



Notice of Local Traffic Committee Meeting

a Local Traffic Committee Meeting will be held in the Ballina Shire Committee Room, Cnr Cherry & Tamar Streets, Ballina on **Wednesday 9 April 2014 commencing at 10.00am.**

Business

1. Attendance & Apologies
2. Minutes of Previous Meeting
3. Deputations by Members of Public or Councillors
4. Summary Report – Recent Decisions of Council in Response to LTC Recommendations
5. Items to be Referred to Council
6. Items to be Referred to the General Manager's Delegate
7. Items for Traffic Engineering Advice
8. Information of the Committee
9. Regulatory Matters on Classified Roads (GM's Delegate)
10. Items Without Notice
11. Next Meeting

A handwritten signature in black ink that reads 'John Truman'.

John Truman
Group Manager
Civil Services

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

2. Minutes of Previous Meeting

A copy of the Minutes of the Local Traffic Committee Meeting held on Wednesday 12 February 2014 were distributed with the business paper.

RECOMMENDATION

That Council confirms the Minutes of the Local Traffic Committee Meeting held on Wednesday 12 February 2014.

3. Deputations by Members of Public or Councillors

4. Summary Report - Recent Decisions

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

Nil Items

5.1 ANZAC Day 2014 Road Closure - Alstonville

5. Items to be Referred to Council

5.1 ANZAC Day 2014 Road Closure - Alstonville

Introduction

The Returned and Services League of Australia, Alstonville Sub-Branch proposes to undertake the Annual ANZAC Day Parade on Friday 25 April 2014 from Bugden Avenue down Main Street to Elizabeth Brown Park. Written correspondence has been received requesting the road closures and is attached for the information of the Committee.

Information

The ANZAC Day Parade is undertaken annually. For the last 9 years the attached traffic control plan has been initiated detouring traffic down High Street, Commercial Road, South Street and Green Street. Council has supplied the signage which is set up and removed by SES and Fire Brigade volunteers. This has worked well and without incident.

RECOMMENDATION

The Committee recommends to Council that Approval be granted to close Main Street (Bugden Street to Elizabeth Brown Park) Alstonville on Friday 25 April 2014, in accordance with the submitted Traffic Management Plan for duration of the annual ANZAC Day parade.

Attachment(s)

1. Letter from The RSL Alstonville Sub Branch
2. Traffic Control Plan - Alstonville



THE RETURNED AND SERVICES LEAGUE
OF AUSTRALIA (NSW Branch)
ALSTONVILLE SUB-BRANCH

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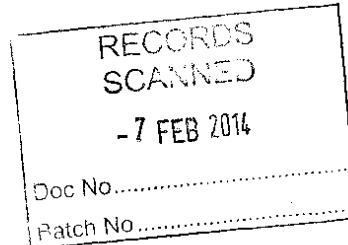
President: Mr. Grahame Gooding OAM 66878243 gooding.gs@gmail.com
Secretary/Treasurer: Mr. Brian Hill 0478691125 brianhill1954@optusnet.com.au

5th February 2014

Ballina Shire Council
PO Box 450
BALLINA NSW 2478

Attn: **Malcolm Fox**

Dear Malcolm,



ANZAC DAY 2014

Alstonville RSL sub-Branch requests that the Traffic Control Plan (TCP) for ANZAC Day in Alstonville be activated on Friday 25th April 2014.

Letters have been dispatched to NSW Police, Alstonville Station, requesting permission for the Public Assemblies and to the Alstonville Wollongbar Rural Fire Services requesting traffic control and medical coverage for the Civic Service. It is anticipated that positive responses will be received.

As part of our preparation for the 2015 Centenary of ANZAC, we intend to make some changes to this years organisation primarily in the street march assembly area near Paddy Bugden VC Memorial. Specifically we request permission to close the following streets by 9.00am;

- Bugden Ave southbound at High St.
- Bugden Ave. northbound at Main St., and
- South St. westbound at Commercial Ave.

These closures will allow the Alstonville RSL organisers to better manage the safety concerns of having the expected large numbers of school children mixing with traffic.

At 9.20am, the remaining closures as per the TCP would be activated

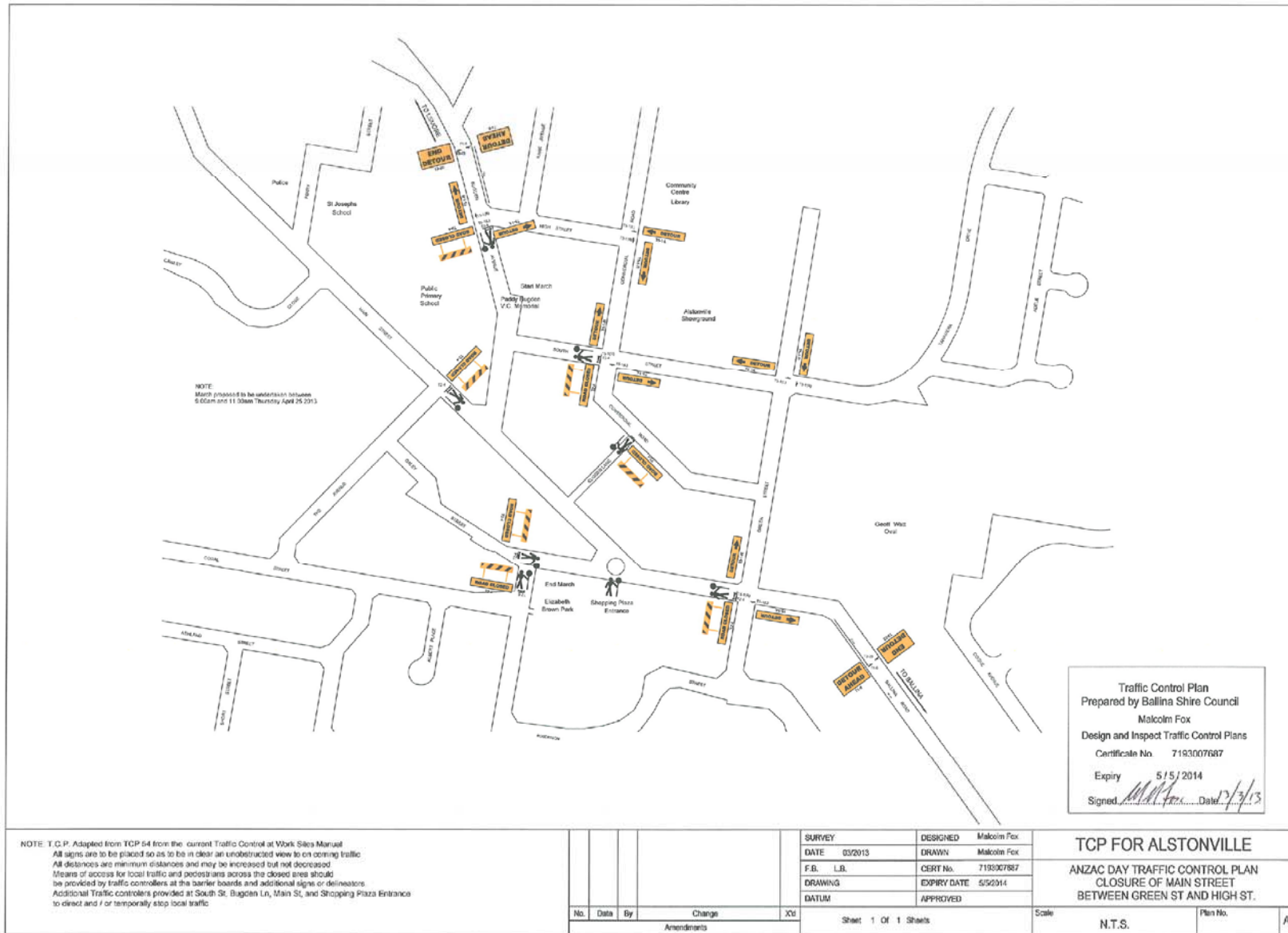
Please contact me should you require any more information.

Yours sincerely,

Brian J Hill
HONORARY SECRETARY

"The Price of Liberty is Eternal Vigilance"
"Lest We Forget"

5.1 ANZAC Day 2014 Road Closure - Alstonville



5.2 ANZAC Day 2014 Road Closure - Ballina

5.2 ANZAC Day 2014 Road Closure - Ballina

Introduction

The Returned and Services League of Australia Ballina Sub-Branch proposes to undertake the Annual ANZAC Day Parade, Friday 25 April 2014 from Martin Street down River Street to Grant Street. Written correspondence has not been received advising of the road closures.

Information

The ANZAC Day Parade is undertaken annually. For the last 9 years the attached traffic control plan has been initiated by closing access to River Street at Martin Street, Cherry Street, Moon Street and Grant Street. Council has supplied the signage which is set up and removed by SES volunteers. This has worked well and without incident. It is also proposed to close Grant Street between River Street and the Richmond River for the Dawn Service.

This year the band will not play from the back of a truck, but will be located on the southern footpath of River Street, adjacent to the signalised pedestrian crossing.

RECOMMENDATION

The Committee recommends to Council that Approval be granted to close River Street (Martin to Grant Streets) Ballina on Friday 25 April 2014, in accordance with the submitted Traffic Management Plan for duration of the annual ANZAC Day parade,

Attachment(s)

1. Letter from RSL Sub-Branch - Ballina
2. Traffic Control Plan - Ballina

THE RETURNED AND SERVICES



President
Mr Bill Moore
Hon. Secretary
Mr C Nicholson
Treasurer
Mr A Morris

LEAGUE OF AUSTRALIA
(New South Wales Branch)
"The Price of Liberty is Eternal Vigilance"
BALLINA SUB-BRANCH
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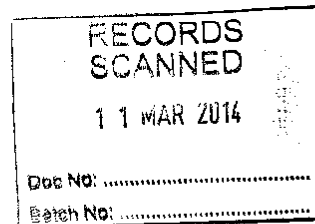
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PATRONS:

Cmdr Rod Fayle, RAN(Ret) *Mr. K Hogan, Member for Page* *Mr D. Page, Member for Ballina*
Cr D. Wright, Mayor of Ballina *Mr Gary Hooley, Chairman Ballina RSL Club Ltd*

Mr Malcolm Fox,
Civil Services,
Ballina Shire Council,
P.O. Box 450,
Ballina,
N.S.W., 2478

10th March 2014



Dear Sir,

Re ANZAC Day 2014

On behalf of the President and members of the Ballina RSL Sub-Branch, I would like to request assistance from the Ballina Shire Council with road blocks, witch's hats, etc for the annual ANZAC Day March on Friday 25th April 2014.

I have enclosed a Timetable of the day and a copy of our current Certificate of Liability.

We await your favourable responses.

Thank you,

Mr C Nicholson
Yours sincerely,

Mr Mr C Nicholson,
Hon. Secretary

Please address all correspondence to the Honorary Secretary

**THE RETURNED & SERVICES LEAGUE OF AUSTRALIA
BALLINA SUB-BRANCH**

ANZAC DAY 2014
Friday 25th April

TIMETABLE

0500 REVEILLE (Fire siren sounds)

0525 FALL IN (at RSL Memorial, Grant St)

0530 DAWN SERVICE (RSL Memorial, Grant St)

0630 BREAKFAST at RSL CLUB (DOWNSTAIRS for General Public, UPSTAIRS
for Ballina RSL Sub-Branch members and partner, ex-service and serving personnel)

0900 BUSES DEPART for PILGRIMAGE TO THE CEMETERY
(from Ballina RSL Club Ltd)

0915 COMMEMORATION SERVICE AT THE CEMETERY (Grandview
St, East Ballina)

1015 MARCH ASSEMBLY (in River St, from Woolworths to Court House)

1030 ANZAC DAY MARCH (from assembly area to RSL Memorial, Grant St)

1055 ANZAC DAY SERVICE OF COMMEMORATION
(RSL Memorial, Grant Street)

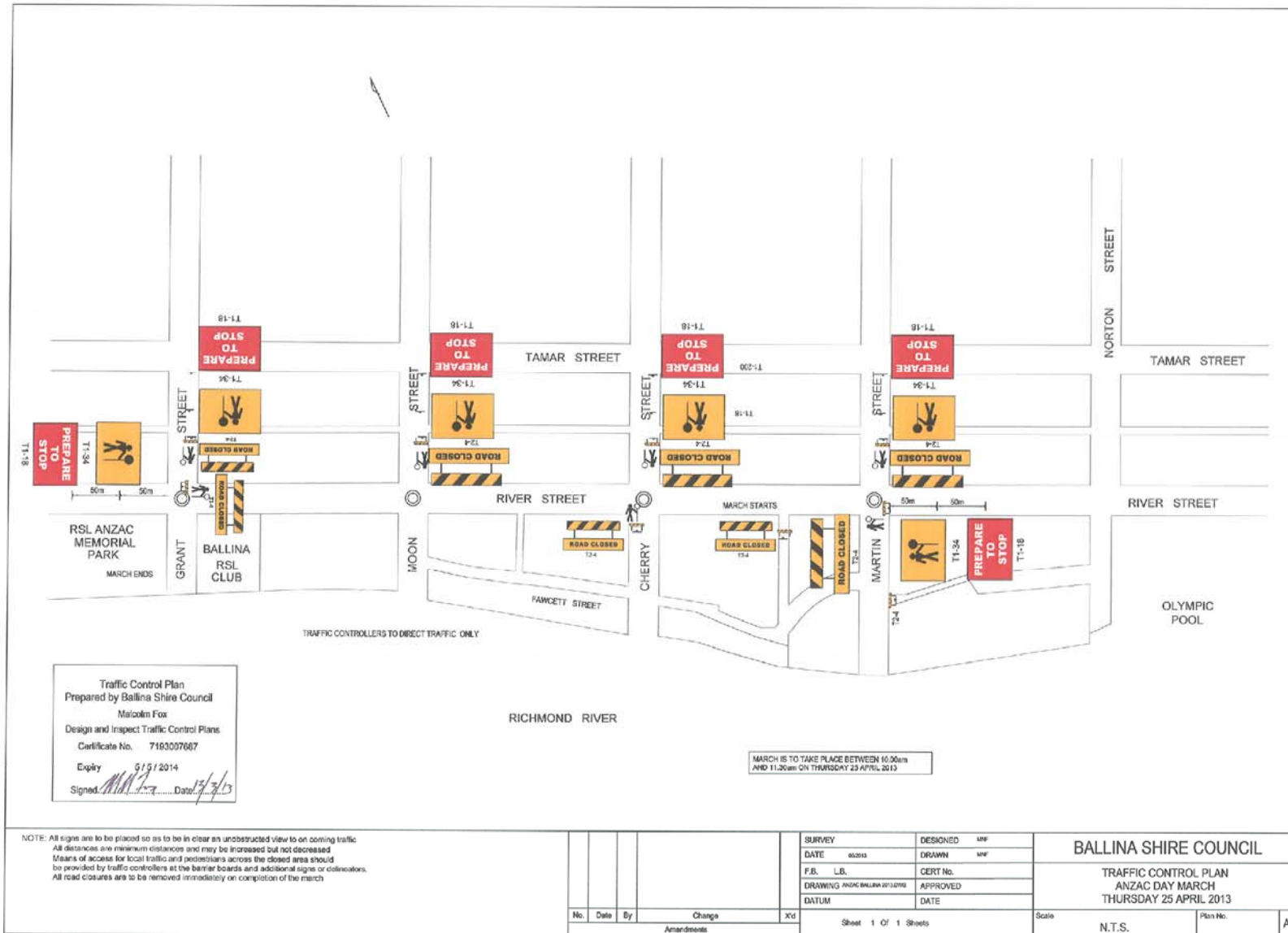
1200 LUNCHEON at BALLINA RSL CLUB (DOWNSTAIRS for General
Public, UPSTAIRS for Ballina RSL Sub-Branch members, Ex-Service and Serving
Personnel)

1400 ANZAC Service at St Andrew's Nursing Home

1430 ANZAC CHEER at the Nursing Wing, RSL LifeCare Ex-Services Home, Bentinck
St, Ballina

"LEST WE FORGET"

5.2 ANZAC Day 2014 Road Closure - Ballina



6.1 Review of Pedestrian Crossing Bentinck Street - Adjacent to Bentinck and Martin Street Roundabout

6. Items Referred to General Manager's Delegate

6.1 Review of Pedestrian Crossing Bentinck Street - Adjacent to Bentinck and Martin Street Roundabout

Introduction

There have been concerns for a number of years regarding the safety of the pedestrian crossing in Bentinck Street Ballina, immediately west of the roundabout with Martin Street due to its proximity to the roundabout and the number of traffic lanes being crossed. The issue has been considered at a number of LTC meetings.

Information

Previous LTC Consideration

This matter has been considered by LTC September 2006. At its meeting held 28 September 2006, Council resolved to adopt the recommendation of the LTC being: "That Council remove the existing pedestrian crossing from Bentinck Street near Martin Street".

The matter was again considered by LTC in April 2011 and August 2011.

The report to August 2011 LTC is reproduced below:

**"Removal of Pedestrian Crossing – Martin / Bentinck Street
Request from Civil Services
Introduction**

September 2006 Report to LTC

"In September 2006 an item was presented at the Local Traffic Committee and in response to this authority to remove the refuge and crossing was provided. The works were not able to be undertaken at this time. It is however now proposed to proceed and confirmation of the previous decision of the LTC is sought.

Background Information

Council is seeking the support of the Traffic Advisory Committee to remove the existing pedestrian crossing located on Bentinck Street, near Martin Street as it does not meet the RTA warrant or current RTA guidelines and consequently may be a danger to pedestrians.

Due to a serious accident in Sydney, where a child was seriously injured, the RTA has requested a state wide examination of all pedestrian crossings that cross more than two lanes of traffic. The RTA have recommended that all such pedestrian crossings be modified so that only

6.1 Review of Pedestrian Crossing Bentinck Street - Adjacent to Bentinck and Martin Street Roundabout

two lanes are crossed, or be removed. Fortunately there is only one pedestrian crossing in Ballina Shire where more than two lanes of traffic are crossed. This crossing is located at on Bentinck, adjacent to Ballina High School, near Martin Street.

Discussion of matter at August 2006 meeting of the Traffic Advisory Committee

During the last meeting of the Traffic Advisory Committee (August 2006), the following comments were made regarding this pedestrian crossing:-

The pedestrian crossing at the intersection of Martin/Bentinck Street was also discussed. Investigations have determined that this crossing does not meet the warrant. RTA Regional Office have recommended that the Traffic Advisory Committee make a decision regarding this crossing. It was noted that this crossing is a cycleway link.

The Committee recommends that a report regarding this crossing be included in the Agenda for the September TAC meeting. The report is to include the RTA warrant and design improvement options.

Investigations

On Tuesday 20 June 2006, Council performed a pedestrian and vehicle count at this crossing and obtained the following results:

Time	No of Pedestrians	No of vehicles
8.00am-9.00am	13	759
9.00am-10.00am	3	575
3.00pm-4.00pm	14	769

According to RTA Guidelines a marked foot crossing is warranted where:-

In three separate one hour periods in a typical day

- i) The pedestrian flow/hour (P) crossing the road is greater to or equal to 30 and*
- ii) The vehicular flow/hour (V) through the site is greater to or equal to 500 and*
- iii) The product PV is greater to or equal to 60,000.*

The pedestrian flow does not meet the warrant at any time during the three time periods. There is insufficient pedestrian demand for this crossing.

As there is no pedestrian accident history at this crossing, the option of modifying the roundabout to comply with current RTA recommendations (ie. so that it only crosses two lanes of traffic) has also been investigated.

The pedestrian crossing is located only 20m from the intersection of Bentinck and Martin Streets. At this intersection there is a two lane roundabout. Due to the close proximity of the two lane roundabout to the crossing it is not possible to

6.1 Review of Pedestrian Crossing Bentinck Street - Adjacent to Bentinck and Martin Street Roundabout

reduce the number of traffic lanes at the crossing and maintain the functionality of the roundabout. Reducing the road width at the crossing could lead to accidents in the roundabout as drivers are forced to merge suddenly. Following the August meeting of the Traffic Advisory Committee, design solutions to the pedestrian crossing have been investigated to no avail. It does not appear possible to reduce the number of traffic lanes crossed by the pedestrian crossing and not adversely impact on the roundabout.

Reason for Referral to Traffic Advisory Committee

Council has delegated authority under the Transport Administration Act to regulate traffic (Roads Act Part 8 Division 2), and can remove an existing pedestrian crossing, provided the decision to remove the crossing is referred to the Traffic Advisory Committee for consideration, and the support of the Traffic Advisory Committee for the removal of the crossing is unanimous.

Further the RTA advises that the removal of a pedestrian crossing must be referred to the Traffic Advisory Committee under Section 116(b) of the Roads Act 1993.

Committee Comment

The Committee is supportive of the removal of the pedestrian crossing. No other option is available in this circumstance. A refuge is not an option as there are two lanes to cross. Laneways and driveways prevent relocation west.

RECOMMENDATION

That Council remove the existing pedestrian crossing on Bentinck Street, near Martin Street."

Note: End embedded September 2006 LTC Report within August 2011 Report.

Recent Information (for August 2011 LTC)

In April 2011 the above was resubmitted to the Traffic Committee as an out of session item. Feedback from that meeting was mixed with the Police concurring for the removal but the RTA requested re-investigation of the matter, determination of warrants, users and replacement structure.

It has been determined that the ratio of pedestrians to vehicles have not significantly changed to that reported above. The RTA also enquired of disabled/mobility impaired users. Ballina island has a large percentage of motorised scooters using our footpath system. The crossing may be used by disabled/mobility impaired pedestrians.

The RTA has since issued a Technical Directive in June 2011 addressing Pedestrian Refuges. This directive allows the installation of a pedestrian refuge where pedestrians cross two lanes of traffic.

The proposed works for this crossing include the removal of the pedestrian crossing line marking and associated signage and leaving the break in the splitter island. By retaining the break in the island it complies with pedestrian refuge requirements.

6.1 Review of Pedestrian Crossing Bentinck Street - Adjacent to Bentinck and Martin Street Roundabout

It is proposed to consult with Ballina High School prior to reporting this matter to Council.

RECOMMENDATION

That the Committee approve removal of the pedestrian crossing, and associated signage, at the intersection of Bentinck and Martin Streets and retain the central refuge."

Note: End August 2011 Report.

August 2011 LTC Recommendation:

- "1. That a new pedestrian vehicle count be undertaken and that THE PEDESTRIAN COUNT DATA DISTINGUISH THE NUMBERS OF PRIMARY AGE CHILDREN TO SECONDARY.*
- 2. That further to the above, the pedestrian warrant assessment consider the reduced warrant provisions*
- 3. That the warrant information be returned to the committee for consideration."*

25 August 2011 Council Meeting Resolution:

"That a new pedestrian 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".

Information for April 2014 LTC Meeting

The August 2011 counts are tabulated below:

Period	Children	Adults	Cars	
8am - 9am	34	7	724	
3pm - 4pm	37	14	881	

Austrroads Guide to traffic Management - Part 6 - Intersections, Interchanges and Crossings (2013) advises Table 8.2, that Pedestrian (Zebra crossing) is "not suitable for multi-lane or arterial roads".

The RMS Austrroads Supplement (July 2013) further advises

Page 8 and 9:

"NSW practice does not permit Pedestrian (Zebra) Crossings on roads with 2 or more marked travel lanes in same direction. This also applies to roads with 2 unmarked travel lanes in the same direction, ie where vehicles can pass other vehicles travelling in the same direction."

"RMS practice for numerical warrants for Pedestrian (Zebra) Crossings:

6.1 Review of Pedestrian Crossing Bentinck Street - Adjacent to Bentinck and Martin Street Roundabout

i) Normal Warrant:

A pedestrian (Zebra) Crossing is warranted where:-

In each of three separate one hour periods in a typical day

- (a) the pedestrian flow per hour (P) crossing the road is greater than or equal to 30 AND
- (b) the vehicular flow per hour (V) through the site is greater than or equal to 500 AND
- (c) the product PV is greater than or equal to 60,000

ii) Reduced Warrant for sites used predominantly by children and by aged or impaired pedestrians.

If the crossing is used predominantly by school children, is not a suitable site for a Children's Crossing and in two counts of one hour duration immediately before and after school hours:-

- (a) $P \geq 30$ AND
- (b) $V \geq 200$

A pedestrian (Zebra) Crossing may be installed.

If at least 50% of pedestrians using the crossing are aged or impaired and for each three one hour periods in a typical day:-

- (a) $P \geq 30$ AND
- (b) $V \geq 200$ AND
- (c) $PV \geq 60,000$

A pedestrian (Zebra) Crossing may be installed"

In regards to this crossing, it complies with the numerical warrant, but does not comply with the single lane criteria.

Further guidance is given in AS1742.10

"6 PEDESTRIAN CROSSING (ZEBRA)

6.1 Purpose and safe operation

The purpose of the pedestrian crossing (zebra) is to time separate pedestrians and vehicular traffic by assigning priority to pedestrians using the crossings. The existence of a pedestrian on the crossing imposes a legal requirement on vehicular traffic to give way to the pedestrian.

Safe operation of a pedestrian crossing (zebra) is dependent upon the driver being able to see both a pedestrian on or about to use the crossing and the signs and markings associated with the crossing in time for the vehicle to be able to be stopped if necessary to give way to the pedestrian. This requires attention to the placement of the crossing if in the vicinity of curves, intersections or other roadway features likely to obstruct sight. It also requires

6.1 Review of Pedestrian Crossing Bentinck Street - Adjacent to Bentinck and Martin Street Roundabout

that adequate sight distance be provided to pedestrians at or near the kerbside and about to use the crossing."

The close proximity of the roundabout to the subject crossing causes a compromised sight distance for both pedestrians and motorists. Vehicles approaching the crossing from the roundabout can come from three different travel paths, further reducing pedestrian ability to adequately perceive possible conflicts.

Pedestrian (Zebra) crossings assign priority to pedestrians. Risk may be increased if the perception of priority reduces pedestrian caution in accessing possible conflicts before entering a crossing. Particularly where sight and stopping distance is compromised.

Public Consultation

At the time of the August 2011 LTC a number of representations were made, mostly from school representatives requesting retention of the pedestrian crossing. They were advised that the pedestrian crossing would not be removed without consultation with the schools.

Options:

1. Remove the pedestrian crossing, and associated signage, at the intersection of Bentinck and Martin Streets and retain the central refuge.
2. Relocate the pedestrian crossing further west to a mid block location.
3. Leave the crossing in place.

Discussion of Options:

1. Remove the pedestrian crossing, and associated signage, at the intersection of Bentinck and Martin Streets and retain the central refuge.

Advantages

- Pedestrians can still use this route which closely aligns with the natural desire line of north south pedestrian traffic
- The configuration of the crossing and pedestrian refuge aligns with Austroads and standards.
- Removes a non conforming and potentially dangerous multi-lane pedestrian (zebra) crossing
- Risk of accident should be reduced as the loss of pedestrian priority will encourage pedestrians to take more caution and responsibility before crossing at this location.

Disadvantages

- Pedestrians will have a perceived loss of amenity by losing priority at the crossing
- The absence of the marked crossing may encourage some motorists to take less care regarding potential pedestrian conflicts.

6.1 Review of Pedestrian Crossing Bentinck Street - Adjacent to Bentinck and Martin Street Roundabout

2. Relocate the pedestrian crossing further west to a mid block location

Advantages

- Provides a legally enforceable priority for pedestrians crossing Bentinck Street
- May enhance the perception of pedestrian amenity

Disadvantages

- The mid block location is not on the pedestrian desire line, will be seen as inconvenient and will encourage unlawful crossing closer to the roundabout
- The unlawful crossing closer to the roundabout may be partially controlled by pedestrian fencing constraining pedestrians to the proscribed route, however such fencing is likely to be compromised on the north side of Bentinck Street by unavoidable penetrations by driveways and a lane

3. Leave the crossing in place

Advantages

- Provides a legally enforceable priority for pedestrians crossing Bentinck Street
- May enhance the perception of pedestrian amenity
- Is located on the pedestrian desire line

Disadvantages

- The existing crossing does not conform to Austroads/RMS guidelines regarding multi lane crossings and is potentially unsafe
- This is an area where sight and stopping distance is compromised and if pedestrians enforce priority with insufficient regard to these limitations the risk of accident is increased.
- The location of the existing marked pedestrian crossing, adjacent to a roundabout is not in accordance with Austroads Guidelines which nominate mid block as the preferred (safer) location.

RECOMMENDATIONS

1. Key stakeholders be consulted and advised that it is proposed to remove the pedestrian crossing, and associated signage, at the intersection of Bentinck and Martin Streets Ballina and retain the central refuge.
2. Removal of the pedestrian crossing be deferred until the completion of this consultation process.

Attachment(s)

6.1 Review of Pedestrian Crossing Bentinck Street - Adjacent to Bentinck and Martin Street Roundabout

1. Aerial View of Bentinck Street Pedestrian Crossing & Roundabout at Martin Street

6.1 Review of Pedestrian Crossing Bentinck Street - Adjacent to Bentinck and Martin Street Roundabout



6.2 Byron Bay Triathlon - Application for Road Closure & Traffic Modifications

6.2 Byron Bay Triathlon - Application for Road Closure & Traffic Modifications

Introduction

An application has been received applying for road closures and traffic modification for the 2014 Byron Bay Triathlon. The cycle course has not changed and is the same as for last year.

Information

The Byron Bay Triathlon is planned to be held on Saturday 10 May 2014 between the hours of 12.00 pm to 4.00 pm.

The triathlon has a bicycle component that originates and returns within the Byron Shire and utilises MR545 (Byron Bay Road) in Ballina Shire. The cyclists will turn around north of Ross Lane. As Byron Bay Road is proposed to be closed, there will be an increased stream of northbound and southbound traffic entering and exiting Ross Lane.

The proposed course route is the same as last years with traffic being redirected via Ross Lane. As per last year, the event organiser is seeking full closure of MR 545 (Byron Bay Road) immediately north of Ross Lane for the duration of the event. This road closure requires Council approval pending the advice of the Local Traffic Committee and risk assessment.

It is proposed for traffic to detour via Ross Lane and proceed in a northbound direction towards Byron Bay via the Pacific Highway. They will then be able to enter Byron Bay via Midgen Flat Road or Bangalow Road. For southbound traffic the majority of traffic will be diverted via Bangalow Road with the small catchment of Suffolk Park being routed via Midgen Flat Road. This redirection of southbound flows should alleviate concentrated flows on a singular road or intersection in the Byron Shire. As Byron Bay Road is proposed to be closed, there will be an increased stream of northbound and southbound traffic entering and exiting Ross Lane. There will be a left turn restriction on Ross Lane for northbound vehicles exiting Ross Lane. Ross Lane will operate as per the standard Pacific Highway detour configuration.

A submitted traffic control plan has been included as well as a risk assessment.

The organisers have advised VMS boards shall be erected one week prior to the event near the Lennox Head roundabout. No special parking is required.

The organisers have advised:

- they will obtain the correct amount of insurance cover, but details have not yet been received.
- the appropriate emergency services in Byron Shire have been notified and traffic controllers will be provided during the event.

6.2 Byron Bay Triathlon - Application for Road Closure & Traffic Modifications

In regard to the above two dot points a further request for information was made to the organisers, requesting confirmation and evidence of insurances and advice that relevant emergency services in Ballina Shire have also been notified. The response to this request for information is an attachment to this report.

RECOMMENDATION

The Committee support the approval for the road closures of MR545 (Byron Bay Road) from 12:00 pm to 4:00 pm Saturday 10 May 2014, subject to the event being held in accordance with the submitted Traffic Control Plan, provision of evidence of appropriate insurance and satisfactory arrangements being made with appropriate Ballina Shire providers of emergency services.

Attachment(s)

1. Response from Organisers of Triathlon to Request for Information
2. 2014 Byron Bay Triathlon - Traffic Control Plan

6.2 Byron Bay Triathlon - Application for Road Closure & Traffic Modifications

From: Byron Bay Triathlon [<mailto:info@byronbaytri.com.au>]
Sent: Thursday, 27 March 2014 9:06 AM
To: Patrick Knight; Byron Bay Triathlon
Cc: David Kelly; geor1cha@police.nsw.gov.au; bax11ric@police.nsw.gov.au; Bennett, Simon
Subject: RE: TRIM: Byron Bay Triathlon - Request for Road Closures in Ballina Shire

In regards to the second dot point. The traffic management plans show the signage at the Ross Lane/Coast Road site itself, but do not explain the route options/choices diverted northbound traffic (at the Coast Road/Ross Lane intersection) and southbound traffic (from Byron Shire heading into Ballina Shire) will have to take to get to their original destinations. Further information on these route options and choices would be appreciated. *We provide 'detour to' signage at all intersections as of last year to assist motorists. TTC have these and I will forward the signage which we produced later today. Any further suggestions are welcome and we will produce more signage if required.

In regards to the fifth dot point, will these be available to Council before the Traffic Committee meeting on 9 April 2014? *Unfortunately the insurance COC is produced by Triathlon Australia only after the full permits are granted and the risk management plans are approved, especially given the open water swim and Maritime requirements. We have this in hand and expect the COC within a week.

In regards to the sixth dot point. Have arrangements been made to use these Byron Based services if there is an issue on the Ballina section of the cycle leg? *Byron Police commands are heavily involved including Hwy Patrol. I will ensure via Sgt Chad George that Ballina Police is informed formally and copy you also.

If so please provide evidence of this arrangement. Alternatively you would also need to organise the Ballina police, rural fire services, ambulance etc to attend to emergencies on the day? Please clarify. *I will double check the respective emergency services of the Ballina Shire are on the communication schedule.

**If on the day there is an emergency the simple answer is 'the race stops'. Emergency Services always have right away.

From: Byron Bay Triathlon [<mailto:info@byronbaytri.com.au>]
Sent: Thursday, 13 March 2014 8:26 PM
To: Patrick Knight
Cc: Mike Crawley
Subject: RE: TRIM: Byron Bay Triathlon - Request for Road Closures in Ballina Shire

Dear Patrick

Thank you for the response, I will answer as much as I am able. Many apologies if I have not followed correct procedure, I was just following what happened in 2013 & was not aware that there was an issue with this. I will ask the Race Director to apply directly to you next year in the same way as with Byron Council.

- The times the road closure is requested - from 12pm to 4pm on Saturday 10th May 2014

6.2 Byron Bay Triathlon - Application for Road Closure & Traffic Modifications

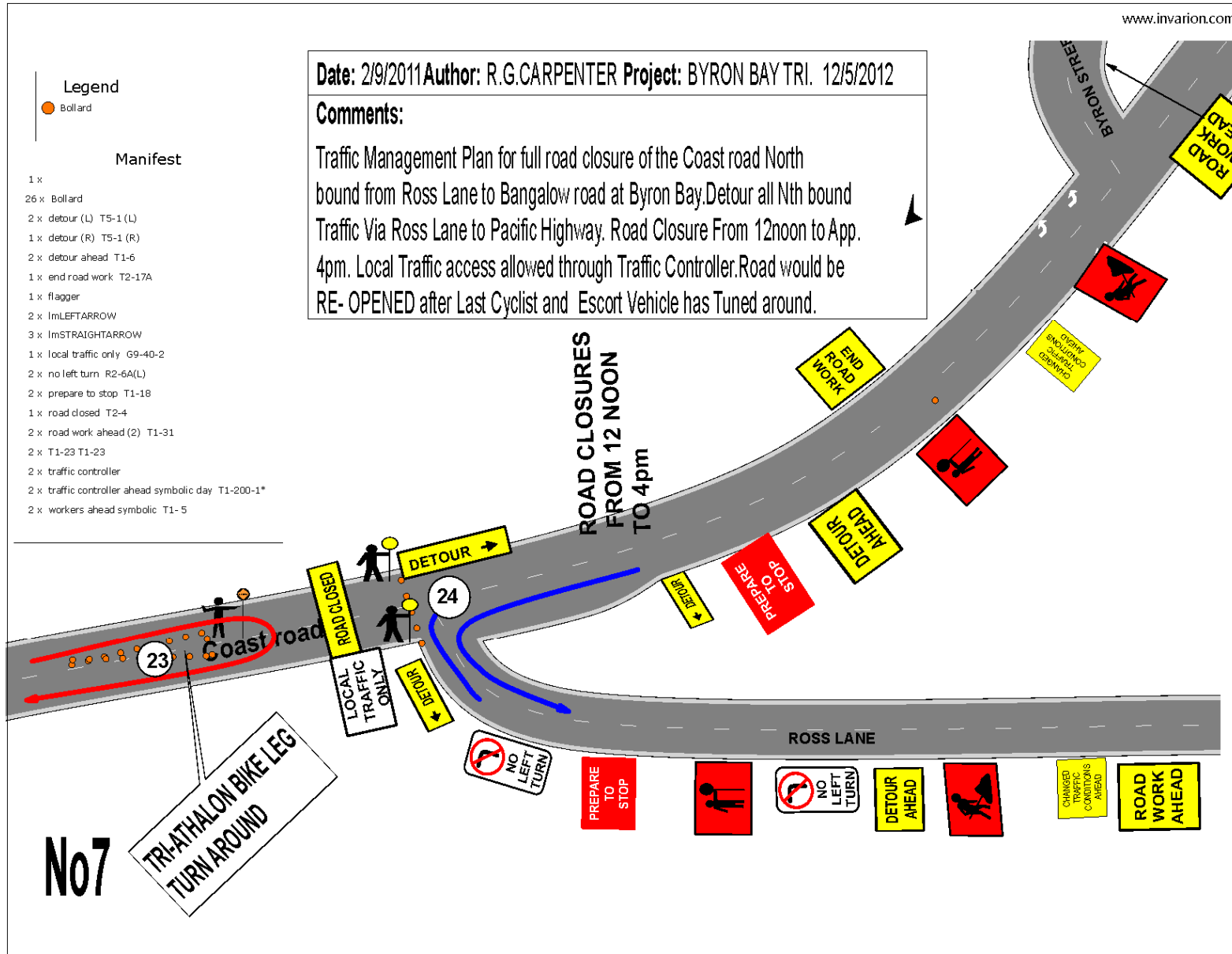
- How the detours will work for diverted northbound and southbound traffic on the Coast Road - this information is to be supplied by Tweed Traffic Control & is provided within the Traffic Plans that have been provided. Please let me know if you need further details.
- Risk assessment - attached
- Contact details for your traffic control personnel during the event - Tweed Traffic Control & Byron Tri Cycle Leg Manager (contact numbers to be supplied closer to the event)
- Details and evidence of your insurance cover. - this comes from Triathlon NSW & has been applied for. A copy will be forwarded to you as soon as we receive it.
- Details and evidence that the correct emergency services have been notified - letters will be sent to Byron Police Station; Byron Hospital; Local Ambulance Service; Rural Fire Service & the local Byron Fire Station 6 weeks prior to the event.
- Details of traffic controllers to be used during the event - Tweed Traffic Control, 02 6674 2754
- Are VMS boards to be erected one week prior to the event near the Lennox Head roundabout? - VMS boards will be erected at the Ross Lane turnoff as per previous years.
- Is any special parking is required? - No

If you require any further information please let me know. Thank you for your assistance.

Regards

Celia McConnell

6.2 Byron Bay Triathlon - Application for Road Closure & Traffic Modifications



6.3 Removal of Part Bus Stop Zone and Lengthen School Drop Off / Pick Up Zone – Crane Street, Ballina

6.3 Removal of Part Bus Stop Zone and Lengthen School Drop Off / Pick Up Zone – Crane Street, Ballina

Introduction

The Bus Stop and Drop Off/Pick Up Zones in the vicinity of Ballina Public School were reviewed by the LTC 12 October 2011. Further requests have now been received to increase the length of the Drop Off/Pick Up Zone in Crane Street, east of Martin Street by reducing the length of bus stop zone.

Information

The LTC meeting of 12 October 2011 recommended:

- "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."*

The above recommendation has been implemented.

It has now been requested that the length of Drop Off/Pick Up Zone in Crane Street, east of Martin Street (section referred to in recommendation 1. b. above) be increased by reducing the length of bus stop zone.

The main concern with this request is that adequate provision should remain for the bus zone. Observations have been made of the area during peak traffic periods and it is concluded that provision of 2 bus spaces would be sufficient.

It is proposed therefore to lengthen the Drop Off/Pick Up Zone by approximately 16 metres westward which will leave a residual 48 metres of Bus Zone (sufficient for two busses). The lengthened section of Drop Off/Pick Up Zone is shown in the attachment.

6.3 Removal of Part Bus Stop Zone and Lengthen School Drop Off / Pick Up Zone – Crane Street, Ballina

RECOMMENDATION

That the Committee approve the lengthening of the existing Drop Off/Pick Up Zone on Crane Street at the Eastern Campus of Ballina Public School which comprises the following:

- a. Shortening the eastern end of the existing bus zone by approximately 16 metres.
- b. Lengthening the western end of the Drop off/Pick Up Zone by approximately 16 metres.
- c. Erecting/relocating appropriate signage to implement a. and b. above.

Attachment(s)

1. View of Crane Street Bus Zone and Proposed Extension

6.3 Removal of Part Bus Stop Zone and Lengthen School Drop Off / Pick Up Zone – Crane Street, Ballina



The residual 48 m of bus zone is shown on the next photo below.



6.4 Ballina to Byron Bay Charity Walk

6.4 Ballina to Byron Bay Charity Walk

Introduction

The annual Ballina to Byron Bay charity walk is scheduled for Sunday 25 May 2014. This year they are changing the direction from Byron Bay to Ballina. The event is mostly off road except through Lennox Head.

Information

The 2014 Byron Bay to Ballina Chopper Walk will be the third consecutive year for the Charity Walk. The Chopper Walk's presence and popularity has increased since inception with participants doubling in 2013 from 600 to 1,200. This year the walk is starting in Byron Bay, walking to Ballina, the reverse of the past two years. The Chopper Walk is a major fundraiser for the Westpac Life Saver Rescue Helicopter. The event is scheduled to start at 7 am and be completed by 5 pm. The Lennox Head Checkpoint is expected to be operational between 10 am and 2 pm. Expected participant numbers for this years event are 2,000.

The event follows the beaches and pathways all the way and has not previously needed a Traffic Control Plan.

This year through Lennox Head, it is proposed for walkers to traverse south along Ballina Street (footpath on east side), then turn left into unnamed lane, right into Rayner Lane, left onto Rutherford Street then to the coastal reserve road access and walkway to Pat Morton Lookout.

A risk assessment has been included in the Events on Public Land Application Form.

RECOMMENDATION

That the Committee support the approval for the use of Rayner Lane and Rutherford Street for the Ballina to Byron Bay Charity Walk subject to the organisers providing marshals to direct participants.

Attachment(s)

1. Overview of Route From Byron Bay to Ballina
2. Aerial View of Route Through Lennox Head

6.4 Ballina to Byron Bay Charity Walk





6.5 Love Lennox Carnival

6.5 Love Lennox Carnival

Introduction

The Love Lennox Carnival is to be held Saturday 7 June 2014 and will involve closure of Ballina Street during daylight hours. The organisers have requested closure of the main street (Ballina Street) during daylight hours to enable carnival activities to be held on the street pavement.

Information

The Love Lennox Carnival is to be held Saturday 7 June 2014. The organisers have requested closure of the main street (Ballina Street) during daylight hours to enable carnival activities to be held on the street pavement.

Road closure will commence at 6am and the on-street carnival site will be operational by 9am. The on-street carnival site will operate until around 4pm and the road will be re-opened at 6pm.

The section of Ballina Street to be closed is 180m long and will extend from immediately north of Park Lane to immediately south of the unnamed lane accessing Rayner Lane. Both northbound and southbound through traffic will be detoured via Park Lane. A temporary bus stop will also be provided on Park Lane.

The original (attached) traffic control Plan (TCP) shows use of both Rayner Lane and Park Lane for bypassing the closed section of Ballina Street. The organisers have been advised to amend this TCP to direct through traffic through Park Lane only. It is expected a revised TCP will be tabled at the meeting.

Under these arrangements, through traffic may still be able to pass through Lennox Head via Rayner Lane, but signage will not direct traffic to this route due to its narrow and constricted configuration.

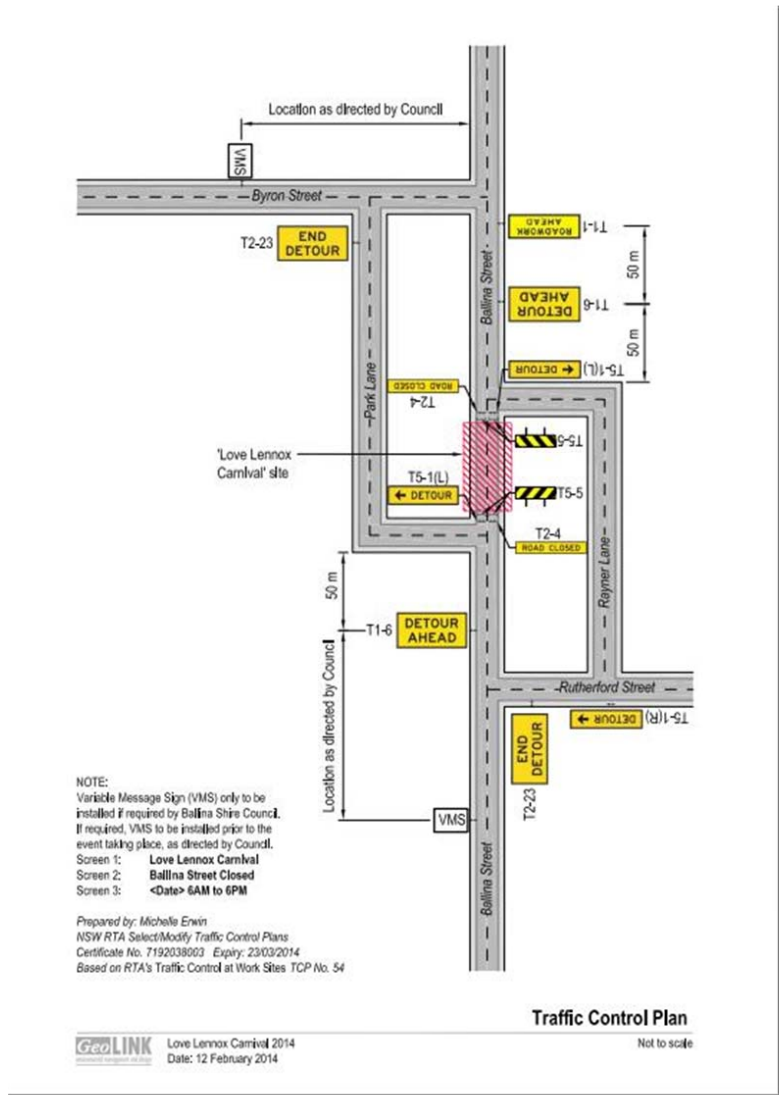
RECOMMENDATION

That the Committee support the approval for the closure of Ballina Street Lennox Head for 180m immediately north of Park Lane to immediately south of the unnamed lane accessing Rayner Lane, from 6am to 6pm Saturday 7 June 2014, subject to compliance with a revised Traffic Control Plan using Park Lane only as a through traffic bypass and indication of the temporary bus stop on the revised Traffic Control Plan.

Attachment(s)

1. Love Lennox Carnival Traffic Control Plan

6.5 Love Lennox Carnival



Note: above TCP to be replaced before LTC meeting with version directing all through traffic to Park Lane.

7.1 Request for Timed Parking - Brighton Street, Ballina

7. Items for Traffic Engineering Advice

7.1 Request for Timed Parking - Brighton Street, Ballina

Introduction

A resident has expressed concern regarding long term parking of vehicles associated with the Shaws Bay Caravan Park in the area between Missingham Bridge and the Caravan Park. Consideration of time limited parking is requested.

Information

Parking in the area between the Shaws Bay Caravan Park and Missingham Bridge is congested in holiday periods and parking for short term use of the riverside is limited. It is claimed that this is partly due to residents of the caravan park leaving vehicles, boat trailers and the like outside the park in the public realm. There are also complaints regarding the disorderly parking of vehicles in the area, particularly parking of vehicles on the footpath on the east side of Pine Street and blockage of the path for pedestrians and mobility . scooters.

RECOMMENDATION

That the Committee discuss the parking issues in Brighton Street, Ballina.

Attachment(s)

1. Aerial Photo - Approaches of Missingham Bridge, East Ballina

7.1 Request for Timed Parking - Brighton Street, Ballina



7.2 Request for Speed Zone Review - Northern Section of Pearces Creek Road

7.2 Request for Speed Zone Review - Northern Section of Pearces Creek Road

Introduction

The section of Pearces Creek Road from Alstonville to Sneaths Road has an 80 km/h speed limit. A resident has asked for a review of the speed limit on the north section of Pearces Creek Road.

Information

The RTA undertook a speed zone review of Pearces Creek Road from 950m north of the Bruxner Highway to Sneaths Road in 2010 and advised by letter dated 25 May 2010 that the existing 100 km/h speed limit is to be reduced to 80 km/h.

A local resident has requested a review of the speed limit on the remaining northern section of Pearces Creek Road between Sneaths Road and Eltham Road.

This road is a rural environment and it is unlikely that an assessment under the NSW Speed Zone Guidelines would result in a reduction in the speed zone. Therefore it is recommended that resources not be allocated to an assessment at this point in time.

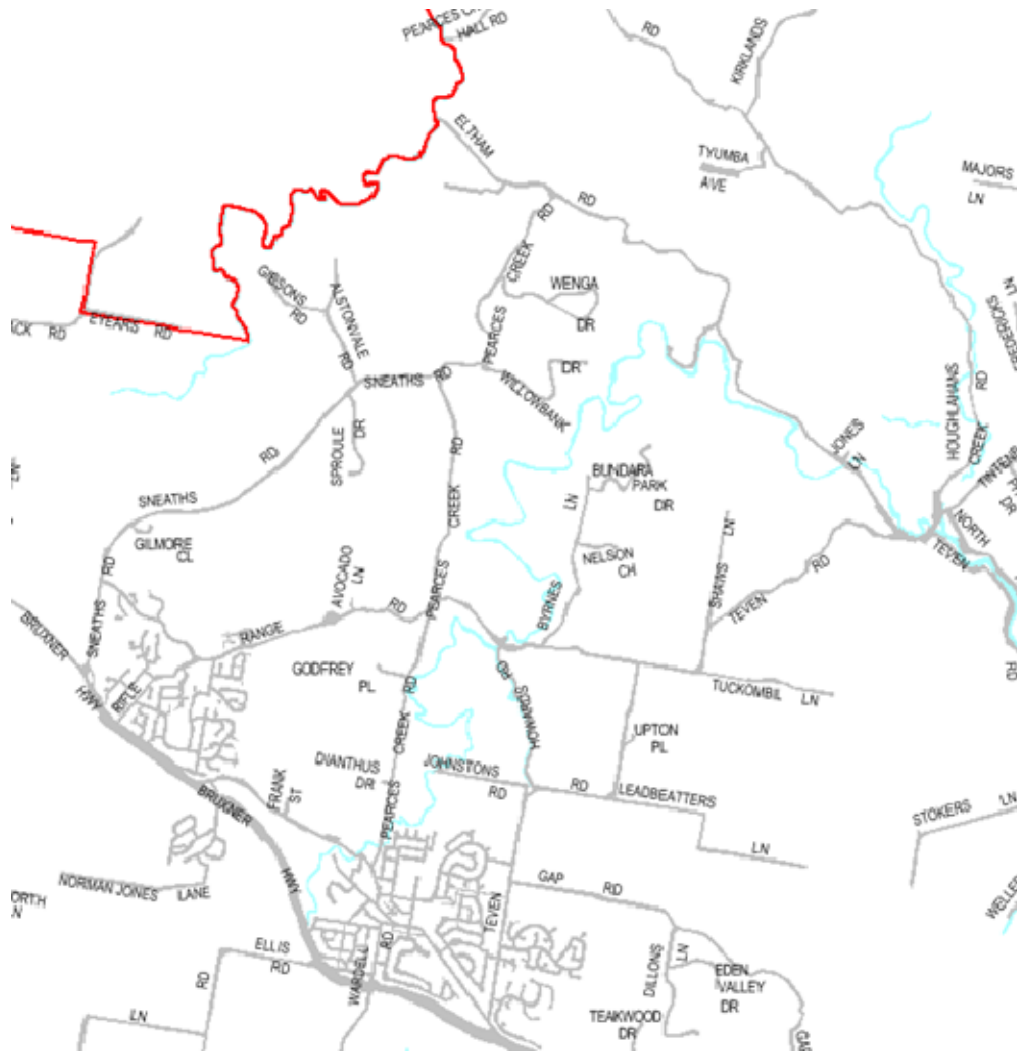
RECOMMENDATION

That the Committee decline to make a referral request to the RMS to conduct a speed zone review for the northern section of Pearces Creek Road.

Attachment(s)

1. Pearces Creek Road

7.2 Request for Speed Zone Review - Northern Section of Pearces Creek Road



7.3 Request for Extension of 50km/h Speed Zone - Section of Wardell Road, Alstonville

7.3 Request for Extension of 50km/h Speed Zone - Section of Wardell Road, Alstonville

Introduction

The Alstonville Pre School has temporarily relocated to Amaze'n'Place on Wardell Road. A request has been received to extend the 50 km/h urban speed limit 500 m further south to include the access to this establishment.

Information

A resident of Wardell Road has requested a southward extension of the Alstonville urban 50 km/h speed limit, approximately 500 m to south of Amaze 'n' Place which currently houses a preschool.

The following interim advice was sent on 7 March 2014:

'Speed limits in NSW are regulated by NSW Roads and Maritime Services (RMS) (formerly RTA). Local councils have no power to regulate speed limits.

Amaze-n-Place is being temporarily used for a preschool until a permanent site can be established. It has onsite areas available for parking and set down/pick up of persons using the facility.

RMS completed a speed zone review of Wardell Road in 2012 and reduced the 100 km/h zone, from Marom Creek Road to 325 m south of Ellis Road, to 80 km/h.

Given this recent comprehensive speed limit review and speed limit reduction, the temporary nature of the preschool, plus the provision of off street parking and set down/pick up facilities at this facility, a lowering of the current speed limit on Wardell Road is not supported."

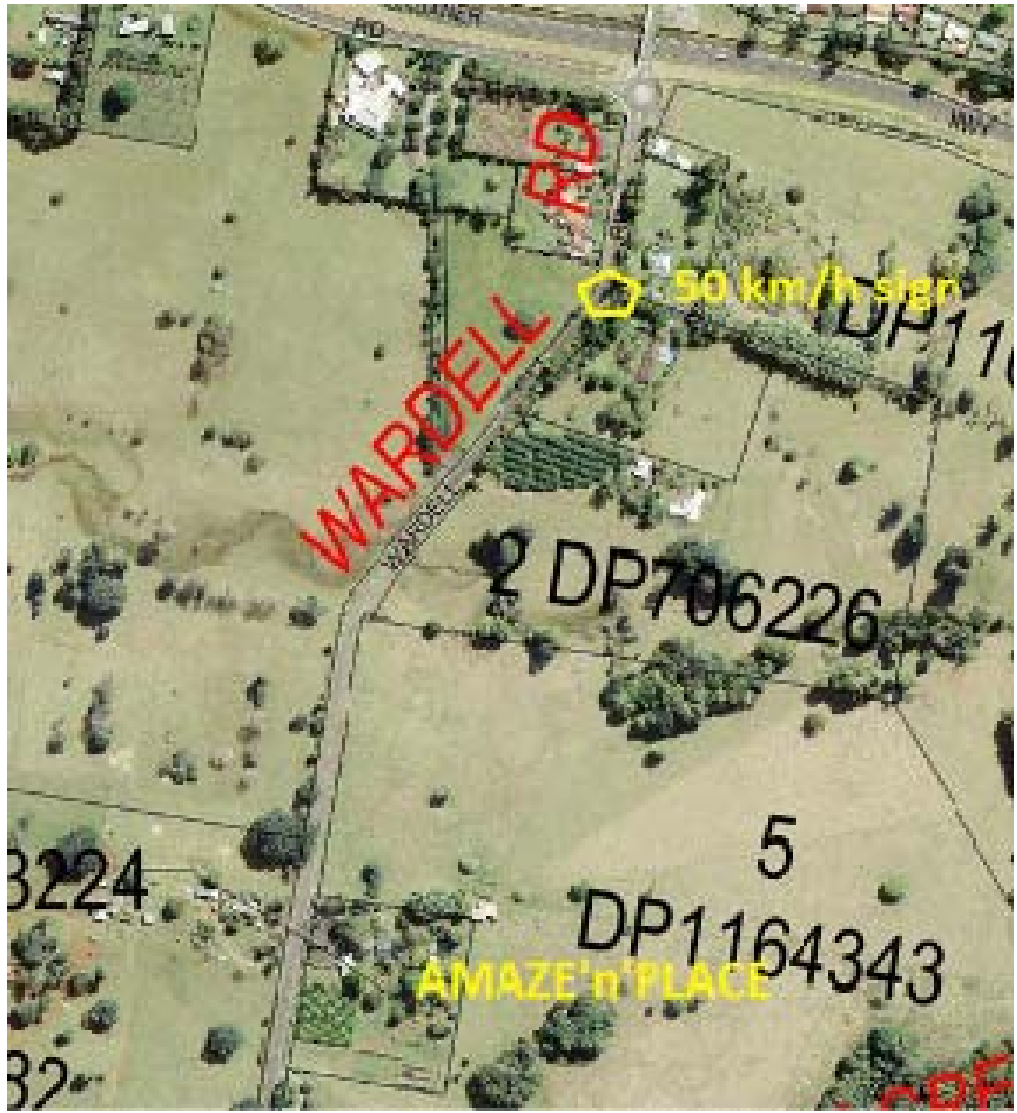
RECOMMENDATION

That the Committee provide advice on the speed limit of Wardell Road.

Attachment(s)

1. Aerial Photo - Wardell Road
2. Photograph of Wardell Road Intersection

7.3 Request for Extension of 50km/h Speed Zone - Section of Wardell Road, Alstonville



7.3 Request for Extension of 50km/h Speed Zone - Section of Wardell Road, Alstonville



7.4 Speed Limit Bentinck Street, Ballina

7.4 Speed Limit Bentinck Street, Ballina

Introduction

Bentinck Street is a significant collector/distributor road in the Ballina Urban Area providing an east west connection between Kerr Street (old highway) and the Coast Road. Due to this function it has a 60 km/h speed limit, whilst adjoining local streets have a 50 km/h limit. A recent letter to the editor has criticised the 60 km/h limit and advocated a lower 50 km/h limit.

Information

The letter to the editor considers the 60 km/h speed limit to be an anomaly due to most adjoining streets being 50 km/h speed limit. It points to the presence of schools, hospitals and aged care facilities and observes that the spacing of roundabouts is too far apart to limit road speed.

The accident records show a large number of accidents in Bentinck Street, mostly associated with intersections. There are also a number of mid block accidents.

Council has designated Bentinck Street as a major connecting road on Ballina Island to provide an alternative east west route to the main River Street shopping precinct. Accidents at the Grant Street intersection were addressed by construction of a central median through that intersection. The major intersections at Moon, Cherry and Martins Streets are controlled by roundabouts. Recent works at Norton Street have provided Stop sign control at that intersection.

Keeping the 60 km/h speed limit in Bentinck Street reinforces its connecting road function and provides traffic with an enhanced through road amenity to encourage vehicles away from the more intensely developed east west streets (River, Cherry and Crane Streets) to the south.

Lowering the speed limit in Bentinck Street to 50 km/h could redirect a significant portion of traffic to these other east/west streets and negate any safety benefit of the speed reduction on Bentinck Street itself.

RECOMMENDATION

That the Committee provide advice on the speed limit of Bentinck Street, Ballina.

Attachment(s)

1. Letter to the Editor
2. Bentinck Street Aerial
3. Bentinck Street Accident Sites

Sent: Wednesday, 19 March 2014 4:52 PM

To: starbal@northernstar.com.au; starballedit@northernstar.com.au

Subject: Bentinck st WORST than Tamar

Bentinck Street Blues

No it's not the loud music coming from the Club on a Friday/Sat night but the persistent blue note is one of **SPEED.**

Yes, that's the speed of cars, truck and bikes that drive under acceleration at ridiculous speeds as they traverse the township heading east or west up Bentinck st.

60kms/hr is the speed limit...but WHY 60km/hr?

All other attached roads in a north/south direction are 50km/hr.

A school environment, Age care facilities, Hospital and community club exist within this street and school children, the elderly, mothers in possession of prams filled with their cherished babies cross this road to get to their destinations frequently during the day and night.

3 Roundabouts 100 metres apart from Moon st to Martin sts do little to dampen the speed. In fact the roundabouts may be a factor in encouraging speed as vehicles take up the challenge of getting past the vehicle in front and multi-lane exits at roundabouts allow this to occur.

A pedestrian crossing (*the only one*) obstructed by roundabout vegetation near Martin st is often the scene of screeching wheels trying to stop rapidly to avoid hitting a pedestrian as they seek safe passage. Visibility of this crossing is a concern.

Numerous roads and lanes intersecting or adjoining with high frequency from Norton st in the east to Moon st in the west add to the question of why is this st still 60kms/hr?

All this is operating without an adequate safety focus for the many pedestrians and citizens who dare brave the traffic at busy parts of the day without the appropriate safe barriers at all the crossing and roundabouts used by the many pedestrians in Bentinck st.(the recently installed crossing protection at the Grant st intersection on Bentinck st is the exception due the width and protection rails)

Recently we had a major incident in front of the Ballina High School on Bentinck st, which involved a motorcyclist and a car. A life was changed permanently that day due to the speed involved; perhaps 10kms/hr could have been the difference for a better outcome?





7.5 South Ballina Beach Road - RMS Review of Speed Limit

7.5 South Ballina Beach Road - RMS Review of Speed Limit

Introduction

RMS has forwarded its review of speed limits on South Ballina Beach Road.

Information

RMS reviewed the speed limits on South Ballina Beach Road in 2010 and advised at the time the following:

"The outcome from the review was that the 80 km/h speed limit at the eastern end was reduced to 60 km/h, from: 3.3 km east of River Road to: 4.6 km east of River Road a total distance of 1.3 km.

The western end of South Ballina Beach Road from River Road to 3.3 km east of River Road was retained at 100 km/h.

The review was based on version 3.0 of the NSW Speed Zoning Guidelines issued in 2009."

The RMS have now advised:

"It is interesting to note from the report that there is no centreline along the majority of South Ballina Beach Road and the pavement width is 5.6 m to 6.4 m. Based on the latest version (version 4.0 issued in 2011) of the NSW Speed Zoning Guidelines this criteria suggests that an 80 km/h speed limit may be appropriate on this western end.

Please advise if you would like RMS to review the existing 100 km/h section. If so list for discussion at LTC. We will need ADT and 85th percentile speeds."

The review of existing 100 km/h section is therefore listed for discussion.

RECOMMENDATION

That the Committee discuss the need for a review of the existing 100 km/h speed zone section of South Ballina Beach Road.

Attachment(s)

Nil

7.6 **Ross Lane, Temporary Roadworks Speed Limit**

Introduction

A fatal accident occurred on the bends at the eastern end of Ross Lane earlier this year. As this site has previous recorded incidents, a 40 km/h roadworks speed zone was installed to assist with the safety management of the site.

Information

Below is advice to Councillors by Councillor Bulletin 14 March 2014 of roadworks and safety issues at Ross Lane, Lennox Head.

"Ross Lane Asphalt Resurfacing

Earlier this year a fatal accident occurred on the bends at the eastern end of Ross Lane. As this site has previous recorded incidents, a 40 km/h speed zone was installed to assist with the safety management of the site until staff could undertake an investigation of the road conditions.

Immediately following the crash, the site was inspected including an assessment of the curves to ensure the speed advisory signs were appropriate. While the road surface is considered to be within the condition expected for its current age, a surface friction test was arranged. This test has only recently been undertaken as specialist equipment from the RMS has to be available. Having regard to the outcomes of the test and the crash history for the site it is the opinion of staff that there are road safety benefits to be gained by applying a new surface to these curves.

It is important that these works are completed urgently. The reason for this is the 40 km/h speed zone is for road works and there is a low level of compliance with the zone has motorists don't perceive any hazards in the zone as we aren't working there. The resurfacing works have now been programmed for Monday 17 March 2014.

The works include 40 mm thick asphalt overlay for the full wide of the road total length of segment. The surface type chosen, a stone mastic asphalt, is specific for this purpose as it is durable, has very good rut resistance properties and provides a rough texture which offers a good skid resistance.

The project is estimated to cost \$70,000. Funding for the work is being sourced from savings from an existing RMS grant.

The works will be undertaken by a council asphalt contractor Boral and it is estimated that the work will take two days. During that period the speed zones for the site will be 20 km/h. After the pavement is in place, a speed zone of 40km/h will remain in place for a further 4 weeks whilst the new paved asphalt material gains its skid resistant qualities. Works will be undertaken outside of peak periods, however unfortunately there will be some minor disruption to traffic."

7.6 Ross Lane, Temporary Roadworks Speed Limit

The Committee is requested to provide advice on the longer term safety and traffic management of this section of road.

RECOMMENDATION

That the Committee provide advice on the longer term safety and traffic management of the eastern end Ross Lane, Lennox Head.

Attachment(s)

Nil

8.1 Request for Speed Zone Review - Rous Mill Road, Rous Mill

8. Information for the Committee

8.1 Request for Speed Zone Review - Rous Mill Road, Rous Mill

Introduction

RMS have advised by letter dated 19 March 2014 they are in the process of conducting a speed zone review of Rous Mill Road, Rous Mill.

Information

Factors such as road side development, road and traffic characteristics, number of access points and crash history will be considered. Council's officer will be contacted and invited to participate in the initial site inspection and review process.

RECOMMENDATION

That the Committee receives and notes the information regarding the speed zone review of Rous Mill Road, Rous Mil.

Attachment(s)

Nil

8.2 Request for Speed Zone Review - The Coast Road, Lennox Head

8.2 Request for Speed Zone Review - The Coast Road, Lennox Head

Introduction

RMS have advised by letter dated 19 March 2014 they are in the process of conducting a speed zone review for the Coast Road, Lennox Head.

Information

Factors such as road side development, road and traffic characteristics, number of access points and crash history will be considered. Council's officer will be contacted and invited to participate in the initial site inspection and review process.

RECOMMENDATION

That the Committee receives and notes the information regarding the speed zone review of the Coast Road, Lennox Head.

Attachment(s)

Nil

- 9 Regularoty Matter on Classified Roads (GM's Delegate)
 - 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 11 June 2014 at 10.00am.