



Notice of Local Traffic Committee Meeting

A Local Traffic Committee Meeting will be held in the Ballina Shire Committee Room, 40 Cherry Street, Ballina on **Wednesday 13 June 2018 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

John Truman
Group Manager
Civil Services

DISCLAIMER ©NSW Spatial Services 2017. Although all care is taken in the preparation of plans within Council's business paper (both agendas and attachments), Ballina Shire Council accepts no responsibility for any misprints, error, omissions or inaccuracies. The information contained within each plan is for pictorial representation only and not to scale. Accurate measurements should be undertaken by survey.

Table of Contents

| | | |
|-----|---|----|
| 1. | Attendance & Apologies | 3 |
| 2. | Minutes of Previous Meeting..... | 3 |
| 3. | Deputations by Members of Public or Councillors..... | 3 |
| 4. | Summary Report - Recent Decisions of Council in Response to LTC Recommendations..... | 3 |
| 5. | Items to be Referred to Council | 3 |
| 6. | Items Referred to General Manager's Delegate..... | 4 |
| 6.1 | U-Turns - River Street, West Ballina Near Ronan Place | 4 |
| 7. | Items for Traffic Engineering Advice | 5 |
| 7.1 | Parking Signage - Mackney Lane, Lennox Head | 5 |
| 7.2 | Intersection of Hill Street and Brighton Street, East Ballina | 9 |
| 7.3 | Traffic Issues Associated with The Belle General - Shelly Beach Road, East Ballina | 13 |
| 8. | Information for the Committee | 21 |
| 8.1 | Pedestrian Access and Mobility Plan Update | 21 |
| 8.2 | List of Outstanding Resolutions from Previous Meetings of the Local Traffic Committee. | 23 |
| 8.3 | Request for Business Permit Parking Scheme - Ballina CBD | 27 |
| 9. | Regulatory Matters on Classified Roads (GM's Delegate) | 31 |
| 10. | Items Without Notice..... | 31 |
| 11. | Next Meeting | 31 |

DISCLAIMER ©NSW Spatial Services 2017. Although all care is taken in the preparation of plans within Council's business paper (both agendas and attachments), Ballina Shire Council accepts no responsibility for any misprints, error, omissions or inaccuracies. The information contained within each plan is for pictorial representation only and not to scale. Accurate measurements should be undertaken by survey.

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

1. Attendance & Apologies

2. Minutes of Previous Meeting

A copy of the Minutes of the Local Traffic Committee Meeting held on Wednesday 18 April 2018 were distributed with the business paper.

RECOMMENDATION

That Council confirms the Minutes of the Local Traffic Committee Meeting held on Wednesday 18 April 2018.

3. Deputations by Members of Public or Councillors

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

Nil Items

5. Items to be Referred to Council

Nil Items

6.1 U-Turns - River Street, West Ballina Near Ronan Place

6. Items Referred to General Manager's Delegate

6.1 U-Turns - River Street, West Ballina Near Ronan Place

Introduction

NSW Police have advised that eastbound traffic on River Street attempting U-Turns are causing traffic congestion.

Information

NSW Police have advised that eastbound traffic on River Street attempting U-Turns are causing traffic congestion. Whilst this is not an offence, there remains a conflict at the intersection with eastbound motorists trying to do a U turn causing congestion. It also impacts westbound motorists if they are in the right turn lane waiting to turn into Ronan Place.

It is suggested a No U-turn sign for eastbound traffic be placed at this intersection as the roundabout is another 100 metres further where they can turn with ease.

RECOMMENDATION

The Committee support provision of a No U-Turn sign for east bound traffic on River Street, West Ballina at the Ronan Place intersection.

Attachment(s)

Nil

7.1 Parking Signage - Mackney Lane, Lennox Head

7. Items for Traffic Engineering Advice

7.1 Parking Signage - Mackney Lane, Lennox Head

Introduction

Lennox Head Community Pre-School has requested more parking restrictions at the western end of Mackney Lane, Lennox Head.

Information

The Nominated Supervisor of Lennox Head Community Preschool Inc. has advised:

“The issue is that some of the northern side of Mackey lane has NO parking, which is great, then a small section at the western end has parking between (9.30 – 2.30) (4 cars at a pinch) encroaching on driveways and most important the turning circle at the end of the lane, which parameters is the entrance to the school, school parking and pathway for the children to use. As shown on the photos. We ask that that northern side is totally No Parking, based on the width of the road the parking area that is set up is opposite this allocated area, Garbage trucks, children are not a good mix. Your assistance in this matter would be greatly appreciated, it would mean removing the 2 time signs and replacing with 3 No parking signs.”

Currently parking at the western cul-de-sac end of Mackney Lane has time restricted parking with No Parking in peak school hours (8.00 – 9.30 am and 2.30 – 4.00 pm) with unrestricted parking at other times. This area can have high demand for parking due to its proximity to the Pre-School and rear entrance of the Primary School. The issue of encroachment on driveways is a matter for compliance as this is already prohibited by the NSW Road Rules.

RECOMMENDATION

The Committee’s advice is requested.

Attachment(s)

1. Mackney Lane 1
2. Mackney Lane 2
3. Mackney Lane 3



7.1 Parking Signage - Mackney Lane, Lennox Head





7.2 Intersection of Hill Street and Brighton Street, East Ballina

7.2 Intersection of Hill Street and Brighton Street, East Ballina

Introduction

A resident has requested modifications to the intersection of Hill / Brighton Streets, East Ballina.

Information

A local resident is concerned that irregular vehicle movements across Brighton Street are a safety hazard and requests a median and signage in the Brighton Street approach to Hill Street. The resident's letter and an aerial photo of the area are attached.

Council has unsuccessfully applied for Black Spot funding at this intersection for protected turn lanes in Hill Street due to a record of turning accidents. This current request is not related to these issues.

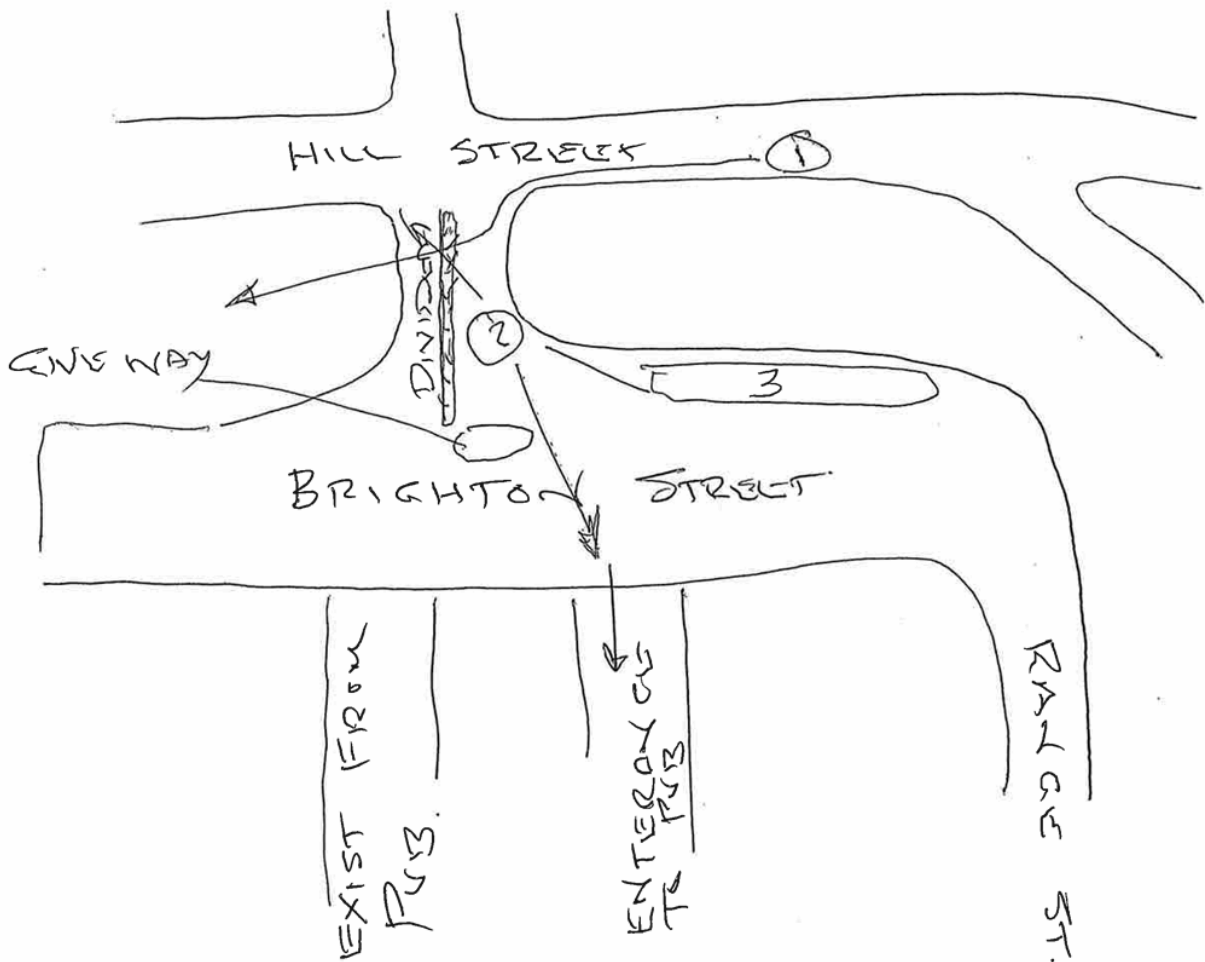
RECOMMENDATION

The Committee's advice is requested regarding the traffic management of the Hill Street / Brighton Street Intersection.

Attachment(s)

1. Hill Street / Brighton Street Intersection - Letter
2. Hill Street / Brighton Street Intersection - Aerial Photo

I BELIEVE THERE IS A SERIOUS PROBLEM AT THE ENTRANCE TO THE SHAW'S BAY (BRIGHTON ST) OFF HILL STREET.



- 1) CARS COMING DOWN HILL STREET CUT ACROSS TO ENTRANCE TO SHAW'S BAY ONTO THE GRASS AREA, NOT GIVING WAY
 - 2) CARS TURNING INTO THE HOTEL (AT PRIVATE DRIVEWAY) DO NOT GIVE WAY TO TRAFFIC ON BRIGHTON STREET
 - 3) CAR PARKED AT (3) CUT ACROSS TO ENTRANCE TO EXIT
- 1 FEEL THERE NEED A B DIVIDER AT (4) WITH A GIVEWAY SIGN.

7.2 Intersection of Hill Street and Brighton Street, East Ballina



7.3 Traffic Issues Associated with The Belle General - Shelly Beach Road, East Ballina

7.3 Traffic Issues Associated with The Belle General - Shelly Beach Road, East Ballina

Introduction

A nearby resident has requested changes to traffic management in the vicinity of Shelly Beach Road and Norfolk Avenue, East Ballina.

Information

Since Council's 14 July 2015 approval of expansion of café uses at the Belle General at 12 Shelly Beach Road, East Ballina, there has been a large and continuous volume of correspondence, complaints and associated suggestions for improved traffic management of the area as well as general operating practices of the business.

Attached to this report is the latest in a sequence of emails from a nearby resident, identifying issues and requesting various traffic management solutions at this locality.

The solutions suggested by the resident include:

- "1. Making Norfolk Ave one way in either direction would stop the excessive, unnecessary uturns instantly. It would be of a minor inconvenience to local traffic. It would make it a much safer environment for pedestrians. Little or no impact on cafe. Parking still available.*
- 2. Keep Norfolk Ave two way but make it no entry from Shelly Beach rd. Exit only. Minor inconvenience for local traffic. Cars still able to park but required to drive around the block. Would stop the uturns and make it safe for pedestrians.*
- 3. A centre divide on Shelly beach rd preventing cars turning right from Norfolk ave. If cars are unable to turn right from Norfolk ave into Shelly beach rd it will eliminate the need to enter Norfolk ave in the first place. Small inconvenience for local traffic. Keeps traffic on the main road. Little or no impact on cafe. Safer for residents and pedestrians. Parking still available."*

Inspections of the site and the associated accident records do not indicate there is a significant safety issue however the volume of traffic and parking demand may constitute a considerable negative amenity impact for local residents.

In regard to the one-way proposal, Austroads "Guide to Traffic Management Part 5: Road Management" gives some guidance in Section 4.3.2 "Table 4.2: Lane Management – one-way roads": See extract from Table 4.2 below:

7.3 Traffic Issues Associated with The Belle General - Shelly Beach Road, East Ballina

| Table 4.2: Lane Management – One-Way Roads | | |
|---|---|---|
| Context | Lane Management Guidelines | Good Practice in Implementation |
| Central business districts and inner areas of larger cities | <p>One-way roads are most commonly operated to provide travel in one direction at all times. Rarely, they may be operated to provide:</p> <ul style="list-style-type: none"> • for one direction of travel at certain times and in the reverse direction at other times to suit highly directional traffic demands • one direction of travel at certain times but reverting to two-way operation at other times e.g. during off-peak periods. | <p>One-way roads may be particularly useful in the central business district and other inner areas of larger cities, where historic road widths are limited and it is difficult to provide additional road space to meet capacity requirements. They are well suited to rectangular grid networks where adjacent roads may provide a one-way pair to accommodate between them traffic in both direction</p> |
| Local laneways | <p>One-way operation may be provided to enable safe travel in laneways or narrow roads where there is insufficient width to safely accommodate two directions of travel.</p> | <p>laneways originally provided service access to the rear of residential and commercial properties, a need that often has diminished or disappeared. Where lanes continue to carry traffic, they typically provide:</p> <ul style="list-style-type: none"> • vehicular access to the rear of a property where traffic factors or space limitations inhibit front access • space for pedestrian, bicycle or shared paths. |

Norfolk Avenue does not fit into either of the above contexts for one way roads. The resident has already been advised in previous correspondence that one-way traffic in Norfolk Avenue is not supported.

U-turns in Norfolk Avenue serve a useful function for traffic wishing to change direction or seek parking on the other side of the road and whilst this may be annoying to local residents, it does not necessarily constitute an issue requiring further regulation.

Restricting entry to Norfolk Avenue would represent a significant loss of options and amenity to vehicles (including residents, particularly those further up the road) and is difficult to justify given the absence of accidents on record and relatively low traffic volumes in this residential street. It would also restrict options for the bus route.

7.3 Traffic Issues Associated with The Belle General - Shelly Beach Road, East Ballina

In regard to provision of parking, there is generally ample parking within a reasonable walking distance of the Norfolk Avenue/Shelly Beach Road intersection. Provision of more formalised pedestrian crossing facilities for persons crossing from parked cars on the east side of Shelly Beach Road to the west side (to access the Belle General) is not considered warranted as this is not a particularly hazardous movement, traffic volumes being relatively low and there being ample gaps between vehicle movements.

RECOMMENDATION

The Committee's advice is requested regarding the traffic management of the Shelly Beach Road, Norfolk Avenue locality.

Attachment(s)

1. Email From Resident - Norfolk Avenue
2. Aerial - Shelly Beach Road Norfolk Avenue Intersection
3. Norfolk Avenue Parking 1
4. Norfolk Avenue Parking 2
5. Norfolk Avenue Parking 3

7.3 Traffic Issues Associated with The Belle General - Shelly Beach Road, East Ballina

Attention local traffic committee,

I would like to bring to your attention the traffic congestion at the intersection of Shelly Beach rd and Norfolk ave.

Although we have now entered a quieter period of traffic at this section as we are no longer in the high season, traffic is still constant and excessive uturns in Norfolk ave continue.

This traffic is of a commercial nature emanating from the lack of parking near the Belle General cafe. Ideally nose in parking and a pedestrian refuge are required here. The recent upgrade to the Shaws Bay parking, including a pedestrian refuge is fantastic. However I would like to point out that the traffic situation and lack of parking is far greater at the intersection of Shelly Beach rd and Norfolk ave and possibly should have been dealt with first as a matter of priority as such.

Of great concern to me from a point of view of safety and privacy is the large amount of cars that enter Norfolk Ave not just to seek parking, but to do dangerous 3 point turns.

There are a large number of vehicles, including cafe delivery trucks that use Norfolk Ave to do noisy and dangerous 3 point turns, often using residential driveways to do so. They are simply returning back to Ballina and beyond and either do not wish to drive to the end of Shelly Beach rd to rejoin the coast road or are unaware that it does so as are unfamiliar with the area.

When the street is full of cars, reversing cars further congest the street. This is dangerous for pedestrians and residents with children. Add to this Norfolk ave is also on the bus route. Why should our short side street be a defacto uturn bay and parking area for cafe customers.

Double parking, parking over driveways, and parking and leaving engines running are also very common practice.

I would like to see the local traffic committee mitigate the traffic situation at this intersection by either providing additional nose in parking or by changing some of the traffic conditions at this intersection. A pedestrian refuge is also long overdue for this area.

I would like to suggest some traffic management solutions for Norfolk Ave.

1. Making Norfolk Ave one way in either direction would stop the excessive, unnecessary uturns instantly. It would be of a minor inconvenience to local traffic. It would make it a much safer environment for pedestrians. Little or no impact on cafe. Parking still available.

2. Keep Norfolk Ave two way but make it no entry from Shelly Beach rd. Exit only.

Minor inconvenience for local traffic. Cars still able to park but required to drive around the block. Would stop the uturns and make it safe for pedestrians.

3. A centre divide on Shelly beach rd preventing cars turning right from Norfolk ave.

If cars are unable to turn right from Norfolk ave into Shelly beach rd it will eliminate the need to enter Norfolk ave in the first place. Small inconvenience for local traffic. Keeps traffic on the main road. Little or no impact on cafe. Safer for residents and pedestrians. Parking still available.

I hope you will consider what I have put forward here. I know many of you are probably regular visitors to the Belle General cafe. I would like you to next time you are there on a weekend just to spend a bit of time watching the traffic and the behavior of drivers at this intersection.

If you then drive over the hill to Shaws Bay and compare the traffic situation at that location I think you will see that we are in need of some traffic management solutions to make it a bit safer and curb some of the more anti social parking and driving behavior.

I am going to send you some images in a separate email showing a small sampling of some of the congestion issues.

7.3 Traffic Issues Associated with The Belle General - Shelly Beach Road, East Ballina



7.3 Traffic Issues Associated with The Belle General - Shelly Beach Road, East Ballina



7.3 Traffic Issues Associated with The Belle General - Shelly Beach Road, East Ballina



7.3 Traffic Issues Associated with The Belle General - Shelly Beach Road, East Ballina



8.1 Pedestrian Access and Mobility Plan Update

8. Information for the Committee

8.1 Pedestrian Access and Mobility Plan Update

Introduction

Council is preparing a new Pedestrian Access and Mobility Plan (PAMP).

The PAMP will identify footpath planning needs including connections, crossings and refuges, line marking, ramps and other fixtures (such as lighting and signage).

Submissions to the PAMP are subject to assessment and prioritisation. The information is used to create a works schedule for footpaths for the Shire and to attract funding to implement the PAMP.

A Draft PAMP was completed in September 2017 and included 86 prioritised projects for implementation from 2018/19 to 2026/27. The Draft PAMP was approved for public exhibition by Council on 28 September 2017.

The Draft PAMP was on public exhibition from 25 October to 24 November 2017.

Information

At the close of the public exhibition period, 15 submissions had been received. Of these submissions, eight were proposals for new infrastructure or for upgrades on existing pedestrian infrastructure.

The new proposals were forwarded to the Maintenance Engineer for assessment and review, applying the same assessment criteria used for the initial community proposals.

As a result of this assessment, seven additional PAMP projects have now been included in the works schedule. The finalised PAMP will contain 92 projects. The inclusion of the additional projects led to changes in projected implementation date of some projects.

Further adjustments to the implementation order of projects have also been necessary to achieve annual budget efficiencies (meaning that some projects with a higher assessment rating now appear in a lower implementation order). Final adjustments to the PAMP priorities are now being undertaken by the assessment team. Once this is complete, all PAMP implementation maps will need to be reproduced.

RECOMMENDATION

That the Local Traffic Committee note the update on the Pedestrian Access and Mobility Plan.

Attachment(s)

8.1 Pedestrian Access and Mobility Plan Update

Nil

8.2 List of Outstanding Resolutions from Previous Meetings of the Local Traffic Committee.

8.2 List of Outstanding Resolutions from Previous Meetings of the Local Traffic Committee.

Introduction

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

Information

Meeting Held 18 April 2018

4/18-7.2 Traffic Safety - West End of Main Street, Alstonville.

Recommendation

The Committee discussed the letter from the Principal of St Joseph's Primary School, the use of the area by buses, parents and pedestrians and made the following recommendations:

1. *The Committee seek the advice of bus companies regarding their use of the western section of Main Street, Alstonville.*
2. *Council undertake a review of the signage in the area.*
3. *NSW Police consider an enforcement campaign in the area.*
4. *The school be informed that the buses are conducting legal manoeuvres, that the site is too constrained for a roundabout and a roundabout is too expensive.*
5. *The school consider promoting road safety in the area in its newsletter.*

Action to Date

1. The principal bus company is Ballina Bus Lines who advise no issues with U-Turn. But have some issues with right turn eastbound onto Main St (east at Bugden Ave) (Keep Clear Pavement markings are in place at this intersection).
2. After review, signage is considered adequate.
4. & 5. School advised.

8.2 List of Outstanding Resolutions from Previous Meetings of the Local Traffic Committee.

Meeting Held 13 December 2017

12/17-6.4 Pedestrian Crossings - Crane Street, Ballina

Recommendation

The Committee advise Ballina Primary School of the outcomes of the report and invite further discussion in respect of options that may be available to improve pedestrian safety at the intersection.

Action to Date

Ballina Primary School Principal has been advised. Discussions are likely to take place after commencement of the 2018 school year.

Meeting Held 11 October 2017

10/17-7.2 Request for One Way Traffic – Swift Lane, Ballina

Recommendation

The Committee endorses Council conducting community consultation regarding this proposal and the presentation of a further report to the Committee advising on the outcomes from the consultation.

Action to Date

Community consultation not yet commenced.

Meeting Held 8 February 2017

2/17-7.1 Parking Issues in Lane behind Santa Fe Motel, Between Stewart and Gibbon Streets, Lennox Head

Recommendation

The Committee shares the concerns of residents and agreed to monitor and then review the situation when the duplex has been constructed.

Action to Date

Site being monitored

Meeting Held 10 August 2016

8.2 List of Outstanding Resolutions from Previous Meetings of the Local Traffic Committee.

8/16-7.4 Requests for Speed Limit Variations

Recommendation

The requests for speed limit variations in Rifle Range Road, Wollongbar and Skennars Head Road, Skennars Head including Council comments be forwarded to NSW Road and Maritime Services for consideration.

Action to Date

Forwarded to RMS by letter dated 2 September 2016

Further Information

The Committee noted the advice of the RMS Delegate that finalisation of the Skennars Head Road Speed Zone Review is imminent.

Meeting Held 8 October 2014

10/14-6.1 Review of Marked Pedestrian Crossings in Ballina Shire

Recommendations

- 1. Crossings 3 (Links Avenue, Ballina), 4 (Bangalow Road, Ballina), 7, 8, 9 & 10 (Cherry Street, Ballina), 11 (Crane Street, Ballina) and 14 (River Street, Ballina West of Norton Street intersection) be prioritised for review in the 2014/15 period.*
- 2. The review assess the warrant, signage, lighting, geometry, approaches, performance, traffic/safety issues, desirable improvements and other relevant issues for each crossing and recommend actions for retention, improvement, amendment or removal of each site assessed.*
- 3. A further report be provided to the Committee in regard to outcomes of investigations from Point 1 above and that Council consider a target program date to complete the whole program.*

Action to Date

Assessment of warrants for designated crossings in Ballina for 2014/15 completed and reported to Committee meeting 10 June 2015. Committee recommendation to remove a number of crossings submitted to Council meeting 25 June 2015 and recommendation rejected.

All pedestrian crossings in the Shire have been audited for compliance with the Australian Standard during 2015. They have had lines re-marked and signage replaced as required. The only pedestrian crossing that required any foliage trimming

8.2 List of Outstanding Resolutions from Previous Meetings of the Local Traffic Committee.

was in River Street mid-block between Grant Street & Moon Street and this was completed in September 2015.

10/14-7.2 Issues at Alstonville High School

Recommendations

1. *Bus Zone Coral Street, Alstonville adjacent to Walkway to High School:*
 - a) *The 87 m long BUS ZONE in Coral Street be reduced in length to provide one bus space only (the eastern most part of the existing bus zone) and this remnant BUS ZONE be active for the period, "2:30 – 4pm School Days".*
 - b) *The remainder of the current BUS ZONE be converted to NO PARKING (drop off/pick up), 8 – 9:30 am and 2:30 – 4 pm, School Days.*
2. *The NO PARKING (drop off/pick up) zone in Cawley Close, opposite the school be extended northwards to accommodate approximately two more cars.*
3. *A section of Angle Parking be provided on the south side of Coral Street, adjacent to Cawley Park (Lot 155 DP 244651 and Lot 4 DP 554136)."*

Action to date

1. Completed
2. Completed
3. Awaiting works to construct parking area

RECOMMENDATION

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

Attachment(s)

Nil

Introduction

A business owner has requested consideration of a business permit parking scheme for business owners and staff in the Ballina CBD who have difficulty parking near their business premises.

Information

A business owner in the Wigmore Arcade, Ballina has requested consideration of a paid “parking pass” for owners and staff to permit them to park for longer hours (8hrs plus) than is generally permitted on streets and public car parks in the Ballina CBD (see attachment).

She advises:

“there are few options for business owners and staff in term of long term parking. As a result, business owners and staff are required to move their cars multiple times throughout the day in order to comply with parking times and avoid parking fines - this means for small businesses shutting shop in that time. Note that small businesses already have to shut shop during toilet breaks, resulting in 3 or more closures in a day.....

... Parking further away from the town centre is indeed a viable option for some people for longer term parking, but for business owners who finish well after trading hours, there is a safety risk in walking the streets in the evening to return to the car.”

Permit parking schemes are governed by the RMS “Permit Parking Guidelines”. Section 4.1 identifies a “Business Parking Scheme (BPS)” as “Used where business people have no off-street parking and have difficulty parking near their business premises.” The guideline provides eligibility criteria in Section 8.1:-

“8.1 Business parking permit

The parking authority will determine the maximum number of permits issued for a particular BPS. This determination will be based on parking studies conducted to assess the parking demand and parking spaces available, or likely to be available, on roads and road related areas within the BPS. Principals of the business and employees are eligible to apply for a permit. The following eligibility criteria must be considered:

- *business premises has no on-site parking facility and no unrestricted on-street parking space in front of or close to the business.*
- *supply of off-street parking facilities within the area of the BPS are inadequate to meet the parking demand.*
- *business premises could not reasonably be modified to provide on-site parking space(s).*
- *vehicle is not a truck, bus, tram, trailer (boats and caravans) or tractor.*

8.3 Request for Business Permit Parking Scheme - Ballina CBD

- *vehicle is registered in NSW in the name of the business or an employee. For exceptions, see Section 11, 'Interstate registered vehicles'.*
- *Vehicle registration number must be recorded on the permit."*

The Permit parking guidelines advise the following parking study and community consultation process:

"A parking study must be considered for any new permit parking proposal to establish the:

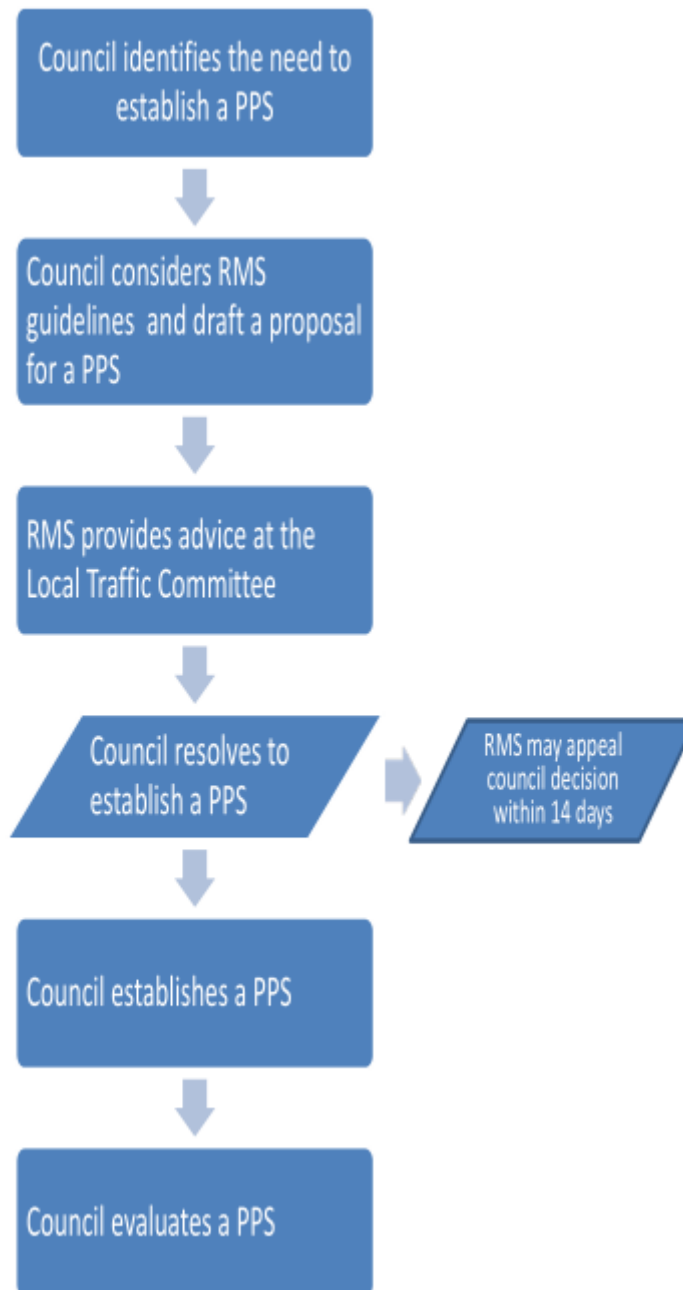
- *supply and demand situation applying in the area concerned;*
- *type of parkers e.g. residents, visitors, commuters and business persons;*
- *requirement for boat trailer parking;*
- *enforcement levels and difficulties;*
- *number of spaces that can be provided;*
- *appropriate time restrictions; and*
- *fees for various types of permits.*

Community consultation following the parking study also helps to assure the community that the proposal is justified and is not simply a revenue raising mechanism for the parking authority. See Section 12, 'Fees'.

The parking study also needs to place the proposal in the context of transport management objectives for the area to establish that it supports those objectives rather than being in conflict with them. The level of detail of the parking study will depend on the location and the magnitude of the proposal. For any proposal involving erection of permit parking signs, requiring approval or concurrence, the parking study results must be supplied to RMS or the Local Traffic Committee as appropriate".

The process for establishing a permit parking scheme is shown in the flow chart on the following page.

At this stage Council has not commenced the first step of identifying the need for a business permit parking scheme, nor has it allocated resources for the necessary parking study. However it is open to Council to initiate such a process.



RECOMMENDATION

Submitted for the information of the Committee.

Attachment(s)

1. Letter from Wigmore Arcade Business Owner



Natural Medicine Clinic & Apothecary
Shop 4 Wigmore Arcade | Ballina NSW 2478

7th May 2018

business owner
L'Alchimiste

To: Ballina Shire Council – Leanne Harding, Paul Tsikleas & David Wright

RE: Public parking for business owners and employees in Ballina town centre

Dear Leanne, Paul and David,

I am speaking up on behalf of current business owners and staff in the Wigmore Arcade as well as on River Street.

With our current parking situation in the centre of town, there are few options for business owners and staff in term of long term parking. As a result, business owners and staff are required to move their cars multiple times throughout the day in order to comply with parking times and avoid parking fines - this means for small businesses shutting shop in that time. Note that small businesses already have to shut shop during toilet breaks, resulting in 3 or more closures in a day.

Re-parking the car does not reduce the number of parking spots available to the area, but it does takes valuable time away from offering the service and business to clientele.

As a business owner, I realise the importance of providing consistent and reliable service to customers. In practical terms, this means having the doors open for the public at all times within operating hours. This grows the business in the area and in turn grows the township too bringing more people, encouraging more exchanges and more life to the township.

Parking further away from the town centre is indeed a viable option for some people for longer term parking, but for business owners who finish well after trading hours, there is a safety risk in walking the streets in the evening to return to the car. This is not supportive.

I propose that business owners and staff be allocated a 'parking pass' to permit them to park for longer hours (8hrs plus). This parking pass could be charged out at a reasonable yearly fee (such as \$100 per year) which would benefit the council in terms of income, whilst supporting the local business owners and staff with the option of closer and safer parking. This would in turn support back the businesses and township in its collaboration and growth.

With thanks and warm regards,

BNat, BBiol, MAppSci, ANTA, ATMS, EPA
| www.alchimiste.com.au | alchimiste.com.au

- 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 1 August 2018 at 10.00am.