



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 12 June 2019 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

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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	Entrance Roadworks EPIQ Shopping Centre - Hutley Drive, Lennox Head	4
6.2	Bus / Trailer Parking - Lake Ainsworth	6
7.	Items for Traffic Engineering Advice	11
7.1	Traffic Issues - Hackett Lane, Ballina	11
7.2	Traffic Issues - Range and Brighton Streets, East Ballina	17
8.	Information for the Committee	21
8.1	Schedule of Outstanding Resolutions of the Committee	21
9.	Regulatory Matters on Classified Roads (GM's Delegate)	25
10.	Items Without Notice.....	25
11.	Next Meeting	25

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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 10 April 2019 were distributed with the business paper.

RECOMMENDATION

That Council confirms the Minutes of the Local Traffic Committee Meeting held on Wednesday 10 April 2019.

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 Entrance Roadworks EPIQ Shopping Centre - Hutley Drive, Lennox Head

6. Items Referred to General Manager's Delegate

6.1 Entrance Roadworks EPIQ Shopping Centre - Hutley Drive, Lennox Head

Introduction

A Section 138 application has been lodged for roadworks associated with access to the proposed EPIQ shopping centre in Hutley Drive, Lennox Head. Associated regulatory signage will require the Committee's approval.

Information

A Section 138 application has been lodged for roadworks associated with the proposed EPIQ shopping centre in Hutley Drive, Lennox Head. The Joint Regional Planning Panel issued development approval 2017NTH018 – *Ballina – 2017/447* for the shopping centre on 17 October 2018. Consent Condition 9 requires the construction of certain access works on Hutley Drive and Snapper Drive. Further consent for these roadworks under S138 of the Roads Act 1993 is also required and an application has been lodged with Council. These roadworks require associated regulatory signage, which is submitted to the Committee for its consideration.

In Hutley Drive there is a major shopping centre access, associated channelised right turn lane, relocation of kerbs and footpaths to accommodate reconfigured bus stop lanes, reconfiguration of pedestrian refuge and provision of NO STOPPING zones.

In Snapper Drive there is a major shopping centre access, associated channelised right turn lane, accesses for rigid and articulated service vehicles and provision of NO STOPPING zones.

The application includes advisory road signage as well as regulatory road signage.

Details are shown on the attachment to this report. Committee authorisation is requested for the proposed NO STOPPING Zones and signage as depicted on the attachment.

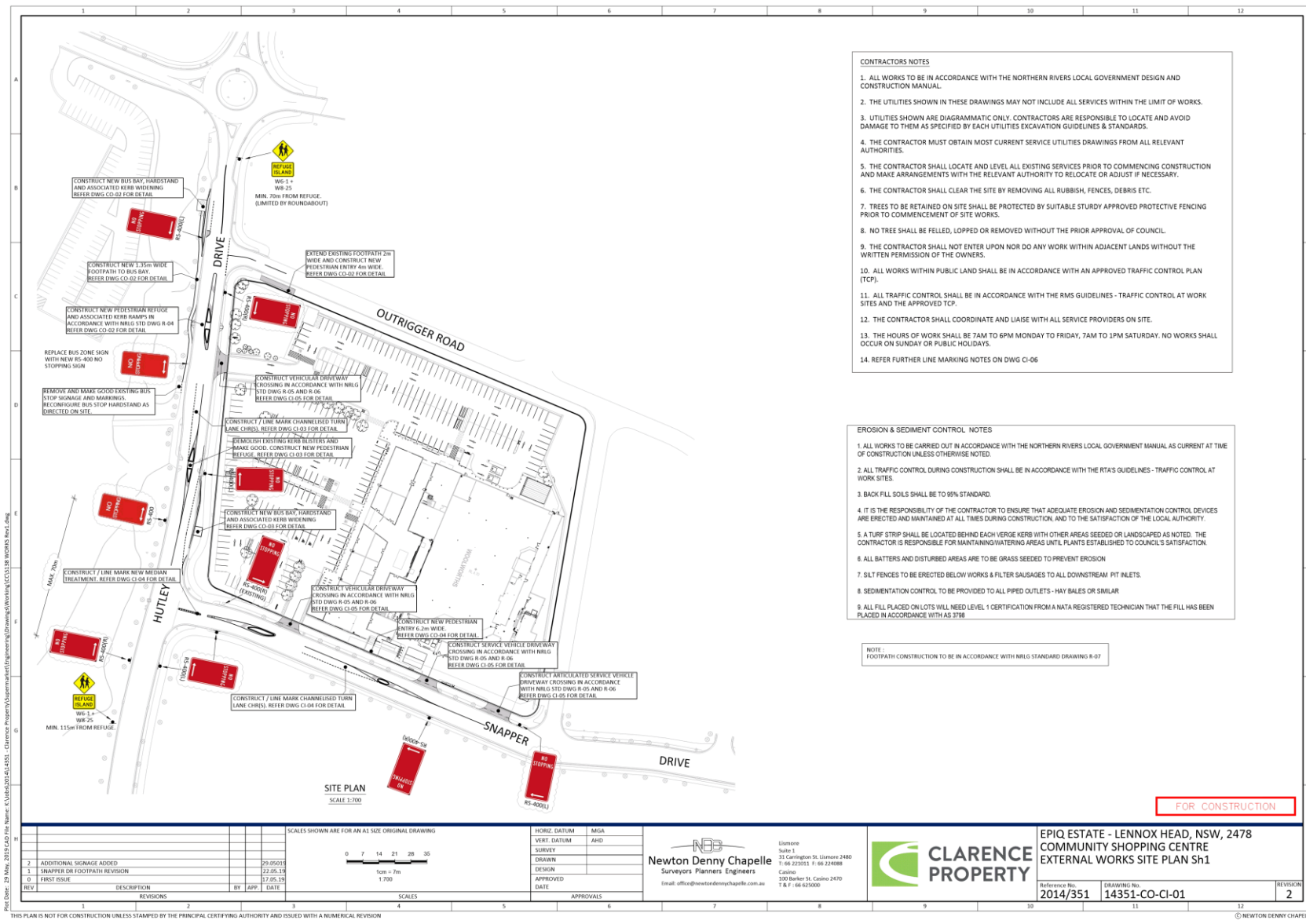
RECOMMENDATION

That the Committee approve the provision of NO STOPPING zones and associated regulatory signage as depicted on the plan attached to this report.

Attachment(s)

1. NO STOPPING Zones - Epiq Shopping Centre

6.1 Entrance Roadworks EPIQ Shopping Centre - Hutley Drive, Lennox Head

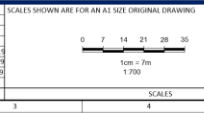


- CONTRACTORS NOTES**
1. ALL WORKS TO BE IN ACCORDANCE WITH THE NORTHERN RIVERS LOCAL GOVERNMENT DESIGN AND CONSTRUCTION MANUAL.
 2. THE UTILITIES SHOWN IN THESE DRAWINGS MAY NOT INCLUDE ALL SERVICES WITHIN THE LIMIT OF WORKS.
 3. UTILITIES SHOWN ARE DIAGRAMMATIC ONLY. CONTRACTORS ARE RESPONSIBLE TO LOCATE AND AVOID DAMAGE TO THEM AS SPECIFIED BY EACH UTILITIES EXCAVATION GUIDELINES & STANDARDS.
 4. THE CONTRACTOR MUST OBTAIN MOST CURRENT SERVICE UTILITIES DRAWINGS FROM ALL RELEVANT AUTHORITIES.
 5. THE CONTRACTOR SHALL LOCATE AND LEVEL ALL EXISTING SERVICES PRIOR TO COMMENCING CONSTRUCTION AND MAKE ARRANGEMENTS WITH THE RELEVANT AUTHORITY TO RELOCATE OR ADJUST IF NECESSARY.
 6. THE CONTRACTOR SHALL CLEAR THE SITE BY REMOVING ALL RUBBISH, FENCES, DEBRIS ETC.
 7. TREES TO BE RETAINED ON SITE SHALL BE PROTECTED BY SUITABLE STURDY APPROVED PROTECTIVE FENCING PRIOR TO COMMENCEMENT OF SITE WORKS.
 8. NO TREE SHALL BE FELLED, LOPPED OR REMOVED WITHOUT THE PRIOR APPROVAL OF COUNCIL.
 9. THE CONTRACTOR SHALL NOT ENTER UPON NOR DO ANY WORK WITHIN ADJACENT LANDS WITHOUT THE WRITTEN PERMISSION OF THE OWNERS.
 10. ALL WORKS WITHIN PUBLIC LAND SHALL BE IN ACCORDANCE WITH AN APPROVED TRAFFIC CONTROL PLAN (TCP).
 11. ALL TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE RMS GUIDELINES - TRAFFIC CONTROL AT WORK SITES AND THE APPROVED TCP.
 12. THE CONTRACTOR SHALL COORDINATE AND LIAISE WITH ALL SERVICE PROVIDERS ON SITE.
 13. THE HOURS OF WORK SHALL BE 7AM TO 6PM MONDAY TO FRIDAY, 7AM TO 1PM SATURDAY. NO WORKS SHALL OCCUR ON SUNDAY OR PUBLIC HOLIDAYS.
 14. REFER FURTHER LINE MARKING NOTES ON DWG CI-06

- EROSION & SEDIMENT CONTROL NOTES**
1. ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH THE NORTHERN RIVERS LOCAL GOVERNMENT MANUAL AS CURRENT AT TIME OF CONSTRUCTION UNLESS OTHERWISE NOTED.
 2. ALL TRAFFIC CONTROL DURING CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE RTA'S GUIDELINES - TRAFFIC CONTROL AT WORK SITES.
 3. BACK FILL SOILS SHALL BE TO 95% STANDARD.
 4. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT ADEQUATE EROSION AND SEDIMENTATION CONTROL DEVICES ARE ERECTED AND MAINTAINED AT ALL TIMES DURING CONSTRUCTION, AND TO THE SATISFACTION OF THE LOCAL AUTHORITY.
 5. A TURF STRIP SHALL BE LOCATED BEHIND EACH VERGE KERB WITH OTHER AREAS SEEDED OR LANDSCAPED AS NOTED. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING/WATERING AREAS UNTIL PLANTS ESTABLISHED TO COUNCIL'S SATISFACTION.
 6. ALL BATTERS AND DISTURBED AREAS ARE TO BE GRASS SEEDED TO PREVENT EROSION.
 7. SILT FENCES TO BE ERECTED BELOW WORKS & FILTER SAUSAGES TO ALL DOWNSTREAM PIT INLETS.
 8. SEDIMENTATION CONTROL TO BE PROVIDED TO ALL PIPED OUTLETS - HAY BALES OR SIMILAR.
 9. ALL FILL PLACED ON LOTS WILL NEED LEVEL 1 CERTIFICATION FROM A NATA REGISTERED TECHNICIAN THAT THE FILL HAS BEEN PLACED IN ACCORDANCE WITH AS 3798.

NOTE: FOOTPATH CONSTRUCTION TO BE IN ACCORDANCE WITH NRLG STANDARD DRAWING R-07

REV	DESCRIPTION	BY	APP	DATE
2	ADDITIONAL SIGNAGE ADDED			29.05.01
1	SNAPPER DR FOOTPATH REVISION			22.05.19
0	FIRST ISSUE			27.05.19



APPROVALS

NDB
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 Surveyors Planners Engineers
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EPIQ ESTATE - LENNOX HEAD, NSW, 2478
COMMUNITY SHOPPING CENTRE
EXTERNAL WORKS SITE PLAN Sh1

Reference No: 2014/351
 DRAWING No: 14351-CO-CI-01
 REVISION: 2

Introduction

Following an objection from a Councillor, the LTC's recommendation to support a "P, Bus and Bus/Trailer Only" linear parking control in the parking area south of the Lennox Head Surf Club, was reported to Council. As a consequence of the Council meeting held on 14 April 2019, it was resolved that other options for a designated bus/trailer parking bay should be investigated.

Information

The road east of Lake Ainsworth has now closed and Surf Schools have continued to voice their need for a designated bus/trailer parking space in the vicinity.

Three additional locations have been investigated for the purpose of establishing a "P, Bus and Bus/Trailer Only" linear parking control. These included:

- Option 1: South of Surf Club on Pacific Parade (Attachment 1)

This option will likely result in the loss of five to six non-line marked parking spaces within close proximity to the Surf Club. The existing parking control at this location requires vehicles to be parked 'front in'.

There is inadequate provision for the bus/trailer to turn around and park at this location.

- Option 2: Ross Street Adjacent to Pacific Parade (Attachment 2)

This option will result in the loss of two to three parallel parking spaces and represents the best outcome in terms of loss of parking amenity to the public.

A representative of Mojo Surf, raised concerns that a parking control at this location would likely generate safety and amenity issues for pedestrians who use the adjacent footpath. The trailer door opens into the footpath and during the short periods of loading and unloading gear and students, pedestrians are forced out onto the carriageway.

The representative from Mojo Surf also voiced their concern at the risk their students would face having to cross Pacific Parade to access the reserve.

- Option 3: South of Carpark on Pacific Parade (Attachment 3)

This option will likely result in the loss of the equivalent of up to four 90° angle parking spaces. It is noted that there are currently no parking controls at this location with the default arrangement being parallel

6.2 Bus / Trailer Parking - Lake Ainsworth

parking. However, current parking practices are for vehicles to park 90° nose in.

The representative from Mojo Surf has indicated that this would be their preferred location for a designated bus/trailer parking bay.

It is considered that Option 1 will result in an unacceptable impact to public amenity via the loss of numerous high demand parking spaces.

It is suggested therefore that either Option 2 or Option 3 as per the attachments of this report may be appropriate for the purpose of establishing a "P, Bus and Bus/Trailer Only" linear parking control.

This parking control can also be time limited for daylight/business hours (e.g. 7AM – 5PM) which would enable parking space to be available for general use in the early morning or evening.

RECOMMENDATION

Subject to Council approval, the Committee support the establishment of a time limited "P, Bus and Bus/Trailer Only" linear parking control either along Ross Street or along Pacific Parade as designated in Attachment 2 and Attachment 3 of this report.

Attachment(s)

1. Option 1 - South of Surf Club on Pacific Parade
2. Option 2 - Ross Street adjacent to Pacific Parade
3. Option 3 - South of carpark on Pacific Parade

6.2 Bus / Trailer Parking - Lake Ainsworth



6.2 Bus / Trailer Parking - Lake Ainsworth



6.2 Bus / Trailer Parking - Lake Ainsworth



7.1 Traffic Issues - Hackett Lane, Ballina

7. Items for Traffic Engineering Advice

7.1 Traffic Issues - Hackett Lane, Ballina

Introduction

Hackett Lane, Ballina is the access for significant aged care residential facilities as well as private residences and multi dwelling housing. Residents believe delivery and service vehicles to the aged care facilities which park in the middle of the lane, blocking all traffic, are causing safety hazards and significant loss of amenity for residents in the lane.

Information

Residents have expressed concerns over a number of years about the high number of vehicles associated with the retirement facilities parking in the lane, blocking traffic and parking on verges fronting private residences.

Recently a resident has requested provision of a LOADING ZONE between The Kokoda and Florence Price Gardens entrance driveways (see attachment). This resident cites a number of traffic issues including:

- Delivery vehicles parking in the middle of the road as staff park on both sides of the street, blocking all traffic
- Furniture trucks unable to fit under the Kokoda entrance arch, parked for hours blocking traffic
- Gas delivery, Summerland Waste and emergency vehicles park across driveway entrances
- Unsafe conditions for aged persons on foot and motorised carts
- Truck accessing kitchen loading dock parks transversely across Hackett Lane blocking all traffic.

A redacted version of the resident's letter was forwarded to RSL Lifecare requesting their views on the suggestion for a loading zone and asking for any other suggestions for minimising the traffic issues on Hackett Lane. The RSL Lifecare manager has responded (see attachment) and has advised:

- Loading zone as suggested would be of benefit if the opposite side of the road was made No Parking (to allow other vehicles to pass). A 24/7 zone would work best as RSL Lifecare has no control of when deliveries are made.
- The Loading Zone may assist alleviating some concerns, as it would allow trucks to park on the side of the road when unloading. RSL Lifecare have no control over when deliveries are scheduled and there would be no difference in frequency of movements in the laneway. It will not stop the laneway being blocked by deliveries to the kitchen loading dock, as this requires the delivery vehicle to reverse into the dock to unload.
- Would Council consider changing the laneway to one-way (Owen Street to Norton Street) to assist safety and vehicle flow.

7.1 Traffic Issues - Hackett Lane, Ballina

The site has been inspected and discussions conducted with staff.

The proposed LOADING ZONE is shown on an attachment to this report. It is 60m in length on the north side of the lane, extending from the Florence Price Gardens to Kokoda entrance driveways. Given the amount of existing penetrations for pedestrian access, services access and garbage bins, the creation of this loading zone would likely result in the loss of only four parking spaces. The width of the lane is around 8m kerb to kerb and it is not considered necessary for a NO PARKING Zone (with further loss of parking spaces) to be established on the other side of the lane to facilitate reasonable traffic flow.

The issue of delivery vehicles accessing the kitchen loading ramp by parking transversely across Hackett Lane, blocking all traffic, is a matter of concern. It was advised that there are regular truck deliveries to this location every Tuesday after 10.00 am and that the truck is in place for over an hour. Deliveries also take place every Friday. It is understood that the height of the kitchen access ramp allows large pallets/bins or the like to be wheeled in directly from the delivery truck to the loading ramp.

Whilst the provision of the proposed Loading Zone would not cure all of the traffic issues in Hackett Lane, it is considered its provision would enable most loading/unloading operations to be done in a manner that would not block all through traffic on Hackett Lane.

The practice of the truck accessing the kitchen ramp by parking transversely across Hackett Lane may require compliance enforcement action.

RECOMMENDATION

The Committee's traffic engineering advice is requested for management of traffic issues in Hackett Lane, Ballina.

Attachment(s)

1. Resident letter Hackett Lane
2. RSL Lifecare letter Hackett Lane
3. Proposed LOADING ZONE Hackett Lane

[REDACTED]

BALLINA SHIRE COUNCIL
RE LOADING ZONE HACKETT LANE.

DEAR SIR / MADAM.

I'M NOT SURE IF YOU REALISE THAT SINCE THE EXPANSION OF RSL LIFE CARE INCLUDING FLORANCE PRICE GARDENS AND KOKODA VILLAGE WITH ITS NEW UNITS AND RESTAURANT, THE TRAFFIC IN HACKETT LANE HAS INCREASED 10 FOLD.

WOULD IT BE POSSIBLE FOR COUNCIL TO MAKE A LOADING ZONE FROM FLORANCE PRICE DRIVEWAY TO KOKODA DRIVEWAY?

PRESENTLY ALL DELIVERY VEHICLES PARK IN THE MIDDLE OF THE ROAD AS STAFF PARK ALONG BOTH SIDES OF THE STREET... BLOCKING ALL TRAFFIC SOME OF THE TRUCKS ARE BLOCKING THE STREET FOR 30 MINS OR MORE. THE FURNITURE TRUCKS DON'T FIT UNDER THE KOKODA SIGN SO THEY ARE PARKED FOR HOURS... BLOCKING ALL TRAFFIC.

ELGAS, SUMMERLAND WASTE (WHICH STINKS) AND EMERGENCY VEHICLES PARK ACROSS OUR DRIVEWAY ENTRANCE (7-9 HACKETT) UP TO 30 MINUTES OR MORE... BLOCKING ALL TRAFFIC

THERE ARE CARBAGE TRUCKS, MILK, BREAD, MEAT FOOD A ALCOHOL DELIVERIES DAILY AND VANS. SOME COME 2-3 TIMES DAILY. ALSO MAINTENANCE OTHER BIGGER TRUCKS COME WITH LOADS OF BOXES CONTAINING NURSING AIDS + EQUIPMENT, ALSO MEDICAL AIDS + EQUIPMENT. THERE ARE CARS DELIVERING PHARMACY NEEDS AND CARERS NEEDING PARKS JUST FOR QUICK VISITS.

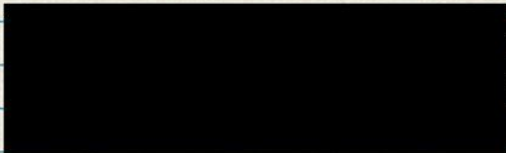
ALL, AT TIMES, DOUBLE PARKING ON STREET.

THE TRUCK WHICH HAS THEIR NEW BEDS & MATTRESSES ETC, HAS THE HIDE TO DRIVE INTO OUR PRIVATE CAR PARKING AREA AND UNLOADS EVERYTHING IN SOMEONES CARSPACE. THAN THE BEDS GET ASSEMBLED IN THERE TOO!!
THIS MEANS WE ARE UNDER "HOUSE ARREST" UNTIL THEY MOVE OUT!!

THERE IS AN ABUNDANCE OF AGED PERSONS IN THIS STREET NOW WHO WALK OR RIDE IN MOTORIZED CARTS AND ITS GETTING CRAZY BUSY AND VERY DANGEROUS ESPECIALLY WHEN THE TRUCKS PARK DIAGONALLY ACROSS THE ROAD AND PATHWAY AT THE LOADING DOCK AREA.

THE RESIDENTS IN HACKETT LANE WOULD REALLY APPRECIATE COUNCILS HELP IN ADDRESSING THIS ONGOING PROBLEM.

FOWARDED FOR YOUR CONSIDERATION AND FURTHER ACTION.





15 May 2019

Mr Patrick Knight
Development Engineer
Ballina Shire Council
PO Box 450
BALLINA NSW 2478

RSL LifeCare
Florence Price Gardens
11 Hackett Lane
BALLINA NSW 2478

Ph: 02 6681 9012

Dear Patrick

RE: Loading Zone for Hackett Lane

Thank you for your email dated today relating to correspondence received by Council. It is interesting to note that the letter appears to have come from one of our own village residents from RSL LifeCare's independent living units.

In relation to you questions in relation to a loading zone for RSL LifeCare facilities;

1. **If you consider provision of such a loading zone would be useful to RSL LifeCare and if so should it be a 24/7 zone or restricted to specified hours/days in the week.**

A loading zone between the Florence Price Gardens driveway and Kokoda units driveway at 1 Hackett Lane would only be of benefit if the opposite side of the road in the same space was made a No Parking zone. This would allow delivery vehicles to park to one side and vehicles to pass on the other with less difficulty. It would not be feasible for the loading zone to be specified hours/days due to the fact that RSL LifeCare have no control over when the deliveries are made so a 24/7 zone would work best.

2. **Do you consider a loading zone, if provided, would assist in relieving the problems detailed in the householder's letter.**

A Loading Zone may assist to alleviate some of the concerns, it would allow trucks to park to the side of the street when unloading. Unfortunately RSL LifeCare do not have control over when deliveries are received so it wouldn't decrease the frequency of movements down the laneway. It will not however stop the laneway being blocked by deliveries to our kitchen loading dock as this requires the delivery vehicle to reverse into the dock to unload.

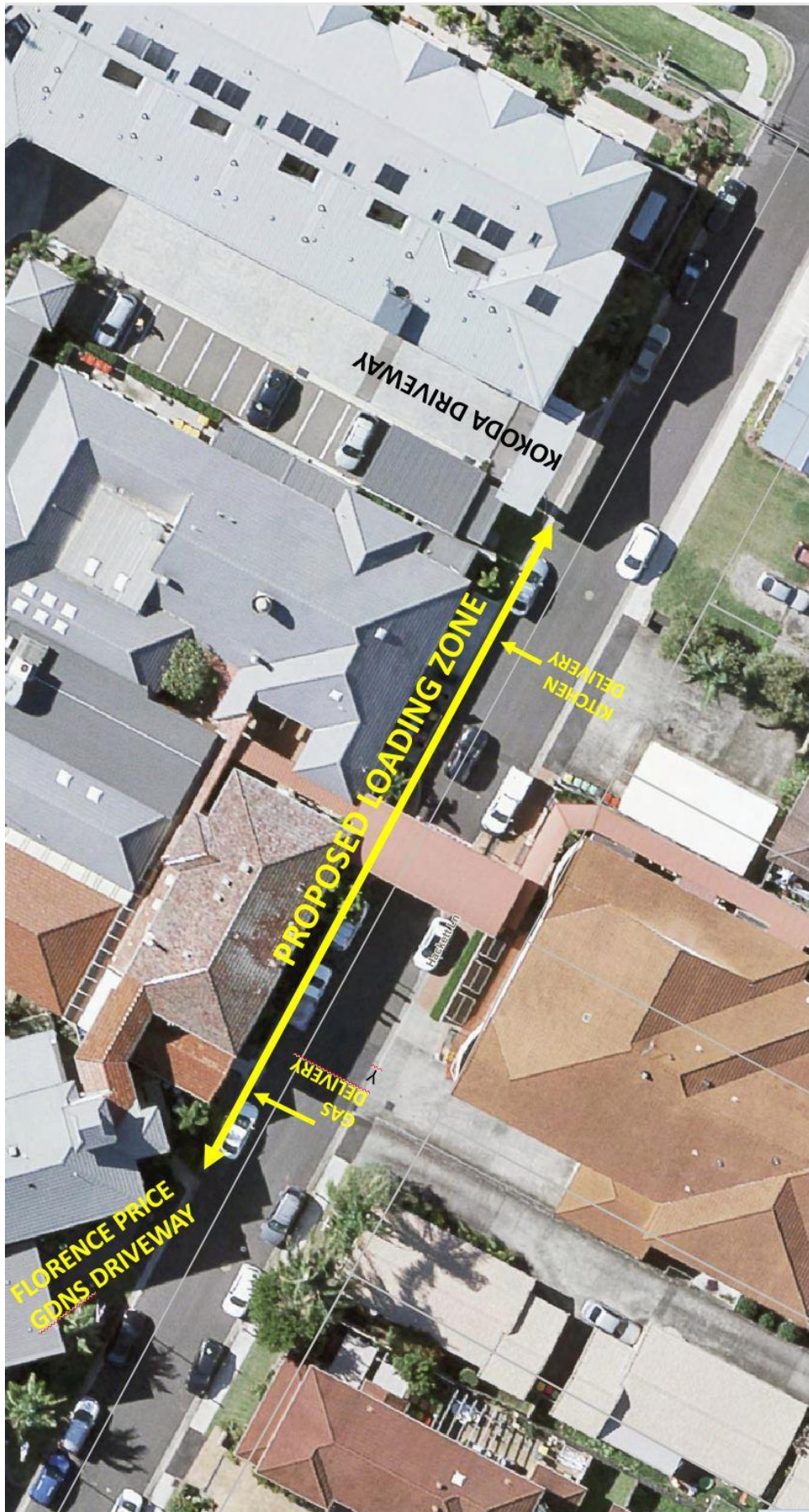
3. **Are there any other measures you believe may assist in relieving the problems detailed in the householder's letter.**

Would Council consider changing the laneway to one way to allow entry only from Owen Street and exit only from Norton Street. This would also assist to ensure vehicles are only travelling in one direction, all parked to the left hand side of the laneway and improve safety for persons wanting to cross the roadway.

Patrick, I would be happy to meet with you on site to discuss and see if there are any other measures that you might have that we could consider. Please contact Michelle Hanson on 6681 9012 who can assist with an appointment.

Yours sincerely

KAY DE MESTRE
Manager, Florence Price Gardens



7.2 Traffic Issues - Range and Brighton Streets, East Ballina

Introduction

The Body Corporate of a residential flat building in Range Street, East Ballina has requested a NO STANDING Zone in Range Street and more traffic control infrastructure in Brighton Street.

Information

The Body Corporate of a residential flat building in Range Street has advised by letter:

“Over the past few months the parking around Shaw’s Bay in Brighton Street has increased to a point that it is now dangerous and also becoming very inconvenient to all of the residents in Range Street.

On weekends, public and school holidays and Monday mornings, overflow traffic and parking from the hotel, shops, and the beach is at times blocking the street.

Shop truck deliveries have blocked the street for up to 10 to 15 minutes, with the drivers refusing to move “because they will only be a few minutes”

If there was any emergency this is not acceptable, as residents cannot get in or out.

Parking in Range Street on Sundays is stopping residents from placing garbage bins, street-side for Monday morning pickup. Last week I had been told the garbage truck had to return at a later time because Sunday “left over parking” was still blocking the street that Monday morning.

Could we have NO STANDING signs installed on the southern side of Range Street?”

The requested NO STANDING Zone is shown on an attachment to this report. Further telephone advice from the Body Corporate is that this section of Range Street is used by residents of all the residential flat buildings in Range Street for placement of wheelie bins for garbage pickup. It was further advised that this area is often parked out by patrons of the Shaws Bay Hotel in some evenings, with some cars remaining all night due to breathalyser concerns. The presence of these cars prevents placement of bins and can inhibit access by the garbage truck.

Concerns were also raised about the uncontrolled passage and parking of vehicles in Brighton Street:

“The access to Brighton Street off Compton Drive has become dangerous as well.

7.2 Traffic Issues - Range and Brighton Streets, East Ballina

I have brought this to the Council attention before.

Cars, 4WD's and trucks, and Byron Bay surf schools are coming down Compton Drive and NOT turning into Brighton Street but driving straight across the intersection, into what WAS the park.

Unfortunately this is now an eroded dust bowl, from all the vehicle traffic and parking.

I have nearly been hit by a car doing this and some of our neighbors have told me of similar incidents.

At Christmas this year I witnessed a young child run out from behind the phone booth, nearly hit by a large 4WD, which came directly off Compton Drive. This park needs to be fenced off and dividing median strip built at the intersection to force drivers to turn in safely, before someone is injured or worse."

Given the large number of residences that use the eastern end of Range Street for garbage bin collection and the narrow, dead end configuration of the eastern end of Range Street, there is some merit in providing a NO PARKING zone in this area. The trade-off is loss of parking spaces and more pressure for parking elsewhere in the confined Shaws Bay locality.

In regard to the traffic issues in Brighton Street, these are due mainly to the unconfined geometry of the street area and uncontrolled parking on grassed areas. This issue was previously brought to the Committee's attention at the meeting held 13 June 2018, when the Committee Recommended:

"The Committee noted a Master Plan for the development of this area is currently being formulated which will also take into account issues regarding the traffic management of the Hill Street / Brighton Street Intersection."

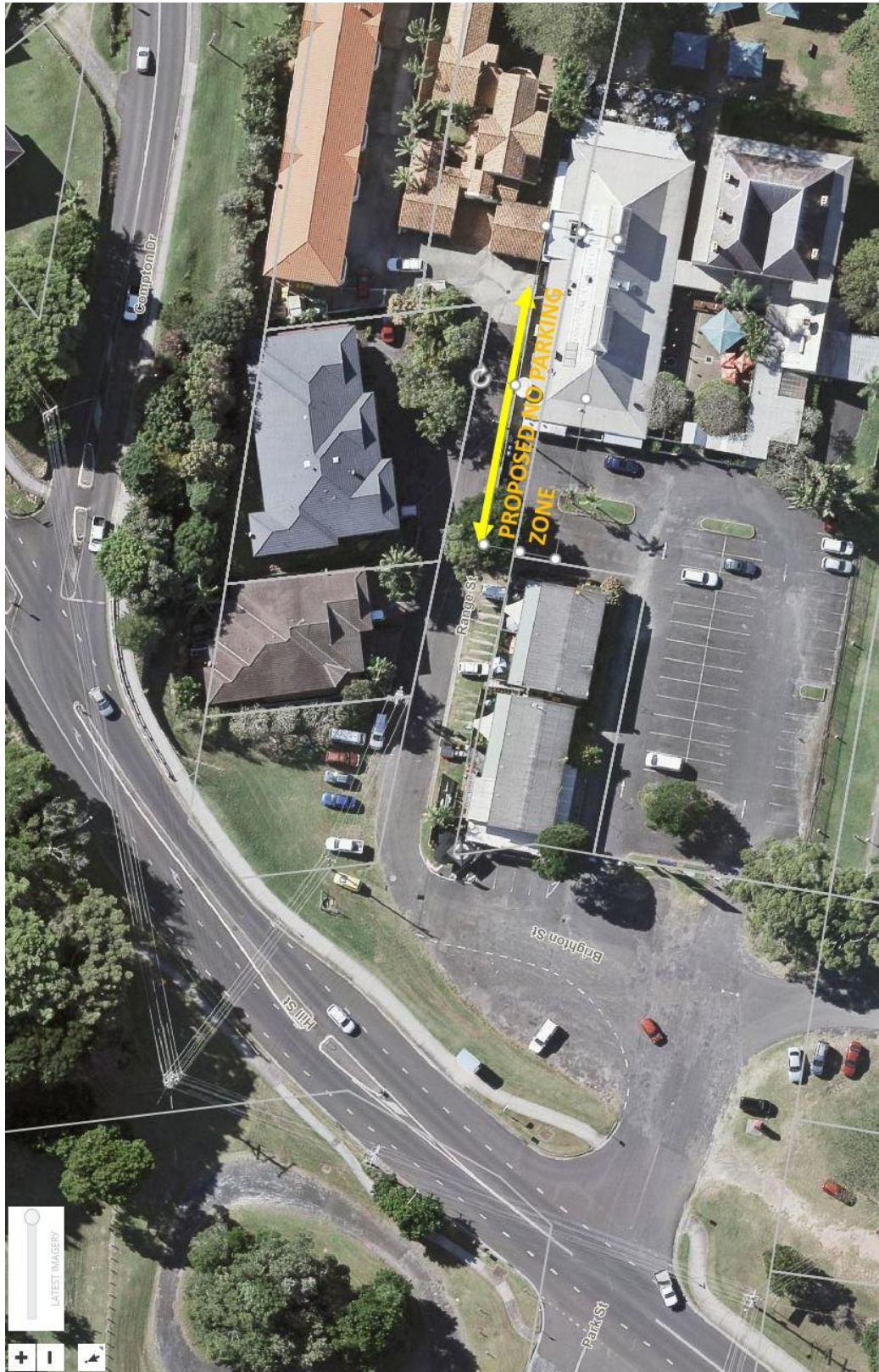
Traffic management is difficult in this area without more definition of the Hill Street/Brighton Street intersection. One design approach to this issue is shown on the attached concept plan (not constructed) from 2015 "Hill Street, Brighton Street Intersection Right Turn Lanes".

RECOMMENDATION

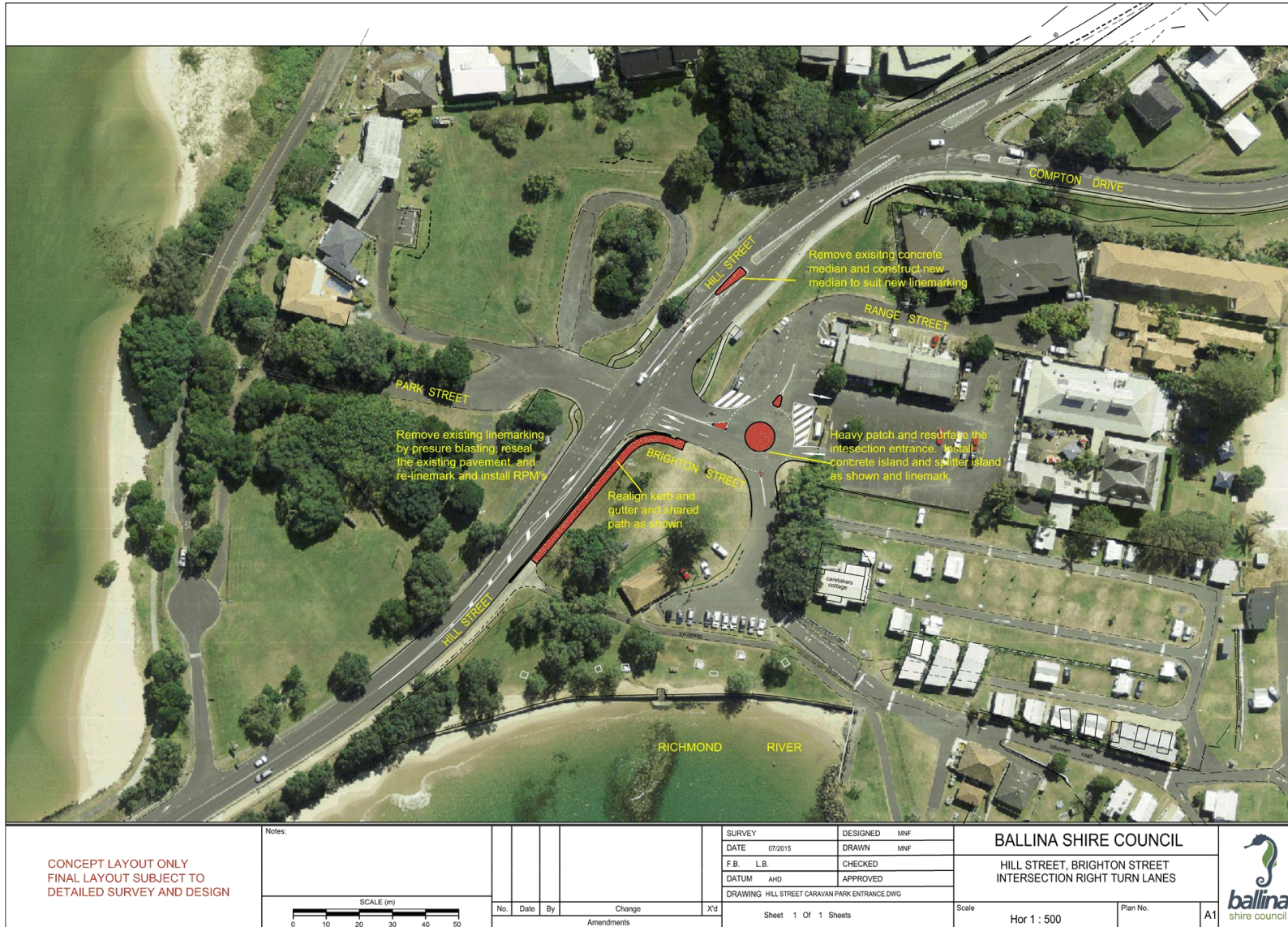
The Committee provide traffic engineering advice regarding parking and traffic issues at Brighton and Range Streets, East Ballina.

Attachment(s)

1. Proposed NO PARKING Zone - Range Street
2. Concept Design - Hill Street / Brighton Street

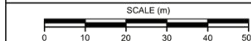


7.2 Traffic Issues - Range and Brighton Streets, East Ballina



CONCEPT LAYOUT ONLY
FINAL LAYOUT SUBJECT TO
DETAILED SURVEY AND DESIGN

Notes:



No.	Date	By	Change	X'd
Amendments				

SURVEY	DESIGNED	MNF
DATE	DRAWN	MNF
F.B. L.B.	CHECKED	
DATUM	AHD	APPROVED
DRAWING HILL STREET CARAVAN PARK ENTRANCE DWG		

Sheet 1 Of 1 Sheets

BALLINA SHIRE COUNCIL
HILL STREET, BRIGHTON STREET
INTERSECTION RIGHT TURN LANES



Scale Hor 1 : 500 Plan No. A1

8.1 Schedule of Outstanding Resolutions of the Committee

8. Information for the Committee

8.1 Schedule of Outstanding Resolutions of the Committee

Introduction

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

Information

Meeting Held 13 February 2019

2/19-6.1 **Bus/Trailer Parking - Lake Ainsworth Area**

Recommendation

Provided no objection is received from Councillors in the next 7 days the Committee support a "P, Bus and Bus/Trailer Only" linear parking control be established in the parking area south of the Lennox Head Surf Club, taking up two existing car spaces, opposite Ross Street as designated in the attachment to this report.

Action to Date

An objection was received from a councillor. The matter was referred, with a similar recommendation, to the Council meeting held 14 April 2019.

Council Resolved:

"10.1 Lake Ainsworth – Bus/Trailer Parking

That Council examine other options for parking a bus/trailer"

A further report on the matter is on this meeting's agenda.

2/19-6.3 **Proposed One Way Traffic - Regatta Avenue, Ballina**

Recommendation

The Committee approve the proposed One Way Traffic (eastbound) proposal and associated signage for the western section of Regatta Avenue, Ballina as shown on the attachment to this report.

Action to Date

Implementation is deferred pending completion of associated construction works.

2/19-6.5 St Francis Xavier Catholic Primary School, Proposed Student Drop Off / Pick Up Zone - Martin Street, Ballina

Recommendation

1. The Committee support a NO PARKING (8 - 9:30 am and 2:30 – 4pm School Days) student drop off/pick up zone in Martin Street, Ballina adjacent to St Francis Xavier Catholic Primary School as depicted on the attachment to this report.
2. Implementation of the zone to be deferred pending provision of funding by the school for necessary road shoulder pavement and sealing works, provision and erection of associated signage.

Action to Date

Implementation deferred pending funding and completion of associated construction works.

2/19-7.1 Parking - Wollongbar Community Preschool

Recommendation

The Committee approves the creation of a School Zone with parking time restrictions between 8.00am - 9.30am and 2.30pm – 4.00pm School Days within the preschool parking area as shown on the attachment to the report.

Action to Date

Further consultation has taken place with Preschool Director to finalise wording of signs. Site inspection has taken place to determine position of signs, and signs have been ordered.

2/19-10.2 North Creek Road – North of Intersection of North Creek Road & Tamarind Drive, Ballina

Recommendation

The Committee notes that a central median (to beyond the Aldi access) offers benefits from a road safety perspective however it is a matter for Council to decide if they wish to consult with business owners and residents should they wish to go down this path.

Action to Date

Referred to Council staff for consideration.

Meeting Held 10 October 2018

10/18-7.2 Intersection - Tamarind Drive & Tintenbar Road, Tintenbar

Recommendation

The Committee recommended Council's design team be requested to investigate options to the intersection layout for consideration by the Committee at a future meeting.

Action to Date

Traffic counts are being conducted and a number of design options considered for incorporation into a Blackspots application to be submitted July 2019 for 2020/21 year.

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 2019 school year.

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 after the duplex has been constructed.

Action to Date

The site is being monitored.

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

Arrangements have been made to carry out further pedestrian and vehicle counts at the pedestrian crossings during mid 2019.

RECOMMENDATION

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

Attachment(s)

Nil

- 10 Items Without Notice
 - 11 Next Meeting
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9. Regulatory Matters on Classified Roads (GM's Delegate)

Nil Items

10. Items Without Notice

11. Next Meeting

Next meeting is scheduled for Wednesday 14 August 2019 at 10.00am.