

Agenda

Local Traffic Committee Meeting **11 August 2021**

A Local Traffic Committee Meeting will be held in the Ballina Shire Committee Room, 40 Cherry Street, Ballina on **11 August 2021 commencing at 10.30 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

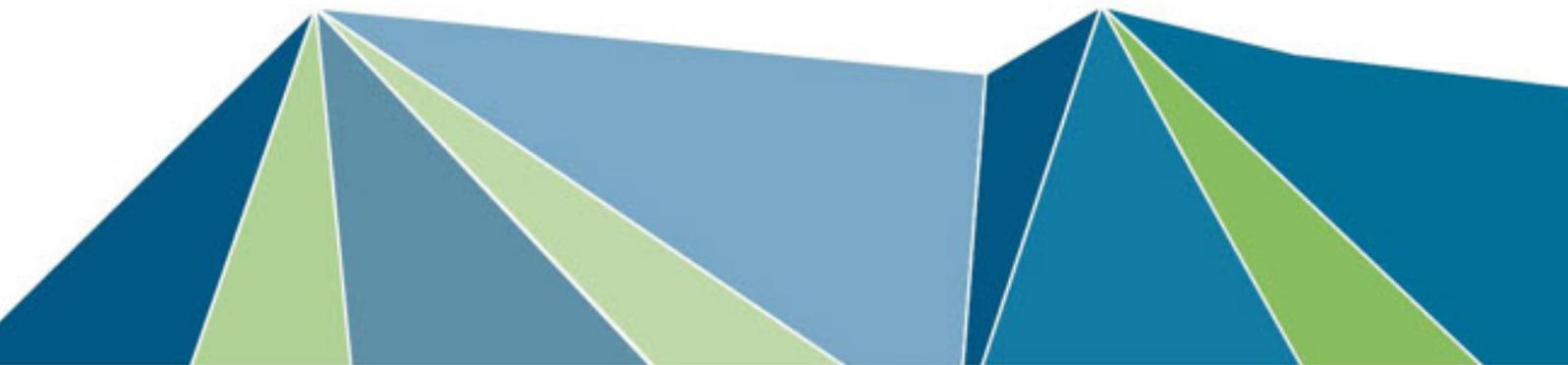


Table of Contents

1.	Attendance & Apologies	3
2.	Minutes of Previous Meeting.....	3
3.	Deputations by Members of Public or Councillors.....	3
4.	Summary Report - Recent Decisions of Council in Response to LTC Recommendations.....	3
5.	Items to be Referred to Council	3
6.	Items Referred to General Manager's Delegate.....	4
6.1	Proposed STOP Sign - Rifle Range Road / Lismore Road Intersection, Wollongbar	4
6.2	Proposed NO STOPPING Zone - Tamarind Drive, North Ballina	10
6.3	Proposed NO STOPPING Zone - Ainsworth Close / Jameson Avenue, East Ballina	12
6.4	Signs and Linemarking - River Street Lane Duplication, West Ballina	14
6.5	Proposed NO STOPPING ZONE - Holden Lane, Ballina	25
6.6	Proposed NO STOPPING ZONE - Lions Park, Lennox Head	28
7.	Items for Traffic Engineering Advice	31
7.1	Ballina CBD Parking Report	31
8.	Information for the Committee	64
8.1	Outcome of Speed Zone Reviews	64
8.2	Schedule of Outstanding Resolutions of the Committee	65
8.3	Wildlife Corridor Signage - Byron Bay Road	76
9.	Regulatory Matters on Classified Roads (GM's Delegate)	80
10.	Items Without Notice.....	80
11.	Next Meeting	80

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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 June 2021 were distributed with the business paper.

RECOMMENDATION

That Council confirms the Minutes of the Local Traffic Committee Meeting held on Wednesday 9 June 2021.

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 STOP Sign - Rifle Range Road / Lismore Road Intersection, Wollongbar

6. Items Referred to General Manager's Delegate

6.1 Proposed STOP Sign - Rifle Range Road / Lismore Road Intersection, Wollongbar

Introduction

As a consequence of investigations into the accesses to a proposed service station at the corner of Rifle Range Road and Lismore Road, Wollongbar, a need for a STOP sign was identified on the Rifle Range Road leg of the intersection.

Information

As a consequence of investigations into the accesses to a proposed service station at the corner of Rifle Range Road and Lismore Road, Wollongbar DA 2021/99, the proponent's consultants Newton Denny Chapelle (NDC) investigated the Rifle Range Road/Lismore Road intersection.

The investigation identified that sight distance from Rifle Range Road westwards was deficient and would warrant replacement of the GIVE WAY control with a STOP sign control on the Rifle Range Road leg of the intersection.

The NDC warrant analysis in accordance with AS 1742 and photos are shown on the attachment to this report.

RECOMMENDATION

That the Committee support replacement of the GIVE WAY control on the Rifle Range Road leg of the Lismore Road, Wollongbar intersection with a STOP sign control.

Attachment(s)

1. Site Distance Analysis - Lismore Road/Rifle Range Road Intersection, Wollongbar

6.1 Proposed STOP Sign - Rifle Range Road / Lismore Road Intersection, Wollongbar

Figure 3.2: Safe intersection sight distance (SISD)

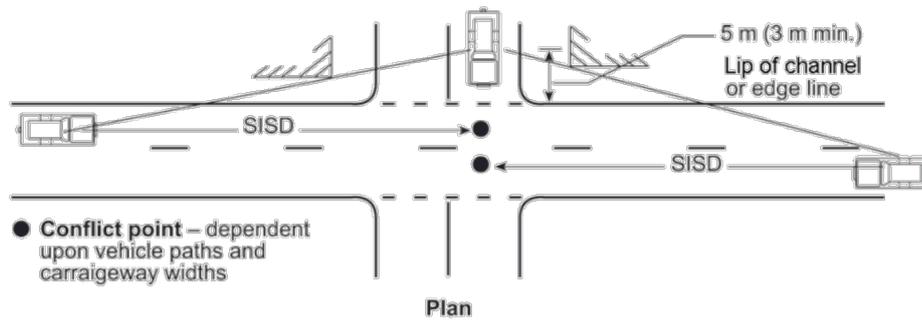


Table 3.2: Safe intersection sight distance (SISD) and corresponding minimum crest vertical curve size for sealed roads ($S < L$)

Design speed (km/h)	Based on safe intersection sight distance for cars ⁽¹⁾ $h_1 = 1.1$; $h_2 = 1.25$, $d = 0.36$ ⁽²⁾ ; Observation time = 3 sec					
	$R_T = 1.5$ sec ⁽³⁾		$R_T = 2.0$ sec		$R_T = 2.5$ sec	
	SISD (m)	K	SISD (m)	K	SISD (m)	K
40	67	4.9	73	6	–	–
50	90	8.6	97	10	–	–
60	114	14	123	16	–	–
70	141	22	151	25	–	–
80	170	31	181	35	–	–
90	201	43	214	49	226	55
100	234	59	248	66	262	74
110	–	–	285	87	300	97
120	–	–	324	112	341	124
130	–	–	365	143	383	157

LISMORE ROAD / RIFLE RANGE ROAD



VIEW LOOKING WEST FROM 2.5m BEHIND THE HOLD LINE



VIEW LOOKING WEST FROM THE HOLD LINE



AS 1742 Manual of Uniform Traffic Control Devices

2.5.4 Requirements for installation of STOP signs

This Clause specifies sight distance conditions for determining whether a STOP sign is required on any approach to an intersection on which a driver is required to give way to an intersecting stream. Where these conditions are met a STOP sign shall be used, regardless of whether a GIVE WAY sign would have otherwise been installed.

A STOP sign shall be used when, for minor road traffic, the sight distance, Y, in either direction along the major or uncontrolled road as shown in Figure 2.2 is less than the distance given for the corresponding major road speed. A STOP sign shall NOT be used if the sight distance is equal to or greater than shown in Figure 2.2.

NOTE: A history of crashes may prompt requests for STOP signs. Where intersection sight distance is adequate, it is most likely that crashes can be reduced more effectively by other means, e.g. by improved delineation of the conflict area. Furthermore, the use of STOP signs where poor sight distance is not a factor can lead to driver disobedience, and lack of credibility of STOP signs. For these reasons no credit-warrant is given for the use of STOP signs.

2.5.5 Signs

The following signs are used for give way and stop control of intersections:

(a) Give way (R1-2)



R1-2

The GIVE WAY sign shall be used as indicated in Clauses 2.5.1 and 2.5.2.

The sign shall normally be positioned on the left side of a two-way roadway, facing approaching traffic and at, or as close as practicable to, the point where approaching vehicles are required to stop. On a one-way roadway having more than one lane at the intersection, including one side of a two-way roadway where there is a median island at the intersection, GIVE WAY signs should be erected on both sides facing approaching traffic. Except on unsealed roads, the GIVE WAY sign shall be supplemented with the pavement markings shown in Clause 2.4.2.

At intersections, the sign shall be erected as close as practicable to the edge of the intersecting roadway consistent with its still being in view near the edge of the minor road for approaching traffic. Where a sign-controlled road intersects at an acute angle, the sign shall be placed so that its face is not prominently in view of road users on the through roadway.

At a left turn slip-lane which requires entering traffic to give way to the intersecting traffic stream and where priority is not readily apparent, a GIVE WAY sign may be provided. If, however, the slip-lane has an acceleration lane of adequate length to enable traffic to merge, a GIVE WAY sign shall not be used.

(b) Stop (R1-1)



R1-1

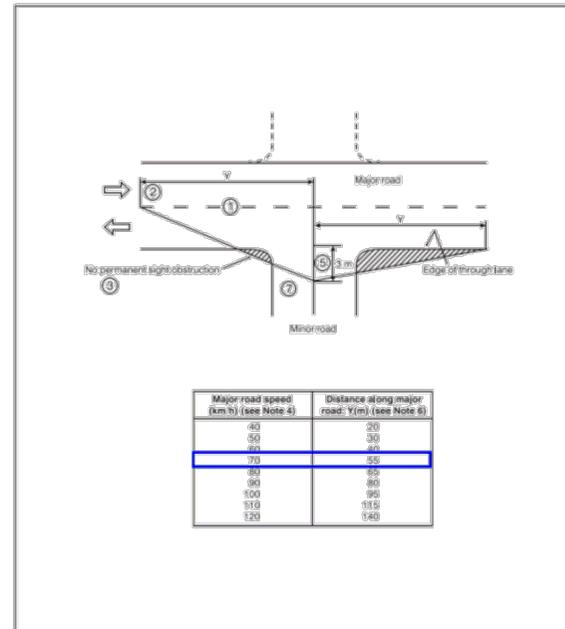
The STOP sign shall be used in the same way and for the same purpose as specified for the GIVE WAY sign (R1-2) but with the additional requirement that a complete stop is necessary for safety before entering the intersection.

The STOP sign shall replace the GIVE WAY sign when the requirements of Clause 2.5.4 are met.

STOP signs shall be positioned in accordance with the requirements for GIVE WAY signs. Except on unsealed roads, the Stop sign shall be supplemented with pavement marking shown in Clause 2.4.3.

(c) Warning signs

For warning signs Give Way Sign Ahead (W3-2) and Stop Sign Ahead (W3-1), see Clause 2.9.3.



NOTES:

- Dividing line (undivided road), or right hand edge of right hand through lane (divided road).
- A check to the left is not required at a divided road where the median is wide enough to shelter a crossing vehicle.
- Where visibility is limited due to some removable obstruction, (e.g. vegetation or earth bank) attempts should be made to remove the obstruction rather than install a STOP sign.
- The posted or general speed limit is used, unless the 85th percentile speed is significantly higher.
- Where the minor road approach is an arterial road this dimension should be increased to 4.5 m.
- When checking sight distance the height of the observer's eyes is 1.5 m and the height of the object is 0.0 m.
- At any intersection, traffic on any particular roadway when approaching a STOP or GIVE WAY sign must give way to traffic on the intersecting roadway, including the part of the road within the intersection that the driver is entering when driving through a break in the median strip, even if confirming signs are not provided at the median break.

Figure 2.2 SIGHT DISTANCE RESTRICTIONS REQUIRING USE OF STOP SIGNS

APPROX SIGHT DISTANCE FROM 2.5m BEHIND THE HOLD LINE



6.2 Proposed NO STOPPING Zone - Tamarind Drive, North Ballina

6.2 Proposed NO STOPPING Zone - Tamarind Drive, North Ballina

Introduction

A NO STOPPING Zone has been requested on a section of the northbound lane of Tamarind Drive, North Ballina.

Information

A section of the northbound lane of Tamarind Drive, North Ballina has been widened to permit through traffic to pass to the left of right turning traffic into the Ballina Gardens Caravan Park.

The left side of the widened section is being used from time to time for parking of vehicles. This blocks the passage of through vehicles wishing to pass on the left of temporarily stopped vehicles turning right into the Ballina Gardens Caravan Park.

A resident has advised:

"I own a house in Ballina Gardens/Secura Lifestyle...Tamarind Drive, Ballina and am concerned there is going to be a serious accident on Tamarind Drive in front of the park entrance. Council, some years ago, provided an additional area of bitument adjacent to the northbound Tamarind Drive lane, to be used by cars overtaking vehicles turning across southbound traffic into Ballina Gardens.

I have lived here for 2.5 years and have noticed that, on an almost daily basis, vehicles are using this piece of bitumen to park for varying lengths of time to do things. Perhaps change music, set up GPS destination, take a phone call. I'm not certain of their reasons but the decision to do so will one day have a catastrophic effect on someone trying to turn into the park, the person who chose to park there and the vehicle trying to use that area of bitumen to overtake the turning vehicle.

I would like to request that no stopping signs or better still, signwriting on the piece of bitumen saying NO STOPPING in large letters be installed at this location as soon as possible. It's a small expense and task to complete but has the potential to save lives."

Below is an aerial view of the site and the location of a proposed NO STOPPING yellow line:

6.2 Proposed NO STOPPING Zone - Tamarind Drive, North Ballina



The request for the NO STOPPING zone seems reasonable as the intent of the widening was to provide for through traffic passing to the left of stopped vehicles turning right and not for casual parking.

RECOMMENDATION

That the Committee support provision of a NO STOPPING Zone with yellow line marking on the south/east side of Tamarind Drive, North Ballina as depicted on the attached aerial photo.

Attachment(s)

Nil

6.3 Proposed NO STOPPING Zone - Ainsworth Close / Jameson Avenue, East Ballina

6.3 Proposed NO STOPPING Zone - Ainsworth Close / Jameson Avenue, East Ballina

Introduction

It is proposed to provide a NO STOPPING Zone at the corner of Ainsworth Close and Jameson Avenue, East Ballina.

Information

Due to the acute angle of Ainsworth Close meeting Jameson Avenue and the vehicles parking close to the intersection, particularly on big golf days the sight distance can be greatly reduced. It is proposed to provide a NO STOPPING Zone as shown on the plan attached to this report.

The sight distance for vehicles entering Jameson Avenue from Ainsworth Close is already somewhat compromised by the acute angle geometry of the Ainsworth Avenue intersection. As Jameson Avenue is the access street to the Ballina Golf Club, it can be quite busy.

RECOMMENDATION

That the Committee support a NO STOPPING Zone, depicted by yellow lines as shown on the plan attached to this report.

Attachment(s)

1. Proposed NO STOPPING Zone - Ainsworth Close / Jameson Avenue, East Ballina

6.3 Proposed NO STOPPING Zone - Ainsworth Close / Jameson Avenue, East Ballina



					SURVEY	BSC	DESIGNED	BALLINA SHIRE COUNCIL PROPOSED NO STOPPING LINEMARKING AINSWORTH CLOSE JAMESON AVE EAST BALLINA			
					DATE	23/6/2021	DRAWN				MNF
					F.B.	L.B.	CHECKED				DK
					DATUM	APPROVED					
					DRAWING - AINSWORTH CLOSE.DWG						
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Amendments											

6.4 Signs and Linemarking - River Street Lane Duplication, West Ballina

6.4 Signs and Linemarking - River Street Lane Duplication, West Ballina

Introduction

Lane duplication works on River Street, West Ballina include updating of regulatory and other signs and markings.

Information

Lane duplication works on River Street, West Ballina will be completed later in 2021 and dual lane sections are progressively being opened as works progress. The detailed design of the works includes associate upgrades to both regulatory and other signs and markings.

The proposed signs and markings are detailed on the attachment to this report.

The Committee's approval of regulatory signs and markings associated with this project is sought.

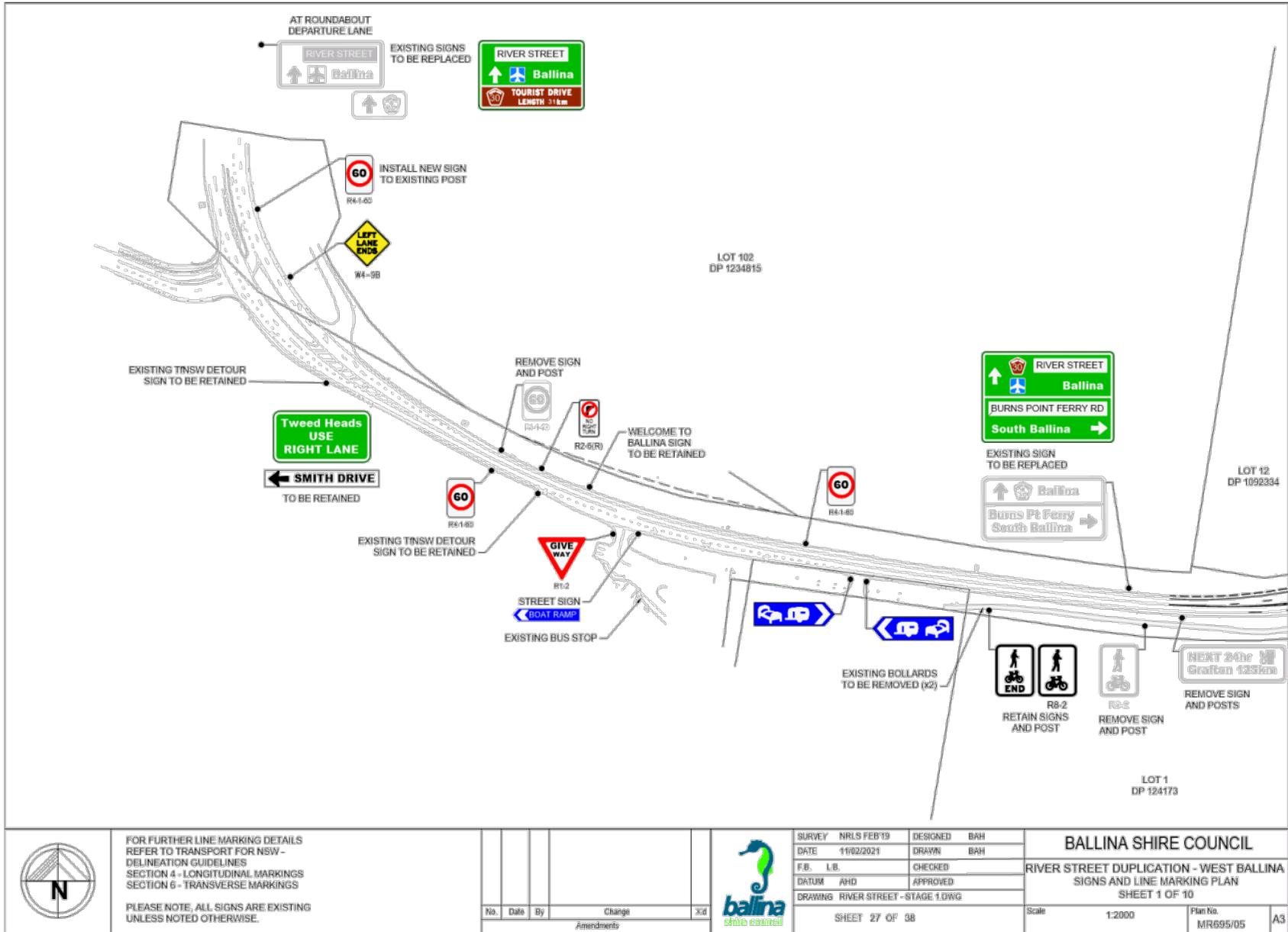
RECOMMENDATION

That the Committee approve proposed regulatory signs and markings shown on the attachment to this report.

Attachment(s)

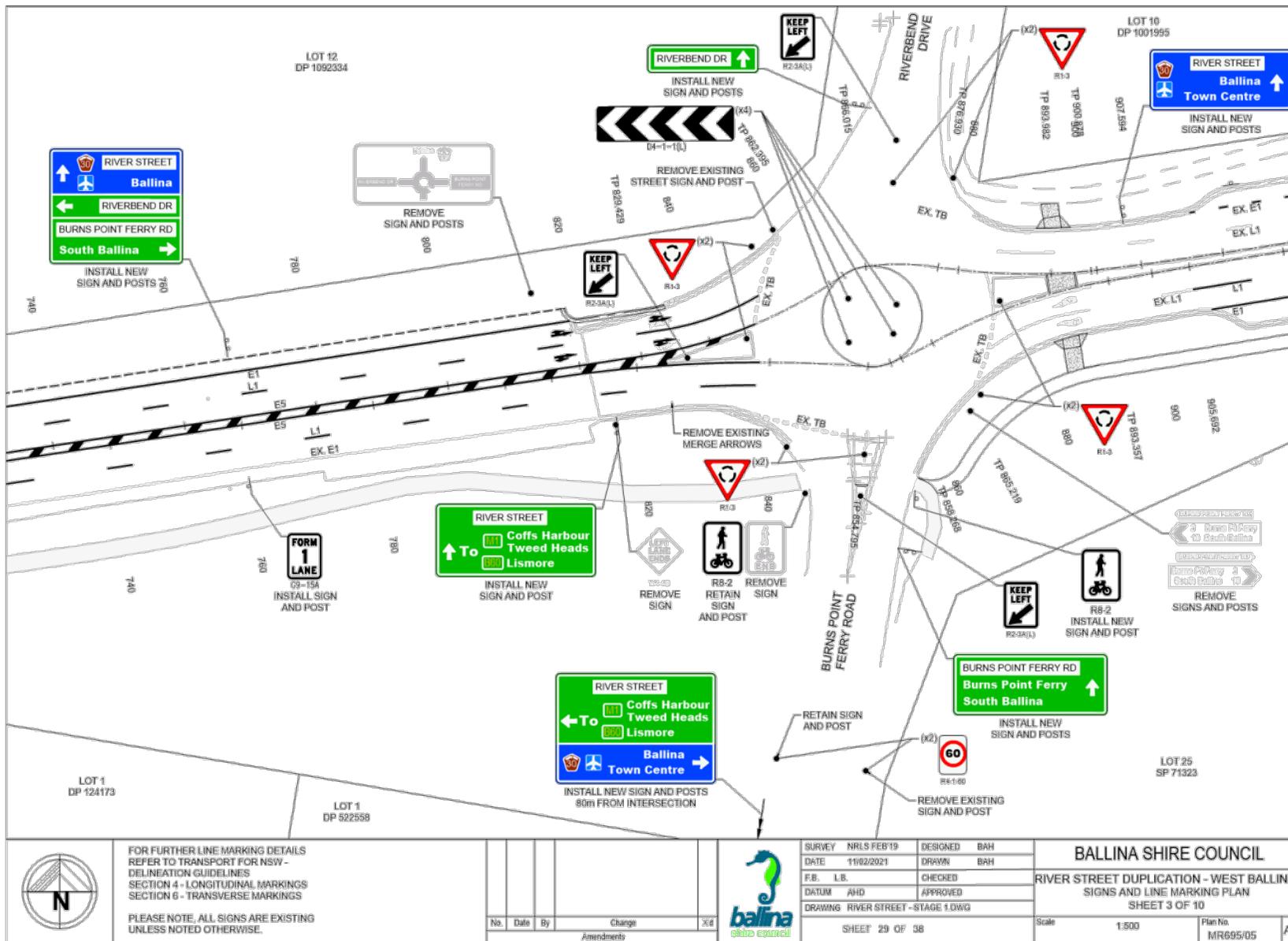
1. Signs and Markings - River Street, West Ballina

6.4 Signs and Linemarking - River Street Lane Duplication, West Ballina



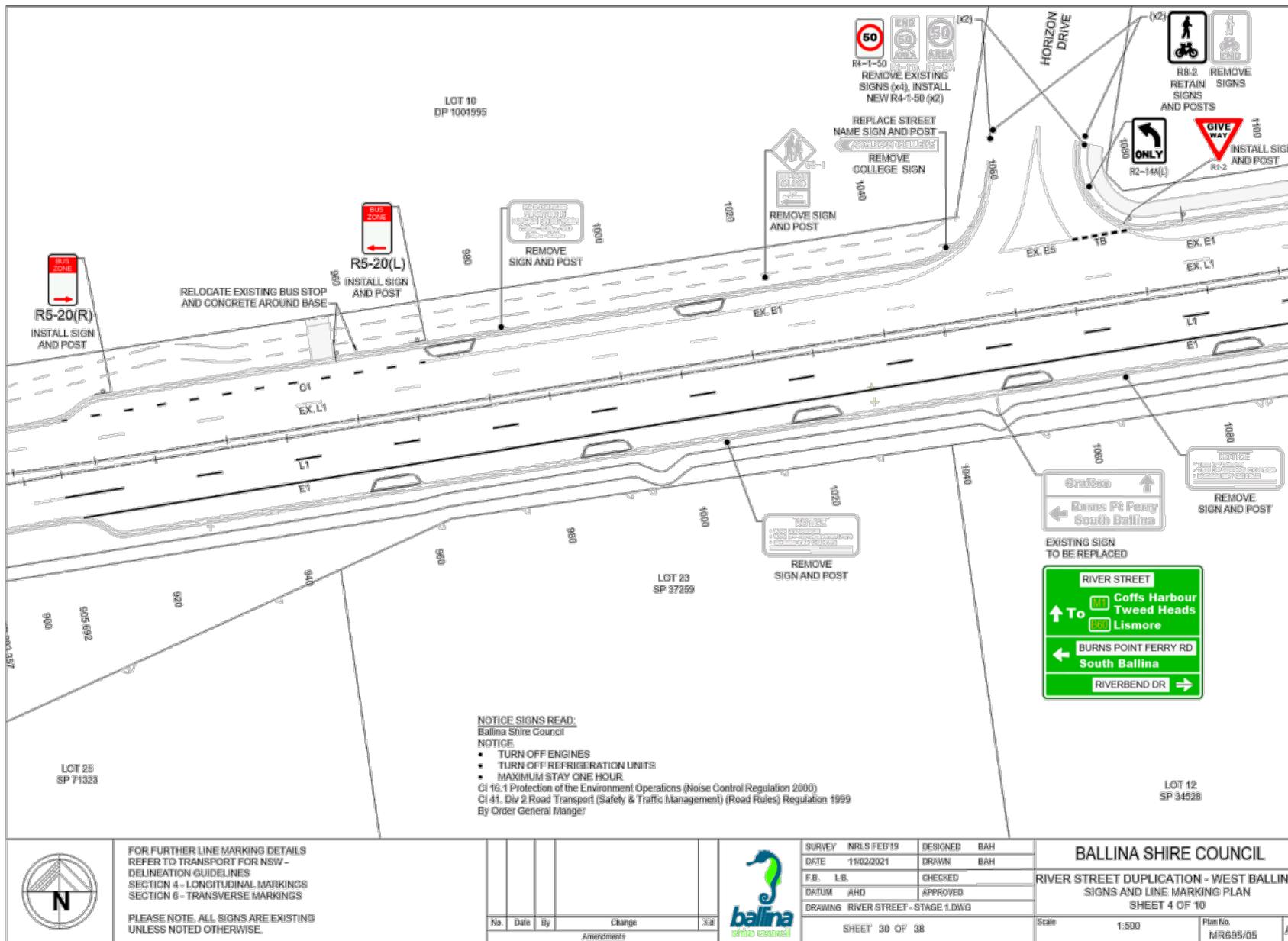
	FOR FURTHER LINE MARKING DETAILS REFER TO TRANSPORT FOR NSW - DELINEATION GUIDELINES SECTION 4 - LONGITUDINAL MARKINGS SECTION 6 - TRANSVERSE MARKINGS PLEASE NOTE, ALL SIGNS ARE EXISTING UNLESS NOTED OTHERWISE.	<table border="1"> <thead> <tr> <th>No.</th> <th>Date</th> <th>By</th> <th>Change</th> <th>Xcd</th> </tr> </thead> <tbody> <tr> <td colspan="5" style="text-align: center;">Amendments</td> </tr> </tbody> </table>	No.	Date	By	Change	Xcd	Amendments						SURVEY N/RLS FEB'19 DATE 11/02/2021 F.B. L.B. DATUM AHD DRAWING RIVER STREET - STAGE 1.DWG	DESIGNED BAH DRAWN BAH CHECKED APPROVED	BALLINA SHIRE COUNCIL RIVER STREET DUPLICATION - WEST BALLINA SIGNS AND LINE MARKING PLAN SHEET 1 OF 10	Scale 1:2000 Plan No. MR695/05	SHEET 27 OF 38 A3
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Amendments																		

6.4 Signs and Linemarking - River Street Lane Duplication, West Ballina

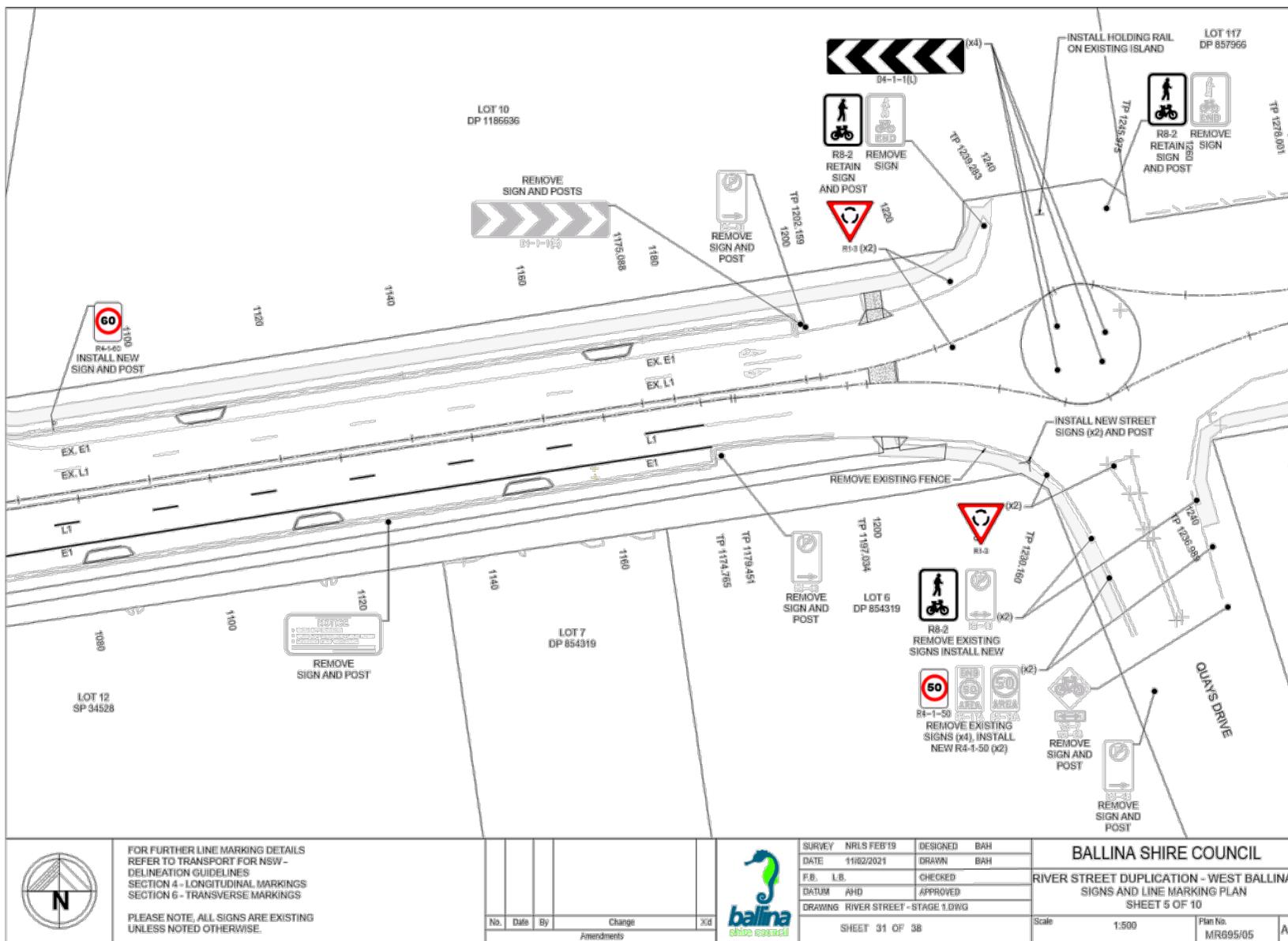


	FOR FURTHER LINE MARKING DETAILS REFER TO TRANSPORT FOR NSW - DELINEATION GUIDELINES SECTION 4 - LONGITUDINAL MARKINGS SECTION 6 - TRANSVERSE MARKINGS PLEASE NOTE, ALL SIGNS ARE EXISTING UNLESS NOTED OTHERWISE.	<table border="1"> <thead> <tr> <th>No.</th> <th>Date</th> <th>By</th> <th>Change</th> <th>By</th> </tr> </thead> <tbody> <tr> <td colspan="5" style="text-align: center;">Amendments</td> </tr> </tbody> </table>	No.	Date	By	Change	By	Amendments						SURVEY NRS FEB19 DATE 11/02/2021 F.B. L.B. DATUM AHD DRAWING RIVER STREET - STAGE 1.DWG	DESIGNED BAH DRAWN BAH CHECKED APPROVED	BALLINA SHIRE COUNCIL RIVER STREET DUPLICATION - WEST BALLINA SIGNS AND LINE MARKING PLAN SHEET 3 OF 10
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SHEET 29 OF 38	Scale 1:500	Plan No. MR695/05	A3													

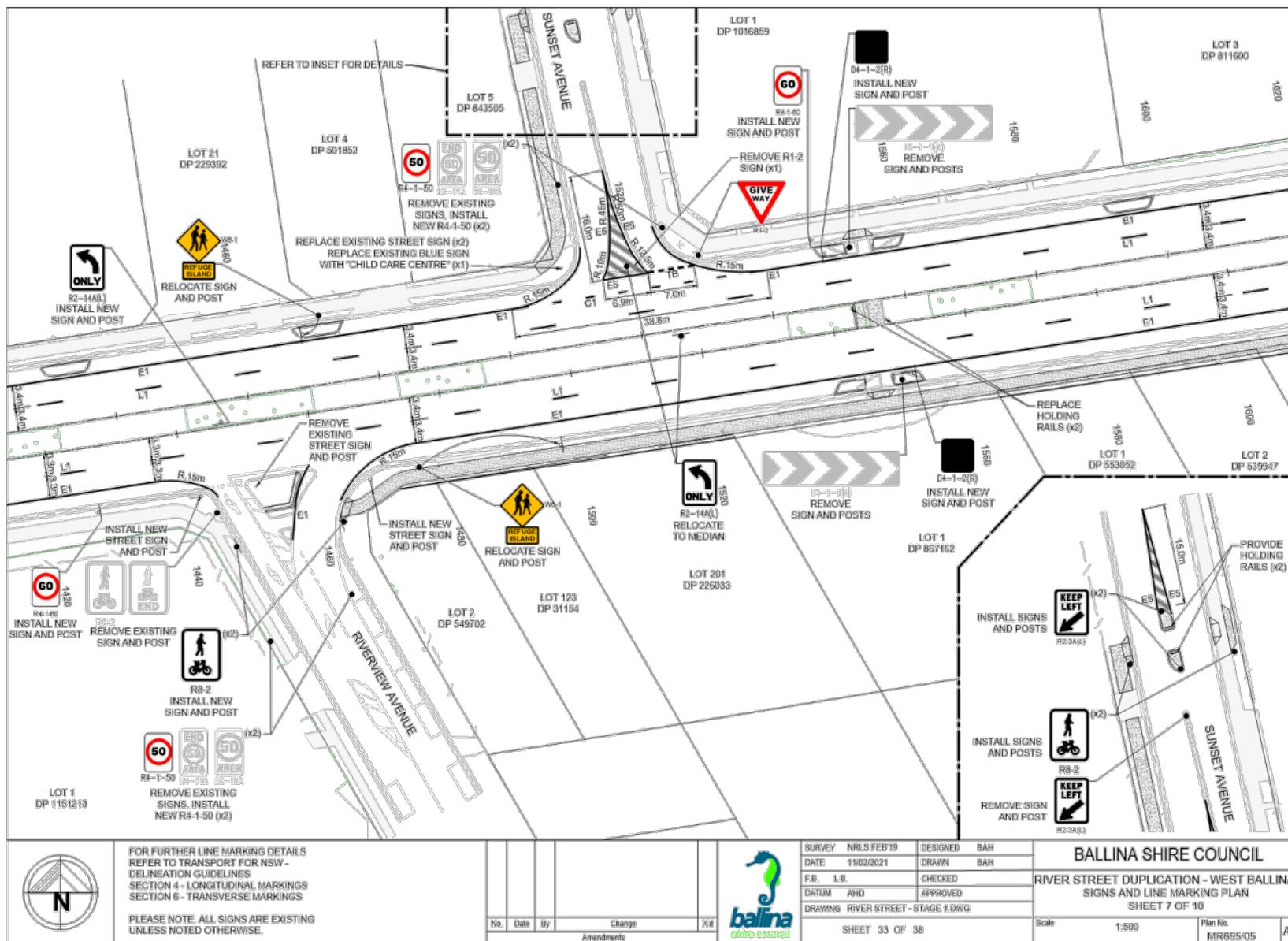
6.4 Signs and Linemarking - River Street Lane Duplication, West Ballina



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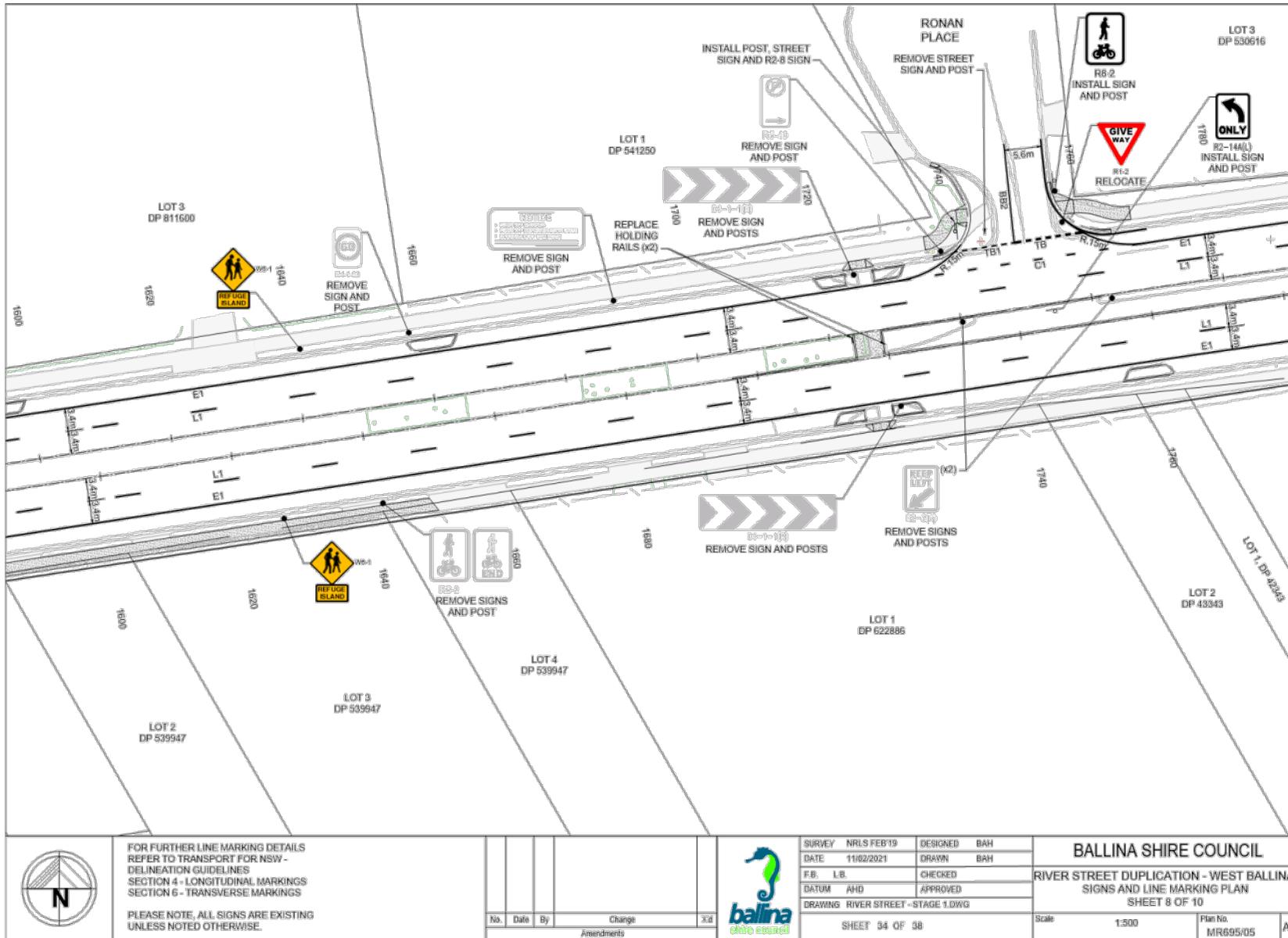


6.4 Signs and Linemarking - River Street Lane Duplication, West Ballina



	FOR FURTHER LINE MARKING DETAILS REFER TO TRANSPORT FOR NSW - DELINEATION GUIDELINES SECTION 4 - LONGITUDINAL MARKINGS SECTION 6 - TRANSVERSE MARKINGS PLEASE NOTE, ALL SIGNS ARE EXISTING UNLESS NOTED OTHERWISE.	<table border="1"> <thead> <tr> <th>No.</th> <th>Date</th> <th>By</th> <th>Change</th> <th>%d</th> </tr> </thead> <tbody> <tr> <td colspan="5" style="text-align: center;">Amendments</td> </tr> </tbody> </table>	No.	Date	By	Change	%d	Amendments						SURVEY NRS FEB19 DATE 11/02/2021 F.B. L.B. DATUM AHD DRAWING RIVER STREET - STAGE 1.DWG	DESIGNED BAH DRAWN BAH CHECKED APPROVED	BALLINA SHIRE COUNCIL RIVER STREET DUPLICATION - WEST BALLINA SIGNS AND LINE MARKING PLAN SHEET 7 OF 10	
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SHEET 33 OF 38	Scale 1:500	Plan No. I/MR695/05 A3															

6.4 Signs and Linemarking - River Street Lane Duplication, West Ballina



FOR FURTHER LINE MARKING DETAILS REFER TO TRANSPORT FOR NSW - DELINEATION GUIDELINES SECTION 4 - LONGITUDINAL MARKINGS SECTION 6 - TRANSVERSE MARKINGS
PLEASE NOTE, ALL SIGNS ARE EXISTING UNLESS NOTED OTHERWISE.

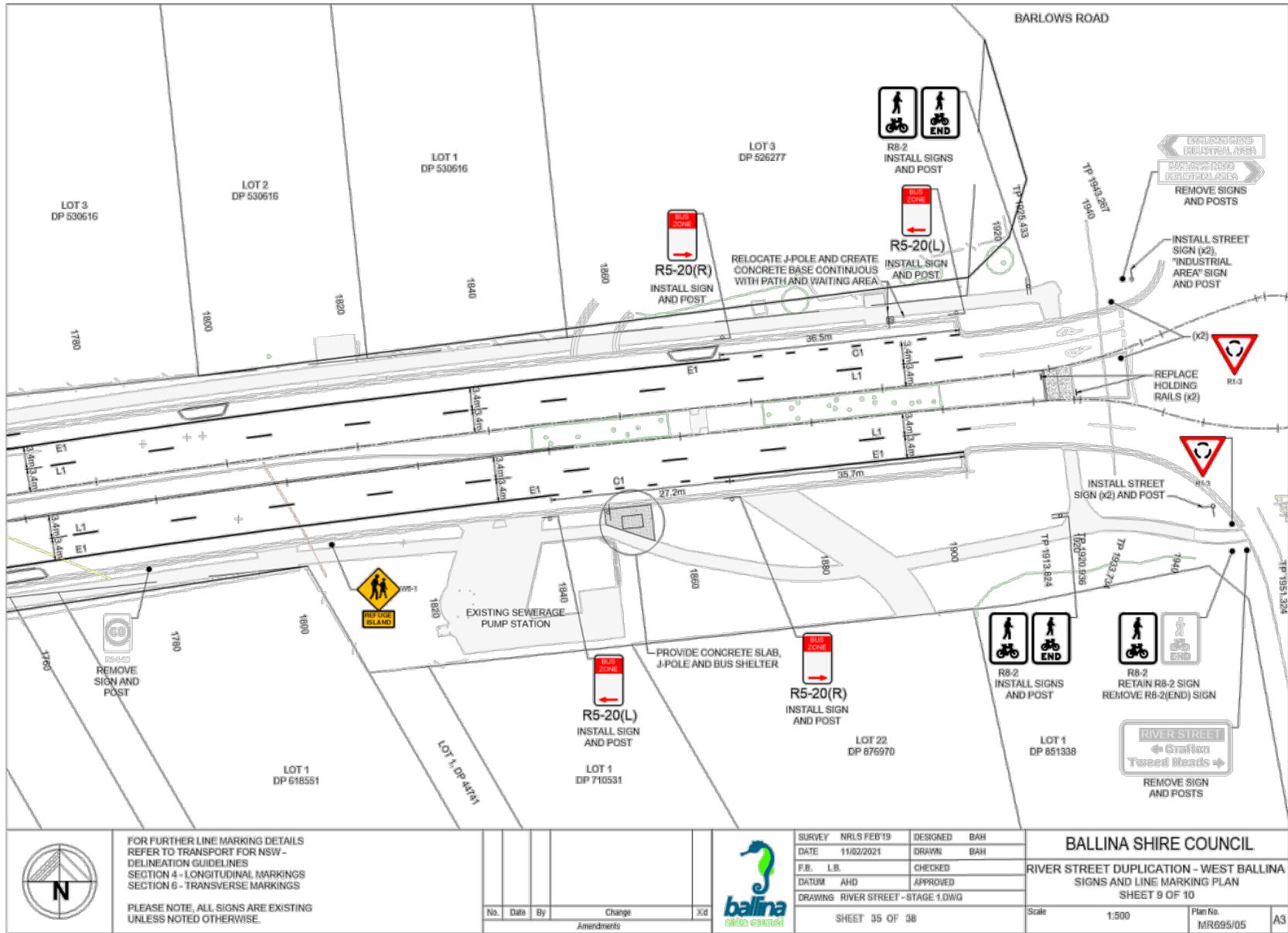
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DATUM	AHD	APPROVED	
DRAWING RIVER STREET - STAGE 1.DWG			
SHEET 34 OF 38			

BALLINA SHIRE COUNCIL		
RIVER STREET DUPLICATION - WEST BALLINA SIGNS AND LINE MARKING PLAN SHEET 8 OF 10		
Scale	1:500	Plan No. MR695/05
		A3

6.4 Signs and Linemarking - River Street Lane Duplication, West Ballina



FOR FURTHER LINE MARKING DETAILS REFER TO TRANSPORT FOR NSW - DELINEATION GUIDELINES SECTION 4 - LONGITUDINAL MARKINGS SECTION 6 - TRANSVERSE MARKINGS

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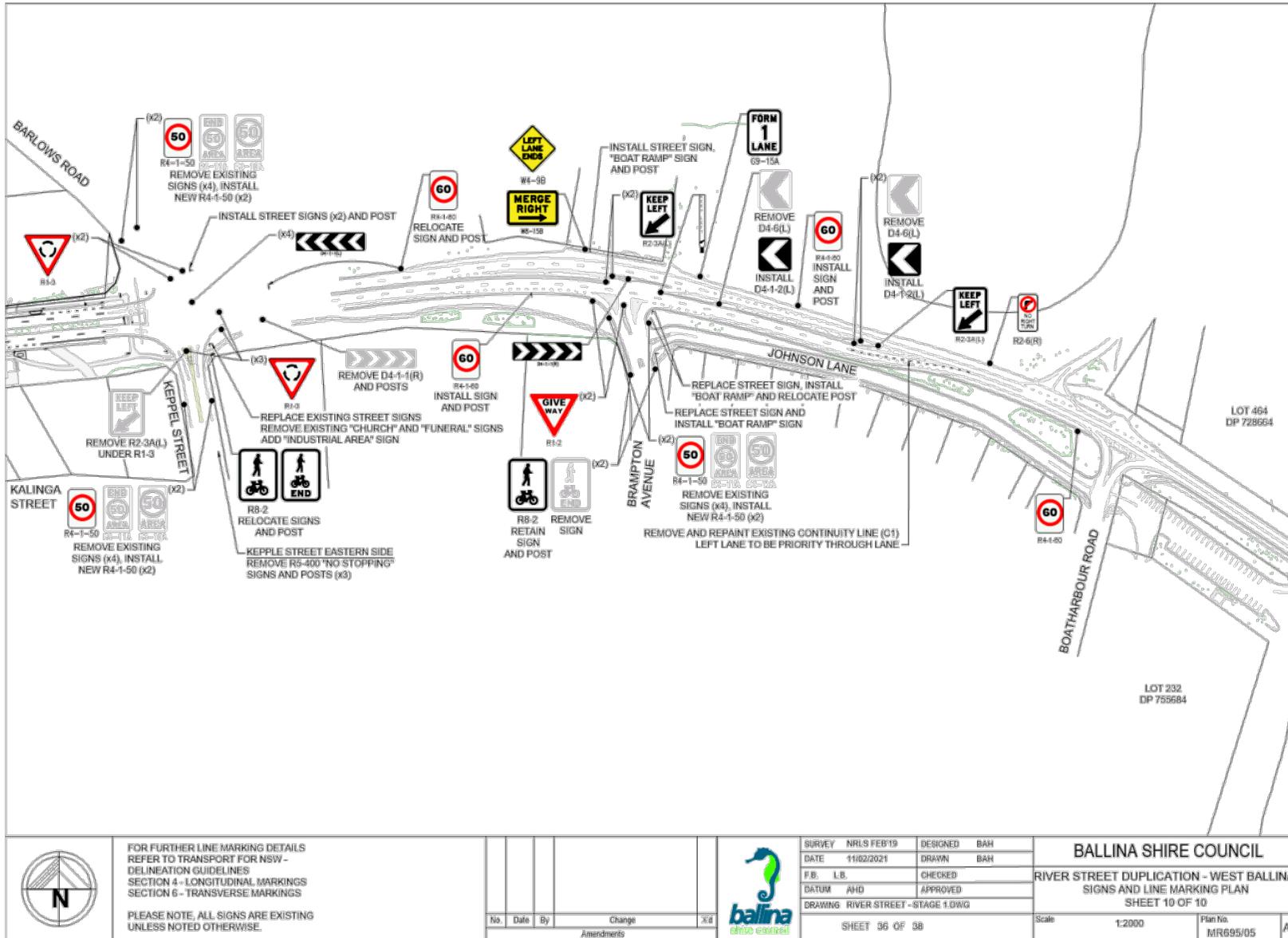
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DATUM	AHD	APPROVED	
DRAWING	RIVER STREET - STAGE 1.DWG		
SHEET 35 OF 38			

BALLINA SHIRE COUNCIL		
RIVER STREET DUPLICATION - WEST BALLINA SIGNS AND LINE MARKING PLAN SHEET 9 OF 10		
Scale	1:500	Plan No. MR695/05
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6.4 Signs and Linemarking - River Street Lane Duplication, West Ballina



FOR FURTHER LINE MARKING DETAILS REFER TO TRANSPORT FOR NSW - DELINEATION GUIDELINES SECTION 4 - LONGITUDINAL MARKINGS SECTION 6 - TRANSVERSE MARKINGS

PLEASE NOTE, ALL SIGNS ARE EXISTING UNLESS NOTED OTHERWISE.

No.	Date	By	Change	x/d
Amendments				



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DATE	11/02/2021	DRAWN	BAH
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DATUM	AHD	APPROVED	
DRAWING RIVER STREET - STAGE 1.DWG			
SHEET 06 OF 08			

BALLINA SHIRE COUNCIL			
RIVER STREET DUPLICATION - WEST BALLINA SIGNS AND LINE MARKING PLAN SHEET 10 OF 10			
Scale	1:2000	Plan No.	MR695/05
			A3

6.5 Proposed NO STOPPING ZONE - Holden Lane, Ballina

6.5 Proposed NO STOPPING ZONE - Holden Lane, Ballina

Introduction

A request has been received for a section of NO STOPPING Zone in Holden Lane, east of Cherry Street, Ballina.

Information

A managing agent has requested a section of Holden Lane, east of Cherry Street, Ballina be designated a NO STOPPING Zone. The section of lane is on the north side of the lane for around 60 m from Cherry Street towards the public school.

This section of lane has a residence on the north side and rear access/parking for business establishments on the south side. On the south side in this section of lane, parked vehicles at the business establishments have difficulty exiting when vehicles are parked on the north side. See attached street view and aerial view.

In the past Council has resisted providing parking/stopping controls on residential rear lanes, but has supported them when appropriate in business precincts.

It is proposed to provide a NO STOPPING Zone, depicted by a yellow line, on the north side of Holden Lane, east from Cherry Street for approximately 60 m along the rear boundary of 54 – 56 Crane Street, Ballina. This would terminate at the end of the colourbond fence visible on the attached street view.

RECOMMENDATION

That the Committee support provision of a NO STOPPING Zone, depicted by a yellow line, on the north side of Holden Lane, east from Cherry Street for approximately 60 m along the rear boundary of 54 – 56 Crane Street, Ballina.

Attachment(s)

1. Street View - Holden Lane, Ballina
2. Aerial View - Holden Lane, Ballina





6.6 Proposed NO STOPPING ZONE - Lions Park, Lennox Head

6.6 Proposed NO STOPPING ZONE - Lions Park, Lennox Head

Introduction

A request has been received for a section of NO STOPPING Zone in the access road off Rutherford Street, through Lions Park, Lennox Head.

Information

A request has been received from a resident for a NO STOPPING Zone adjacent to a footpath along a road through Lions Park, Lennox Head (off Rutherford Street). The resident advises that parked vehicles in this location are inhibiting continuity of access to the path pedestrian crossing in this location and causing safety issues for pedestrian users of the pathway.

The location of the proposed NO STOPPING Zone is opposite the entrance to the boat ramp access (on the other side of the road). The location of the proposed NO STOPPING Zone is shown on the attachment to this report.

RECOMMENDATION

That the Committee support provision of a NO STOPPING Zone depicted by yellow lines in Lions Park, Lennox Head as shown on the attachment to this report.

Attachment(s)

1. Resident's Letter - Lions Park, Lennox Head
2. Proposed NO STOPPING Zone, Yellow Line - Lions Park, Lennox Head



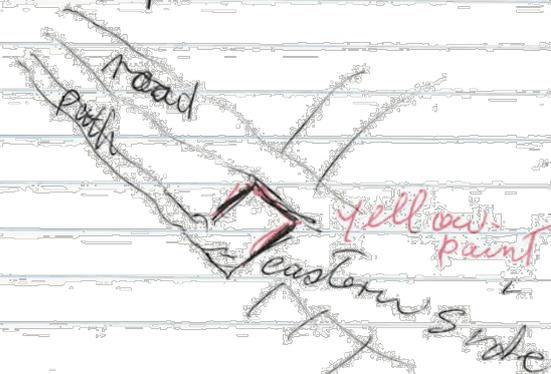
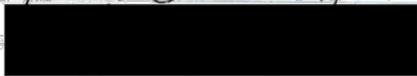
29-6-2021

To The General Manager and Councillors Ballina Council
Re - Cycle way & Walkway near The Boat Ramp
Dear Sir & Councillors

I am writing in concern of the crossing of the Cycle way & Walkway. as I live next to the crossing. I am concerned because cars are parking on the eastern side of the road. Hindering cyclists, walkers, mums with prams and littles on bikes & scooters, etc. People are dodging between cars & large 4 wheel ^{or more} cars and having to walk down the road, which is narrow. And vehicles parked on both sides of the road as some weekends there is a lot of congestion. at times there is up to 50 cars parked in this little area. We had a witches hat there for a while but council removed it. It worked as a deterrent.

I would like to see yellow lines painted across where it is close to the road or a sign to mark it as a crossing. Hoping I dont witness an accident. This walk way is one of the best assets Lennox Has just so Popular.

Yours Sincerely



P.S. I mean parking on the cycleway



7.1 **Ballina CBD Parking Report**

7. **Items for Traffic Engineering Advice**

7.1 **Ballina CBD Parking Report**

Introduction

The Committee requested a Ballina CBD Parking Report at the 9 June 2021 Local Traffic Committee meeting.

Information

At the meeting held 9 June 2021 the Committee Recommended:

***“6/21-6.3 Proposed Time Limited Parking Adjacent to Preschool
– River Street, Ballina***

RECOMMENDATION

1.
2.
3. *A general CBD parking report be provided to the August 2021 Local Traffic Committee meeting.”*

This report addresses Part 3 of the above recommendation.

The current configuration of CBD parking in Ballina CBD is based on the “Ballina CBD Parking Performance Review (2004)” by consultants Eppell Olsen & Partners, see attachment. This report was based on parking surveys taken on Thursday 18 November 2004 between 8.00 am and 5.00 pm as a representative weekday.

Seven parking “beats” (sectors) were identified and a field surveyor assigned to each “beat” on the basis that the surveyor could survey all car parking spaces in his/her “beat” in a 30 minute period. Number plates were recorded to allow later calculation of parking occupancy and duration of stay characteristics.

In 2015 a survey was done to log the current timed parking characteristics of the Ballina CBD (see attachment). Since 2015 there have been some changes to parking associated with reconstruction of River Street between Moon and Grant Street and minor reconstruction in short lengths of Grant Street and Moon Street.

The 2004 survey was bounded by the Richmond River, Tamar Street, Kerr Street and Martin Street. It was noted during the 2015 survey that there is considerable spill of commuter and customer parking into the adjoining residential areas north to and including Crane Street and eastwards to Norton Street. The parking situation also becomes quite complex around the two primary schools, the high school and the Ballina Hospital. This parking spill

7.1 Ballina CBD Parking Report

issue may impact on where the boundary should be set for any future comprehensive Ballina CBD parking survey and report.

To advance a further review of Ballina CBD parking it would be desirable to

1. Review and define parking study boundaries.
2. Define parking objectives for locations within the parking study boundary, ideally this would be based on community/business/stakeholder consultation.
3. Provide a survey accurate plan/inventory of existing parking spaces, parking space details (specified vehicle type etc) and allowable parking durations.
4. Engage consultants to survey parking spaces on a typical weekday within the study area employing a similar methodology to the 2004 review and make recommendations for any proposed changes to parking arrangements and times.

RECOMMENDATION

That the Committee provide advice on Ballina CBD parking.

Attachment(s)

1. Eppell Olsen Ballina CBD Parking Performance Review (2004)
2. 2015 Ballina CBD Parking Survey

**BALLINA CBD
PARKING
PERFORMANCE
REVIEW (2004)**

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*Prepared for
Ballina Shire Council*

June 2005

Ballina CBD Parking Performance Review (2004)
Ballina Shire Council

i

Contents	Page Number
1.0 INTRODUCTION	1
2.0 STUDY METHODOLOGY	2
3.0 SUMMARY OF RESULTS (2004)	3
3.1 Average Parking Occupancy	3
3.2 Peak Parking Occupancy	5
3.3 Duration of Stay	6
3.4 Summary of Results (2003 vs 2004)	8
4.0 TIME LIMIT REVIEW	10
5.0 CONCLUSIONS	12

TABLES:

- 3.4 2003/2004 Comparison
- 3.5 Discussion of 2003 Issues

APPENDICES:

- A Locality Plan
- B Parking Figures (1 to 6)
- C Survey Results Tables

1.0 INTRODUCTION

Eppell Olsen and Partners has been commissioned by Ballina Shire Council to undertake a review of the performance of the existing on and off street parking within the Ballina Central Business District (CBD). The focus of this review was the area generally bound by Kerr Street to the west, Tamar Street to the north, Martin Street to the east and the Richmond River to the south (refer to diagram at Appendix A).

This study is an update to the parking review of the Ballina CBD which was undertaken in 2003. The 2003 review was stimulated by CBD traders, a number of whom identified that insufficient parking existed to service the demands of existing businesses.

The 2003 study identified that sufficient spare capacity existed within the CBD and therefore additional parking was neither justified nor necessary. However, a major recommendation of the report was to extend parking time restrictions across the CBD to free up more spaces for short-term customer parking demands. As a result, Ballina Shire Council introduced some parking limit changes to the CBD during 2004, and the new time limits are demonstrated on Figure 5 at Appendix B.

The principal purpose of this 2004 review is to understand the impact that the time limit changes have had on parking trends within the CBD. The key objectives of the 2004 study are to:

- identify the utilisation of parking spaces within the CBD (presented as both average and peak occupancies);
- analyse the duration of stay profile for on and off street parking within the study area to determine whether any inappropriate usage of parking is occurring;
- compare the 2003 and 2004 parking survey results to determine if car parking within the CBD is being used more efficiently, as a result of the introduced time limit changes;
- recommend any further changes to on street parking to overcome any identified deficiencies or inefficiencies.

2.0 STUDY METHODOLOGY

The parking survey area adopted for the 2004 study was the same as that defined for the 2003 parking performance study, and is illustrated at Appendix A. A program of parking surveys was undertaken on Thursday 18th November 2004 between 8.00am and 5.00pm. This Thursday was selected to represent an average weekday and is the same day on which surveys were completed in 2003.

A field surveyor was assigned to each of the seven parking beats identified in Figure 1 at Appendix B attached. The beats were chosen to allow the survey of all car parking spaces (kerbside, central and specified off street spaces) within a 30 minute period. Where a vehicle was identified in a specific space, it's number plate was recorded providing sufficient information to allow later calculation of parking occupancy and duration of stay characteristics.

From the survey results, the following parking characteristics have been specifically determined:

- the average occupancy, peak occupancy, and average duration of stay for each parking type within each beat;
- the average occupancy, peak occupancy, and average duration of stay for all parking within each beat;
- the average occupancy, peak occupancy, and average duration of stay for all parking within the surveyed Ballina CBD area.

A total of 972 parking spaces were included within the 2004 defined survey area compared to 1064 spaces within the 2003 survey area. The reduction in spaces within the 2004 study is most likely associated with streetscaping works undertaken since the 2003 surveys. A summary of the survey results is included at Appendix C herein. The 2003 results have also been included for comparison purposes.

3.0 SUMMARY OF RESULTS (2004)

3.1 Average Parking Occupancy

The average parking occupancy for the entire survey area was approximately 65% according to the 2004 surveys (i.e. 631 spaces). Therefore, on average, approximately 35% of all spaces (i.e. 341 spaces) are available at any particular time.

While the average parking occupancy has increased from 61% to 65% between 2003 and 2004, this is primarily attributable to the reduction in parking supply. In 2003 an average of 649 spaces were utilised at any one time, in comparison to 631 spaces in 2004. Therefore the average demand for parking spaces has actually slightly decreased since 2003 based on analysis of the survey results.

Parking utilisation clearly varies by street section dependant upon adjacent land uses and proximity. The average parking occupancies for the various street sections within the survey area are presented graphically on Figure 2 at Appendix B, and tabulated within Appendix C of this report.

Key observations in relation to average occupancies are as follows:

- the on street spaces on Cherry Street to the south of River Street demonstrated the highest average occupancies of the survey area (between 81% and 91%) on the day of the surveys. The utilisation of these spaces was higher than in 2003 (i.e. between 48% and 75%). This increase is most likely the result of overflow from high parking demands for on street parking on River Street (between Moon and Cherry Streets). New developments in the immediate area may also be contributing to the increased demand in this area;
- the on street spaces on River Street between Moon Street and Cherry Street continue to be well utilised with an average occupancy of 87% for the spaces on the northern kerb side and 83% for the spaces on the southern kerb. This compares to 76% and 80% respectively in 2003, for the same street sections. Demand for spaces appears to have increased in this location since 2003;

- the average utilisation of the on street spaces at the southern end of Grant Street (i.e. south of River Street) has dropped notably since 2003. This location demonstrated one of the highest average utilisations for the centre in 2003 with average occupancies of between 87% and 94%. Since the 2003 surveys, two hour time limits have been applied to the kerbside parking in this location. The introduction of these time limits appears to have successfully increased the turnover of these spaces, with average occupancies of between 72% and 80% demonstrated in this location on the day of the 2004 surveys;
- in 2003, the on street spaces on Tamar Street (between Cherry and Martin Streets) demonstrated an average utilisation of 91% for the northern kerb side spaces and 84% on the southern kerb side spaces. A two hour time limit has since been introduced to the spaces on the southern kerb side only. This has most likely contributed to the reduced utilisation of parking during the 2004 surveys to 77% on the northern kerb side and 65% on the southern kerb side;
- the lowest parking demand observed in 2003 occurred towards the western end of River Street (i.e. between Kerr and Grant Streets). Parking on the southern kerb side experienced an average occupancy of only 7%, with the spaces on the northern kerb side demonstrating an average occupancy of 39%. These spaces continue to be amongst the least utilised in the study area with average occupancies of 22% and 34% respectively, according to the 2004 surveys.

Based upon the above results, the parking spaces generally located towards the eastern end of the study area appear to have the highest demand. Convenience retail services (i.e. banks, bakeries, newsagents, hairdressers) are predominantly located on River Street and within the south-eastern precinct of the study area, where higher demands were observed.

The parking in most street sections appears to have increased marginally since 2003. Significant increases were observed along Cherry Street.

3.2 Peak Parking Occupancy

The peak parking demand observed in the entire survey area during the 2004 surveys was 81% (or 789 spaces) at 11am. The peak parking demand in 2003 was 74% (or 788 spaces) at 10:30am. The peak demand has therefore not changed significantly however as a result of the reduced supply the spare supply has decreased. Some 183 spaces are available within the study area during the peak demand time. Almost all of these spaces are located within a reasonable walking distance of the town centre (i.e. 400m to 500m).

At peak demand times, many of the street sections are fully occupied. Locations where the peak parking occupancy reduced from 100% since 2003 include:

- the cul-de-sac section of Fawcett Lane (50% in 2004);
- the eastern kerb of Moon Street between Fawcett Lane and River Street (83% in 2004);
- the northern and southern kerbs of Tamar Street between Cherry and Martin Streets (91% and 84% in 2004 respectively);
- the centre parking on Grant Street between River Street and the river (94% in 2004);
- the centre parking on Moon Street between River and Tamar Streets (95% in 2004).

To understand where demands are greatest, peak parking occupancies for the various street sections within the survey area have been calculated and are presented graphically on Figure 3 at Appendix B, and tabulated at Appendix C.

All locations which exhibited high average occupancies (discussed in Section 3.1) reached 100% occupancy levels at some time during the survey day. Those locations include:

- River Street (between Moon and Cherry Streets);
- Cherry Street (between Tamar Street and the Richmond River);
- the eastern, western and southern kerbs of Grant Street, south of River Street;
- the eastern kerb of Moon Street between Tamar and River Streets;
- Fawcett Lane between the cul-de-sac and Moon Street;

- Tamar Street between Grant and Moon Streets;
- the western kerb of Moon Street between Fawcett Lane and River Street.

The spaces demonstrating the lowest peak occupancy were located in the western precinct of the study area, including the southern kerb of River Street between Kerr and Grant Streets (38%) and the western kerb of Kerr Street between Tamar and River Streets (41%).

The most significant decrease in peak occupancy since 2003 occurred along Fawcett Lane. In 2003, the peak occupancy was between 90% and 100%. Where a two hour time limit has been introduced since 2003, the peak parking occupancy decreased to between 50% and 54% in 2004.

In summary, the peak parking occupancy within the survey area has remained relatively unchanged since 2003. However, occupancy has increased significantly on some sections of Cherry Street and decreased likewise on Fawcett Lane. The peak parking occupancy increased on 16 of the 42 street sections since 2003.

3.3 Duration of Stay

The average duration of stay for the various street sections within the survey area are presented graphically on Figure 4 at Appendix B and tabulated at Appendix C. This characteristic identifies the predominant type of parking occurring in each street section (i.e. short term or long term parking). For the purpose of this review, short term parking is identified by a duration of stay of less than two hours.

Review of the duration of stay information indicates the following:

- predominantly short term parking occurs on River Street (between Kerr and Martin Streets) with an average duration of stay of approximately one hour (between 42 minutes and 66 minutes). The spaces between Grant Street and Martin Street are the most convenient of the on street spaces and although utilisation is high in these locations, the average duration of stay is within acceptable levels;
- long term parking (i.e. longer than 2 hours) continues to generally occur on the peripheries of the study area, including the western end of Fawcett Lane, Moon Street and Grant Street (south of River Street), the southern end of Cherry Street and Tamar Street (between Kerr Street and Moon Street, and between Cherry Street and Martin Street). This is discussed further herein;
- as noted above, posted 1 hour time limits on River Street (between Moon Street and Cherry Street) are generally being observed;
- overstaying of posted 2 hour time limits is however occurring in the following locations:
 - Moon Street south of River Street where a 2 hour (120 minute) time limit applies. The average duration of stay on the day of surveys was 131 minutes on the eastern kerb side and 125 minutes on the western kerb side;
 - the eastern kerb of Cherry Street between Tamar and River Streets. A 2 hour (120 minute) time limit applies in this location; however the average duration of stay in these spaces on the day of surveys was 124 minutes;
 - two hour (120 minute) time limits apply to the parking in Grant Street, south of River Street. The average duration of stay in this location is 123 minutes;
 - the southern kerb side on Fawcett Lane, east of Moon Street has a 2 hour (120 minute) time limit. The average duration of stay in this location on the day of the surveys was 207 minutes. The average time limit in this location was significantly higher than the posted time limit.

Ballina CBD Parking Performance Review (2004)
Ballina Shire Council

8

3.4 Summary of Results (2003 vs 2004)

Table 3.4 below summarises key results for both 2003 and 2004:

Table 3.4 *2003/2004 Comparison*

Characteristic	2003	2004	Comments
Average Occupancy	61%	65%	The average demand for spaces was actually marginally greater in 2003 than 2004
Peak Occupancy	74%	81%	The peak demand for spaces is however near identical 788 vs 789 spaces
Short Term vs Long Term Parking Supply	69% Short Term 31% Long Term	74% Short Term 26% Long Term	
Most Utilised Street Sections	River St (btw Moon and Cherry); Grant St (sth of River St); Tamar St (btw Cherry and Martin)	River St (btw Moon & Cherry); Cherry St (btw Tamar and the river)	Cherry Street as a parking option appears to have increased in 2004
Least Utilised Street Sections	Kerr St (btw Tamar and River); River St (btw Kerr and Grant)	Kerr St (btw Tamar and River); Grant St (btw Tamar and River); River St (btw Kerr and Grant)	The western end of the study area remains a low utilised area for parking

Table 3.5 below provides a summary of key issues identified for improvement as a result of the 2003 surveys. The table also provides a summary of the trends observed as a result of changes that have been introduced to parking since 2003.

Table 3.5 *Discussion of 2003 Issues*

2003 Issue	2004 Survey Result
Employee long term parking appears to be occurring on Fawcett Lane	The average duration of stay in this location has decreased to 120minutes. The average and peak occupancies have also reduced. The introduction of a 2 hour time limit in this location appears to have successfully reduced long term parking in this location
Employee long term parking appears to be occurring on Grant Street	The average duration of stay has reduced to approximately 2 hours since the introduction of posted 2 hour limits in this location
Employee long term parking appears to be occurring on Tamar Street (between Martin and Cherry Streets)	The average duration of stay in this location is greater than 2 hours; therefore long term employee

	parking is still occurring. The southern kerb in this location has a posted 2 hour time limit, with the northern kerb having unrestricted parking. The time limit on the southern kerb is therefore generally not being adhered to. The average occupancy in this location has also increased, however a 100% peak occupancy wasn't achieved at any time of the day during the 2004 surveys. Parking therefore appears to be available at any given time at this location
Turnover on River Street appears to be poor, leading to a perceived lack of parking in the area	The duration of stay, average utilisation and peak occupancy results have all increased from the 2003 surveys. Further reductions in time limits in this location may be appropriate to increase parking turnover and availability
Parking on River Street (between Kerr and Grant Streets), Grant Street (between River and Tamar Streets) and Martin Street (between River and Tamar Streets) was increased from a 1 hour posted limit to a 2 hour posted limit	The average duration of stay in these locations is less than 2 hours. The average occupancies and peak occupancies are within reasonable limits. Increasing the time limits in these locations appears to have been successful

Other significant changes that have been observed since 2003 include the following:

- the unrestricted centre parking in Tamar Street (between Moon and Grant Streets), recorded an average duration of stay which has significantly increased from 151 minutes to 275 minutes since 2003. This indicates long term employee parking has been attracted to this location;
- parking demand for spaces in Cherry Street has increased since 2003. This has most likely occurred due to the limited parking supply along River Street.

The application of greater time restrictions throughout the study area as a result of the 2003 surveys appears to have been successful, as general parking demands in the CBD have not reduced.

4.0 TIME LIMIT REVIEW

Sufficient parking supply appears to exist within the study area, and parking limits are generally being adhered to in most locations, however, parking turnover in high demand locations could be further increased. This could be achieved through the implementation of additional parking regulation changes in locations of highest demand.

The existing time limits within the study area are demonstrated on Figure 5 at Attachment B. The recommended time limits, based on the survey results, are presented on Figure 6 attached, and discussed as follows:

- a number of 15 minute parking zones are recommended at strategic locations along River Street between Grant and Martin Streets. River Street continues to demonstrate the highest parking demand due to its proximity to immediate land uses. Therefore, high turnover of these spaces is warranted to increase available parking. To increase availability a small number of the one and two hour time limits could be reduced to 15 minutes to cater for the pick-up/set-down demands of customers in this location;
- long term parking, (most likely local employees) appears to be occurring within the cul-de-sacs of Fawcett Lane and Cherry Street. This could be discouraged by introducing a two hour time limit within this area;
- one hour parking limits could be implemented on Moon Street and Cherry Street south of Tamar Street, to increase the parking turnover in these locations. If 30 minute time limits are applied in some locations on River Street, the demand for parking in these locations is also likely to increase due to overflow parking demands. Parking in these two locations is already high, therefore a 1 hour time limit will increase turnover and parking availability in these locations. Parking for longer term demands (i.e. greater than one hour) is still available within 100-200 metres of the core, so these demands would still be accommodated;

- a two hour time limit could be applied to the southern kerb of Tamar Street between Grant and Moon Streets. Parking demands in Tamar Street between these two street sections is notably high, and currently most of the parking is not restricted by time limits. The post office, professional and medical suites front Tamar Street and these uses generate medium - high turnover of customers, thus relying on short to medium term car parking. As predominantly unrestricted parking currently exists, and longer term parking demands are being observed, the availability of short term parking is limited. Applying a 2 hour time limit to one section of Tamar Street would provide some opportunity for short term parking whilst not precluding long term parking.

It should also be noted parking durations are exceeding the posted time limits along Moon Street (south of River Street), Grant Street (south of River Street) and on the southern kerb of Tamar Street (between Cherry and Martin Streets). Increased parking enforcement is therefore recommended within these areas.

5.0 CONCLUSIONS

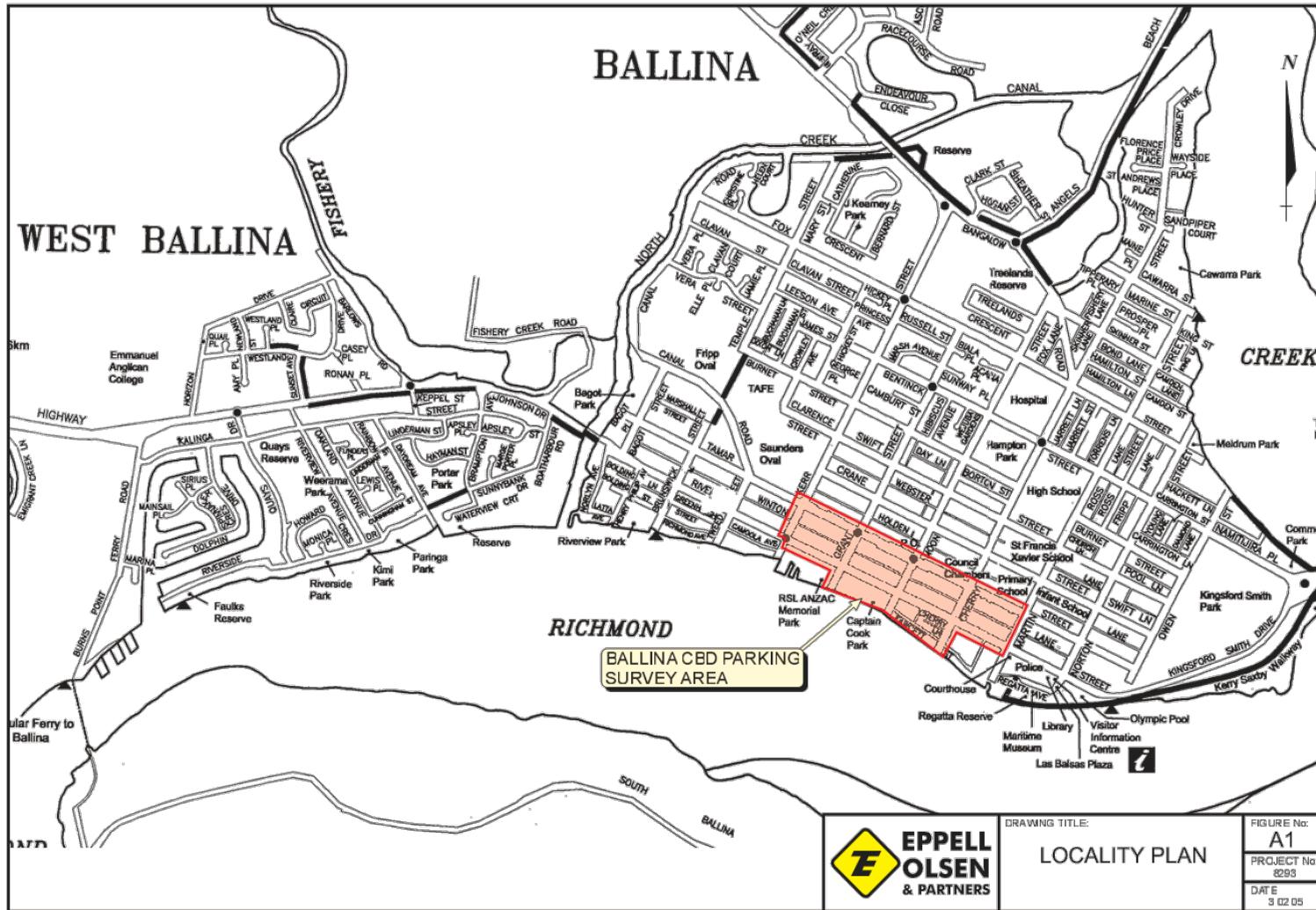
This report documents the findings of a parking performance review within the Ballina CBD area. The results indicate that peak parking demands in some locations within the Ballina CBD are very high. However, average and peak parking occupancy results suggest that sufficient spare capacity exists and therefore additional parking is not necessary at this time. A number of street sections within the study are experiencing notable demands across the day potentially contributing to concerns regarding a perception of insufficient parking.

It has been recommended that parking time limits be reduced in some high demand such as where retail land uses are located close by, to increase parking turnover and hence parking availability. This is most effectively achieved through the application of time restrictions. The trade off will be a reduction in the availability of long term commuter parking for employees within the centre.

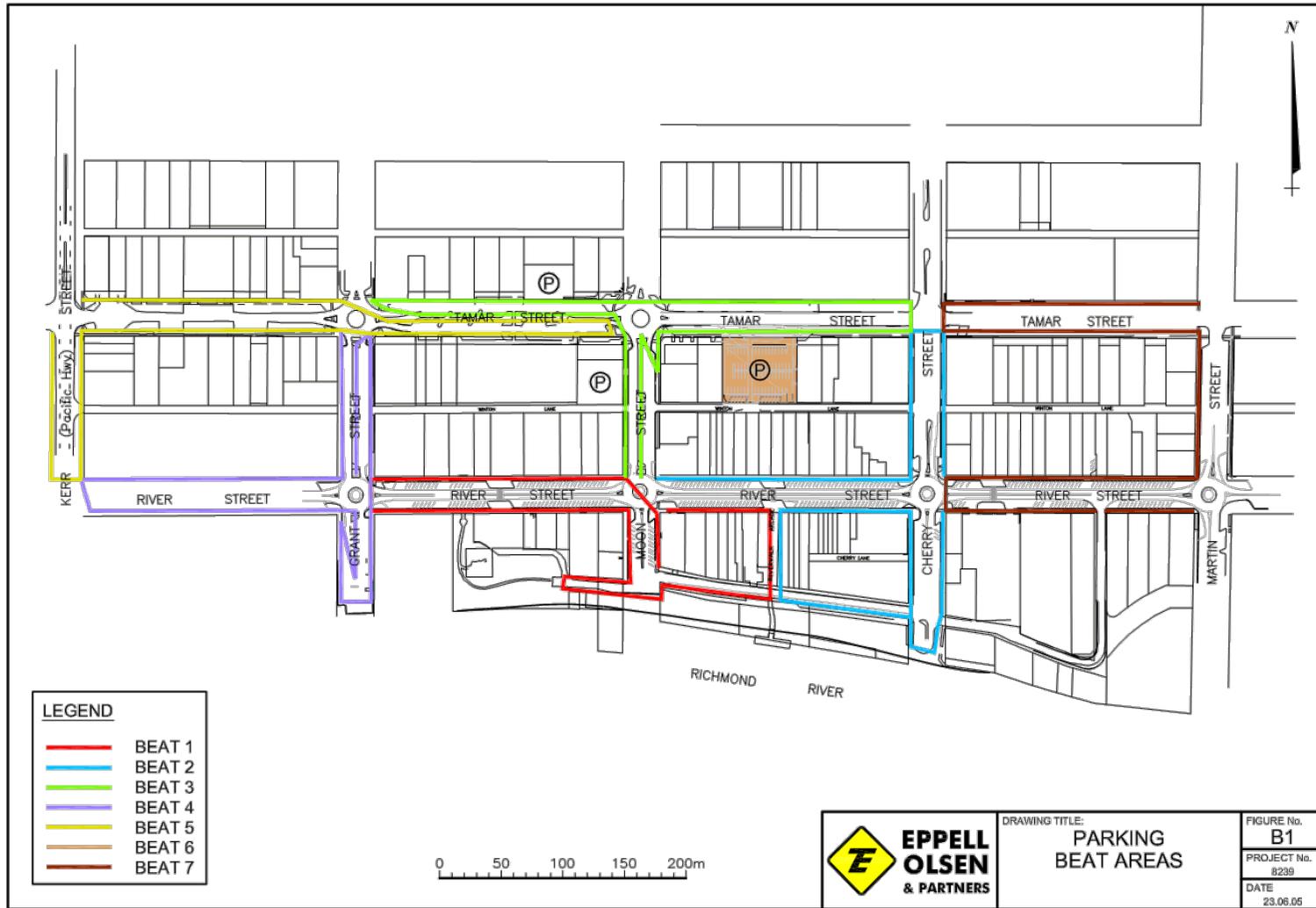
The recommended parking restrictions will see long term parking demands being displaced to the peripheries of the core CBD and to private car parks. This would be a desirable outcome as central on street spaces would be used for short term parking, whilst off street parking would be used for longer term demands.

Appendix A

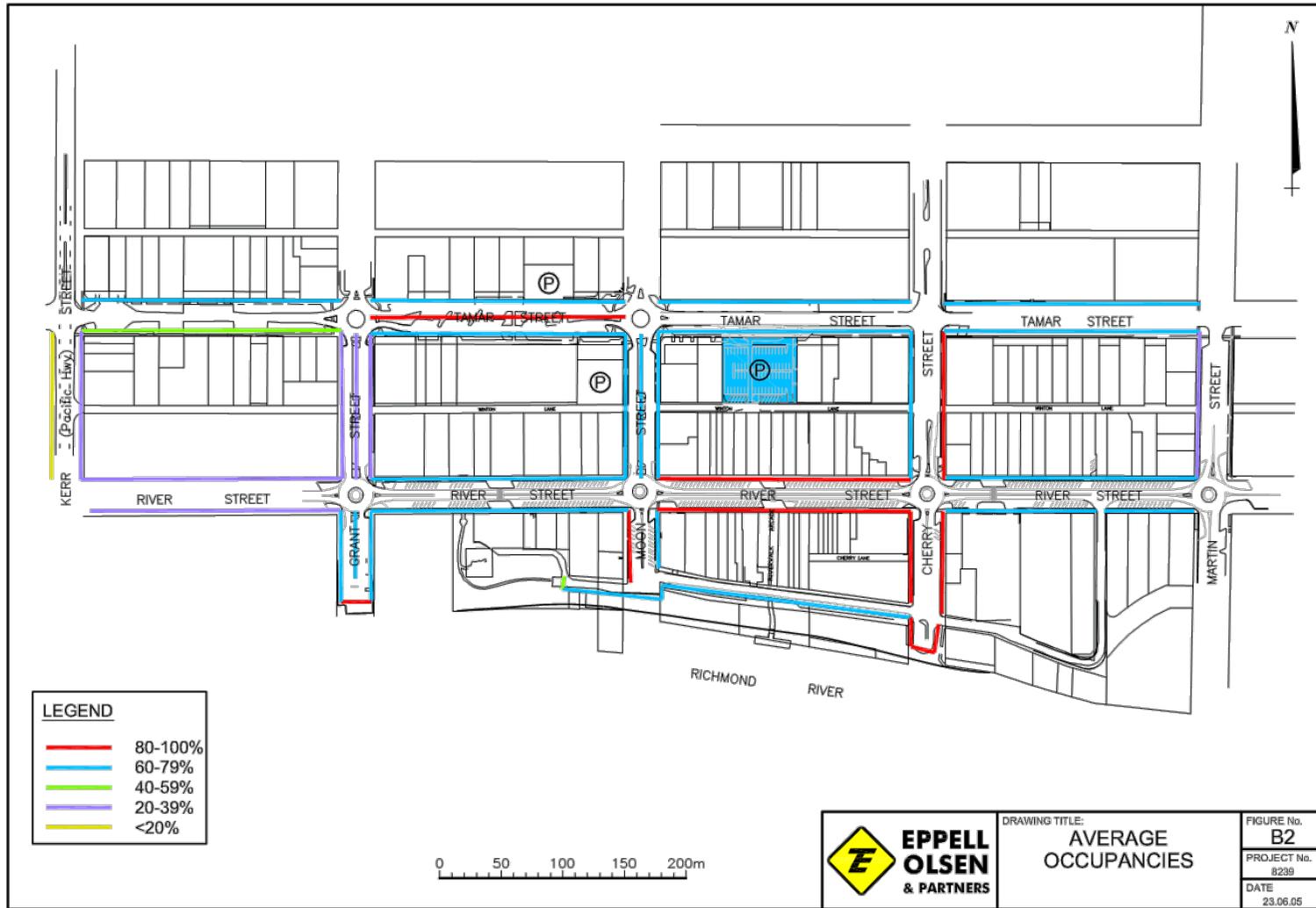
Locality Plan



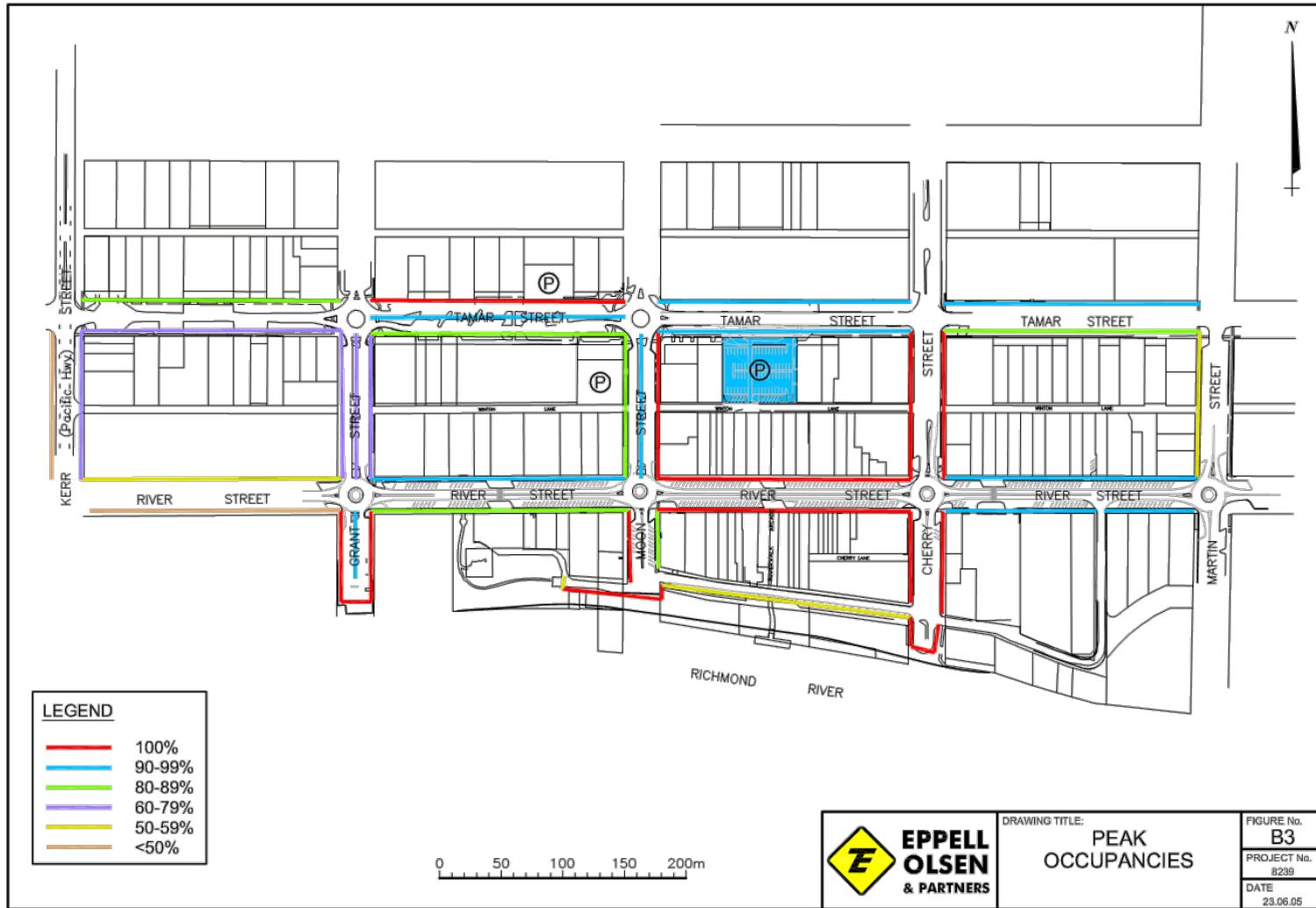
Appendix B
Parking Figures



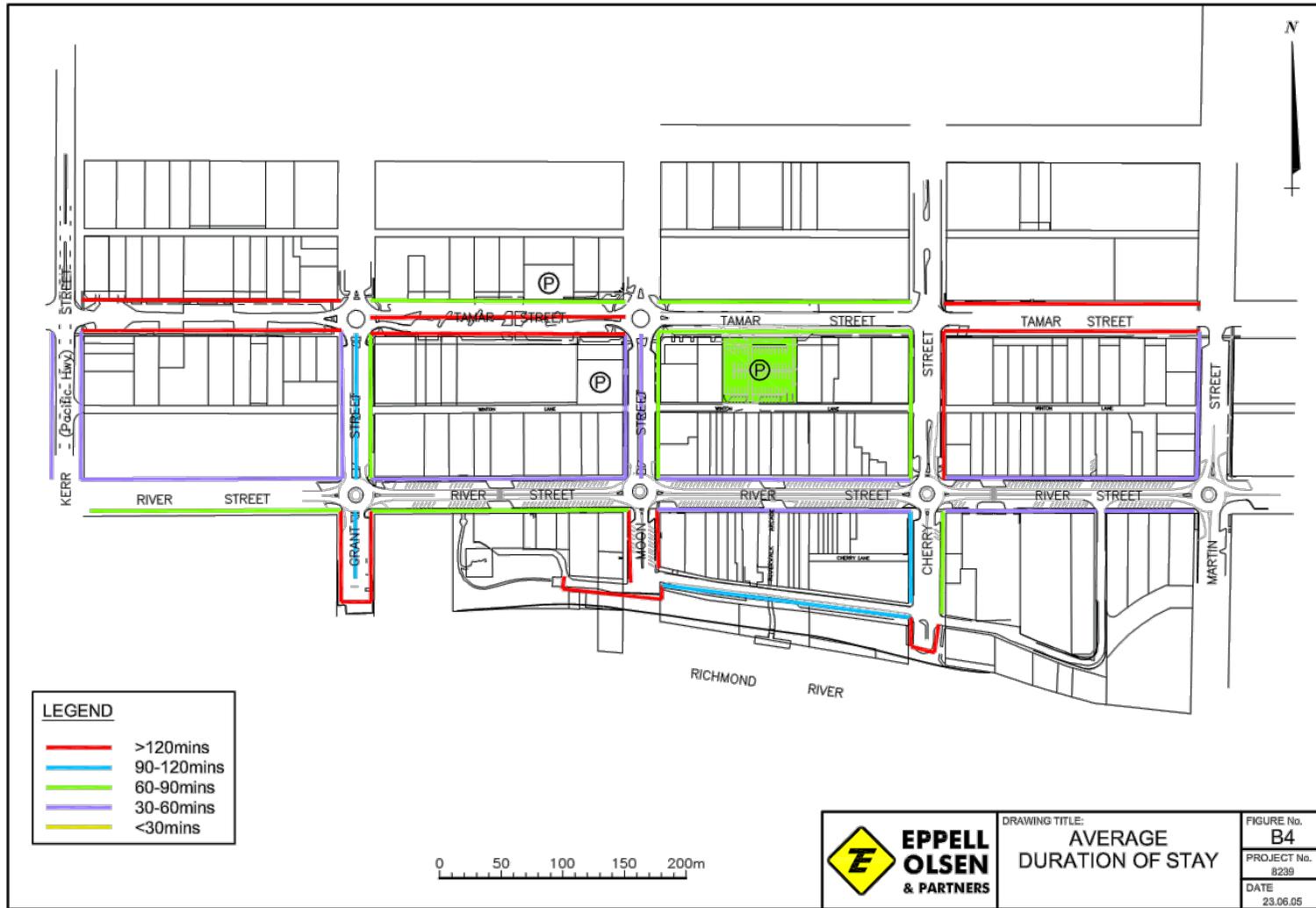
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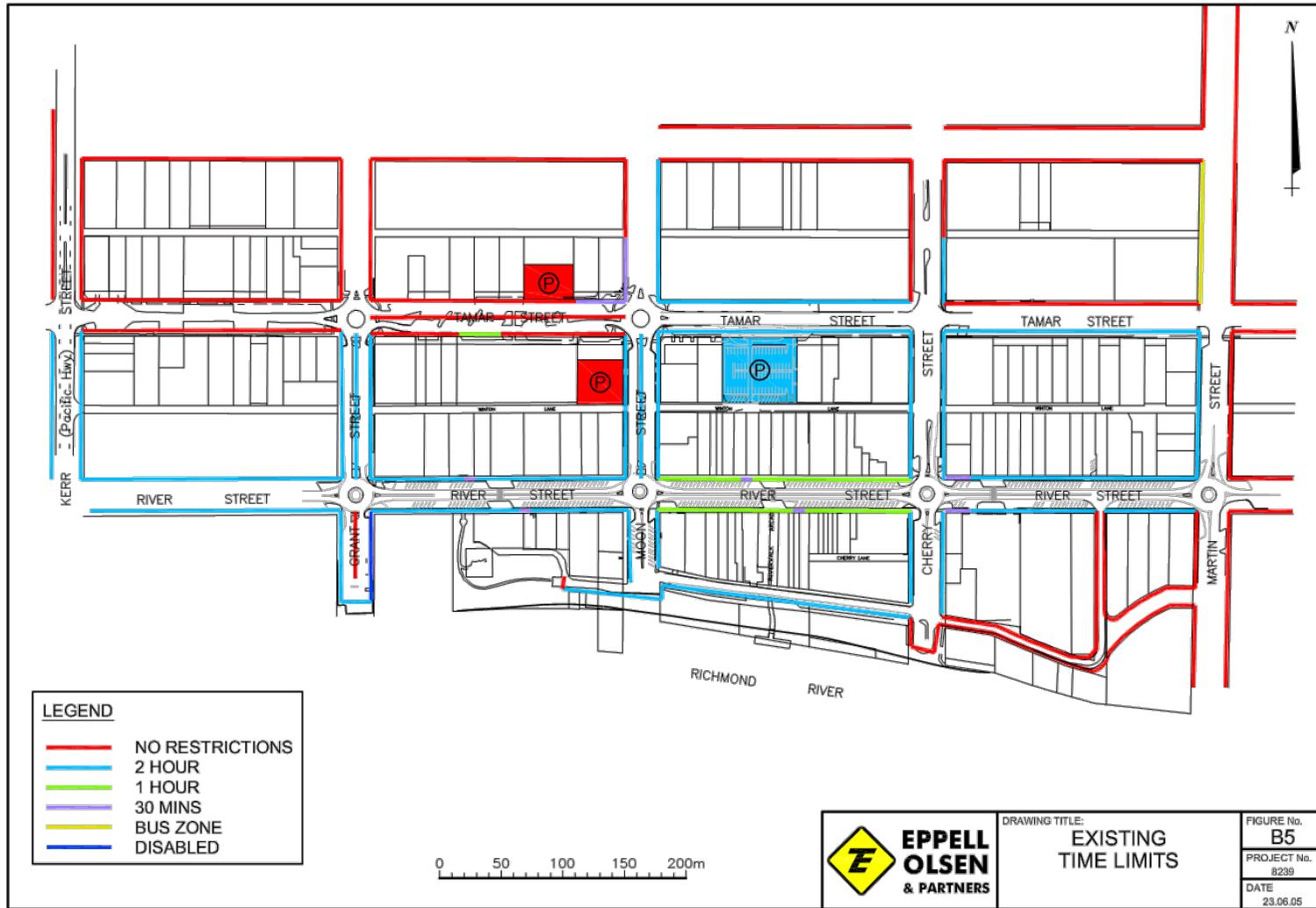
FILE NAME: X:\8239_FIGURE01.DWG



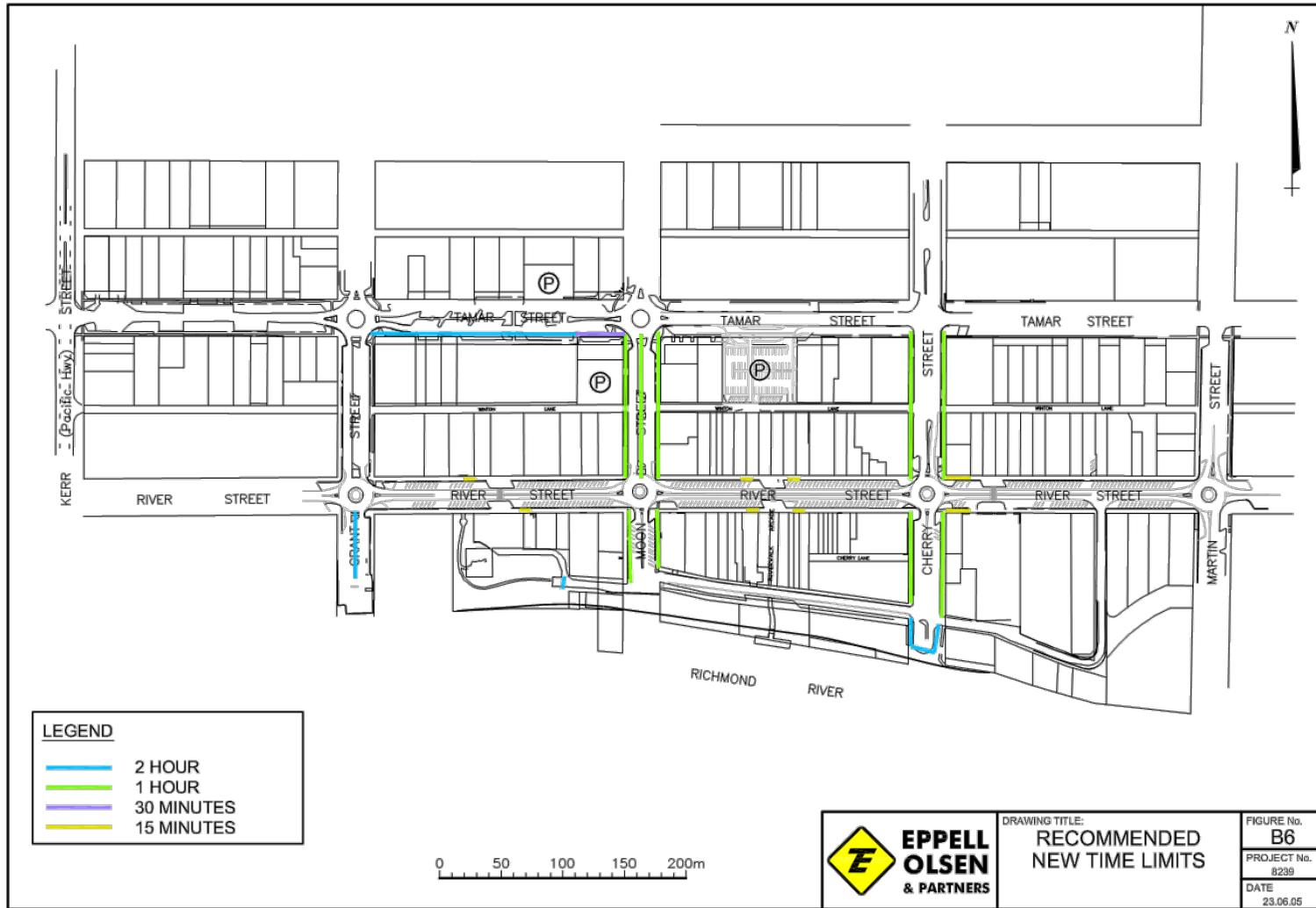
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***Appendix C
Survey Results***

7.1 Ballina CBD Parking Report

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AVERAGE DURATION OF STAY - BY STREET SECTION

Location					2004 Results					2003 Comparative Results				
Street 1		Street 2	Street 3	Position	Type	# Space	Av. Stay (mins)	Av. Occ	Peak Occ.	Type	# Space	Av. Stay (mins)	Av. Occ	Peak Occ.
Kerr St	btwn	River St	& Tamar St	East Kerb	2P	7	37	33%	71%	NL/1P	7	35	28%	71%
River St	btwn	Moon St	& Cherry St	South Kerb	1P	37	42	83%	100%	1P	45	42	80%	96%
Kerr St	btwn	River St	& Tamar St	West Kerb	2P	8	43	12%	38%	NL	8	75	22%	50%
River St	btwn	Moon St	& Cherry St	North Kerb	1P	38	44	87%	100%	1P	47	46	76%	96%
River St	btwn	Cherry St	& Martin St	South Kerb	2P	22	46	69%	95%	1P	27	54	69%	85%
River St	btwn	Cherry St	& Martin St	North Kerb	2P	43	47	77%	98%	1P	42	48	75%	90%
River St	btwn	Grant St	& Moon St	North Kerb	2P	36	48	63%	97%	1P	35	44	63%	83%
Moon St	btwn	River St	& Tamar St	West Kerb	2P	9	49	65%	89%	1P	9	39	60%	78%
Cherry St	btwn	Fawcett Lne	& River St	West Kerb	2P	8	52	85%	100%	1P	5	38	48%	80%
River St	btwn	Kerr St	& Grant St	North Kerb	2P	36	54	34%	50%	1P	41	46	32%	61%
Moon St	btwn	River St	& Tamar St	Centre	2P	22	54	67%	95%	1P	20	48	68%	100%
Grant St	btwn	River St	& Tamar St	West Kerb	2P	10	57	39%	60%	NL/1P	13	102	41%	62%
Marlin St	btwn	River St	& Tamar St	West Kerb	2P	17	58	33%	59%	1P	19	84	36%	84%
Tamar St	btwn	Moon St	& Cherry St	North Kerb	2P	35	61	62%	97%	1P	35	49	52%	71%
Cherry St	btwn	River St	& Tamar St	West Kerb	2P	14	61	73%	100%	1P	12	56	64%	92%
River St	btwn	Kerr St	& Grant St	South Kerb	2P	49	62	22%	41%	1P	82	22	7%	16%
Tamar St	btwn	Moon St	& Cherry St	South Kerb	2P	22	63	65%	95%	1P	22	68	56%	77%
Car Park	on	Tamar St		South Kerb	2P	75	63	70%	97%	2P	75	58	71%	97%
River St	btwn	Grant St	& Moon St	South Kerb	2P	36	66	62%	86%	1P	36	51	59%	86%
Grant St	btwn	River St	& Tamar St	East Kerb	2P	10	71	39%	70%	NL/1P	13	89	29%	54%
Tamar St	btwn	Grant St	& Moon St	North Kerb	NL/0.5P	17	75	63%	100%	NL/1P	17	67	61%	82%
Cherry St	btwn	Fawcett Lne	& River St	East Kerb	2P	17	86	81%	100%	1P	14	68	75%	86%
Moon St	btwn	River St	& Tamar St	East Kerb	2P	4	88	69%	100%	1P	4	50	68%	100%
Grant St	btwn	River St	& Tamar St	Centre	2P	23	98	33%	65%	1P	20	134	42%	70%
Grant St	btwn	River	& River St	Centre	NL	16	100	74%	94%	NL	13	176	82%	100%
Fawcett Lne	btwn	Moon St	& Cherry St	South Kerb	2P	37	113	73%	54%	NL	63	279	74%	90%
Fawcett Lne	btwn	Building	& Moon St	Cul-de-sac	NL	6	120	44%	50%	NL	4	336	92%	100%
Tamar St	btwn	Cherry St	& Martin St	South Kerb	2P	31	123	66%	84%	NL	30	234	84%	100%
Cherry St	btwn	River St	& Tamar St	East Kerb	2P	8	124	88%	100%	1P	8	50	56%	100%
Moon St	btwn	Fawcett Lne	& River St	West Kerb	2P	6	125	87%	100%	1P	6	122	82%	100%
Grant St	btwn	River	& River St	West Kerb	2P	13	130	72%	100%	NL	13	173	92%	100%
Moon St	btwn	Fawcett Lne	& River St	East Kerb	2P	12	131	61%	83%	1P	12	157	73%	100%
Grant St	btwn	River	& River St	River End	2P	7	143	80%	100%	NL	8	105	87%	100%
Grant St	btwn	River	& River St	East Kerb	Dis	5	153	72%	100%	Dis	5	130	72%	100%
Tamar St	btwn	Kerr St	& Grant St	South Kerb	NL	56	185	56%	68%	NL	53	228	73%	87%
Tamar St	btwn	Grant St	& Moon St	South Kerb	NL/1P	34	193	73%	88%	NL/1P	35	126	62%	80%
Fawcett Lne	btwn	Cul-de-sac	& Moon St	South Kerb	2P	6	207	60%	100%	NL	9	232	83%	100%
Tamar St	btwn	Kerr St	& Grant St	North Kerb	NL	30	211	67%	83%	NL	34	165	73%	91%
Tamar St	btwn	Grant St	& Moon St	Centre - Nth	NL	26	275	80%	96%	NL	27	151	64%	89%
Tamar St	btwn	Cherry St	& Martin St	North Kerb	NL	47	284	77%	91%	NL	42	294	91%	100%
Cherry St	btwn	River	& Fawcett Lne	Cul-de-sac	NL	10	295	91%	100%	1P	10	220	74%	100%
Tamar St	btwn	Grant St	& Moon St	Centre - Sth	NL	27	314	84%	96%	NL	29	285	71%	86%

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7.1 Ballina CBD Parking Report

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AVERAGE PARKING OCCUPANCY - BY STREET SECTION

Location					2004 Results					2003 Comparative Results				
Street 1		Street 2	Street 3	Position	Type	# Space	Av. Stay (mins)	Av. Occ	Peak Occ.	Type	# Space	Av. Stay (mins)	Av. Occ	Peak Occ.
Kerr St	btwn	River St	& Tamar St	West Kerb	2P	8	43	12%	38%	NL	8	75	22%	50%
River St	btwn	Kerr St	& Grant St	South Kerb	2P	49	62	22%	41%	1P	82	22	7%	16%
Kerr St	btwn	River St	& Tamar St	East Kerb	2P	7	37	33%	71%	NL/1P	7	35	28%	71%
Grant St	btwn	River St	& Tamar St	Centre	2P	23	98	33%	65%	1P	20	134	42%	70%
Martin St	btwn	River St	& Tamar St	West Kerb	2P	17	58	33%	59%	1P	19	84	36%	84%
River St	btwn	Kerr St	& Grant St	North Kerb	2P	36	54	34%	50%	1P	41	46	32%	61%
Grant St	btwn	River St	& Tamar St	West Kerb	2P	10	57	39%	60%	NL/1P	13	102	41%	62%
Grant St	btwn	River St	& Tamar St	East Kerb	2P	10	71	39%	70%	NL/1P	13	89	29%	54%
Fawcett Lne	btwn	Building	& Moon St	Cul-de-sac	NL	6	120	44%	50%	NL	4	336	92%	100%
Tamar St	btwn	Kerr St	& Grant St	South Kerb	NL	56	185	56%	68%	NL	53	228	73%	87%
Fawcett Lne	btwn	Cul-de-sac	& Moon St	South Kerb	2P	6	207	60%	100%	NL	9	232	83%	100%
Moon St	btwn	Fawcett Lne	& River St	East Kerb	2P	12	131	61%	83%	1P	12	157	73%	100%
Tamar St	btwn	Moon St	& Cherry St	North Kerb	2P	35	61	62%	97%	1P	35	49	52%	71%
River St	btwn	Grant St	& Moon St	South Kerb	2P	36	66	62%	86%	1P	36	51	59%	86%
Tamar St	btwn	Grant St	& Moon St	North Kerb	NL/0.5P	17	75	63%	100%	NL/1P	17	67	61%	82%
River St	btwn	Grant St	& Moon St	North Kerb	2P	36	48	63%	97%	1P	35	44	63%	83%
Tamar St	btwn	Moon St	& Cherry St	South Kerb	2P	22	63	65%	95%	1P	22	68	56%	77%
Moon St	btwn	River St	& Tamar St	West Kerb	2P	9	49	65%	89%	1P	9	39	60%	78%
Tamar St	btwn	Cherry St	& Martin St	South Kerb	2P	31	123	65%	84%	NL	30	234	84%	100%
Tamar St	btwn	Kerr St	& Grant St	North Kerb	NL	30	211	67%	83%	NL	34	165	73%	91%
Moon St	btwn	River St	& Tamar St	Centre	2P	22	54	67%	95%	1P	20	48	68%	100%
Moon St	btwn	River St	& Tamar St	East Kerb	2P	4	88	69%	100%	1P	4	50	68%	100%
River St	btwn	Cherry St	& Martin St	South Kerb	2P	22	46	69%	95%	1P	27	54	69%	85%
Car Park	on	Tamar St		South Kerb	2P	75	63	70%	97%	2P	75	58	71%	97%
Grant St	btwn	River	& River St	West Kerb	2P	13	130	72%	100%	NL	13	173	92%	100%
Grant St	btwn	River	& River St	East Kerb	Dis	5	153	72%	100%	Dis	5	130	72%	100%
Tamar St	btwn	Grant St	& Moon St	South Kerb	NL/1P	34	193	73%	88%	NL/1P	35	126	62%	80%
Cherry St	btwn	River St	& Tamar St	West Kerb	2P	14	61	73%	100%	1P	12	56	64%	92%
Fawcett Lne	btwn	Moon St	& Cherry St	South Kerb	2P	37	113	73%	54%	NL	63	279	74%	90%
Grant St	btwn	River	& River St	Centre	NL	16	100	74%	94%	NL	13	176	82%	100%
Tamar St	btwn	Cherry St	& Martin St	North Kerb	NL	47	284	77%	91%	NL	42	294	91%	100%
River St	btwn	Cherry St	& Martin St	North Kerb	2P	43	47	77%	98%	1P	42	48	76%	90%
Tamar St	btwn	Grant St	& Moon St	Centre - Nth	NL	26	275	80%	96%	NL	27	151	64%	89%
Grant St	btwn	River	& River St	River End	2P	7	143	80%	100%	NL	8	105	87%	100%
Cherry St	btwn	Fawcett Lne	& River St	East Kerb	2P	17	86	81%	100%	1P	14	68	78%	86%
River St	btwn	Moon St	& Cherry St	South Kerb	1P	37	42	83%	100%	1P	45	42	80%	96%
Tamar St	btwn	Grant St	& Moon St	Centre - Sth	NL	27	314	84%	96%	NL	29	285	71%	86%
Cherry St	btwn	Fawcett Lne	& River St	West Kerb	2P	8	52	85%	100%	1P	5	38	48%	80%
River St	btwn	Moon St	& Cherry St	North Kerb	1P	38	44	87%	100%	1P	47	46	76%	96%
Moon St	btwn	Fawcett Lne	& River St	West Kerb	2P	6	125	87%	100%	1P	6	122	82%	100%
Cherry St	btwn	River St	& Tamar St	East Kerb	2P	8	124	88%	100%	1P	8	50	56%	100%
Cherry St	btwn	River	& Fawcett Lne	Cul-de-sac	NL	10	295	91%	100%	1P	10	220	74%	100%

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Av.Occupancy2004

7.1 Ballina CBD Parking Report

**EPPELL
OLSEN
& PARTNERS**

PEAK PARKING OCCUPANCY - BY STREET SECTION

Location					2004 Results					2003 Comparative Results				
Street 1		Street 2	Street 3	Position	Type	# Space	Av. Stay (mins)	Av. Occ	Peak Occ.	Type	# Space	Av. Stay (mins)	Av. Occ	Peak Occ.
Kerr St	btwn	River St	& Tamar St	West Kerb	2P	8	43	12%	38%	NL	8	75	22%	50%
River St	btwn	Kerr St	& Grant St	South Kerb	2P	49	62	22%	41%	1P	82	22	7%	16%
River St	btwn	Kerr St	& Grant St	North Kerb	2P	36	54	34%	50%	1P	41	46	32%	61%
Fawcett Lne	btwn	Building	& Moon St	Cul-de-sac	NL	6	120	44%	50%	NL	4	336	92%	100%
Fawcett Lne	btwn	Moon St	& Cherry St	South Kerb	2P	37	113	73%	54%	NL	63	279	74%	90%
Martin St	btwn	River St	& Tamar St	West Kerb	2P	17	58	33%	59%	1P	19	84	36%	84%
Grant St	btwn	River St	& Tamar St	West Kerb	2P	10	57	39%	60%	NL/1P	13	102	41%	62%
Grant St	btwn	River St	& Tamar St	Centre	2P	23	98	33%	65%	1P	20	134	42%	70%
Tamar St	btwn	Kerr St	& Grant St	South Kerb	NL	56	185	56%	68%	NL	53	228	73%	87%
Grant St	btwn	River St	& Tamar St	East Kerb	2P	10	71	39%	70%	NL/1P	13	89	29%	54%
Kerr St	btwn	River St	& Tamar St	East Kerb	2P	7	37	33%	71%	NL/1P	7	35	28%	71%
Tamar St	btwn	Kerr St	& Grant St	North Kerb	NL	30	211	67%	83%	NL	34	165	73%	91%
Moon St	btwn	Fawcett Lne	& River St	East Kerb	2P	12	131	61%	83%	1P	12	157	73%	100%
Tamar St	btwn	Cherry St	& Martin St	South Kerb	2P	31	123	65%	84%	NL	30	234	84%	100%
River St	btwn	Grant St	& Moon St	South Kerb	2P	36	66	62%	86%	1P	36	51	59%	86%
Tamar St	btwn	Grant St	& Moon St	South Kerb	NL/1P	34	193	73%	88%	NL/1P	35	126	62%	80%
Moon St	btwn	River St	& Tamar St	West Kerb	2P	9	49	65%	89%	1P	9	39	60%	78%
Tamar St	btwn	Cherry St	& Martin St	North Kerb	NL	47	284	77%	91%	NL	42	294	91%	100%
Grant St	btwn	River	& River St	Centre	NL	16	100	74%	94%	NL	13	176	82%	100%
Tamar St	btwn	Moon St	& Cherry St	South Kerb	2P	22	63	66%	95%	1P	22	68	56%	77%
Moon St	btwn	River St	& Tamar St	Centre	2P	22	54	67%	95%	1P	20	48	68%	100%
River St	btwn	Cherry St	& Martin St	South Kerb	2P	22	46	69%	95%	1P	27	54	69%	85%
Tamar St	btwn	Grant St	& Moon St	Centre - Nth	NL	26	275	80%	96%	NL	27	151	64%	89%
Tamar St	btwn	Grant St	& Moon St	Centre - Sth	NL	27	314	84%	96%	NL	29	285	71%	86%
Tamar St	btwn	Moon St	& Cherry St	North Kerb	2P	35	61	62%	97%	1P	35	49	52%	71%
River St	btwn	Grant St	& Moon St	North Kerb	2P	36	48	63%	97%	1P	35	44	63%	83%
Car Park	on	Tamar St		South Kerb	2P	75	63	70%	97%	2P	75	58	71%	97%
River St	btwn	Cherry St	& Martin St	North Kerb	2P	43	47	77%	98%	1P	42	48	76%	90%
Moon St	btwn	Fawcett Lne	& River St	West Kerb	2P	6	125	87%	100%	1P	6	122	82%	100%
Tamar St	btwn	Grant St	& Moon St	North Kerb	NL/0.5P	17	75	63%	100%	NL/1P	17	67	61%	82%
River St	btwn	Moon St	& Cherry St	North Kerb	1P	38	44	87%	100%	1P	47	46	76%	96%
River St	btwn	Moon St	& Cherry St	South Kerb	1P	37	42	83%	100%	1P	45	42	80%	96%
Grant St	btwn	River	& River St	West Kerb	2P	13	130	72%	100%	NL	13	173	92%	100%
Grant St	btwn	River	& River St	River End	2P	7	143	80%	100%	NL	8	105	87%	100%
Grant St	btwn	River	& River St	East Kerb	Dis	5	153	72%	100%	Dis	5	130	72%	100%
Moon St	btwn	River St	& Tamar St	East Kerb	2P	4	88	69%	100%	1P	4	50	68%	100%
Cherry St	btwn	Fawcett Lne	& River St	West Kerb	2P	8	52	85%	100%	1P	5	38	48%	80%
Cherry St	btwn	River St	& Tamar St	West Kerb	2P	14	61	73%	100%	1P	12	56	64%	92%
Cherry St	btwn	River	& Fawcett Lne	Cul-de-sac	NL	10	295	91%	100%	1P	10	220	74%	100%
Cherry St	btwn	Fawcett Lne	& River St	East Kerb	2P	17	86	81%	100%	1P	14	68	75%	86%
Cherry St	btwn	River St	& Tamar St	East Kerb	2P	8	124	88%	100%	1P	8	50	56%	100%
Fawcett Lne	btwn	Cul-de-sac	& Moon St	South Kerb	2P	6	207	60%	100%	NL	9	232	83%	100%

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Peak.Occup2004

7.1 Ballina CBD Parking Report

ID	Street	On/ Off Road	Start Bound	End Bound	Location	# Spaces February 2015	Net Car Space s	
1	Cherry St	On	River St	Tamar St	West	Taxi(10pm-6am)+1(1H)+D+2(1H)+9(1H)	15	
2	Cherry St	On	River St	Tamar St	East	4(1H)+2(1H)+4(1H)	9	
3	Cherry St	On	Fawcett	River St	West	4(1H)+D+3(1H)+3MC(2H)	8	
4	Cherry St	On	Fawcett	River St	Centre	23(1H)	22	
5	Cherry St	On	Fawcett	River St	East	7(1H)	7	
6	Cherry St	On	River	Fawcett	Cul-de-sac	10(2H)	10	
7	Fawcett	On	Moon St	Grant St	North	3(2H)	2	
8	Fawcett	On	Moon St	Grant St	South	3(2H)+2(1/4H)+7(2H)	12	
9	Fawcett	On	Moon St	Cherry St	South	D+8(2H)+2(MC)+LZ+5(2H)+2(MC)+D+5(2H)+2MC+6(2H)+2MC+6(2H)+2MC	33	+10 MC
10	Fawcett	On	Cherry St	Martin St	North	4+7	11	
11	Fawcett	On	Cherry St	Martin St	South	6+4+3	13	
12	Grant St	On	River	River St	West	13	13	
13	Grant St	On	River	River St	River End	2D+3(2H)	5	
14	Grant St	On	River	River St	Centre	10+2D+3	15	
15	Grant St	On	River	River St	East	2D	2	
16	Grant St	On	River St	Tamar St	West	2(2H)+4(2H)+2(2H)+3(2H)	9	
17	Grant St	On	River St	Tamar St	Centre	13(2H)+13(2H)	26	
18	Grant St	On	River St	Tamar St	East	4(2H)+3(2H)+1(2h)+1(2H)	9	
19	Kerr St	On	River St	Tamar St	West	3(2H)+3(2H)+1(2H)	7	
20	Kerr St	On	River St	Tamar St	East	1(2H)+6(2H)	7	

7.1 Ballina CBD Parking Report

ID	Street	On/ Off Road	Start Bound	End Bound	Location	# Spaces February 2015	Net Car Space s	
21	Martin St	On	River	Fawcett/Regatta	Cul-de-sac	4(1/4H)+5	9	
22	Martin St	On	Fawcett St	River St	West	9(2H)	9	
23	Martin St	On	Regatta Ln	River St	East	D+3(2H)	4	
24	Martin St	On	River St	Tamar St	West	7(2H)	7	
25	Martin St	On	River St	Tamar St	East	14(2H)	14	
26	Moon St	On	River St	Tamar St	West	6(1H)+5(2H)	11	1H to Winton L then 2H
27	Moon St	Off	River St	Tamar St	Off West	60	60	
28	Moon St	On	River St	Tamar St	Centre	11(1H)+12(2H)	23	
29	Moon St	On	River St	Tamar St	East	5(Taxi)+4(2H)	9	
30	Moon St	On	Fawcett	River St	West	13(1H)	13	
31	Moon St	On	Fawcett	River St	East	10(1H)	10	
32	La Balsas Pl	Off	River	Regatta Ln	End	58	58	
33	La Balsas Pl	On	Regatta Ln	River St	West	6	6	
34	La Balsas Pl	On	River	River St	East	12	12	
35	River St	On	Kerr St	Grant St	North	18(2H)+3(2H)+12(2H)	33	
36	River St	On	Kerr St	Grant St	South	26(2H)	26	
37	River St	On	Grant St	Moon St	North	8(2H)+4(1/2H)+D+24(2H)	37	

7.1 Ballina CBD Parking Report

ID	Street	On/ Off Road	Start Bound	End Bound	Location	# Spaces February 2015	Net Car Space s	
38	River St	On	Grant St	Moon St	South	13(2H)+D+3(1/2H)+19(2H)	36	
39	River St	On	Moon St	Cherry St	North	12(1H)+3(1/2)+D+21(1H)	37	+4MC(2H)
40	River St	On	Moon St	Cherry St	South	15(1H)+D+3(1/2)+17(1H)	36	+2MC(2H)
41	River St	On	Cherry St	Martin St	North	18(1/2H)+2D+2MC(2H)+2MC(2H)+17(2H)+2MC(2H)	37	
42	River St	On	Cherry St	Martin St	South	2MC(2H)+9(1/2H)+2(Taxi)+1(Mail)+1(1/2H)+2MC(2H)+D+1MC(2H)+13(2H)	27	
43	River St	On	Martin St	Norton St	North	1+2+3+13+2+3+2+2+7+4+3	42	
44	River St	On	Martin St	Norton St	South	6(1/2H)+18+3+11+D+13	53	
45	Tamar St	On	Kerr St	Grant St	North	34	34	
46	Tamar St	On	Kerr St	Grant St	South	53	53	
47	Tamar St	On	Grant St	Moon St	North	2(2H)+D+7(2H)+8(2H)+2D+4(2H)+6(2H)+4(1/2H)+2(1/2H)	36	
48	Tamar St	On	Grant St	Moon St	Centre-Nth	28	28	
49	Tamar St	On	Grant St	Moon St	Centre-Sth	28	28	
50	Tamar St	On	Grant St	Moon St	South	D+11(2H)+11(2H)+7(2H)+D+8(1/2H)	39	
51	Tamar St	On	Moon St	Cherry St	North	3(2H)+5(2H)+D+4(2H)+14(2H)+10(2H)+D	38	
52	Tamar St	On	Moon St	Cherry St	South	6(2H)+2(2H)+D+6(2H)+5(2H)	20	
53	Tamar St	Off	Moon St	Cherry St	Bus Stop	75	75	
54	Tamar St	Off	Moon St	Cherry St	11/238728	42	42	
55	Tamar St	On	Cherry St	Martin St	North	12(2H)+13(2H)+13+5+11	54	
56	Tamar St	On	Cherry St	Martin St	South	15(2H)+10(2H)+D+Amb+5(2H)+8(2H)	40	
						TOTAL	1,331	
					Woolworths	57		

7.1 Ballina CBD Parking Report

ID	Street	On/ Off Road	Start Bound	End Bound	Location	# Spaces February 2015	Net Car Space s	
					office	73		
							1,461	

8.1 Outcome of Speed Zone Reviews

8. Information for the Committee

8.1 Outcome of Speed Zone Reviews

Introduction

Transport for NSW have advised outcomes of a number of speed zone reviews.

Information

Transport for NSW have completed the following speed zone reviews:

1. Friday Hut Road, Tintenbar
 - The existing 80 km/h speed limit be reduced to 60 km/h from Tintenbar Road to 600 m north of Killen Falls Drive.
2. Killen Falls Drive
 - The existing 100 km/h speed limit be reduced to 50 km/h for the full length of the road.
3. The Coast Road, East Ballina – Near Bellevue Avenue, Beachfront Parade and Bayview Drive
 - The existing 80 km/h speed limit on The Coast Road be retained.
4. Houghlahans Creek Road
 - An 80 km/h speed limit be implemented from Eltham Road to 500m south of Tooheys Mill Road
 - A 60 km/h speed limit be implemented from 500 m south of Tooheys Mill Road to Tintenbar Road.

RECOMMENDATION

That the Committee note the advice of Transport for NSW regarding speed zone reviews of Friday Hut Road, Killen Falls Drive, The Coast Road and Houghlahans Creek Road.

Attachment(s)

Nil

8.2 Schedule of Outstanding Resolutions of the Committee

8.2 Schedule of Outstanding Resolutions of the Committee

Introduction

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

Information

Meeting Held 9 June 2021

6/21-6.2 Proposed NO PARKING Zone – Ambrose Lane, Alstonville

Recommendation

That Committee support provision of NO PARKING Zones on both sides of Ambrose Lane between Ballina Road and Green Street to be operational Thursdays only, between 5am and 11 am.

Action to Date

Signs not yet installed

6/21-6.3 Proposed Time Limited Parking Adjacent to Preschool – River Street, Ballina

Recommendation

1. The Committee support 2H time limited parking in River Street, Ballina, on the south side between Las Balsas Plaza and Martin Street, excluding dedicated Police parking.
2. That Council review the budget available for line marking of the parking spaces.
3. A general CBD parking report be provided to the August 2021 Local Traffic Committee meeting

Action to Date

1. Signs not yet installed
2. To be determined
3. See separate report

6/21-6.5 Skullcandy Oz Grom Open 2021 - Lennox Head

Recommendation

That the Committee support:

1. Approval of the closure of part of Pacific Parade, Lennox Head, during the hours of 7:30am to 4:00pm, from Tuesday 6 to Sunday 11 July 2021, in accordance with the attached Traffic Control Plan.

8.2 Schedule of Outstanding Resolutions of the Committee

2. Approval of the event continuing in 2022 and 2023 subject to annual submission to Council of evidence of current insurances and a statement that traffic management, safety arrangements, routes and times etc. will not vary significantly from the original application.

Action to Date

The organisers have postponed the event and now request approval for road closures on Friday 10 to Sunday 12 September 2021. It is recommended that Recommendation 1 be amended accordingly.

Meeting Held 14 April 2021

4/21-7.1 Traffic and Wildlife Issues, Deadmans Creek Road, Cumbalum

Recommendation

The Committee support provision of wildlife warning signs on Deadmans Creek Road, Cumbalum between Tamarind Drive and Summerhill Crescent.

Action to Date

Signage ordered.

4/21-7.2 Request for Timed Parking Near Centrelink, Tamar Street, Ballina

Recommendation

Subject to favourable comments from Council Rangers and the Ballina Chamber of Commerce the Committee supports creation of a two hour parking zone on the northern side of Tamar Street between Kerr Street and Grant Street.

Action to Date

Chamber of Commerce asked to comment on proposal.

4/21-8.3 The Coast Road, East Ballina, Pedestrian Safety Education

Recommendation

1. The Road Safety Officer consult with bus stop users regarding possible removal of J pole and relocation of bus stop.
2. Results of TfNSW speed zone review be received.
3. After receipt of the speed zone review the bus company be given three months notice of the removal of the J pole and request they relocate the bus stop to Bayview Drive.

Action to Date

1. The Road Safety Officer advises:

“Although the formal results of the Transport for NSW speed review of The Coast Road are still forthcoming, consultation with parents, carers and Blanchs / CDC bus service has commenced. Primary school parents have been kept updated via email, with three parents offering support for a solution that does not involve crossing The Coast Road if it remains an 80km/h speed zone. High school students using this J pole were supplied an explanatory letter including the contact details of the RSO, but no additional parents have made contact to discuss this issue. Blanchs/ CDC have been advised of the resolution of the LTC and asked to consider options. They have indicated that removal of the J pole will also affect their 640 route service which cannot be diverted through Bayview Drive. They have suggested that, for the school service, children could catch Bus 31 which leaves five minutes later (8.30am) from Bayview Drive, but that this would require the connecting Buslines BCHS interchange service to alter its timetable. Buslines have been approached with this proposal but no response has been received. While this current proposal may assist school children using the morning service, Blanchs/CDC wish to retain the existing J pole in its current location for other service users. This proposal is not feasible under the current LTC resolution to remove the J Pole.”

2. Speed Zone Review outcome received from TfNSW 16 June 2021 who advised 80 kph speed zone on The Coast Road to be retained
3. Given the advice in Item 2 above, the Committee’s further direction is requested on this matter.

Meeting Held 9 December 2020

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 commenced.

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, pending further public consultation.

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 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.

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 particularly if the road is wet, it is very confusing and difficult to distinguish between the painted lines and the old removed lines.

8.2 Schedule of Outstanding Resolutions of the Committee

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:

8.2 Schedule of Outstanding Resolutions of the Committee

- *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.
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.

8.2 Schedule of Outstanding Resolutions of the Committee

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.
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

8.2 Schedule of Outstanding Resolutions of the Committee

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 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 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

8.2 Schedule of Outstanding Resolutions of the Committee

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.

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 is being monitored.

8.2 Schedule of Outstanding Resolutions of the Committee

RECOMMENDATION

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

Attachment(s)

Nil

8.3 Wildlife Corridor Signage - Byron Bay Road

8.3 Wildlife Corridor Signage - Byron Bay Road

Introduction

The Committee resolved to pursue wildlife corridor signage on Byron Bay Road at the meeting held 9 June 2021.

Information

At the meeting held 9 June 2021 the Committee Recommended:

- “1. *The Committee supports provision of Wildlife Corridor signage on Byron Bay Road from commencement of the 80kph zone north of Lennox Head to the Byron Shire boundary with repeater signs between. Signage to extend to along the treed section on Ross Lane to past Sanctuary Village.*
2. *That Byron Shire Council be asked to consider the same for the extension of Byron Bay Road within Byron Shire (renamed as Broken Head Road).”*

There is currently no Australian Standard Signage for a “Wildlife Corridor”. In regard to Part 1 of the recommendation, Council Works Section is reluctant to erect non-standard signage and in response to the Committee’s recommendation favors installation of Australian Standard W5-29 signs (see below) for Byron Bay Road and Ross Lane:



In regard to Part 2 of the Recommendation, the current signage on Broken Head Road in Byron Shire, between the Ballina Shire boundary and Suffolk Park consists of a mix of wildlife signage, predominantly targeted at Koala preservation. There are a considerable number of signs, samples are shown below:

8.3 Wildlife Corridor Signage - Byron Bay Road



Southbound – Leaving Suffolk Park



Northbound near Ballina Shire Boundary

8.3 Wildlife Corridor Signage - Byron Bay Road



There are a significant number of the above signs which do not appear to be official Byron Shire Council signs

Byron Shire Council were contacted regarding their section of road that continues into their Local Government Area. Their Biodiversity Officer has responded by email below:

Thanks for getting in touch. We are trialling some signs that are similar in dimension to standard wildlife signs but with more engaging images. These have been designed by WWF and are also being trialled in other shires in NSW.

The signs we've trialled to date were a bit too small and dark – 600 x 600mm (first image), so I am now waiting on some bigger brighter ones 750 x 750mm (second image).

We are getting the signs for free/low cost, but there is a cost for installation, so generally I'm trying to get them in on roads where our infrastructure team are doing upgrades anyway. This also means there are traffic counters in so we can monitor sign effectiveness.

Regarding installing these signs on Broken Head Rd in Byron Shire – I think this would be a good location. It is identified on our map of priority sites for wildlife signage. However, I would have to refer back to the roads guys (.....), as they manage the budget for sign installation and make the decisions on site suitability (..... has concerns re over signage in some locations, so he'd need to review that.

Hope this helps. If you're after similar signs I can send you details for my contact at WWF.



8.3 Wildlife Corridor Signage - Byron Bay Road

In regard to “Wildlife Corridor” signage that is not specific to Koalas, the Byron Shire’s Biodiversity Officer further advised in regard to one of their roads:

Do you mean not koala specific?

They’re upgrading Bangalow Rd at the moment and have installed the following sign either side of Hayters Hill. They will also be installing road pavement marking, saying ‘WILDLIFE ZONE’ on the road near to the sign.



RECOMMENDATION

That the advice be noted by the Committee.

Attachment(s)

Nil

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 13 October 2021 at 10.00 am.