



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 9 October 2019 commencing at 10am**

Business

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

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

John Truman
Group Manager
Civil Services

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4. Summary Report - Recent Decisions

1. Attendance & Apologies

2. Minutes of Previous Meeting

A copy of the Minutes of the Local Traffic Committee Meeting held on Wednesday 14 August 2019 were distributed with the business paper.

RECOMMENDATION

That Council confirms the Minutes of the Local Traffic Committee Meeting held on Wednesday 14 August 2019.

3. Deputations by Members of Public or Councillors

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

Nil Items

5.1 Provision of NO PARKING Zone - Dalwood Road

5. Items to be Referred to Council

5.1 Provision of NO PARKING Zone - Dalwood Road

Introduction

The Council meeting held on 27 June 2019 requested a report on providing a no parking zone along Dalwood Road.

Information

In consideration of a motion regarding a proposed Dalwood Falls, Plan of Management, the 27 June 2019 Council meeting Resolved:

- “1. That Council write to the RMS with respect to a speed zone review.*
- 2. That Council receive a report on providing a no parking zone along Dalwood Road.*
- 3. That Council maintain its management of Dalwood Falls as per the Coroner’s Report and Council’s Insurer’s Report.”*

Item 1 has been referred to RMS and Item 3 is not within the scope of this report.

Item 2 is submitted for the Committee’s consideration.

Dalwood Falls are on a Council property on the south side of Dalwood Road, 1.3 km west of Wardell Road. It is understood that for public liability reasons (risk of falling from cliff edges, drowning etc), Council desires to prevent trespassing on the Council property and the falls area. It is understood that provision of barriers and prohibition signage has been ineffective and direct removal/prosecution of trespassers has proven difficult to enforce. Restriction of parking in the falls vicinity is therefore being pursued as an alternative.

The attached street view photo shows dense vegetation on the south side of Dalwood Road (the falls site) and barriers to vehicle access. The location of the parked car on the opposite side of the road indicates a preferred parking location for visitors being relatively level and cleared of obstructions.

To deter visitors to the falls, any NO PARKING Zone would need to be on both sides of the road and extend some distance to deter persons walking to the site. If the NO PARKING zone was say 1.0 km long, this would require visitors to the falls to park just beyond the restricted area and walk an additional 500m. Whilst this may be some deterrent, those who strongly desire to visit the falls could park just beyond the restricted parking area and still walk to the falls. A NO PARKING zone of 1.0 km long on both sides of a rural road, with a purpose not related to traffic safety or management may also be considered an inappropriate use of parking regulation powers. Given the

5.1 Provision of NO PARKING Zone - Dalwood Road

remote location of the area, and likely infrequent visitation by rangers, effective compliance action would also be difficult to maintain.

RECOMMENDATION

The Committee advise Council that parking restrictions on Dalwood Road adjacent to Dalwood Falls is not supported.

Attachment(s)

1. Aerial Photo - Dalwood Falls Locality
2. Street View - Dalwood Road
3. Dalwood Falls



5.1 Provision of NO PARKING Zone - Dalwood Road





6.1 Blockage of Hammerhead Turning Area - Daydream Avenue, West Ballina

6. Items Referred to General Manager's Delegate

6.1 Blockage of Hammerhead Turning Area - Daydream Avenue, West Ballina

Introduction

A leg of the hammerhead turning area at the south end of Daydream Avenue, West Ballina is being used for car parking, preventing its use for turning vehicles at the end of the street.

Information

The south end of Daydream Avenue, West Ballina is provided with a Type B hammerhead turning treatment instead of the more conventional cul de sac arrangement.

A resident has advised that cars regularly park in the west leg of the hammerhead and this prevents vehicles using it for its intended use of making U-turns at the end of the street.

Hammerhead turning arrangements are generally only used in dead end streets where there is insufficient land available for a conventional cul-de-sac arrangement. The purpose of providing this facility is defeated if the legs of the hammerhead are used for parking.

RECOMMENDATION

Approval be granted to provide a NO STOPPING Zone, indicated by provision of yellow lines, for the Hammerhead turning facility at the southern end of Daydream Avenue, West Ballina.

Attachment(s)

1. Parking - Daydream Avenue, West Ballina
2. Hammerhead Turning Area Standard Treatments



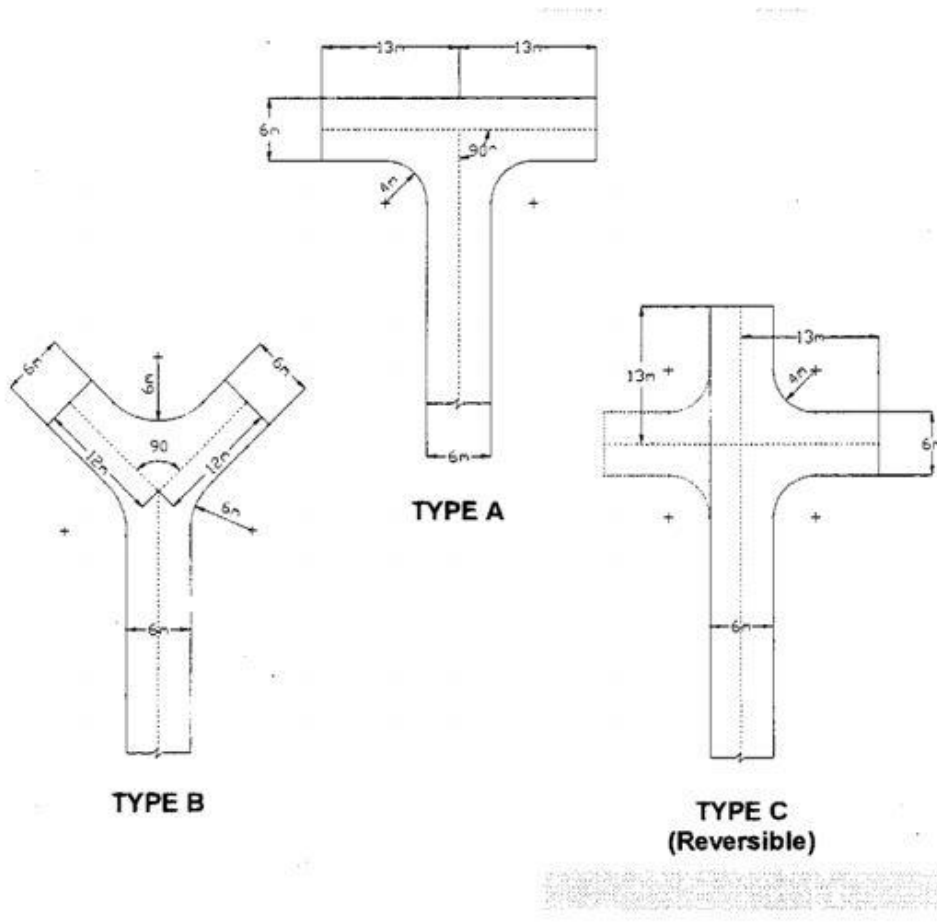


Figure D1.7
Typical Hammerhead Turning Area Treatments

6.2 Proposed Parking Restrictions - Swift Street, Ballina

6.2 Proposed Parking Restrictions - Swift Street, Ballina

Introduction

The parking area in front of the Masonic Centre in Swift Street, Ballina is being used for all day parking. The Masonic Centre are requesting 2H parking restrictions.

Information

There is on street angle parking in Swift Street, Ballina adjacent to the Ballina Masonic Centre. It has been advised that since the opening of the Ballina Coast High School, this space is frequently used for all day parking and is unavailable for use by patrons of the Masonic Centre.

The Centre advise:

- Ballina Masonic Centre is a complex which is tenanted by a variety of organizations which cater for all ages, race, economic and disability circumstances. To highlight this diversity of activity we point out that the hall is utilized each Tuesday and Friday by the Catholic Church through the Hot Meal Centre providing sustenance for homeless and underprivileged persons,
- A disability group utilizes the kitchen on a regular basis to 'teach' disabled persons to learn cooking,
- on four days per week unemployed persons receive tuition and instruction with the hope of finding suitable employment.
- It is regularly utilized by indigenous groups,
- art exhibitions,
- persons from very young to the elderly who attend for dance tuition,
- exercise classes, and:
- even new Mums with babies who are looking for friendship and exercise classes.

However, what has happened since the new school development has become functional is the very limited parking facilities that exist in the front of our complex are now occupied on a regular daily basis by vehicles driven by people who are attending the school complex – ie either teachers, ancillary staff or students. The car parking spaces are occupied all day and this is causing untold difficulties and frustration for our clients.

The Chairman of the Masonic Centre has advised by phone that the preferred time for parking restriction is 2 hours.

There is informal (no angle parking signage), rear to kerb angle parking in the area at present.

RECOMMENDATION

The Committee support 60 degree angle, rear to kerb parking with two hour (2H) timed restrictions for the on street parking area in Swift Street, Ballina, adjacent to the Masonic Centre.

Attachment(s)

1. Parking - Masonic Centre - Swift Street, Ballina



6.3 Extension of Dual Eastbound Lanes, East of Kerr Street - River Street, Ballina

6.3 Extension of Dual Eastbound Lanes, East of Kerr Street - River Street, Ballina

Introduction

The extension of dual eastbound lanes on River Street, Ballina, east of Kerr Street, will facilitate faster clearance of this traffic stream at the River Street/Kerr Street signalised intersection.

Information

Considerable delays and queues can be experienced, particularly during the AM peak period for eastbound traffic in River Street at the River Street/Kerr Street signalised intersection. This congestion is predicted to increase over time with continuing traffic growth on River Street and additional traffic being generated by the opening of the multi storey residential/shopping building at the south east corner of the intersection.

There are four eastbound lanes at the intersection, the two leftmost lanes (lanes 3 & 4) turn left into Kerr Street and continue north for 160m before merging into one lane north of Tamar Street.

The eastbound lane next to the centre median (lane 1) can be used for continuing eastbound on River Street or for turning right into Kerr Street (south). The next lane to the left (lane 2) is for continuing eastbound traffic on River Street only, however this is a short lane that tapers after 50m requiring merging into the centre lane 1.

Daily traffic counts (both directions) 2014 for this intersection were:

River Street West:	23,712
River Street East:	13,664
Kerr Street North:	13,070
Kerr Street South:	706

Observations of the performance of the intersection in peak hours indicate that eastbound lanes 3 & 4 clear well during their turn phase, but lanes 1 & 2 sometimes require several cycles to clear. Part of the reason for the poorer performance of lanes 1 & 2 is that lane 1 can contain a minority of right turning traffic that inhibits the continuing eastbound flow and lane 2 flow is already inhibited by the short lane length east of the intersection and the requirement to merge quickly into lane 1.

It is proposed to improve the efficiency of eastbound traffic flow in River Street by extending Lane 2, all the way to the next intersection at Grant Street. This will require changes to line and lane marking and the conversion of existing angle parking on the north side of River Street (between Kerr Street and Grant Street) to parallel parking to create sufficient width for the extended lane 2. Currently the 33 existing angle parking spaces have time restrictions of 2H for M-F 8:30am-5pm and Sat 8:30am-12:30pm. It is anticipated when converted

6.3 Extension of Dual Eastbound Lanes, East of Kerr Street - River Street, Ballina

to parallel parking there will be 20 spaces available. It is proposed to keep the same time restrictions.

A Bus Zone has been temporarily relocated from the Grant to Moon Street section of River Street during beautification works currently being constructed (see separate report). It is proposed as part of these works to make this relocation permanent.

RECOMMENDATIONS

1. The Committee support conversion of angle parking on the north side of River Street (between Kerr Street and Grant Street) to parallel parking, as shown on the attachment to this report, to create sufficient width for the provision of dual full length eastbound lanes. Existing time restrictions to remain.
2. The Committee support the relocation of the Bus Zone from the Grant to Moon Street section of River Street, Ballina to the location shown on the attachment to this report (west of Grant Street).

Attachment(s)

1. Aerial Photo - River & Kerr Streets Intersection
2. Proposed Lane Duplication - River Street, Ballina

6.3 Extension of Dual Eastbound Lanes, East of Kerr Street - River Street, Ballina



6.3 Extension of Dual Eastbound Lanes, East of Kerr Street - River Street, Ballina



6.4 Beautification Works - River Street, Ballina between Grant and Moon Streets

6.4 Beautification Works - River Street, Ballina between Grant and Moon Streets

Introduction

Beautification works are currently under construction in River Street, Ballina between Grant and Moon Streets. This will require some adjustments to regulatory signage.

Information

Beautification works are currently under construction in River Street, Ballina between Grant and Moon Streets. The attachment to this report shows the layout and proposed signs and markings. There are a number of minor changes to the current regulatory signage, which include:

- Both the carparks for people with disabilities have been located on the southern side. This allows for either a passenger or a driver with a disability to enter or exit onto the painted chevron area between the parks. They are located on the southern side due to the proximity to the entrance to Captain Cook Park. They are also located adjacent to the pedestrian crossing to allow for access to both sides of River Street.
- The bus stop outside the RSL Club has been relocated to the western side of Grant Street (see separate report on this meeting agenda). This was initially to accommodate the construction works. It is proposed to make this relocation permanent to allow for more carparks closer to the businesses in this block.
- Motorcycle parking has been included at the end of block sections where carparks do not fit.

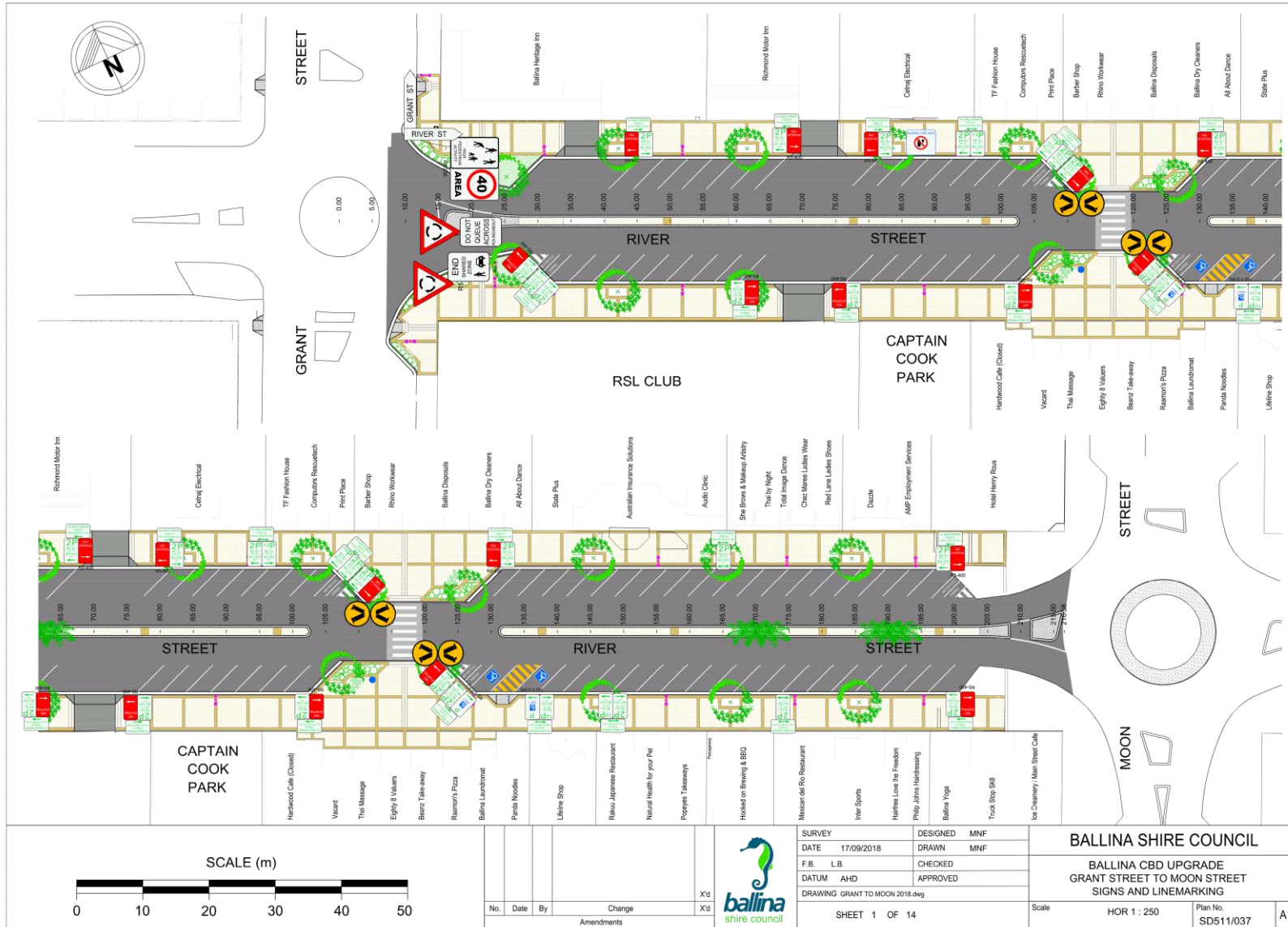
RECOMMENDATION

The Committee approve the proposed regulatory signs and markings on River Street, Ballina between Grant Street and Moon Street as shown on the attachment to this report.

Attachment(s)

1. Signs & Markings - River Street, Ballina between Grant and Moon Streets

6.4 Beautification Works - River Street, Ballina between Grant and Moon Streets



6.5 Proposed Road Closure - Old Pacific Highway, Newrybar

6.5 Proposed Road Closure - Old Pacific Highway, Newrybar

Introduction

The Newrybar Hall Committee request closure of the Old Pacific Highway at Newrybar for their 120 year celebration.

Information

Newrybar Hall turns 120 this year and the Committee would like to close a section of the Old Pacific Highway from 12pm to 6pm on Saturday 9 November 2019. The section to be closed is from Brooklet Road intersection to the Hall. Attached is a Traffic Control Plan for the road closure. The Hall President has advised:

“All businesses within that closed area are in agreeance with this proposal and I will submit letters with our application to be seen at the October meeting of the traffic management committee along with a traffic management plan conducted by a registered traffic control company.

During the hours of closure we intend to have food stalls, children’s rides and a band playing until 5pm with the road reopened by 6pm.

We will arrange public liability cover with our current insurer LCIS and provide you with a certificate of insurance once issued.

I will contact the local police department and inform them of our intention prior to your October meeting.”

RECOMMENDATIONS

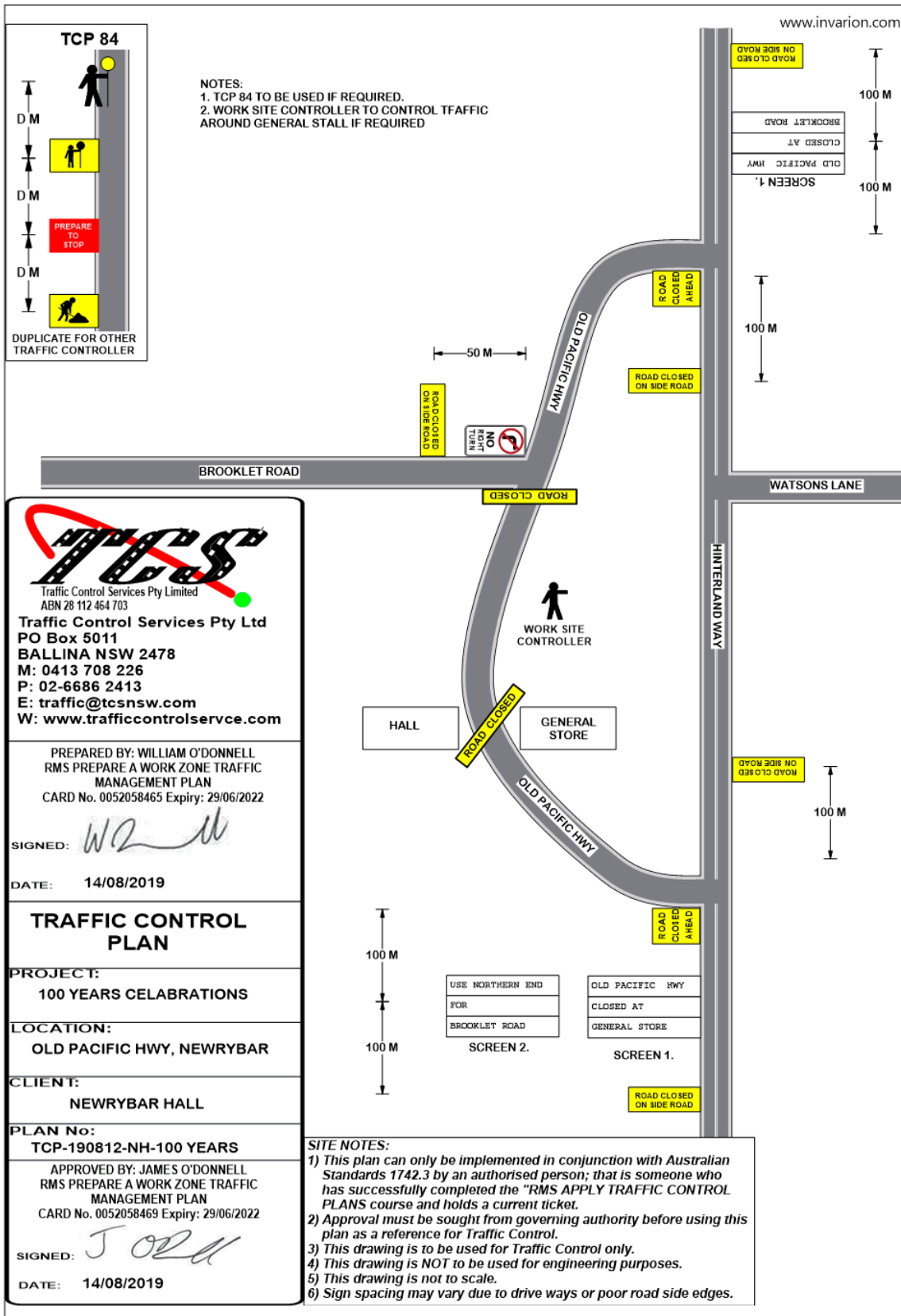
Approval be granted to close the Old Pacific Highway, Newrybar from Brooklet Road to the Hall from 12pm to 6pm on Saturday 9 November 2019 subject to

1. Compliance with the Traffic Control Plan attached to this report
2. Submission of evidence of appropriate public liability insurance to Council.

Attachment(s)

1. Newrybar Hall Road Closure TCP

6.5 Proposed Road Closure - Old Pacific Highway, Newrybar



7.1 **Parking Issues - Pool Lane, Ballina**

7. Items for Traffic Engineering Advice

7.1 **Parking Issues - Pool Lane, Ballina**

Introduction

A resident of Owen Street, Ballina has been unable to drive her vehicle out of her garage on Pool Lane due to the presence of parked vehicles in the lane. She requests parking controls to remedy this matter.

Information

A resident of Owen Street, Ballina has been unable to drive her vehicle out of her garage on Pool Lane due to the presence of parked vehicles in the lane. The residence is part of a residential building, 32 Owen Street, at the corner of Owen Street and Pool Lane. The garages are accessed from Pool Lane which is a standard 6m width. The garage doors are located less than 1m from the lane boundary. The resident has advised:

"Please refer this email to Local Traffic Committee

I phoned Council early this morning about a car parked opposite my garage and I was unable to get out at 8.15am today.

Ranger came to inspect and he and his offsideer guided me out. I had to fold my side mirrors in and one of them stood at the front and the other at rear of my vehicle. I would not have been able to do this on my own without the use of the side mirrors. The car was parked across 3/4 of my garage if it had been a little further it would have been impossible even with help.

I also contacted the police and they tried calling the owner of the vehicle a few times and there was no answer, they left a message for him to contact Ballina Police.

I was told by the Ranger that the distance from the road is correct so he is legally parked there. I have to reverse a 4.3m length car out of a 2.4 width garage and it is impossible to do that. I have to a three point turn to get in and out even without a car being parked there.

This is not the first time this has happened. My neighbour told me that the car has been parked there since Sunday. I did not go out all weekend as I suffer from Asthma and there was too much smoke in the air so I didn't know until this morning. I had to cancel my appointment because of this. I am 73 and retired if I wasn't and needed to go to work I would have been stuck.

I am continually having to run around and find the driver of cars that park there before I can get out of my garage and living opposite Kingsford Smith Park there is always sporting activities happening and Owen Street is full of cars so they start parking in the lane.

7.1 Parking Issues - Pool Lane, Ballina

I ask that council to make it a No Parking zone opposite the six garages that this effects. I am not the only person that is having this problem. Unfortunately as my garage is the 2nd one along from the Owen Street end it seems to cop it the most. I am sending photos in a seperate email as I am doing this from my iPhone and am unable to do attachments.”

The Ranger involved has advised:

“In response to a complaint from of Owen St Ballina I attended Pool Lane at the Owen St end to respond to a complaint that she could not get out of her garage as there was a car parked in the lane directly opposite her garage door.

I was able to direct her out of the garage with great difficulty as she did not have the spatial judgement (73 years old) to extract her car from the situation on her own without damage to both cars. Margins for error are very small when a car parks opposite these garages in Pool Lane. Had her car been any longer she would not have been able to get her vehicle out. This can give rise to potentially serious situations particularly if the customer needs to get to a medical appointment or hospital for treatment.

The distance from the parked vehicle to the northern side of Pool Lane was barely 3 metres. In the absence of a centre line the vehicle was legally parked.

The image I have attached of Pool Lane was snipped from Google Maps and the customer’s garage door is the second on the right of the image.

I am referring this matter for consideration of the LTC for signage to alleviate the problem for this group of garages. No doubt the situation will arise again and customer advises that it happens frequently especially when special events are on in the playing fields and Stadium.

I have encouraged the customer to write to the LTC.”

The site has been inspected and there is a group of side by side garages in this complex that are located very close to the lane boundary, leaving very little manoeuvring room if there are vehicles parked legally (ie leaving 3m clearance) on the other side of the lane. Further, along the lane there are more garages, but these are set back further and would have more manoeuvring room.

There is a sportsfield located on the other side of Owen Street and it is understood that parking in the lane is more prevalent during sports carnivals.

The garages at this older style residential building are poorly located for manoeuvring as they are narrow and set very close to the lane boundary. This makes them prone to blockage even when vehicles are legally parked on the other side of the lane with the required 3m clearance. This shortcoming of

7.1 Parking Issues - Pool Lane, Ballina

the residential complex parking facility may or may not have been understood by prospective tenants.

The issue of vehicles having difficulty in accessing garages on laneways due to the presence of parked cars (on the opposite side of the lanes) is quite common throughout many of the residential areas of Ballina Shire. It is becoming an increasing issue as more existing residential lots are being redeveloped/subdivided to include additional residences/units/secondary dwellings with access onto existing rear lanes. Up to this time Council has resisted formalising parking restrictions in residential rear lanes as this could escalate into a significant and costly process with signage required in many locations. Further, there would be the ongoing cost of maintenance and replacement of signage due to wear, tear and vandalism. The process is also fraught as many residents would see lane parking controls as unnecessarily restrictive and representing a significant loss of scarce parking spaces in their localities.

The Committee has supported parking controls in some parts of CBD rear lanes where there are significantly more vehicle movements and parking pressures, but this has not generally extended to residential lanes.

RECOMMENDATION

The Committee's advice is requested.

Attachment(s)

1. Parking - Pool Lane, Ballina
2. Aerial Photo - Pool Lane, Ballina
3. Street View - Pool Lane, Ballina







8.1 Schedule of Outstanding Resolutions of the Committee

8. Information for the Committee

8.1 Schedule of Outstanding Resolutions of the Committee

Introduction

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

Information

Meeting Held 14 August 2019

08/19-6.3 Roundabout – Byron Bay Road/Hutley Drive, Lennox Head

Recommendation

1. The Committee concurs in principle with the regulatory signage (excepting speed zone signage) associated with the proposed Byron Bay Road/Hutley Drive roundabout as shown on the attachment to this report.
2. RMS will review details of lane merge and turning arrangements along with associated regulatory signage with Council designers for future consideration and final approval by the Committee.

Action to Date

A further submission has been forwarded to RMS requesting approval for one eastbound entry lane only from Byron Bay Road and provision of right turn option arrow in the outer (left) entry lane from Hutley Drive. No further response has been received at this time.

08/19-7.1 Review of Pedestrian Crossing Warrants

Recommendation

The Committee provide advice to Council in response to the outcomes of this review which indicate, subject to community consultation, it is preferred to remove the following pedestrian crossings:

- Crossing 12 - River Street, Ballina (Mid-block between Grant and Moon Street)
- Crossing 13 - River Street, Ballina (Mid-block between Cherry Street and Martin Street).

8.1 Schedule of Outstanding Resolutions of the Committee

Action to Date

Council report to be drafted.

08/19-7.2 Traffic Issues – Camp Drewe Road, Lennox Head

Recommendation

1. The Committee supports installation of traffic classifiers (speed assessment), pedestrian and driveway advance warning signage and ongoing monitoring of issues and accidents on Camp Drewe Road, Lennox Head.
2. NSW Police compliance action is also requested.
3. The Committee does not support installation of isolated speed bumps in this location.

Action to Date

Item 1 – Signage has been upgraded. Classifiers have been installed, see speed statistics below:

Speed Statistics

SpeedStat-114

Site: 15417.0.1NS
 Description: CAMP DREWE ROAD,250 METERS SOUTH OF ENTRANCE TO SPORT & RECREATION
 CENTER < 50>
 Filter time: 12:00 Friday, 16 August 2019 => 15:36 Tuesday, 3 September 2019
 Scheme: Vehicle classification (AustRoads94)
 Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(NESW) Sp(10,160) Headway(>6) Span(0 - 100)

Vehicles = 7801

Posted speed limit = 50 km/h, Exceeding = 6487 (83.16%), Mean Exceeding = 62.41 km/h

Maximum = 121.3 km/h, Minimum = 11.7 km/h, Mean = 59.3 km/h

85% Speed = 69.5 km/h, 95% Speed = 76.7 km/h, Median = 59.0 km/h

20 km/h Pace = 49 - 69, Number in Pace = 5430 (69.61%)

Variance = 112.76, Standard Deviation = 10.62 km/h

Speed Bins (Partial days)

Speed	Bin	Below	Above	Energy	vMult	n	* vMult
0 - 10	0	0.0%	0	0.0%	7801	100.0%	0.00
10 - 20	15	0.2%	15	0.2%	7786	99.8%	0.00
20 - 30	34	0.4%	49	0.6%	7752	99.4%	0.00
30 - 40	177	2.3%	226	2.9%	7575	97.1%	0.00
40 - 50	1088	13.9%	1314	16.8%	6487	83.2%	0.00
50 - 60	2916	37.4%	4230	54.2%	3571	45.8%	0.00
60 - 70	2481	31.8%	6711	86.0%	1090	14.0%	0.00
70 - 80	855	11.0%	7566	97.0%	235	3.0%	0.00
80 - 90	188	2.4%	7754	99.4%	47	0.6%	0.00
90 - 100	31	0.4%	7785	99.8%	16	0.2%	0.00
100 - 110	13	0.2%	7798	100.0%	3	0.0%	0.00
110 - 120	2	0.0%	7800	100.0%	1	0.0%	0.00
120 - 130	1	0.0%	7801	100.0%	0	0.0%	0.00
130 - 140	0	0.0%	7801	100.0%	0	0.0%	0.00
140 - 150	0	0.0%	7801	100.0%	0	0.0%	0.00
150 - 160	0	0.0%	7801	100.0%	0	0.0%	0.00
160 - 170	0	0.0%	7801	100.0%	0	0.0%	0.00
170 - 180	0	0.0%	7801	100.0%	0	0.0%	0.00
180 - 190	0	0.0%	7801	100.0%	0	0.0%	0.00
190 - 200	0	0.0%	7801	100.0%	0	0.0%	0.00

The speed stastics indicate poor compliance for a 50 kph seed zone with an 85% speed of 69.5 kph, 2.4% exceeding 80 kph, 0.4% exceeding 90 kph, 0.2% exceeding 100 kph and 3 vehicles in the period exceeding 110 kph.

08/19-10.1 Proposed Access Ramp – Alstonville Bypass

Recommendation

The Committee notes that RMS proposes to construct an access ramp on Alstonville Bypass at Ellis Road.

The Committee requests a briefing from RMS regarding the process of selecting this option and provision for the Committee to provide feedback.

Action to Date

RMS to advise.

Meeting Held 12 June 2019

2/19-6.3 Proposed One Way Traffic – Regatta Avenue, Ballina

Recommendation

The Committee approve the proposed One Way Traffic (eastbound) proposal and associated signage for the western section of Regatta Avenue, Ballina as shown on the attachment to this report.

Action to Date

Implementation is deferred pending completion of associated construction works.

2/19-6.5 St Francis Xavier Catholic Primary School, Proposed Student Drop Off/Pick Up Zone – Martin Street, Ballina

Recommendation

1. The Committee support a NO PARKING (8-9:30 am and 2:30-4pm School Days) student drop off/pick up zone in Martin Street, Ballina adjacent to St Francis Xavier Catholic Primary School as depicted on the attachment to this report.
2. Implementation of the zone to be deferred pending provision of funding by the school for necessary road shoulder pavement and sealing works, provision and erection of associated signage.

Action to Date

Implementation deferred pending funding and completion of associated construction works.

02/19-7.1 Parking – Wollongbar Community Preschool

Recommendation

The Committee approves the creation of a School Zone with parking time restrictions between 8am-9:30am and 2:30pm-4pm School Days within the preschool parking area as shown on the attachment to the report.

Action to Date

Further consultation has taken place with Preschool Director to finalise wording of signs. Site inspection has taken place to determine position of signs and the signs order has been placed.

2/19-10.2 North Creek Road – North of Intersection of North Creek Road & Tamarind Drive, Ballina

Recommendation

The Committee notes that a central median (to beyond the Aldi access) offers benefits from a road safety perspective however it is a matter for Council to decide if they wish to consult with business owners and residents should they wish to go down this path.

Action to Date

Referred to Council staff for consideration.

Meeting Held 10 October 2018

10/18-7.2 Intersection – Tamarind Drive & Tintenbar Road, Tintenbar

Recommendation

The Committee recommended Council's design team be requested to investigate options to the intersection layout for consideration by the Committee at a future meeting.

Action to Date

An application under the 2020/21 Safer Roads/Blackspot program has been submitted.

Meeting Held 13 December 2017

12/17-6.4 Pedestrian Crossings – Crane Street, Ballina

Recommendation

The Committee advise Ballina Primary School of the outcomes of the report and invite further discussion in respect of options that may be available to improve pedestrian safety at the intersection.

Action to Date

Ballina Primary School Principal has been advised. Discussions are likely to take place after commencement of the 2019 school year.

Arrangements have been made to update pedestrian/vehicle counts at this location.

Meeting Held 8 February 2017

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

Recommendation

The Committee shares the concerns of residents and agreed to monitor and then review the situation following construction of the duplex.

Action to Date

The site is being monitored.

RECOMMENDATION

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

Attachment(s)

Nil

- 10 Items Without Notice
 - 11 Next Meeting
-

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

Nil Items

10. Items Without Notice

11. Next Meeting

Next meeting is scheduled for Wednesday 11 December 2019 at 10.00 am.