



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 18 December 2019 commencing at 11.00 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

John Truman
Group Manager
Civil Services

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1. Attendance & Apologies
 2. Minutes of Previous Meeting
 3. Deputations by Members of Public or Councillors
-

1. Attendance & Apologies

2. Minutes of Previous Meeting

A copy of the Minutes of the Local Traffic Committee Meeting held on Wednesday 9 October 2019 were distributed with the business paper.

RECOMMENDATION

That Council confirms the Minutes of the Local Traffic Committee Meeting held on Wednesday 9 October 2019.

3. Deputations by Members of Public or Councillors

4.1 Decisions of Council Meeting 28 November 2019 in Response to Local Traffic Committee Recommendations

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

4.1 Decisions of Council Meeting 28 November 2019 in Response to Local Traffic Committee Recommendations

Introduction

The Council meeting 28 November 2019 considered Local Traffic Committee recommendations regarding management of parking in residential rear lanes and proposed NO PARKING zone on Dalwood Road.

Information

The Committee made the following recommendations at the meeting held 9 October 2019 which were then reported to Council meeting 28 November 2019.

“10/19-5.1 Provision of NO PARKING Zone - Dalwood Road

Recommendation

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

“10/19-7.1 Parking Issues - Pool Lane, Ballina

Recommendation

- 1. In accordance with Council practice of not regulating parking in rear residential lanes, the Committee does not support installation of NO PARKING signage in lanes however agrees this particular situation requires monitoring.*
- 2. A report requesting confirmation from Council on how to manage parking in lanes be presented to a future Council meeting.”*

The Council meeting of 28 November 2019 Resolved:

“10.5 No Parking Zone, Dalwood Road

281119/24 Resolved

- 1. That Council notes the recommendation of the Local Traffic Committee that parking restrictions on Dalwood Road, adjacent to Dalwood Falls, are not supported.*
- 2. That Council take no further action in regards to the proposal to implement parking restrictions on Dalwood Road, adjacent to Dalwood Falls.*

10.3 Residential Rear Lanes – Management of Parking

4.1 Decisions of Council Meeting 28 November 2019 in Response to Local Traffic Committee Recommendations

281119/22 Resolved

1. *That Council confirms it will rely on NSW Road Rules for management of parking in residential lanes, instead of the installation of signage unless there are extenuating circumstances.*
2. *That Council update the Road and Transport Asset Management Plan with information in response to point one and the contents of this report.”*

RECOMMENDATION

Submitted for the Committee’s information.

Attachment(s)

Nil

- 5. Items to be Referred to Council
 - 6. Items Referred to General Manager's Delegate
-

5. Items to be Referred to Council

Nil Items

6. Items Referred to General Manager's Delegate

Nil Items

7.1 Speed Limit Compliance - East Wardell

7. Items for Traffic Engineering Advice

7.1 Speed Limit Compliance - East Wardell

Introduction

There are ongoing concerns by a resident regarding non-compliance with the urban 50 kph speed limit in River Drive, East Wardell.

Information

There have been repeated requests for assistance from a resident of East Wardell for action to enforce the 50 kph urban speed limit on River Drive, East Wardell. The resident has advised that residents and their children are in constant fear of speeding traffic on this section of road, as there appears to be little compliance with the default urban speed limit of 50 kph.

The latest available traffic statistics for River Drive, East Wardell were for the period 25 September to 8 October 2019, with measurement tubes near No 27.

These statistics indicated an 85% speed of 59.76 kph with 0.2% (23 vehicles) in the 80-90 kph range, 0.02% (2 vehicles) in the 90 – 100 kph range, 0.01% (1 vehicle) in the 100-110 kph range and 0.02% (2 vehicles) in the 110–120 kph range.

An aerial view of River Drive is an attachment to this report. The location of the 50 kph sign near the exit from the Pacific Highway and a repeater sign 290 m further along are indicated on the attachment. The location of the speed measurement tubes is indicated by a yellow letter S.

The speed statistics indicate a reasonable degree of compliance with the 50 kph speed limit. There are a small number of very high speeds. The resident advises he observes vehicles exiting the highway and proceeding along River Drive to be the most serious issue.

The aerial view shows that when exiting the highway, River Drive presents itself with a rural character on the right side of the road as the residential lots are all on the left side for a distance of 220 m before there are also residences on the right side. This rural character may lead to vehicles exiting the highway continuing at high speed, well beyond the 50 kph signs.

RECOMMENDATION

The Committee's advice is requested.

Attachment(s)

1. River Drive, Wardell



7.2 Pedestrian Crossings - Crane Street, Ballina

7.2 Pedestrian Crossings - Crane Street, Ballina

Introduction

In August 2017 a report was prepared for the LTC regarding the existing pedestrian crossing in Crane Street, east of Martin Street. The report was instigated by the Principal of Ballina Public School who requested that the existing Crane Street crossing be relocated from the east side to the west side of Martin Street.

The 2017 report to the Traffic Committee advised that neither the existing crossing (east side) nor the proposed crossing (west side) met the required RMS warrants. The subsequent recommendation from the Traffic Committee was *“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.”*

This report has been prepared following discussions with the school whereby Council committed to undertaking a further review of the crossing locations after the commencement of the 2019 school year once Ballina Coast High School became operational.

Information

The Principal of Ballina Public School previously 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

7.2 Pedestrian Crossings - Crane Street, Ballina

(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.

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."

Additional traffic and pedestrian counts of the two sites (east and west of Martin Street) were carried out 14 November 2019 and are tabulated below.

| Proposed Crossing - Crane Street, Ballina | | | | | | |
|--|-------------|---------------|-------|-----------|------------|------|
| West of Martin Street | | | | | 14/11/2019 | |
| Time | Pedestrians | | | | Vehicles | PxV |
| | School | Aged impaired | Other | Total Ped | | |
| 8:30- 9:30 | 32 | 3 | 26 | 61 | 148 | 9028 |
| 12:30-1:30 | - | - | - | - | - | - |
| 3:00 - 4:00 | 45 | 1 | 18 | 64 | 141 | 9024 |
| Comment: Near School | | | | | | |
| Assessment: Does not qualify as Reduced Warrant | | | | | | |

7.2 Pedestrian Crossings - Crane Street, Ballina

| Existing Crossing - Crane Street, Ballina | | | | | | |
|--|-------------|---------------|-------|-----------|------------|-----|
| East of Martin Street | | | | | 14/11/2019 | |
| Time | Pedestrians | | | | Vehicles | PxV |
| | School | Aged impaired | Other | Total Ped | | |
| 8:30- 9:30 | 7 | 1 | 15 | 23 | 36 | 828 |
| 12:30-1:30 | - | - | - | - | - | - |
| 3:00 - 4:00 | 8 | 1 | 19 | 28 | 36 | 64 |
| Comment: Near School | | | | | | |
| Assessment: Does not qualify as Reduced Warrant | | | | | | |

Whilst Crane Street west of Martin Street experiences a significantly higher volume of pedestrian and vehicle traffic compared to the east of Martin Street, neither location meets RMS warrants for a pedestrian crossing.

It is important to note that in June 2015 the existing crossing was recommended for removal by the LTC as it was found not to meet the RMS warrants. This recommendation was put to the elected Council in June 2015, the Council resolution was *"That Council take no further action for removal of the three designated pedestrian crossings due to the high percentage of elderly persons using these crossings."*

RECOMMENDATION

That subject to approval by the elected Council, the LTC support the provision of a pedestrian crossing on Crane Street west of Martin Street provided that the existing Crane Street crossing east of Martin Street is removed.

Attachment(s)

1. Aerial View - Crane Street, Ballina



7.3 Intersection - River Street / Brunswick Street, Ballina

Introduction

There have been many complaints from residents regarding the safety of the intersection at River Street / Brunswick Street, Ballina. These concerns have increased since the opening of a service station on the north west corner.

Information

For some time there have been complaints by residents about the safety of the River Street / Brunswick Street intersection. Due to the high volume of traffic on River Street it is extremely difficult for traffic from Brunswick Street to find gaps in the traffic flow and safely turn right onto River Street. It is also difficult to turn right from River Street to Brunswick Street, although this has been partially improved by the installation of protected right turn lanes provided some years ago through a Black Spot grant.

Brunswick Street is the only convenient outlet for substantial urban areas north and south of River Street between Fishery Creek and the Kerr Street signalised intersection.

For areas north of River Street wishing to proceed westbound on River Street (to access West Ballina, Alstonville, Lismore etc), the right turn onto River Street at Brunswick Street is unsafe during much of the day and the remaining alternatives are particularly inconvenient as described below:

- Option 1 is to turn left at River Street / Brunswick Street, turn right at the Kerr Street lights, right into the narrow Camoola Avenue, right into Tweed Street and then left into westbound River Street.
- Option 2 is to proceed along Tamar Street to Kerr Street, turn left at Kerr Street (right turn and through movement prevented by median), turn right into Crane Street, right into Grant Street, right into Tamar Street, left into Kerr Street, right at the River Street / Kerr Street lights and proceed westbound on River Street.
- Option 3 is to proceed north via Canal Road to Fox Street, right into Fox Street to Kerr Street, right into Kerr Street at the Fox Street / Kerr Street lights, right at the River Street / Kerr Street lights and proceed westbound on River Street.

The preferred solution is the installation of traffic signals at the River Street / Brunswick Street intersection. The vehicle volumes currently in Brunswick Street do not satisfy the relevant TfNSW/RMS warrant, which is reproduced below:

7.3 Intersection - River Street / Brunswick Street, Ballina

(b) Continuous traffic:

For each of four one-hour periods of an average day:

- (i) the major road flow exceeds 900 vehicles/hour in each direction; and
- (ii) the minor road flow exceeds 100 vehicles/hour in one direction; and
- (iii) the speed of traffic on the major road or limited sight distance from the minor road causes undue delay or hazard to the minor road vehicles; and
- (iv) there is no other nearby traffic signal site easily accessible to the minor road vehicles.

In regards to the warrant, conditions (iii) and (iv) are considered to be met.

In regards to warrant condition (i), the major road (River Street) easily meets the warrant. The counts below indicate there are more than 4 x 1 hour periods in each average day when the one way traffic flow exceeds 900 vph:

Westbound River Street:

WeeklyVehicle-22

Site: 15332.0.0E
 Description: RIVER STREET, WESTERN ABUTMENT OF FISHERY CREEK BRIDGE, WEST BALLINA < 6 >
 Filter time: 8:55 Thursday, 25 July 2019 => 13:51 Thursday, 8 August 2019
 Scheme: Vehicle classification (AustRoads94)
 Filter: Cls(1-12) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

| Hour | Mon | Tue | Wed | Thu | Fri | Sat | Sun | Averages | |
|-----------|--------|--------|--------|--------|--------|--------|--------|----------|--------|
| | 29 Jul | 30 Jul | 31 Jul | 01 Aug | 02 Aug | 03 Aug | 04 Aug | 1 - 5 | 1 - 7 |
| 0000-0100 | 17 | 16 | 20 | 14 | 22 | 32 | 34 | 17.8 | 22.1 |
| 0100-0200 | 12 | 8 | 16 | 16 | 16 | 19 | 17 | 13.6 | 14.9 |
| 0200-0300 | 18 | 21 | 13 | 16 | 16 | 10 | 15 | 16.8 | 15.6 |
| 0300-0400 | 18 | 16 | 20 | 17 | 15 | 12 | 17 | 17.2 | 16.4 |
| 0400-0500 | 47 | 47 | 56 | 50 | 43 | 36 | 24 | 48.6 | 43.3 |
| 0500-0600 | 191 | 212 | 209 | 186 | 176 | 84 | 66 | 194.8 | 160.6 |
| 0600-0700 | 500 | 538 | 538 | 524 | 480 | 243 | 189 | 516.0 | 430.3 |
| 0700-0800 | 797 | 877 | 730 | 770 | 810 | 381 | 248 | 796.8 | 659.0 |
| 0800-0900 | 1378 | 1345 | 1312 | 1335 | 1393 | 833 | 548 | 1352.6 | 1163.4 |
| 0900-1000 | 1153 | 1216 | 1160 | 1229 | 1151 | 970 | 826 | 1181.8 | 1100.7 |
| 1000-1100 | 1100 | 1101 | 1115 | 1108 | 1235 | 1150 | 1033 | 1131.8 | 1120.3 |
| 1100-1200 | 1006 | 1027 | 1100 | 1065 | 1150 | 1174 | 1172 | 1069.6 | 1099.1 |
| 1200-1300 | 945 | 953 | 1001 | 1021 | 1045 | 1054 | 1058 | 993.0 | 1011.0 |
| 1300-1400 | 811 | 955 | 882 | 922 | 992 | 946 | 922 | 912.4 | 918.6 |
| 1400-1500 | 1003 | 1006 | 965 | 954 | 1085 | 867 | 833 | 1002.6 | 959.0 |
| 1500-1600 | 1163 | 1136 | 1100 | 1176 | 1192 | 763 | 699 | 1153.4 | 1032.7 |
| 1600-1700 | 1121 | 1223 | 1116 | 1261 | 1145 | 696 | 597 | 1173.2 | 1022.7 |
| 1700-1800 | 1014 | 1099 | 1007 | 1085 | 933 | 595 | 462 | 1027.6 | 885.0 |
| 1800-1900 | 540 | 594 | 535 | 621 | 576 | 454 | 365 | 573.2 | 526.4 |
| 1900-2000 | 216 | 274 | 295 | 256 | 268 | 235 | 145 | 261.8 | 241.3 |
| 2000-2100 | 119 | 164 | 148 | 180 | 188 | 194 | 95 | 159.8 | 155.4 |
| 2100-2200 | 83 | 122 | 120 | 120 | 169 | 134 | 91 | 122.8 | 119.9 |
| 2200-2300 | 42 | 52 | 71 | 65 | 125 | 88 | 42 | 71.0 | 69.3 |
| 2300-2400 | 29 | 19 | 26 | 35 | 43 | 67 | 18 | 30.4 | 33.9 |
| Totals | | | | | | | | | |

7.3 Intersection - River Street / Brunswick Street, Ballina

Eastbound River Street:

WeeklyVehicle-22

Site: 15332.0.0E
 Description: RIVER STREET,WESTERN ABUTMENT OF FISHERY CREEK BRIDGE,WEST BALLINA <
 >
 Filter time: 8:55 Thursday, 25 July 2019 => 13:51 Thursday, 8 August 2019
 Scheme: Vehicle classification (AustRoads94)
 Filter: Cls(1-12) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

| Hour | Mon | Tue | Wed | Thu | Fri | Sat | Sun | Averages | |
|-----------|--------|--------|--------|--------|--------|--------|--------|----------|--------|
| | 29 Jul | 30 Jul | 31 Jul | 01 Aug | 02 Aug | 03 Aug | 04 Aug | 1 - 5 | 1 - 7 |
| 0000-0100 | 17 | 16 | 20 | 14 | 22 | 32 | 34 | 17.8 | 22.1 |
| 0100-0200 | 12 | 8 | 16 | 16 | 16 | 19 | 17 | 13.6 | 14.9 |
| 0200-0300 | 18 | 21 | 13 | 16 | 16 | 10 | 15 | 16.8 | 15.6 |
| 0300-0400 | 18 | 16 | 20 | 17 | 15 | 12 | 17 | 17.2 | 16.4 |
| 0400-0500 | 47 | 47 | 56 | 50 | 43 | 36 | 24 | 48.6 | 43.3 |
| 0500-0600 | 191 | 212 | 209 | 186 | 176 | 84 | 66 | 194.8 | 160.6 |
| 0600-0700 | 500 | 538 | 538 | 524 | 480 | 243 | 189 | 516.0 | 430.3 |
| 0700-0800 | 797 | 877 | 730 | 770 | 810 | 381 | 248 | 796.8 | 659.0 |
| 0800-0900 | 1378 | 1345 | 1312 | 1335 | 1393 | 833 | 548 | 1352.6 | 1163.4 |
| 0900-1000 | 1153 | 1216 | 1160 | 1229 | 1151 | 970 | 826 | 1181.8 | 1100.7 |
| 1000-1100 | 1100 | 1101 | 1115 | 1108 | 1235 | 1150 | 1033 | 1131.8 | 1120.3 |
| 1100-1200 | 1006 | 1027 | 1100 | 1065 | 1150 | 1174 | 1172 | 1069.6 | 1099.1 |
| 1200-1300 | 945 | 953 | 1001 | 1021 | 1045 | 1054 | 1058 | 993.0 | 1011.0 |
| 1300-1400 | 811 | 955 | 882 | 922 | 992 | 946 | 922 | 912.4 | 918.6 |
| 1400-1500 | 1003 | 1006 | 965 | 954 | 1085 | 867 | 833 | 1002.6 | 959.0 |
| 1500-1600 | 1163 | 1136 | 1100 | 1176 | 1192 | 763 | 699 | 1153.4 | 1032.7 |
| 1600-1700 | 1121 | 1223 | 1116 | 1261 | 1145 | 696 | 597 | 1173.2 | 1022.7 |
| 1700-1800 | 1014 | 1099 | 1007 | 1085 | 933 | 595 | 462 | 1027.6 | 885.0 |
| 1800-1900 | 540 | 594 | 535 | 621 | 576 | 454 | 365 | 573.2 | 526.4 |
| 1900-2000 | 216 | 274 | 295 | 256 | 268 | 235 | 145 | 261.8 | 241.3 |
| 2000-2100 | 119 | 164 | 148 | 180 | 188 | 194 | 95 | 159.8 | 155.4 |
| 2100-2200 | 83 | 122 | 120 | 120 | 169 | 134 | 91 | 122.8 | 119.9 |
| 2200-2300 | 42 | 52 | 71 | 65 | 125 | 88 | 42 | 71.0 | 69.3 |
| 2300-2400 | 29 | 19 | 26 | 35 | 43 | 67 | 18 | 30.4 | 33.9 |
| Totals | | | | | | | | | |

However in regards to warrant condition (ii), recent counts on Brunswick Street (north) do not indicate compliance with the requirement of 100 vph in one direction for more than 4 x 1 hour periods in each average day.

7.3 Intersection - River Street / Brunswick Street, Ballina

Northbound Brunswick Street (North):

WeeklyVehicle-31

Site: 14705.0.1SN
 Description: BRUNSWICK STREET,BALLINA ISLAND , 15 METRES NTH OF RIVER ST. <50>
 Filter time: 8:28 Wednesday, 6 November 2019 => 11:19 Monday, 18 November 2019
 Scheme: Vehicle classification (AustRoads94)
 Filter: Cls(1-12) Dir(N) Sp(10,160) Headway(>6) Span(0 - 100) Lane(0-16)

| Hour | Mon | Tue | Wed | Thu | Fri | Sat | Sun | Averages | |
|-----------|--------|--------|--------|--------|--------|--------|--------|----------|-------|
| | 11 Nov | 12 Nov | 13 Nov | 14 Nov | 15 Nov | 16 Nov | 17 Nov | 1 - 5 | 1 - 7 |
| 0000-0100 | 2 | 2 | 4 | 2 | 3 | 3 | 5 | 2.6 | 3.0 |
| 0100-0200 | 0 | 0 | 1 | 2 | 0 | 6 | 6 | 0.6 | 2.1 |
| 0200-0300 | 0 | 0 | 1 | 2 | 1 | 2 | 2 | 0.8 | 1.1 |
| 0300-0400 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0.6 | 0.6 |
| 0400-0500 | 1 | 2 | 1 | 0 | 0 | 0 | 1 | 0.8 | 0.7 |
| 0500-0600 | 9 | 4 | 7 | 7 | 10 | 5 | 4 | 7.4 | 6.6 |
| 0600-0700 | 24 | 18 | 24 | 27 | 25 | 14 | 11 | 23.6 | 20.4 |
| 0700-0800 | 37 | 27 | 31 | 46 | 42 | 30 | 35 | 36.6 | 35.4 |
| 0800-0900 | 69 | 81 | 67 | 60 | 62 | 57 | 60 | 67.8 | 65.1 |
| 0900-1000 | 64 | 60 | 86 | 74 | 73 | 50 | 85 | 71.4 | 70.3 |
| 1000-1100 | 66 | 63 | 69 | 63 | 65 | 80 | 76 | 65.2 | 68.9 |
| 1100-1200 | 76 | 52 | 72 | 61 | 70 | 53 | 58 | 66.2 | 63.1 |
| 1200-1300 | 67 | 61 | 63 | 56 | 71 | 61 | 67 | 63.6 | 63.7 |
| 1300-1400 | 53 | 56 | 64 | 67 | 52 | 48 | 55 | 58.4 | 56.4 |
| 1400-1500 | 50 | 53 | 61 | 62 | 61 | 48 | 51 | 57.4 | 55.1 |
| 1500-1600 | 64 | 65 | 70 | 88 | 65 | 44 | 47 | 70.4 | 63.3 |
| 1600-1700 | 54 | 58 | 72 | 71 | 100 | 50 | 39 | 71.0 | 63.4 |
| 1700-1800 | 71 | 86 | 92 | 87 | 98 | 80 | 53 | 86.8 | 81.0 |
| 1800-1900 | 60 | 59 | 69 | 77 | 73 | 62 | 68 | 67.6 | 66.9 |
| 1900-2000 | 56 | 54 | 56 | 71 | 61 | 52 | 50 | 59.6 | 57.1 |
| 2000-2100 | 38 | 53 | 52 | 45 | 47 | 48 | 32 | 47.0 | 45.0 |
| 2100-2200 | 26 | 33 | 39 | 32 | 41 | 36 | 21 | 34.2 | 32.6 |
| 2200-2300 | 22 | 24 | 22 | 25 | 23 | 21 | 21 | 23.2 | 22.6 |
| 2300-2400 | 9 | 10 | 16 | 17 | 18 | 21 | 6 | 14.0 | 13.9 |

7.3 Intersection - River Street / Brunswick Street, Ballina

Southbound Brunswick Street (North):

WeeklyVehicle-32

Site: 14705.0.1SN
 Description: BRUNSWICK STREET,BALLINA ISLAND , 15 METRES NTH OF RIVER ST. <50>
 Filter time: 8:28 Wednesday, 6 November 2019 => 11:19 Monday, 18 November 2019
 Scheme: Vehicle classification (AustRoads94)
 Filter: Cls(1-12) Dir(S) Sp(10,160) Headway(>6) Span(0 - 100) Lane(0-16)

| Hour | Mon | Tue | Wed | Thu | Fri | Sat | Sun | Averages | |
|-----------|--------|--------|--------|--------|--------|--------|--------|----------|-------|
| | 11 Nov | 12 Nov | 13 Nov | 14 Nov | 15 Nov | 16 Nov | 17 Nov | 1 - 5 | 1 - 7 |
| 0000-0100 | 1 | 1 | 3 | 1 | 2 | 3 | 5 | 1.6 | 2.3 |
| 0100-0200 | 0 | 0 | 2 | 0 | 0 | 1 | 3 | 0.4 | 0.9 |
| 0200-0300 | 1 | 2 | 0 | 0 | 1 | 2 | 2 | 0.8 | 1.1 |
| 0300-0400 | 0 | 1 | 2 | 2 | 2 | 1 | 2 | 1.4 | 1.4 |
| 0400-0500 | 2 | 1 | 0 | 1 | 3 | 1 | 1 | 1.4 | 1.3 |
| 0500-0600 | 14 | 10 | 15 | 13 | 13 | 11 | 7 | 13.0 | 11.9 |
| 0600-0700 | 24 | 32 | 30 | 32 | 32 | 18 | 15 | 30.0 | 26.1 |
| 0700-0800 | 30 | 32 | 28 | 35 | 36 | 22 | 16 | 32.2 | 28.4 |
| 0800-0900 | 35 | 35 | 41 | 39 | 40 | 29 | 35 | 38.0 | 36.3 |
| 0900-1000 | 28 | 30 | 42 | 37 | 34 | 54 | 42 | 34.2 | 38.1 |
| 1000-1100 | 39 | 42 | 38 | 32 | 50 | 44 | 57 | 40.2 | 43.1 |
| 1100-1200 | 40 | 45 | 43 | 38 | 42 | 33 | 41 | 41.6 | 40.3 |
| 1200-1300 | 39 | 39 | 39 | 44 | 56 | 46 | 45 | 43.4 | 44.0 |
| 1300-1400 | 48 | 36 | 36 | 36 | 32 | 41 | 34 | 37.6 | 37.6 |
| 1400-1500 | 39 | 42 | 40 | 47 | 43 | 33 | 33 | 42.2 | 39.6 |
| 1500-1600 | 36 | 40 | 45 | 36 | 49 | 37 | 34 | 41.2 | 39.6 |
| 1600-1700 | 55 | 53 | 36 | 44 | 46 | 44 | 33 | 46.8 | 44.4 |
| 1700-1800 | 59 | 68 | 74 | 69 | 54 | 68 | 60 | 64.8 | 64.6 |
| 1800-1900 | 58 | 66 | 92 | 92 | 106 | 85 | 75 | 82.8 | 82.0 |
| 1900-2000 | 79 | 73 | 86 | 97 | 90 | 81 | 63 | 85.0 | 81.3 |
| 2000-2100 | 53 | 80 | 83 | 65 | 77 | 65 | 58 | 71.6 | 68.7 |
| 2100-2200 | 37 | 53 | 61 | 50 | 50 | 54 | 44 | 50.2 | 49.9 |
| 2200-2300 | 35 | 27 | 38 | 29 | 37 | 36 | 24 | 33.2 | 32.3 |
| 2300-2400 | 11 | 10 | 14 | 20 | 33 | 29 | 10 | 17.6 | 18.1 |

It could be argued that the minor road warrant traffic volumes are not met due to the unsafe nature of the Brunswick Street / River Street intersection for right turns and that if signals were provided the traffic would increase dramatically and meet the warrant.

Other alternatives to make the intersection safer may include:

- Ban right turns from Brunswick Street for designated time periods (peak hours)
- Improve sight distance by removing the street trees east of the service station entrance in River Street.

A right turn ban may be difficult for compliance enforcement and would be opposed by residents who already consider themselves seriously disadvantaged regarding access to River Street. The lack of equity of access to River Street from residents both on the north and south sides in the vicinity of Brunswick Street (generally between Fishery Creek and Kerr Street) has been raised by a number of residents at recent community information sessions on the concept design plans for the proposed River Street lane duplication project.

7.3 Intersection - River Street / Brunswick Street, Ballina

Traffic modelling may be able to determine what increase in hourly traffic would result from the installation of traffic signals. This may be helpful to determine if the installation of signals would result in sufficient traffic volume on Brunswick Street to meet the TfNSW/RMS warrant for signals.

Another, but related matter is the efficiency of the River Street / Kerr Street traffic signals to accommodate the River Street eastbound right turn into Kerr Street (south) and thence via Camoola Avenue and Tweed Street to River Street westbound. Currently there is no right turn green arrow (standard 3 signal lights and red right turn arrow only) which provides for filtered right turns only. It has been suggested that a dedicated right turn phase with green right turn arrow may be necessary to:

- accommodate the increase in River Street eastbound right turn traffic volumes when the almost completed development on the south east corner becomes fully operational, and
- accommodate an increasing volume of traffic from Brunswick Street who wish to head westbound on River Street, but have to initially travel eastbound as described earlier in this report.

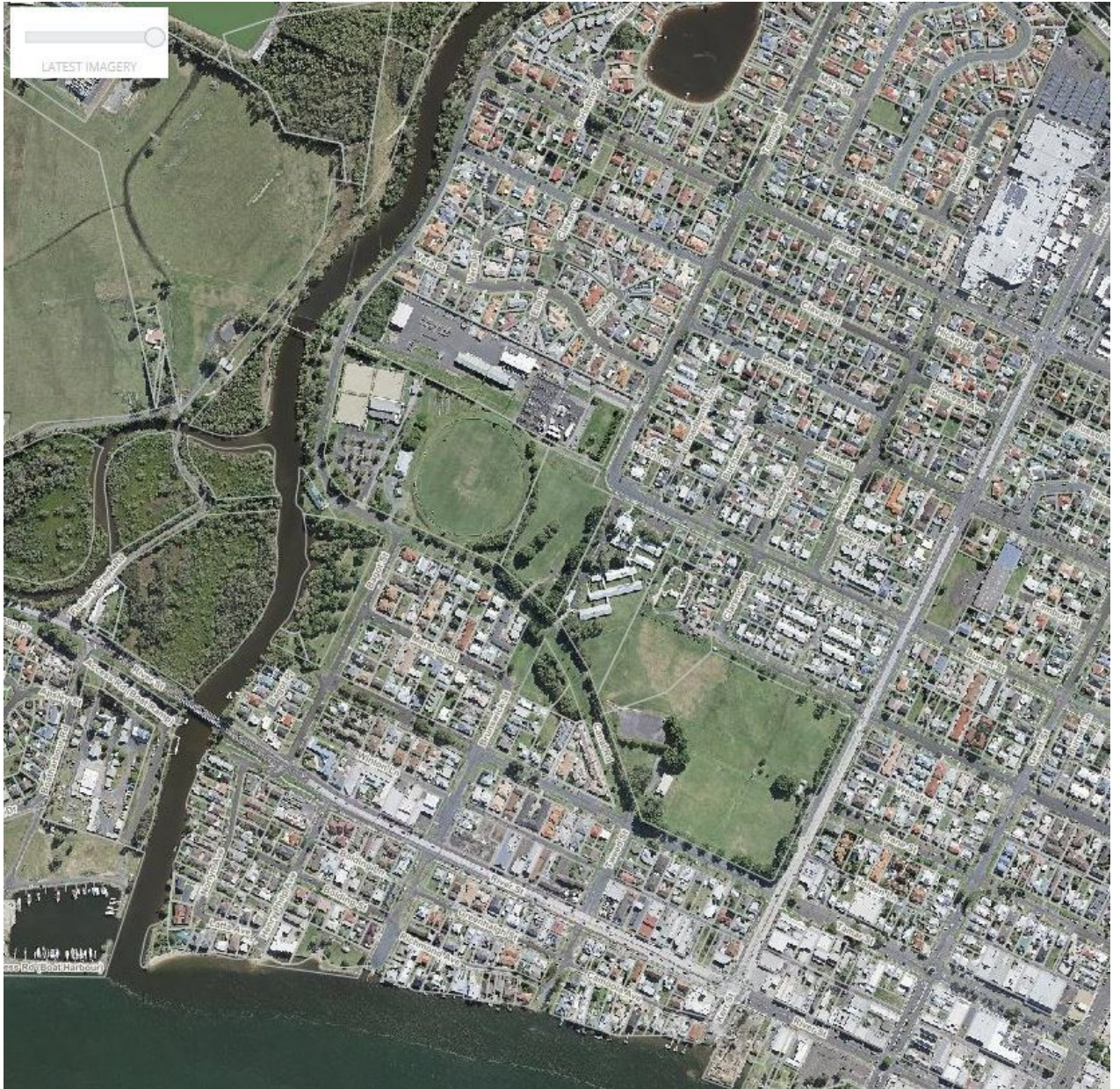
RECOMMENDATION

The Committee's advice is requested.

Attachment(s)

1. Brunswick Street Locality Aerial Photo
2. Brunswick Street View to River Street West
3. Brunswick Street / River Street Intersection

7.3 Intersection - River Street / Brunswick Street, Ballina



7.3 Intersection - River Street / Brunswick Street, 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 9 October 2019

10/19-5.1 Provision of NO PARKING Zone - Dalwood Road

Recommendation

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

Action to Date

Reported to Council 28 November 2019.

10/19-6.3 Extension of Dual Eastbound Lanes, East of Kerr Street - River Street, Ballina

Recommendation

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).

Action to Date

1. Not commenced.
2. Completed as part of previously temporary relocation for beautification works between Moon and Grant Streets.

10/19-6.4 Beautification Works – River Street, Ballina between Grant and Moon Streets

8.1 Schedule of Outstanding Resolutions of the Committee

Recommendation

1. The Committee approve the proposed regulatory signs and markings, new bus zone location and motorcycle parking on River Street, Ballina between Grant Street and Moon Street as shown on the attachment to this report. NOTE: This motion received majority support and was not unanimous, the RMS Delegate does not support the reinstatement of pedestrian crossings if they do not meet the warrant.
2. Vegetation at crossing points be designed to minimise loss of sight distance

Action to Date

As RMS did not support this action, they and the NSW Police were given 14 days notice to appeal in accordance with the delegation guidelines. The period has now expired and no appeal has been lodged.

Works are in progress.

10/19-6.5 Proposed Road Closure - Old Pacific Highway, Newrybar

Recommendation

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.

Action to Date

Application has been withdrawn.

10/19-7.1 Parking Issues - Pool Lane, Ballina

Recommendation

1. In accordance with Council practice of not regulating parking in rear residential lanes, the Committee does not support installation of NO PARKING signage in lanes however agrees this particular situation requires monitoring.
2. A report requesting confirmation from Council on how to manage parking in lanes be presented to a future Council meeting.

8.1 Schedule of Outstanding Resolutions of the Committee

Action to Date

Reported to Council 28 November 2019.

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 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).

Action to Date

Council report not yet drafted.

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.

8.1 Schedule of Outstanding Resolutions of the Committee

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.

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

8.1 Schedule of Outstanding Resolutions of the Committee

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 Safer Roads/Blackspot program has been made for 2020/21.

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

See report this meeting 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

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.

8.1 Schedule of Outstanding Resolutions of the Committee

RECOMMENDATION

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

Attachment(s)

Nil

9. Regulatory Matter on Classified Roads
 10. Items Without Notice
 11. Next Meeting
-

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

Nil Items

10. Items Without Notice

11. Next Meeting

Next meeting is scheduled for Wednesday 12 February 2020 at 10.00 am.