the hill 	For
5. Submission from one resident	<ul style="list-style-type: none"> Parking for residents in Shelly Beach Rd is already at a premium do not agree with loading zone for Belle General Why is it proposed from 7am when trading begins at 8am? Is 5 hours necessary? Why not weekdays only? 2-3 hours would be more suitable weekdays only. Unacceptable to have noise from trucks at 7am The existing post box would conflict with loading zone and there is a bus stop in front of 14 Shelly Beach Rd. Exiting driveway of No. 14 is dangerous and would be worse with trucks in front of Belle General 	Against
6. Submission from one resident	<ul style="list-style-type: none"> Loading zone should be reduced in length from 11m to 7.5m commencing at driveway entrance The delivery vans are usually not much larger than a standard car and 7.5m would be ample Making the full width of the property loading zone would further aggravate residential neighbours 	Against two car length but For a reduced length to 7.5m
7. Jane Waddell	<ul style="list-style-type: none"> Suggest it should stop at 10am not 12 noon as there are not many obvious deliveries at this time The volume of traffic around this café is minimal and has not impinged on me. I do not attend this café nor support it in any way. 	Want reduced time to 10 am

The survey indicates a range of views on the LOADING Zone proposal with some residents for and some against and some desiring a shorter operational time.

The proposed site is also compromised to some extent by an existing Mail Box which is the subject of NSW Road Rule 199:

7.2 Proposed LOADING ZONE – 12 Shelly Beach Road, East Ballina (Belle General)

“199 Stopping near a postbox

- (1) *A driver must not stop on a road within 3 metres of a public postbox, unless the driver:*
- (a) is dropping off, or picking up, passengers or mail, or*
 - (b) stops at a place on a length of road, or in an area, to which a parking control sign applies and the driver is permitted to stop at that place under these Rules.”*

Subclause (b) might be construed so that a “parking control sign” in the form of a LOADING ZONE” could be provided to include the post box, thus enabling delivery trucks to occupy that space for intermittent periods. The emptying of the post box has been observed and it seen to be emptied by a person on a post office motor bike and accessed the post box from the footpath (not the road). It would seem therefore that a LOADING zone including the post box would not significantly impede emptying of the mail box.

RECOMMENDATION

The Committee provide Traffic Engineering Advice on this matter.

Attachment(s)

1. Belle General 1
2. Belle General 2
3. Belle General 3

7.2 Proposed LOADING ZONE – 12 Shelly Beach Road, East Ballina (Belle General)



7.2 Proposed LOADING ZONE – 12 Shelly Beach Road, East Ballina (Belle General)



7.2 Proposed LOADING ZONE – 12 Shelly Beach Road, East Ballina (Belle General)



7.3 Proposed Parking Resrtrictions - Ballina Airport Approaches

7.3 Proposed Parking Resrtrictions - Ballina Airport Approaches

Introduction

The increase in the numbers of parked vehicles on Southern Cross Drive on the approaches to the airport is causing a number of safety concerns.

Information

The introduction of paid parking at the Ballina Airport and the airport's increasing popularity has caused a dramatic increase in the informal parking of on the section of Southern Cross Drive between the Airport and Council's Depot and on the access road to General Aviation Hangers.

In the vicinity of the depot, parked vehicles are causing reduced sight distance for vehicles exiting the depot and are compromising the ability of northbound vehicles to pass on the left of vehicles turning right into the depot. After a site inspection and having regard to the taper on Southern Cross Drive to accommodate left passing vehicles, it is proposed to recommend NO STOPPING Zone yellow lines for the depot entrance and 60 m each side of the entrance on Southern Cross Drive.

Airport management advise that the practice of informal parking on Southern Cross Drive and the Council Depot and on the access road to the General Aviation hangers is resulting in a significant volume of luggage laden pedestrians walking from their parked cars to and from the airport terminal along the Southern Cross Drive roadway. These people are walking on the roadway (rather than the grassed verge) because there is no paved footpath along Southern Cross Drive linking to the airport terminal, and wheeling luggage on unpaved surfaces is very difficult.

The presence of luggage laden pedestrians on the roadway is considered to be dangerous for pedestrians, particularly at night.

It is has been proposed that the NO STOPPING Zone be extended in accordance with the dashed yellow lines on the attached aerial photo (existing NO STOPPING and Restricted parking Zones are shown in solid lines).

Airport staff are extremely concerned that unless the informal parking on airport approaches is prevented, there may be serious safety risks for vehicle crashes with luggage laden pedestrians. As an example, the following is a report by airport staff of an incident in September *"I saw a lady almost get hit by a car on the blind corner at the Waste Centre Entrance on Sunday 24/9/17. She was wheeling 2 suitcases on the road (Southern Cross Drive), I was following a vehicle that had to swerve across the road to miss her."*

Extension of NO STOPPING zones should minimise the safety hazard for pedestrians walking with wheeled luggage on the road to the airport, however there is a risk that parking and associated pedestrian issues will shift to just beyond the extended restricted area.

RECOMMENDATIONS

1. The Committee support the provision of NO STOPPING zone yellow lines along both sides of Southern Cross Drive for approximately 60 m either side of the Council Depot access.
2. The Committee consider supporting the extension of NO STOPPING zone yellow lines on Southern Cross Drive and the General Aviation Hanger Access Road generally as per the dashed yellow lines on the aerial photo attached to this report.

Attachment(s)

1. Airport Access Aerial
2. General Aviation Access Road
3. Pedestrian on Airport Access

7.3 Proposed Parking Restrictions - Ballina Airport Approaches







8.1 Pedestrian Access Mobility Plan Update

8. Information for the Committee

8.1 Pedestrian Access Mobility Plan Update

Introduction

Council is developing a new Pedestrian Access and Mobility Plan (PAMP).

The PAMP will identify footpath planning needs including connections, crossings and refuges, line marking, ramps and other fixtures (such as lighting and signage).

Submissions to the PAMP are subject to assessment and prioritization. The information is used to create a works schedule for footpaths for the Shire, and to attract funding to implement the PAMP.

A Draft PAMP was completed in September and included 86 prioritized projects for implementation from 2018/19 to 2026/27. The Draft PAMP was approved for public exhibition by Council on 28 September 2017.

Information

The Draft PAMP was on public exhibition from 25 October to 24 November 2017.

Copies of the Draft were available on the council website, at the Council's Customer Service Centre (Cherry Street), and at the Lennox Head, Alstonville and Ballina public libraries. The public exhibition of the Draft was also promoted through a media release and on community radio. All persons who made initial submissions to the PAMP were notified by letter.

At the close of the public exhibition period, 15 submissions had been received. Of these submissions, eight were proposals for new infrastructure or for upgrades on existing pedestrian infrastructure. These proposals have been forwarded to the Maintenance Engineer for assessment and review, applying the same assessment criteria used for the initial community proposals. The remaining submissions were general comments on the behavior of path users or were referred to other appropriate sections of Council.

Once all submissions on the Draft have been reviewed, appropriate amendments will be made to the PAMP document, priorities, works schedule, and delivery maps.

RECOMMENDATION

That the Committee note the update on the Pedestrian Access and Mobility Plan.

Attachment(s)

8.1 Pedestrian Access Mobility Plan Update

Nil

8.2 Schedule of Outstanding Resolutions

8.2 Schedule of Outstanding Resolutions

Introduction

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

Information

Meeting Held 11 October 2017

10/17-5.1 DA 2006/148 Section 96 Application - Commercial Building 31-35 Cherry Street, Ballina

Recommendations

In regard to Part 3 of Council resolution 270717/8 relating to 31-35 Cherry Street, Ballina "That the provision for ambulance be removed and be replaced with appropriate disability car parking, subject to Local Traffic Committee approval." Council is advised:

1. The Committee does not support the replacement of the existing ambulance parking in Cherry Street with disability parking due to unsuitable geometry (levels and grade) of the adjacent footpath and safety risk for disabled persons disembarking in this heavily trafficked part of Cherry Street.
2. The Committee supports designation of a disabled parking zone on the Tamar Street side of the premises immediately east of the corner which will replace two existing angle parking spaces.
3. The Committee also supports the replacement of the designated ambulance parking bay on the Cherry Street side of the premises with one Hour Parking as per the adjacent parking zone, however Council may also consider retention of the existing Ambulance parking bay if there is a demand requirement.

Action to Date

No action at this time pending clarification of part 3 of the recommendation.

10/17-7.1 Request for Traffic Management Changes in the Vicinity of Wollongbar Public School

Recommendation

The Road Safety Audit be forwarded to the School Principal for Consideration of comments and recommendations relating to the school and for further discussion with Council staff of

8.2 Schedule of Outstanding Resolutions

recommendations that involve works on the road reserve (copy to be forwarded to the P&C).

Action to Date

Road Safety Audit has been forwarded to School Principal and P&C. Meeting arranged to discuss with Principal 7 December 2017.

10/17-7.2 Request for One Way Traffic - Swift Lane, Ballina

Recommendation

The Committee endorses Council conducting community consultation regarding this proposal and the presentation of a further report to the Committee advising on the outcomes from the consultation.

Action to Date

No action at this time.

Meeting Held 9 August 2017

8/17-6.2 Proposed LOADING ZONE – 12 Shelly Beach Road, East Ballina

Recommendation

The Committee deferred the item pending feedback from the business owner and residents of Shelly Beach Road affected by the proposal to provide a time limited LOADING ZONE in Shelly Beach Road adjacent to the Belle General Cafe at 12 Shelly Beach Road, East Ballina.

Action to Date

The owners were contacted to arrange an on-site meeting to discuss the location and operating times of the proposed LOADING ZONE. The meeting took place 22 September. The proposed location was immediately in front of the café for a two car length zone immediately south of the driveway to the north of the Café. The proposed operating times are from 7am to 12 noon.

The letter box drop of neighbours requesting their views on the proposal has not yet been conducted. A further report is on this month's agenda.

Meeting Held 8 February 2017

2/17-7.1 Parking Issues in Lane behind Santa Fe Motel, Between Stewart and Gibbon Streets, Lennox Head

8.2 Schedule of Outstanding Resolutions

Recommendation

The Committee shares the concerns of residents and agreed to monitor and then review the situation when the duplex has been constructed.

Action to Date

Site being monitored

Meeting Held 14 December 2016

12/16-10.1 Compton Drive, East Ballina

Recommendation

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

Action to Date

Further action under consideration

Meeting Held 10 August 2016

8/16-7.4 Requests for Speed Limit Variations

Recommendation

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

Action to Date

Forwarded to RMS by letter dated 2 September 2016

Further Information

An incident was reported 22 September 2017 that a child on a bicycle exiting Henderson Drive going across Skennars Head Road to the shared path on the south side was almost hit by a bus travelling in an eastbound direction. The parent believed that the bus had not slowed sufficiently coming out of the 80kph zone east of Henderson Drive.

Further Recommendation

8.2 Schedule of Outstanding Resolutions

RMS be requested to expedite the speed zone review of the remnant 80kph section of Skennars Head Road, initially requested 2 September 2016.

Meeting Held 11 February 2015

2/15-7.1 **Bicycle Rider Behaviour on Shared Paths**

Recommendations

The Committee notes the report and that Council:

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

Action to Date

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

Meeting Held 8 October 2014

10/14-6.1 **Review of Marked Pedestrian Crossings in Ballina Shire**

Recommendations

1. Crossings 3 (Links Avenue, Ballina), 4 (Bangalow Road, Ballina), 7, 8, 9 & 10 (Cherry Street, Ballina), 11 (Crane Street, Ballina) and 14 (River Street, Ballina West of Norton Street intersection) be prioritised for review in the 2014/15 period.
2. The review assess the warrant, signage, lighting, geometry, approaches, performance, traffic/safety issues, desirable improvements and other relevant issues for each crossing and recommend actions for retention, improvement, amendment or removal of each site assessed.
3. A further report be provided to the Committee in regard to outcomes of investigations from Point 1 above and that Council consider a target program date to complete the whole program.

Action to Date

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

All pedestrian crossings in the Shire have been audited for compliance with the Australian Standard during 2015. They

8.2 Schedule of Outstanding Resolutions

have had lines re-marked and signage replaced as required. The only pedestrian crossing that required any foliage trimming was in River Street mid-block between Grant Street & Moon Street and this was completed in September 2015.

10/14-7.2 Issues at Alstonville High School

Recommendations

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

Action to date

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

6/14-7.3 Need for Additional Loading Zones - Lennox Head CBD

Recommendation

That the Committee consult with the Lennox Head Chamber of Commerce for suggestions and feedback on the need and placement of Loading Zones in the Lennox Head CBD.

Action to Date

Letter sent to Chamber President 24 June 2014 requesting meeting. Letter forwarded to new President March 2015.

Meeting Held 9 April 2014

4/14-7.4 Speed Limit Bentinck Street, Ballina

Recommendation

That subject to the concurrence of Council a review of remnant 60kph zones in the Ballina area be referred to RMS.

8.2 Schedule of Outstanding Resolutions

Action to date

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

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

RECOMMENDATIONS

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

Attachment(s)

Nil

- 9. Regulatory Matters On Classified Roads (GM's Delegate)
 - 10 Items Without Notice
 - 11 Next Meeting
-

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

Nil Items

10. Items Without Notice

11. Next Meeting

Next meeting is scheduled for Wednesday 13 February 2018 at 10.00am.