

**Ballina Shire Council
Local Traffic Committee Meeting
Held at the Council's Customer Service Centre
cnr Tamar & Cherry Streets, Ballina
12 October 2011 at 10:00am**

A G E N D A

- 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**
 - 5.11.10-1 Modification to Regulatory Control - Boeing Avenue
Request from Police and Civil Services (Doc No. 1867372)
- 6 Items to be Referred to the General Manager's Delegate**
 - 6.11.10-1 Triathlon Race Series Application
Request from Ballina Triathlon Club (Doc No.1872306)
 - 6.11.10-2 Speed Review Pimlico Road
Request from Civil Services
 - 6.11.10-3 Request School Drop Off- Pick Up Zone – Ballina Public School
Request from Ballina Public School (Doc No. 1865391)
 - 6.11.10-4 Request Pedestrian Crossing – Isabella Drive
Request from Xavier Catholic College (Doc No.1876340)
 - 6.11.10-5 Request Traffic Control – Cawley Close
Request from Resident (Doc No.1887499)
 - 6.11.10-6 Request On Street Parking Extension – River Street
Request from Ballina Yacht Club (Doc No.1888336)
 - 6.11.10-7 Request Parking Controls – Holden Lane/Cherry Street
Request from Civil Services (Doc No.1893808)
- 7 Items for Traffic Engineering Advice**
 - 7.11.10-1 Daley Street Traffic Calming – Adjoining Main Street Roundabout
Request from C-Ward. (Doc No. 1859653)
 - 7.11.10-2 Coast Road Speed Review – Angels Beach to Pat Morton
Request from RTA. (Doc No. 1884816)

8 Information of the Committee

8.11.10-1 Road Safety Officers Report

8.11.10-2 Coast Road Detours During Coast Road Stabilisation Works

8.11.10-3 The Avenue Pedestrian Infrastructure
Update from Civil Services

8.11.10-4 Provision of Fatal Crash Reports to Local Government
Correspondence from RTA (Doc No. 1876944)

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

Nil

10 Items Without Notice

11 Next Meeting

Summary Report

The following items were referred to the Council at its Ordinary Meeting on 25 August 2011.

- Removal of Martin Street-Regatta Avenue Bus Stop & Taxi Rank
- Proposed Works - Pedestrian Refuge Main Street & The Avenue, Alstonville
- Special Event - River Street Closure Moon to Cherry Street for the Ballina Country Music Festival
- Removal of pedestrian Crossing - Martin/Bentinck Streets, Ballina
- Road Closure - Carney Place, Knockrow

The Council adopted the following recommendations.

1. That Council approve the removal of the Martin Street–Regatta Avenue bus stop and taxi rank and extend the 2 hour rear to kerb parking in Martin Street.
2. That Council approve the installation of a pedestrian refuge and the associated signage at the intersection of Main Street and The Avenue, Alstonville in accordance with the revised plan subject to the following:
 - Council advise the RTA of the proposed amendment to the commencement of the school zone.
 - Signage be upgraded to the contemporary standard.
 - With Council to take extra steps to stop parking in driveways.
3. That the Council approve the closure of River Street and Fawcett Street in accordance with the approved Traffic Control Plan in accordance with the following table.
 - Closure of River Street from 8.00am to 4.00pm Saturday 1 October 2011
 - Closure of River Street from 8.00am to 4.00pm Sunday 2 October 2011.
 - Closure of Fawcett Street from 8.00am to 1.00pm Monday 3 October 2011

and that the approval in point one be conditional on advertising of road closures at a minimum of one week prior to the event and the erection of signage also for the week prior to the event notifying the public of the proposed road changes for the event, and that the approval in point one be conditional of the Market layout facilitating vehicular access for emergency services in the closed section of River Street.

4. That a new pedestrian vehicle count be undertaken and the warrant information be returned to the Committee for further consideration in relation to the pedestrian crossing at the intersection of Martin and Bentinck Streets.
5. That Council approve the closing of the northern end of Carney Place at the Pacific Highway.

RECOMMENDATION

That the Committee note the summary report regarding the decisions of Council at its 25 August 2011 meeting made in response to LTC recommendations.

Agenda – Local Traffic Committee – 12 October 2011
Item 5 - Items to be Referred to Council

Delegation - A Council can regulate traffic for the specific reasons set out in Division 1 of Part 8 (Section 115) of the Roads Act, 1993 such as carrying out work on a road, etc. whereas the RTA can regulate traffic for any purpose. The RTA delegation does not provide the power to Council to sub delegate these functions. Accordingly all items in this section will be referred to Council for determination.

5.11.10-1 Modification to Regulatory Control - Boeing Avenue
Request from Police and Civil Services (Doc No. 1867372)

Introduction

Correspondence has been received from Police NSW seeking alteration to regulatory control for roads intersecting Boeing Avenue. Civil Services have also become aware of a new traffic trend since the opening of Harvey Norman.

Information

Police NSW in response to a resident request have contacted Ballina Shire Council regarding Boeing Avenue. The resident has expressed concern over the sight distance available at the intersections fronting Boeing Avenue. The predominant complaint is in relation to how closely the vehicles park to the intersections.

Resulting from this notification, Council has approached the businesses adjoining Boeing Avenue and reminded them that all vehicles in relation to their business are to be kept wholly on site and if vehicles are parked on the road that they be set back from the intersection.

The businesses agreed that sight lines around the intersections were poor and that they were already parking away from the intersection.

The predominant complaint from the businesses in the area is the behaviour of motorists now the Harvey Norman has opened. The businesses explained that vehicles using the roads adjoining Boeing Avenue were simply not stopping/slowng and proceeding across Boeing Avenue as they would have done pre Harvey Norman construction.

To date, Council has received notification of accidents on Boeing Avenue as a result of the changed traffic dynamics in the area. At this point Ballina Shire Council does not possess any statistical data in relation to these accidents but understands driver behaviour of the area.

It is proposed to erect No Parking signage around the intersections adjoining Boeing Avenue and to change the road priority to Boeing Avenue with Stop signs at the intersecting streets.

It is not Councils practice to install parking controls outside the CBD area unless absolutely necessary. In this case it would be considered beneficial to erect No Parking controls along Boeing Avenue to improve sight distances.

It is also proposed to change the traffic control of Boeing Avenues intersections and change them from Give Way to Stop with Boeing Avenue being the predominant traffic flow.

RECOMMENDATION

1. That the Committee recommend to Council support to erect No Parking signage along Boeing Avenue in accordance with the Australian Standards.
2. That the Committee recommend to Council support to change the signage along Boeing Avenues intersections from Give Way to Stop.

Agenda – Local Traffic Committee – 12 October 2011
Item 5 - Items to be Referred to Council



Agenda – Local Traffic Committee – 12 October 2011
Item 6 - Items to be Referred to the General Manager's Delegate

Delegation: If a Council wishes to regulate traffic for purposes other than those specified in Division 1 of Part 8 (Section 115) of the Roads Act, 1993, (eg for amenity reasons) it must seek the advice of its Local Traffic Committee. The procedures for regulating traffic covering road closures, traffic calming, etc. are detailed in Division 2 of Part 8 (Sections 116 to 119) of the Roads Act, 1993. In accordance with the RTA delegation to Council, and Section 377 of the Local Government Act 1993, Council has delegated to the General Manager the authority to make determinations responding to LTC recommendations for these matters.

6.11.10-1 Triathlon Race Series Application
Request from Ballina Triathlon Club (Doc No.1872306)

Introduction

An application has been lodged seeking approval to hold a Triathlon Race series of events in Ballina.

Information

The Ballina Triathlon Club is proposing on holding a Triathlon on specified Sunday mornings in the areas of Prospect Lake, Links Avenue and Angels Beach Drive.

The proposed triathlon series events are to be held on:

- Sunday 23 October 2011
- Sunday 27 November 2011
- Sunday 11 December 2011
- Sunday 22 January 2012
- Sunday 12 February 2012
- Sunday 22 April 2012
- Sunday 26 February 2012 (Reserve Date)
- Sunday 22 July 2012

Contained within the application is the inclusion of numerous other events that the Ballina Triathlon Club is organising. These have not been listed as they do not impact or associate with road traffic.

The times for these events are from 6:00am to 10:30 am. The Triathlon consists of three events, A swim component, a bicycle component, and a run component. The swim component is conducted first in order to have the least impact on the surrounding road traffic.

The runners shall utilise the footpath system (wherever possible) and then be instructed to run on the far right hand side of the road to maximise runner vehicle sight lines. The event organisers shall erect Caution Runners Ahead signage where appropriate. The runners shall be managed via race marshals when leaving the footpath system. The marshals shall not be interacting with traffic in any manner. This year the club has secured the use of SES volunteers to act as marshals and will not be interfering with road traffic. A description of the route is contained within the attachment.

The cyclists shall be following triathlon rules in addition to Australian Road Rules. The triathlon rules specify that cyclists are to ride in single file and no closer than 6m to the next bicycle. The cyclists shall also be managed via marshals who shall advise the cyclist of the upcoming road conditions and shall not interact with the road users in any way. The cyclists shall be advised (via the marshal) to stop or slow down if a vehicle is approaching. At locations along the course Caution Cyclists Ahead signage shall be erected for the duration of the event.

The applicant has undertaken a risk assessment for both the Run and cycle leg of the event. This is contained within the attachment.

A certificate of currency has been provided. The event shall be conducted in accordance with the stipulations of Police NSW. This event shall not interfere with other road users.

RECOMMENDATION

That the Committee recommend to the General Managers Delegate support to hold the Ballina Triathlon Club 2011-2012 Triathlon series.

Ballina Triathlon Club
PO Box 1237
Ballina NSW, 2478

Damon Jones
Traffic Advisory Committee
Ballina Shire Council
PO Box 450
Ballina 2478

Dear Mr Jones

RE: APPLICATION TO HOST CLUB EVENTS, 2011-2012

Please accept this application from Ballina Triathlon Club to host triathlon, aquathlon (swim run) and time trial race events during the 2011-2012 season. A current certificate of currency, event details, course maps and event calendar listing relevant dates is attached for your information. These events are very similar to those previously held by Ballina Triathlon Club. Please note there are no road closures.

An application to host the events has also been sent to Jillian Pratten at Ballina Shire Council, Rob Clarke **NSW Police Force, Richmond Local Area Command** and Dave Williams of TriNSW.

An official response to this application can be posted to: Ballina Triathlon Club, PO Box 1237 Ballina, NSW, 2478. Should you require further information please contact me by email at amandat1@optusnet.com.au or on mobile no: 0437 377131. Further information regarding our club can be found at www.ballinatri.com. I look forward to your response.

Yours Faithfully

Amanda Thompson
Events Coordinator
Ballina Triathlon Club
3rd September 2011

Application to host club events 2011-2012

Ballina Triathlon Club Time Trial Cycle Race

Location: Prospect Lake, Cnr. Links Ave & Angels Beach Drive, East Ballina
Time: 6:00a.m – 10:00a.m (includes set-up and pack down time)
Date: Sunday June 10th, 2012. Reserve date Sunday July 22nd, 2012.

Ballina Triathlon Club Triathlon (See Calendar of Events for more information)

Location: Prospect Lake, Cnr. Links Ave & Angels Beach Drive, East Ballina
Time: 6:00a.m – 10:30a.m (includes set-up and pack down time)
Date: Sunday October 23, November 27, December 11, 2011 & Sunday January 22, February 12 and April 4, 2012. Reserve date 26/2/2012 (in the event of bad weather).

Ballina Triathlon Club Aquathlon (See Calendar of Events for more information)

Location: Pop Denison Park (off Compton Drive), Shaw's Bay, East Ballina
Time: 5pm – 7:15pm (includes set-up and pack down time)
Date: Friday 21/10, 28/10, 4/11, 11/11, 18/11, 25/11, 2/12, 9/12, 16/12, 2011 & 13/1, 20/1, 27/1, 3/2, 10/2, 17/2, 24/2, 2/3, 9/3, 2012.

Ballina Triathlon Club Aquathlon (See Calendar of Events for more information)

Location: Prospect Lake, Cnr. Links Ave & Angels Beach Drive, East Ballina
Time: 5pm – 7:15pm (includes set-up and pack down time)
Date: Friday 23/12, 30/12, 2011 & 6/1, 2012.

Details of the event to be held under this application shall be provided on request to the following bodies:

Ballina Shire Council
NSW Police
NSW Police Northern Division Headquarters, Newcastle
Triathlon NSW
Triathlon Australia

Addendum

This application is made in accordance with Triathlon New South Wales Sanctioning Procedure for Club Races – April 2007, as per previous application. All terms used are as defined in that document.

Ballina Triathlon Club
Event Application
2011-2012

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Event Organiser: Ballina Triathlon Club

BTC Race Directors:

Paul Moosberger (President)
M: 0404 158 849
Email: paul.moosberger@tafensw.edu.au

Tony Camilleri (Vice President)
M: 0404 096 701
Email: ajlmcamilleri@gmail.com

Greg Brown
M: 0427 597450
Email: brownieg@exemail.com.au

Ballina Triathlon Club

2011 – 2012

Calendar of Events

Time Trial and Triathlon

Time Trial Race	Date	Location	Start Time	Distance	Enticer Distance	
Race # 1	10/6/12	Prospect Lake	7am	6.5km x 2 heats	n/a	
Reserve date	22/7/12	Prospect Lake	7am	6.5km x 2 heats	n/a	
Triathlons	Date	Location	Start Time	Distance	Enticer Distance	Mini Tri
Race # 1, Pink Tri	23/10/11	Prospect Lake	7am	500m/20km/5km	200m/13km/2.5km	50m/1.4km/350m or 100m/2.8km/700m
Race # 2 (Standard)	27/11/11	Prospect Lake	7am	500m/20km/5km	200m/13km/2.5km	50m/1.4km/350m or 100m/2.8km/700m
Race # 3 (Long)	11/12/11	Prospect Lake	7am	1000m/30km/8km	200m/13km/2.5km	50m/1.4km/350m or 100m/2.8km/700m
Race # 4 (triple sprint)	22/1/12	Prospect Lake	7am	200m/6.5km/1.7km x 3 laps	100m/7.5km/1.7km x 2 laps	50m/1.4km/350m or 100m/2.8km/700m
Race # 5 (standard)	12/2/12	Prospect Lake	7am	500m/20km/5km	200m/13km/2.5km	50m/1.4km/350m or 100m/2.8km/700m
Race # 6 (long)	22/4/12	Prospect Lake	7am	1000m/30km/8km	200m/13km/2.5km	50m/1.4km/350m or 100m/2.8km/700m
Reserve date	26/2/12	Prospect Lake	7am	500m/20km/5km	200m/13km/2.5km	50m/1.4km/350m or 100m/2.8km/700m

Ballina Triathlon Club 2011 – 2012 Calendar of Events

Swim Runs	Date	Location	Start Time	Distance	Mini Event
Event #1	21/10/11	Shaw's Bay	5:15pm	Swim: 200 or 400m Run: 2.5, 3.7 or 5km	Swim: 30 or 75m Run: 1km
Event #2	28/10/11	Shaw's Bay	5:15pm	Swim: 200 or 400m Run: 2.5, 3.7 or 5km	Swim: 30 or 75m Run: 1km
Event #3	4/11/11	Shaw's Bay	5:15pm	Swim: 200 or 400m Run: 2.5, 3.7 or 5km	Swim: 30 or 75m Run: 1km
Event #4 Andy Frame Memorial	11/11/11	Shaw's Bay	5:15pm	Run Only Run: 2.5, 3.7 or 5km	Run Only: 1km
Event #5	18/11/11	Shaw's Bay	5:15pm	Swim: 200 or 400m Run: 2.5, 3.7 or 5km	Swim: 30 or 75m Run: 1km
Event #6	25/11/11	Shaw's Bay	5:15pm	Swim: 200 or 400m Run: 2.5, 3.7 or 5km	Swim: 30 or 75m Run: 1km
Event #7	2/12/11	Shaw's Bay	5:15pm	Swim: 200 or 400m Run: 2.5, 3.7 or 5km	Swim: 30 or 75m Run: 1km
Event #8	9/12/11	Shaw's Bay	5:15pm	Swim: 200 or 400m Run: 2.5, 3.7 or 5km	Swim: 30 or 75m Run: 1km
Event #9	16/12/11	Shaw's Bay	5:15pm	Swim: 200 or 400m Run: 2.5, 3.7 or 5km	Swim: 30 or 75m Run: 1km
Event #10	23/12/11	Prospect Lake	5:15pm	Swim: 200 or 400m Run: 2.5, 3.7 or 5km	Swim: 30 or 75m Run: 1km
Event #11	30/12/11	Prospect Lake	5:15pm	Swim: 200 or 400m Run: 2.5, 3.7 or 5km	Swim: 30 or 75m Run: 1km
Event #12	6/1/12	Prospect Lake	5:15pm	Swim: 200 or 400m Run: 2.5, 3.7 or 5km	Swim: 30 or 75m Run: 1km
Event #13	13/1/12	Shaw's Bay	5:15pm	Swim: 200 or 400m Run: 2.5, 3.7 or 5km	Swim: 30 or 75m Run: 1km
Event #14	20/1/12	Shaw's Bay	5:15pm	Swim: 200 or 400m Run: 2.5, 3.7 or 5km	Swim: 30 or 75m Run: 1km
Event #15	27/1/12	Shaw's Bay	5:15pm	Swim: 200 or 400m Run: 2.5, 3.7 or 5km	Swim: 30 or 75m Run: 1km
Event #16	03/02/12	Shaw's Bay	5:15pm	Swim: 200 or 400m Run: 2.5, 3.7 or 5km	Swim: 30 or 75m Run: 1km
Event #17	10/02/12	Shaw's Bay	5:15pm	Swim: 200 or 400m Run: 2.5, 3.7 or 5km	Swim: 30 or 75m Run: 1km
Event #18	17/02/12	Shaw's Bay	5:15pm	Swim: 200 or 400m Run: 2.5, 3.7 or 5km	Swim: 30 or 75m Run: 1km
Event #19	24/02/12	Shaw's Bay	5:15pm	Swim: 200 or 400m Run: 2.5, 3.7 or 5km	Swim: 30 or 75m Run: 1km
Event #20	02/03/12	Shaw's Bay	5:15pm	Swim: 200 or 400m Run: 2.5, 3.7 or 5km	Swim: 30 or 75m Run: 1km
Event #21	09/03/12	Shaw's Bay	5:15pm	Swim: 200 or 400m Run: 2.5, 3.7 or 5km	Swim: 30 or 75m Run: 1km

Aquathlon

Event Details

Time Trial Cycle Race

Event Location: Cnr. Links Ave & Angels Beach Drive, East Ballina
Date: Sunday June 10th, 2012. Reserve date Sunday July 22nd, 2012. .
Event start time: 7.00a.m
Event finish time: 9.30a.m
Setup Start Time: 6.00a.m
Packdown Finish time: 10.00a.m

There are two (2) time trials held with each competitor completing a total of 2 laps of the course. Competitors are started from fastest to slowest with 1 minute intervals between each competitor. All competitors complete the first lap before the second lap is commenced.

Cycle Course: The course begins on Links Ave (approximately 100m from Angels Beach Drive). Proceed south along Links Ave to Manly Street. At intersection turn left onto Pine Ave/Tourist Rd/ The Coast Rd. At round about turn left onto Angels Beach Drive and continue along Angels Beach Drive. Turn left at Links Ave. Finish line is approximately 100m from Angels Beach Drive. (See map # 3 for details).

Distance: 6.5km

Expected number of competitors: 30-45

First Aid: nominated First Aid officer plus numerous members trained in first aid will be at the event. Officials will have mobile phones. A First Aid kit is kept in the registration area.

Ballina Triathlon Club Triathlon (See Calendar of Events for more information)

Event Location: Cnr. Links Ave & Angels Beach Drive, East Ballina
Date: Sunday October 23, November 27, December 11, 2011 & Sunday January 22, February 12 and April 4, 2012. Reserve date 26/2/2012 (in the event of bad weather).
Event start time: 7.00a.m
Event finish time: 9.30a.m
Setup Start Time: 6.00a.m
Packdown Finish time: 10.30a.m

Event Distances:

Each event consists of two distances (triathlon & enticer) both utilising the same course. Please see the calendar of events for more information.

The **Enticer** consists of 200m swim, 13km cycle & 2.5km run.

The **Double Sprint Enticer** consists of 100m swim, 6.5km cycle & 1.7km run completed two (2) times.

The **Standard Triathlon** consists of 500m swim, 20km cycle & 5km run.

The **Long Triathlon** consists of 1000m swim, 30km cycle & 8km run.

The **Triple Sprint Triathlon** consists of 200m swim, 6.5km cycle & 1.7km run completed three (3) times.

Competitor numbers average between 40-60 entrants per race. The race has a maximum field of 100 competitors. Each distance (triathlon / enticer) is started separately with wave starts based on age categories. There is approximately five minutes between each wave.

Swim course:

The swim takes place in eastern end of Prospect Lake. The swim course is marked by large, highly visible buoys (see map for more information). The event has a staggered start according to age categories. Wave starts are approximately 5 minutes apart.

Two water safety personnel on rescue boards are present in the water to monitor competitors and offer assistance if required.

At the completion of the swim, competitors proceed to the opposite side of the road to transition area to commence cycle leg of event. A marshal is in place to direct competitors to stop if there are any oncoming vehicles. At no time are vehicles instructed to stop for competitors.

Cycle course: The cycle course is 6.5km. It begins on Links Ave (approximately 100m from Angels Beach Drive). Proceed south along Links Ave to Manly Street. At intersection turn left onto Pine Ave/Tourist Rd/ The Coast Rd. At round about turn left onto Angels Beach Drive and continue along Angels Beach Drive. Turn left at Links Ave. The dismount line is approximately 100m from Angels Beach Drive intersection.

(See map #3 for more information).

Run course: The run commences on the grass near transition in Links Ave, East Ballina (across road from Prospect Lake).

Runners proceed north along Links Ave. Turn right onto shared path/cycle way along Angels Beach Drive. Continue along pathway to northern end of Chickiba Park, turning right and continuing along path to Chickiba Drive. Turn right onto Chickiba Drive and follow road up past the fig tree to T-intersection. Turn right and continue down hill past Southern Cross School in Chickiba Drive. Turn right at course sign (approx. 30m from Links Ave) into easement and continue along grass between houses following markers. Turn left at end of houses and proceed back to transition area.

Enticer distance is one lap – proceed to finish line.

For 2nd and consequent laps of triathlon proceed through marked area behind transition back to shared pathway at Angels Beach Drive.

(See map #4 for more information).

At race briefing competitors are directed to run on footpath/cycleway where possible. If no footpath/cycleway is available runners will be directed to run on far right hand side of road. It should be noted that at least 80% of the run course is on footpath/cycleway. The event is held early in the morning when traffic is minimal and generally consists of local residents.

Expected number of competitors: 40-90

First Aid: nominated First Aid officer plus numerous members trained in first aid will be at the event. Officials will have mobile phones. First Aid kit kept at registration area.

Mini Triathlon (restricted to children 12yrs and below)

Swim: 50m (5-9yrs), 100m (10-12yrs)

Cycle: 1.4km (5-9yrs), 2.8km (10-12yrs)

Run: 350m (5-9yrs), 700m (10-12yrs)

See Map #8 for details

This event is designed to provide younger children or those less experienced at triathlon the opportunity to participate in a triathlon without the pressure of competition. It is held separately at the conclusion of the regular triathlon or enticer and has adult supervision in the water, on shore and along the bike and run course. Parents of the children participating are expected to assist with supervision (if required) to ensure the safety of all participants.

Swim course: the swim is held close to shore. Water safety personnel are present near the turning buoy. Other adults are present in the water and on shore. The participants swim out and around the turning buoy and proceed back to shore and to the grassed transition area. Children aged 10 – 12 years complete 2 laps of the course.

Cycle course: the cycle leg commences on the grass near transition in Links Ave, East Ballina (same side as Prospect Lake). Participants proceed north on the pathway along Links Ave, approximately 100m. Turn left and continues along the pathway along Angels Beach Drive to the turn around (marked by witches hat). This is just past the pathway turns right at the northern end of Prospect Lake. An adult will be present at the turn around to ensure children proceed around the marker in single file (children will be briefed before the event that this area is a neutral zone). The cycle course then continues back along the pathway to transition. Children aged 10 – 12 years complete 2 laps of the course.

Run course: the run commences in Links Ave and children proceed south away from Angels Beach Drive heading towards Southern Cross school along the pathway approximately 175m to the turning marker (an adult will be present at the turn around to offer assistance if required). Children then proceed back the way came and run through the finish shoot into the transition area to finish. Children aged 10 – 12 years complete 2 laps of the course.

Traffic and Transport Management for Time Trial & Triathlons

Risk & safety management: Signs advising motorists of cyclists on side of road will be placed at strategic locations around course (see map for location). Signs advising cyclists of approaching intersections will be placed at relevant locations (see map for location). Generally cyclists are in single file with a 6m gap between each cyclist (in accordance with Triathlon Australia race rules). The course has traffic marshals at intersections. The role of the marshal is to advise cyclists of approaching traffic and direct cyclists to slow down/stop if there is oncoming traffic. Marshals have 2 way radio contact with the race director during the event should there be an incident. All competitors must attend the official race briefing prior to the event. During race briefing competitors are instructed to abide by NSW road rules and Triathlon Australia race rules. Failure to do so will result in disqualification from event and the possibility of further action.

Marshals: A marshal will be placed at each of the two (2) main intersections: Manly St & Pine Ave intersection and The Coast Rd & Angels Beach Drive roundabout. Marshals will direct cyclists to slow down/ stop if cars are approaching. Marshals have 2 way radio contact with the race director during the event should there be an incident.

See map#3 for details.

Signage

Signs will be erected along adjacent roads advising of the event in progress at least 30 minutes prior to the event start time.

Parking

Special parking is not required. Roadside parking near the event area is sufficient.

Impact on/of Public transport

Public transport is not impacted and will not impact the event.

Traffic management requirements unique to this event.

There are no unique traffic management requirements for this event. Competitors are directed to comply with all road rules. Competitors are made aware that they are not to interfere with traffic and that traffic will not be stopped during the event.

Minimising impact on non-event community and emergency services.

Access for local residents, businesses, hospitals and emergency vehicles: In the event of emergency services requiring access to the area while a race is in progress the race will be stopped by officials. As there is no road closures in place during these events the disruption to local residents will be minimal, if any.

Risk Management – Traffic

- Public Liability insurance arranged. Certificate of Currency is attached

- Other interested parties**
 - Application to NSW Police has been sent
 - Application to TriNSW has been sent
 - Fire Brigade of NSW to be notified
 - NSW Ambulance Service to be notified
 - Ballina District Hospital to be notified

Ballina Triathlon Club Aquathlon (Swim Run) at Shaw's Bay

(See Calendar of Events for more information)

Event Location: Pop Denison Park (off Compton Drive), Shaw's Bay, East Ballina

Dates: Friday 21/10, 28/10, 4/11, 11/11, 18/11, 25/11, 2/12, 9/12, 16/12, **2011 & 13/1, 20/1, 27/1, 3/2, 10/2, 17/2, 24/2, 2/3, 9/3, 2012.**

Event start time: 5.00pm

Event finish time: 7.15pm

Swim-Run events take place each Friday evening at Shaw's Bay, East Ballina with registration from 5pm. Racing starts at 6pm. The club members meet at the "Titanics" shelter side of Shaw's Bay. A BBQ follows the event each week.

Event start time: 5:45pm

Event finish time: 6:45pm

Setup Start Time: 5:00pm

Packdown Finish time: 7:15pm

Event Distances:

The aquathlon comprises several distances for both the swim and run to cater a variety of fitness levels.

Swim Distances: 200m & 400m

Run Distances: 2.5km, 3.7km & 5km.

Competitor numbers average between 40-75 entrants per race. The race has a maximum field of 100 competitors. Each distance is started separately with approximately 30 seconds between each wave. Competitors not completing the full distance (400m swim & 5km run) are encouraged to wait until the 10 minute wave to ensure competitor numbers are spread out during the swim leg.

Swim Course

The swim takes place in the north eastern end of Shaw's Bay. The swim is marked by large, highly visible buoys (see map # 7 for details). The event has a staggered wave start with the slower competitors completing the full event (400m swim & 5km run) going first. There are two swim distances are available.

200m Swim

The 200m swim is located closer to the shore. Competitors in the 200m swim enter the water after the majority of 400m swimmers have started to avoid congestion. The 200m course is inside the 400m course to reduce the incidence of stronger swimmers colliding with weaker swimmers.

400m Swim

The 400m swim is located slightly further from shore than the 200m swim to reduce the incidence of stronger swimmers colliding with weaker swimmers. Most competitors in the 400m swim enter the water before the 200m competitors to avoid congestion.

A designated Water Safety Officer paddles around the course a safe distance from swimmers and monitor competitors and offer assistance where necessary. Competitors are expected to be confident swimmers.

Upon exiting the water competitors run to transition on the grass area and put on running shoes before proceeding along the edge of the access road out of Pop Denison Park back towards Compton Drive.

Run Leg

For 2.5km Run

At Compton Drive turn right and proceed to Lighthouse Parade.
Turn right off Lighthouse Parade into Fenwick Drive (just before Lighthouse Tower).
Continue along Fenwick Drive until it loops back around to Compton Drive.
Turn Left at Compton Drive.
Turn left returning to Pop Denison Park.
(see map # 7 for details).

For 3.7km Run

At Compton Drive turn right and proceed to Lighthouse Parade.
At the end of Lighthouse Parade turn right and proceed along the breakwall walkway.
Continue along walkway past picnic area.
Turn right where walkway meets footpath along Hill St.
Continue on footpath along Hill St.
Turn right into Compton Drive and continue along footpath.
Turn right returning to Pop Denison Park.
(see map # 7 for details).

For 5km Run

At Compton Drive turn right and proceed to Lighthouse Parade.
At the end of Lighthouse Parade turn right and proceed along the break-wall walkway.
Continue along walkway past picnic area.
Turn left where walkway meets footpath along Hill St.
Continue along footpath over Missingham Bridge past the skate part (on left) and amenities block (on right).
Proceed along footpath/walkway to the turn around point (approximately where the shrubbery ends on the right).
Turn around and proceed back along walkway past skate-park and back over Missingham Bridge.
Continue on footpath along Hill St.
Turn right into Compton Drive and continue along footpath.
Turn right returning to Pop Denison Park.
(see map # 7 for details).

Mini aquathlon (restricted to children 12yrs and below)

Swim: 30 or 75m

Run: 1km

This event is only held occasionally when children are new to the club or sport or there are a large number of younger children (12 years & under) present. It is run separately to the regular aquathlon and has adult supervision in the water, on shore and on the run course. Parents are expected to assist with supervision if required. All competitors in this event must be finished before the regular aquathlon will begin.

Swim: the swim is held close to shore. Water safety personnel is present near the turning buoy. Other adults are present in the water and on shore.

Run: the run proceeds along the edge of the access road out of Pop Denison Park back towards Compton Drive. Turn left at Compton Drive and continue along footpath for approximately 350m to turn around marker (manned by adult). Return back along footpath and turn right into access road back to Pop Denison Park.

Ballina Triathlon Club Aquathlon (Swim Run) at Prospect Lake

(See Calendar of Events for more information)

Event Location: Prospect Lake, Cnr. Links Ave & Angels Beach Drive, East Ballina

Date: Friday 23/12, 30/12, 2011 & 6/1, 2012.

Event start time: 5:45pm

Event finish time: 6:45pm

Setup Start Time: 5:00pm

Packdown Finish time: 7:15pm

During the busy Christmas- New Year period, the aquathlon is held at Prospect Lake to the added congestion of holiday makers.

Event Distances:

The aquathlon comprises several distances for both the swim and run to cater a variety of fitness levels.

Swim Distances: 200m & 400m

Run Distances: 1.75km, 3.5km or 5.25km.

Competitor numbers average between 40-75 entrants per race. The race has a maximum field of 100 competitors. Each distance is started separately with approximately 30 seconds between each wave. Competitors not completing the full distance (400m swim & 5.25km run) are encouraged to wait until the 10 minute wave to ensure competitor numbers are spread out during the swim leg.

Swim Leg

The swim takes place in eastern end of Prospect Lake. The swim course is marked by large, highly visible buoys (see map for more information). The event has a staggered start with the slower competitors completing the full distance event (400m swim & 5.25km run) going off first. Wave starts are 30 seconds apart. All competitors not completing the full distance event will not start prior to 10 minutes after the first wave. There are two swim distances available.

200m Swim

The 200m swim is located closer to the shore. Competitors in the 200m swim enter the water after the majority of 400m swimmers have started to avoid congestion. The 200m course is inside the 400m course to reduce the incidence of stronger swimmers colliding with weaker swimmers.

(See map #6 for details).

400m Swim

The 400m swim is located slightly further from shore than the 200m swim to reduce the incidence of stronger swimmers colliding with weaker swimmers. Most competitors in the 400m swim enter the water before the 200m competitors to avoid congestion.

(See map #6 for details).

Water Safety Officers paddle around the course a safe distance from swimmers and monitor competitors and offer assistance where necessary. Competitors are expected to be confident swimmers.

Upon exiting the water competitors run to transition on the grass area and put on running shoes before proceeding along the walkway on Links Ave.

Run Leg

Each Lap is 1.75km. Competitors have to choice between 1 lap (1.75km), 2 laps (3.5km) or 3 laps (5.25km).

Turning left onto walkway on Links Avenue.

Turn left turn on walkway at Angels Beach Drive.

Turn hard left onto the shared cycle/walkway (approximately inline with end of Prospect Lake) and continue along walkway around the back of the lake towards Eyles Drive.

Turn left at Eyles Drive.

Turn left at John Sharpe St.

Turn left at shared cycle/walkway towards Links Ave.

Turn left at Links Ave and continue along walkway back to Prospect Lake car park.

(See map #6 for details).

All runners are directed to run on paths/walkways where available keeping to the left. If no path/walkway is available runners are expected to stay on the far right hand side of the ride paying careful attention to any local traffic. All competitors are made aware that they must not interfere with traffic.

Traffic and Transport Management for Aquathlon

Risk & safety management

The Traffic Management for Aquathlon events is minimal as most of the running is along footpaths/ cycleways. Where competitors have to run along the road they are instructed to run on the far right hand side of the road to allow for a better visual of any oncoming traffic

Marshals: Marshals are not used during aquathlon events.

Signage

Signs will be erected along adjacent roads advising of the event in progress at least 30 minutes prior to the event start time.

Parking

Special parking is not required. There are adequate designated parking areas near the event.

Impact on/of Public transport

Public transport is not impacted and will not impact the event.

Traffic management requirements unique to this event.

There are no unique traffic management requirements for this event. Competitors are directed to comply with all road rules. Competitors are made aware that that they are not to interfere with traffic and that traffic will not be stopped during the event.

Minimising impact on non-event community and emergency services.

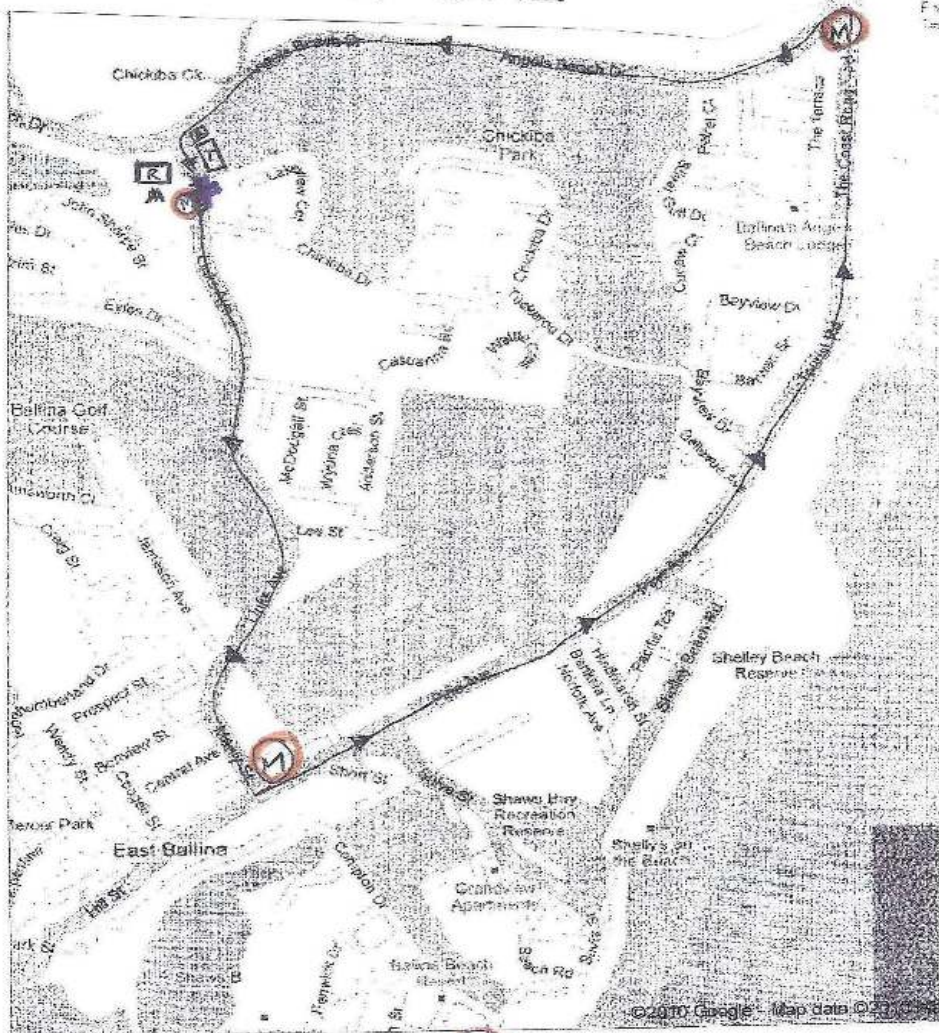
Access for local residents, businesses, hospitals and emergency vehicles: In the event of emergency services requiring access to the area while a race is in progress the race will be stopped by officials. As there is no road closures in place during these events the disruption to local residents will be minimal, if any.

Risk Management – Traffic

- Public Liability insurance arranged. Certificate of Currency is attached

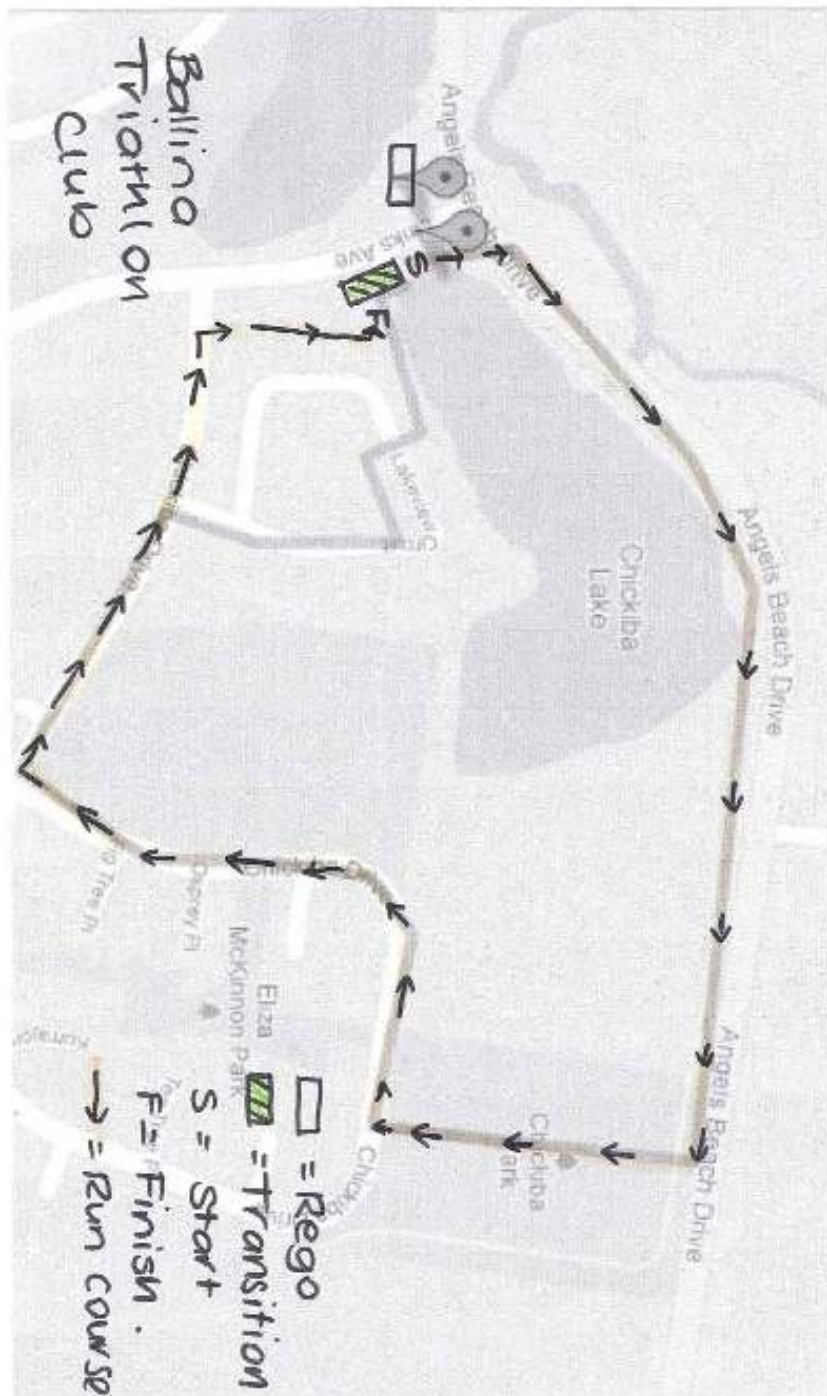
- Other interested parties**
- Application to NSW Police has been sent
- Application to TriNSW has been sent
- Fire Brigade of NSW to be notified
- NSW Ambulance Service to be notified
- Ballina District Hospital to be notified

Map #3. Cycle course – Prospect Lake for Time Trial and Triathlons



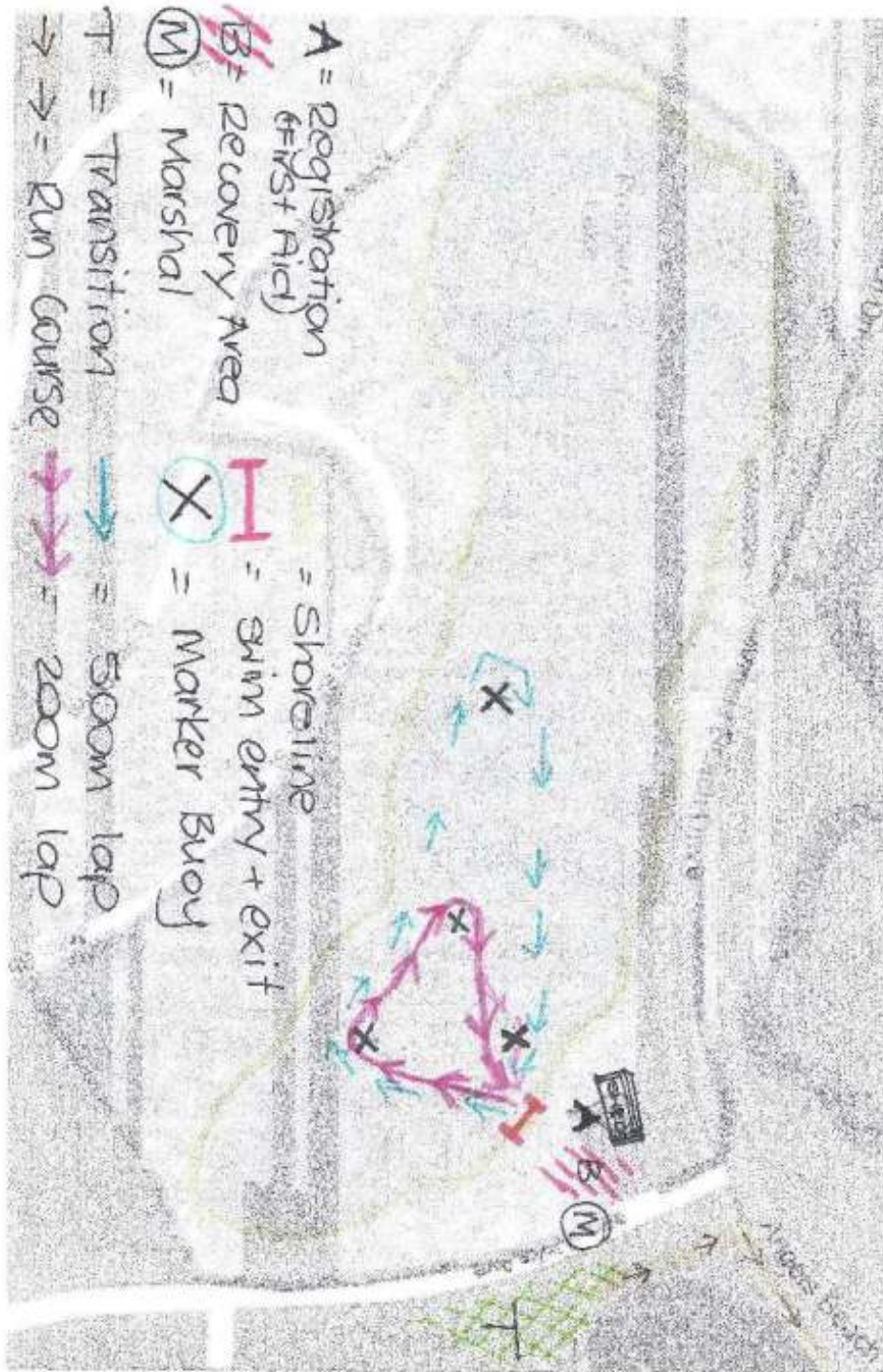
R = registration
T = transition
★ = Race Start / Finish
M = marshal
A = aid station
Map #3

Map 4 Triathlon Run Course – Prospect Lake



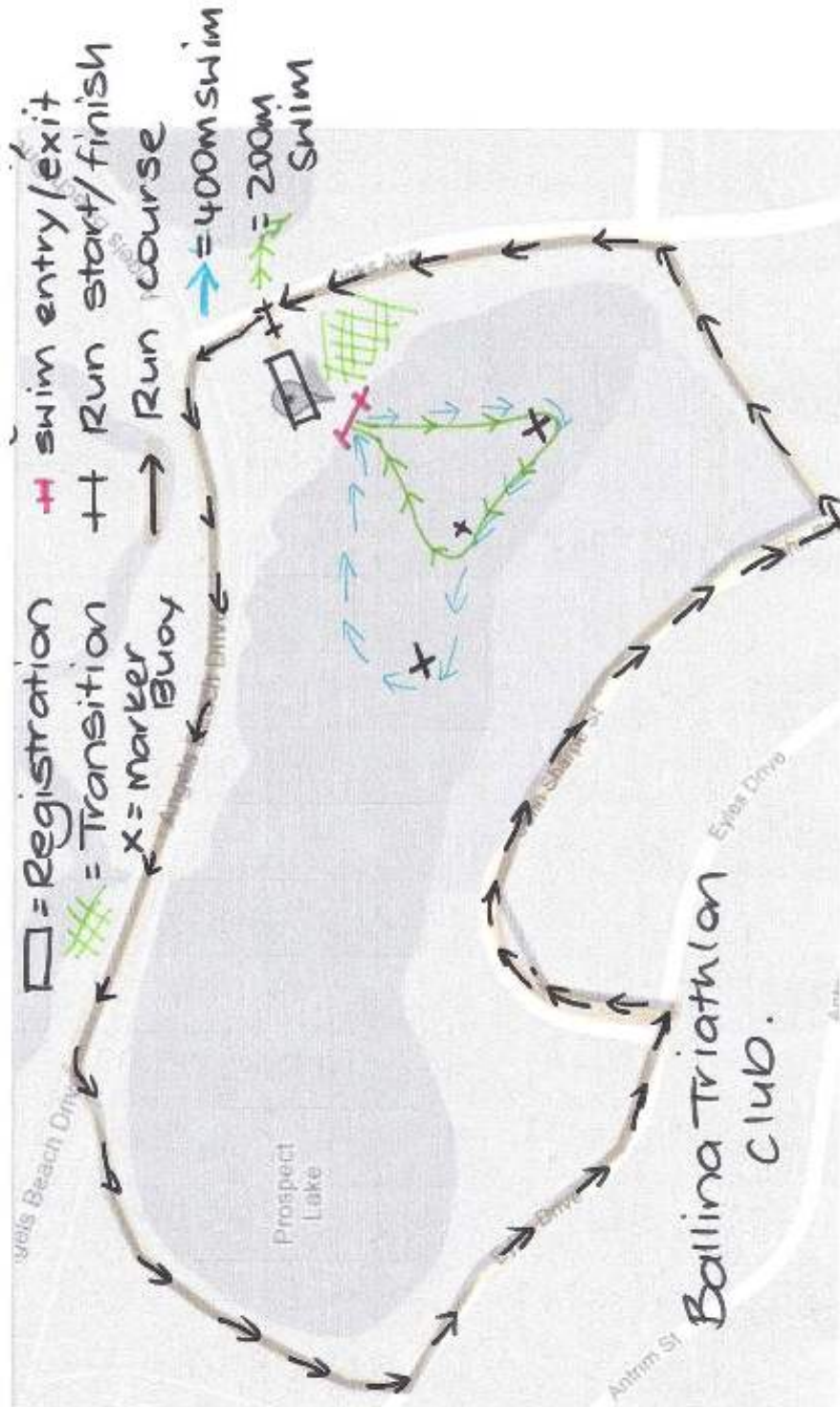
Ballina Triathlon Club
Event Application
2011-2012

Map # 5 Triathlon Swim Course – Prospect Lake



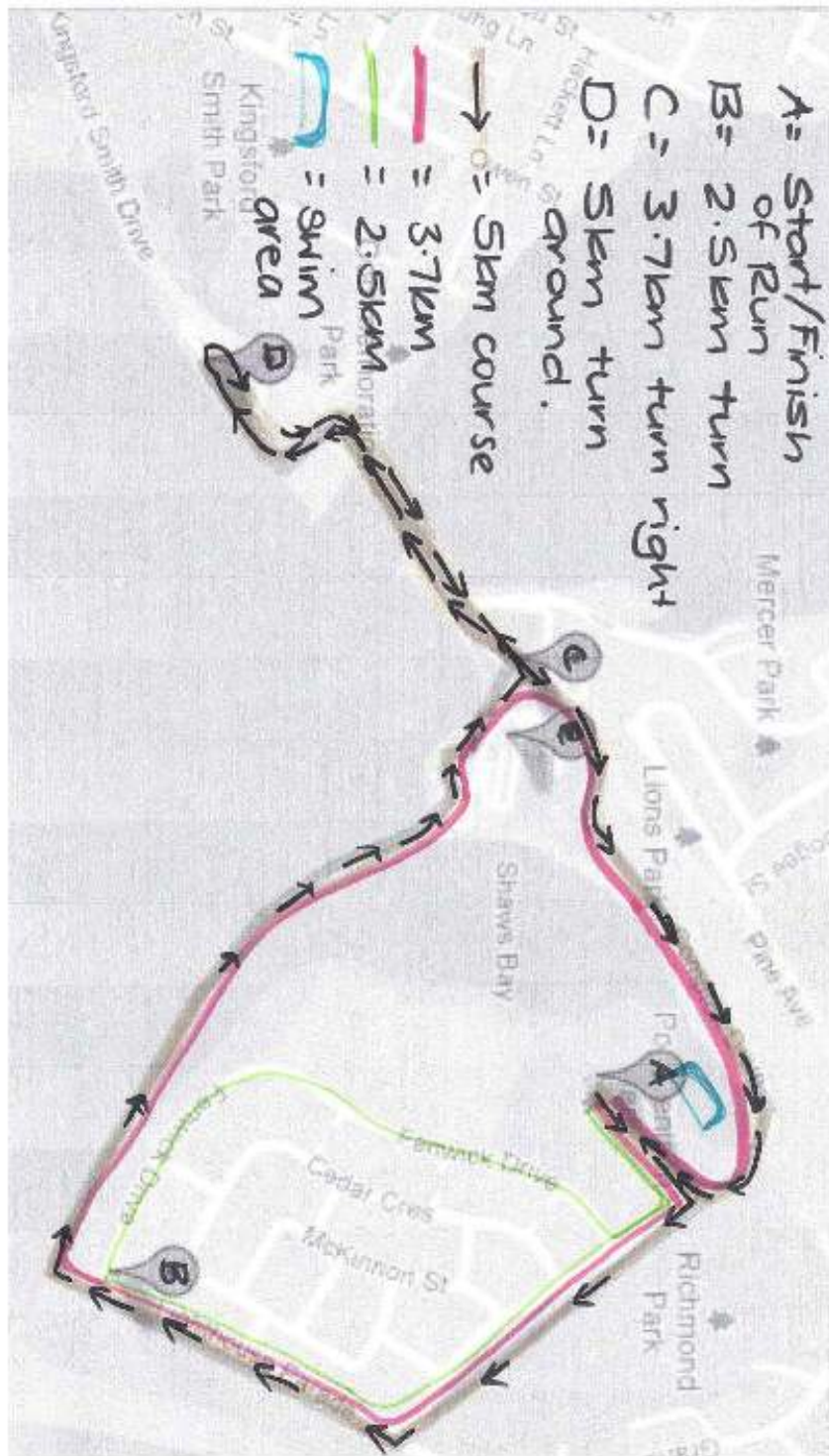
Ballina Triathlon Club
 Event Application
 2011-2012

Map 6 Aquathlon Course – Prospect Lake



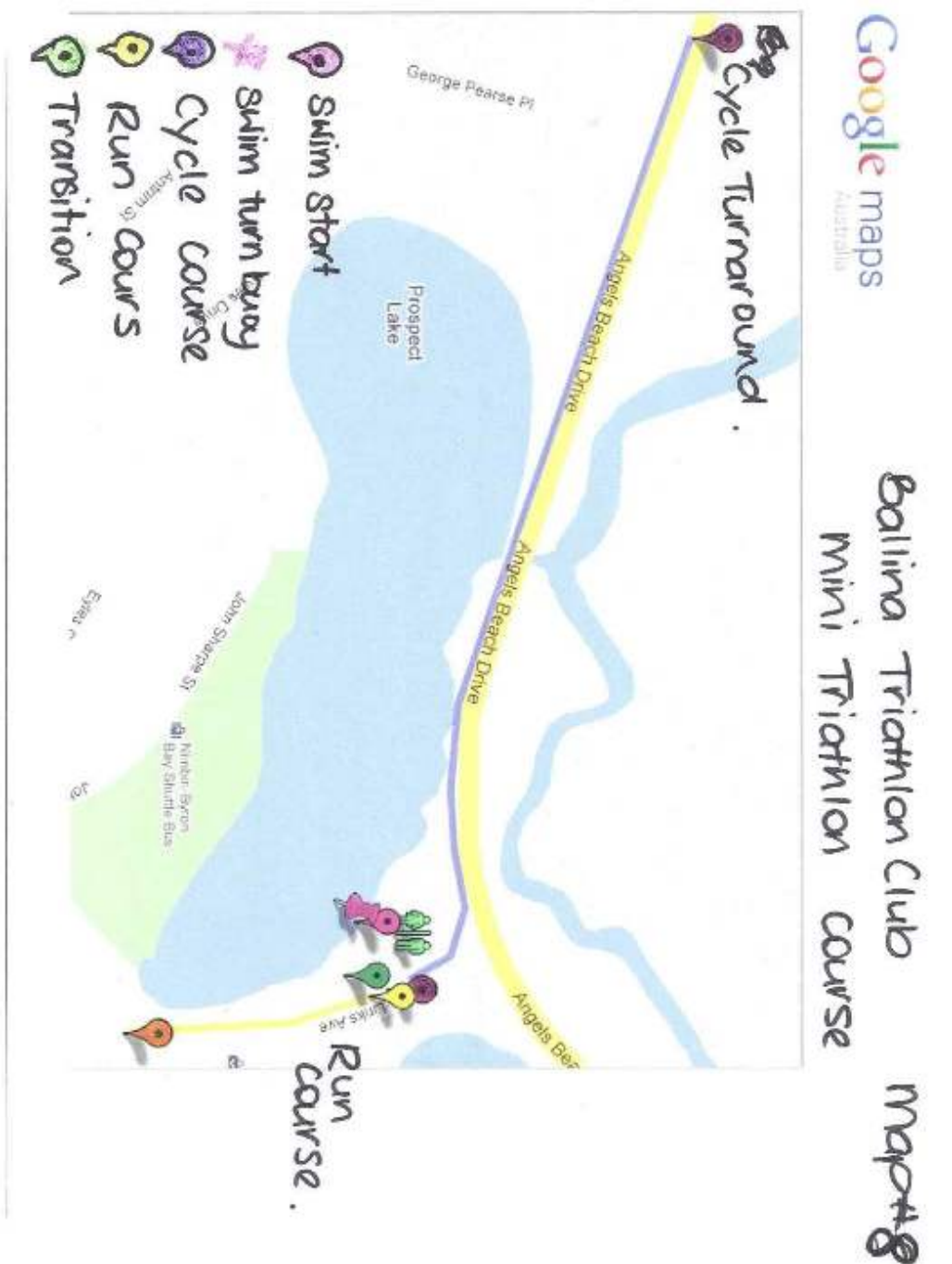
Ballina Triathlon Club
Event Application
2011-2012

Map 7 Aquathlon Course – Shaw's Bay



Ballina Triathlon Club
Event Application
2011-2012

Map 8 Mini Triathlon Course – Prospect Lake



Ballina Triathlon Club
Event Application
2011-2012

6.11.10-2 Speed Review Pimlico Road
Request from Civil Services

Introduction

Ballina Shire Council currently has a number of speed reviews under way within our Shire. In keeping with the roads being reviewed, it is proposed that Pimlico Road be reviewed.

Information

Pimlico Road is a rural road beginning at Wardell and terminating near the Pacific – Bruxner Highway intersection. At Wardell the posted limit is 100km/h. At the Pacific Highway there is no posting but relies on the unwritten rule about turning into a road that is not posted being the default limit 100km/h coupled with Drive to Conditions.

The road geometry along Pimlico Road changes from a two lane wide seal (with no centre marking) to a single width seal half way towards Wardell.

There are no curve advisory signs or driving aids along the alignment.

Recommendation

That the Committee recommend referral to the RTA to undertake a Speed Zone Review of Pimlico Road.

6.11.10-3 Request School Drop Off- Pick Up Zone – Ballina Public School
Request from Ballina Public School (Doc No. 1865391)

Introduction

Ballina Public School has written to Council seeking approval for the establishment of a Drop Off- Pick up Zone.

Information

Ballina Public School is oriented to be predominantly serviced from Crane Street. This school is constructed in two campuses, each fronting Crane Street but Bisected by Martin Street. The School refers to each campus as either east or west.

The School wishes to establish a Drop Off – Pick Up Zone on Crane Street for each campus (east and west).

The site has been inspected and the school consulted over the prospective locations. During the inspection consideration was given to parent queuing. Each Campus shall be detailed below.

Eastern Campus

This campus has a large bus bay on Crane Street. The school has indicated that the length of bus bay is not required for operation of the school and concurs to reduce the bus bay length.

Inspecting the site, the bus bay can be shortened from an east to west direction by 25m. This region could then become the operational zone of the Drop Off – Pick Up area. To the east of this location (where the kerb steps out towards the road centreline) is a length of kerb that may be used as a storage area for the parents awaiting their turn to pick up their children. The length of this zone can be up to 40m long without interfering with Crane Street Traffic.

The school concurred with this proposition.

Western Campus

This campus is more constrained with opportunities to service the Drop Off – Pick Up Area. The key factor in selection of the Drop Off – Pick Up zone is spacing of trees along Crane Street. There were three possible locations that may have serviced the zone.

The first was mid block between two trees. This location did not allow a large degree of lateral shift to facilitate the zone before tapering out to meet the Crane Street travel lanes. Additionally as this was mid block there was a large percentage of sight line shielding of the zone.

The second was near the internal car park gates. This option provided a greater storage length and more lateral deviation than the above proposal. It also provided a guaranteed clear zone as the exit to the zone would correlate with the internal driveway access.

The third location is in the region of the corner of Crane and Martin Streets in front of the school office. There are no trees in this region. It has good sight lines from the eastern campus and Martin Street southbound. The location also allows visibility from Martin Street northbound and Crane Street eastbound.

This location allows the servicing of at least three vehicles at one time and allows good separation between the zone and through traffic.

Line marking would be required to be undertaken to delineate this zone. The region in question is currently unsealed and may require sealing (should the Committee see fit).

This region is currently operating as an impromptu pick up set down area with school visitors. Whilst inspecting the options vehicles parked in this area, went to the office and returned to their vehicle shortly after.

The schools preference is for option 3. Council has made the school aware that they may be responsible for the cost of sealing this area. The school agreed in principle as the direct benefit was an improvement to children : vehicle interaction.

The school has been advised of the requirements for the functioning of a Drop Off – Pick Up Zone and has been offered the resources of Council to provide technical advice should the school require it in the establishment of the system.

RTA proforma's have been forwarded to the school for mail out should the proposal be successful. The School has been introduced into the requirements of the zones and understands their obligations in order for this project to be successful.

Recommendation

1. That the Committee recommend to Council's delegate support to establish a Drop Off – Pick Up Zone on Crane Street at the Eastern Campus of Ballina Public School which comprises the following:
 - a. Shortening the bus zone by 25m from east to west.
 - b. Erecting signage for a Drop – Off Pick Up Zone in the above area.
 - c. Provision of 40m parallel parking adjacent to the Eastern Campus on Crane Street.

2. That the Committee recommend to Council's delegate support to establish a Drop Off – Pick Up Zone on Crane Street at the Western Campus of Ballina Public School which comprises the following:
 - a. Establishment of a Drop Off – Pick Up Zone in front of the Western Campus Office on Crane Street.



View of site location Western Campus Intersection of Martin and Crane Street.

Agenda – Local Traffic Committee – 12 October 2011
Item 6 - Items to be Referred to the General Manager's Delegate





6.11.10-4 Request Pedestrian Crossing – Isabella Drive
Request from Xavier Catholic College (Doc No.1876340)

Introduction

Correspondence has been submitted by Xavier College seeking erection of a pedestrian crossing in Isabella Drive.

Information

Isabella Drive separates two schools; Xavier Catholic College and Holy Family Primary College. Contained in Isabella Drive are two speed humps that are painted white. Both humps align with either a school gate or a pedestrian pathway.

There is a pedestrian path situated on the north-eastern boundary of Xavier Catholic College. This path links Killarney Crescent through to the Primary School. The alignment of the corridor is straight with no curves.

The school writes with concern over road user confusion relating to these speed humps. The letter describes how pedestrians are proceeding onto the road without looking. They also describe how some vehicles stop at these points to allow pedestrians through.

The school seeks to modify one of these speed humps to that of a pedestrian crossing.

Resulting from this request a warrant assessment was conducted by counting the number of vehicles and pedestrians within two one hour periods immediately before and after school. Analysis considered the following; Normal warrant, Special warrant and Reduced Warrant.

The warrants are as follows:

- Normal Warrant, PV > 60, 000 with more than 30 pedestrians and 500 vehicles three hours in any one day.
- Special Warrant, PV > 45,000 with more than 30 pedestrians and 500 vehicles three hours in any one day (with justification).
- Reduced Warrant, more than 30 school age children and more than 200 vehicles in the hour before and after school on any one day.

The results are as follows:

Time	High School	Primary school	Primary (Accompanied)	Adults	Cars
8-9am	13	21	3	5	214
9-10am	0	1	0	1	43
2:30-3:30pm	14	33	3	8	136
3:30 -4:30pm	0	0	0	0	63

Based on the information in the above table this location does not qualify for a marked crossing.

It is recognised that there is confusion over who has right of way in this area. To clarify this modification to the footpath network needs to be undertaken. The road alignment cannot be altered and the road construction possesses traffic calming (speed humps). In this location vehicles have right of way over pedestrians. This needs to be reinforced through devices and appropriate signage.

The greatest percentage of problems arise from pedestrians (cyclists included) proceeding across the road without either looking or slowing. This behaviour needs to be modified.

To manage the above behaviour it is proposed that offset pedestrian fencing be installed on either side of Isabella Drive on the greater pedestrian network. The fences should be constructed such that they overlap thereby directly obscuring pedestrian movements.

To inform the pedestrians erection of a Watch for Traffic (W8-Q06) may be affixed to the fence panels. It should be noted that this is a special sign typically reserved for trails as it has no reflectivity. The intention of this sign is to inform trail users of an upcoming road condition. The proposed use of this sign is in keeping with the intent of the sign.

RECOMMENDATION

That the Committee recommend installation of pedestrian fencing and Watch For Traffic signage on the pedestrian network adjoining Isabella Drive.

Agenda – Local Traffic Committee – 12 October 2011
Item 6 - Items to be Referred to the General Manager's Delegate



6.11.10-5 **Request Traffic Control – Cawley Close**
Request from Resident (Doc No.1887499)

Introduction

A resident has written to the RTA concerning traffic behaviour in front of Alstonville High School. The RTA has forwarded the letter to Council for consideration under the Local Traffic Committee.

Information

The resident writes about vehicular congestion and pedestrian behaviour in Cawley Close. Cawley Close is a culdesac servicing the high school and the old aged village. Traffic devices in Cawley Close consist of a roundabout and pedestrian refuge. To date there is fencing on the school side abutting the crossing point.

The resident is seeking some permanent treatment or device that is self enforcing.

There are two options that may be used in this area. Both options are non standard but are pitched predominantly to pedestrians.

The first is to erect offset pedestrian fencing opposite the school and to affix on both sides of the street (on the fencing panels) Watch for Traffic (W8-Q06) signage.

The second option is the erection of Beware Pedestrians Give Way to Traffic signage on opposite sides of the street crossing point. A copy of the signage is included below.

RECOMMENDATION

That the Committee propose a preference for the erection of Beware Pedestrians Give Way to Traffic signage on opposite sides of the Cawley Close crossing point.





6.11.10-6 Request On Street Parking Extension – River Street
Request from Ballina Yacht Club (Doc No.1888336)

Introduction

A request to extend the parking on River Street near the boat ramp has been submitted to Council.

Information

The Ballina Yacht Club is seeking to extend parking in the region of the River Street boat ramp. Currently the parking terminates at the swimming pool maintenance driveway. Parking in this region is untimed 45 degree rear to kerb.

The extension would comprise a length of 20m which equates to approximately 7 spaces. These spaces shall be the same as River Street with 45 degree rear to kerb for vehicles 6m and under. There shall be a blockout either side of the maintenance drive and it shall be controlled through No Parking signage on either side.

RECOMMENDATION

That the Committee recommend support for the extension of 45 degree rear to kerb parking for a distance of 20m eastwards of the swimming pool on River Street.



6.11.10-7 Request Parking Controls – Holden Lane/Cherry Street
Request from Civil Services (Doc No.1893808)

Introduction

A request has been made to restrict parking at the intersection of Holden Lane and Cherry Street with a view to increase sight lines in the area.

Information

An assessment of parking controls at intersections of lanes and streets within Ballina Island has been undertaken. The intersections of Cherry Street, Moon Street, Grant Street and Kerr Street with Holden Lane and Winton Lane have been inspected. The majority of these intersections have been signed with parking controls where they are fronted with commercial activities.

The intersection of Holden Lane – Cherry Street is of the same form as those previously sign posted.

It is proposed to erect No Parking signage at the intersection of Holden Lane and Cherry Street. The signage is to be placed in both sides of Cherry Street 5m away from the intersection.

Recommendation

That the Committee inform the General Managers Delegate of support for the erection of No Parking signage at the intersection of Holden Lane and Cherry Street with the signage placed in both sides of Cherry Street 5m away from the intersection.

Agenda – Local Traffic Committee – 12 October 2011
Item 6 - Items to be Referred to the General Manager's Delegate



Agenda – Local Traffic Committee – 12 October 2011
Item 7 - Items for Traffic Engineering Advice

Delegation: Councils often require advice on, or investigation of options for, difficult traffic problems. Council may also wish to consider traffic issues, which are outside the Delegation (eg; installation of speed limits or traffic control signals). As these problems or issues do not require the exercise of delegated functions at that point in time (though they may or may not require it in the future) they should not be dealt with as formal items by the LTC.

Council may take advantage of the knowledge and experience of the LTC members to help them to resolve or clarify an issue. When wishing to utilise the expertise of the LTC members in this manner, Council could either include items on the agenda under a separate Informal Items section or produce a separate agenda.

7.11.10-1 Daley Street Traffic Calming – Adjoining Main Street Roundabout
Request from C-Ward. (Doc No. 1859653)

Introduction

A request from C-Ward has been lodged to monitor the calming (“crossing”) between Freeborn Park and E A Brown Park. An additional request was to determine if the region met the warrants for a shared zone.

Information

Earlier this year construction work occurred in Daley Street forming part of the CBD upgrade. The works consisted of footpath work (paving, landscaping and the like) and roadwork. Part of this roadwork incorporated the installation of traffic calming across a pedestrian movement path. To date there has been confusion between the motorist and pedestrians/cyclists as to who gives way to whom.

Council has received a large number of complaints/concerns over this section of pavement and to date Council has been monitoring the situation.

As an interim measure stencilling of the footpath (Look ->)was undertaken to try and clarify the situation.

Placement of this type of traffic calming commonly leads to confusion. An example where this has occurred elsewhere is in the town of Toowoomba, Queensland. Calming was placed along the frontage of a heritage theatre (stage shows). Toowoomba City Council has iterated a solution to this problem and resulted in an effective treatment measure. On top of the bollards adjacent to the pavement is a custom sign stating “ Beware: Pedestrians Give Way to Vehicles”. A copy of this signage has been included below.

In order to determine which warrant was satisfied for this region field data was undertaken. The recorded data separated primary and secondary school children, adults, accompanied children and vehicles. The data is attached below:

Time	High School	Primary school	Primary (Accompanied)	Adults	Cars
8:00 to 9:00 am	41	16	0	32	462
9:00 to 10:00 am	0	2	0	69	360
2:30 to 3:30pm	21	18	3	62	363
3:30 to 4:30pm	44	13	7	76	418

The warrants to be considered are as follows:

- Normal Warrant, PV > 60, 000 with more than 30 pedestrians and 500 vehicles three hours in any one day.
- Special Warrant, PV > 45,000 with more than 30 pedestrians and 500 vehicles three hours in any one day (with justification).

- Reduced Warrant, more than 30 school age children and more than 200 vehicles in the hour before and after school on any one day.
- Shared Zone. The ratio of vehicles to pedestrians is required to be considered. If there is a significant percentage of vehicles with a low number of pedestrians compliance will be problematic.

Analysing

Normal Warrant

- 89 people x 462 cars = 41,118 (This is less than the required 65,000)
- 71 people x 360 cars = 25,560 (This is less than the required 65,000)
- 104 people x 363 cars = 37,752 (This is less than the required 65,000)
- 140 people x 418 cars = 58,520 (This is less than the required 65,000)

This does not meet the requirements for a normal warrant pedestrian crossing.

Special Warrant

- 89 people x 462 cars = 41,118 (This is less than the required 45,000)
- 71 people x 360 cars = 25,560 (This is less than the required 45,000)
- 104 people x 363 cars = 37,752 (This is less than the required 45,000)
- 140 people x 418 cars = 58,520 (This is less than the required 45,000)

This does not meet the requirements for a special warrant pedestrian crossing.

Reduced Warrant

- This is not adjacent to a school and as such does not meet the guidelines for a school crossing.

Shared Zone

- 89 people, 462 cars = 20% pedestrians 80% vehicles
- 71 people, 360 cars = 20% pedestrians 80% vehicles
- 104 people, 363 cars = 28% pedestrians 72% vehicles
- 140 people, 418 cars = 33% pedestrians 66% vehicles

The ratio of pedestrians to vehicles is 1/5th. Contained in the requirements for a shared zone 10km/h is the requirement that a high percentage of pedestrians to vehicles be present to be self enforcing. In this situation the ratio of vehicles to pedestrians is heavily in the vehicles favour and is therefore not recommended as the passage of vehicles greatly outweighs the needs/desires of the pedestrians.

There is another option that may be utilised, that of the high pedestrian activity area. This zone has a reduced speed limit of 40km/h and is suited to commercial/CBD areas where there is a constant percentage of pedestrian movements that need to be considered throughout the whole day but do not require traffic to halt in the presence of a pedestrian.

This zoning is present in Main Street Alstonville but terminates short of the Daley Street traffic calming. Use of traffic calming devices is supported in a high pedestrian activity area.

A proposal to address the confusion in this area is to extend the high pedestrian activity area 40km/h to the eastern intersection of Daley Street – Wardell Road. This has the benefit of a reduced speed environment. Secondly it is proposed to retrofit the kerb side bollards (on each side of Daley Street) with similar pedestrian information signage similar to that which Toowoomba is using. Beware, Pedestrians Give Way to Vehicles.

RECOMMENDATION

1. That the Committee advise Council to extend the Shared Zone of Daley Street to the intersection of Daley Street – Wardell Road.
- 2.
3. That the Committee advise Council that the erection of ancillary pedestrian signage (Beware, Pedestrians Give Way to Vehicles) be provided on bollards fronting Daley Street.





7.11.10-2 **Coast Road Speed Review – Angels Beach to Pat Morton**
Request from RTA. (Doc No. 1884816)

Introduction

Correspondence has been received from the RTA seeking Councils feedback on an ongoing speed review of the Coast Road between Angels Beach and Pat Morton lookout.

Information

The RTA has undertaken an assessment of the stretch of road from Angels Beach Drive to Pat Morton Lookout. The initial findings of the review are to reduce the speed limit in this length of road from 100km/h to 80km/h. The RTA has investigated available sight lines at both Headlands Drive and Skennars Head Road and has reviewed the accident statistics of the area (taking into account recent black spot roadworks).

The RTA has also considered the speed environment and the current speed zone postings.

The RTA has presented this item for informal discussion at this months Traffic Advisory Committee.

RECOMMENDATION

That the Committee support the proposal and present it for public comment at the next Council Meeting.

8.11.10-1 **Road Safety Officers Report**

To be tabled at the meeting.

Conclusion

That the above information is submitted for the information of the Committee.

8.11.10-2 Coast Road Detours During Coast Road Stabilisation Works

Earlier this year a section of The Coast Road between Pat Morton Lookout and Lennox Head Roundabout failed and caused both structural and geotechnical damage to The Coast Road.

Council has undertaken geotechnical assessment and design to stabilise this section of road. Repair work will require the full width of The Coast Road and necessitates the need to re-route traffic around the site.

During construction, detours shall be setup around the area. Local access to the residences between Pat Morton and Skennars Head Road shall be provided but access through to Lennox Head will not be possible as a large volume of earthworks is required to be undertaken at the fail site.

A Traffic Control Plan has been attached. Note that all signs are temporary.

The works shall be undertaken in two stages. Though the exact commencement date for Stage 1 is currently unknown it is anticipated that the works shall start soon and are projected to be completed before Christmas 2011. Stage 2 is envisioned to be constructed without the need for Coast Road closure but should the need arise the same Traffic Control Plan as Stage 1 shall be used. Stage 2 is estimated to begin late January 2011.

To inform motorists Variable Message Signs have been erected (4 October 2011) for the duration of works. There are three VMS signs in use.

One on Kerr Street containing the following text:

- <Byron Bay>
- <Lennox Head>
- <Via Pacific Highway>

The second, north of Angels Beach Drive roundabout at Flat Rock containing the following text:

- <Changed Traffic Cond's>
- <Lennox Head B Bay>
- <Detour Ahead>

The third on The Coast Road north of Ross Lane (facing southbound motorists) containing the following text:

- <Coast Road Closed>
- <South Lennox Head>
- <Access South via Highway>

It is considered that a VMS between Ross Lane and Byron Street, Lennox Head is superfluous as the Lennox Head catchment (comprising of local residents) has been advised at Flat Rock on the way home from work.

The Sign to the north of Ross Lane provides the driver with suitable travel time to determine the desired travel route and provide the opportunity to use the Pacific Highway.

Conclusion

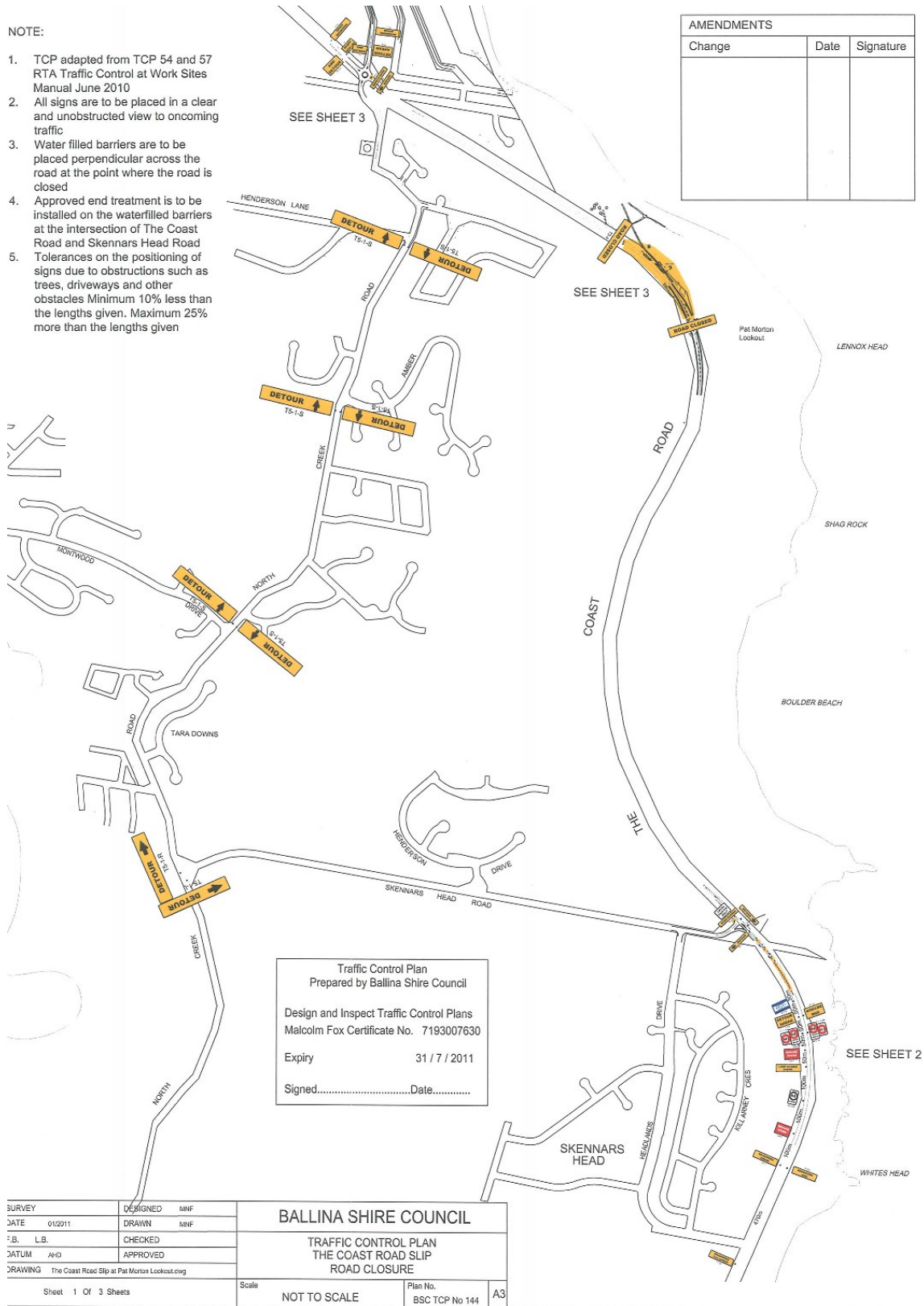
That the above information is submitted for the information of the Committee.

Agenda – Local Traffic Committee – 12 October 2011
Item 8 - Information of the Committee

NOTE:

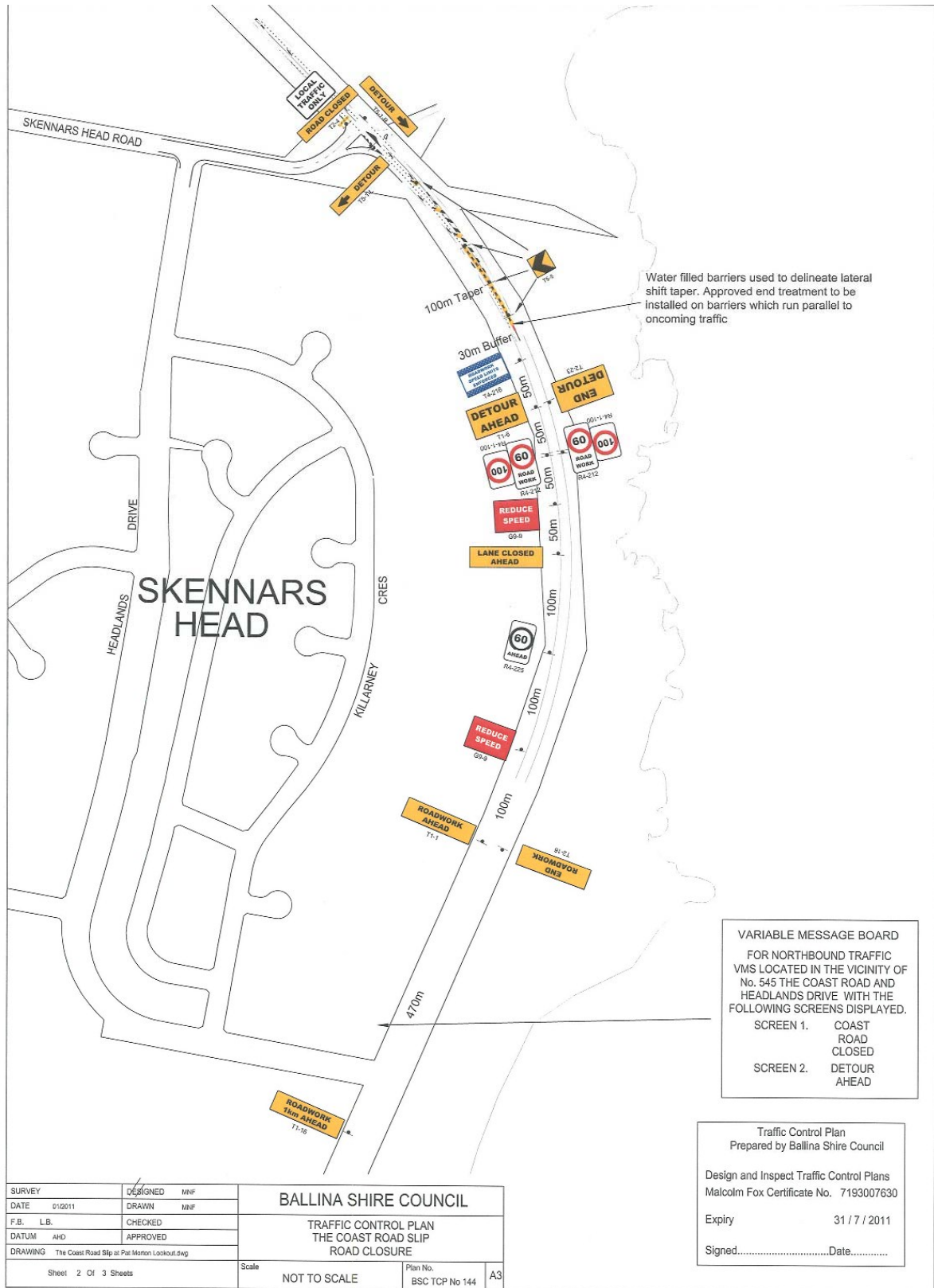
1. TCP adapted from TCP 54 and 57 RTA Traffic Control at Work Sites Manual June 2010
2. All signs are to be placed in a clear and unobstructed view to oncoming traffic
3. Water filled barriers are to be placed perpendicular across the road at the point where the road is closed
4. Approved end treatment is to be installed on the waterfilled barriers at the intersection of The Coast Road and Skennars Head Road
5. Tolerances on the positioning of signs due to obstructions such as trees, driveways and other obstacles Minimum 10% less than the lengths given. Maximum 25% more than the lengths given

AMENDMENTS		
Change	Date	Signature

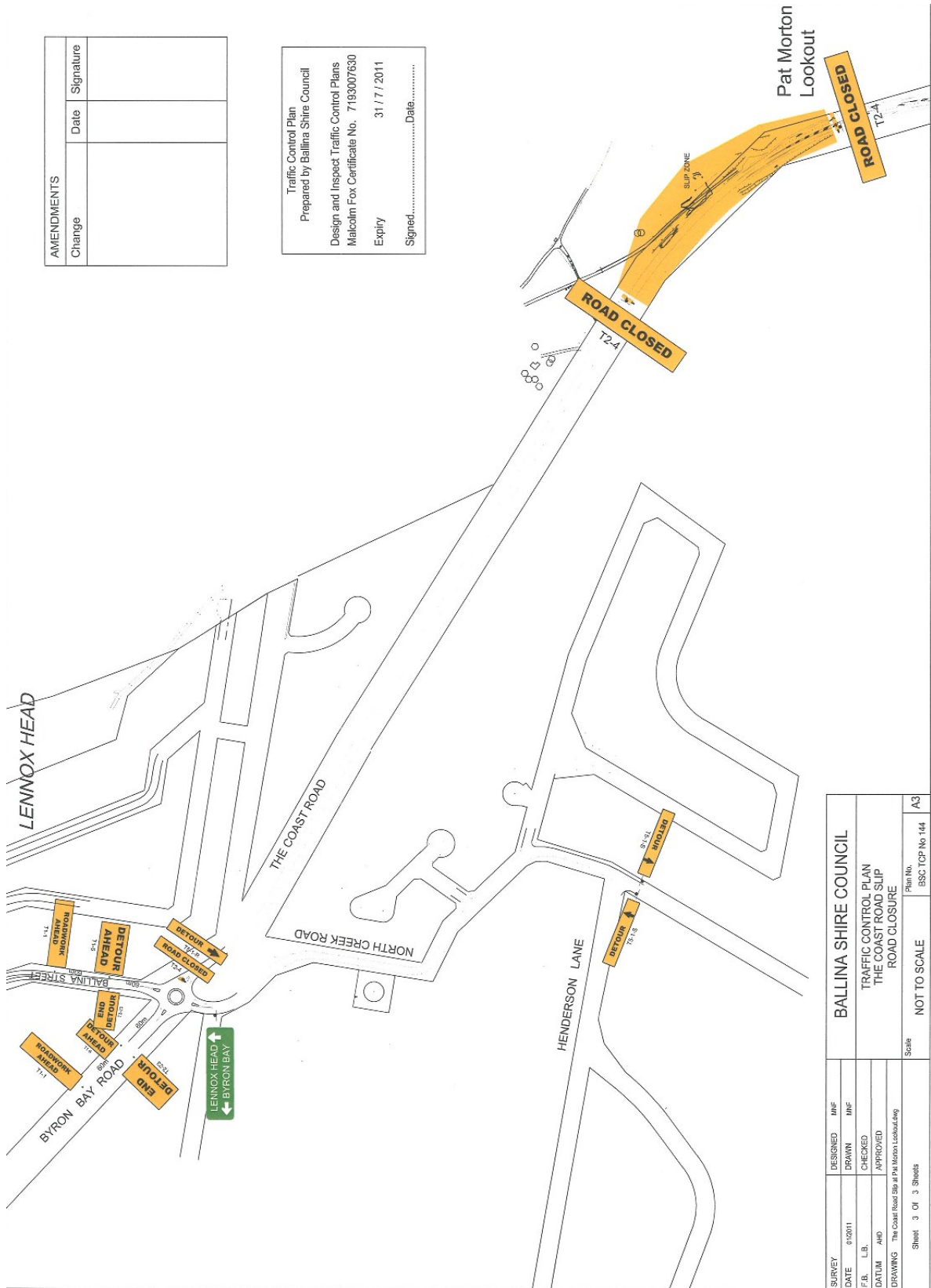


SURVEY		DESIGNED	MINF	BALLINA SHIRE COUNCIL TRAFFIC CONTROL PLAN THE COAST ROAD SLIP ROAD CLOSURE
DATE 01/20/11		DRAWN	MINF	
F.B. L.B.		CHECKED		
D/TUM AND		APPROVED		
DRAWING The Coast Road Slip at Pat Morton Lookout.dwg				
Sheet 1 Of 3 Sheets		Scale	Plan No.	A3
		NOT TO SCALE	BSC TCP No 144	

Agenda – Local Traffic Committee – 12 October 2011
Item 9 - Regulatory Matters on Classified Roads (GM's Delegate)



Agenda – Local Traffic Committee – 12 October 2011
Item 9 - Regulatory Matters on Classified Roads (GM's Delegate)



AMENDMENTS	
Change	Signature

Traffic Control Plan
 Prepared by Ballina Shire Council
 Design and Inspect Traffic Control Plans
 Malcolm Fox Certificate No. 7193007630
 Expiry 31/7/2011
 Signed.....Date.....

SURVEY		DESIGNED	INF
DATE	0/2011	DRAWN	INF
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DATUM	AHD	APPROVED	
DRAWING The Coast Road Slip at Pat Morton Lookout			
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Sheet 3 Of 3 Sheets		Plan No.	BSC:TCP No 144
		A3	

8.11.10-3 The Avenue Pedestrian Infrastructure
Update from Civil Services

Introduction

This work was previously presented to the Traffic Committee as Item 5.11.08-2 where the Committee concurred with the provision of a pedestrian refuge design on the Avenue.

Subsequent to this meeting community consultation and further design iterations have ensued.

Background Information

The installation of a formalised pedestrian crossing point had been identified by both the community and Pedestrian Access and Mobility Plan (PAMP) as a priority for construction.

Currently the intersection of Main Street and The Avenue is an uncontrolled pedestrian route for children attending the neighbouring schools.

At peak times, the number of vehicles using this intersection results in congestion with pedestrians intermingling with vehicles.

Following from when the item was presented to the Local Traffic Committee community consultation was undertaken. During an on-site meeting with a Bus company it was found that the left turn out of The Avenue was non compliant as the bus crossed the Main Street centreline. Additional consultation with residents indicated a preference for a manned school crossing in order to limit the number of lost car parks resulting from previous crossing designs.

The RTA was contacted to determine the specifications for a Crossing Supervisor and received the following advice:

As discussed, the approval for a school crossing supervisor (SCS) is dependant upon a site meeting established criteria which are available on the RTA web site. The School Crossing Supervisor program is a state-wide program that contributes to the safety of infants and primary school students. It does this by providing School Crossing Supervisors to help them use the crossing facilities on roads adjacent to schools, or the nearest crossing facility.

The RTA assesses sites to determine their eligibility for a School Crossing Supervisor. Requests for a School Crossing Supervisor need to be submitted in writing to the RTA by the School's Principal. The request needs to be signed by the Principal and include details of the crossing being nominated for a School Crossing Supervisor. The RTA will assess the nominated site against set criteria. For a site to be eligible for a School Crossing Supervisor it must meet the following criteria:

- *The site must have an existing children's crossing, pedestrian crossing (zebra) or combined crossing (children's and zebra).*
- *The crossing must be used by infant and/or primary school children.*
- *The site must be located within a 40km/h school zone.*
- *The crossing must be used by a minimum of 50 unaccompanied infant and/or primary school children per hour across a road carrying 300 passenger car units per hour within the morning and afternoon school zone times. Heavy vehicles over three tonnes (empty) are counted as two passenger car units.*
- *The site must be considered a safe working environment for a school crossing supervisor.*

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The suggested site in question on The Avenue would not meet the RTA criteria as it is not adjacent to the school and no crossing is located at the site. If a crossing facility was installed, for safety of the children & the SCS, the facility would need to be located some distance from the intersection with Main St. Because of the proximity of the current crossing in Main St and, I would believe, limited vehicle numbers in The Avenue, I could not see this site being recommended for a SCS.

If you have any further questions please contact me

*Ross Maunder
Manager Road User Safety
RTA Northern Region*

From the response above the Children's crossing would have to be located mid block with a minimum of 20m No Parking on the approach and 10m on the departure. It has also been suggested to install a marked pedestrian crossing at the current crossing point at the intersection of Main Street and the Avenue. The location of this proposal results in more congestion than currently exists as vehicles would have to give way to the pedestrian crossing.

During public consultation a warrant assessment was conducted by counting the number of vehicles and pedestrians within two one hour periods immediately before and after school. Analysis considered the following; Normal warrant, Special warrant and Reduced Warrant.

The warrants are as follows:

- Normal Warrant, PV > 60, 000 with more than 30 pedestrians and 500 vehicles three hours in any one day.
- Special Warrant, PV > 45,000 with more than 30 pedestrians and 500 vehicles three hours in any one day (with justification).
- Reduced Warrant (School Crossing), more than 30 school age children and more than 200 vehicles in the hour before and after school on any one day.
- Reduced Warrant (School Crossing – Crossing Supervisor), more than 50 unaccompanied infant/primary school children and more than 300 vehicles in the hour before and after school on any one day. And it must already possess one of the above crossing forms in place. This warrant is an ancillary use to a crossing.

The results are as follows:

Time	High School	Primary school	Primary (Accompanied)	Adults	Cars
8:00 – 9:00am	42	19	7	19	320
9:00 – 10:00 am	3	4	7	14	191
2:30 – 3:30 pm	0	12	16	18	240
3:30 to 4:30 pm	43	5	2	4	279

Analysing;

Normal Warrant,

- 87 people x 320 cars = 27,840 (This is less than the required 65,000)
- 28 people x 191 cars = 5,348 (This is less than the required 65,000)
- 46 people x 240 cars = 11,040 (This is less than the required 65,000)
- 54 people x 279 cars = 15,066 (This is less than the required 65,000)

This does not meet the requirements for a normal warrant pedestrian crossing.

Special Warrant

- 87 people x 320 cars = 27,840 (This is less than the required 45,000)
- 28 people x 191 cars = 5,348 (This is less than the required 45,000)
- 46 people x 240 cars = 11,040 (This is less than the required 45,000)
- 54 people x 279 cars = 15,066 (This is less than the required 45,000)

This does not meet the requirements for a special warrant pedestrian crossing.

Reduced Warrant (school crossing)

- 61 children, 320 cars (This is greater than the required 30 children and 200 cars)
- 14 children, 191 cars (This is less than the required 30 children and 200 cars)
- 28 children, 240 cars (This is just less than the required 30 children and 200 cars)
- 50 children, 279 cars (This is greater than the required 30 children and 200 cars)

This meets the requirements for a school crossing however it is in an adjoining street and not fronted by the school. Though the warrant is met the installation requirements are not satisfied.

To inform the Committee as to the extent of works a children's crossing would encompass a diagram has been included with this item.

Reduced Warrant (school crossing – crossing supervisor)

- 19 children, 320 cars (This is less than the required 50 children and 300 cars)
- 4 children, 191 cars (This is less than the required 50 children and 300 cars)
- 12 children, 240 cars (This is less than the required 50 children and 300 cars)
- 5 children, 279 cars (This is less than the required 50 children and 300 cars)

This does not meet the requirements for a school crossing – crossing supervisor.

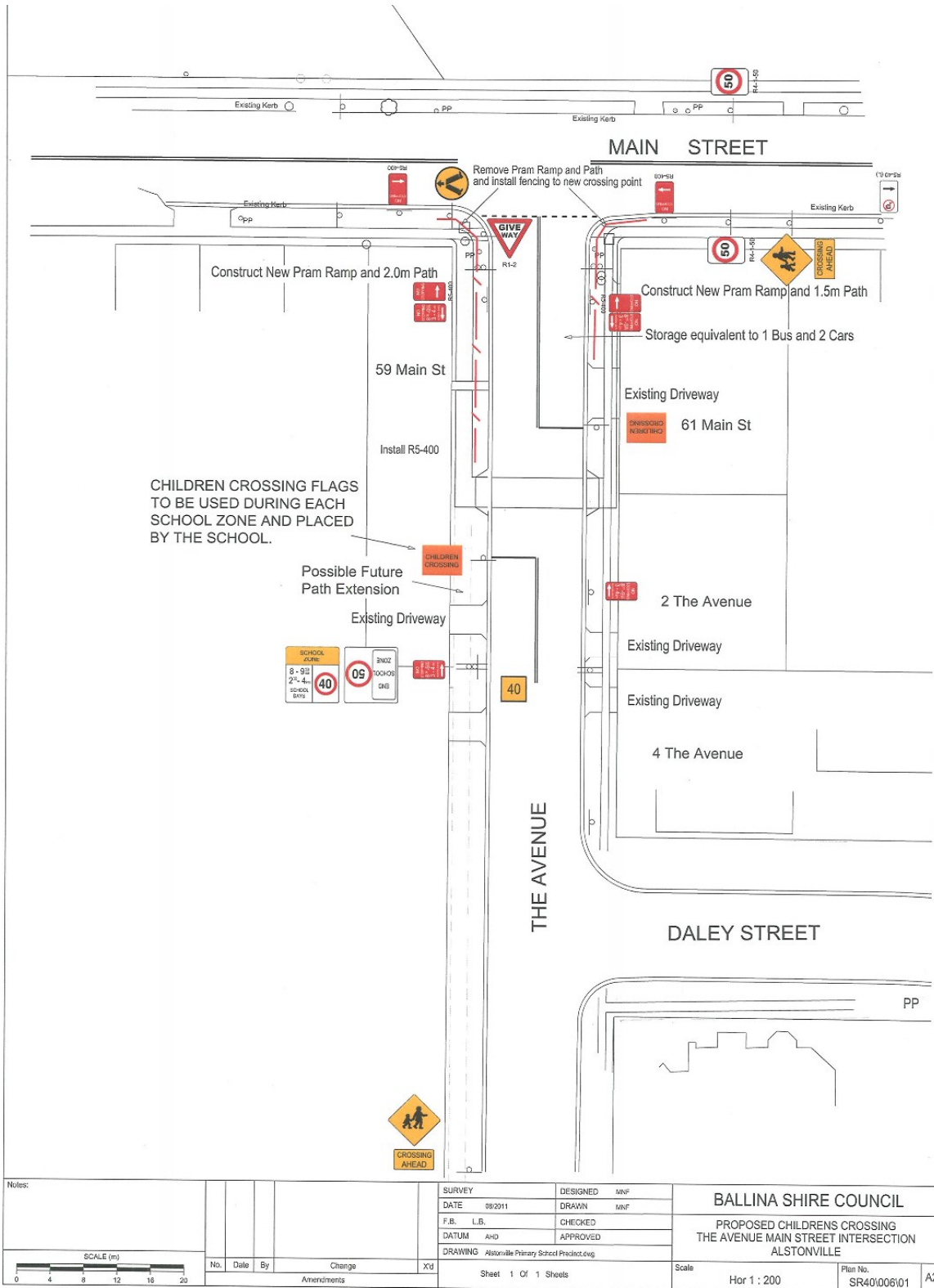
It is also proposed to extend the current 2 hour parking from 8.30 am to 5.00pm Monday to Friday in Main Street CBD to The Avenue and along the Eastern side of The Avenue to Daley St. This is a modification that was not considered in the previous Committee item.

A copy of the latest design is included to inform the Committee of the design changes and the change of parking control in the Avenue. The Committee need not concur or provide comment on this item as the intent of these works are in keeping with those previously considered by the Committee in August 2011.

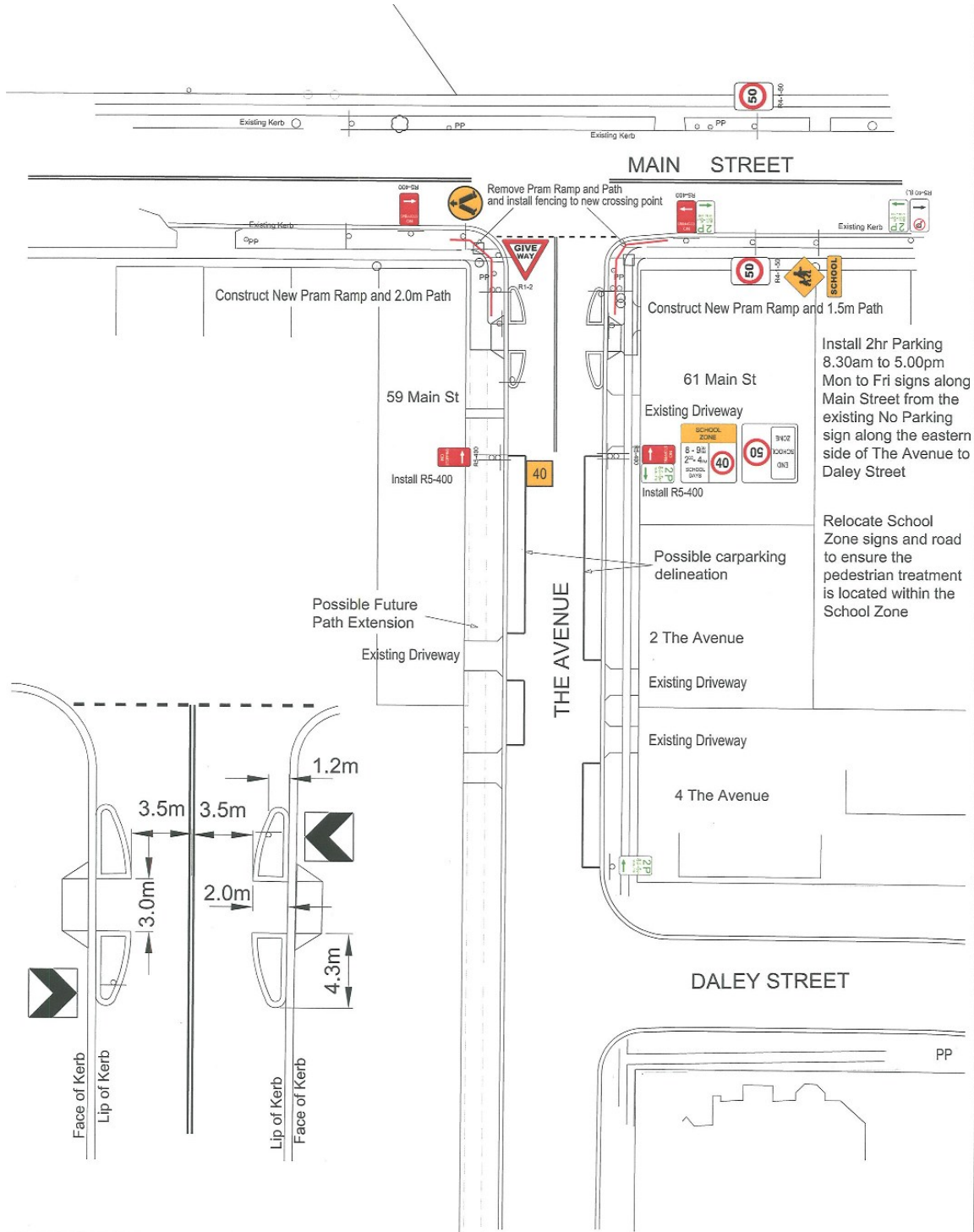
RECOMMENDATION

That the Committee receive and note the report.

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Item 8 - Information of the Committee



Agenda – Local Traffic Committee – 12 October 2011
Item 8 - Information of the Committee



Notes:		SURVEY _____ DESIGNED MNF DATE 08/2011 DRAWN MNF F.B. L.B. CHECKED _____ DATUM AHD APPROVED _____ DRAWING Alstonville Primary School Precinct.dwg		BALLINA SHIRE COUNCIL PROPOSED PEDESTRIAN TREATMENT THE AVENUE MAIN STREET INTERSECTION ALSTONVILLE	
SCALE (m) 		No. _____ Date _____ By _____ Change _____ Amendments _____		Sheet 1 of 1 Sheets Scale Hor 1 : 200 Plan No. SR40/006/01 A2	

8.11.10-4 Provision of Fatal Crash Reports to Local Government
Correspondence from RTA (Doc No. 1876944)

Introduction

Correspondence has been received from the RTA advising Council of a system whereby Local Councils are supplied with information shortly proceeding a fatal accident.

Councils usually receive RTA finalised data twice per year advising of accidents that occur within the shire. The timing for this data is typically one year old. This proposed new system notifies Councils of fatal accidents within the current year such that Council may investigate the accident site and undertake preliminary analysis/rectification works.

It is envisioned that the supply of fatal data may provide valuable information that can assist Councils mitigation of future events. The data supplied would not have had time to be validated by the RTA and is considered preliminary.

The receipt of this information is part of an “opt in” process. Ballina Shire Council has signed up for this service.

RECOMMENDATION

That the Committee receive and note the report.