

Agenda

Local Traffic Committee Meeting **10 February 2021**

A Local Traffic Committee Meeting will be held in the Ballina Shire Committee Room, 40 Cherry Street, Ballina on **10 February 2021 commencing at 10.00 am.**

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
Director
Civil Services Division

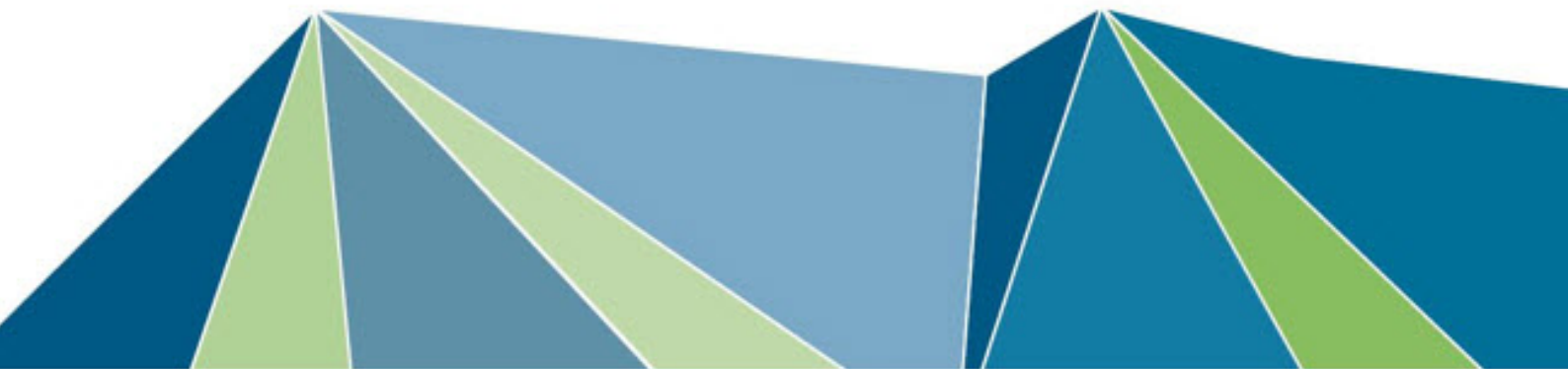


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1. Attendance & Apologies
 2. Minutes of Previous Meeting
 3. Deputations by Members of Public or Councillors
 4. Summary Report
 5. Items to be Referred to Council
-

1. Attendance & Apologies

2. Minutes of Previous Meeting

A copy of the Minutes of the Local Traffic Committee Meeting held on Wednesday 9 December 2020 were distributed with the business paper.

RECOMMENDATION

That Council confirms the Minutes of the Local Traffic Committee Meeting held on Wednesday 9 December 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 Signage - New Access to Ballina Fair - Tamarind Drive, Ballina

6. Items Referred to General Manager's Delegate

6.1 Proposed Signage - New Access to Ballina Fair - Tamarind Drive, Ballina

Introduction

A new access to Ballina Fair from Tamarind Drive was approved by DA 2029/717 and Transport for NSW (TfNSW) S138 Concurrence. Approval of the Committee is required for associated regulatory signage.

Information

A new access to Ballina Fair from Tamarind Drive was approved by the consent to DA 2029/717 and a subsequent formal s138 concurrence by TfNSW.

The application followed an extensive consultation process in 2018/2019 with Council staff and RMS. The following is a brief timeline for this application:

- 2018 and early/mid 2019, as part of preliminary investigations prior to lodging a formal DA for a new entrance to Ballina Fair from Tamarind Drive, discussions were held between proponent's consultants and Council staff. Concept plans developed for access to Ballina Fair to ensure compatibility with both existing configuration of Tamarind Drive and future dual lane configuration of Tamarind Drive. Particular attention was given to ensure pedestrian connectivity could be maintained along Tamarind Drive, particularly during construction of the duplicate bridge over The Canal.
- September 2019, preliminary plans for access to Ballina Fair lodged with Council and forwarded to RMS for comment
- 15 October 2019 RMS forwards comments to Council. Forwarded to developer to assist in preparation of DA for new entrance.
- 9 November 2019 DA 2019/717 lodged for new access
- 19 December 2019, formal advice on DA from TfNSW
- The TfNSW comments, advice and Council's own appraisal of the proposed access plans formed the basis of relevant consent conditions for DA 2019/717
- 17 April 2020, DA 2019/717 determined
- 25 September 2019, detailed plans and formal s138 application lodged with Council
- 8 October s138 forwarded to RMS
- 13 October 2020, internal Council s138 appraisal comments forwarded to applicant
- 15 December 2020 TfNSW forwards formal s138 concurrence to Council and forwarded on to applicant.
- 2 February 2021 amended plans taking into account Council and TfNSW comments received by Council.

6.1 Proposed Signage - New Access to Ballina Fair - Tamarind Drive, Ballina

The relevant amended plans are an attachment to this report.

The amended plans are considered satisfactory and compliant with the relevant conditions of consent for DA 2029/717 and TfNSW concurrence.

Part of the TfNSW concurrence advised:

“Vehicles exiting the site must Give Way prior to entering the classified road. Any regulatory signs and devices will require endorsement of the Local Traffic Committee prior to Council approval.”

In this regard, attached “Signs and Linemarking Plan” details the proposed regulatory signs and devices. The Committee’s endorsement of these signs and devices is sought.

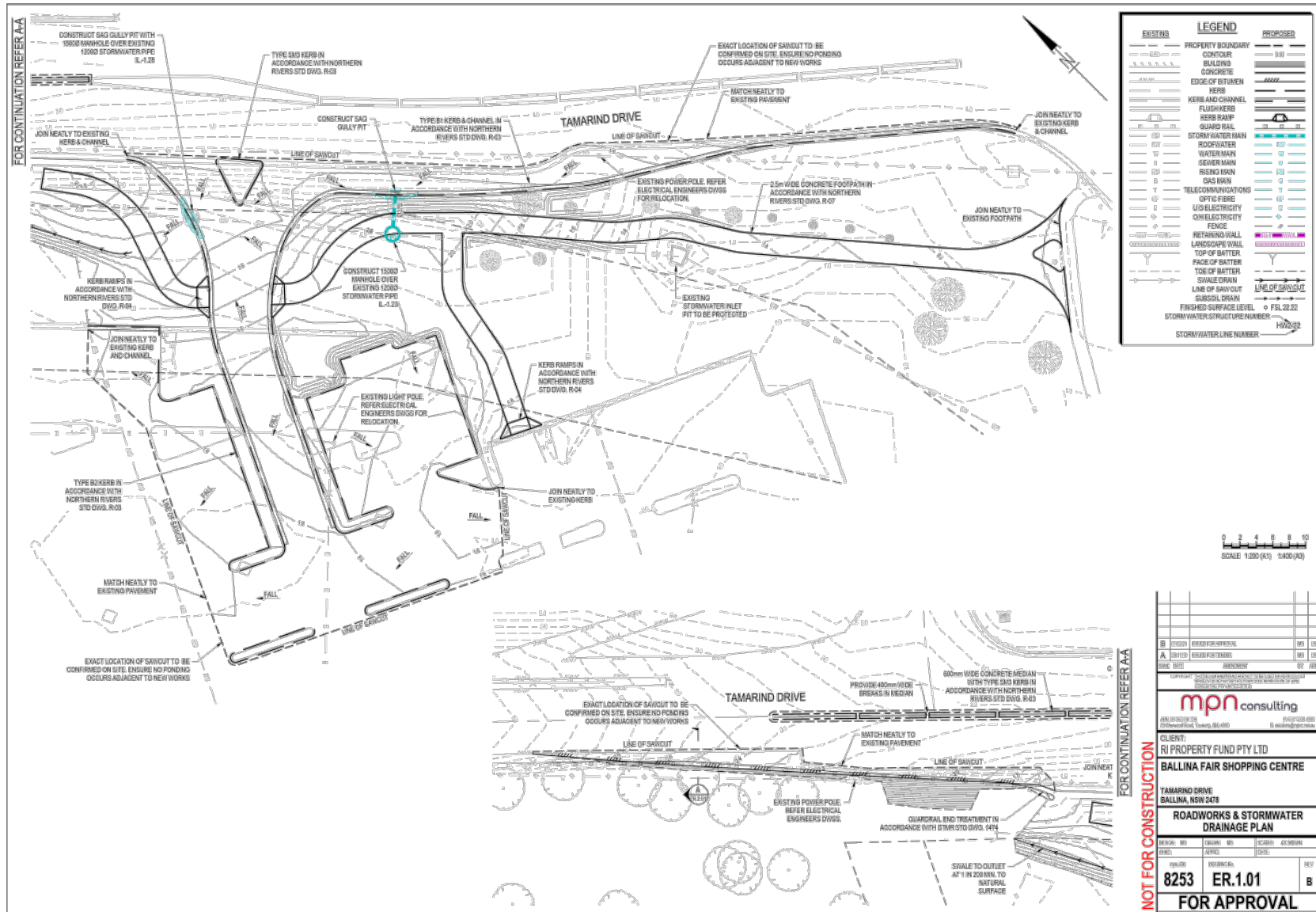
RECOMMENDATION

That the Committee endorse the regulatory signs and devices shown on the attached Ballina Fair, Tamarind Drive Access “Signs and Linemarking Plan”.

Attachment(s)

1. Ballina Fair Tamarind Drive Access - Signs & Linemarking Plan
2. Ballina Fair Tamarind Drive Access - Roadworks & Stormwater Drainage Plan

6.1 Proposed Signage - New Access to Ballina Fair - Tamarind Drive, Ballina



EXISTING	LEGEND	PROPOSED
---	PROPERTY BOUNDARY	---
---	CONTOUR	---
---	BUILDING	---
---	CONCRETE	---
---	EDGE OF BITUMEN	---
---	SEW	---
---	KERB AND CHANNEL	---
---	FLUSH KERB	---
---	KERB RAMP	---
---	GUARD RAIL	---
---	STORMWATER MAIN	---
---	ROOFWATER	---
---	WATER MAIN	---
---	SEWER MAIN	---
---	RISING MAIN	---
---	GAS MAIN	---
---	TELECOMMUNICATIONS	---
---	OPTIC FIBRE	---
---	LOW VOLTAGE ELECTRICITY	---
---	HIGH VOLTAGE ELECTRICITY	---
---	FENCE	---
---	RETAINING WALL	---
---	LANDSCAPE WALL	---
---	TOP OF BATTER	---
---	FACE OF BATTER	---
---	TOE OF BATTER	---
---	SWALE DRAIN	---
---	LINE OF SAWCUT	---
---	SUBSOIL DRAIN	---
---	FISHED SURFACE LEVEL	---
---	STORMWATER STRUCTURE NUMBER	---
---	STORMWATER LINE NUMBER	---



REV	DESCRIPTION	DATE
B	ISSUED FOR PERMIT	04/10/21
A	ISSUED FOR TENDERS	04/10/21
DATE	REVISED	DATE
04/10/21	01	04/10/21

CLIENT:
RI PROPERTY FUND PTY LTD
BALLINA FAIR SHOPPING CENTRE
 TAMARIND DRIVE
 BALLINA, NSW 2478

ROADWORKS & STORMWATER DRAINAGE PLAN

PROJECT NO	DRAWING NO	SCALE	AS SHOWN
8253	ER.1.01		

FOR APPROVAL

7.1 Traffic Issues - Owen Street, Ballina

7. Items for Traffic Engineering Advice

7.1 Traffic Issues - Owen Street, Ballina

Introduction

Traffic speeding issues are continuing on Owen Street, Ballina.

Information

A resident of Owen Street, Ballina has advised by email dated 10 January 2021:

"I refer to our previous e-mails 15th February 2015, 31st March 2017 and the 2nd June 2017, indicating the need to install speed mediation devices along Owen Street.

I have spoken to several residents regarding the excessive speed along this road and I believe several have written to Council stating their concerns.

You will be aware a street in a metropolitan area in a straight line should not be longer than 220 metres. Mr Knight indicated that Owen Street is over 400 metres long.

Our previous request was put to your traffic committee and unfortunately, it was recommended that this is a police matter.

Our response was that it was unreasonable to expect the police to patrol Owen Street every day.

I would suggest you review the two rubber speed assessment devices installed in Owen Street that measured speed of over 100 kilometres an hour.

There are many speed bumps in areas in NSW, particularly near parks and playgrounds.

Attached are four photographs that prove the point that to expect police patrols to protect the residents of Owen Street on a daily basis, to say the least is unrealistic.

The two cars shown in the photographs were parked and as you will note, were only missed by several metres. If residents or others were using the road on pushbikes etc. then a tragedy would have occurred.

Would you please have your committee look at this problem again.

I will be very pleased to address your committee and answer any questions that arise."

This matter was last considered by the Committee 12 April 2017. The report to the Committee at that time advised:

7.1 Traffic Issues - Owen Street, Ballina

Report to Ballina LTC 12 April 2017:

"The issue of speeding cars on Owen Street has arisen on a number of occasions in the past. Data collected 6 to 25 November 2013 indicates an 85% speed of 58.3 kph and a maximum 114.2 kph. In the data collection period there were six occurrences of 90-100 kph, three at 100 -110 kph and two at 110 -120kph.

In the past traffic calming has not been considered unless as part of a Local Area Traffic Management (LATM) scheme. Speed bumps have not been favoured as part of the suite of traffic calming devices used in LATM schemes in urban areas in recent times because of the noise they create, particularly at night.

Owen Street's geometry being a single straight section of 660 m with development on one side only would encourage speeding. Austroads Guide to Traffic Management Part 8 Local Area Traffic Management, Table 3.3 advises that the distance between slow points to achieve an 85% speed of 50 kph is a maximum of 155 m. As Owen Street is well in excess of this length, very high speeds are possible.

The residents advise:

"I suggested speed bumps be installed but was told by council they were too noisy etc. I disagree and during a recent visit to Canberra and the eastern suburbs of Sydney and Newcastle, I noted suburbs have speed humps or bumps installed to reduce the speed of inconsiderate drivers. The argument that this is an unacceptable method of reducing speed on this street is fallacious. It is unreasonable to expect the Police to be available 24 hours per day but it is also reasonable to expect the council to react to a residents concern asking for a solution to modify the speed of these inconsiderate drivers. We are talking about, potentially, a very dangerous situation. Speed humps or bumps do not need to be aggressive, just effective."

The speed data indicates that Owen Street may warrant consideration for traffic calming outside a comprehensive LATM scheme. The speeds of a significant number of vehicles are very high, the road geometry promotes speed and there is significant danger to both residents and users of the adjacent playing fields. A series of "speed tables" which are longer than speed bumps and have a less severe noise impact may be an option for Owen Street.

On 12 April 2017 the Committee Recommended:

"The Committee advised that the issue is a matter for Police enforcement and that the resident be asked to report incidents and information to NSW Police as they occur."

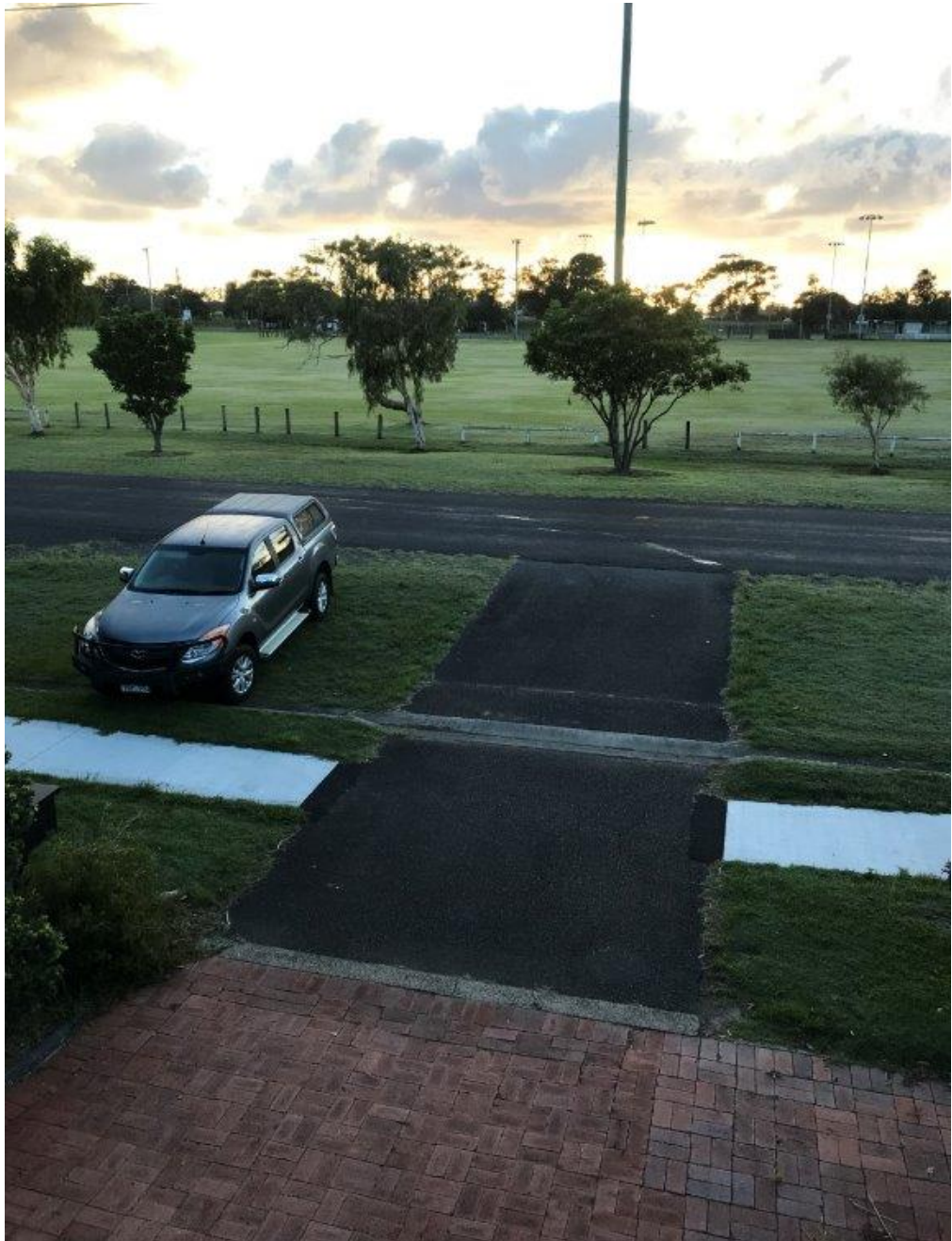
The resident's photos attached to the email of 10 January 2021 are an attachment to this agenda.

RECOMMENDATION

The Committee's advice is requested.

Attachment(s)

1. Owen Street, Ballina - Photo 1
2. Owen Street, Ballina - Photo 2
3. Owen Street, Ballina - Photo 3
4. Owen Street, Ballina - Photo 4









8.1 Schedule of Outstanding Resolutions of the Committee

8. Information for the Committee

8.1 Schedule of Outstanding Resolutions of the Committee

Introduction

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

Information

Meeting Held 9 December 2020

12/20-6.1 Post Office Zone - Ballina Street, Lennox Head

Recommendation

1. The Committee supported changing the parking restriction between Mail Zone times from 1/4 P to LOADING ZONE in the kerbside space in Ballina Street, Lennox Head in front of the Post Office.
2. The Committee supported conversion of two parking spaces immediately north of the proposed loading zone in Ballina Street, Lennox Head to 1/4 P.

Action to Date

Installation not commenced.

12/20-7.1 Bus Stop – The Coast Road, East Ballina

Recommendation

The Committee write to the bus companies concerned requesting them to consider the bus route be changed to pick up and collect from the Bayview Drive / Beachfront Parade loop in order to provide improved road safety for users.

Action to Date

See separate report on this agenda

12/20-7.2 Disability Parking – Ballina CBD Central Block

Recommendation

The Committee approves creation of two additional disability car parking spaces in the Ballina CBD Central Block – one each on both east and west bound lanes.

Action to Date

Design not yet commenced, budget not allocated.

12/20-7.3 Shaws Bay Parking – East of Hill Street, East Ballina

Recommendation

The Committee approves creation of 4P area parking on both eastern and western sides of Hill Street, in Hill Street, Brighton Street, Park Street, The Serpentine and surrounding grassed areas of Shaws Bay recreation area.

Action to Date

Installation not commenced.

12/20-10.1 Speed Zone Review – Killen Falls Road

Recommendation

A local resident has contacted Council's Road Safety Officer requesting traffic calming and / or a speed zone reduction on Killen Falls Road. A speed zone review was last conducted on Killen Falls Road approximately two years ago.

The Committee recommended TfNSW be contacted to request a further speed zone review of Killen Falls Road to be commenced.

Action to Date

TfNSW have undertaken fieldwork, but not finalised speed zone review.

Meeting Held 14 October 2020

10/20-6.1 Proposed Pedestrian Refuge - Bentinck Street, Ballina

Recommendation

The Committee supported 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.

Action to Date

Installation not commenced.

10/20-6.4 Proposed Pedestrian, Parking & Traffic Arrangements – Lighthouse Parade, East Ballina

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

8.1 Schedule of Outstanding Resolutions of the Committee

on Lighthouse Parade, East Ballina and approach/intersecting streets as depicted on the attachment to this report.

Action to Date

TfNSW Speed Zone Review completed and authorised 40 km/h High Pedestrian Activity Area.

Installation and works not commenced.

10/20-6.5 NSW Streets as Shared Spaces Grant Program, Proposed Temporary Works - Park Lane, Lennox Head

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.

Action to Date

TfNSW Speed Zone Review completed and authorised reduction of Existing 40 km/h High Pedestrian Activity Area to 30 km/h.

Installation not planned until January/February 2020

10/20-7.2 Proposed NO STOPPING Zone - Pine Avenue East Ballina

Recommendation

The Committee withdrew support for the installation of the recommended NO STOPPING ZONE yellow line and supported provision of signage on the southern side of the island/Poinciana tree for restricted parking on garbage collection day.

Action to Date

Installation not commenced.

10/20-7.3 Wardell Traffic – Post Highway Deviation

Recommendation

The Committee supported installation of traffic counters on the Old Pacific Highway to gauge traffic volumes and investigation of design concept options and grant opportunities by Council staff for providing improved pedestrian connectivity across the Old Pacific Highway.

8.1 Schedule of Outstanding Resolutions of the Committee

Action to Date

Traffic counts undertaken 18 November to 10 December 2020 on Blackwall Drive (Old Pacific Highway) near Carlisle Street intersection.

Summary of results:

Volumes:

Average Daily Traffic volume 2313

Am peak hour 197 (Friday)

Pm peak hour 232 (Thursday)

Speed:

85 percentile speed 77.76 kph

Maximum 137.3 kph

Median 69.3 kph

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.

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

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 Becerra, 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

8.1 Schedule of Outstanding Resolutions of the Committee

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 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 Becerra 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."

Mr Becerra advised email dated 24 September:

"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."

Mr Becerra advised by email dated 9 December 2020:

"The developer has submitted draft design documentation for Transport for NSW (TfNSW) review and acceptance. A copy of all the documents is attached for your review and comment on the proposed safety improvements to address the subject safety concerns, including a review spreadsheet to enter your review comments."

"Please feel free to invite other relevant staff within your organization and the Ballina LTC to review and comment in the attached spreadsheet."

"Your earliest reply would be appreciated but no later than 5:00 PM Eastern Standard Time on Thursday 17 December 2020 to meet TfNSW obligations under the WAD otherwise it will be assumed that you have no comments."

Mr Becerra was advised by Council email dated 10 December 2020:

"The risk assessment report does not comment and the plans do not address the real issue of the longitudinal line marking which was water blasted off in the westbound lanes. These imperfectly deleted lines are considered to be the major safety concern especially in wet & dark conditions."

Mr Becerra responded by email dated 10 December 2020:

“Thank you for your input to the review and it will be added. While I don’t disagree with your point of view; I’d like you to also consider the following:

- The root cause for the raised concerns is “delineation at the subject interchange” and although the old linemarking is not being completely being addressed, the delineation is being addressed by the developer; and*
- The fact is that the methodology used to remove the old linemarking, subject of Ballina LTC’s concerns, it is a standard practice continually being applied to major project, including the current Pacific Highway Upgrade.*

Could you please have another look at the developer’s disposition and suggest improvements, including how to remove the old linemarking.

Your earliest reply would be again appreciated no later than 5:00 PM Eastern Standard Time on Thursday 17 December 2020 to meet TfNSW obligations under the WAD otherwise it will be assumed that you have no further comments.

Please contact me this afternoon if you wish to discuss or need more information.”

Mr Becerra was further advised by Council email dated 10 December 2020:

“The standard practice has clearly not worked in this instance and the remnant longitudinal linemarking remains a safety hazard in wet and dark conditions.

It is suggested the area should be milled out/resurfaced prior to application of permanent pavement markings.”

Meeting Held 10 June 2020

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.*

8.1 Schedule of Outstanding Resolutions of the Committee

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. Hold line moved, but no action on separating the southbound left turn lane.
2. Referred to Council's Works Manager (Asset Owner) for implementation of corrective action program. TfNSW requested to perform speed zone review and have replied advising review is not warranted at this time.
3. Minor upgrade completed, but has not included recommendation for lengthening and separating the southbound left turn lane.
4. No works associated with the intersection are proposed at this time to be the subject of a Safer Roads/Black Spot application.

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 be installed shortly.
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. Associated signage has now been installed.

8.1 Schedule of Outstanding Resolutions of the Committee

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.

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

8.1 Schedule of Outstanding Resolutions of the Committee

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 to be conducted in March 2020.
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.

8.1 Schedule of Outstanding Resolutions of the Committee

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

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

Attachment(s)

Nil

8.2 Bus Stop - The Coast Road, East Ballina.

8.2 Bus Stop - The Coast Road, East Ballina.

Introduction

This is a follow up to report 7.1 at the December 2020 meeting concerning the safety of children using the hail and ride bus stop on the southbound side of The Coast Road, East Ballina, south of the intersection with Bayview Drive.

Information

The following is a reproduction of report 7.1 from the December 2020 meeting:
“A resident has emailed advising:

“Thanks so much for taking my call this morning to discuss the bus stop opposite the northern end of Bayview Drive, East Ballina.

As discussed in the call, I feel that having the bus stop located where it is means that young children must stand far too close to fast moving traffic when waiting for the school bus. This is especially the case when cars are undertaking other cars turning right onto Bayview Drive using the lane next to the bus stop. This means that young children are standing waiting for the bus within 2 meters of cars travelling often in excess of 80km/hr.

Also, it is quite dangerous for young children to be crossing the road so close to the corner where it is difficult to see oncoming traffic travelling northbound. These dangers also apply to children getting dropped off by the bus in the afternoon.

As mentioned, I would prefer the 60km/hr speed limit area be extended from the nearer the roundabout further north. However, moving the bus to where the beach carpark is further south might also be a reasonable alternative. I would also be keen to discuss alternative solutions if you might have some ideas.

In any case, I feel that a solution needs to be found to ensure that children can get to and wait safely for their school bus.

Thanks again for your time this morning. I really appreciate your consideration in this matter.”

In the attachments to this report are an aerial view of the section of The Coast Road containing the “Hail and Ride” bus stop located on the left of the southbound lane, south of the intersection with Bayview Drive. Also attached are southward and northward views of the bus stop area.

There is a southbound bypass lane on The Coast Road which allows southbound through vehicles to bypass, on the left side of southbound vehicles stopped, waiting to turn right into Bayview Drive. The resident is concerned that these southbound bypass vehicles, travelling at speed are dangerous for children waiting at the bus stop and for children crossing The Coast Road to the bus stop south of the intersection. There is concern that these children as well as having to

8.2 Bus Stop - The Coast Road, East Ballina.

contend with fast traffic also have poor sight distance to southbound bypass vehicles with visibility obscured by the stopped/paused southbound vehicles turning right into Bayview Drive.

Crossing The Coast Road south of Bayview Drive is further complicated by the presence of the adjacent art gallery carpark which does not provide pedestrians with a defined edge of road from which to commence crossing The Coast Road.

The Bus Stop could be relocated further to the north or the south to avoid its current location adjacent to the bypass lane, however such a relocation would need connecting pedestrian pathways and these may be difficult to locate on the pedestrian desire line.”

End of LTC report 9 December 2020.

The Committee Meeting 9 December 2020 Recommended:

“The Committee write to the bus companies concerned requesting them to consider the bus route be changed to pick up and collect from the Bayview Drive / Beachfront Parade loop in order to provide improved road safety for users.”

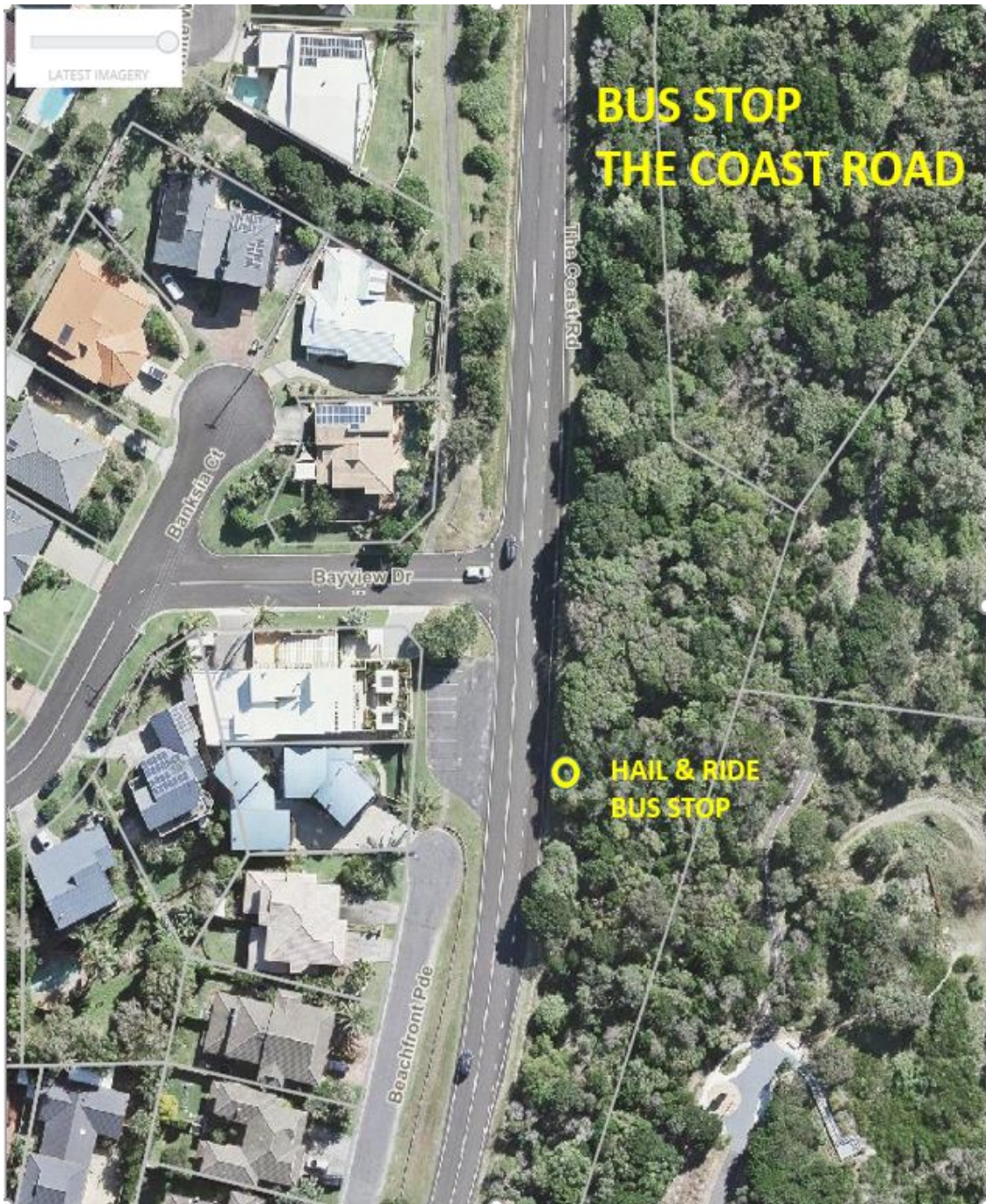
The bus company involved (Blanches, ComfortDelgro) was contacted by phone and the situation was explained to their Service Delivery Manager. A formal email requesting them to consider changing the route as recommended by the Committee was also forwarded.

The bus company advised by email dated 22 January 2021:

“

“We have done some analysis on the bus concerned and to alter its route would not be possible I’m afraid. This service connects with several others at Ballina Coast High School and any further delay would have a knock on effect. A speed limit change may be the best option.”

8.2 Bus Stop - The Coast Road, East Ballina.



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RECOMMENDATION

Submitted for the Committee's information.

Attachment(s)

Nil

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

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

Nil Items

10. Items Without Notice

11. Next Meeting

Next meeting is scheduled for Wednesday 14 April 2021 and 10.00 am.