



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 9 December 2020 commencing at 10.00 am.**

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
Director
Civil Services Division

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4. Summary Report - Recent Decisions

1. Attendance & Apologies

2. Minutes of Previous Meeting

A copy of the Minutes of the Local Traffic Committee Meeting held on Wednesday 14 October 2020 were distributed with the business paper.

RECOMMENDATION

That Council confirms the Minutes of the Local Traffic Committee Meeting held on Wednesday 14 October 2020.

3. Deputations by Members of Public or Councillors

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

Nil Items

5.1 Pedestrian Crossing – Crane Street, Ballina

5. Items to be Referred to Council

5.1 Pedestrian Crossing – Crane Street, Ballina

Introduction

Item 7.1 of the Committee meeting held 14 October 2020 regarding removal of a pedestrian crossing at Crane Street (east of Martin Street), Ballina was referred to Council meeting 26 November 2020.

Information

In regard to Item 7.1 of the Ballina Local Traffic Committee meeting held 14 October was advised that this crossing did not meet the required warrant, see extract below:

“RMS Practice for Numerical Warrants for Pedestrian (Zebra) Crossings is:

- “i) Normal Warrant:
A pedestrian (Zebra) Crossing is warranted where:-
In each of three separate one hour periods in a typical day
(a) the pedestrian flow per hour (P) crossing the road is greater than or equal to 30
AND
(b) the vehicular flow per hour (V) through the site is greater than or equal to 500
AND
(c) the product PV is greater than or equal to 60,000*
- ii) Reduced Warrant for sites used predominantly by children and by aged or impaired pedestrians.
If the crossing is used predominantly by school children, is not suitable site for a Children’s Crossing and in two counts of one hour duration immediately before and after school hours:-
(a) $P \geq 30$
AND
(b) $V \geq 200$
A pedestrian (Zebra) Crossing may be installed.*
- If at least 50% of pedestrians using the crossing are aged or impaired and for each three one hour periods in a typical day
(a) $P \geq 30$
AND
(b) $V \geq 200$
AND
(c) $PV \geq 60,000$
A pedestrian (Zebra) Crossing may be installed*
- iii) Special Warrant:
In certain circumstances where:-
(a) $PV \geq 45,000$ (but less than 60,000)*

5.1 Pedestrian Crossing – Crane Street, Ballina

AND

(b) $P \geq 30$

AND

(c) $V \geq 500$

then consideration can be given to a potential pedestrian crossing site. In such circumstances, council should justify why this location is in need of special consideration.”

A summary of the most recent traffic counts for the existing pedestrian crossing was carried out on 14 November 2019 and is tabulated below.

Existing Crossing - Crane Street, Ballina						
East of Martin Street					14/11/2019	
Time	Pedestrians				Vehicles	PxV
	School	Aged impaired	Other	Total Ped		
8:30- 9:30	7	1	15	23	36	828
12:30-1:30	-	-	-	-	-	-
3:00 - 4:00	8	1	19	28	36	64
Comment: Near School						
Assessment: Does not qualify as Reduced Warrant						

The Committee Recommended, 14 October 2020:

“That subject to approval by the elected Council, the Local Traffic Committee supports the removal of the existing Crane Street crossing east of Martin Street.”



The Committee’s recommendation was referred to the Council meeting held 26 November 2020 at which Council has resolved:

5.1 Pedestrian Crossing – Crane Street, Ballina

261162/20 RESOLVED

(Cr Ben Smith/ Cr Nathan Willis)

- 1. That Council take no further action for removal of this designated pedestrian crossing and continue to monitor the performance of the crossing.*
- 2. That Council write and thank the members of the community who made a submission to the proposal.*

FOR VOTE – All Councillors voted unanimously.

RECOMMENDATION

That the Committee note the decision of Council regarding the pedestrian crossing on Crane Street (immediately east of Martin Street), Ballina.

Attachment(s)

Nil

6.1 Post Office Zone - Ballina Street, Lennox Head

6. Items Referred to General Manager's Delegate

6.1 Post Office Zone - Ballina Street, Lennox Head

Introduction

Mail contractors are having difficulty in parking in front of the Lennox Head Post Office, between official Mail Zone times.

Information

The Lennox Head Postmaster has advised:

“Urgent Request: that the parking sign outside the front of the Lennox Head LPO be changed as soon as possible. In particular that the mail zone section remain but the 1/4 P be change to loading zone.

Reason for the urgent request is that a member of the public is taken advantage of the 1/4 P To daily make a point of parking there and going to a cafe. By doing so she is obstructing my AP delivery contractors from being able to unload their parcels & picking up & delivering their oversized parcels. As a result they are having to double park outside the front of the Post Office & obstruct traffic.

The member of the public has been asked to move onto allow & unloading but has refused & threatened contacting police.

At approximately 11.30am 27 October the member of the public concerned was parked between the signs. An AP mail contractor then double parked next to the member of public to unload his parcels. An confrontation ensued. A police vehicle then as travelling south bound past the parking spot in question when suddenly the member of the public suddenly jumped out in front of the police vehicle. The police vehicle only has just enough time to stop to prevent running her over.

This has now escalated to a serious safety concern. I told the police officer that I was the process of contacting Ballina Shire Council to have the sign changed to a loading zone. The police officer requested the sign be changed as soon as possible.”

The kerb adjacent to the Post Office in Ballina Street, Lennox Head has the following parking restrictions for a 7.4 m section of kerb:

8 – 9 am and 2:30 to 3:30 pm Mon-Fri, Mail Zone

9 am to 2:30 pm and 3:30 to 5 pm Mon-Fri and 8:30 am to 12:30 pm Sat, 1/4 P.

The issue of mail contractors being unable to access the area between the mail zone times was raised by both the Post Office and mail contractors in 2018. An agenda report to the Committee meeting of 10 October 2018 advised:

6.1 Post Office Zone - Ballina Street, Lennox Head

A mail subcontractor has advised that mail deliveries/pickup can take place at any time during business hours and that often they are unable to park due to a degree of non-compliance with the 1/4 P restriction with cars occupying the area for extended times and Post Office vehicles having to double park.

A number of solutions were discussed and it was agreed that to make it a full time mail zone, whilst the best solution for mail contractors, would be an inefficient use of scarce kerbside parking space. The most acceptable solution appears to be to convert the 1/4 P zone to a Loading Zone. This would deter parking by persons in cars and render it likely that spaces would be mostly available when needed by postal contractors. It would also provide a much needed Loading Zone in this central part of the Lennox Head CBD (the only other Loading Zone is in Rayner Lane). The subcontractor was requested to seek agreement from the Principal Contractor and Post Office owner.

The Principal Contractor has advised:

“Hi my name is Tracey Mau’u and am the Principle Contractor for Australia Post. I am writing in regards to the postal parking zone outside Lennox Head Post Office.

My concern is the continuous illegal parking of other cars during the day. I am there at various times of the day to pick up & drop off mail but am forced to double park with hazard lights on to do so. This is not only dangerous and inconvenient to others (due to back up of traffic) but also very frustrating.

I also have another sub contractor that also uses this zone to drop his carded parcels back to the post office. He too has been experiencing the same issues.

I am hoping that you would be able to change the sign to "Australia post vehicles only" or "loading zone" or something of similar effect. I feel that by changing the sign it would make it a safer and stress free place park.

*Should you need to speak to me about this problem my phone number is **.*

Your attention to this would be greatly appreciated.”

The Post office owner was initially happy to trial replacing the 1/4 P with a Loading Zone, provided it can be reversed if it is found the Loading Zone option results in fewer parking opportunities for the mail contractors. However he later advised that he could not support the Loading Zone option as it would prohibit customers in sedans from conveniently dropping off and picking up bulky and heavy parcels (eg cartons of wine) which are an expanding part of the Post Office business.

End of October 2018 Report.

6.1 Post Office Zone - Ballina Street, Lennox Head

At that meeting 16 October 2018, the Committee Recommended:

“RECOMMENDATION

The Committee recommended no change to the current arrangements outside the Post Office in Ballina Street, Lennox Head.”

It appears that the problem of cars parking in the area between the dedicated Mail Zone times continues to be an issue and is causing significant safety problems. It may now be appropriate to take the stronger step of replacing the 1/4 P restriction with a Loading Zone.

For the Committee’s information; there is a Development Application DA 2019/123 for redevelopment of the current building that houses the Post Office. The application advises that “the development has been designed to ensure the retention of the post office and specially post box and parcel drop off storage requirements.

RECOMMENDATION

That the Committee support changing the parking restriction between Mail Zone times from 1/4 P to LOADING ZONE in the kerbside space in Ballina Street, Lennox Head in front of the Post Office.

Attachment(s)

1. Lennox Head Post Office



7.1 Bus Stop - The Coast Road, East Ballina

7. Items for Traffic Engineering Advice

7.1 Bus Stop - The Coast Road, East Ballina

Introduction

A resident has expressed concern regarding the safety of children using the hail and ride bus stop on the southbound side of The Coast Road, East Ballina, south of the intersection with Bayview Drive.

Information

A resident has emailed advising:

“Thanks so much for taking my call this morning to discuss the bus stop opposite the northern end of Bayview Drive, East Ballina.

As discussed in the call, I feel that having the bus stop located where it is means that young children must stand far too close to fast moving traffic when waiting for the school bus. This is especially the case when cars are undertaking other cars turning right onto Bayview Drive using the lane next to the bus stop. This means that young children are standing waiting for the bus within 2 meters of cars travelling often in excess of 80km/hr.

Also, it is quite dangerous for young children to be crossing the road so close to the corner where it is difficult to see oncoming traffic travelling northbound. These dangers also apply to children getting dropped off by the bus in the afternoon.

As mentioned, I would prefer the 60km/hr speed limit area be extended from the nearer the roundabout further north. However, moving the bus to where the beach carpark is further south might also be a reasonable alternative. I would also be keen to discuss alternative solutions if you might have some ideas.

In any case, I feel that a solution needs to be found to ensure that children can get to and wait safely for their school bus.

Thanks again for your time this morning. I really appreciate your consideration in this matter.”

In the attachments to this report are an aerial view of the section of The Coast Road containing the “Hail and Ride” bus stop located on the left of the southbound lane, south of the intersection with Bayview Drive. Also attached are southward and northward views of the bus stop area.

There is a southbound bypass lane on The Coast Road which allows southbound through vehicles to bypass, on the left side of southbound vehicles stopped, waiting to turn right into Bayview Drive. The resident is concerned that these southbound bypass vehicles, travelling at speed are dangerous for children waiting at the bus stop and for children crossing The Coast Road to the bus stop south of the intersection. There is concern that these children as well

7.1 Bus Stop - The Coast Road, East Ballina

as having to contend with fast traffic also have poor sight distance to southbound bypass vehicles with visibility obscured by the stopped/paused southbound vehicles turning right into Bayview Drive.

Crossing The Coast Road south of Bayview Drive is further complicated by the presence of the adjacent art gallery carpark which does not provide pedestrians with a defined edge of road from which to commence crossing The Coast Road.

The Bus Stop could be relocated further to the north or the south to avoid its current location adjacent to the bypass lane, however such a relocation would need connecting pedestrian pathways and these may be difficult to locate on the pedestrian desire line.

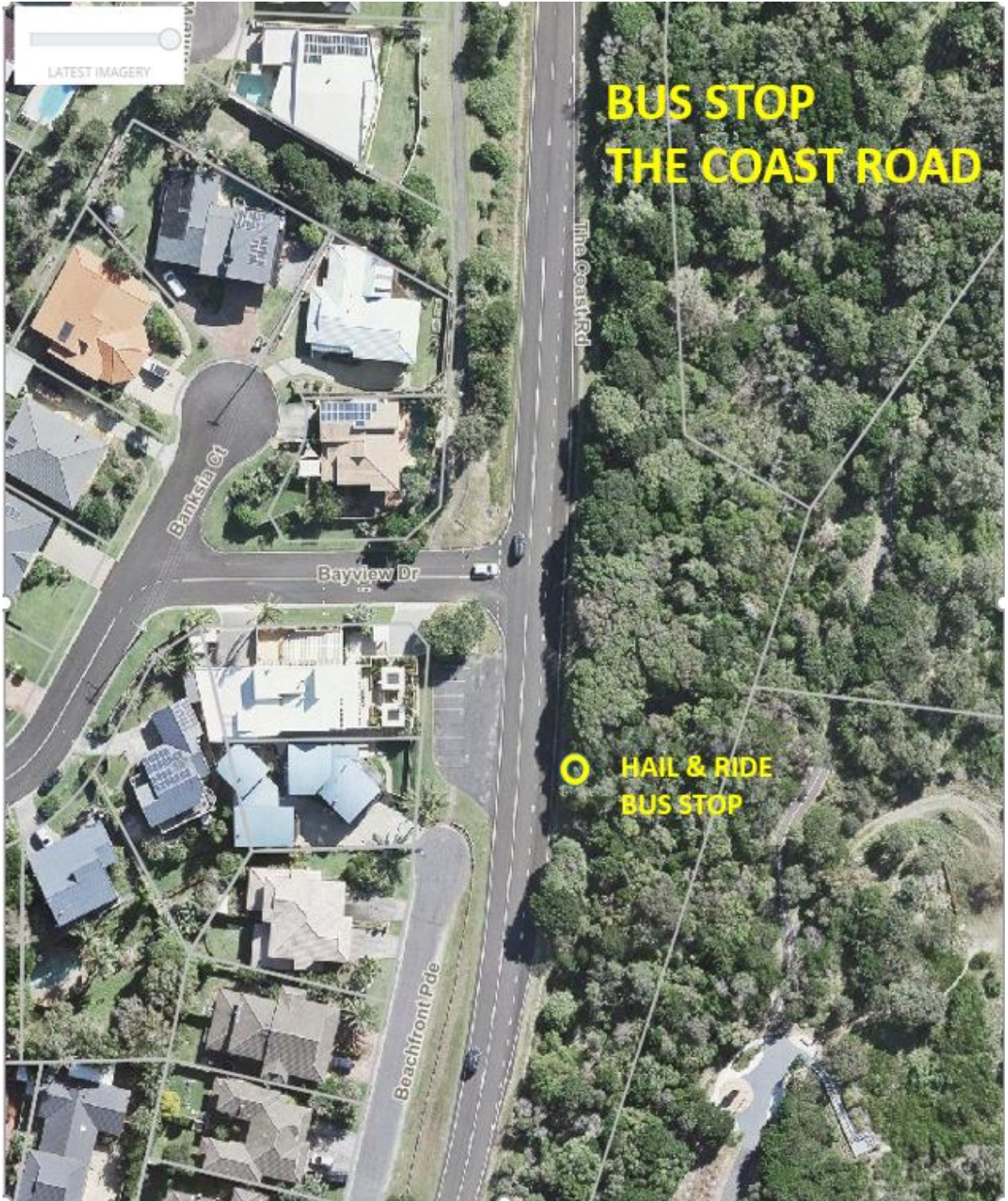
The Committee's advice is requested.

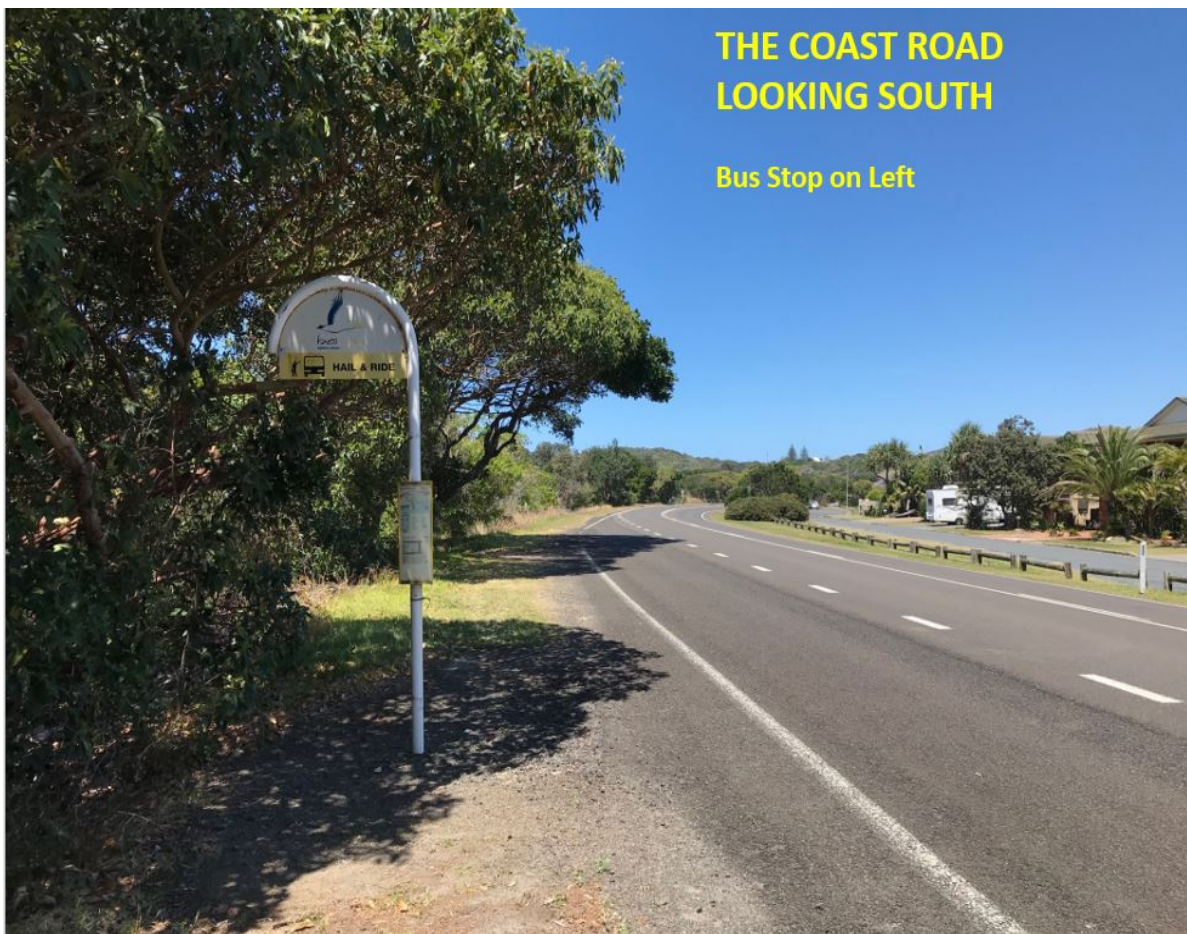
RECOMMENDATION

That the Committee provide traffic engineering advice to improve safety at the southbound bus stop on The Coast Road, south of the Bayview Drive intersection, East Ballina.

Attachment(s)

1. Bus Stop - The Coast Road, East Ballina - Aerial View
2. Bus Stop - The Coast Road, East Ballina - Looking North
3. Bus Stop - The Coast Road, East Ballina - Looking South





7.2 Disability Parking - Ballina CBD Central Block

7.2 Disability Parking - Ballina CBD Central Block

Introduction

A resident has requested an additional two disability parking spaces in the central CBD block in Ballina.

Information

A resident has written to Council with this request:

"I am writing with a request that I hope you can help me with.

I am currently waiting for my third heart surgery and have a Disability parking card. The problem is there are only two disabled spots in the main CBD block in River Street, which are always filled. It would be very helpful if there were at least two more in that area as due to my heart failure I am unable to walk any distance. I know parking is at a premium in that area as ordinary spots are hard to find too."

Currently there are two disability parking spaces on River Street on the central Ballina CBD block between Moon Street and Cherry Street. These spaces are on the eastbound and westbound approach sides of the traffic signals (see attachment).

Provision of additional disability parking spaces adjacent to the existing spaces is physically difficult and expensive to construct because of the need to adjust kerb ramps and adjust special paving and levels in this area.

The provision of one additional disability space adjacent to either of the existing spaces (ie to the left of either eastbound or westbound lanes) would result in the loss of two regular parking spaces due to standard width requirements for disability spaces.

The current parking configuration of the central CBD section of River Street, between Moon Street and Cherry Street is:

North Side (Eastbound)	-	12(1H)+3(1/2H)+1(Disability)+21(1H)+4MC(2H)	Total 41 Spaces
South Side (Westbound)	-	15(1H)+1(Disability)+3(1/2)+17(1H)+2MC(2H)	Total 40 Spaces

This supply rate would comply with the BCA standard rate of one disability parking space for every 50 carparking spaces or part thereof required for Class 6 buildings (shop or building for sale of goods by retail or supply of services direct to the public).

RECOMMENDATION

The Committee's advice is requested.

Attachment(s)

7.2 Disability Parking - Ballina CBD Central Block

1. Disability Parking - River Street, Ballina



Introduction

A Councillor has requested 4H timed parking restrictions on the area east of Hill Street, East Ballina that includes Brighton Street and the accesses to the Shaws Bay Hotel and NSW State managed Shaws Bay (Reflections) Caravan Park.

Information

A Councillor has advised:

“Today I was at Reflections Caravan Park near Missingham Bridge to see someone.

While waiting to be served I overheard a guest explaining that his cabin had 3 vehicles with it, he was asking where to park. The manager said ‘you will need to use the Public car park out the front.’

*Please, **as a matter of urgency**, timed, say 4hr parking needs to be introduced to discourage this use of the car park, and possibly some line marking for greater efficiency in using the available space.*

With Summertime holidays fast approaching and many of Byron’s beaches out of action due to erosion, parking at Missingham and The Serpentine will be chaotic.

I urge Ballina Council to be proactive in moving ahead with action as fast as possible.”

An aerial view of the Councillor’s area of concern, understood to be the publically accessible areas, east of the Hill Street/Park Street intersection that includes Brighton Street, entrances to the hotel and caravan park and associated marked and unmarked parking areas, is shown on an attachment to this report. The land tenure boundaries and DP/lot numbers are also shown on the attachment.

There is some parking on the west side of Brighton Street, opposite the shops, but the edges merging onto a grassed area are not well defined. There are formally marked parking areas towards the south end and on the east side (under trees on the attachment) of Lot 7015 DP 1064316. This lot is Crown land, part of the Shaws Bay (Reflections) Caravan Park and not formally managed/controlled by Council however, Council has a defacto role in maintaining this area as it accesses the amenities block and is perceived to be part of the street system due to the location of the caravan park entrance east of Lot 7015. Lots 2, 3, 4, 5 and 7 west of Lot 7015 are crown land managed by Council and contain the amenities block, grassed area and part Hill Street. There are a small number of parking spaces on Lot 5 adjacent to/contiguous with the parking spaces on the south of Lot 7015.

In the past, there have been large numbers of vehicles informally parking on the grassed area north and west of the amenities block. This parking is now prevented by a barrier fence that excludes vehicles/persons from this area due to the discovered presence of aboriginal heritage artefacts.

7.3 Shaws Bay Parking - East of Hill Street, East Ballina

This area was also the subject of a Road Safety Audit (RSA) presented to the Committee meeting held 10 June 2020 where the Committee Recommended:

“RECOMMENDATIONS

- 1. In response to the Road Safety Audit, Safe Systems Assessment and indicative improvement option drawings, Council proceed with producing and implementing an appropriate corrective action program.*
- 2. Council use the Road Safety Audit and Safe Systems Approach reports to support a Safer Roads/Black Spot funding application of for upgrading of the Hill Street/Brighton Street/Range Street/Hotel, Caravan Park Entrances and associated informal parking areas to a safer more formalised configuration.”*

Regarding this area the RSA recommendations included:

Consider reconfiguration of the Hill Street / Park Street / Brighton Street intersection in conjunction with the area to the east of Brighton Street, including formalising the Brighton Street intersection, the parking areas north and south of Brighton Street, and the pedestrian and cyclist facilities within the area.

The RSA audit also included some recommended area layouts (see attachment of example GeoLink sketch) for the area to improve traffic paths, road edge definition and improved pedestrian/parking control/geometry.

In regard to responses to the Committee’s above recommendation, action to date on these recommendations has been:

1. Referred to Council’s Works Manager and Open Spaces Manager (Asset Owners) for implementation of corrective action program.
2. An application for Safer Roads/Black Spot funding was submitted for 2021/22. (It is understood from TfNSW informal advice that this application is unlikely to be successful as it exceeds an unpublished cost limit for proactive applications ie. supported by an RSA but not supported by accident records over the 5 year period).

In regard to the request for 4P parking restrictions in this area; at present there are reasonably well defined parking spaces in Lot 7015 (Caravan Park land) that could be time regulated. However elsewhere there remains the lack of formalisation of the area and proper edge definition as identified in the RSA that make parking regulation difficult to define geometrically on the ground. In regard to the marked parking spaces in Lot 7015, as these are not on Council owned/controlled/managed land, an approach could be made to NSW Crown Holiday Parks (trading as Reflections Holiday Parks) requesting them to consider placing 4H time limited parking controls on the marked parking spaces on Lot 7015.

RECOMMENDATION

That the Committee’s advice is requested.

7.3 Shaws Bay Parking - East of Hill Street, East Ballina

Attachment(s)

1. Shaws Bay East of Hill Street - Aerial View
2. Shaws Bay East of Hill Street - Example RSA Recommendation



CONCEPT SKETCH ONLY

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Project Title
 Hill / Park / Brighton Street RSA

Client
 Ballina Shire Council

Drawn by	MM	Checked by	JG
Approved by	MM	Date	20/11/20

Scale
 1:1000

Drawing Title
 Option 1
 Concept Sketch

3586-SK01

- General Notes:
- Signage for intersections, parking, shared paths etc. not shown, but shall be in accordance with the relevant sections of AS 1742.
 - All linemarking to be in accordance with AS 1742.
 - Parking to be in accordance with relevant sections of AS 2890, including provision for disabled access parking bays.
 - The design aims to avoid relocation of existing power poles (1), however some relocation of services and drainage structures will be necessary.

- Option 1 Notes:
1. (a) Dedicated left and right turn lanes for Hill Street traffic into Park Street and Easton Place. Note the left turn into Easton Place is not shown, but is possible with road widening.
 (b) New roundabout to formalise the intersection of Park Street and Brighton Street.
 2. Pedestrian refuges in accordance with Austroads.
 3. Improved pedestrian connectivity through the area.
 4. Additional formalised parking (may include loading/garbage truck turning bay at west end of Range Street).
 5. Parking in front of shops to include disabled access bay and loading bay.
 6. Formalised parking, potentially including dedicated disabled access, 'parents' and/or 'seniors' parking bays.
 7. Separate left turn lane from Park Street into Hill Street.
 8. Relocate bus stop and shelter to free up left turn lane into Park Street and improve intersection site distance.
 9. Single entry/exit for Shaws Bay Hotel.
 10. Informal overflow parking (may be formalised to maximise parking, similar to Option 3).
 11. Barrier fencing to prevent pedestrians/cyclists from crossing roads in hazardous locations or falling down embankment.
 12. Prevent parking in this area using bollards.

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 14 October 2020

10/20-6.1 Proposed Pedestrian Refuge - Bentinck Street, Ballina

Recommendation

The Committee supported provision of a pedestrian refuge with associated warning and regulatory signage in Bentinck Street, Ballina immediately west of Owen Street as detailed in the attachment to his report.

Action to Date

Installation not commenced.

10/20-6.4 Proposed Pedestrian, Parking & Traffic Arrangements – Lighthouse Parade, East Ballina

Recommendation

That pending separate Transport for NSW approval of proposed speed zone variations, the Committee support the proposed traffic management arrangements and regulatory signage and markings on Lighthouse Parade, East Ballina and approach/intersecting streets as depicted on the attachment to this report.

Action to Date

TfNSW Speed Zone Review completed and authorised 40 km/h High Pedestrian Activity Area.
Installation and works not commenced.

10/20-6.5 NSW Streets as Shared Spaces Grant Program, Proposed Temporary Works - Park Lane, Lennox Head

Recommendation

That pending separate Transport for NSW approval for proposed speed zone variations, the Committee support the proposed traffic management arrangements and regulatory signage and markings on Park Lane, Ballina Street and Allens Parade, Lennox Head as depicted on the attachments to this report.

Action to Date

TfNSW Speed Zone Review completed and authorised reduction of Existing 40 km/h High Pedestrian Activity Area to 30 km/h.

Installation not planned until January/February 2020

10/20-7.1 Pedestrian Crossing – Crane Street Ballina

Recommendation

That subject to approval by the elected Council, the Local Traffic Committee supports the removal of the existing Crane Street crossing east of Martin Street.

Action to Date

See separate report elsewhere in this agenda, Council has resolved to take no further action on the Committee's recommendation.

10/20-7.2 Proposed NO STOPPING Zone - Pine Avenue East Ballina

Recommendation

The Committee withdrew support for the installation of the recommended NO STOPPING ZONE yellow line and supported provision of signage on the southern side of the island/Poinciana tree for restricted parking on garbage collection day.

Action to Date

Installation not commenced.

10/20-7.3 Wardell Traffic – Post Highway Deviation

Recommendation

The Committee supported installation of traffic counters on the Old Pacific Highway to gauge traffic volumes and investigation of design concept options and grant opportunities by Council staff for providing improved pedestrian connectivity across the Old Pacific Highway.

Action to Date

Traffic counters installed, readings will be finalised mid December 2020.

Meeting Held 12 August 2020

8/20-6.4 Proposed Additional Disabled Parking Space - Off Isabella Drive, Skennars Head

Recommendation

That subject to funding arrangements being provided to the satisfaction of Council, the Committee support provision of an additional disabled car parking space adjacent to the existing disabled car parking space in front of Holy Family School in the road related area off Isabella Drive, Skennars Head.

Action to Date

Awaiting response from school.

8/20-10.3 Line Marking on Bruxner Highway near new Service Centre

Recommendation

That Council's Traffic Engineer forward the relevant information to TfNSW for investigation regarding pavement markings at the Bruxner Highway/Service Centre access being difficult to see and unsafe on rainy nights due to old markings being unsatisfactorily blacked out.

Action to Date

The matter was raised with Freddy Bercerra, Project Engineer, Regional and Outer Metropolitan, TfNSW. He was advised of the following and also emailed a marked up plan showing the areas of concern:

1. SH16 westbound and eastbound lanes had old/construction lane line marking removed by water blasting (or similar). This leaves a rough surface in the AC surface. At night, and particularly if the road is wet, it is very confusing and difficult to distinguish between the painted lines and the old removed lines.
2. SH16 eastbound left lane turn arrows for Teven Road are not observed by a majority of drivers. This means SH16 eastbound motorists who wait till east of Teven Road before changing lanes to take the Pacific Highway exit are blocked by cars travelling straight through the Teven Road intersection (from the lane with the turn arrows).

Mr Bercerra advised by email dated 12 August 2020

"Thank you and to everyone for the plan and additional details. I will discuss the issues raised with those responsible and keep you in the loop as these issues are resolved."

By email dated 24 September Me Bercerra advised:

"I've got an expert on pavement marking to look into the concerned area, collated more info and discovered that the construction was as per the approved designed."

8.1 Schedule of Outstanding Resolutions of the Committee

While some photos of the area are being taken, I'm looking into feasible treatments and costs for presenting to the TfNSW Area Asset Manager and the private Developer to select the preferred treatment and agreed on funding."

Meeting Held 10 June 2020

6/20-7.2 Byron Bay Road/Byron Street Intersection, Lennox Head (RSA)

Recommendation

1. The Committee supports lengthening and separating the southbound left turn lane and moving the hold line to the west as far as possible.
2. In response to the Road Safety Audit and Safe Systems Assessment, Council proceed with producing and implementing an appropriate corrective action program. The Committee requests Transport NSW to conduct a speed zone review on Byron Bay Road between The Coast Road and Ross Lane.
3. Council proceed with the planned minor upgrade to the intersection with appropriate design modifications to incorporate the findings of the Road Safety Audit.
4. Council use the Road Safety Audit and Safe Systems Approach reports to support a Safer Roads/Black Spot funding application of more substantial improvements to the intersection.

Action to Date

1. Hold line moved, but no action on separating the southbound left turn lane.
2. Referred to Council's Works Manager (Asset Owner) for implementation of corrective action program. TNSW requested to perform speed zone review, and have replied advising review is not warranted at this time.
3. Minor upgrade completed, but has not included recommendation for lengthening and separating the southbound left turn lane.
4. No works associated with the intersection are proposed at this time to be the subject of a Safer Roads/Black Spot application.

6/20-7.4 Traffic Issues, Hill Street/Pine Avenue/The Coast Road, East Ballina (Section A) – Road Safety Audit

Recommendation

1. The Committee supports installation of a No Stopping yellow line on the eastern side of the road preceded by public consultation advising the yellow line is to be installed and a reminder that parking on the footpath is prohibited.
2. In response to the Road Safety Audit and Safe Systems Approach reports, Council proceed with producing and implementing an appropriate corrective action program.
3. Based on the findings of the Road Safety Audit and Safe Systems Assessment, Council request Transport NSW to

8.1 Schedule of Outstanding Resolutions of the Committee

conduct a speed zone review on the section of Hill Street/Pine Avenue/The Coast Road between Missingham Bridge and the 80 kph zone north of Suvla Street including lead ins from Bentinck Street and Kingsford Smith Drive.

4. Council use the Road Safety Audit and Safe Systems Assessment to support a Safer Roads/Black Spot funding application of for upgrading the Hill Street/Park Street/Brighton Street Intersection and elsewhere as may be appropriate on the section of Hill Street/Pine Avenue/The Coast Road between Missingham Bridge and the 80 kph zone north of Suvla Street.

Action to Date

1. Letter box drop completed advising of proposed action. Yellow lines to be installed shortly.
2. Referred to Council's Works Manager (Asset Owner) for implementation of corrective action program.
3. TNSW has completed speed zone review and advised speed limit is to be reduced to 50 Km/h. Associated signage has now been installed.
4. An application for Safer Roads/Black Spot funding was submitted for 2021/22.

6/20-7.5 Traffic Issues, Hill Street/Brighton Street/Range Street/Shaws Bay Hotel and Caravan Park Entrances Area (Section B) - Road Safety Audit

Recommendation

1. In response to the Road Safety Audit, Safe Systems Assessment and indicative improvement option drawings, Council proceed with producing and implementing an appropriate corrective action program.
2. Council use the Road Safety Audit and Safe Systems Approach reports to support a Safer Roads/Black Spot funding application of for upgrading of the Hill Street/Brighton Street/Range Street/Hotel, Caravan Park Entrances and associated informal parking areas to a safer more formalised configuration.

Action to Date

1. Referred to Council's Works Manager and Open Spaces Manager (Asset Owners) for implementation of corrective action program.
2. An application for Safer Roads/Black Spot funding was submitted for 2021/22.

Meeting Held 18 December 2019

12/19-7.1 Speed Limit Compliance - East Wardell

Recommendation

8.1 Schedule of Outstanding Resolutions of the Committee

The Committee endorsed investigation of line marking options and an education campaign to encourage compliance with follow up in twelve months to assess outcomes.

Action to Date

Linemarking partially completed.
Education campaign – No action yet.

Meeting Held 9 October 2019

10/19-6.3 Extension of Dual Eastbound Lanes, East of Kerr Street - River Street, Ballina

Recommendation

1. The Committee support conversion of angle parking on the north side of River Street (between Kerr Street and Grant Street) to parallel parking, as shown on the attachment to this report, to create sufficient width for the provision of dual full length eastbound lanes. Existing time restrictions to remain.
2. The Committee support the relocation of the Bus Zone from the Grant to Moon Street section of River Street, Ballina to the location shown on the attachment to this report (west of Grant Street).

Action to Date

1. A further meeting has taken place with affected businesses and councillors. Plans for a number of other options have being prepared. Parking utilisation surveys of the north side of River Street between Kerr Street and Grant Street are being conducted in March 2020.
2. Completed as part of previously temporary relocation for beautification works between Moon and Grant Streets.

Meeting Held 14 August 2019

08/19-7.1 Review of Pedestrian Crossing Warrants

Recommendation

The Committee provide advice to Council in response to the outcomes of this review which indicate, subject to community consultation, it is preferred to remove the following pedestrian crossings:

- Crossing 12 - River Street, Ballina (Mid-block between Grant and Moon Street)
- Crossing 13 - River Street, Ballina (Mid-block between Cherry Street and Martin Street)..

Action to Date

- Crossing 12 – Matter finalised by Committee Item 10/19-6.4
- Crossing 13 - Council report not yet drafted. As the volumes measured in 2019 were close to complying with the warrant. It has been decided to measure again in 2020.

Meeting Held 12 June 2019

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.

2/19-10.2 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

Included in the brief for concept design by contract of dual lanes in Tamarind Drive from North Creek Road to Kerr Street.

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.

8.1 Schedule of Outstanding Resolutions of the Committee

Action to Date

Site being monitored

RECOMMENDATION

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

Attachment(s)

Nil

8.2 Outcome of Speed Zone Reviews

8.2 Outcome of Speed Zone Reviews

Introduction

Transport for NSW have completed speed zone reviews of the High Pedestrian Activity Area in the Lennox Head CBD and at Lighthouse Parade, East Ballina.

Information

Lennox Head CBD

Transport for NSW have completed a speed zone review of streets in the Lennox Head CBD.

“The outcome of this review is as follows:

1. *That the existing 40 km/h High Pedestrian Activity Area (HPAA) be reduced to a 30 km/h HPAA. This area of the Lennox Head CBD includes Ballina Street, Pacific Parade, Park Lane and a small section of Byron Street.”*

This speed zone review is associated with Councils successful “NSW Streets as Shared Spaces Grant Program” at Lennox Head recommended by the Committee at Item 6.5 of the meeting held 14 October 2020. Proposed temporary works in Lennox Head CBD funded by this program are planned to be implemented early 2021.

Lighthouse Parade, East Ballina

Transport for NSW have completed a speed zone review of Lighthouse Parade, East Ballina.

“The outcome of the review is as follows:

1. *That a 40 km/h High Pedestrian Activity Area be implemented on Lighthouse Parade from Fenwick Drive to Compton Drive.”*

This speed zone review is associated with the proposed traffic management arrangements and regulatory signage and markings on Lighthouse Parade, East Ballina recommended by the Committee at Item 6.4 of the meeting held 14 October 2020. Proposed works are not scheduled to commence until some time in 2021.

RECOMMENDATION

That the Committee note the advice of Transport for NSW regarding speed zone review of High Pedestrian Activity Areas at Lennox Head CBD and Lighthouse Parade, East Ballina.

Attachment(s)

Nil

8.3 Summary of Out of Session Decisions of the Committee

8.3 Summary of Out of Session Decisions of the Committee

Introduction

List of Out of Session decisions of the Committee since the last meeting held 14 October 2020.

Information

The table below summarises Out of Session Decisions of the Committee since the last meeting held 14 October 2020.

Ballina Local Traffic Committee – Out of Session Applications/Decisions Since Meeting 14 October 2020					
Application	Applicant	Location	Dates	Initials of Delegates who responded, Approval Date/CM Reference	Amendments
OS 10/20-1	Eden	Friday Hut Rd, Flat Rock	19-23/10	15/10/20, CM 20/79591	
OS 10/20-2	Nine Perfect Strangers	Killen Falls	19-24/10	15/10/20, CM 20/79596	
OS 10/20-3	Eden	Flathead/ Barlows Rd/Condo n Dr	26/27/10 & 3/11	22/10/20, CM 20/79601	Add 28/10 and 6/11
OS 10/20-4	Eden	Newrybar Swamp Rd	3 -4/11	DC, GA (subject to TCP change), JT, TS – Approved 29/10/20 CM 20/82398	Add repeater signs
OS 10/20-5	Nine Perfect Strangers	Newrybar Village	3 or 10 or 17/10 Amended to 8 December 2020	DC, JT, TS, GA (subject to recommendations sent to applicant). Amendments submitted 24/11/20 and approved by TfNSW.	TCP amended at TfNSW request. Date now 8 December 2020

8.3 Summary of Out of Session Decisions of the Committee

				24/11/2020, CM 20/90488	
OS 10/20-6	Nine Perfect Strangers	Friday Hut Road	8 & 9 December 2020	DC, IS, TS, JT CM 20/93305	
OS 10/20-7	Nine Perfect Strangers	The Coast Road	2 December 2020	DC (Conditional on Skennars Hd Sportsfield being unit base instead of Pat Morton Lookout, which was accepted by film unit), IS, JT, TS CM 20/91576	Production unit base must be at Skennars Head sportsfield car park

RECOMMENDATION

That the Committee note the information in the report regarding the Out of Session Decisions of the Committee.

Attachment(s)

Nil

9	Regulatory Matters on Classified Roads
100	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 10 February 2021 at 10.00 am.