



## 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 11 June 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 9 April 2014 were distributed with the business paper.

**RECOMMENDATION**

That Council confirms the Minutes of the Local Traffic Committee Meeting held on Wednesday 9 April 2014.

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

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

The following items were referred to Council at its Ordinary Meeting of 24 April 2014:

- ANZAC Day 2014 Road Closure - Alstonville
- ANZAC Day 2014 Road Closure - Ballina
- Speed Zone Review – Urban Streets

The Council adopted the following recommendations:

1. That approval be granted to close Main Street (Bugden Avenue to Elizabeth Brown Park) Alstonville on Friday 25 April 2014, in accordance with the submitted Traffic Management Plan for the duration of the annual ANZAC Day parade.
2. 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 the duration of the annual ANZAC Day parade.
3. That Council request the RMS to undertake speed zone assessments for the existing 60km/hr speed zones in the Ballina and Lennox Head urban areas (with the exception of the old Pacific Highway and Southern Cross Drive).

**RECOMMENDATION**

That the Committee note the summary report regarding the decisions of Council at its 24 April 2014 meeting made in respect of LTC recommendations.

5. Items to be Referred to Council

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

Nil Items

**6.1 Pedestrian Crossing – Bentinck Street, Ballina Adjacent to Bentinck Street/Martin Street Roundabout**

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

**6.1 Pedestrian Crossing – Bentinck Street, Ballina Adjacent to Bentinck Street/Martin Street Roundabout**

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**Introduction**

This item is re-submitted following deferral of a decision at the meeting held 9 April 2014.

**Information**

**Previous Local Traffic Committee (LTC) Consideration:**

The matter was considered by LTC September 2006.

At the 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 resolution was not actioned.

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

In August 2011, the LTC Recommended:

- "1. That a new pedestrian vehicle count be undertaken and that the pedestrian count data distinguish the numbers of primary aged 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."*

On 25 August 2011 Council Resolved:

*"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"*

The 2011 counts are tabulated below:

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

The matter was further considered by the LTC meeting held 9 April 2014 which recommended:

## 6.1 Pedestrian Crossing – Bentinck Street, Ballina Adjacent to Bentinck Street/Martin Street Roundabout

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*"The Committee deferred a decision on this item in order to undertake further traffic counts to assess the warrant and review design options to remove the dual lane capacity through the roundabout".*

### May 2014 Traffic Counts and Warrant

Results of the further traffic counts requested by the 9 April 2014 LTC meeting are tabulated below:

<b>Bentinck St Pedestrian Crossing Traffic Counts - Wednesday 14 May 2014</b>			
<b>Period</b>	<b>Children</b>	<b>Adults</b>	<b>Vehicles</b>
8am - 9am	19	7	694
3pm - 4pm	18	2	692

Based on these counts the pedestrian crossing does not meet the reduced warrant from the "RMS Austroads Guide Supplement, Version 2.0 July 2013 Austroads Guide To Traffic Management, Part 6 – Intersections, Interchanges And Crossings (2013)" which is:

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

*(a)  $P \geq 30$*

*AND*

*(b)  $V \geq 200$*

*A pedestrian (Zebra) Crossing may be installed. "*

### Non Compliance with Standards

Austroads 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 Austroads Supplement (July 2013) further advises, Page 8:

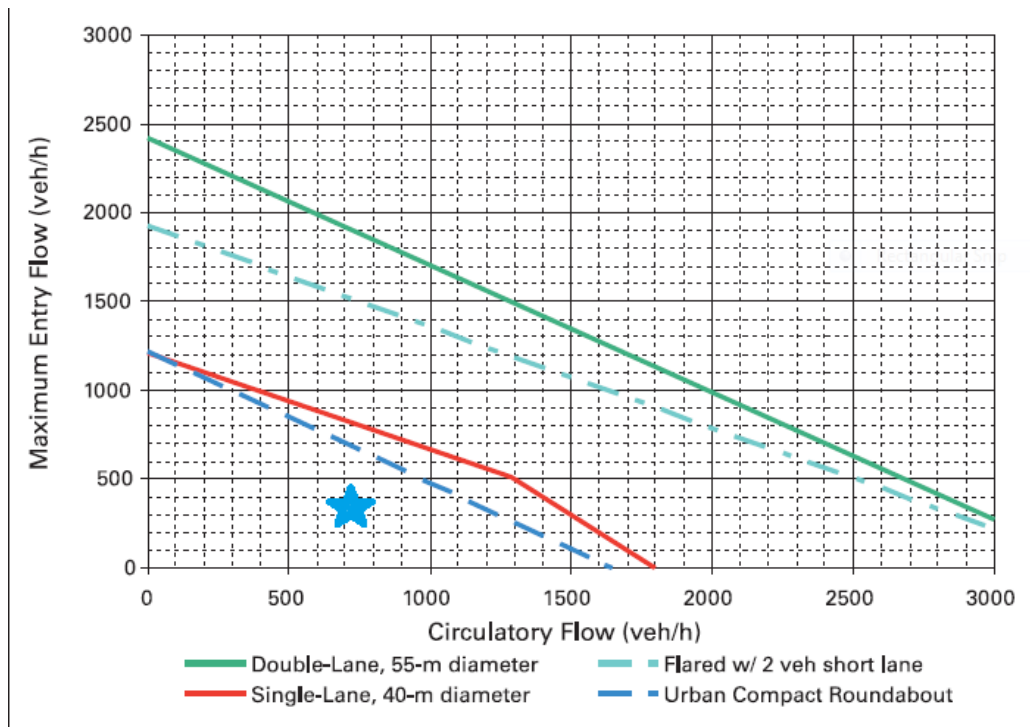
"NSW practice does not permit Pedestrian (Zebra) Crossings on roads with 2 or more marked travel lanes in same direction. This also applies to roads with 2 unmarked travel lanes in the same direction, ie where vehicles can pass other vehicles travelling in the same direction."

### Design Review

The 9 April 2014 LTC meeting discussed the possibility of reducing the current 2 lane roundabout configuration to a single lane configuration, so the pedestrian crossing would only traverse single eastbound and westbound lanes. The Committee also discussed shifting the crossing about 8m westward (further away from the adjacent roundabout) to beyond the current concrete pavement area.

## 6.1 Pedestrian Crossing – Bentinck Street, Ballina Adjacent to Bentinck Street/Martin Street Roundabout

Based on the latest traffic counts, the peak entry volume is 347 veh/h. From deduction the peak circulation volume is around 700 veh/h. This design point is well within the capacity of a single lane roundabout (see star in figure below).



Two design options for reconfiguring the roundabout are shown in attachments to this report.

Design Option 1 - Reduces the approaches and circulation to one lane and relocates the pedestrian crossing westwards, further away from the roundabout.

Design Option 2 - Reduces the approaches and circulation to one lane, but, retains the current location of the pedestrian crossing.

### Public Consultation

At the time of the August 2011 LTC meeting 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 Considered in this Report:

1. Reconfigure the roundabout and relocate the pedestrian crossing further from the roundabout as per attached Design Option 1.
2. Reconfigure the roundabout and leave the the pedestrian crossing where it is as per attached Design Option 2.
3. Leave the roundabout and pedestrian crossing in place with no changes.



## 6.1 Pedestrian Crossing – Bentinck Street, Ballina Adjacent to Bentinck Street/Martin Street Roundabout

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4. Remove the pedestrian crossing and associated signage, west of the Bentinck and Martin Streets roundabout, but retain the central pedestrian refuge and footpath kerb extension facility to assist pedestrians crossing Bentinck Street at this location. Convert the roundabout to single lane entry and circulation as per Design Option 2.

### Discussion of Options:

- Option 1** Reconfigure the roundabout and relocate the pedestrian crossing further from the roundabout as per attached Design Option 1.

#### Advantages

- Enhances safety by reducing the number of lanes pedestrians must cross. Eliminates associated non compliance with Austroads Traffic Management Guide and RMS Austroads Supplement (July 2013).
- Relocates the pedestrian crossing a little further from the high driver activity and decision area at the roundabout.
- Maintains a legally enforceable priority for pedestrians crossing Bentinck Street
- May enhance the perception of pedestrian safety and amenity compared with Option 4

#### Disadvantages

- The location is a little further from the pedestrian desire line and may encourage unlawful crossing closer to the roundabout. This risk could be controlled by pedestrian fencing constraining pedestrians to the prescribed route.
- Significant cost to implement if done with permanent kerbing rather than paint on, enlarged splitter islands. Cost to relocate street light.
- The numbers indicate there is a doubtful warrant for the pedestrian crossing.
- The pedestrian crossing is still very close to the roundabout where drivers are making rapid gap acceptance decisions. It is a location that is not consistent with best practice and safety, particularly if pedestrians cross without due caution.

- Option 2** Reconfigure the roundabout as per attached Design Option 2.

#### Advantages

- Enhances safety by reducing the number of lanes pedestrians must cross. Eliminates associated non compliance with Austroads Traffic Management Guide and RMS Austroads Supplement (July 2013).
- Lower cost than Option 1
- Maintains a legally enforceable priority for pedestrians crossing Bentinck Street
- Is located closer to the pedestrian desire line than Option 2
- May enhance the perception of pedestrian safety and amenity compared with Option 4
- Lower cost to implement than Option 1

## 6.1 Pedestrian Crossing – Bentinck Street, Ballina Adjacent to Bentinck Street/Martin Street Roundabout

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### Disadvantages

- Costs to implement if done with permanent kerbing rather than paint on, enlarged splitter islands.
- The numbers indicate there is a doubtful warrant for the pedestrian crossing.
- The pedestrian crossing is very close to the roundabout where drivers are making rapid gap acceptance decisions. It is a location that is not consistent with best practice and safety, particularly if pedestrians cross without due caution.

**Option 3** Leave the roundabout and pedestrian crossing in place with no changes.

### Advantages

- No additional cost
- Maintains a legally enforceable priority for pedestrians crossing Bentinck Street
- Is located closer to the pedestrian desire line than Option 1
- May enhance the perception of pedestrian safety and amenity compared to Option 4

### Disadvantages

- The existing crossing does not conform to Austroads Traffic Management Guide and RMS Austroads Supplement (July 2013) regarding multi lane crossings and is potentially unsafe.
- The numbers indicate there is a doubtful warrant for the pedestrian crossing.
- The pedestrian crossing is very close to the roundabout where drivers are making rapid gap acceptance decisions. It is a location that is not consistent with best practice and safety, particularly if pedestrians cross without due caution.

**Option 4** Remove the pedestrian crossing and associated signage west of the Bentinck and Martin Streets roundabout, but retain the central pedestrian refuge and footpath kerb extension facility to assist pedestrians crossing Bentinck Street at this location. Convert the roundabout to single lane entry and circulation as per Design Option 2.

### Advantages

- Enhances safety by reducing the number of lanes pedestrians must cross.
- Pedestrians will retain a footpath kerb extension and pedestrian refuge to facilitate safe crossing of Bentinck Street at this location.
- Eliminates the non compliance with Austroads Traffic Management Guide and RMS Austroads Supplement (July 2013).
- Risk of accidents may be reduced if the loss of an enforceable pedestrian priority encourages pedestrians to take more caution and responsibility before crossing at this location.

## **6.1 Pedestrian Crossing – Bentinck Street, Ballina Adjacent to Bentinck Street/Martin Street Roundabout**

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### Disadvantages

- Pedestrians will perceive a loss of safety and 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
- Costs to remove the pedestrian crossing and convert roundabout to single lane configuration
- Stakeholders representing schools may consider there would be a lessening of pedestrian (school children) safety and therefore actively oppose this option.

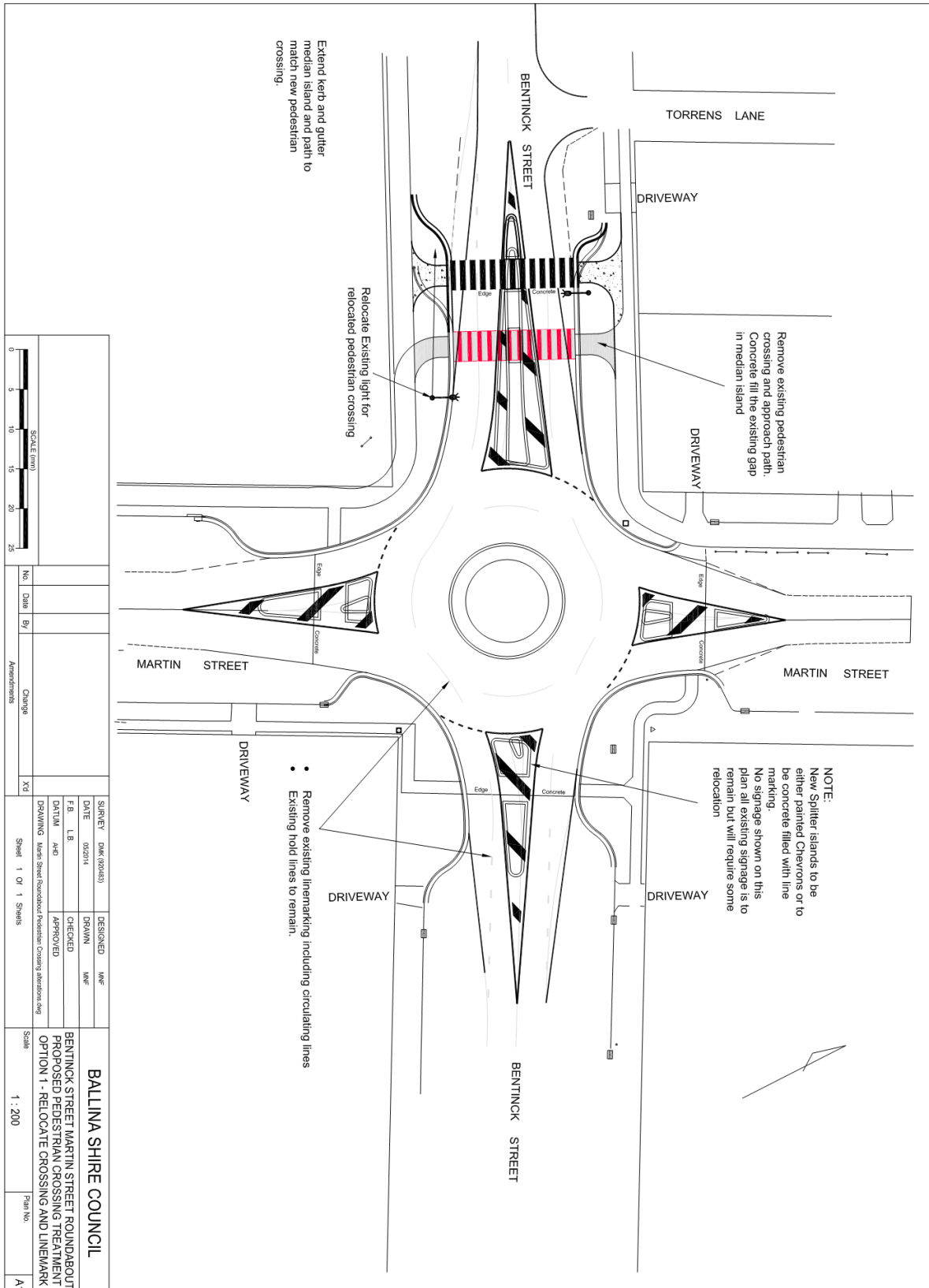
### **RECOMMENDATIONS**

1. Remove the pedestrian crossing, and associated signage, west of the Bentinck and Martin Streets roundabout, but retain the central pedestrian refuge and footpath kerb extension facility to assist pedestrians crossing Bentinck Street at this location.
2. Convert the roundabout to single lane entry and circulation as per Design Option 2.

### **Attachment(s)**

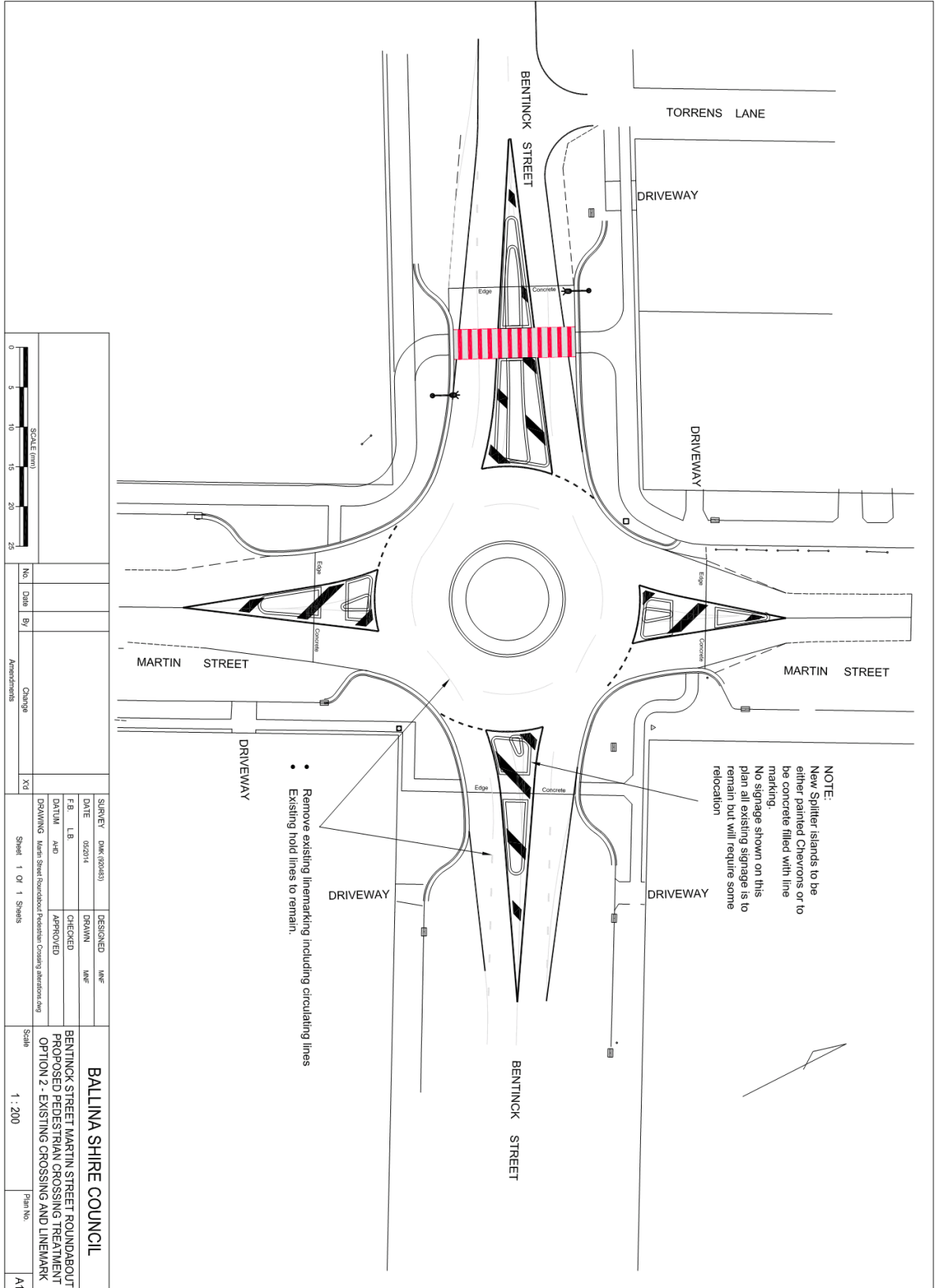
1. Roundabout Design Option 1
2. Roundabout Design Option 2
3. Aerial Photo Bentinck Martin Streets Pedestrian Crossing and Roundabout

# 6.1 Pedestrian Crossing – Bentinck Street, Ballina Adjacent to Bentinck Street/Martin Street Roundabout



SCALE (mm) 0 5 10 15 20 25		No.   Date   By   Change Amendments		No.   Date   By   Change Amendments	
SURVEY: DMK (004453) DATE: 05/2014 F.B. LB DPTM: AND DRAWING: Martin Street Roundabout Pedestrian Crossing Alterations.dwg		DESIGNED: MAF DRAWN: MAF CHECKED: APPROVED:		BALLINA SHIRE COUNCIL BENTINCK STREET MARTIN STREET ROUNDABOUT PROPOSED PEDESTRIAN CROSSING TREATMENT OPTION 1 - RELOCATE CROSSING AND LINEMARK	
Scale: 1 : 200		Sheet: 1 Of 1 Sheets		Plan No. A1	

**6.1 Pedestrian Crossing – Bentinck Street, Ballina Adjacent to Bentinck Street/Martin Street Roundabout**



**6.1 Pedestrian Crossing – Bentinck Street, Ballina Adjacent to Bentinck Street/Martin Street Roundabout**

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### **Introduction**

The Ballina Triathlon Club has lodged an application to hold events for the upcoming 2014/2015 season. The Club has previously lodged and held events within the Shire for the same courses.

### **Information**

An application has been received from the Ballina Triathlon Club for the 2014/2015 season to hold multiple events within the Shire.

This application is for mobile events with no traffic or road closures. The application contains details of how the events are to be held. The race instructions for runners require them to remain on the bicycle paths / footpaths wherever possible and when not on a path they are to run on the far right hand side of the road to increase sight lines. Instructions for cyclists are to abide by the road rules and Triathlon Australia rules. These include riding in single file no closer than 6m apart and not interfere with traffic.

Course marshals will be placed at critical points in the course. The role of the marshal is to instruct participants when to pause or to stop the event. The marshal will not be interfering with traffic flows.

The application is for multiple events to be held within the Shire comprising triathlons, duathlons, and aquathlons. The timing of these events is either early in the morning or later in the evening to minimise traffic disruption. The events are summarised below and more details are included in the application attached for the Committees information but are either 6:30 – 10:30am or 5:00 – 7:15pm (inclusive of setup/packdown times). Over the Christmas period the events are relocated to Prospect Lake to avoid Christmas interruption.

### **Summary of Club Events 2014/15**

**Ballina Triathlon Club Duathlons Location:** Prospect Lake, Cnr. Links Ave & Angels Beach Drive, East Ballina **Time:** 6:30am - 10:30am (includes set-up and pack down time) **Date:** Sunday 5, 12, 19 & 26 October and 2, 9, 16, 23 & 30 November 2014.

**Ballina Triathlon Club Triathlon** (See Calendar of Events for more information) **Location:** Prospect Lake, Cnr. Links Ave & Angels Beach Drive, East Ballina **Time:** 6:00am 10:30am (includes set-up and pack down time) **Date:** Sunday 2, 9, 16, 23 & 30 November and 7 & 14 December 2014 and 11, 18 & 25 January and 1, 8, 15 & 22 February and 1, 8, 15, 22 & 29 March and 5, 12, 19 & 26 April 2015.

**Ballina Triathlon Club Aquathlon** (See Calendar of Events for more information) **Location:** Pop Denison Park (off Compton Drive), Shaw's Bay, East Ballina **Time:** 5m - 7:15pm (includes set-up and pack down time) **Date:** Friday 10, 17, 24 & 31 October and 7, 14, 21 & 28 November and 5, 12, 19 &

## **6.2 Ballina Triathlon Club - Application to Host Club Events 2014/15**

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26 December 2014 and 2, 9, 16, 23 & 30 January and 6, 13, 20 & 27 February and 6, 13, 20 & 27 March 2015.

Setup is typically 30 minutes prior to the event and packdown within 30 minutes post. The signage directing participants is usually small and unobtrusive to vehicular traffic.

The club has provided a copy of their current 2013/14 insurance and will have first aid available during each event. Emergency services will not be disrupted during these events and an event application has been made to Police NSW.

The club has advised that the 2014/15 insurance certificate is not yet available, but will be produced prior to any of the 2014/15 events being held. A copy of the courses and description of the events has been included for the Committees information.

### **RECOMMENDATIONS**

That the Committee support the approval of the application from the Ballina Triathlon Club for their 2014/2015 season, subject to:

1. The events being held in accordance with the submitted application.
2. Providing a current insurance certificate for the 2014/15 period.

### **Attachment(s)**

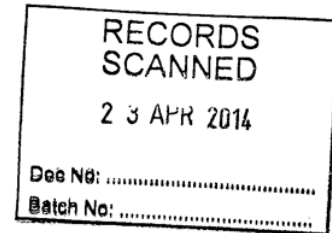
1. Traffic Advisory Committee - Application to host club event 2014-2015 - Ballina Triathlon Club



ballina



Ballina Triathlon Club  
P O Box 1237  
Ballina NSW 2478



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

17<sup>th</sup> April 2014

Dear Mr Jones,

**RE: APPLICATION TO HOST CLUB EVENTS, 2014-2015**

Please accept this application from Ballina Triathlon Club to host Triathlon, Aquathlon (swim run) and time trial race events during the 2014-2015 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 [james@jwaec.com.au](mailto:james@jwaec.com.au) or on mobile 0419 232 580. Further information regarding our club can be found at [www.ballinatri.com](http://www.ballinatri.com). I look forward to your response.

Yours Faithfully,

A handwritten signature in black ink, appearing to read 'James Warren'.

James Warren  
Ballina Triathlon Club



## Application to host club events 2014-2015

### **Ballina Triathlon Club Duathlons**

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

**Time:** 6:30am — 10:30am (includes set-up and pack down time)

**Date:** Sunday 5, 12, 19 & 26 October and 2, 9, 16, 23 & 30 November 2014.

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

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

**Time:** 6:00am 10:30am (includes set-up and pack down time)

**Date:** Sunday 2, 9, 16, 23 & 30 November and 7 & 14 December 2014 and 11, 18 & 25 January and 1, 8, 15 & 22 February and 1, 8, 15, 22 & 29 March and 5, 12, 19 & 26 April 2015.

### **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 10, 17, 24 & 31 October and 7, 14, 21 & 28 November and 5, 12, 19 & 26 December 2014 and 2, 9, 16, 23 & 30 January and 6, 13, 20 & 27 February and 6, 13, 20 & 27 March 2015.

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  
2014-2015

# Ballina Triathlon Club 2014 - 2015 Calendar of Events Duathlons

Duathlons	Date	Location	Start Time	Distance	Distance Enticer
Race #1	05/10/14	Prospect Lake	7:30am	2.5km/ 20km/ 5km	2.5km/ 13km/ 2.5km
Race #2	12/10/14	Prospect Lake	7:30am	2.5km/ 20km/ 5km	2.5km/ 13km/ 2.5km
Race #3	19/10/14	Prospect Lake	7:30am	2.5km/ 20km/ 5km	2.5km/ 13km/ 2.5km
Race #4	26/10/14	Prospect Lake	7:30am	2.5km/ 20km/ 5km	2.5km/ 13km/ 2.5km
Race #5	02/11/14	Prospect Lake	7:30am	2.5km/ 20km/ 5km	2.5km/ 13km/ 2.5km
Race #6	09/11/14	Prospect Lake	7:30am	2.5km/ 20km/ 5km	2.5km/ 13km/ 2.5km
Race #7	16/11/14	Prospect Lake	7:30am	2.5km/ 20km/ 5km	2.5km/ 13km/ 2.5km
Race #8	23/11/14	Prospect Lake	7:30am	2.5km/ 20km/ 5km	2.5km/ 13km/ 2.5km
Race #9	30/11/14	Prospect Lake	7:30am	2.5km/ 20km/ 5km	2.5km/ 13km/ 2.5km

Ballina Triathlon Club  
Event Application  
2014-2015

# Ballina Triathlon Club

## 2014 - 2015

### Calendar of Events

#### Triathlons

Triathlons	Date	Location	Start Time	Distance	Distance Enticer
Race #1 (Standard)	02/11/14	Prospect Lake	7:00am	500m/ 20km/ 5km	250m/ 13km/ 2.5km
Race #2 (Triple Sprint)	09/11/14	Prospect Lake	7:00am	250m/ 6.5km/ 2.5km x 3 laps	
Race #3 (Standard)	16/11/14	Prospect Lake	7:00am	500m/ 20km/ 5km	250m/ 13km/ 2.5km
Race #4 (Triple Sprint)	23/11/14	Prospect Lake	7:00am	250m/ 6.5km/ 2.5km x 3 laps	
Race #5 (Long)	30/11/14	Prospect Lake	7:00am	1km/ 30km/ 7.5km	250m/ 13km/ 2.5km
Spare Dates	07/12/14	Prospect Lake	7:00am		
	14/12/14	Prospect Lake	7:00am		
	11/01/15	Prospect Lake	7:00am		
	18/01/15	Prospect Lake	7:00am		
	25/01/15	Prospect Lake	7:00am		
	01/02/15	Prospect Lake	7:00am		
	08/02/15	Prospect Lake	7:00am		
	15/02/15	Prospect Lake	7:00am		
	22/02/15	Prospect Lake	7:00am		
	01/03/15	Prospect Lake	7:00am		
	08/03/15	Prospect Lake	7:00am		
	15/03/15	Prospect Lake	7:00am		
	22/03/15	Prospect Lake	7:00am		
	29/03/15	Prospect Lake	7:00am		
	05/04/15	Prospect Lake	7:00am		
	12/04/15	Prospect Lake	7:00am		
	19/04/15	Prospect Lake	7:00am		
	26/04/15	Prospect Lake	7:00am		

Ballina Triathlon Club  
Event Application  
2014-2015

# Ballina Triathlon Club

## 2014 - 2015

### Calendar of Events

#### Aquathlon

Swim Runs	Date	Location	Start Time	Distance	Mini Event
Event #1	10/10/14	Pop Denison Park	5:15pm	Swim: 200m or 400m Run: 2.5, 3.7 or 5km	Swim: 30 or 75m Run: 1km
Event #2	17/10/14	Pop Denison Park	5:15pm	Swim: 200m or 400m Run: 2.5, 3.7 or 5km	Swim: 30 or 75m Run: 1km
Event #3	24/10/14	Pop Denison Park	5:15pm	Swim: 200m or 400m Run: 2.5, 3.7 or 5km	Swim: 30 or 75m Run: 1km
Event #4	31/10/14	Pop Denison Park	5:15pm	Swim: 200m or 400m Run: 2.5, 3.7 or 5km	Swim: 30 or 75m Run: 1km
Event #5	07/11/14	Pop Denison Park	5:15pm	Swim: 200m or 400m Run: 2.5, 3.7 or 5km	Swim: 30 or 75m Run: 1km
Event #6	14/11/14	Pop Denison Park	5:15pm	Swim: 200m or 400m Run: 2.5, 3.7 or 5km	Swim: 30 or 75m Run: 1km
Event #7	21/11/14	Pop Denison Park	5:15pm	Swim: 200m or 400m Run: 2.5, 3.7 or 5km	Swim: 30 or 75m Run: 1km
Event #8	28/11/14	Pop Denison Park	5:15pm	Swim: 200m or 400m Run: 2.5, 3.7 or 5km	Swim: 30 or 75m Run: 1km
Event #9	05/12/14	Pop Denison Park	5:15pm	Swim: 200m or 400m Run: 2.5, 3.7 or 5km	Swim: 30 or 75m Run: 1km
Event #10	12/12/14	Pop Denison Park	5:15pm	Swim: 200m or 400m Run: 2.5, 3.7 or 5km	Swim: 30 or 75m Run: 1km
Event #11	19/12/14	Pop Denison Park	5:15pm	Swim: 200m or 400m Run: 2.5, 3.7 or 5km	Swim: 30 or 75m Run: 1km
Event #12	26/12/14	Pop Denison Park	5:15pm	Swim: 200m or 400m Run: 2.5, 3.7 or 5km	Swim: 30 or 75m Run: 1km
Event #13	02/01/15	Pop Denison Park	5:15pm	Swim: 200m or 400m Run: 2.5, 3.7 or 5km	Swim: 30 or 75m Run: 1km
Event #14	09/01/15	Pop Denison Park	5:15pm	Swim: 200m or 400m Run: 2.5, 3.7 or 5km	Swim: 30 or 75m Run: 1km

Ballina Triathlon Club  
Event Application  
2014-2015

## 6.2 Ballina Triathlon Club - Application to Host Club Events 2014/15

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Swim Runs	Date	Location	Start Time	Distance	Mini Event
Event #15	16/01/15	Pop Denison Park	5:15pm	Swim: 200m or 400m Run: 2.5, 3.7 or 5km	Swim: 30 or 75m Run: 1km
Event #16	23/01/15	Pop Denison Park	5:15pm	Swim: 200m or 400m Run: 2.5, 3.7 or 5km	Swim: 30 or 75m Run: 1km
Event #17	30/01/15	Pop Denison Park	5:15pm	Swim: 200m or 400m Run: 2.5, 3.7 or 5km	Swim: 30 or 75m Run: 1km
Event #18	06/02/15	Pop Denison Park	5:15pm	Swim: 200m or 400m Run: 2.5, 3.7 or 5km	Swim: 30 or 75m Run: 1km
Event #19	13/02/15	Pop Denison Park	5:15pm	Swim: 200m or 400m Run: 2.5, 3.7 or 5km	Swim: 30 or 75m Run: 1km
Event #20	20/02/15	Pop Denison Park	5:15pm	Swim: 200m or 400m Run: 2.5, 3.7 or 5km	Swim: 30 or 75m Run: 1km
Event #21	27/02/15	Pop Denison Park	5:15pm	Swim: 200m or 400m Run: 2.5, 3.7 or 5km	Swim: 30 or 75m Run: 1km
Event #22	06/03/15	Pop Denison Park	5:15pm	Swim: 200m or 400m Run: 2.5, 3.7 or 5km	Swim: 30 or 75m Run: 1km
Event #23	13/03/15	Pop Denison Park	5:15pm	Swim: 200m or 400m Run: 2.5, 3.7 or 5km	Swim: 30 or 75m Run: 1km
Event #24	20/03/15	Pop Denison Park	5:15pm	Swim: 200m or 400m Run: 2.5, 3.7 or 5km	Swim: 30 or 75m Run: 1km
Event #25	27/03/15	Pop Denison Park	5:15pm	Swim: 200m or 400m Run: 2.5, 3.7 or 5km	Swim: 30 or 75m Run: 1km

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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](mailto:paul.moosberger@tafensw.edu.au)

Greg Brown

M: 0427 597 450

Email: [brownieg@exemail.com.au](mailto:brownieg@exemail.com.au)

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## Event Details

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

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

**Date:** Sunday 5, 12, 19 & 26 October and 2, 9, 16, 23 & 30 November 2014.

**Event start time:** 7:30am

**Event finish time:** 9:30am

**Setup Start Time:** 6:30am

**Pack down Finish time:** 10:30am

**Event Distances:**

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

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

The **Long Duathlon** consists of 2.5km run, 20km cycle & 5km run.

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

**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 downhill 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 2<sup>nd</sup> and consequent laps of duathlon 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.

**Cycle course:** The cycle course is 20km. 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).

**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.

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

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

**Date:** Sunday 2, 9, 16, 23 & 30 November and 7 & 14 December 2014 and 11, 18 & 25 January and 1, 8, 15 & 22 February and 1, 8, 15, 22 & 29 March and 5, 12, 19 & 26 April 2015.

**Event start time:** 7.00am

**Event finish time:** 9.30am

**Setup Start Time:** 6.00am

**Pack down Finish time:** 10.30am

#### **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 250m swim, 13km cycle & 2.5km run.

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 250m swim, 6.5km cycle & 2.5km 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 I 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 downhill 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 2<sup>nd</sup> 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

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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.

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**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 Balling (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 turnaround (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.

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### **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

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### **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

**Date:** Friday 10, 17, 24 & 31 October and 7, 14, 21 & 28 November and 5, 12, 19 & 26 December 2014 and 2, 9, 16, 23 & 30 January and 6, 13, 20 & 27 February and 6, 13, 20 & 27 March 2015.

**Event start time:** 5:15pm

**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:** 5:15pm

**Event finish time:** 6:45pm

**Setup Start Time:** 5:00pm

**Pack down 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.

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### **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 turnaround 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 are 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.

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### **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 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**

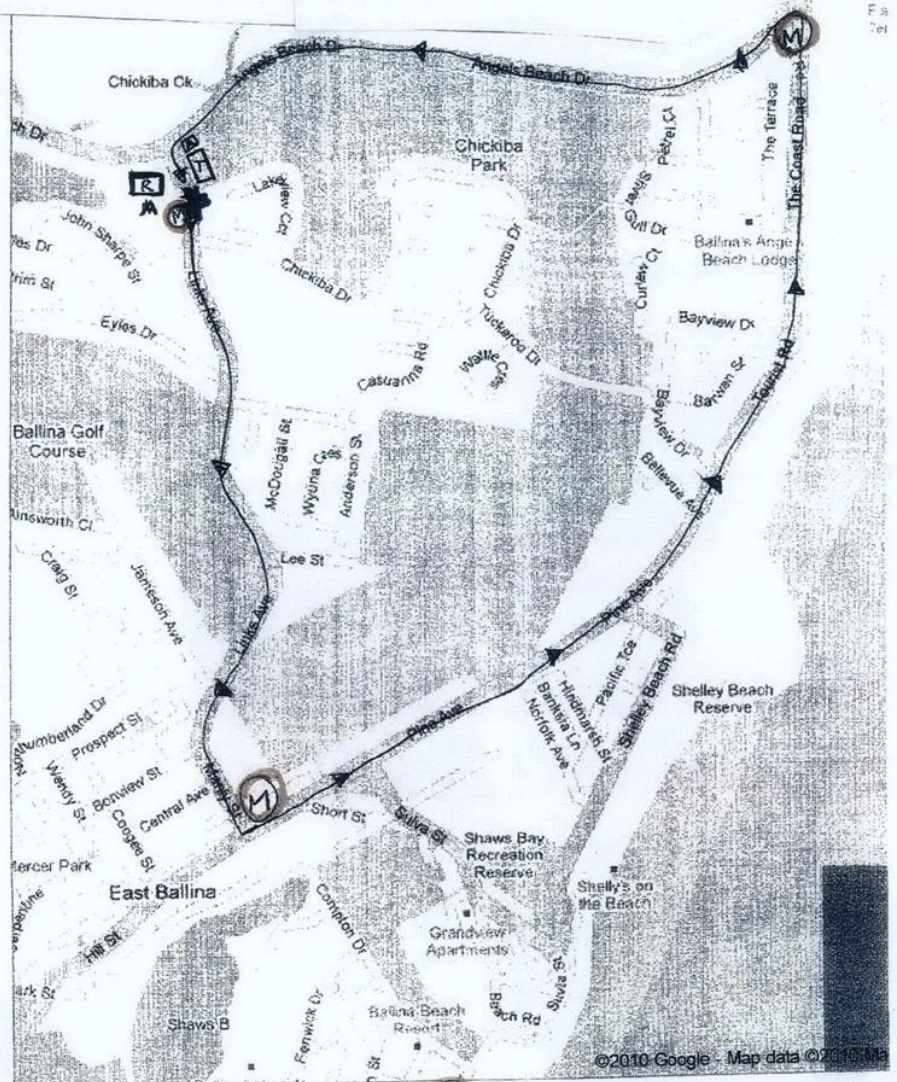
Access for local residents, businesses, hospitals and emergency vehicles: In the event of emergency services requiring access to the area while a race is in progress the race will be stopped by officials. As there is no road closures in place during these events the disruption to local residents will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

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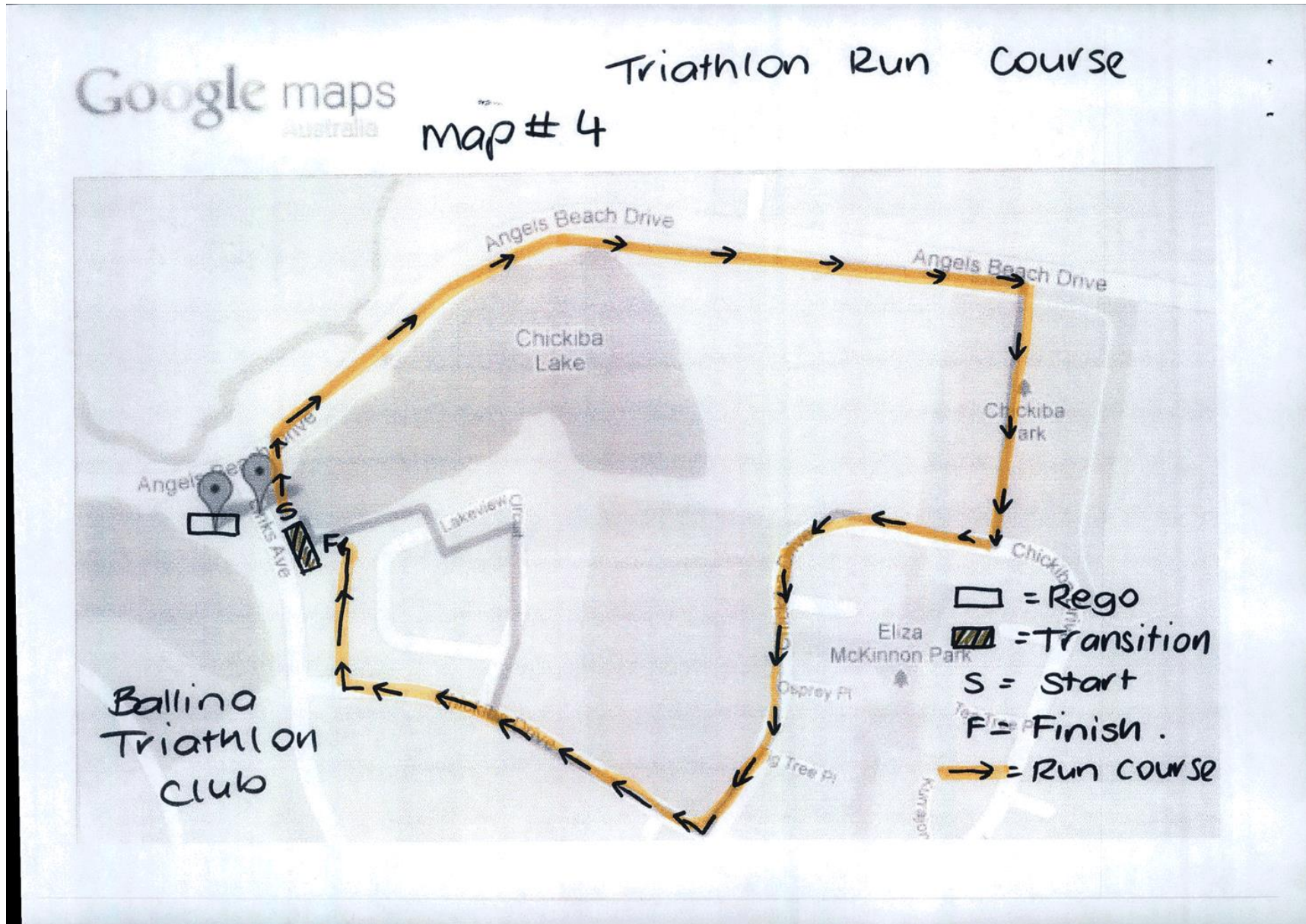
# Ballina Triathlon Club Cycle Course

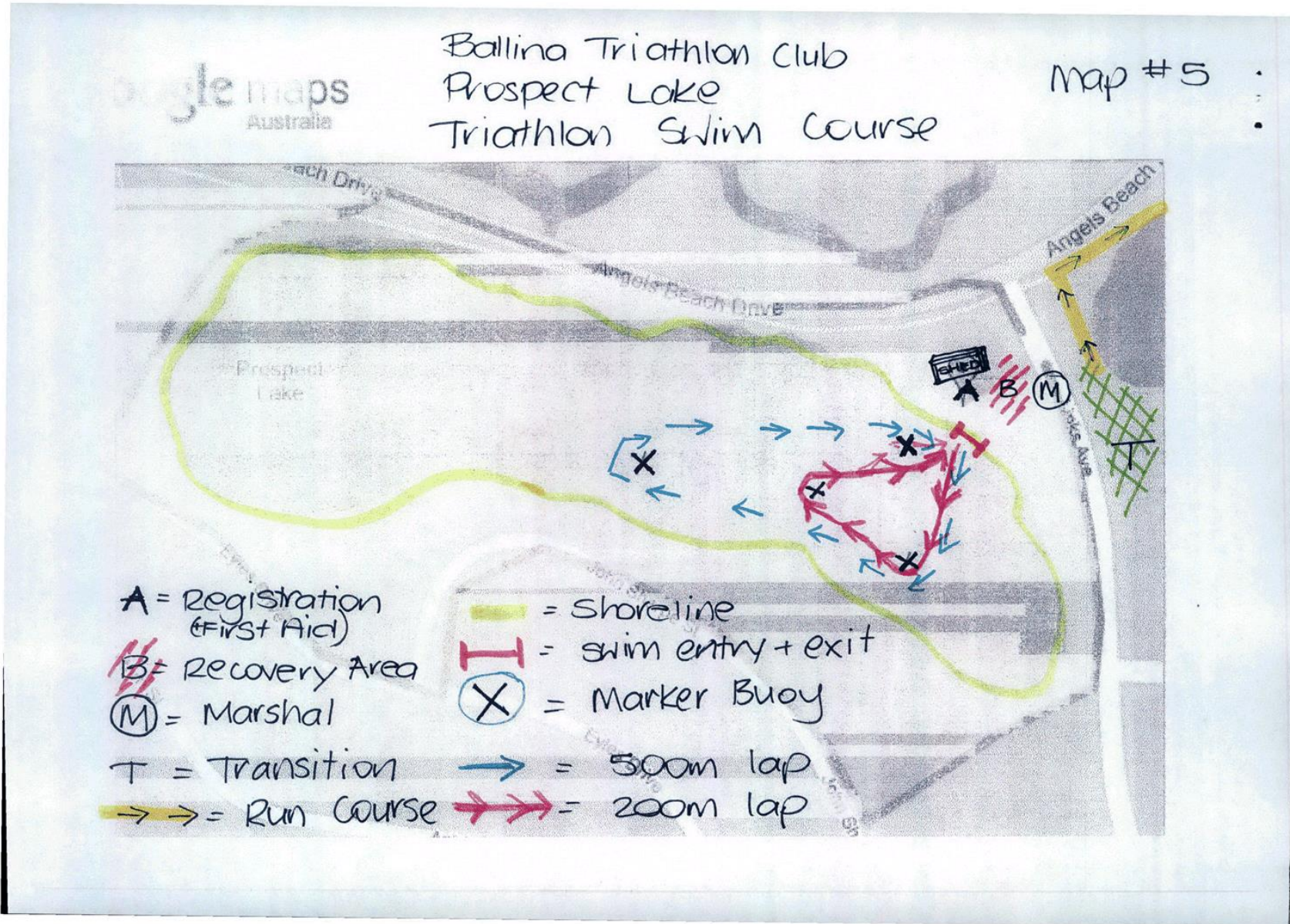


- R = registration
- T = transition
- ★ = Race Start / Finish
- M = marshal
- A = aid station

Map #3

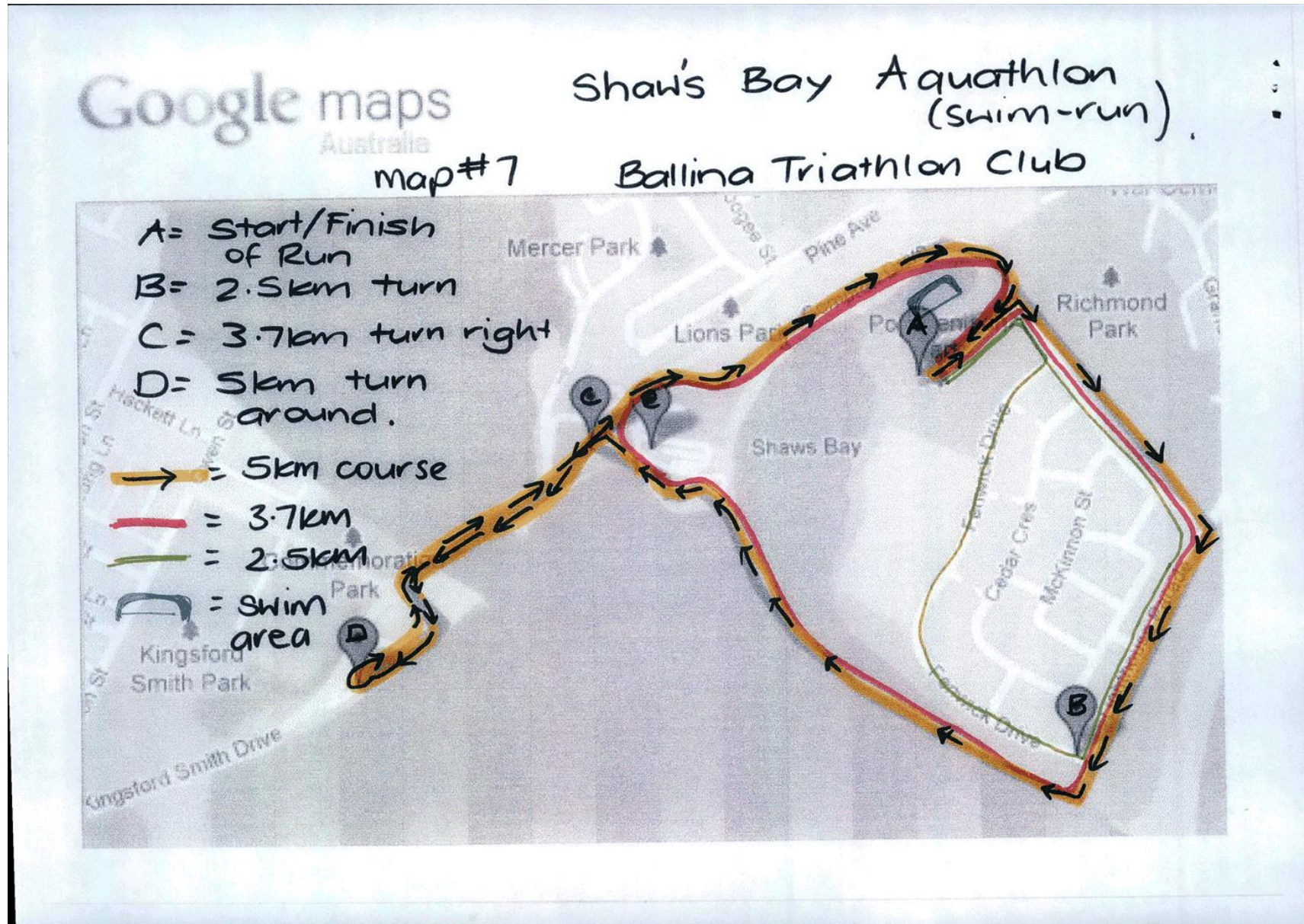
















**Certificate of Currency**

This is to certify the insurance policy detailed below is current and in force.

**Insured Companies**

Triathlon Australia Inc including all Affiliated Organisations including State and Territory Associations, Affiliated Clubs, Officials, Accredited Coaches, Voluntary Workers, Members (including professional license holders), executives, volunteers, and Race Directors and Event Organisers whilst participating in officially organized or sanctioned events of Triathlon Australia.

**Affiliated Club:**

Ballina Triathlon Club

**Type of Policy**

- A) Public & Products Liability
- B) Professional Liability

**Policy Number**

AU00003116LI13A

**Period of Insurance**

30 June 2013 to 30 June 2014 at 4:00 pm LST

**Territorial Limit**

Worldwide

**Limit of Liability**

- A) AUD 20,000,000 each Occurrence and in the aggregate in respect of Products per Period of Insurance
- B) AUD 10,000,000 each Claim and in the annual aggregate

**Interested Party**

The specified entity/ies below are hereby noted under this Policy for their respective rights and interests in Triathlon Australia and/or Triathlon Aust organised or sanctioned events:

Ballina Council

Nothing herein contained shall serve to alter, vary or waive the provisions of the above-mentioned policy. For full details regarding coverage refer to the policy documentation or contact V-Insurance Group on 1300 945 547 or email [sports@vinsurancegroup.com](mailto:sports@vinsurancegroup.com).

Signed on behalf of XL Insurance Company Limited



Daniel Fay  
Underwriting Manager – Casualty Middle Market  
Northern Region

Date: 1 August 2013

Sydney  
Phone: (02) 8270 1400

Melbourne  
Phone: (03) 8352 6700

For more information please contact your local XL Insurance Company Limited office or visit our website [xlgroup/insurance.com](http://xlgroup/insurance.com) ABN 36 083 570 441

## **6.3 NAIDOC Week Celebrations 2014**

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### **6.3 NAIDOC Week Celebrations 2014**

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#### **Introduction**

Ballina Shire Council in conjunction with Bullinah Goori Services Action Group are coordinating NAIDOC Week 2014. They are proposing to hold the annual NAIDOC Week Celebrations Walk on Monday 7 July 2014. The walk will proceed along River Street from Ballina RSL to the Visitor Information Centre where a formal flag raising will occur.

#### **Information**

It is anticipated around 200 people will assemble at 11.00am at the Ballina RSL car park for the commencement of the walk at 11.30am. The celebration walk will proceed along River Street to the Ballina Visitor Information Centre, where a formal flag raising ceremony will be held, along with family activities in the centre's closed car park.

Council contracted traffic controllers will regulate traffic movements in accordance with the Traffic Control Plan. A request has been made to the NSW Police for a highway patrol officer and vehicle to lead the walk.

This is an annual application where Ballina Shire Council prepares the Traffic Control Plan (see attachment). It is a mobile event where road closures are dismantled once the march has passed.

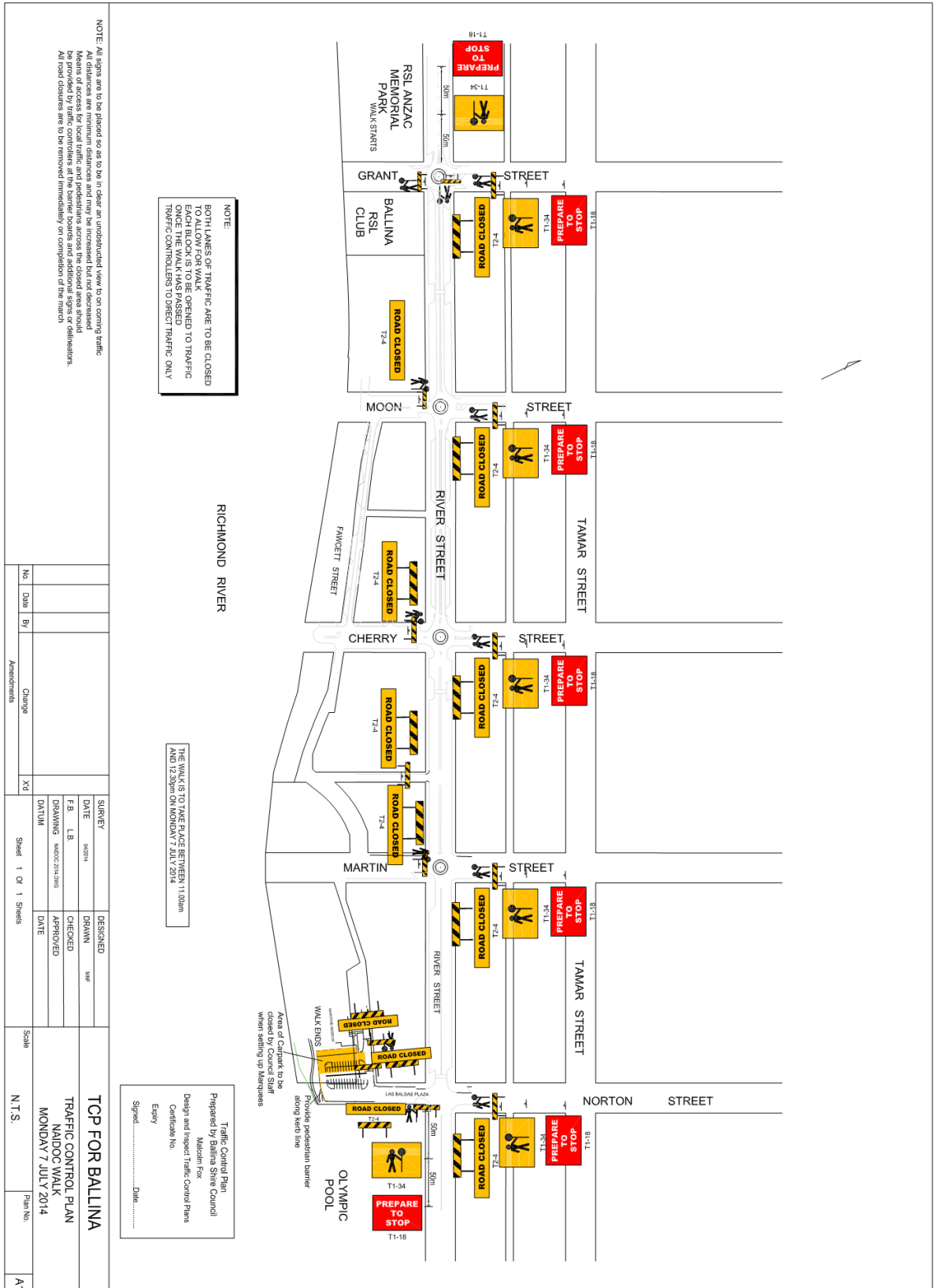
#### **RECOMMENDATIONS**

That approval be granted to close River Street from Grant Street to Norton Street for the purpose of the annual NAIDOC Celebration Week Walk on Monday 7 July 2014, subject to the event being held in accordance with the submitted Traffic Control Plan.

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

1. NAIDOC TCP 2014





## **6.4 Parking Arrangements Vicinity of Byron Street and Ballina Street/Pacific Parade Intersection at Lennox Head**

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### **6.4 Parking Arrangements Vicinity of Byron Street and Ballina Street/Pacific Parade Intersection at Lennox Head**

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#### **Introduction**

The area around the Byron Street, Pacific Parade/Ballina Street Intersection at Lennox Head has incomplete termination of some parking zones. It is proposed to regularise the parking signage and arrangements.

#### **Information**

An aerial photo of the area with existing parking signage superimposed is shown on the attachment to this report.

#### **Section 1 - Byron Street North to Pacific Parade West**

This section is a No Parking zone from the threshold east of Park Lane, around the hotel corner to the next intersection to the north (Lennox Street). This section is well signed and terminated at each end.

#### **Section 2 - Byron Street South to Ballina Street West**

The current signage is inconsistent. The No Parking zone in Park Lane is terminated at the Byron Street corner. In Ballina Street there is a No Stopping sign with arrow pointing to Byron Street, but no reinforcement or termination signs around the corner in Byron Street. The status of kerbside parking in the Byron Street section is ambiguous. On most occasions the site has been inspected, unlawful parking (see photo) on the road verge (between kerb line and property boundary) has also been observed.

The issues with this section could be remedied by making it all "No Stopping" or all "No Parking".

#### **Section 3 - Ballina Street/Pacific Parade East Side**

Currently south of the Byron Street intersection there is a "No Parking" sign with arrow pointing north. There is no reinforcement or termination sign further to the north.

The issues with this section could be remedied by providing a "No Parking" termination sign immediately south of the next parking indent to the north.

#### **Discussion**

There are no recorded crashes at the intersection itself, but there are a number in Byron Street near the Park Lane intersection and mid block in Pacific Parade and Ballina Street, north and south of the intersection. None of the accidents seem to relate to parked vehicles.

Vehicles, even when stopped for very short periods in Section 3 (Byron Street south side), could create a hazard for northbound vehicles in Ballina Street

#### **6.4 Parking Arrangements Vicinity of Byron Street and Ballina Street/Pacific Parade Intersection at Lennox Head**

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turning left into Byron Street. This risk would be minimised if the "No Stopping" zone was extended to all of Section 2.

Due to the busy nature of the intersection and occasional presence of short term stopping, there have been some requests for the part of Section 1 on Byron Street north side and in Pacific Parade west side adjacent to the hotel to be made "No Stopping". Combined with a "No Stopping" zone on the other side of Byron Street, this would provide a consistent intersection treatment.

The unterminated "No Parking" zone extending northwards in Section 3 on the east side of Ballina Street could be terminated at the southern end of the first indented angle parking bay in Pacific Parade.

There are chain connected bollards on the hotel corner, preventing unsafe pedestrian crossings through the intersection and directing pedestrians to a safer crossing point on Byron Street. These bollards and chains could be replicated on the opposite corner to provide a more integrated continuity of direction indicators to pedestrians. Placement of bollards on this corner may also discourage parking on the nearby footpath verge. A break in the bollards would be necessary in Ballina Street to preserve access to the parking space for the real estate office on the corner.

#### **RECOMMENDATIONS**

That:

1. The No Stopping Zone commencing on the west side of Ballina Street, immediately south of the Byron Street intersection, be extended around the corner into Byron Street and be terminated at the Park Lane Corner.
2. The No Parking Zone commencing on the east side of Ballina Street, immediately south of the Byron Street intersection, be extended to the north into Pacific Parade and be terminated at the southern side of the first angle parking indent, north of Byron Street.
3. Bollards and chains be installed at the Byron Street/Ballina Street corner to match those on the other side of Byron Street. Provide a break in the bollards and chains to facilitate access to off street parking on adjacent private land (real estate office).

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

1. Parking Signage Ballina Street, Byron Street & Pacific Parade, Lennox Head

6.4 Parking Arrangements Vicinity of Byron Street and Ballina Street/Pacific Parade Intersection at Lennox Head



### Introduction

The half minute student set down and pick up zone adjacent to Alstonville High School is considered too short for practical usage. It is proposed to review the use of the zone.

### Information

Observations of the performance of the half minute student set down and pick up zone in Cawley Close, opposite Alstonville High School reveal that it is not being used effectively. Observed pick ups usually take in excess of 80 seconds. There were also periods of no use observed during peak periods and it was assumed, that lawfully compliant drivers, knowing that they could not complete the action in the required half minute duration, would not use the facility. There were also observed occurrences of significant non compliance where drivers parked in the zone for over 10 minutes.

It is considered that the time should be extended to 2 minutes or alternatively the zone be changed to 'No Parking' which will permit the drop off pick up actions to take place in accordance with NSW Road Rule 168 which is reproduced below..

#### **"168 No parking signs**

- (1) *The driver of a vehicle must not stop on a length of road or in an area to which a no parking sign applies, unless the driver:*
- (a) *is dropping off, or picking up, passengers or goods, and*
  - (b) *does not leave the vehicle unattended, and*
  - (c) *completes the dropping off, or picking up, of the passengers or goods, and drives on, as soon as possible and, in any case, within the required time after stopping.*

*Maximum penalty: 20 penalty units.*

- (2) *For this rule, a driver leaves a vehicle **unattended** if the driver leaves the vehicle so the driver is over 3 metres from the closest point of the vehicle.*

- (3) *In this rule:*

**required time** means:

- (a) *if information on or with the sign indicates a time—the indicated time, or*
- (b) *if there is no indicated time—2 minutes, or*
- (c) *if there is no indicated time, or the indicated time is less than 5 minutes, and rule 206 applies to the driver—5 minutes.*

**Note 2.** *Rule 206 applies to a driver if the driver's vehicle displays a current parking permit for people with disabilities and the driver complies with the conditions of use of the permit—see rule 206 (1)."*

The use of a "No Parking" zone is not well understood by the public and the installation of a "No Parking" zone at this location may warrant some education of the school staff who can advise parents.

## **6.5 Alstonville High School - Student Set Down/Pick Up Zone Duration**

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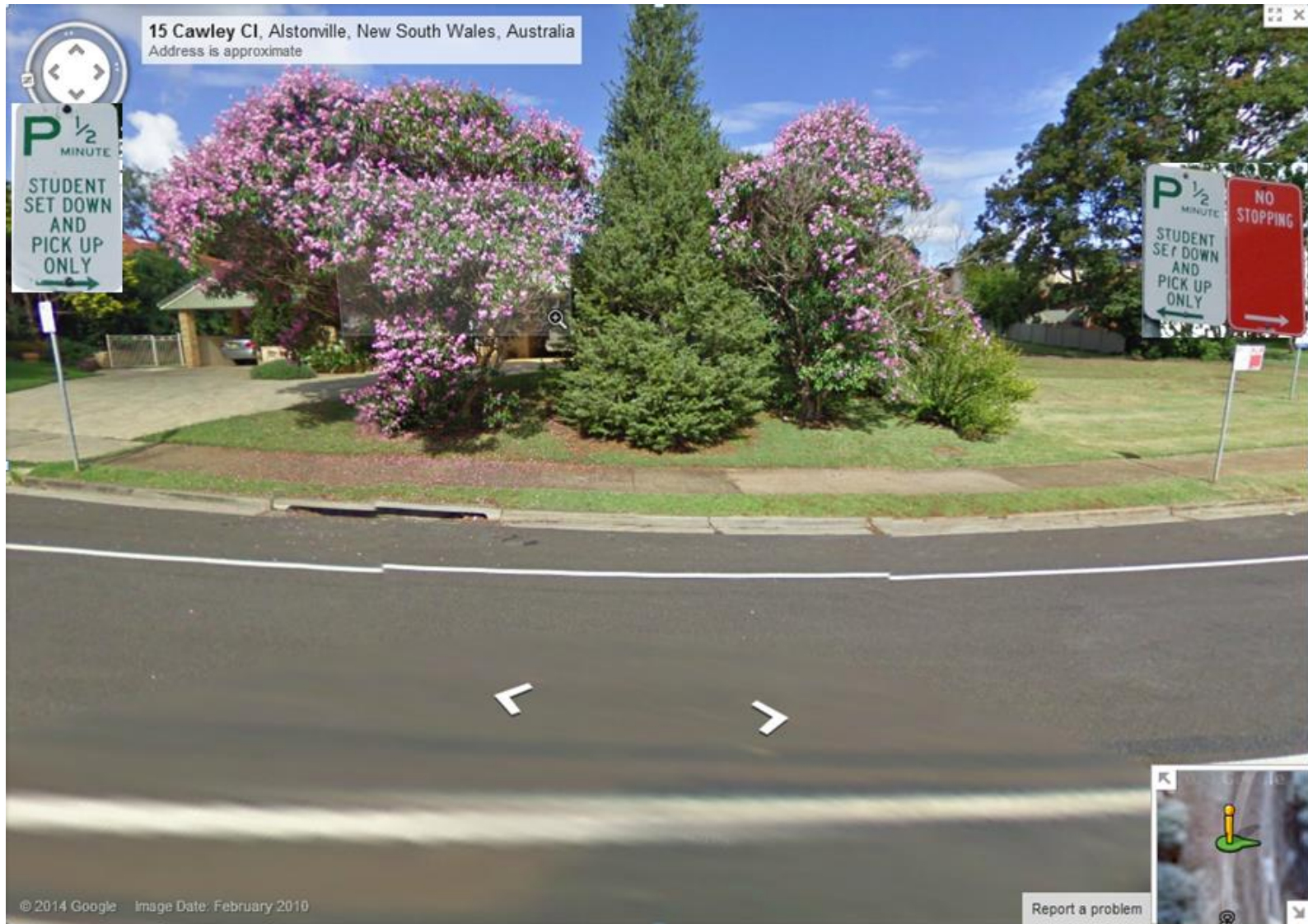
### **RECOMMENDATION**

That the "Student Set Down and Pick Up Only" zone in Cawley Close, Alstonville opposite Alstonville High School be replaced with a "No Parking" zone.

### **Attachment(s)**

1. Alstonville High School Pick up Drop off

6.5 Alstonville High School - Student Set Down/Pick Up Zone Duration



## **6.6 Request for Speed Zone Review Friday Hut Road, Brooklet**

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### **6.6 Request for Speed Zone Review Friday Hut Road, Brooklet**

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#### **Introduction**

A request has been received to review the speed limit at Friday Hut Road, Brooklet.

#### **Information**

Arising from an access issue with a development application for a proposed bed and breakfast at 412 Friday Hut Road, Brooklet, the applicant has requested the speed limit be reduced to 80 km/h.

In recent years the adjoining Tintenbar, Fernleigh and Brooklet Roads have been assessed by RMS and speed zones reduced to 80 km/h.

The cumulative creation of 80 km/h speed zones in rural areas, generally arising from local resident requests/complaints has created an inconsistent patchwork of part 80 km/h and part unrestricted speed zones in the rural areas. There is also now an expectation by rural residential residents that eventually all similar roads will eventually be reduced to an 80 km/h or lower speed zone.

Given these circumstances it would be reasonable to request a speed zone review for Friday Hut Road.

#### **RECOMMENDATION**

The Committee recommends a referral request be made to NSW Roads and Maritime Services to conduct a speed zone review on Friday Hut Road from the Byron Shire Boundary to Tintenbar Road.

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

Nil



## **6.7 Request for Time Limited Parking Parking - South Street, Alstonville**

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### **6.7 Request for Time Limited Parking Parking - South Street, Alstonville**

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#### **Introduction**

Concerns have been raised regarding the unavailability of on-street parking in South Street Alstonville between Bugden Avenue and Commercial Road due to all day parking by employees of adjacent businesses. Timed parking restrictions have been requested.

#### **Information**

The section of South Street being considered extends from a T junction on Bugden Avenue (Old Bruxner Highway) eastwards to a cross intersection with Commercial Road. The Alstonville Showground is located across Commercial Road.

There are currently No Stopping zones on the north west, north east and south east corners of this section of South Street. The No Stopping zones near the Commercial Road intersection are in place because of a median strip at the intersection and insufficient remnant lane width if vehicles park in the vicinity of the median.

The No Stopping zone on the north west corner of South Street is to ensure adequate lane width for traffic turning into South Street from Bugden Avenue. (See attached aerial photo, note yellow arrows indicate extent of No Stopping Zones and not the direction of traffic flow). This No Stopping zone is adjacent to a bakery business that occupies the western end of an adjacent small shopping centre.

#### **Observations**

The site was inspected on 4 separate occasions during business hours. On these occasions the majority, but not all, of the available on-street spaces in this section of South Street were occupied by parked cars. On most occasions there were also a number of vacant car parking spaces available in Bugden Avenue, a short distance away. Saturation parking was observed in Bugden Avenue at peak school times, but this was generally for a short time duration only.

The major traffic issue observed in South Street was illegal parking by eastbound cars entering South Street and parking in the No Stopping zone in front of the bakery. This behaviour impedes the entrance to South Street from Bugden Avenue and could lead to accidents if cars turning into South Street need to stop quickly due to the unexpected blockage by cars in the No Stopping zone.

A redundant lay back kerb crossing was also observed in front of the shopping centre. The layback kerb may inhibit some usage of this section for parking and should be replaced with vertical kerb.

## **6.7 Request for Time Limited Parking Parking - South Street, Alstonville**

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One of the business owners in the shopping centre was consulted about the introduction of time limited parking and advised that 2 hour parking was not supported because it would disadvantage their business because customer's appointments can exceed 2 hours. There is conflicting advice from another member of the community who advises that:

*"I also have discussed the problem with the three business on South St. (bakery, hairdresser and child day care centre) and they fully support parking that is controlled by time. This would allow their customers at most times easier access to a parking spot and also reduce the risk of illegal parking."*

Yet another member of the community has advised:

*"The corner has always been a problem and is terrible at 3.20 to 3.40 pm with the school kids leaving as well as the pre-school parents double parking etc. To be honest, it's bedlam with parents parking everywhere illegally and then taking off in front of others. The main reason that there are not many accidents is that the traffic is going reasonably slowly. The buses are also coming at that time. The 'lolly-pop' lady slows down the traffic and makes it safe for the kids to cross. She is fantastic at her job. The rangers and staff there at that time would allow them to see what happens and enforce any illegal parking. I think the two hours along some parts of South Street would help and maybe 15 mins right in front of the bakery."*

### **Conclusion**

Whilst there is seen to be a need by some members of the community for 2 hour timed parking in this section of South street, observations have not supported the contention that the area is generally fully parked out.

### **RECOMMENDATIONS**

1. It is recommended this location be monitored and rangers be requested to enforce the No Stopping zone outside the bakery. But no action be taken on altering the parking arrangements in South Street at this time.
2. A request be made to Council's Engineering Works Section for the section of redundant lay back kerb in front of the shopping centre be replaced by vertical kerb.

### **Attachment(s)**

1. South Street, Alstonville Aerial Photo

6.7 Request for Time Limited Parking - South Street, Alstonville



South Street Alstonville - Note yellow arrows indicate extent of No Stopping Zones, not direction of traffic flow.

## 6.8 60 km/h Speed Limit Ballina Road, Alstonville

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### 6.8 60 km/h Speed Limit Ballina Road, Alstonville

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#### Introduction

Since the completion of the Alstonville Bypass in May 2011, RMS has reduced the speed limit on the far western section of the Old Highway between near Frank Street to Sneaths Road from 70 km/h to 60 km/h. The Alstonville CBD is 40 km/h and east of the CBD has remained at 60 km/h. A request has been received to reduce the speed limit on the eastern, Ballina Road section of Old Highway from 60 km/h to 50 km/h.

#### Information

The eastern section of the Old Bruxner Highway (Ballina Road) traverses a mostly residential area and has a 60 km/h speed limit.

The central section of Old Bruxner Highway is through the Alstonville CBD and has a 40 km/h speed limit.

The near western section (Bugden Avenue and Lismore Road) from the Alstonville CBD to 160 m east of Frank Street has a 60 km/h speed limit.

The far western section, Lismore Road, from 160 m east of Frank Street to Sneaths Road roundabout/highway junction is 2.35 km long. It had a speed limit of 70 km/h before the bypass was opened, but RMS reduced the speed limit on this section from 70 km/h to 60 km/h after the opening of the bypass.

To determine the effectiveness of the reduction of the speed limit in the far western, Lismore Road section, Council has monitored traffic speeds at Lismore Road between Rifle Range Road and Francis Avenue.

<b>Lismore Road, Speed Survey - 10 m West of Francis Avenue</b>		
<b>Data</b>	<b>1 to 17 May 2012</b>	<b>7 to 23 May 2014</b>
No Vehicles	50,765	49,139
Posted speed limit	70 km/h	60 km/h
Exceeding	25,948 (51.11%)	38,522 (78.39%)
Mean Exceeding	75.55 km/h	68.11 km/h
Maximum	151.5 km/h	156.2 km/h
Minimum	10.6 km/h	12.2 km/h
Mean	69.7 km/h	65.1 km/h
85% Speed	76.7 km/h	72.7 km/h
95% Speed	81.7 km/h	78.8 km/h
Median	69.8 km/h	64.8 km/h

The data indicates that even though the 85% speed has been reduced from 76.7 to 72.7 km/h, it still exceeds the previous posted speed limit of 70 km/h. This may indicate that the 60 km/h speed conflicts with driver's perceived assessment of the speed environment and has led to significant non compliance with the new speed limit. It is therefore considered that a speed limit review should be undertaken on this section of road to determine if the previous 70 km/h speed limit should be restored.

## 6.8 60 km/h Speed Limit Ballina Road, Alstonville

In regard to the request to lower the speed limit on the eastern, Ballina Road section of Old Bruxner Highway. This section is now a two lane urban distributor/collector type road through a mostly residential area. The CrashLink data indicates there have been 3 crashes on this section of road since the bypass was opened. A summary of traffic volume and crash data post the bypass opening is shown in the table below.

Date	RUM (Road Use Movement Code)	Speed involved in crash?	Traffic Volume ADT
July 2011			5,674
4/8/2011	13 Vehicles from adjacent directions at intersection	No or unknown	
7/8/2012	30 Rear end crash	No or unknown	
24/4/2013	71 left off carriageway into object/parked vehicle	No or unknown	

The crash incidence is not high for this volume of traffic and the CrashLink data does not identify that excessive speed was involved in any of the crashes. There may be an argument that the default 50 km/h urban speed limit should be applied to Ballina Road as it is no longer a highway. However, the traffic volumes indicate that it is still a major distributor/collector type road, being the principal feeder road from the town of Alstonville to the Bruxner Highway to the east and on to Ballina, and that the higher 60 km/h speed limit is appropriate. It is therefore not considered that the speed limit on this section of Ballina Road needs to be reviewed.

### RECOMMENDATIONS

The Committee recommends that:

1. NSW Roads and Maritime Services be requested to undertake a speed limit review of the 60 km/h section of Lismore Road, Alstonville/Wollongbar from 160 m east of Frank Street to the Sneaths Road roundabout to determine if the previous 70 km/h speed limit should be restored.
2. No review be requested of the 60 km/h speed limit on Ballina Road, Alstonville.

### Attachment(s)

Nil

**6.9 Request to Remove Half Hour Parking Spaces in Part of River Street, Ballina**

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**6.9 Request to Remove Half Hour Parking Spaces in Part of River Street, Ballina**

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**Introduction**

A request has been received to change the duration of the current half hour parking restriction on the north side of River Street Ballina between Cherry Street and Martin Street.

**Information**

A business owner on the north side of River Street, Ballina between Cherry Street and Martin Street has made the following request:

*"I am writing to see if we can get the Half hour parking changed at the front of our store. I understand the need to turn over car spaces but it has come at a huge expense to us. I just had a customer leave my store to move her car as the parking officer was about to give her a ticket. She only tried a few things on. She did not come back and it cost me a \$300 dollar sale. There needs to be compromise with some half hour, some 1 hour. I see people every day running from the bank to move there car after being stuck in the bank line. We don't want people not shopping in the main street and going to Ballina Fair where they can park all day. I have had my store for 14 years and have never seen the parking officers but at the moment they spend allot of time in front of my store. I know there are new parks being opened up in Tamar street but we need some parks in the main street to be longer. The new Woolworths has been great for the street but we get no customers from it as they have to move there cars after shopping for 30 minutes."*

It is understood that the mix of timed parking limit durations has been a matter of consideration for some years as the Ballina CBD has evolved and main street beautification works implemented.

Any review of the parking duration at this location would need to be done as part of a comprehensive parking review of the whole Ballina CBD precinct.

**RECOMMENDATIONS**

The Committee recommends that a review of timed parking limits on the north side of River Street, Ballina between Cherry Street and Martin Street be deferred until a comprehensive parking review of the whole Ballina CBD precinct is undertaken.

**Attachment(s)**

Nil

## **6.10 Proposed Parking Restrictions - Sneaths Road Adjacent to Wollongbar TAFE**

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### **6.10 Proposed Parking Restrictions - Sneaths Road Adjacent to Wollongbar TAFE**

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#### **Introduction**

Concerns have been raised regarding the practice of parking on Sneaths Road, Wollongbar to access the adjacent TAFE sporting fields.

#### **Information**

TAFE management have expressed concern that cars parking on the shoulders of Sneaths Road adjacent to, and to gain access the TAFE sporting fields are causing safety hazards.

It is understood the concerns are:

- The movements of cars parking on the northbound shoulder (often 90 degree angle parked) interfere with the passage of vehicles on the left turn lane entering the TAFE.
- Parked vehicles adversely impact on the sight distance of vehicles exiting and turning right from the TAFE
- Parked vehicles on the opposite (southbound) side of Sneaths Road result in unsafe crossing of Sneaths Road by children accessing the sports field.

The issues of concern occur mainly on Tuesday and Thursday evenings when the fields are used by a junior sporting group who use the fields through the Oval Licence Agreement between the TAFE and Ballina Shire Council. There are ample parking facilities and vacant spaces (particularly in the evening) available on the TAFE site and the boundary along Sneaths Road is equipped with a 5 strand barb wire fence. However it would appear that the drop off/pick on Sneaths Road is still preferred by some because of perceived convenience and/or time saving.

TAFE management have requested the Traffic Committee's advice.

#### **Options**

1. Install No Parking zones and associated signage on either side of Sneaths Road from the TAFE entrance for a distance of say 200 m to the south. Associated compliance action by Council Rangers.
2. Request the TAFE to install a person proof fence along this section of their Sneaths Road boundary.
3. Request the sporting group using the field to engage with their members, advise them of the safety issues involved and encourage all parking and pickup/drop off to take place on the TAFE site.

## **6.10 Proposed Parking Restrictions - Sneaths Road Adjacent to Wollongbar TAFE**

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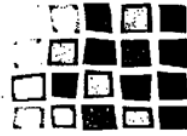
### **RECOMMENDATION**

The Committee recommends the sporting group using the field be requested to engage with their members, advise them of the safety issues involved and encourage all parking and pickup/drop off to take place on the TAFE site.

### **Attachment(s)**

1. Letter from TAFE Sneaths Road Parking Hazard
2. Aerial Photo and Entry Lane Wollongbar TAFE and Sneaths Road





General Manager  
Ballina Shire Council  
PO 450  
BALLINA NSW 2478

Wollongbar Campus  
61 Sneaths Road  
PO Box 534  
Wollongbar  
NSW 2477  
Phone 02 6620 4700  
Fax 02 6620 4899  
www.nci.tafensw.edu.au

Attention: Traffic Management Committee

**SUBJECT: TRAFFIC HAZARD - SNEATHS RD WOLLONGBAR**

I wish to advise the 90° parking in Sneaths Rd on the approach to the main entry has been identified as a hazard and referred to the campus WHS Committee and HSR. The traffic hazard reported is obstructed visibility as people exit to the right when leaving the campus on Tuesday and Thursday evenings.

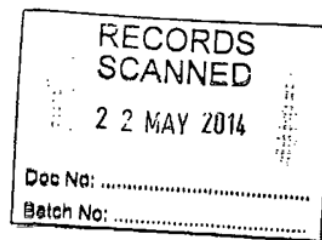
90° parking in Sneaths Rd occurs mainly on the evenings the sporting oval is used for junior ruby training notwithstanding the provision of visitor parking on campus as part of the Oval Licence Agreement with Ballina Shire Council (BSC doc ref no 1059891). However, parking in Sneaths Rd is outside of the jurisdiction of Wollongbar TAFE and therefore, the matter was referred to Council for advice. BSC Ranger/Parking Patrol Officer Danelle Kerr attended the campus and recommended the matter be reported to the Traffic Management Committee.

Another observation related to parking in the vicinity of the Sneaths Rd boundary fence is that children enter/exit the sporting ground by climbing over the five strand barred wire fence.

Please refer this matter to the Traffic Management Committee and advise accordingly.

Yours sincerely,

Peter Mehan  
Campus Manager  
North coast TAFE  
Wollongbar Campus  
20 May 2014



**6.10 Proposed Parking Restrictions - Sneaths Road Adjacent to Wollongbar TAFE**



Aerial View of Sneaths Road and TAFE Playing Fields



Entry left turn Lane to TAFE and Shoulder where cars park to access sporting events

## **7.1 Parking and Pedestrian Crossing Issues - Southern Cross Schools, East Ballina**

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

#### **7.1 Parking and Pedestrian Crossing Issues - Southern Cross Schools, East Ballina**

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##### **Introduction**

Requests have been received to review and optimise on street parking and pedestrian crossing arrangements on Chickiba Drive, East Ballina adjacent to Southern Cross High and Primary schools.

##### **Information**

Requests have been received for optimisation of on-street parking and crossing arrangements on Chickiba Drive, East Ballina adjacent to Southern Cross High and Primary schools. The current arrangements are shown on an aerial photo attachment to this report.

Parking arrangements at the schools are quite complex. There are indented on-street angle parking bays and some on-site parking areas on the school sites themselves. There is a small capacity off street drop off/pick up area adjacent to the Primary School, but it has insufficient storage to cope with peak periods. At the south east part of the site, off Links Avenue there is a large staff parking area.

##### **No Parking Zone**

There is a No Parking zone on the north side of Chickiba Drive from a street T Junction extending eastwards for 160 m. For much of this zone there is angle parking on the opposite (south) side of Chickiba Drive. The first 60 m is kerbed and the pavement width from this kerb to the gutter on the other side (that separates the angle parking area from the through road) is 10.8 m. The next 100 m has no kerb edge and the road formation drops off into a vegetated area. If parallel parking was permitted in this area there would be sub optimal lane width for through traffic that includes busses.

##### **Area Used for Unlawful Angle Parking**

This section is further eastward, beyond the No Parking zone on the north side of Chickiba Drive. The street in this location has no kerb and gutter for some distance and cars angle park on the grass verge as can be seen in the aerial photo. The street pavement width in this section is 11 m (not including angle parking indent on other side). Parallel parking is lawful in this section, but a practice has developed to unlawfully angle park.

##### **Pedestrians Crossing Chickiba Drive**

Concern has been expressed by parents that there is no safe street crossing place for children being dropped off/picked up from vehicles parked on the north side of Chickiba Drive. This is a difficult matter because these schools, in common with most other government schools in NSW, have not provided adequate facilities on their own development sites for student pick up and drop off. The issue of pedestrian crossings is further complicated by the multiplicity of entry points to the schools and multiple desire lines that are

## **7.1 Parking and Pedestrian Crossing Issues - Southern Cross Schools, East Ballina**

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unlikely to be satisfied by a single designated crossing point equipped with say a pedestrian refuge and/or footpath kerb extensions. It is doubtful that traffic/pedestrian volumes would warrant a formal pedestrian crossing.

### **RECOMMENDATION**

That the Committee review and advise on optimising the parking and pedestrian crossing arrangements on Chickiba Drive, East Ballina adjacent to the Southern Cross Schools.

### **Attachment(s)**

1. Chickiba Drive Parking
2. Southern Cross Schools

7.1 Parking and Pedestrian Crossing Issues - Southern Cross Schools, East Ballina



7.1 Parking and Pedestrian Crossing Issues - Southern Cross Schools, East Ballina



## **7.2 Bicycle Rider Behaviour - Riverside Walkway, Ballina**

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## **7.2 Bicycle Rider Behaviour - Riverside Walkway, Ballina**

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### **Introduction**

For the safety of pedestrians, riding of bicycles on sections of the riverside walkway through Fawcett Park and other public foreshore land in Ballina has been prohibited. There is substantial non compliance with this prohibition which is causing safety concern to some pedestrians.

### **Information**

The attached photos show examples of the bicycle signage and non compliant behaviour of bicycle riders on the riverside walkway at Ballina.

### **RECOMMENDATION**

That the Committee provide advice on methods of improving bicycle rider compliance with bicycle restrictions on the riverside walkway at Ballina.

### **Attachment(s)**

1. Bicycle Non Compliance

## 7.2 Bicycle Rider Behaviour - Riverside Walkway, Ballina

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## 7.2 Bicycle Rider Behaviour - Riverside Walkway, Ballina

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## 7.2 Bicycle Rider Behaviour - Riverside Walkway, Ballina

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### **7.3 Need for Additional Loading Zones - Lennox Head CBD**

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### **7.3 Need for Additional Loading Zones - Lennox Head CBD**

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#### **Introduction**

There has been a request from a major food distributor for provision of more loading zones in the Lennox Head CBD. Observations of the area indicate an undersupply of loading/unloading areas in Lennox Head and frequent unlawful parking of delivery vehicles, particularly in Park Lane.

#### **Information**

A major food service distributor has advised there is a lack of loading zones in Lennox Head. They are concerned regarding the safety of the public and their customers and their duty of care to their drivers.

#### **Loading Zone Supply**

There is currently only one on-street loading zone in the locality. It is only 5.3 m long and located at the northern end of Rayner Lane (see attached aerial photo).

There are a number of on site loading/unloading areas accessed from Park Lane serving newer commercial developments, presumably provided as conditions of development consent. Some of these on-street facilities are not being well managed with obstructions being permitted to accumulate, reducing their functionality and availability.

#### **Observations**

##### **Park Lane**

The major businesses fronting Ballina Street have vehicular access from Park Lane for on-site parking and for some premises Park Lane is also used for access to on-site loading/unloading areas. Within the sites themselves the storage of pallets, waste bins and bottled gas installations has compromised the functionality of some loading/unloading areas (see photos in attachment). Some businesses whilst having access to on site parking areas from Park Lane, have no formalised loading/unloading areas. Compliance action has been initiated to ensure loading/unloading areas, required as a condition of development consent, are being managed for this purpose.

It appeared from observations of unlawful parking incidents (see example in attachment), that the eastern side of Park Lane is a preferred location for delivery vehicle parking. This would be due to its proximity to the rear entrances of main street businesses. One business owner who had an on-site loading/unloading area, advised that their area is often used by other businesses that did not have their own facility.

Park Lane is only 7 m wide kerb to kerb. On the west side there is angle parking for a considerable length and the east side is a "No Parking" zone.

If consideration is given to the provision of a Loading Zone on the east side of Park Lane, constraints include:

### **7.3 Need for Additional Loading Zones - Lennox Head CBD**

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- The 7 m width of Park Lane, the need to accommodate the turning paths of 90 degree angle parked vehicles on the west side as well as two way traffic leaves insufficient road cross section available to accommodate parking on the east side.
- The eastern kerb of Park Lane is penetrated by numerous, vehicle access driveways and pedestrian access ramps. Many of the vehicle driveways are quite long. There is insufficient length of remnant upright kerb available to accommodate a long vehicle loading zone.

#### **Rayner Lane**

During site visits the Loading Zone in Rayner Lane was not used. It appears to be poorly located (too far from business) and too short to be practical or useful for general Lennox Head CBD delivery operations.

#### **Ballina Street**

Ballina Street is the main street, and is heavily used for parking during business hours and in the evenings. It is mostly 2 hour time limited. The only loading/unloading type area is a short Mail zone and 1/4 hour Parking zone adjacent to the Post Office. A loading zone could be created in Ballina Street by using a number of parking spaces. The likely usage of a Ballina Street loading zone is difficult to predict. It is possible that due to its proximity to rear accesses and ability to accommodate long vehicles, that drivers may still prefer to park illegally in Park Lane and take the risk they will not be fined.

### **RECOMMENDATION**

That the Committee advise on the need and placement of Loading Zones in the Lennox Head CBD.

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

1. Lennox Head CBD Aerial Photo - Loading Zone
2. On Site and Unlawful On Street Loading Areas - Park Lane, Lennox Head

7.3 Need for Additional Loading Zones - Lennox Head CBD



### 7.3 Need for Additional Loading Zones - Lennox Head CBD

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Loading/Unloading area off Park Lane



Loading/Unloading area off Park Lane

**7.3 Need for Additional Loading Zones - Lennox Head CBD**

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Loading/Unloading area off Park Lane



Loading/Unloading area off Park Lane





Park Lane looking south - Note delivery truck parked in No Parking zone and on wrong (right hand) side of the Lane.

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

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### **8. Information for the Committee**

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

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##### **Introduction**

This report contains a list of outstanding resolutions and actions taken to date from previous meetings of the Local Traffic Committee

##### **Information**

###### **Meeting Held 9 April 2014**

###### *6.1 Review of Pedestrian Crossing Bentinck Street - Adjacent to Bentinck and Martin Street Roundabouts*

*Recommendation:* The Committee deferred a decision on this item in order to undertake further traffic counts to assess the warrant and review design options to remove the dual lane capacity through the roundabout.

*Action to date:* New counts done and design reviewed. Report submitted to this meeting 11 June 2014.

###### *7.1 Request for Timed Parking - Brighton Street, Ballina*

*Recommendation:* The Committee deferred a decision on this item pending further review over Easter and consultation with the Caravan Park Management.

*Action to date:* Site meeting held with Caravan Park Management 22 May 2014. Advice received that new Draft Shaw's Bay Holiday Park Plan of Management (see attachment) to go on exhibition May 2014 which will reduce number of sites from 99 to 77. The lower number of larger area sites is expected to reduce the practice of residents parking boat trailers outside the Holiday Park area. There could also be an opportunity for concurrent master planning of the council land between the Holiday Park and Hill Street.

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

*Recommendation:* The Committee agrees to make a referral request to the RMS to conduct a speed zone review for the northern section of Pearces Creek Road.

*Action to date:* Referred to RMS. Acknowledgement letter received from RMS.

###### *7.4 Speed Limit Bentinck Street, Ballina*

*Recommendation:* That subject to the concurrence of Council a review of remnant 60kph zones in the Ballina area be referred to RMS.

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

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*Action to date:* Referred to RMS. Acknowledgement letter received from RMS.

### *7.5 South Ballina Beach Road - RMS Review of Speed Limit*

*Recommendation:* The Committee agrees to make a referral request to the RMS to conduct a speed zone review for the existing 100 km/h section of South Ballina Beach Road.

*Action to date:* Referred to RMS. Acknowledgement letter received from RMS.

### *10.1 Request for Line Marking & Timed Parking - Fox Street, Ballina*

*Recommendation:* The Committee supports the installation of line marking for angle parking and agreed to defer a decision on two hour timed parking pending further monitoring by Council officers.

*Action to date:* Line marking installed, monitoring ongoing.

### *10.2 Request for Speed Zone Review - Sneaths Road, Alstonville*

*Recommendation:* The Committee agrees to make a referral request to the RMS to conduct a speed zone review for Sneaths Road, Alstonville.

*Action to date:* Referred to RMS. Acknowledgement letter received from RMS.

## **Meeting Held 12 June 2013**

### *7.1 Proposed One Way Road - Camoola Avenue Ballina*

*Recommendation:* The Committee note the Council's intention to conduct a community consultation in respect of the opportunities to improve the traffic management in Camoola Avenue.

*Action to date:* Community consultation conducted May 2014. Report on traffic management options (including provision for one way traffic) and views of residents will be presented to a Council meeting. Regulatory traffic matters arising from any Council resolution on this matter will be referred to the Local Traffic Committee.

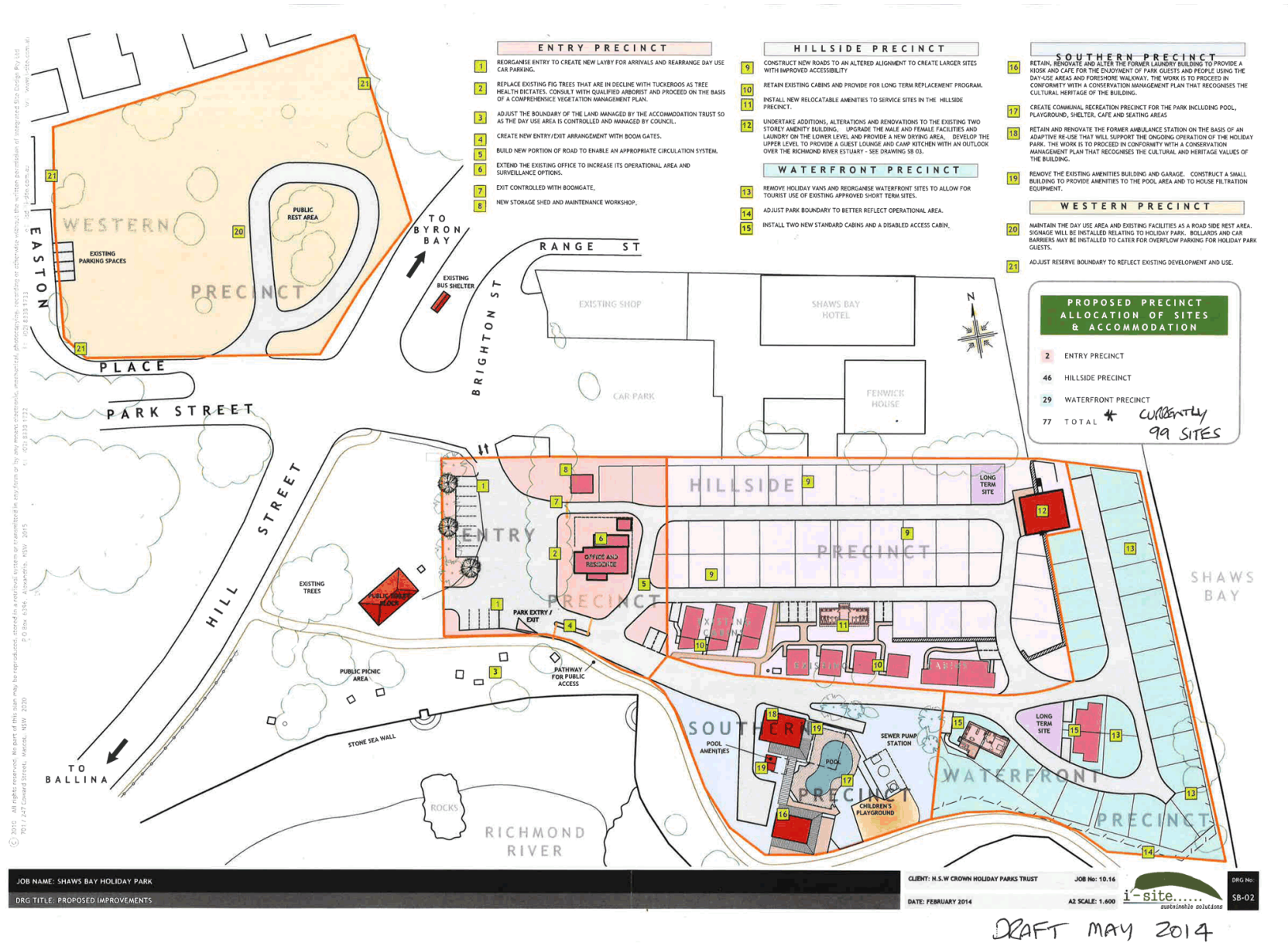
## **RECOMMENDATIONS**

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

### **Attachment(s)**

1. Shaws Bay Holiday Park - Draft Master Plan

# 8.1 Schedule of Outstanding Resolutions of the Committee



- 9 Regulatory Matters 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 13 August 2014 and 10.00am.