



## 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 14 October 2020 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

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
  4. Summary Report
  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 12 August 2020 were distributed with the business paper.

**RECOMMENDATION**

That Council confirms the Minutes of the Local Traffic Committee Meeting held on Wednesday 12 August 2020.

**3. Deputations by Members of Public or Councillors**

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

Nil Items

**5. Items to be Referred to Council**

Nil Items

## **6.1 Proposed Pedestrian Refuge - Bentinck Street, Ballina**

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### **6. Items Referred to General Manager's Delegate**

#### **6.1 Proposed Pedestrian Refuge - Bentinck Street, Ballina**

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##### **Introduction**

A pedestrian refuge is proposed for Bentinck Street, Ballina immediately west of the Owen Street intersection.

##### **Information**

As part of the PAMP program of works, a pedestrian refuge with associated warning and regulatory signage is proposed for Bentinck Street, Ballina immediately west of the Owen Street intersection as shown on the attachment to this report.

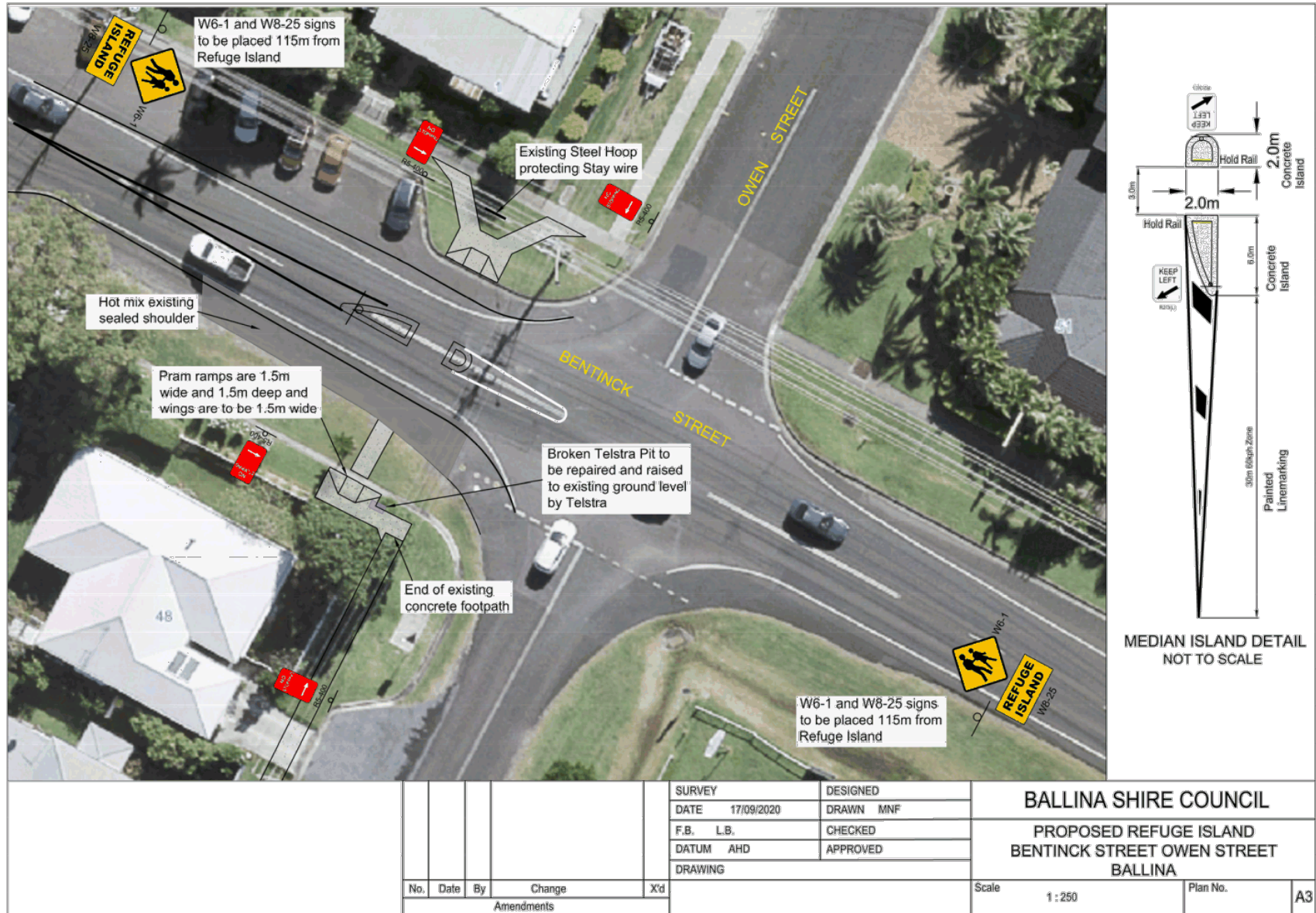
##### **RECOMMENDATION**

That the Committee support provision of a pedestrian refuge with associated warning and regulatory signage in Bentinck Street, Ballina immediately west of Owen Street as detailed in the attachment to his report.

##### **Attachment(s)**

1. Pedestrian Refuge - Bentinck Street, Ballina

6.1 Proposed Pedestrian Refuge - Bentinck Street, Ballina



## **6.2 Proposed Disability Parking - Killen Falls, Tintenbar**

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### **6.2 Proposed Disability Parking - Killen Falls, Tintenbar**

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#### **Introduction**

A disability parking space is proposed for the Killen Falls Parking area.

#### **Information**

Killen Falls is a popular destination on Killen Falls Drive off Friday Hut Road, Tintenbar. Parking, access and impacts on neighbouring residents have been contentious issues. Council commissioned a formal Management Plan to deal with these issues.

The provision of a disability Carpark at the existing Killen Falls car park is identified in the Council adopted Killen Falls Plan of Management – Part A.

Rous County Council, who manage the adjacent area, have also informed Council that in order to comply with their Disability Inclusion Action Plan a Disability park is required at this location.

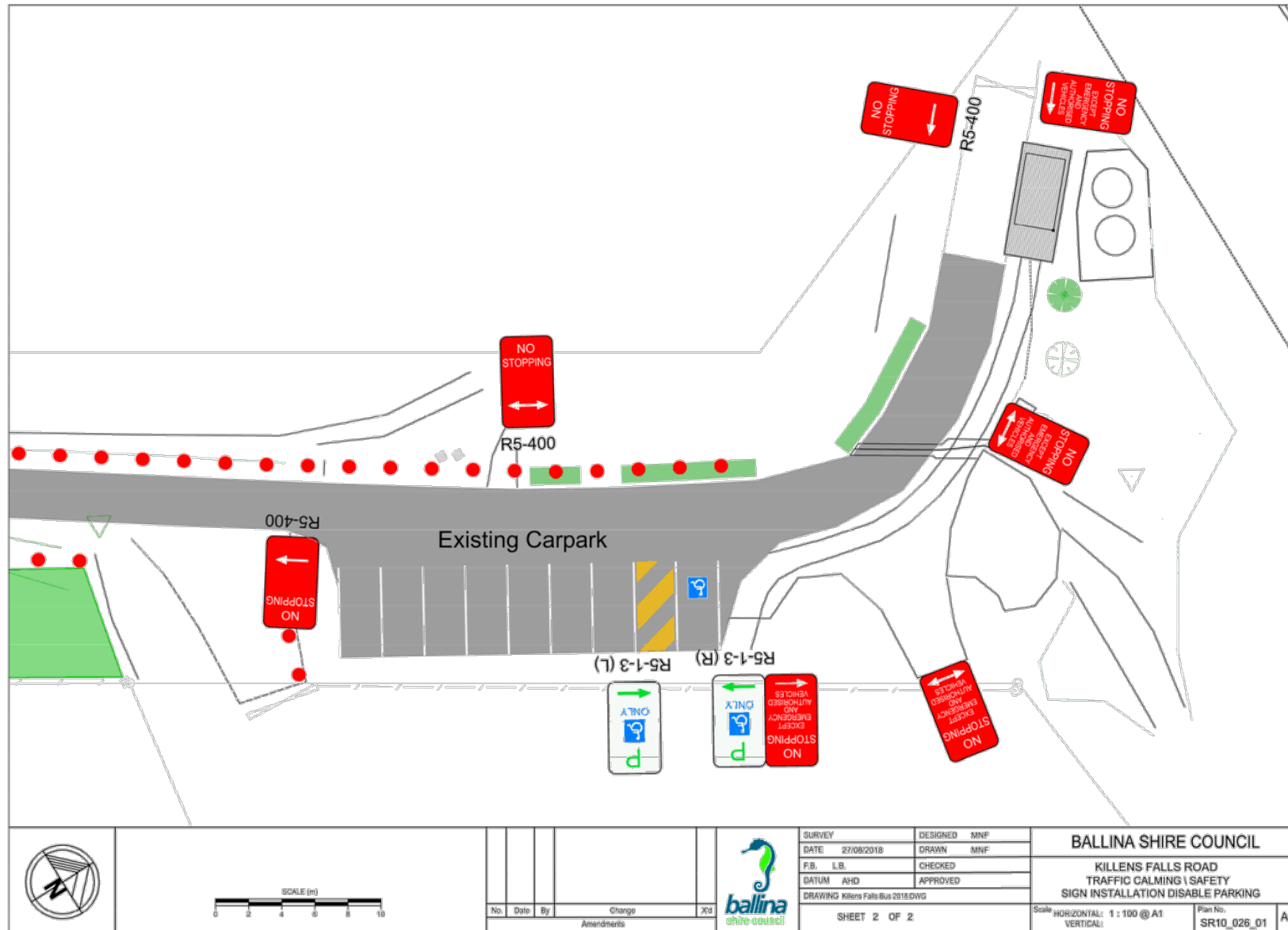
The proposed disability parking area is shown on the attachment to this report.

#### **RECOMMENDATION**

That the Committee support provision of a disability parking space and associated regulatory signage and markings at Killen Falls, Tintenbar as detailed on the attachment to this report.

#### **Attachment(s)**

1. Proposed Disability Carpark Space - Killen Falls, Tintenbar
2. Extract from Plan of Management - Killen Falls



Killen Falls Plan of Management – Part A

Objective	PRIORITY 1: Strategies and Actions	Cost (ex GST)
Provide facilities proportionate to site use that allow public enjoyment of the land;	Alert the public of potential risks on the subject land by providing signage based on Australian Standards for hazard signage.	\$1,500 (at \$375 per sign)
And		
Provide for the safety of the users of the subject land.	Provide signage advising that Council does not make any claim that the water in Emigrant Creek meets the standard required for swimming, and that swimming is not advised.	\$375
	At the northern end of the car park, provide signage that identifies the viewing platform track and supplies information regarding its suitability for different ages or abilities, as well as distances and hazards.	\$750
	Provide additional signage to properly identify an existing designated turning area at the northern end of the car park. Parking signage improvements are recommended, including no overnight stays and no parking opposite the current nine bays.	\$1,125
	Provide an edge-to-edge speed hump at the entrance to the car park and designate a 10 kph speed limit in the car park as a shared zone.	\$2,100
	Provide road markings and signage to identify a designated disabled car space in the existing car park.	\$750
	Declare the entire area to be glass free to make it safer for users and discourage anti-social behaviour.	Minimal cost
	Replace the rotted timber bench seat near the car park utilising existing brackets and footings.	\$200
	Undertake periodic water quality monitoring at the falls using the criteria normally assessed for human contact. Note: Water quality monitoring will only be undertaken if Council seeks to promote the site as a swimming location.	\$2,500 (per annum)



**6.3 Proposed NO STOPPING Zone - Emmanuel Anglican College Horizon Drive, West Ballina**

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**6.3 Proposed NO STOPPING Zone - Emmanuel Anglican College Horizon Drive, West Ballina**

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**Introduction**

A resident has expressed concern about parked cars limiting safe sight distance and on either side of the entrances to Emmanuel Anglican College Horizon Drive, West Ballina.

**Information**

There are several accesses to Emmanuel Anglican College off Horizon Drive, West Ballina as shown in the attached aerial photo.

A resident has expressed concern that during drop off/pick up times cars park too close to the accesses and restrict safe sight distance for cars exiting the school traffic area. This is also an area of high pedestrian activity by school students at the start and finish of the school day.

As these are driveways only, the provisions of NSW Road Rule 170 (3), stopping within 10 metres of an intersection do not apply.

Given the high volumes of vehicle and pedestrian activity at school start/finish times, provision of NO STOPPING zones of a similar extent to NSW Road Rule 170 (3), depicted by yellow lines on either side of the school accesses may be an appropriate means of providing a minimum level of sight distance, for exiting traffic at these locations.

**RECOMMENDATION**

That the Committee support provision of NO STOPPING zones of a similar extent to NSW Road Rule 170 (3), depicted by yellow lines on either side of the Emmanuel Anglican College accesses on the western side of Horizon Drive, West Ballina.

**Attachment(s)**

1. Accesses - Emmanuel Anglican College

6.3 Proposed NO STOPPING Zone - Emmanuel Anglican College Horizon Drive, West Ballina



## 6.4 Proposed Pedestrian, Parking & Traffic Arrangements - Lighthouse Parade, East Ballina

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## 6.4 Proposed Pedestrian, Parking & Traffic Arrangements - Lighthouse Parade, East Ballina

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### Introduction

It is proposed to amend traffic management, pedestrian and parking arrangements in Lighthouse Parade, East Ballina.

### Information

Council has applied for co-funding from Transport for NSW (TfNSW) for upgrading of pedestrian facilities and parking in Lighthouse Parade, East Ballina. The current proposal is a variation on an original proposal for installation of fencing on the shared path adjacent to Lighthouse Parade. The Road Safety Officer has advised:

*“The original application approves installation of Australian Standard pedestrian fencing on 255 metres adjacent the shared path on Lighthouse Parade. This proposal is based on a truncated view of road safety by focusing on a single element of road behaviour (antithetical to the Safe System Approach), and would deliver abortive safety outcomes. This approach would also degrade the sense of character and place of Lighthouse Parade.*

*At the baseline, Lighthouse Parade is classified as a gateway to a major recreational zone in East Ballina. Lighthouse Parade is a place characterised by residential neighbourhoods, entertainment and community services, high recreational values and open spaces. It is used for beach, surfing and fishing access, walking and cycling, and access to community meeting and dining spaces. It is used both during the day and night for these activities. Council is currently in the process of upgrading shared path and recreational facilities at nearby Shaws Bay, Pop Denison Park, North Wall and Lighthouse Beach surf club, restaurant and meeting rooms, and street lighting. Lighthouse Parade functions as a gateway and movement corridor to these attractors.*

*Using the principles of the Safe System Approach and the ethos of Movement and Place, the variation will seek to replace the originally proposed pedestrian fencing treatment with formalised kerb and gutter, threshold treatment (one flat top road hump), and traffic calming devices (blisters at the northern and southern ends of Lighthouse Parade) for improved pedestrian amenity along the entire 527metre length of Lighthouse Parade to Fenwick Drive. Replacement of bollard or fencing treatments with formalised kerb and guttering will provide improved access to both the shared path and the five beach access tracks. Formalised kerb and guttering will provide a minimum one metre from the face of the kerb to the edge of the shared path, providing essential and safe clearance from parked cars and preventing risk of ‘dooring’, and preventing vehicles from parking across and obstructing the shared path. The threshold treatment (flat top road hump) south of Steele Street (midway point of Lighthouse Parade) will assist in slowing traffic, with a posted*

## 6.4 Proposed Pedestrian, Parking & Traffic Arrangements - Lighthouse Parade, East Ballina

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*25km/h speed. Fencing at the threshold treatment will ensure that it is not interpreted as a marked pedestrian crossing. Signage at Fenwick Drive, Steele Street and Lighthouse Parade will denote the road facility as a 'High Pedestrian Activity' Area. Posted speeds will be reduced from 50km/h to 40km/h. Existing signage along the shared path includes five 'Shared Path' signs, three 'Dogs On-Leash' stencils, and centre line-marking at curves along the path as a requirement for shared path users to keep left where line of sight is reduced. This current level of signage is considered adequate. After completion of the project, pop-up community education stalls will be conducted on the path to promote shared path etiquette.*

*This improved approach will address safer roads and roadsides, safer people and safer speeds (key components of Safe Systems Approach), as well as enabling place in the road environment (Movement and Place). The proposed suite of treatments and reduced speed will deliver safer cycling and walking within the context of safer road environment. The project will enhance the overall look and visual character of the place and will be consistent with natural elements. The model and design proposed for the variation safely accommodates different types of movement better, ensures that the value of place is recognised within the function of the road, and will redefine Lighthouse Parade from a movement corridor to multi-modal local street and town place."*

The proposed treatment for Lighthouse Parade is shown on the attachment to this report.

The proposed speed zone variations have been forwarded to TfNSW requesting a speed zone review to determine if the revised speed zones will be approved by TfNSW.

Also included are threshold treatments, speed tables, upright kerbs (to separate pedestrian space from vehicular traffic), marked angle and parallel parking spaces and associated warning signage, regulatory signage and markings.

The Committee's support is sought for the proposed traffic management arrangements, regulatory signage and markings.

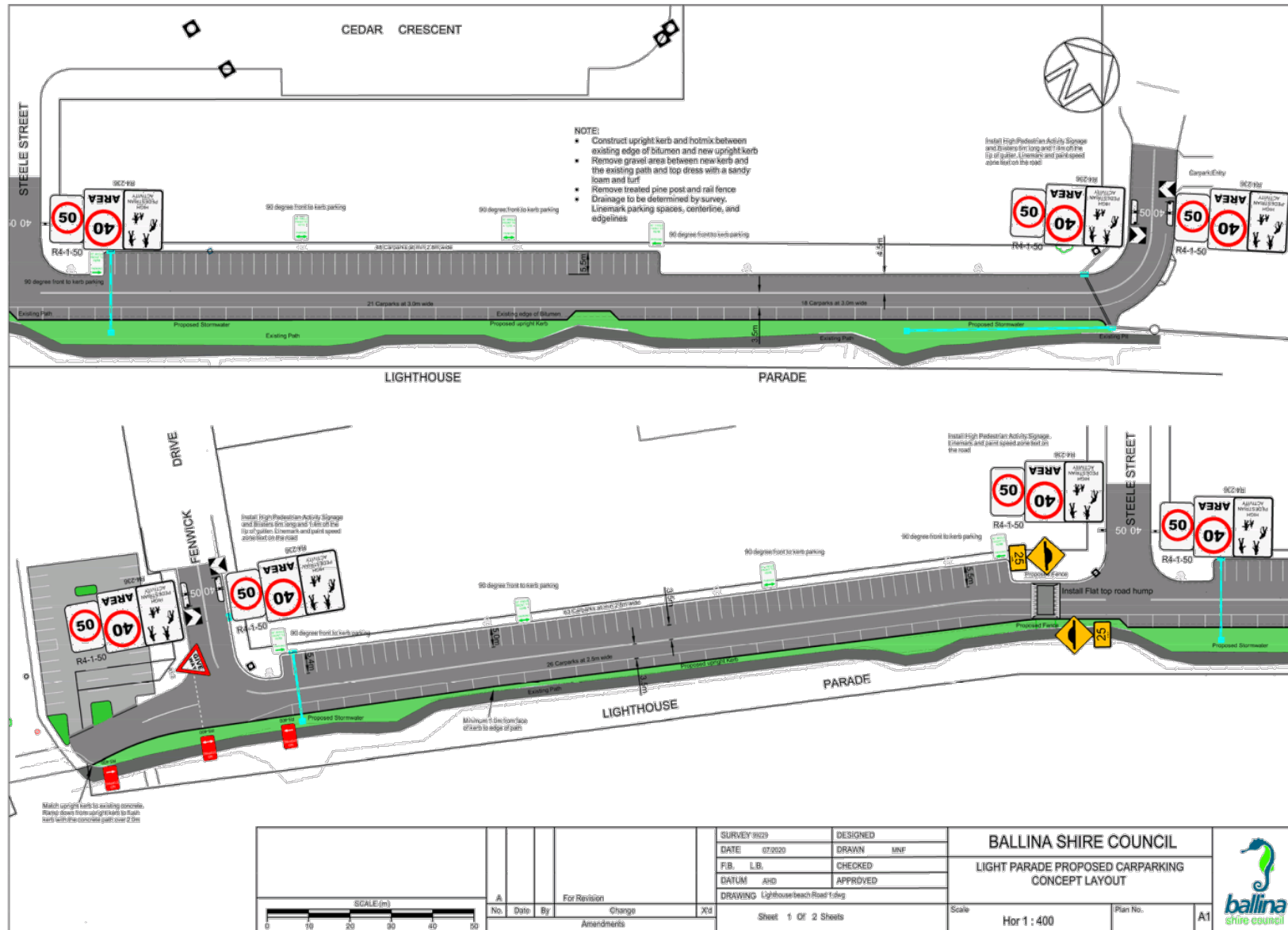
### **RECOMMENDATION**

That pending separate Transport for NSW approval of proposed speed zone variations, the Committee support the proposed traffic management arrangements and regulatory signage and markings on Lighthouse Parade, East Ballina and approach/intersecting streets as depicted on the attachment to this report.

### **Attachment(s)**

1. Proposed Traffic, Pedestrian & Parking Arrangements - Lighthouse Parade, East Ballina

# 6.4 Proposed Pedestrian, Parking & Traffic Arrangements - Lighthouse Parade, East Ballina



## 6.5 NSW Streets as Shared Spaces Grant Program, Proposed Temporary Works - Park Lane, Lennox Head

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### 6.5 NSW Streets as Shared Spaces Grant Program, Proposed Temporary Works - Park Lane, Lennox Head

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#### Introduction

Traffic Committee support is sought for temporary works in Park Lane, Lennox Head to be funded through the NSW Streets as Shared Spaces Grant Program.

#### Information

Council has received funding under the NSW Streets as Shared Spaces Grant Program to implement a project entitled *A Slow Path - Not A Fast Short Cut*. This project focuses on a program of temporary works over an eight month period that seek to demonstrate and test a number of traffic calming and pedestrian safety elements aimed at improving safety and convenience for pedestrians and cyclists in and around Park Lane, Lennox Head. Part of the project also focuses on activities aimed at activating Park Lane.

These features were identified in the community design charrette undertaken in March 2020 as part of the Lennox Village Vision project to slow the traffic and provide a safer pedestrian environment in Park Lane.

The elements and features to be tested include:

- Providing visually recognisable pedestrian crossing points at key pedestrian desire lines by providing temporary recycled rubber raised thresholds and kerbs to reduce traffic speed and improve pedestrian safety.
- Testing the practicality of limiting car speeds in Park Lane (extending to the main street block) to 30km/hr through signage, traffic calming and road marking.
- Installing a temporary bike hub with bike parking facilities, bike maintenance pillar and secure storage lockers located near the Lennox Head Community Centre (LHCC).
- Providing a temporary path to complete the Park Lane footpath connection and provide users with the ability to walk on a consistent pathway surface around the whole block.
- Constructing and installing a modular parklet to be positioned in existing car spaces to provide additional seating, greening and outdoor public space in and around the LHCC
- Providing temporary decorative paving treatments to provide visual indicators of inter-block pedestrian connection points with the Lennox Head main street and enhance legibility of the town centre.
- Installing a mural on the skate park wall fronting Park Lane and temporary decorative lighting along the shared path adjacent to the Williams Reserve sports fields to improve vibrancy and pedestrian safety at night.
- Installing temporary roundabout using relocatable recycled rubber semi mountable kerbs and traffic islands at Ballina Street and Allens Parade to test the practicality of this traffic feature in reducing traffic speeds before cars enter the main pedestrian areas of Lennox Head

The installation of temporary and semi-permanent street elements on Park Lane and Ballina Street/Allens Parade is expected to be in place for at least eight months commencing in December 2020 or January 2021.

## **6.5 NSW Streets as Shared Spaces Grant Program, Proposed Temporary Works - Park Lane, Lennox Head**

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Attached to this report are a plan of the Park Lane works, plan of the roundabout at Ballina Street/Allens Parade, specifications of the rubberised materials to be used to construct the temporary roundabout and a TCA traffic calming brochure that provides details of some of the proposals in Park Lane.

The Committee's support is requested for proposed traffic management arrangements and regulatory signage and markings associated with the project as depicted on the attachment to this report.

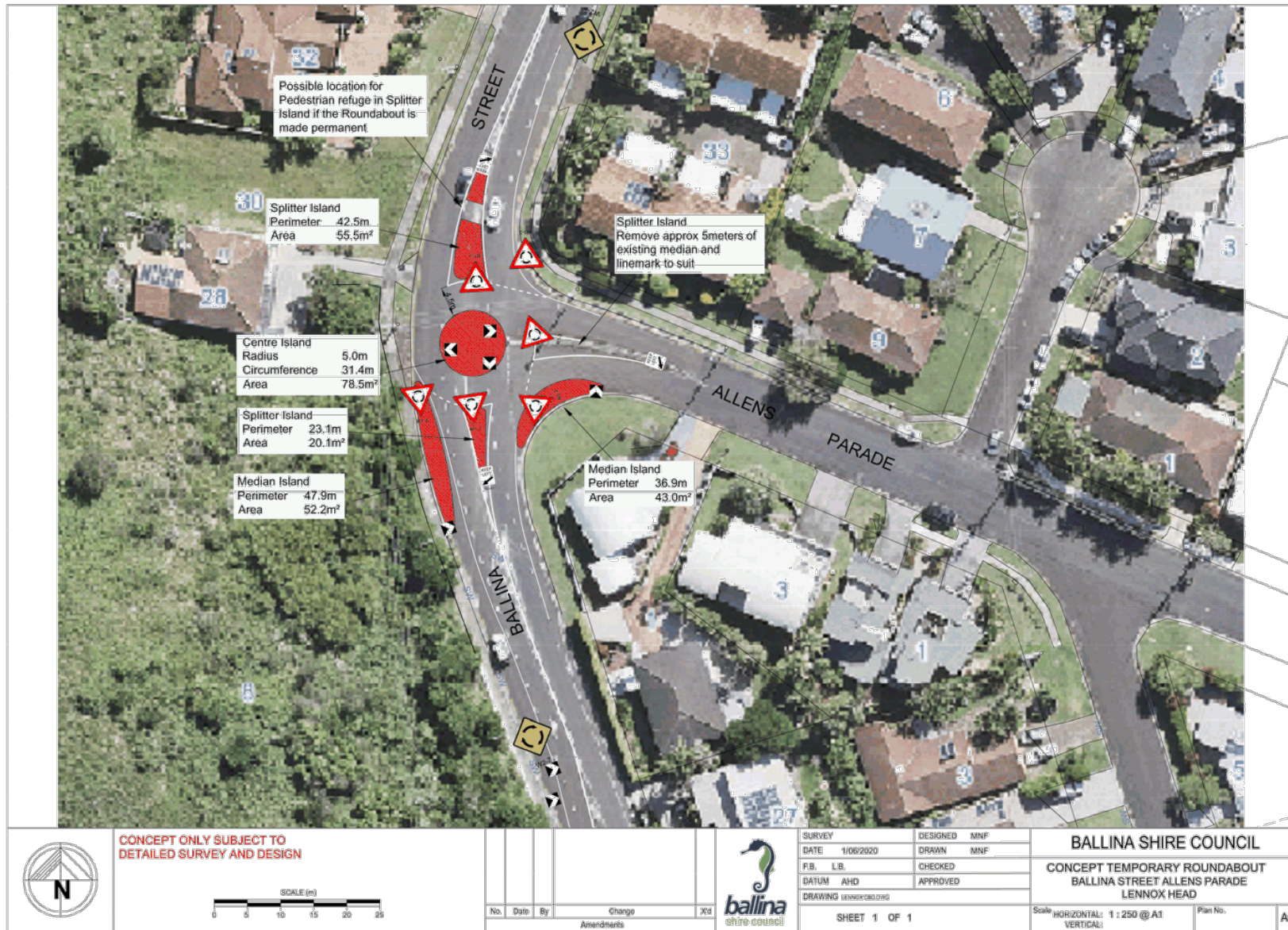
A separate application will be forwarded to Transport for NSW requesting approval for associated speed zone changes.

### **RECOMMENDATION**

That pending separate Transport for NSW approval for proposed speed zone variations, the Committee support the proposed traffic management arrangements and regulatory signage and markings on Park Lane, Ballina Street and Allens Parade, Lennox Head as depicted on the attachments to this report.

### **Attachment(s)**

1. Temporary Roundabout - Ballina Street/Allens Parade, Lennox Head
2. TCA Rubber Roundabout Specification
3. TCA Traffic Calming Brochure
4. Proposed Traffic Calming, Speed Zone Changes etc - Park Lane, Lennox Head







## Innovative Traffic Services

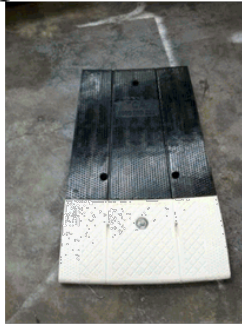
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### Specification Sheet and installed locations around Australia

#### Traffic Calming Australia M4-Rubber Roundabout



Terracotta segment



Black & White Segment



Completed Roundabout- Alice Springs



Hunters Hill- NSW



Whitsunday-Bowen- QLD

TOLL FREE 1800 055 292 - Fax: 1800 552 181 - ABN 47 160 258 471  
All correspondence to: PO Box 7466, Beaumaris Vic 3193  
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Kintore-NT



Liverpool- NSW



Altona- VIC.



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Biloela- Qld



Kiama- NSW



Banana Shire- Qld



Alice Springs-NT



Mildura Council- Vic.



Moreland Council- Vic.

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## Innovative Traffic Services

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### TCA ROUNDABOUT SPECIFICATIONS

Aus Road Guide approved for Australian Roads

Vic Roads Approved

Manufactured from G2 Recycled Rubber White EDPM Rubber at the front

Height: front: 40mm- back: 125mm

Colour: Black & White or Redish/Brown (Terracotta)

Diameter: Start from 4Mt Dia- Various

Length: 1000 mm

Weight : Depend sizes 38.5-kg to 48kg (per segment)

**Fastening Method:**

150mm Coach Screw with Fischer Nylon Plug

Epoxy inserted in every hole for 7 times more holding strength

**Features:**

- A 6Mts Dia. roundabout can be installed in 2 hours.
- Recycled rubber
- White EDPM Rubber M4 profile
- 2 x 10mm cat eyes reflector inserted into each segment and 1 x 50mm Reflector for better visibility at night
- All Segments interlinked
- A fraction of the cost of conventional methods
- Long lasting with the flexibility to remove and relocate
- Reduces disruption for local communities
- Can be used with various infill's: concrete, bitumen, synthetic grass, gravel, garden infill or any other method approved by customer.

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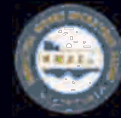


**PRODUCT CATALOGUE** VERSION 19

Traffic Calming Australia brings a comprehensive range of quality traffic calming products to the industry at a competitive price. We have provided innovation to the industry; reducing installation times for the provision of infrastructure, resulting in major cost benefits and minor disruption to the public. We can develop and design products to best assist your needs.

## WHY IS TRAFFIC CALMING AUSTRALIA DIFFERENT?

- At Traffic Calming Australia we work together with our customers to provide the best quality services.
- We have a team of experienced professionals involved with the development, design, production and installation of our products.
- Customer care – Our sales and technical experts are here to help you.
- We are proud members and supporters of the Australian Institute of Traffic Planning and Management and The Municipal Works Operations Assoc.



Our products are made 100% from recycled rubber and it can be manufactured to meet your specific design. It is cost effective and quick to install.



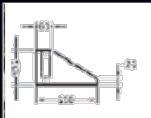
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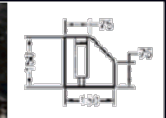
**TCA RUBBER KERBING**  
 Traffic Islands

**CALL NOW** +61 425 748 220

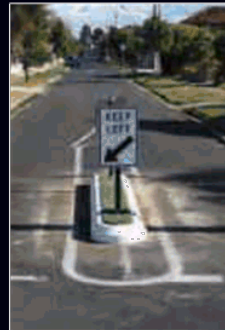
TCA Rubber kerbing is manufactured from recycled rubber and is effective for the use of traffic islands in conjunction with roundabouts. It is cost effective and quick to install with no excavation required. Rubber kerbing can be manufactured to meet your specific design; All we need is your measurements or plans.



**SEMI MOUNTABLE**



**SEMI BARRIER**





Call TCA today for a free consultation with our experienced solution experts.

**1800 055 292**





Speed Cushions are a proven traffic calming device that has been performing since the early '90s. Speed Cushions give the flexibility to provide desired speed control to suit the LATM requirements for School Zones and conventional urban roads.

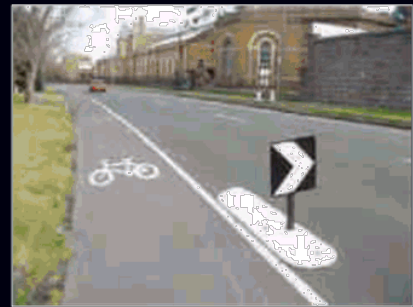


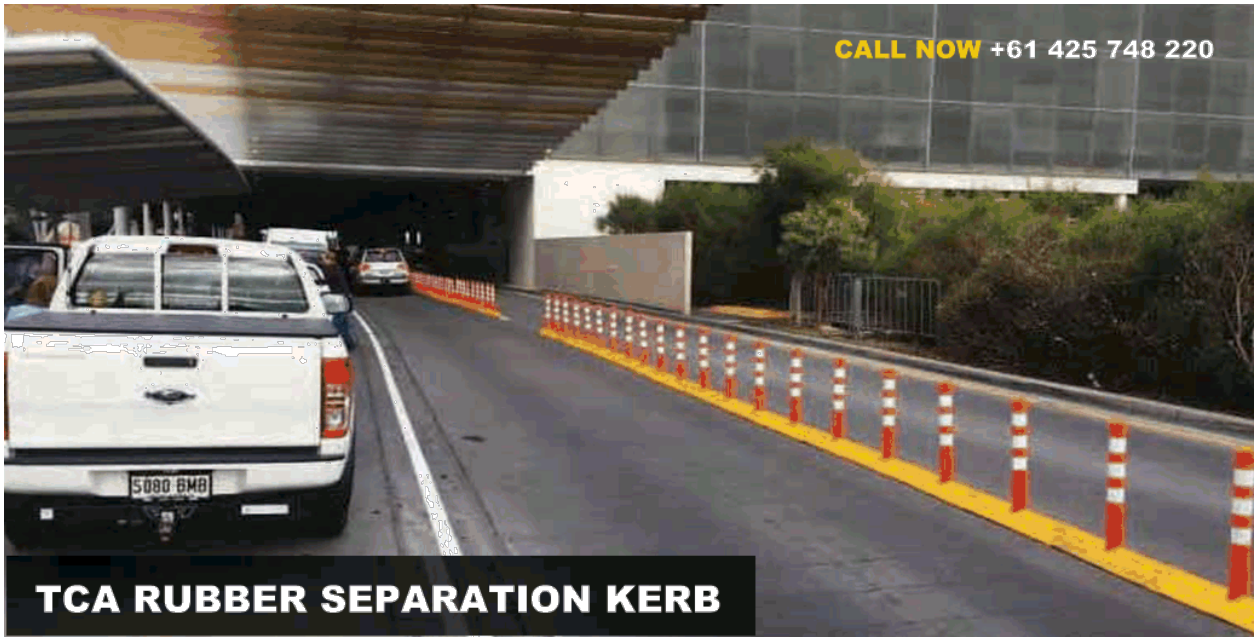
### Specifications & Advantages

- 75mm high, variable width to suit your target speed
- Manufactured from recycled rubber
- Each cushion can be installed in approx. 30 minutes
- Cheaper than conventional methods
- Ideal for bus routes
- Reduce accidents with immediate results



CALL NOW +61 425 748 220





The TCA Separation Kerb is ideal when there is limited road width available and it has an optional flexible bollard which can be installed from underneath and can't be dislodged. TCA Separation Kerb can be used as permanent or temporary treatment to assist with traffic delineation.

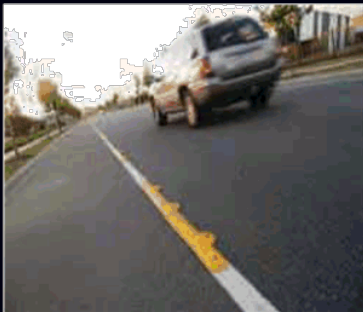


**BICYCLE LANE**



**LANE MAKER**

**LANE SEPARATOR**





Also known as a Bicycle Lane Separator or Bicycle Delineator

## The SKM report shows a 73% reduction of Motor vehicles into bike lanes after installation of separation kerbs.

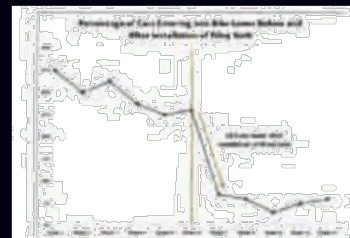
According to the SKM report prepared for Vicroads in 2008 separation identified a statistically significant reduction in the number of vehicles entering the bicycle lane. There was also a significant increase in the average distance from the vehicle to the kerb.

At test position one (near the Eastern Freeway off-ramp) the number of vehicles in the bicycle lane reduced from 25% to 7% after the separation was installed.

The volume of traffic and multiple merging movements resulted in significant numbers of motor vehicles intruding into the bicycle lane. During the testing, it was found up to 24% of vehicles travelling with their left hand side wheels in the cycle lane. This is despite the clear road markings to identify the lane. The separation was installed and there was a clear shift away from the kerb by the vehicles.



- ✓ Increase in the average position of motor vehicles away from the kerb (and hence the bicycle lane), leading to greater separation between cyclists and motor vehicles;
- ✓ Fewer vehicles intruding into the bicycle lane;
- ✓ Cyclists felt safer and more relaxed riding along with separation kerbs installed.





**Riley® is ideally suited to**

- School zones - entry and exit points for cyclists.
- Approaches to pedestrian crossing, particularly around school zones.
- On cycle paths at intersections to alert cyclists they are approaching a hazard

**Riley® features**

- 1200mm or 2000mm long with transition at each end
- Rumble device in the vehicle lane to alert drivers that they are crossing into a cycle lane.
- Can be placed with 100mm gaps to allow for water to flow through.
- A typical installation could be 1200mm or 2000mm of Riley Kerb with a 1m gap to allow cyclist to enter and exit the cycle lane.
- Offers protection for cyclists; contours to road surface and curves.
- Can be removed and relocated if required.





It has never been easier than this! TCA Rubber Roundabouts have been in use in Australia for a number of years with outstanding success. These specially designed segments have been manufactured from recycled rubber. TCA Rubber Roundabouts are a popular solution to LATM problem areas at a fraction of the cost and installed in a fraction of the time required for conventional methods.



- Modular Design
- 100% Recycled rubber
- Fast & Easy Installation
- Various diameters available
- No Excavation Necessary
- Permanent Or Temporary Solution
- Superior Durability
- Can be installed in a day

## BEFORE



## AFTER (2 DAYS LATER)





## INSTALLATION IN JUST 25 MINUTES!

This uniquely designed low profile roundabout is just 3 meters in diameter, is fully mountable and is ideal for small intersections only. These specially designed segments have been manufactured from recycled rubber. Supplied completed with rubber infill.

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**TCA RUBBER RAISED  
PLATFORM**



The TCA Modular Pedestrian Crossing can be constructed to any length and width to suit your application. All segments lock into position.

This secure modular design also allows for white segments to be placed creating a zebra crossing.

(See photos below)

## **RUBBER PEDESTRIAN CROSSING**





**STANDARD**



**WORKZONE PORTABLE SPEED HUMP**



**HEAVY DUTY 900MM**

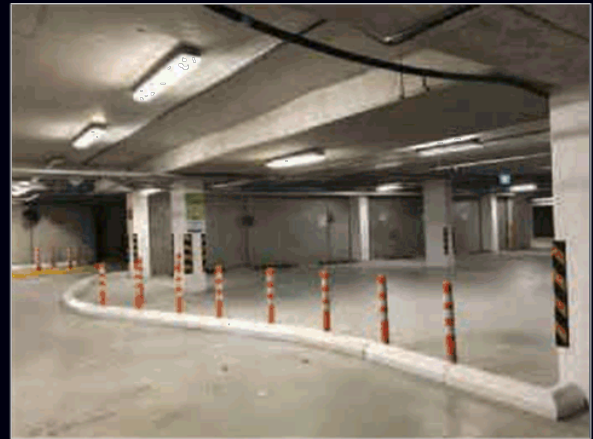
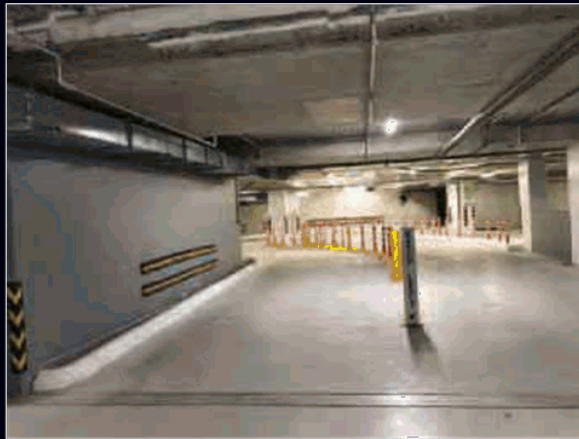
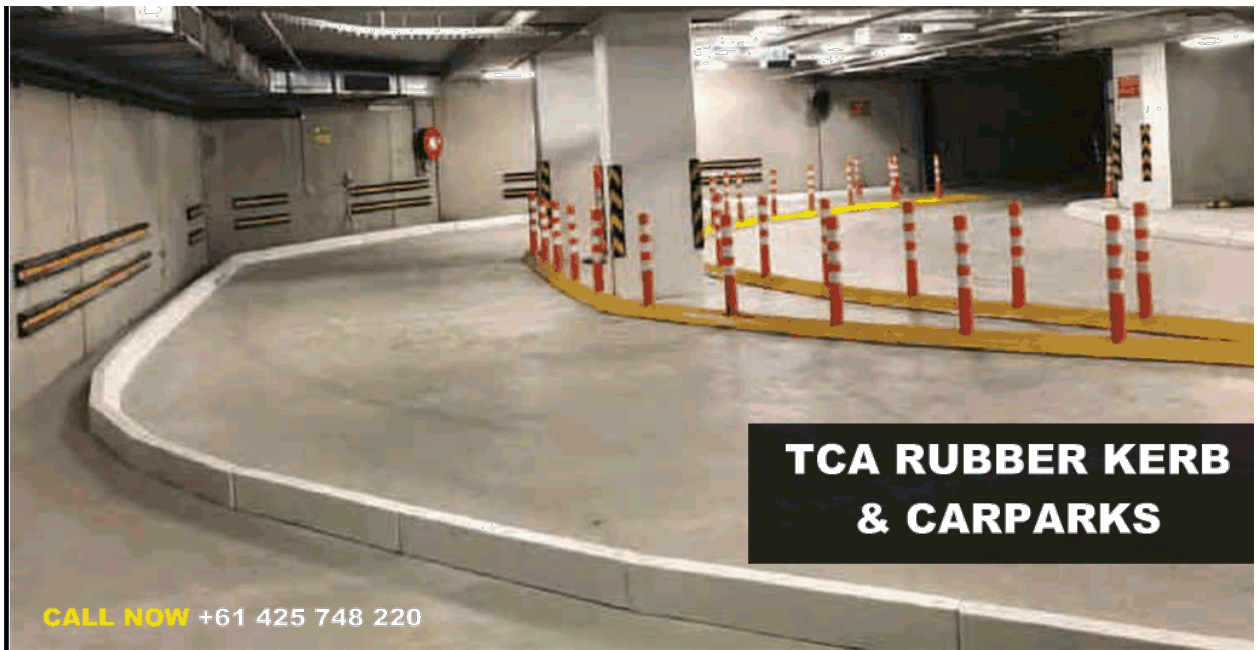


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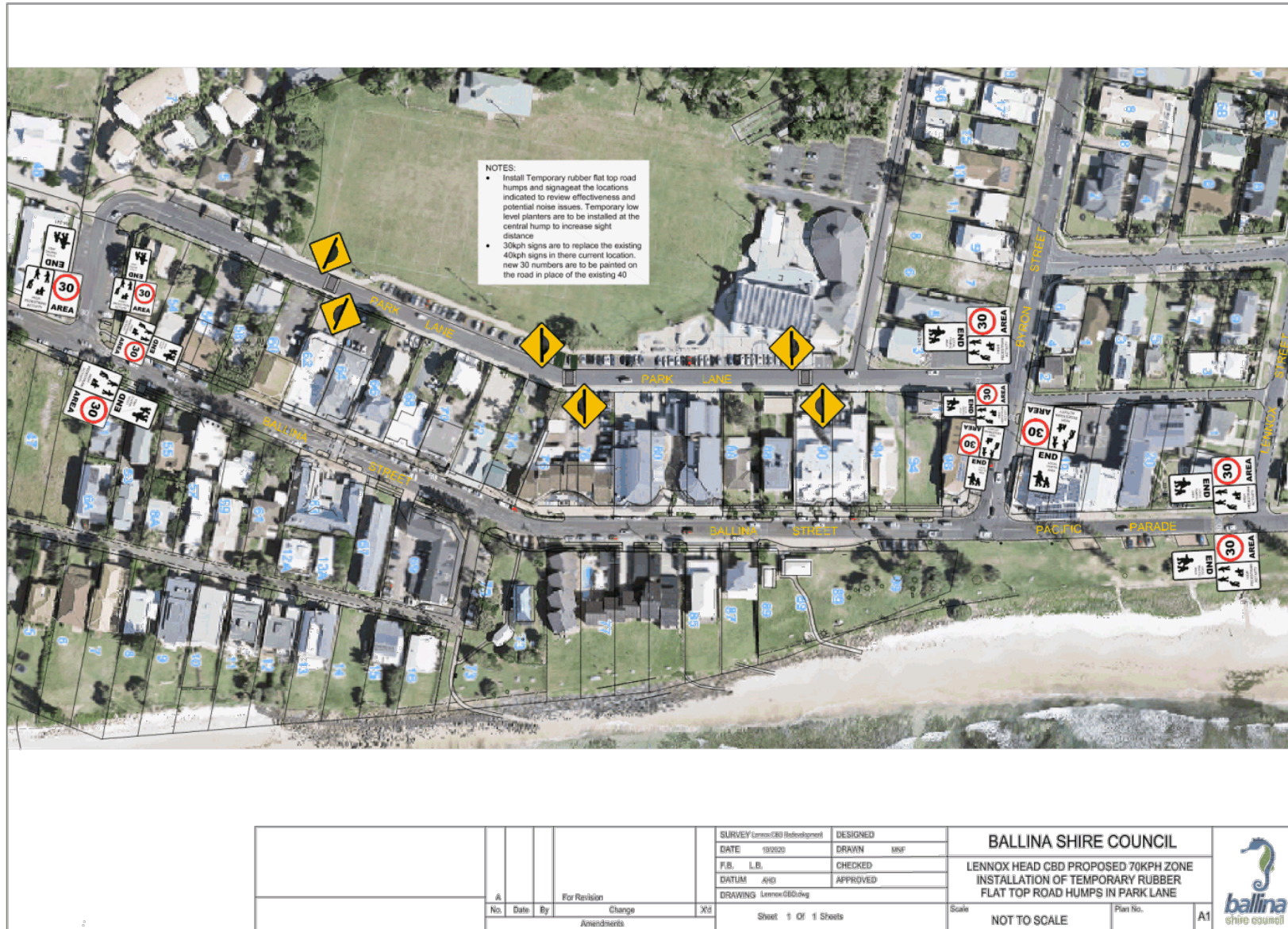
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**6.6 Proposed Road Closures and Associated Detours for Filming - Manly Street, Central Avenue, Cronulla Street, Thompson Crescent & Woodfield Crescent, East Ballina – 19 to 22 October 2020**

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**6.6 Proposed Road Closures and Associated Detours for Filming - Manly Street, Central Avenue, Cronulla Street, Thompson Crescent & Woodfield Crescent, East Ballina – 19 to 22 October 2020**

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**Introduction**

Road closures and associated detours for Filming are proposed for, Manly Street, Central Avenue, Cronulla Street, Thompson Crescent and Woodfield Crescent, East Ballina from 19 to 22 October 2020.

**Information**

Council's Events Support Officer has provided details of proposed road closures and associated detours for filming on Manly Street, Central Avenue, Cronulla Street, Thompson Crescent and Woodfield Crescent, East Ballina from 19 to 22 October 2020.

The original Traffic Control Plan (TCP) that refers to the Council area as "Byron Shire" is attached. It is understood the applicant is amending the error and the new TCP will refer to Ballina Shire as the Council area.

Further information will be forwarded to Committee Delegates as it becomes available or will be tabled at the meeting.

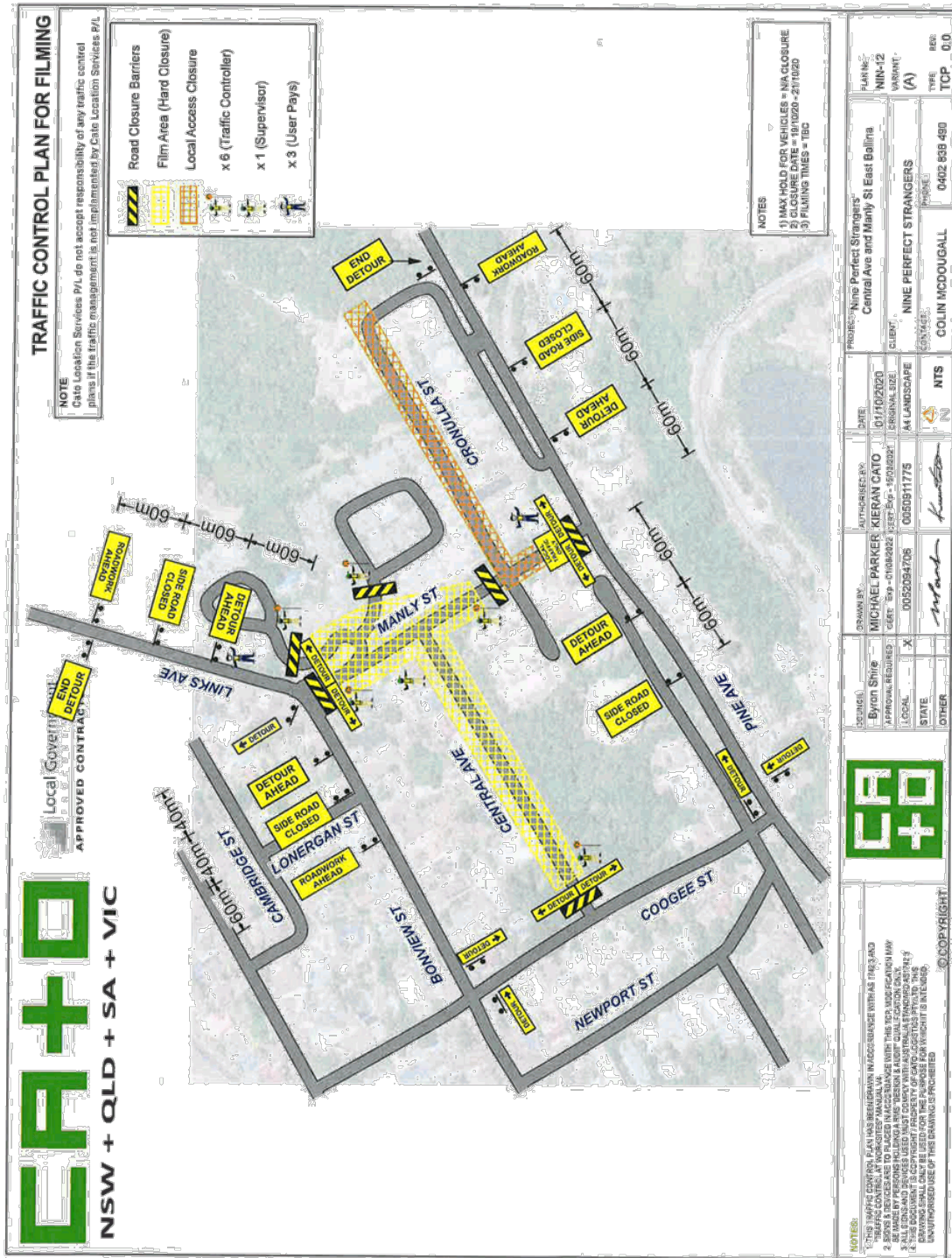
**RECOMMENDATION**

That when additional information is available, the Committee consider the application for proposed road closures and associated detours for filming on Manly Street, Central Avenue, Cronulla Street, Thompson Crescent and Woodfield Crescent, East Ballina from 19 to 22 October 2020.

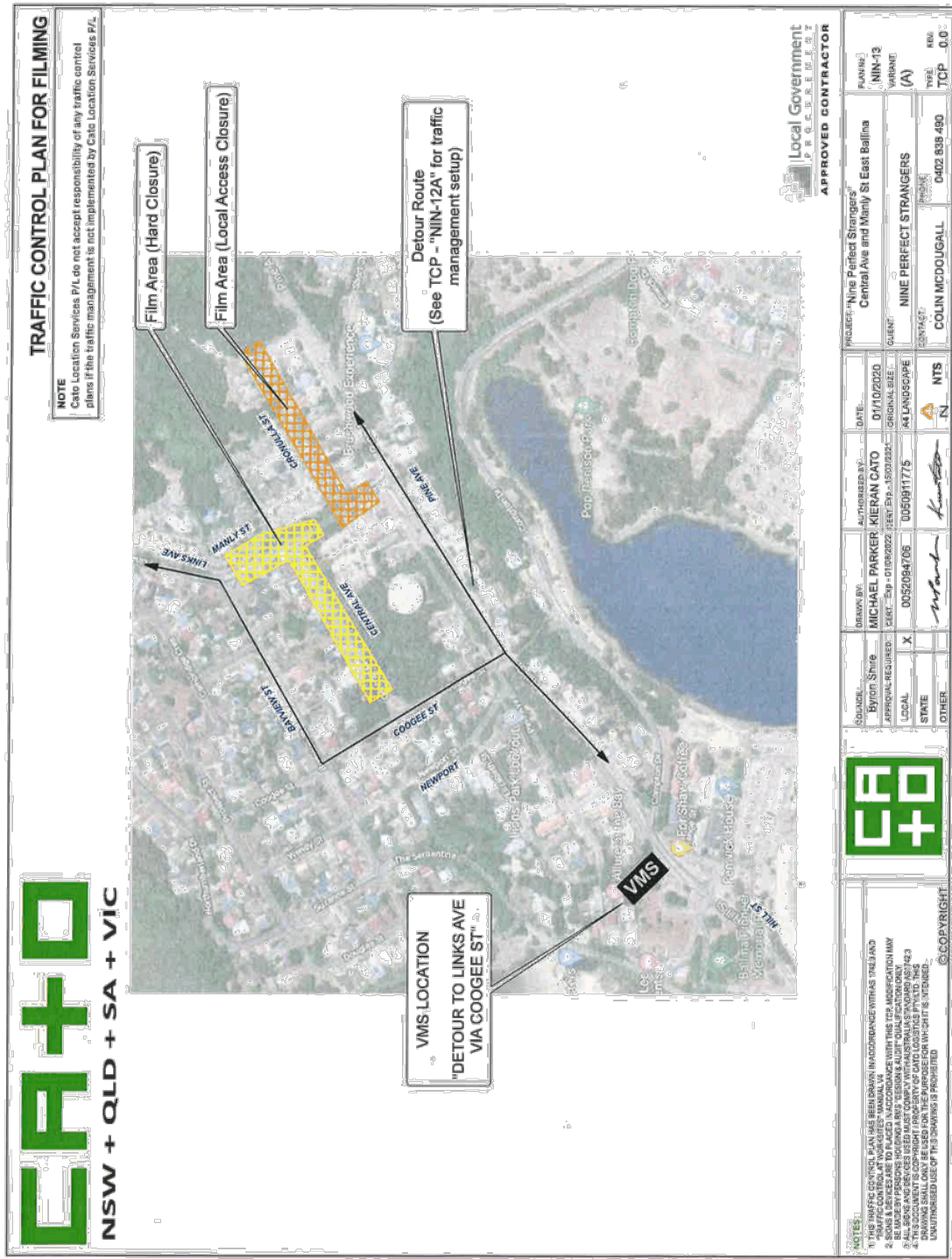
**Attachment(s)**

1. TCP Closure & Associated Detours - Manly Street, Central Avenue, Cronulla Street, Thompson Crescent, Woodfield Crescent, East Ballina

**6.6 Proposed Road Closures and Associated Detours for Filming - Manly Street, Central Avenue, Cronulla Street, Thompson Crescent & Woodfield Crescent, East Ballina – 19 to 22 October 2020**



6.6 Proposed Road Closures and Associated Detours for Filming - Manly Street, Central Avenue, Cronulla Street, Thompson Crescent & Woodfield Crescent, East Ballina – 19 to 22 October 2020





## **7.1 Pedestrian Crossing - Crane Street, Ballina**

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### **7. Items for Traffic Engineering Advice**

#### **7.1 Pedestrian Crossing - Crane Street, Ballina**

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##### **Introduction**

In December 2019 a report was prepared for the Local Traffic Committee (the "LTC") regarding the existing pedestrian crossing in Crane Street, east of Martin Street, Ballina. The report was instigated by a previous request to relocate the existing crossing from the east side of Martin Street to the west side of Martin Street.

The 2019 report to the LTC advised that neither the existing crossing (east side) nor the proposed crossing (west side) met the required RMS warrants. The subsequent recommendation from the LTC was:

*"That subject to approval by the elected Council, the LTC support the removal of the existing Crane Street crossing east of Martin Street and progress design and installation of a pedestrian refuge or other safe crossing device west of Martin Street."*

Further investigation of other safe crossing devices on the west side of Martin Street were investigated and a report was submitted to Council recommending the removal of the existing crossing. The subsequent resolution of the Council was:

- "1. That based on the technical assessment outlined in this report, Council authorises community consultation to be undertaken for the proposed removal of the marked pedestrian crossing located on Crane Street, east of Martin Street.*
- 2. The results of the community consultation in point one are to be referred to the Ballina Local Traffic Committee for advice and reported to Council."*

With the consultation process now completed, this report has been prepared for the advice of the LTC regarding the proposed crossing removal.

##### **Information**

###### **Other Safe Crossing Devices**

In reviewing possible pedestrian treatments for Crane Street, west of Martin Street, it was identified that there is insufficient space to support a pedestrian refuge. Buses turning between Martin Street and Crane Street would conflict with a refuge at this location.

The pedestrian refuge would need to be located further to the west to avoid this conflict. However, the volume of pedestrians using the refuge would decrease as their path deviation is increased. Furthermore, Council has recently constructed a pedestrian refuge midblock between Cherry Street and Martin Street making an additional refuge redundant.

In addition to the pedestrian refuge located midblock between Cherry and Martin Streets, Council has also constructed a kerb blister extension on Crane Street, west of Martin Street.

This treatment reduces the effective distance of carriageway that pedestrians are required to negotiate when crossing the road, resulting in an improved safety outcome.

A pedestrian refuge already exists at the existing marked pedestrian crossing location on Crane Street, east of Martin Street.

### **Community Consultation**

Due to the Covid-19 pandemic, it was decided that community consultation regarding the removal of the crossing be postponed until the situation became more stable. With schools now in operation and life with Covid-19 continuing for the near future, it was decided the community consultation process should commence.

Letters were mailed to 53 nearby properties, including schools, seeking feedback regarding the proposed crossing removal. Please see Attachment 1 for the engagement map of the properties contacted. Recipients were given three weeks to provide feedback to Council. A copy of the letter mailed to residents seeking feedback is available in Attachment 2.

Council received five submissions in response to the consultation process and each letter expressed views against the proposed crossing removal. A summary of the reasons contained within these submissions is below:

- Several people use the crossing while walking dogs
- As an older person, submitter feels safer using a marked crossing
- Existing crossing needs improvement as tree roots have led to an uneven surface and road patching has removed paint work
- Elderly citizen frequently uses the crossing
- Crossing needed to cater for new development and growing schools in the area
- Necessary for the safety of school children
- Crossing is adjacent to schools
- Removing the crossing presents a safety issue for people in wheelchairs
- Crossing in Martin Street is very dangerous with intending pedestrians partially hidden by large tree trunks
- With a high usage of mobile phones by both motorists and pedestrians, it is important that this crossing be retained
- The crossing ensures vehicles slow down at the intersection
- It is a busy intersection making it dangerous for pedestrians
- The crossing provides safety and sense of security to people on mobility scooters and wheelchairs.

Concerns raised regarding the adjacent Martin Street marked pedestrian crossing have been forwarded to Council's Engineering Works Section for consideration. Should Council's resolution be to retain the existing Crane Street marked pedestrian crossing, then the comments received regarding the uneven surface and missing paint work will also be forwarded to the Engineering Works Section for consideration.

All feedback received as part of the consultation process is available in Attachment 3. Outside of Council's consultation process, it is noted the proposal to remove the pedestrian crossing was raised in the Ballina Advocate in early March. Council did not receive any comments in relation to this article.

It is considered the feedback provided as part of the consultation process has not resulted in the identification of any issues which would render the RMS Warrants for a marked pedestrian crossing inappropriate for the subject crossing.

### **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.

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."

## 7.1 Pedestrian Crossing - Crane Street, Ballina

A summary of the most recent traffic counts for the existing pedestrian crossing was carried out on 14 November 2019 and is tabulated below.

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
<b>Comment:</b> Near School						
<b>Assessment:</b> Does not qualify as Reduced Warrant						

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 presented to the elected Council in June 2015 and 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.”*

### OPTIONS

1. That Council supports the removal of the existing Crane Street marked pedestrian crossing east of Martin Street, Ballina.

This option acknowledges that this site does not meet the RMS warrant for a marked pedestrian crossing.

2. That Council opposes the removal of the existing Crane Street marked pedestrian crossing east of Martin Street, Ballina.

This option supports leaving the existing marked pedestrian crossing in place.

### RECOMMENDATION

1. That subject to approval by the elected Council, the Local Traffic Committee supports the removal of the existing Crane Street crossing east of Martin Street.

### Attachment(s)

1. Crane Street Pedestrian Crossing - Submissions
2. Crane Street Pedestrian Crossing Engagement Map
3. Crane Street - Letter to residents

### Alistair Weallans

---

**From:** Ralph Keys <rekeys@bigpond.com>  
**Sent:** Wednesday, 26 August 2020 10:09 AM  
**To:** Ballina Shire Council  
**Subject:** COMMUNITY FEEDBACK to Proposed Removal of Crane Street Pedestrian Crossing

CYBER SECURITY WARNING - This message is from an external sender - be cautious, particularly with links embedded within the message and/or attachments.

Dear Mr. Alistair Weallans,

Your Ref: Crane Street Pedestrian Crossing  
IC/15782 & IC 15903

I refer to your letter of 11 August 2020 seeking community feedback regarding the above "Proposed Removal of Crane Street Pedestrian Crossing".

I am the owner of 1/23 Crane Street Ballina (2007 to 2020). My husband & I have used this pedestrian crossing for many years, (as did previous owner - my elderly mother, who owned unit from 1994 to 2007, & walked her dog daily, as well as walking "downtown" to all amenities: supermarket, library, doctors surgery, veterinary surgery, hairdresser etc). We have also been motorists in this neighbourhood for past 26 years!

To us, it defies logic to remove a pedestrian crossing from "in front of a school", particularly one with two campuses!

Also, it would appear, as crossings go, given that there is a Give Way sign right at the crossing, motorists are already slowing down, (in answer to point in your letter that: "regular motorists become used to the crossing being clear and can be slow to react when a pedestrian is present").

There are many disabled people who use this crossing & there is already a centre island to help them cross. The removal of this crossing "definitely" presents "safety issues" for people in wheelchairs.

Please note we are "VERY AGAINST" removing this crossing, & would be interested to know how Council can justify such a backward step regarding Road Safety - particularly where children are involved.

We'd also like to understand how council thinks children, who live "east and north-east" of Martin Street, "would approach the school safely", once the crossing is removed.

In actual fact the other Pedestrian Crossing in "busy" Martin Street, connecting the two school campuses, is "very dangerous", with intending pedestrians "partially hidden by large tree trunks", to motorists.

Submission Request - consider upgrading Crane Street Pedestrian Crossing, rather than removing it - ( as well as upgrading Martin Street Pedestrian Crossing).

Kind Regards

Sue Keys  
1/23 Crane Street

**Alistair Weallans**

---

**From:** Ann Hewitt <stellaanddave@gmail.com>  
**Sent:** Friday, 28 August 2020 11:25 AM  
**To:** Ballina Shire Council  
**Subject:** Alistair Weallans Crane Street pedestrian crossing IC15782 &IC15903

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I would like to object to the removal of this pedestrian crossing,as an elderly citizen,I frequently use this crossing,& with all the new development in this area which of course will bring extra traffic, plus the school children I feel it is important it remains,I feel it needs an upgrade but definitely not a removal.

Regards Stella Hewitt  
26 Norton Street  
Ballina  
Sent from my iPad

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### Alistair Weallans

---

**From:** Kay Innes <ianmnkay@gmail.com>  
**Sent:** Friday, 28 August 2020 9:19 AM  
**To:** Ballina Shire Council  
**Subject:** Crane Street Pedestrian Crossing

CYBER SECURITY WARNING - This message is from an external sender - be cautious, particularly with links embedded within the message and/or attachments.

Alistair Weallans - IC/15782 & IC/15903

I would like to make a submission concerning the "Proposed Removal of Crane Street Pedestrian Crossing". On my morning walk, I notice several people using this crossing while walking their dogs. As an older person, I feel safer using a marked crossing. However, I feel that the crossing needs some improvement, especially on the southern side, near the school- it is a very uneven surface as a result of the tree roots. For this reason, I feel it is easier to see this damage with the lines marked. If the surface was to become dark, It would be more of a challenge to see this uneven surface & accidents could happen & I am sure that Council would not like to see that happen. Thank you for allowing me to make a submission & I hope you will decide against removal of this crossing.  
K. Innes. 26 Norton Street. Ballina.

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23 August 2020

37 Crane Street  
Ballina 2478  
0435 131 264

The General Manager  
Ballina Shire Council  
40 Cherry Street  
Ballina NSW 2478

### Objections to Proposed Removal of Crane Street Pedestrian Crossing

We respectfully submit the following objections to this proposal:

- One reason given for considering the removal of this crossing is that "Some pedestrians, knowing that they have legal right of way, do not exercise due care when crossing streets". This may be true of some adults and teenagers, but it is not valid reason to remove the protection that the crossing affords younger school children. The crossing is directly adjacent to Ballina Public School, and is used daily by many students. It is clear from behaviour observed at this intersection that children are being taught to take care at pedestrian crossings, but of course 'kids will be kids' when released from school.
- With the high incidence of mobile phone usage today, by both motorists and pedestrians, adults and teenagers are often seen crossing roads in Ballina without due care, chatting or texting. This is happening anyway, whether or not on pedestrian crossings, so there is greater need than ever for Council to invest in pedestrian road safety.
- A second reason given is that "Regular motorists become used to the crossing being clear and can be slow to react when a pedestrian is present". As residents of Crane St, within a few metres of the Martin St intersection, it is clear to us that the presence of this crossing serves as an in-your-face notice to drivers to slow down and take care. Drivers do indeed appear to take more care here than at other Crane St intersections which have Give Way signs but not pedestrian crossings, such as the intersection of Crane and Grant where accidents do occur.
- For the reasons above, we propose not only should the Crane St pedestrian crossing be retained, but another is needed across Tamar St on the western side of Martin St. Arguably this latter crossing is of higher priority because it has Ballina Public School on one corner, Ballina Family Medical Centre on another, and a Northcott disability support facility on a third. It is quite a busy intersection with a lot of traffic turning from Martin St into Tamar St, heading west, making it dangerous for pedestrians.
- The footpaths in this area are often used by people on mobility scooters and wheelchairs. Pedestrian crossings add not only to their safety but also to their sense of security.

Yours sincerely,



Peter Walsh  
Glenda Jacklin



### Alistair Weallans

---

**From:** Ballina Shire Council  
**Sent:** Monday, 17 August 2020 2:17 PM  
**To:** Alistair Weallans  
**Subject:** FW: Feedback RE: pedestrian removal on crane street pedestrian crossing

ballina.nsw.gov.au | discoverballina.com.au  
p: 1300 864 444 | f: 02 6686 7035

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-----Original Message-----

**From:** Wayne Ruck <ruckstar14@gmail.com>  
**Sent:** Monday, 17 August 2020 12:52 PM  
**To:** Ballina Shire Council <BallinaShireCouncil@ballina.nsw.gov.au>  
**Subject:** Feedback RE: pedestrian removal on crane street pedestrian crossing

CYBER SECURITY WARNING - This message is from an external sender - be cautious, particularly with links embedded within the message and/or attachments.

17 August 2020

Dear Alistair Weallans,

RE: Proposed Removal of Crane Street Pedestrian Crossing

Our family would like to offer some community feedback regarding Council's request dated 11 August 2020, to seek submissions on the proposed removal of the above pedestrian crossing.

Our family live in Crane Street and use the pedestrian crossing daily along with neighbours, elderly and with young children.

I appreciate the crossing has been identified for removal as it does not meet a certain set of vehicular and pedestrian levels. Are you able to confirm what the Transport NSW minimum levels of traffic are for both pedestrian and vehicular movement in this particular population and urban area. Subsequently, how this compares to the undertaken movement study completed on this particular crossing in order for the Council to confirm the "minimum levels" have not been achieved?

I appreciate there is evidence that removal of low pedestrian use crossings can improve safety as outlined in Council's letter, however I would also appreciate there maybe an increased safety if a pedestrian crossing is supplied for young, old, physically challenged and all community members to cross the road rather than a crossing not supplied at all. The crossing is within close proximity to a high school, two primary schools, a school bus interchange, a retirement village, several churches, after school facility, community facilities and medical centre. It could be argued that members of the community using these particular facilities would also find pedestrian crossing

nearby to access these facilities as an essential access requirement for both age related and physical ability factors, they are generally vulnerable community members.

The risk of removing this particular crossing opposed to improving it to meet current standards may provide a better outcome for both community and council.

On a personal level, I have small children that use this crossing with our aid, and include this particular crossing for learning and encouraging road safety because it is quiet, accessible and close to our residence. If this crossing was removed our children and many on our street would have no crossing available to get home from school.

Thank you for the opportunity to provide a submission, I hope whomever reads this takes these comments on board and looks for positive provisions of a pedestrian crossing for our kids and community whom live in this particular area.

Submission Request - consider an upgrade rather than a removal.

Regards

Pattie, Wayne, Tahnee & Eva Ruck  
21 crane street

Sent from my iPad

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enquiries refer

Alistair Weallans

in reply please quote

**Crane Street Pedestrian Crossing**  
IC/15782 & IC/15903



11 August 2020

«Ratepayer»

«Postal\_Add\_1»

«Postal\_Add\_2»

«Postal\_Add\_3»

Dear Sir/Madam

**Re: Proposed Removal of Crane Street Pedestrian Crossing**

Council is seeking community feedback regarding the proposed removal of the pedestrian crossing on Crane Street, east of Martin Street, Ballina.

The crossing has been identified for removal as it does not meet the minimum levels of vehicle and pedestrian traffic, as set by Transport NSW. There is evidence that removal of crossings where there is low pedestrian use can actually improve safety for the following reasons:

- Some pedestrians, knowing that they have legal right of way, do not exercise due care when crossing streets.
- Regular motorists become used to the crossing being clear and can be slow to react when a pedestrian is present.

In recent years Council has made improvements to pedestrian safety in the area, including provision of a pedestrian refuge at the subject site of the Crane Street pedestrian crossing, a new pedestrian refuge along Crane Street (midblock between Cherry and Martin Streets), and the provision of a kerb blister extension on Crane Street (west of Martin Street).

Community members are encouraged to provide feedback on the proposed removal of the Crane Street crossing. The results of this consultation will be referred to the Ballina Local Traffic Committee for advice and reported to Council.

Submissions for feedback should be emailed to [council@ballina.nsw.gov.au](mailto:council@ballina.nsw.gov.au) by **Friday 4 September 2020**.

If you have any enquiries in regards to this matter please contact me on 1300 864 444.

Yours faithfully

Alistair Weallans  
**Developments Engineer**  
**Civil Services**

40 cherry street, po box 450, ballina nsw 2478  
t 1300 864 444 e [council@ballina.nsw.gov.au](mailto:council@ballina.nsw.gov.au) w [ballina.nsw.gov.au](http://ballina.nsw.gov.au) abn 539 29 887 369

Page 2  
Crane Street Pedestrian Crossing  
11 August 2020

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40 cherry street, po box 450, ballina nsw 2478  
t 1300 864 444 e council@ballina.nsw.gov.au w ballina.nsw.gov.au abn 539 29 887 369

## 7.2 Proposed NO STOPPING Zone - Pine Avenue East Ballina

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## 7.2 Proposed NO STOPPING Zone - Pine Avenue East Ballina

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### Introduction

The proposed NO STOPPING ZONE at the southern end of Pine Avenue, East Ballina, recommended by the Committee on 12 August 2020 is being opposed by many of the residents. As a result the proposal has been brought back to the Committee for further consideration.

### Information

At the Committee's meeting held 12 August 2020, it was advised:

*"The southern section of Pine Avenue extends south westerly from Coogee Street See below:*



## 7.2 Proposed NO STOPPING Zone - Pine Avenue East Ballina



*Local residents are concerned that uncontrolled parking in the area indicated by the yellow oval in the first photo and at a larger scale in the second photo is causing congestion and safety issues for through traffic. The road boundaries (except for the north side) of this area are not well defined. The area is characterised by transverse cross fall and the presence of a grassed island that separates the main carriageway of Pine Avenue from a parallel service type road to the south that provides access to a number of residences on the south side.*

*It is understood that cars parked on the grassed island area are protruding onto the main carriageway and causing concerns for through traffic.*



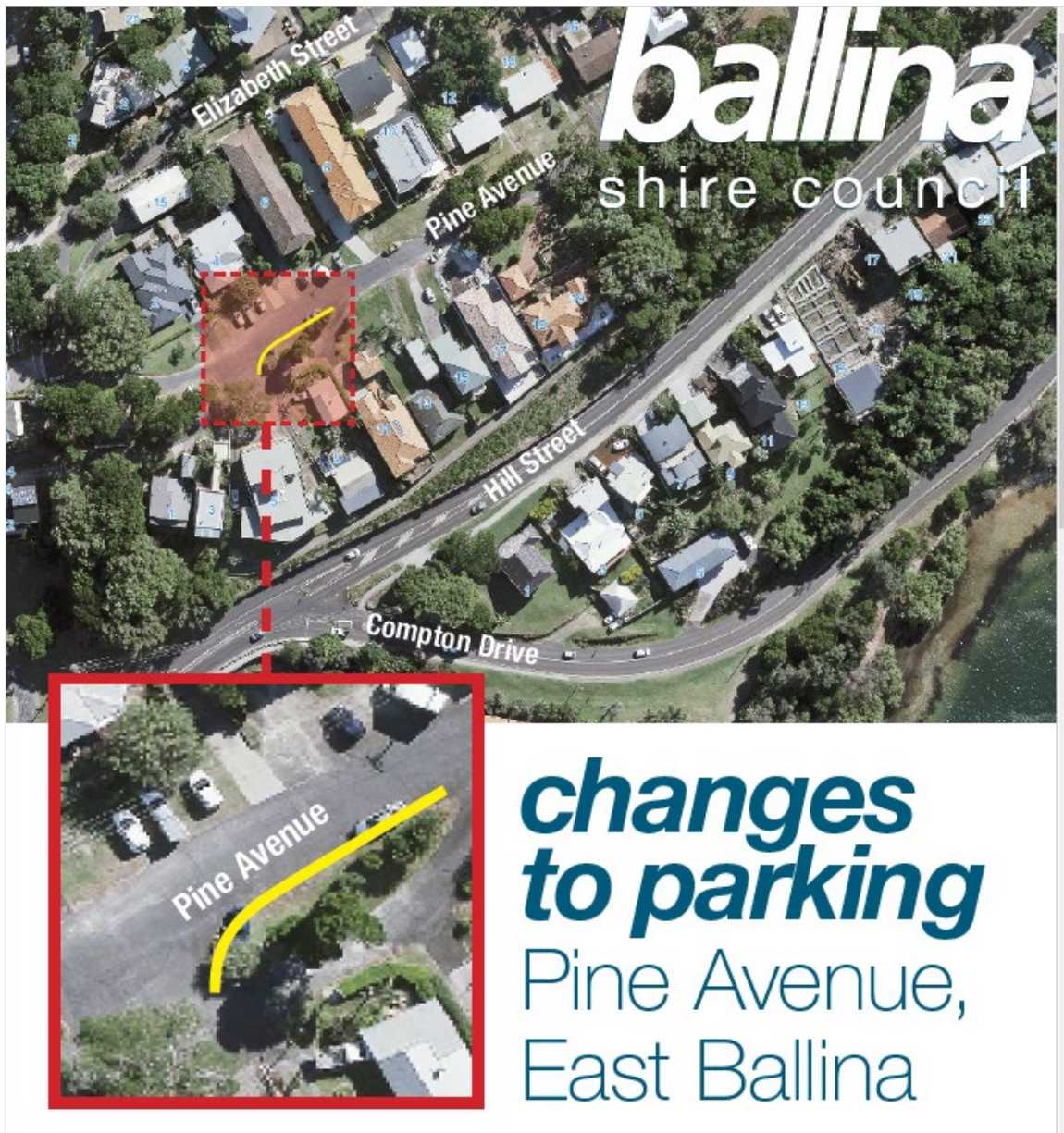
*It has been suggested that preventing vehicles parking on the grassed island would ensure there is adequate width for vehicles on the main carriageway.”*

## 7.2 Proposed NO STOPPING Zone - Pine Avenue East Ballina

At the meeting 12 August 2020, the Committee Recommended:

*“The Committee supports the provision of a NO STOPPING Zone indicated by yellow line on the north side of the grassed area at the south end of Pine Avenue, East Ballina.”*

Prior to the planned installation of the NO STOPPING yellow lines, local residents were letter box dropped with a flyer (see attachment and extract below) advising of the proposal.



Residents have responded negatively to the proposal with a petition signed by 21 + 4 local residents (see attachments). A significant number of phone calls have also been received from residents expressing concern and opposition to the proposal.



## **7.2 Proposed NO STOPPING Zone - Pine Avenue East Ballina**

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The NO STOPPING zone proposal was suggested to deal with obstruction caused to through traffic passage by the presence of vehicles angle parked on the north side of the grassed island with rear ends overhanging the through carriageway.

In summary the issues raised in the petition were:

- Questions about due process in making the decision
- Sufficient time not provided to residents to respond
- Consultation process not followed by Council
- Other options not considered or discussed with relevant stakeholders
- No review of Environmental Factors
- Parking is already scarce, the proposal will remove 5-7 parking spaces, exacerbate the problem and shift it elsewhere
- Council planning policies have permitted high-density development in this area with no thought given to parking. Most units have two residents that both own cars, but only one parking space on site.

As well as expressing concern with a lack of consultation, the majority of residents that phoned in considered that the loss of parking caused by the NO STOPPING zone would have a much greater negative impact on local amenity than the congestion of the through carriageway by caused by overhanging parked vehicles. They questioned where would the displaced vehicles go and suggested these displaced vehicles would cause greater problems elsewhere.

It was also advised that whilst the residents of the several blocks of units in the locality had access to a single garage, many had more than one vehicle and a significant number of garages were used for storage resulting in a very high demand for on street parking.

Several residents expressed the fear that if the NO STOPPING zone was to proceed, that displaced vehicles would be forced to park on verges in front of their residences.

Several residents advised that cars parking on the south side of the island already cause difficulties with garbage pickup and with reduced parking proposed on the north side, blockage of garbage pickup would become more frequent.

Residents were asked for their ideas on how to deal with the local parking problem. Some realised that the current informal practices of angle parking (where not authorised by signage) and parking on verges were not lawful, but they considered, given the circumstances of high demand and limited supply, that these practices should continue as the only practical solution and there should be no restrictions such as the proposed NO STOPPING zone. It was also acknowledged that there were congestion problems at times, but these issues were best sorted at a local level without the intervention of formal parking restrictions on the north side of the island.

One suggested piece of regulation that did have significant support from a number of residents was to restrict parking on the south (low) side of the island and nearby adjacent to a large Poinciana tree in front of Number 5 on garbage pickup night. The instigator of the petition was particularly helpful on this matter and her suggested NO PARKING zone for garbage pickup Sunday night/Monday morning is shown on an attachment to this report.

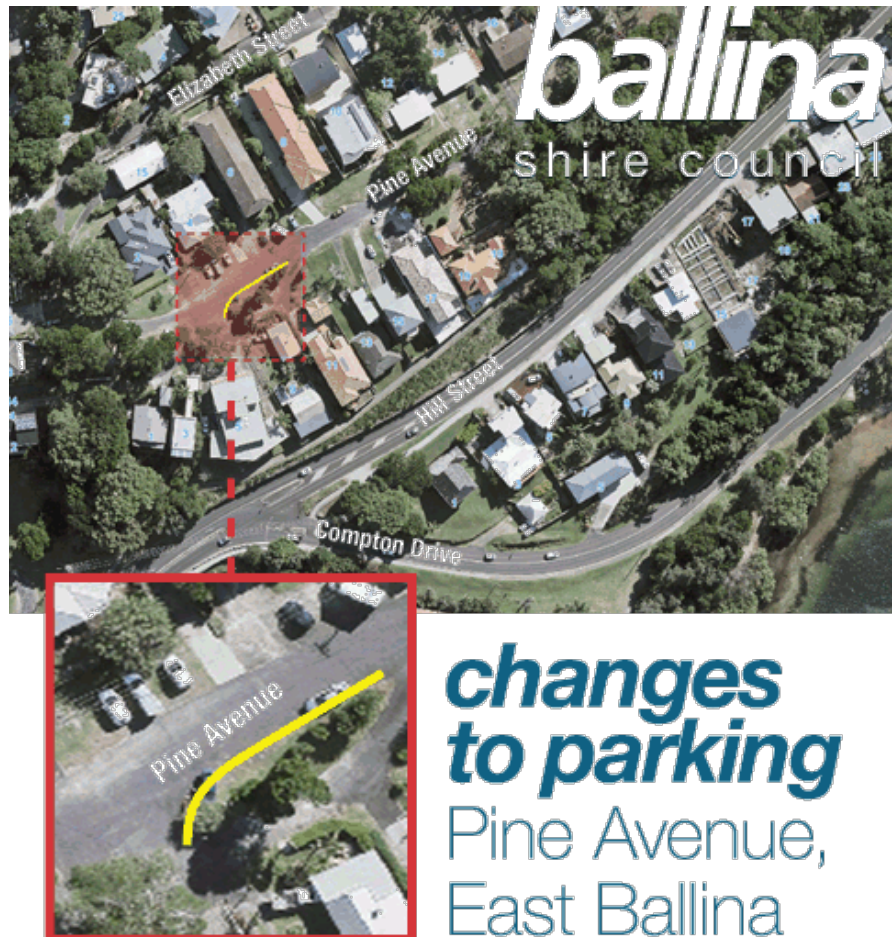
Given the degree of local opposition by residents to the original NO STOPPING proposal, installation of the yellow lines has been suspended pending further advice from the Committee.

**RECOMMENDATION**

That given the negative response to the installation of the recommended NO PARKING ZONE yellow line by local residents, the Committee's further advice is sought on dealing with parking and congestion issues at the south end of Pine Avenue, East Ballina.

**Attachment(s)**

1. No Stopping Pine Avenue Flyer
2. Pine Avenue Petition Part 1
3. Pine Avenue Petition Part 2
4. Residents Proposed No Parking Garbage Pickup Day
5. Pine Avenue and Service Road looking North - Note Poincianna Tree
6. Pine Avenue and Service Road looking South



Ballina Shire Council has received feedback from residents regarding parking arrangements in Pine Avenue, East Ballina.

Some roadside parking in the southern end of Pine Avenue is causing congestion and blockages for residents. To address these issues the Local Traffic Committee (comprising delegates from Transport for NSW, NSW Police and Ballina Shire Council) has reviewed parking and traffic arrangements and recommended the introduction of a small section of **NO STOPPING** zone.

The new **NO STOPPING** zone is shown as a yellow line on the map above. This will be introduced from mid September 2020 (subject to availability of contractors). The reverse side of this flyer explains the NO STOPPING road rule.

If you have any questions regarding this new parking arrangement please contact Patrick Knight, Development Engineer, 1300 864 444.

## *yellow line means no stopping*

An unbroken yellow kerb line indicates a **NO STOPPING** zone. A continuous yellow line painted on the edge of a road is used either instead of, or to reinforce, 'No Stopping' signs.

Motorists must not stop for any reason, except in a medical or similar emergency.

**NO STOPPING** zones are important for community safety, and for minimising traffic delays and the risk of crashes.

Stopping within a **NO STOPPING** zone, marked either with a yellow line or sign, can result in a fine of \$263, or a \$337 fine and the loss of two demerit points if in a school zone.

V. 09/2020



*This National Road Rule came into being in 1999 and allows yellow lines to replace No Stopping Signs. This was written into NSW legislation in 2008 and into the NSW Road Users' Handbook.*

**Ballina Shire Council**

- 40 cherry street • po box 450
- ballina nsw 2478 t 1300 864 444
- e [council@ballina.nsw.gov.au](mailto:council@ballina.nsw.gov.au) w [ballina.nsw.gov.au](http://ballina.nsw.gov.au)

RECEIVED  
14 SEP 2020  
COUNCIL  
COUNTER

■ ■ ■ Linda Lamb

0407474691 [amiga7777@hotmail.com](mailto:amiga7777@hotmail.com) Unit 6, 5 Pine Ave, East Ballina 2478

14 September 2020

Patrick Knight  
Ballina Shire Council

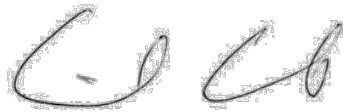
Dear Mr. Knight,

I enclose a petition with 21 signatures on it from people who oppose the proposed parking changes in Pine Avenue. The people who have signed will all be directly negatively affected by the council's proposal.

If anything changes, I would appreciate updates on this situation.

I have enclosed a copy of the email I sent you on September 7th.

Sincerely,



Linda Lamb

Dear Mr. Knight,

I received a notice in my mailbox today informing me about planned changes to parking in Pine Avenue. I am concerned about this and am questioning whether or not due process has been followed. Concerns I have include:

1. Sufficient time has not been provided by Council to local residents, these changes are coming into effect in one week
2. The consultation process was not followed by Council, no canvassing of local residents has taken place
3. Other options have not been considered or discussed with the relevant stakeholders, no other parking spaces have been suggested
4. There has been no Review of Environmental Factors or Environmental Impact Statement carried out by Council

Mr Knight, no one in the apartment building I reside at 5 Pine Avenue was consulted, nor were our neighbours at number 9. We are adjacent to the location you have highlighted for the proposed changes. I am yet to complete my neighbourhood investigation, however, I suspect that residents on Pine Avenue were not consulted.

Your notice stated that you have received feedback. Who did you consult, and when? Who is adversely affected by parking at the location and how? What will the effects of removing 6 parking spaces from the local environment impose on the surrounding area?

Parking in Pine Avenue is scarce, there are limited spaces available at the moment for residents and their visitors and reducing the number of spaces will further exacerbate the problem or shift it elsewhere. The proposed changes will eliminate 5-7 parking spaces.

Councils planning policies have permitted high density development in this area, seemingly with little thought given to parking. Most of the units in this neighbourhood have 2 residents that both own cars, however there is only one space provided for and in some instances there are no practical spaces provided at all.

I have started a petition and will submit it to our local member Tamara Smith and Paul Hickey the General Manager of the Ballina Shire Council to ensure that the appropriate processes are followed.

I look forward to your response.

Kind regards

Linda Lamb  
Unit 6  
5 Pine Ave  
East Ballina  
2478 Ph. 0407474691



### Pine Avenue Residents Opposed to Changes to Parking on Pine Avenue in East Ballina

We hereby formally notify Ballina Shire Council that we are opposed the proposed changes to parking on Pine Avenue in East Ballina. The proposal is not consistent with planning policies and do not consider the impacts to surrounding areas.

Name	Address	Signature
Jonathan Manitta	10 Brighton Street	<i>JM</i>
Melinda Simpson	2/5 Pine Avenue	<i>MS</i>
Alessia Spang-Crummy	5/5 Pine Avenue	<i>Alessia Spang-Crummy</i>
Carolyn Crummy	5/5 Pine ave	<i>Carolyn Crummy</i>
Brody Wills	7/5 Pine ave	<i>Brody Wills</i>
Anton Parkinson	7/5 Pine Ave	<i>Anton Parkinson</i>
Jess Perry	4/5 Pine ave	<i>Jess Perry</i>
Breanna Thomas	4/5 Pine Ave	<i>Breanna Thomas</i>



### Pine Avenue Residents Opposed to Changes to Parking on Pine Avenue in East Ballina

We hereby formally notify Ballina Shire Council that we are opposed the proposed changes to parking on Pine Avenue in East Ballina. The proposal is not consistent with planning policies and do not consider the impacts to surrounding areas.

Name	Address	Signature
Linda Lamb	6/5 Pine Ave East Ballina	
Mark Manion	4 Pine Ave.	
TONY SALVAGE	11 PINE AVE E BALLINA	
TAL LYON	5/6 Pine Avenue	
Garth Kimmer	1/6 Pine Avenue	
Phillip Wright	4/6 Pine Ave	
Rebecca Clarke	4 Pine AVO	
SUCAM Shrestha	4 Pine Ave	
Sharon Cooke	4 Pine Ave E Ballina	
Silvia Thomas	2/10 Pine Ave E Ballina	





### Pine Avenue Residents Opposed to Changes to Parking on Pine Avenue in East Ballina

We hereby formally notify Ballina Shire Council that we are opposed the proposed changes to parking on Pine Avenue in East Ballina. The proposal is not consistent with planning policies and do not consider the impacts to surrounding areas.

Name	Address	Signature
Beth Norris	2/10 Pine Ave, EB	[Signature]
Heather Norris	2/10 Pine Ave EB	[Signature]
JOHN NORRY	21st PINE AVE EAST BALLINA	[Signature]







### 7.3 Wardell Traffic Post Highway Deviation

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### 7.3 Wardell Traffic Post Highway Deviation

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#### Introduction

A resident has made some suggestions for traffic arrangements in Wardell in the period after the Pacific Highway has been deviated away from the village.

#### Information

A resident of Wardell has advised:

*“Firstly, excellent news on the recent opening of the M1 bypass from Wardell to Woodburn. It had made an incredible and instant difference.*

*May I make a suggestion for our community? It would make a great improvement if the 80km zone through the town was reduced to 50km, and if possible, install a pedestrian crossing across the old highway at the Carlisle Street intersection? The rationale is:*

- i) To connect the village as one so the old highway is no longer a divide;*
- ii) So locals and school kids can move freely and safely from one side to the other, instead of relying on the bridge underpass (we still have cane trucks travelling at 80 km and it is quite dangerous to cross);*
- ii) Reduce road noise further (ie. tyre and wind noise);*
- iv) Encourage road users to use the new M1 route; and*
- v) Discourage speeding and create a relaxed community village culture and life.*

*I look forward to hearing from you, and am happy to be involved in further community consultation on this matter if required.”*

The matter of speed zones is a matter for Transport for NSW and it is also problematic whether a marked pedestrian crossing would meet minimum warrant pedestrian volumes.

It may also be some time before traffic patterns settle down, post the highway deviation, so that reliable pedestrian and traffic volume data can be collected. However, the Committee’s advice at this time could be useful to provide guidance for this type of community proposal.

#### RECOMMENDATION

The Committee’s advice is requested regarding the proposal for traffic and pedestrian management on the old Pacific Highway at Wardell.

#### Attachment(s)

1. Aerial View - Wardell



## 8.1 Road Safety Steering Committee - Pedestrian-Cyclist Conflict on Shared Paths & Footpaths

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### 8. Information for the Committee

#### 8.1 Road Safety Steering Committee - Pedestrian-Cyclist Conflict on Shared Paths & Footpaths

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##### **Introduction**

Conflict between pedestrians and cyclists on shared paths and footpaths is an ongoing issue in Ballina. Reports of conflict have increased during 2020 as more people use the network for various recreational and transport purposes.

##### **Information**

A road safety audit of the shared path network from Ballina CBD to Sharpes Beach (8.25km) was conducted in 2017. Minor issues around infrastructure and design were addressed as part of this process. Other issues raised along the path are behavioral.

Although conflicts along the shared path network are not unique to Ballina, the Shire has seen an increase in the level of cycling and walking on its shared paths as travel and alternate activities have been restricted, along with concerns about health risks on public transport, and increased interest in exercise and health due to COVID-19. Many people have taken up cycling for the first time, and many have returned to cycling after long inactive intervals. It is also possible that many frustrations relating to the events of this year have been exhibited through an increase in aggressive behaviors on the shared path.

Major points of conflict this year include speed of cyclists, failure of cyclists to ring bells, failure of cyclists to keep left, large groups of cyclists or joggers on the paths, and failure of cyclists to dismount (Riverwalk/ Fawcett Park and River Street CBD). Council has received many requests for additional shared path etiquette signage at key access points on the path, from Lennox Head to Ballina CBD.

Council promotes shared path etiquette through cycleway maps, shared path etiquette postcards, remote supervision signage and stenciling along the path network. Community events that promote shared path etiquette through face-to-face interactions and radio promotion, such as Bike Week, have been cancelled this year. It is recognised that behavioural issues on shared paths can be a form of 'treadmill' that requires continual reinforcement and resourcing.

Council Resolution IC/5934 states that:

*“Council consider the use of mutual respect signage (bikes/walkers/wheelchairs – keep left) on this and other shared pathways.”*

##### **RECOMMENDATION**

That the Road Safety Steering Committee consider options for improved etiquette on the shared path and footpath network.

**8.1 Road Safety Steering Committee - Pedestrian-Cyclist Conflict on Shared Paths & Footpaths**

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**Attachment(s)**

Nil



## 8.2 Outcome of Speed Zone Review - Hill Street/Pine Avenue/The Coast Road, East Ballina

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## 8.2 Outcome of Speed Zone Review - Hill Street/Pine Avenue/The Coast Road, East Ballina

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### Introduction

Transport for NSW have completed a speed zone review of Hill Street/Pine Avenue/The Coast Road, East Ballina.

### Information

Transport for NSW have completed a speed zone review of Hill Street/Pine Avenue/The Coast Road, East Ballina and advised by letter dated 2 September 2020:

*“The outcome of the review is as follows:*

- 1. That the existing 60 km/h speed limit on Hill Street and Pine Avenue be reduced to 50 km/h from The Serpentine intersection to 200 m north of Suvla Street, a distance of 1.38 km.*
- 2. That the existing 60 km/h speed limit on Kingsford Smith Drive and Bentinck Street be retained due to their urban fringe road environment.”*

### RECOMMENDATION

That The Committee note the advice of Transport for NSW regarding speed zone review of Hill Street/Pine Avenue/The Coast Road, East Ballina.

### Attachment(s)

Nil

### **8.3 Schedule of Outstanding Resolutions of the Committee**

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### **8.3 Schedule of Outstanding Resolutions of the Committee**

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#### **Introduction**

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

#### **Information**

#### **Meeting Held 12 August 2020**

#### **8/20-6.4 Proposed Additional Disabled Parking Space - Off Isabella Drive, Skennars Head**

##### *Committee Recommendation*

That subject to funding arrangements being provided to the satisfaction of Council, the Committee support provision of an additional disabled car parking space adjacent to the existing disabled car parking space in front of Holy Family School in the road related area off Isabella Drive, Skennars Head.

##### Action to Date

Awaiting response from school.

#### **8/20-6.7 Proposed NO STOPPING Zone - Pine Avenue, East Ballina**

##### *Committee Recommendation*

The Committee supports the provision of a NO STOPPING Zone indicated by yellow line on the north side of the grassed area at the south end of Pine Avenue, East Ballina.

##### Action to Date

The area was letter boxed with a flyer explaining the proposed NO STOPPING Zone. There has been overwhelming opposition from the residents and this has led to the action being postponed until a further Committee meeting. See report elsewhere in this agenda.

#### **8/20-7.4 Parking – Anderson Street, East Ballina**

##### *Committee Recommendation*

The Committee has asked that Council staff monitor this situation

##### Action to Date

The resident who initiated this issue was advised of the Committee's decision and has responded:

*"I am again contacting you to explain why there is a problem with parking on the inside of the bend in Anderson Street. We have lived*

### 8.3 Schedule of Outstanding Resolutions of the Committee

---

*in Anderson Street for 40 years without noticing a particular problem-until recently. The problem has been caused by the sudden popularity of cars regularly parking on the inside of the corner for the first time. Therefore the accident history at this site is not relevant.*

*What is particularly annoying is that the parking is caused I believe mostly by cars from the double story house on the corner of Wendy Street. These cars could without any inconvenience be parked in Wendy Street which carries almost no traffic.*

*The main concern is for pedestrians, dog walkers, prams, gophers and children as there is no footpath.*

*Please reconsider a no parking zone on the inside of the corner as I consider the inconvenience created for the nuisance parkers would be absolutely minimal.”*

#### **8/20-8.1 Transport for NSW – Outcomes of Speed Zone Reviews**

##### *Committee Recommendation*

The Committee noted the information.

##### Action to Date

Signage for new speed zones in Elvery Lane and Ross Lane being organised.

#### **8/20-10.3 Line Marking on Bruxner Highway near new Service Centre**

##### *Committee Recommendation*

That Council's Traffic Engineer forward the relevant information to TfNSW for investigation regarding pavement markings at the Bruxner Highway/Service Centre access being difficult to see and unsafe on rainy nights due to old markings being unsatisfactorily blacked out.

##### Action to Date

The matter was raised with Freddy Bercerra, Project Engineer, Regional and Outer Metropolitan, TfNSW. He was advised of the following and also emailed a marked up plan showing the areas of concern:

- 1. SH16 westbound and eastbound lanes had old/construction lane line marking removed by water blasting (or similar). This leaves a rough surface in the AC surface. At night, and particularly if the road is wet, it is very confusing and difficult to distinguish between the painted lines and the old removed lines.*
- 2. SH16 eastbound left lane turn arrows for Teven Road are not observed by a majority of drivers. This means SH16 eastbound motorists who wait till east of Teven Road before changing*

### 8.3 Schedule of Outstanding Resolutions of the Committee

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*lanes to take the Pacific Highway exit are blocked by cars travelling straight through the Teven Road intersection (from the lane with the turn arrows).*

Mr Bercerra further advised by email dated 12 August 2020

*“Thank you and to everyone for the plan and additional details. I will discuss the issues raised with those responsible and keep you in the loop as these issues are resolved.”*

By email dated 24 September 2020 Mr Bercerra further advised:

*“I’ve got an expert on pavement marking to look into the concerned area, collated more info and discovered that the construction was as per the approved designed.*

*While some photos of the area are being taken, I’m looking into feasible treatments and costs for presenting to the TfNSW Area Asset Manager and the private Developer to select the preferred treatment and agreed on funding.”*

#### **8/20-10.4 No Right Turn from Alstonville onto Bruxner Highway**

##### *Committee Recommendation*

That the Director – Civil Services Division write to TfNSW regarding observed non-compliance with the part time right turn ban.

##### Action to Date

Email sent to TfNSW 31 August 2020.

#### **Meeting Held 10 June 2020**

##### **6/20-4.1 Decision of Council Meeting 27 February 2020 in Response to Local Traffic Committee Recommendations – Crane Street Ballina, Pedestrian Crossing**

##### *Council Resolution:*

- 1. That based on the technical assessment outlined in this report, Council authorises community consultation to be undertaken for the proposed removal of the marked pedestrian crossing located on Crane Street, east of Martin Street.*
- 2. The results of the community consultation in point one are to be referred to the Ballina Local Traffic Committee for advice and reported to Council.*

##### *Committee Recommendation*

Item to be submitted to Council in the future.

### 8.3 Schedule of Outstanding Resolutions of the Committee

---

#### Action to Date

Community consultation completed. See separate report elsewhere in this agenda.

#### **6/20-6.1 Proposed Timed Parking Zone - Southern Cross Drive, North Ballina**

#### *Recommendation*

The Committee support placement of a 4H PARKING zone on the east side of Southern Cross Drive from the southern extent of the existing NO STOPPING ZONE to Convair Avenue and on the northern side of Convair Avenue between Southern Cross Drive and De Havilland Crescent.

#### Action to Date

Awaiting delivery of signs.

#### **6/20-7.2 Byron Bay Road/Byron Street Intersection, Lennox Head (RSA)**

#### *Recommendation*

1. The Committee supports lengthening and separating the southbound left turn lane and moving the hold line to the west as far as possible.
2. In response to the Road Safety Audit and Safe Systems Assessment, Council proceed with producing and implementing an appropriate corrective action program. The Committee requests Transport NSW to conduct a speed zone review on Byron Bay Road between The Coast Road and Ross Lane.
3. Council proceed with the planned minor upgrade to the intersection with appropriate design modifications to incorporate the findings of the Road Safety Audit.
4. Council use the Road Safety Audit and Safe Systems Approach reports to support a Safer Roads/Black Spot funding application of more substantial improvements to the intersection.

#### Action to Date

- 1 & 3. Construction completed to implement these recommendations.
2. Referred to Council's Works Manager (Asset Owner) for implementation of corrective action program. TNSW requested to perform speed zone review, and have replied advising review is not warranted at this time.
4. No works associated with the intersection are proposed at this time to be the subject of a Safer Roads/Black Spot application.

### 8.3 Schedule of Outstanding Resolutions of the Committee

---

#### 6/20-7.4 Traffic Issues, Hill Street/Pine Avenue/The Coast Road, East Ballina (Section A) – Road Safety Audit

##### *Recommendation*

1. The Committee supports installation of a No Stopping yellow line on the eastern side of the road preceded by public consultation advising the yellow line is to be installed and a reminder that parking on the footpath is prohibited.
2. In response to the Road Safety Audit and Safe Systems Approach reports, Council proceed with producing and implementing an appropriate corrective action program.
3. Based on the findings of the Road Safety Audit and Safe Systems Assessment, Council request Transport NSW to conduct a speed zone review on the section of Hill Street/Pine Avenue/The Coast Road between Missingham Bridge and the 80 kph zone north of Suvla Street including lead ins from Bentinck Street and Kingsford Smith Drive.
4. Council use the Road Safety Audit and Safe Systems Assessment to support a Safer Roads/Black Spot funding application of for upgrading the Hill Street/Park Street/Brighton Street Intersection and elsewhere as may be appropriate on the section of Hill Street/Pine Avenue/The Coast Road between Missingham Bridge and the 80 kph zone north of Suvla Street.

##### Action to Date

1. Letter box drop completed advising of proposed action. Yellow lines to have been installed.
2. Referred to Council's Works Manager (Asset Owner) for implementation of corrective action program.
3. TNSW has completed speed zone review and advised speed limit is to be reduced to 50 Km/h. Signage not yet installed.
4. An application for Safer Roads/Black Spot funding was submitted for 2021/22.

#### 6/20-7.5 Traffic Issues, Hill Street/Brighton Street/Range Street/Shaws Bay Hotel and Caravan Park Entrances Area (Section B) - Road Safety Audit

##### *Recommendation*

1. In response to the Road Safety Audit, Safe Systems Assessment and indicative improvement option drawings, Council proceed with producing and implementing an appropriate corrective action program.
2. Council use the Road Safety Audit and Safe Systems Approach reports to support a Safer Roads/Black Spot funding application of for upgrading of the Hill Street/Brighton Street/Range Street/Hotel, Caravan Park Entrances and associated informal parking areas to a safer more formalised configuration.

## 8.3 Schedule of Outstanding Resolutions of the Committee

---

### Action to Date

1. Referred to Council's Works Manager and Open Spaces Manager (Asset Owners) for implementation of corrective action program.
2. An application for Safer Roads/Black Spot funding was submitted for 2021/22.

### **Meeting Held 18 December 2019**

#### **12/19-7.1 Speed Limit Compliance - East Wardell**

### *Recommendation*

The Committee endorsed investigation of line marking options and an education campaign to encourage compliance with follow up in twelve months to assess outcomes.

### Action to Date

Linemarking partially completed.  
Education campaign – No action yet.

### **Meeting Held 9 October 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. A further meeting has taken place with affected businesses and councillors. Plans for a number of other options have being prepared. Parking utilisation surveys of the north side of River Street between Kerr Street and Grant Street are being conducted in March 2020. Further implementation has been deferred during the pandemic.
2. Completed as part of previously temporary relocation for beautification works between Moon and Grant Streets.

### Meeting Held 14 August 2019

#### 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

Crossing 12 – Matter finalised by Committee Item 10/19-6.4  
Crossing 13 - Council report not yet drafted. As the volumes measured in 2019 were close to complying with the warrant. It has been decided to measure again in 2020.

### Meeting Held 12 June 2019

#### 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 business owners and residents should they wish to go down this path..



*Action to Date*

Referred to Council staff for consideration.

**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.

**RECOMMENDATION**

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

**Attachment(s)**

Nil

## 8.4 Schedule of Out of Session Recommendations of the Committee

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### 8.4 Schedule of Out of Session Recommendations of the Committee

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#### Introduction

A number of Out of Session matters have been referred to Committee delegates since the last meeting held 12 August 2020.

#### Information

The following Out of Session matters have been referred to the Committee since the last meeting held 12 August 2020.

#### **OS 8/20-1 Proposed Road Closures for Filming, Rocky Point Road, Boulders Beach, Skennars Head and Friday Hut Road, Brooklet**

##### *Proposal*

Proposed road closures associated with filming on Friday Hut Road Monday 7 September 2020 and Rocky Point Road Thursday 10 September 2020.

Traffic Control Plans attached to application.

##### *Issues raised by Delegates*

The NSW Police Delegate raised concerns about displaced surfers parking on The Coast Road and crossing The Coast Road in an unsafe location and manner.

The applicant responded:

*“This scene is scheduled for the morning so once this is complete we can open up more space in the carpark.*

*It is different to the last time that we were there in that our plan is as follows:*

*We will barricade spaces overnight so the Essential Vehicles can arrive in the morning and park up.*

*We will then barricade the area we need for the Car scene.*

*The car is not driving in this scene - it is a character getting out of a parked car so this will mean we need less length up Rocky Point Road.*

*We can allow some locals in to park around the back area as we are not filming in all directions this time.*

*This will alleviate some of the locals cars.*

*On the other side of the road we could possibly put witches hats there to stop people from parking there but I don't have control over where people will pull-in?”*

## **8.4 Schedule of Out of Session Recommendations of the Committee**

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The NSW Police Delegate was satisfied with the applicant's response

The TfNSW Delegate raised the issue of an incorrect 60 km/h signage, should be 60 km/h Roadwork on the submitted TCP.

The applicant responded by amending the TCP.

### *Committee Out of Session Recommendation*

The application to close the nominated roads being Friday Hut Road Monday 7 September 2020 and Rocky Point Road Thursday 10 September 2020 is approved in accordance with the application, amended Traffic Control Plan for Friday Hut Road and the undertaking from the applicant regarding NSW Police concerns.

### Outcome

The Rocky Point Road, Skennars Head filming was postponed by the applicant until Monday 14 September 2020. The Events Support Officer was notified however, there was insufficient notice to notify and obtain further approval from Ballina LTC Delegates.

### **OS 8/20-2 Proposed Traffic Controls for Filming, The Coast Road & Pat Morton Lookout, Lennox Head**

#### *Proposal*

Filming application that involves closing the access off The Coast Road to Pat Morton Lookout 27, 28 and 29 September 2020. It will involve some Traffic Control and signage on The Coast Road. Details shown on attached TCP.

#### *Issues raised by Delegates*

The NSW Police Delegate requested there also be a speed reduction to 60 km/h (from 80 km/h) on The Coast Road adjacent to where surfers will park and cross the road. The applicant amended the TCP, but the speed reduction did not cover the length of The Coast Road requested and a further amendment was requested.

### Outcome

The applicant advised 24 September that the filming was postponed. No further advice has been received.

## 8.4 Schedule of Out of Session Recommendations of the Committee

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### **OS 8/20-3 Proposed Road Closures and Traffic Controls for Filming, Barlows Road, Flathead Lane & Dent Crescent, Ballina**

#### *Proposal*

Road closure applications for filming in the Cumbalum locality of Ballina Shire that involve:

- Closing Barlows Road and traffic controls on Flathead Lane, Thursday 1 October 2020
- Closing Dent Crescent, Farrelly Avenue, Nilon Street, Thursday 1 October 2020
- Closing Dent Crescent, Friday 2 October 2020.

#### *Issues raised by Delegates*

The TfNSW Delegate suggested a 60 km/h Roadwork zone for the Flathead Lane/Barlows Road application.

The applicant amended the TCP accordingly.

#### *Committee Out of Session Recommendation*

Recommends support of the road closure applications for filming in the Cumbalum locality of Ballina Shire that involve:

- Closing Barlows Road and traffic controls on Flathead Lane, Thursday 1 October 2020
- Closing Dent Crescent, Farrelly Avenue, Nilon Street, Thursday 1 October 2020
- Closing Dent Crescent, Friday 2 October 2020.

In accordance with the submitted Traffic Control Plans as amended by the revised TCP "EDE-9A REV1 Barlows Road Ballina.pdf"

### **OS 8/20-4 Proposed Road Closures for Filming, Martins Lane, Knockrow & Newrybar Swamp Road, Kinvara**

#### *Proposal*

Traffic control application for filming on public roads in the Knockrow and Kinvara localities of Ballina Shire that involve:

- Hold and release traffic control on Martins Lane and Newrybar Swamp lane for the purpose of filming cyclists, Friday 2 October 2020.

#### *Outcome*

The proposal was forwarded to Delegates 30 September 2020, however later that day the applicant withdrew the application due to an injury to one of the actors.

## **8.4 Schedule of Out of Session Recommendations of the Committee**


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### **RECOMMENDATION**

Submitted for the Committee's information.

### **Attachment(s)**

1. Friday Hut Road - Amended TCP 7 September 2020
2. Rocky Point Road - TCP 10 September 2020
3. Barlows Road / Flathead Lane - Original TCP
4. Barlows Lane - Amended TCP Sheet
5. Dent Street - TCP 1
6. Dent Street - TCP 2
7. Martins Lane & Newrybar Swamp Road - TCP
8. The Coast Rd & Pat Morton Lookout - TCP




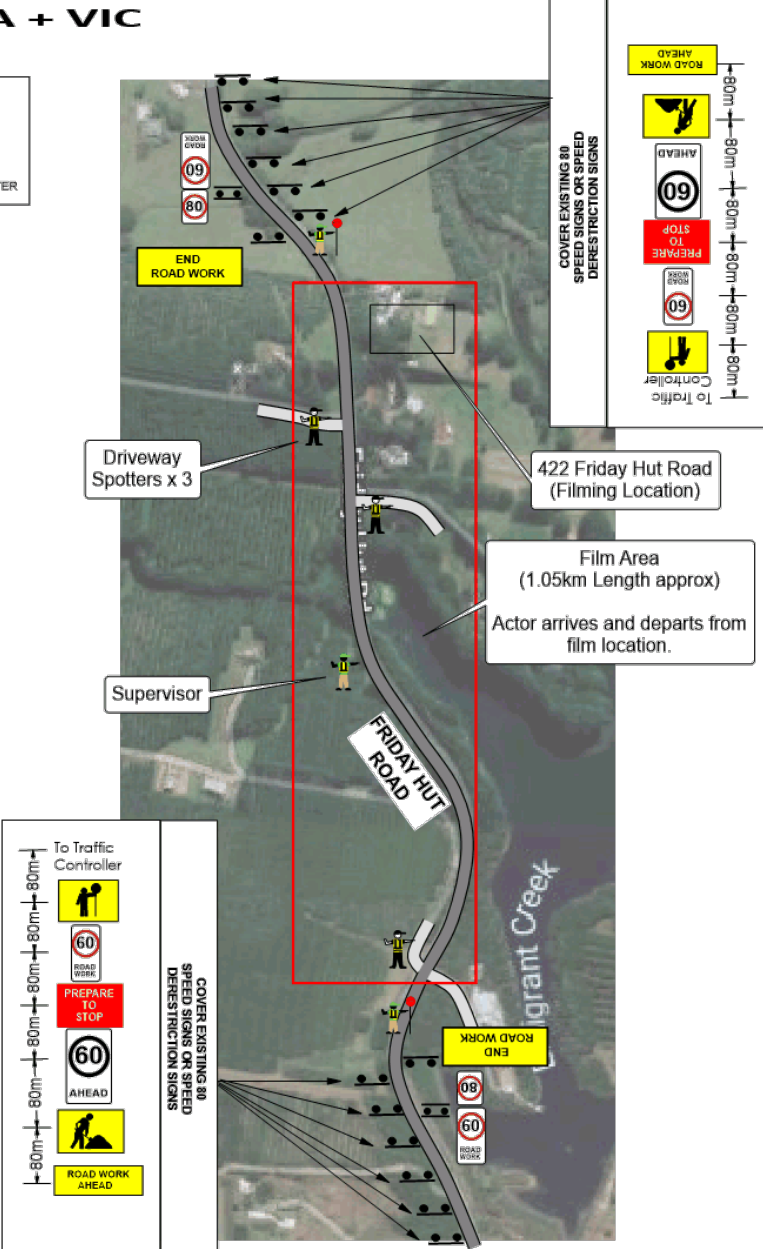
### TRAFFIC CONTROL PLAN FOR FILMING





**NOTE**  
Cato Location Services P/L do not accept responsibility of any traffic control plans if the traffic management is not implemented by Cato Location Services P/L


**NOTES**

- 1) MAX HOLD FOR VEHICLES = 3 MIN
- 2) FILMING DATE = 07/09/2020 (WWH: 08/09 - 11/09)
- 3) FILMING TIMES = 1000 - 2100 (3 HOURS BETWEEN THESE TIMES)
- 4) SIGNAGE TO BE PLACED AT THE SPEED LIMIT, OR THE APPROACH SPEED OF TRAFFIC - WHICHEVER IS GREATER






	COUNCIL:	DRAWN BY:	AUTHORISED BY:	DATE:	PROJECT:	PLAN No.:	
	BALLINA	MICHAEL PARKER	KIERAN CATO	02/09/2020	"Eden Season 1" Friday Hut Road Brooklet	EDE-5	
	APPROVAL REQUIRED:	CERT: Exp - 01/08/2022	CERT: Exp - 15/03/2021	ORIGINAL SIZE:	CLIENT:	VARIANT:	
	LOCAL	X 0052094706	0050911775	A4 LANDSCAPE	Eden Season 1	(A)	
	STATE				CONTACT:	PHONE:	TYPE: REV:
	OTHER			 NTS	Daniella Watson	0414 065 202	TCP 3.0




**TRAFFIC CONTROL PLAN FOR FILMING**




**NOTES**

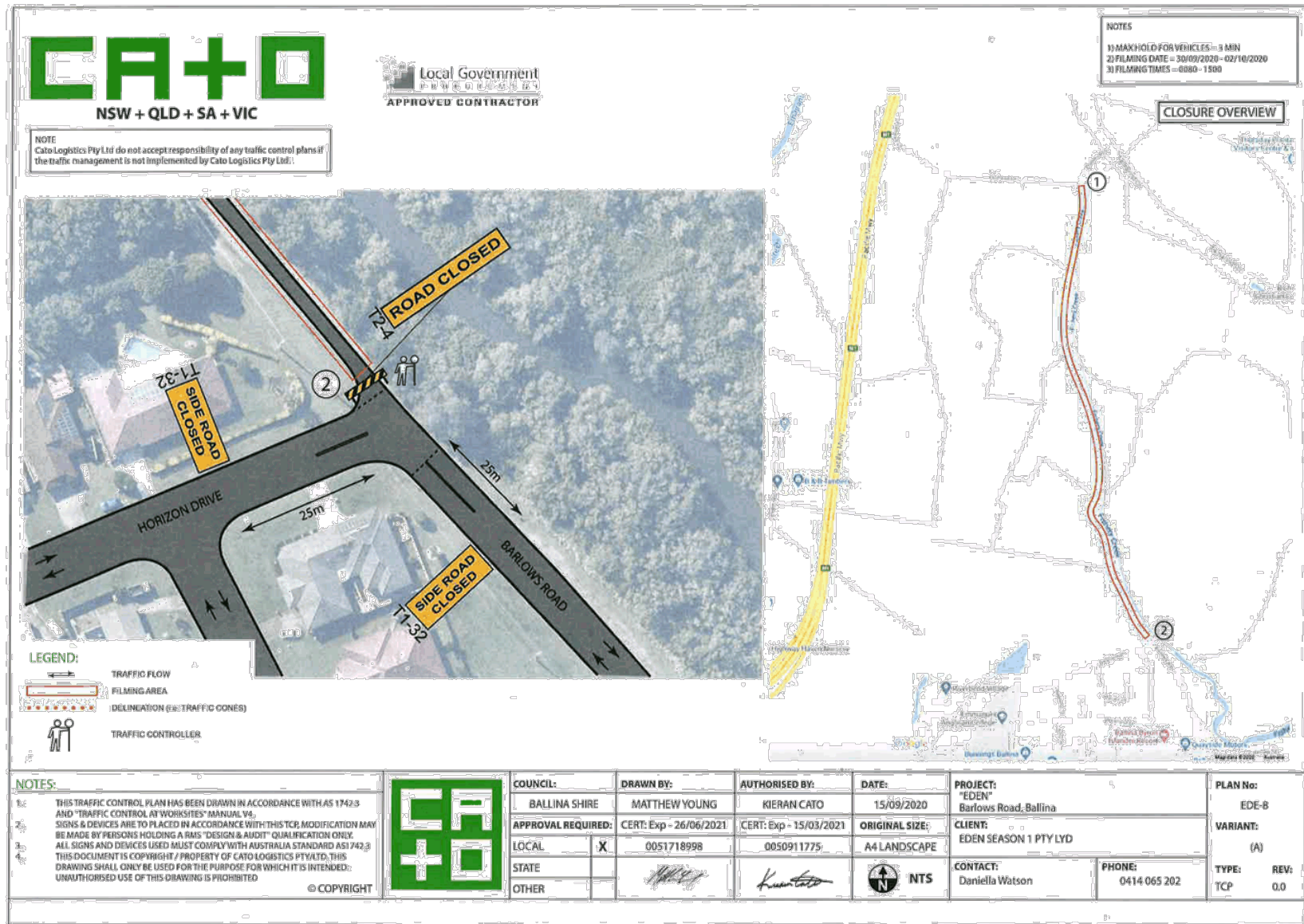
- 1) MAX HOLD FOR VEHICLE = 3 MIN
- 2) FILMING DATE = 10th & 11th Sep
- 3) FILMING TIMES = 0600 - 1700
- 4) BARRICADING FROM 2100 18/08/2020

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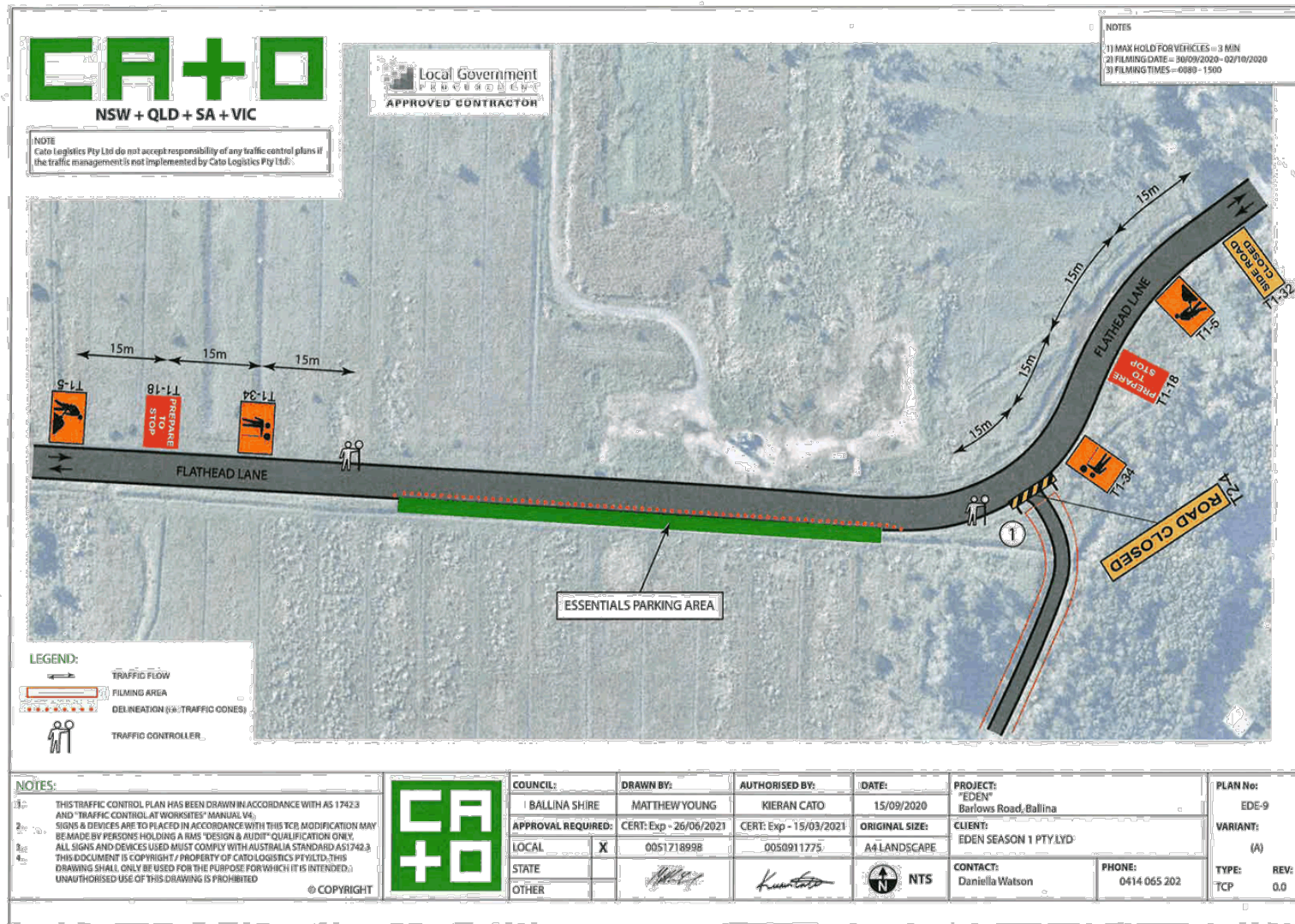
<p><b>NOTES:</b></p> <ol style="list-style-type: none"> <li>1. THIS TRAFFIC CONTROL PLAN HAS BEEN DRAWN IN ACCORDANCE WITH AS 1742.3 AND "TRAFFIC CONTROL AT WORKSITES" MANUAL V4.</li> <li>2. SIGNS &amp; DEVICES ARE TO BE PLACED IN ACCORDANCE WITH THIS TCP. MODIFICATION MAY BE MADE BY PERSONS HOLDING A RMS "DESIGN &amp; AUDIT" QUALIFICATION ONLY.</li> <li>3. ALL SIGNS AND DEVICES USED MUST COMPLY WITH AUSTRALIAN STANDARD AS 1742.3</li> <li>4. THIS DOCUMENT IS COPYRIGHT / PROPERTY OF CATO LOGISTICS PTY LTD. THIS DRAWING SHALL ONLY BE USED FOR THE PURPOSE FOR WHICH IT IS INTENDED. UNAUTHORISED USE OF THIS DRAWING IS PROHIBITED.</li> </ol> <p style="text-align: right; font-size: 8px;">© COPYRIGHT</p>		<table border="1" style="width: 100%; border-collapse: collapse; font-size: 8px;"> <tr> <td colspan="2">COUNCIL:</td> <td>DRAWN BY:</td> <td>AUTHORISED BY:</td> <td>DATE:</td> </tr> <tr> <td colspan="2">Ballina Shire</td> <td>MICHAEL PARKER</td> <td>KIERAN CATO</td> <td>03/08/2020</td> </tr> <tr> <td>APPROVAL REQUIRED:</td> <td>CERT. Exp - 01/08/2022</td> <td>BERT Exp - 15/03/2021</td> <td colspan="2">ORIGINAL SIZE:</td> </tr> <tr> <td>LOCAL:</td> <td>X</td> <td>0052084706</td> <td>0050911775</td> <td>A4 LANDSCAPE</td> </tr> <tr> <td>STATE:</td> <td></td> <td><i>Mark</i></td> <td><i>Kieran</i></td> <td>NTS</td> </tr> <tr> <td>OTHER:</td> <td></td> <td></td> <td></td> <td></td> </tr> </table>	COUNCIL:		DRAWN BY:	AUTHORISED BY:	DATE:	Ballina Shire		MICHAEL PARKER	KIERAN CATO	03/08/2020	APPROVAL REQUIRED:	CERT. Exp - 01/08/2022	BERT Exp - 15/03/2021	ORIGINAL SIZE:		LOCAL:	X	0052084706	0050911775	A4 LANDSCAPE	STATE:		<i>Mark</i>	<i>Kieran</i>	NTS	OTHER:					<table border="1" style="width: 100%; border-collapse: collapse; font-size: 8px;"> <tr> <td colspan="2">PROJECT:</td> </tr> <tr> <td colspan="2">"Eden Season 1" Boulder Beach (South) Rocky Point Rd Lennox Head</td> </tr> <tr> <td>CLIENT:</td> <td>Eden Season 1</td> </tr> <tr> <td>CONTACT:</td> <td>Daniella Watson</td> </tr> <tr> <td>PHONE:</td> <td>0414 065 202</td> </tr> </table>	PROJECT:		"Eden Season 1" Boulder Beach (South) Rocky Point Rd Lennox Head		CLIENT:	Eden Season 1	CONTACT:	Daniella Watson	PHONE:	0414 065 202	<table border="1" style="width: 100%; border-collapse: collapse; font-size: 8px;"> <tr> <td>PLAN No:</td> <td>EDE-1</td> </tr> <tr> <td>VARIANT:</td> <td>(A)</td> </tr> <tr> <td>TYPE:</td> <td>TCP</td> </tr> <tr> <td>REV:</td> <td>0.0</td> </tr> </table>	PLAN No:	EDE-1	VARIANT:	(A)	TYPE:	TCP	REV:	0.0
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8.4 Schedule of Out of Session Recommendations of the Committee

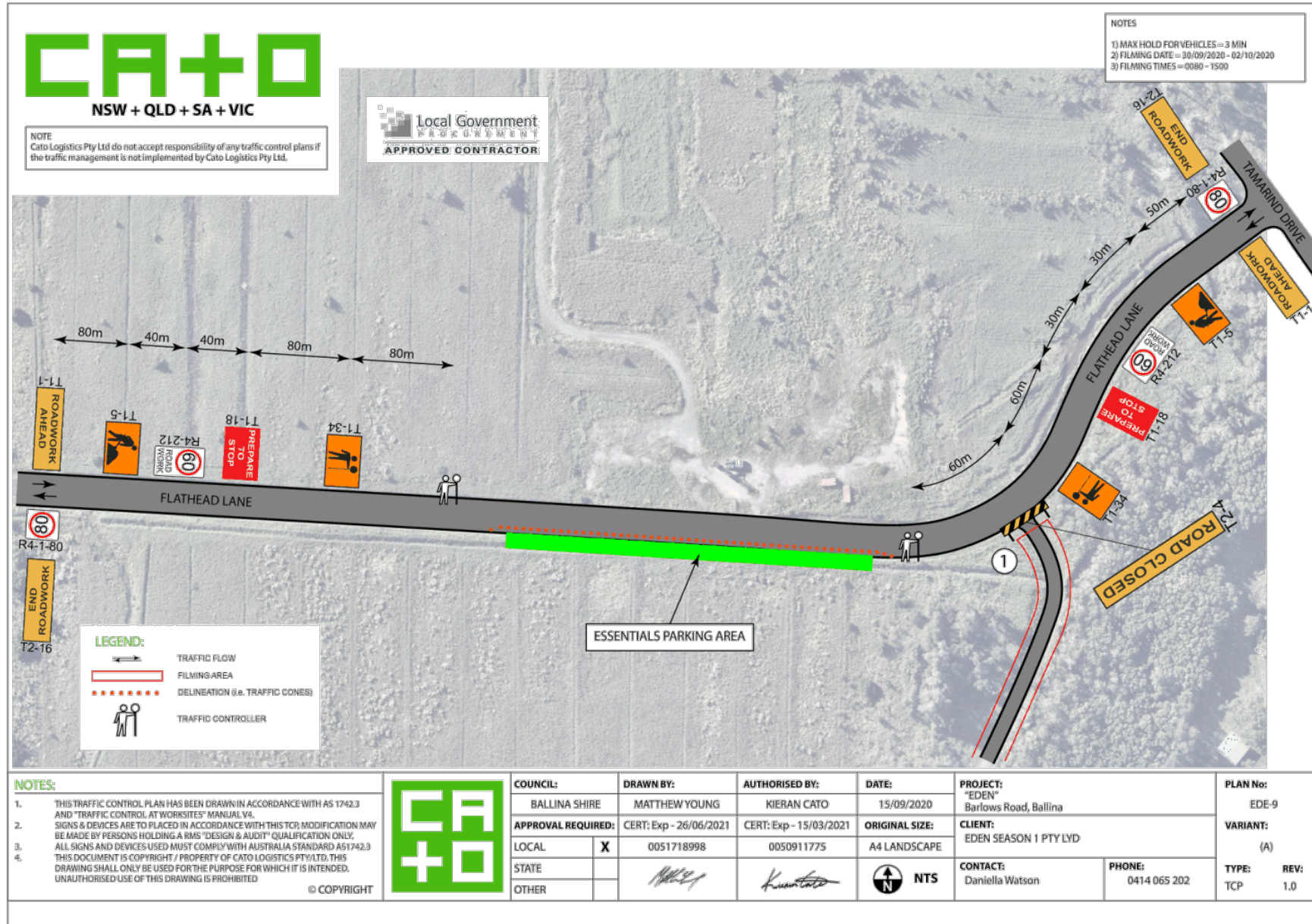


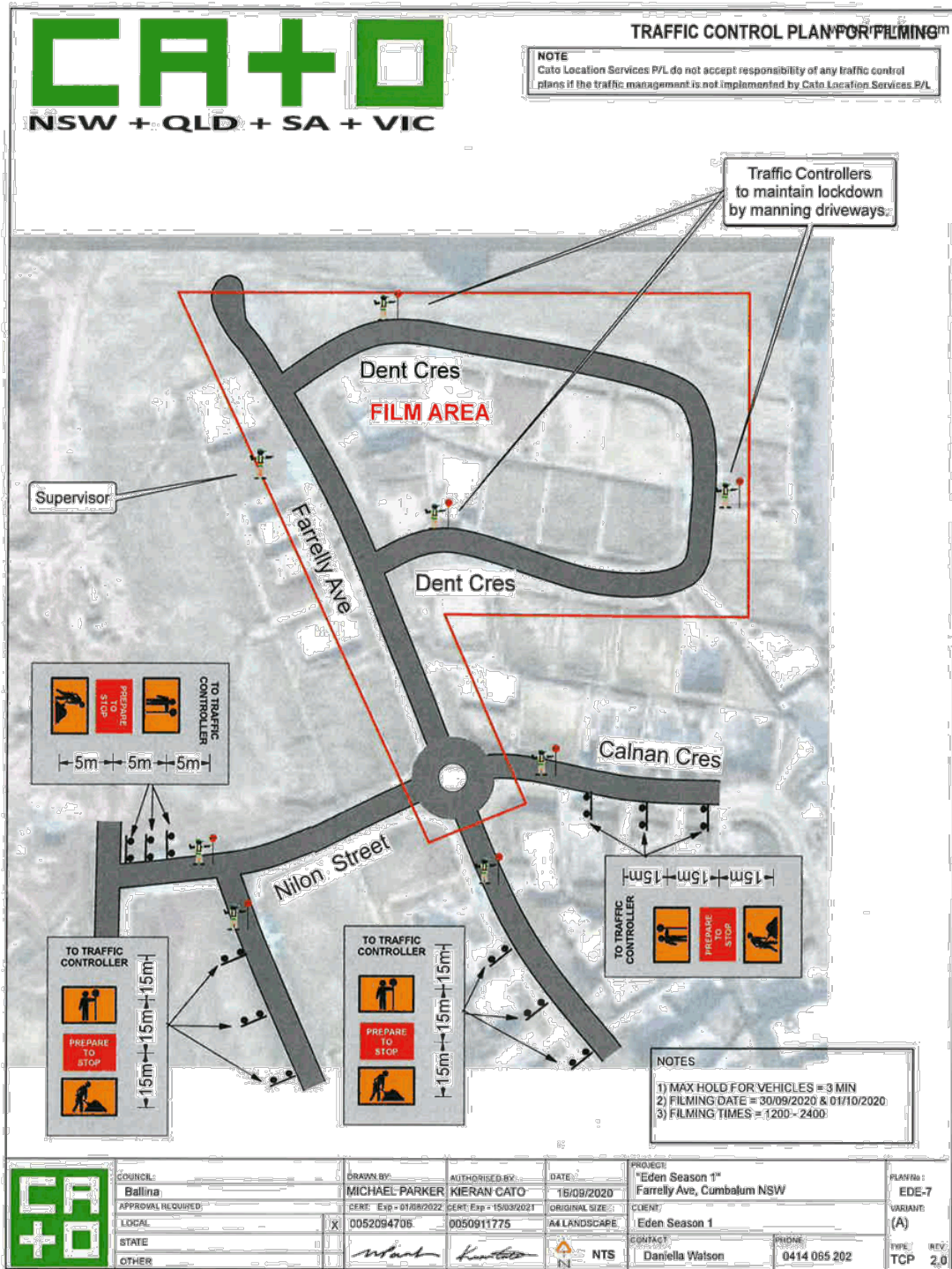


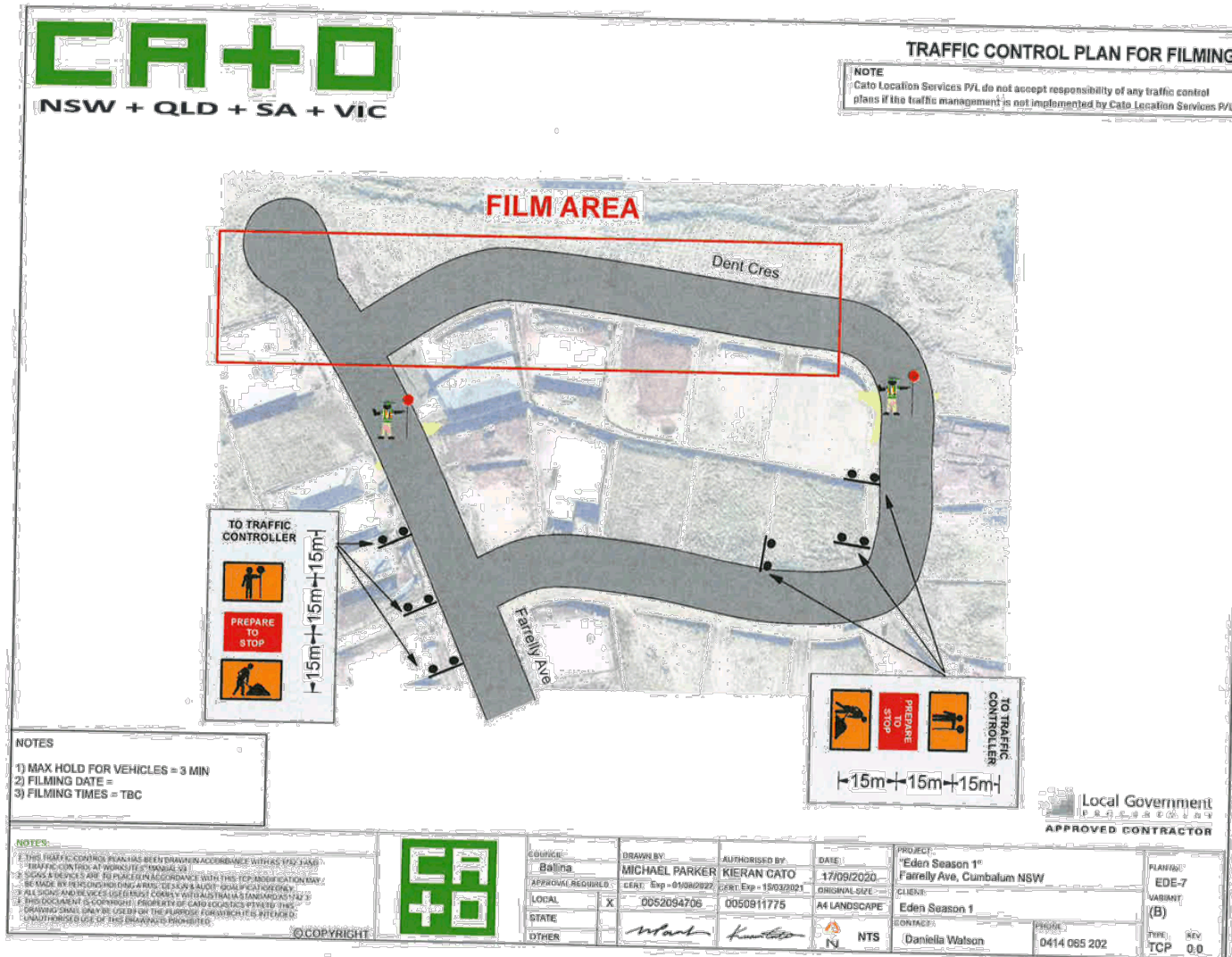
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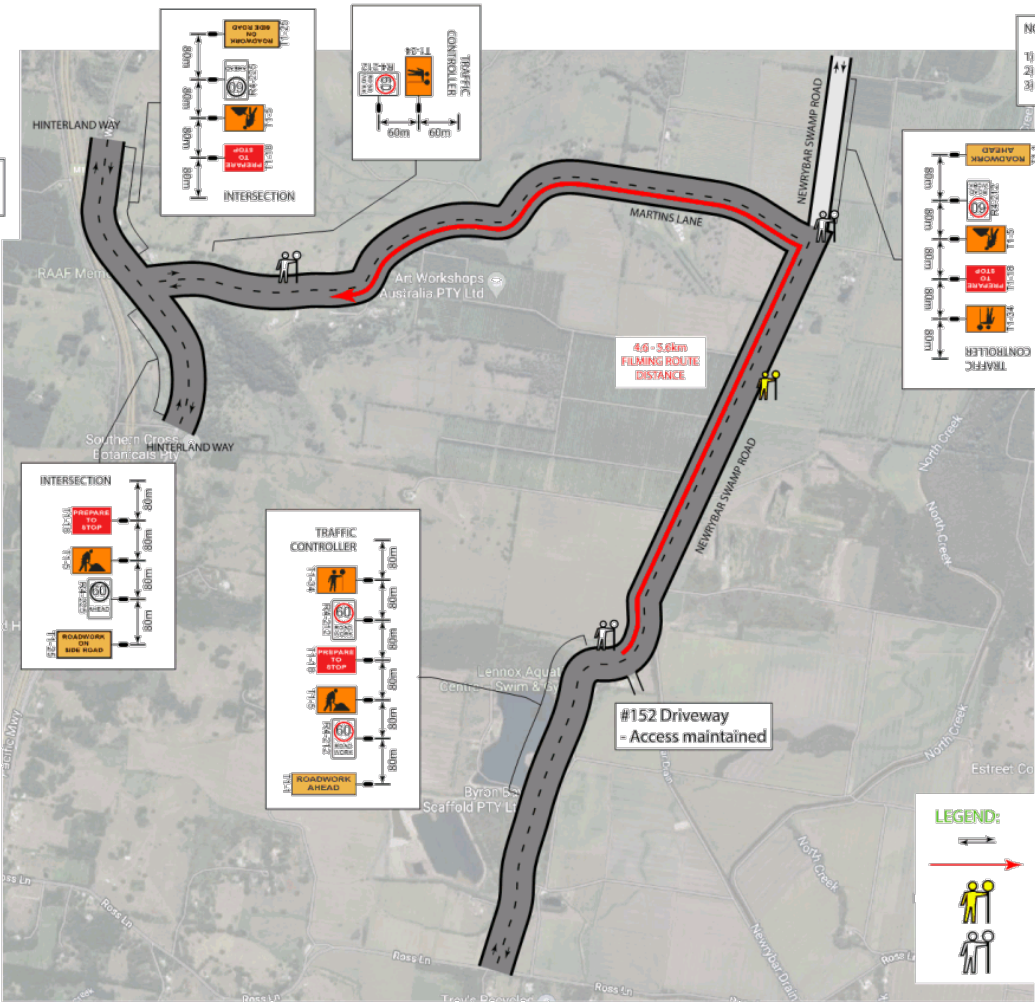
# 8.4 Schedule of Out of Session Recommendations of the Committee



**NSW + QLD + SA + VIC**

NOTE  
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Local Government  
APPROVED CONTRACTOR



**NOTES**

1) MAX HOLD FOR VEHICLES – 5 MIN

2) FILMING DATE – 02/10/2020 (WH 01/10/2020)

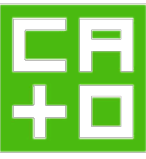



3) FILMING TIMES – 0900 – 1200


ALL LOCAL RESIDENTS TO CALL ELIZABETH KILBY TO EXIT CLOSURE. 0474775178

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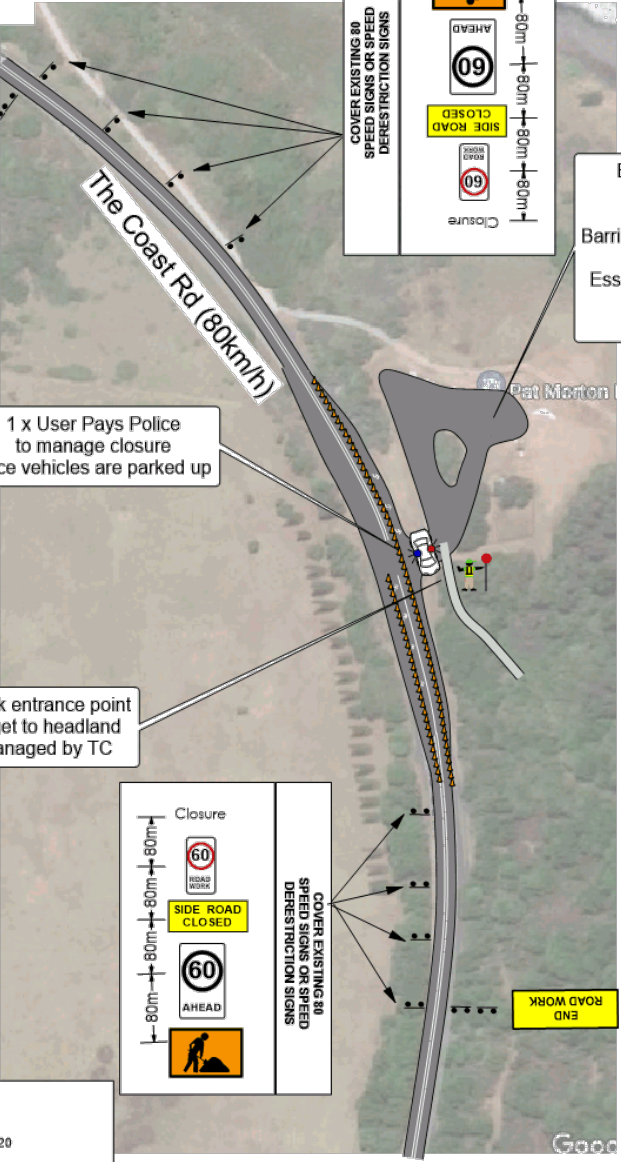
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	<b>COUNCIL:</b>	<b>DRAWN BY:</b>	<b>AUTHORISED BY:</b>	<b>DATE:</b>	<b>PROJECT:</b>	<b>PLAN No:</b>		
	BYRON SHIRE	MATTHEW YOUNG	KIERAN CATO	29/09/2020	"NUTOPIA" Martins Lane & Newrybar Swamp Road, Knockrow		NUT-15	
	<b>APPROVAL REQUIRED:</b>	CERT: Exp - 26/06/2021	CERT: Exp - 15/03/2021	<b>ORIGINAL SIZE:</b>	<b>CLIENT:</b>	<b>VARIANT:</b>		
	LOCAL	X	0051718998	0050911775	A4 LANDSCAPE		(A)	
<b>STATE</b>				 NTS	<b>CONTACT:</b>	<b>PHONE:</b>	<b>TYPE:</b>	<b>REV:</b>
<b>OTHER</b>					LIBBY KILBY	0474 775 178	TCP	3.0

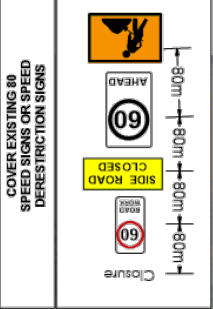


### TRAFFIC CONTROL PLAN FOR FILMING

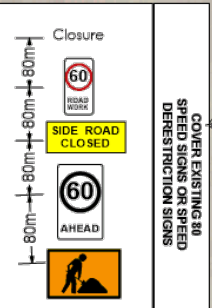
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**COVER EXISTING 80 SPEED SIGNS OR SPEED DEREGISTRATION SIGNS**



**COVER EXISTING 80 SPEED SIGNS OR SPEED DEREGISTRATION SIGNS**






**Essential Vehicle Parking**  
Pat Morton Carpark  
Barricade 27th (1700 - 0700) 28th  
Essential vehicles will park, and utes will take equipment up to Headland

1 x User Pays Police to manage closure once vehicles are parked up

Track entrance point to get to headland Managed by TC

**NOTES**

- 1) MAX HOLD FOR VEHICLES = N/A
- 2) FILMING DATE = 28th & 29th Sept 2020
- 3) FILMING TIMES = 0600 - 2000
- 4) CLOSURE TIMES = 27th Sept (1800 - 2000) 29th Sept

	COUNCIL:	DRAWN BY:	AUTHORISED BY:	DATE:	PROJECT: "Nine Perfect Strangers"	PLAN No:
	Byron Shire	MICHAEL PARKER	KIERAN CATO	17/09/2020	Pat Morton Carpark - The Coast Rd	NIN-7
	APPROVAL REQUIRED:	CERT: Exp - 01/08/2022	CERT: Exp - 15/03/2021	ORIGINAL SIZE:	CLIENT:	VARIANT:
	LOCAL	X 0052094706	0050911775	A4 LANDSCAPE	NINE PERFECT STRANGERS	(A)
	STATE	X		 NTS	CONTACT:	PHONE:
OTHER				COLIN MCDUGALL	0402 838 490	TYPE: TCP REV: 2.0

- 9 Regulatory Matters 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 9 December 2020 at 10.00 am.