



## 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 August 2020 commencing at 10.30 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  
**Group Manager**  
**Civil Services**

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

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1. **Attendance & Apologies**

2. **Minutes of Previous Meeting**

A copy of the Minutes of the Local Traffic Committee Meeting held on Wednesday 10 June 2020 were distributed with the business paper.

**RECOMMENDATION**

That Council confirms the Minutes of the Local Traffic Committee Meeting held on Wednesday 10 June 2020.

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 Proposed Timed Parking Zone - Ballina Library, River Street, Ballina**

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

#### **6.1 Proposed Timed Parking Zone - Ballina Library, River Street, Ballina**

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##### **Introduction**

A request has been received for timed parking in River Street, Ballina adjacent to the library.

##### **Information**

A request has been received for timed parking in River Street, Ballina adjacent to the library. It is believed that parking spaces in front of the library are often occupied for all day parking by main street workers and that there is often no convenient parking available for short term visitors to the library.

Parking in River Street in this locality is 45 degree angle parking with no time restrictions. The only current other restricted parking in front of the Ballina Library is a disabled parking zone. The distance between the disabled car park and the corner of Las Balsas Plaza is 40 m. There are no parking space markings in this area, but it would accommodate around 11 spaces.

Library Staff advise the provision of four timed parking spaces during business hours would be appropriate.

##### **RECOMMENDATION**

That the Committee support provision of a 2H PARKING Zone (Business Hours 8:30 am to 5:00 pm Monday - Friday and 8:30 am - 12:30 pm Saturday) consisting of four spaces on the south side of River Street from the existing Disabled Parking space in front of the Library towards the corner of Las Balsas Plaza.

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

1. Ballina Library Aerial View



**Introduction**

A modification application for DA 2004/658, originally approved by the Land and Environment Court, has been received to modify the consent condition prohibiting right turn access to/from Tamarind Drive.

**Information**

Conditions 2.2, 2.3, 2.4, 2.5 and 2.6 of the Land and Environment Court Consent for DA 2004/658 required:

**Vehicular Access**

- 2.2. A design plan for the location of the access to the site is to be submitted to and approved by the RTA.
- 2.3. Design plans for all road works shall be submitted to Council and the RTA for approval in accordance with the requirements of the Roads Act 1993.
- 2.4. The development shall be required to provide a road access to the site, which complies with the AUSTRROADS Design Standard – Intersections at Grade inclusive of sight distances. In particular, the following works are required to be undertaken to the satisfaction of the RTA:
  - a) Due to the inability to provide adequate safe facilities to cater for right-turns in and out of the site only left-turns into and out of the driveway are permitted.
  - b) Access to the site is to be located approximately 60m north of the southern property boundary.
  - c) A driveway is to be constructed in accordance with the RTA's Fig 1 – Typical Road Access Standards that includes:
    - (i) central raised medium design to restrict right-turns in and out of the driveway;
    - (ii) erection of a B size "All Traffic Left" sign for exiting traffic;
    - (iii) provision of a 15m taper for northbound left-turning traffic.
  - d) All road works within the Pacific Highway road reserve are to be undertaken by a RTA Quality Assurance organisation.
- 2.5. All road works and the driveway are to be sealed
- 2.6. All road design, construction and access works required by conditions 2.2 to 2.5 are to be completed at no cost to Council or the RTA.

The provisions of Condition 2.4(a) have been enacted by placement of No Right Turn regulatory signage on the southbound lane of Tamarind Dr facing north, located north of the access and at the access itself facing outbound traffic (see attachments). At the time of this approval, Tamarind Drive was the Pacific Highway, however, the highway has been relocated and Tamarind Drive is now part of the regional road network and had a daily traffic count of 3,675 vpd in 2019.

## 6.2 Access - 1029 Tamarind Drive, Tintenbar

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The owners of the subject land, 1029 Tamarind Drive (Lot 2 DP 607237), have submitted an application to modify their consent to allow removal of the No Right Turn signage. In supporting their request they advise the property no longer conducts a commercial dog breeding and boarding operation and traffic has decreased since the highway has been relocated.

See extract of letter below:

Re; Rural Roads Traffic Signage Regulation

We are writing to request a review of road signage adjacent to our property on Tamarind Drive, Tintenbar.

We are requesting that two "No Right Turn" signs at our property entrance be removed.

At present, we have to exit our property by turning North on Tamarind Drive. If we wish to travel South to Tintenbar (Local shop, Post Office, Medical Centre) or Lismore for work, we have to travel 1km North to the Western roundabout of the Ross Lane Interchange which is the first legal opportunity to "U" turn before heading South. If we are travelling home from the North (Lennox Head, Brisbane etc), we can't turn into our driveway and have the options of heading to the Tintenbar shop car park (1.5km) or the Ballina Heights Interchange roundabout (5km) to find a safe, legal place to turn around and approach our property from the South. We're sure you will agree that this is an extremely inefficient and inconvenient situation.

We strongly believe that a right hand turn (South) onto Tamarind Drive from our driveway, and a right hand turn from Tamarind Drive while travelling South into our driveway are both perfectly safe. Our reasons for this are:

We believe that the signs were originally installed as part of a DA for the establishment of a commercial dog breeding and boarding operation on the property. At that time the road was part of the Pacific Highway with a 100km/h speed limit and we understand that the signage was a safety measure for potential customers entering and exiting the property. The property is no longer conducting any commercial operations, and is solely a residential property.

The road is now Tamarind Drive and is no longer part of the Pacific Highway, and now has very low traffic volume. The speed limit has also been reduced to 80km/h.

There is ample vision of vehicles travelling north on the road, both from a turning South position while exiting the property, and when attempting to enter the driveway from the North.

There are many driveways into properties in our local area that have similar or less clear vision distance that have no turning restrictions in place, including several commercial operations.

We request that your rural traffic committee assess this matter and remove this unnecessary signage as soon as possible.

### RECOMMENDATION

That the Committee support removal of the No Right Turn Signage at the access to 1029 Tamarind Drive, Tintenbar and support the associated amendment to Condition 2.4(a) of the consent of DA 2004/658

## **6.2 Access - 1029 Tamarind Drive, Tintenbar**

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### **Attachment(s)**

1. 1029 Tamarind Drive, Tintenbar Aerial Photo
2. 1029 Tamarind Drive, Tintenbar Street View of Access





6.3 Reconstruction - Martin Street, Ballina

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**Introduction**

Design Plans have been prepared for reconfiguration of Martin Street Ballina, south of River Street. The Committee's approval of associated regulatory signage and markings is requested.

**Information**

Design Plans have been prepared for reconfiguration of Martin Street Ballina, south of River Street. The revised design will require changes to existing regulatory signage that for the project to proceed, will need the support of the Committee. In relation to the existing and proposed layouts, the designer has advised:

*"Existing:*

*There are about 30 existing car spaces (could fit more in a section that is not linemarked but have counted them according to Australian Standard widths) and 4 motorbike spaces. The disability space is not consistent with how we are currently providing mobility spaces with a shared zone (not an Australian Standard requirement). There is reverse in parking and acute angled kerb returns that are also inconsistent with how we are upgrading our town center projects. The pedestrian crossover on River St crossing Martin St has no pedestrian refuge and does not comply with Austroads Standards for a roundabout pedestrian crossing. Finally there is a section of reverse in parking without wheel stops that is dangerous and encroaches on the footpath (screenshot bottom).*

*Proposed:*

*The following has been proposed after some early concepts last year:*

- *33 nose in car spaces including one mobility space with shared zone*
- *3 motorcycle spaces*
- *Centre median and planting*
- *Path realigned to back of verge*
- *Kerb ramps relocated and pedestrian refuge provided*
- *Kerb brought in for tie in to one way Regatta Avenue"*

## 6.3 Reconstruction - Martin Street, Ballina

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Plans of the existing and proposed (with regulatory signage and markings) configurations are attachments to this report.

The proposed One Way signage at the south end of the street is consistent with the One Way Traffic reconfiguration of Regatta Avenue approved by the Committee Meeting 13 February 2019.

### **RECOMMENDATION**

That the Committee support the proposed reconfiguration of Martin Street, Ballina and associated regulatory signage and markings as shown on the attachment to this report.

### **Attachment(s)**

1. Martin Street Existing Conditions
2. Martin Street Proposed



**WARNING**

BEWARE OF UNDERGROUND SERVICES  
 THE LOCATION OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVIDED ON SITE. YOU AGREE AND ACKNOWLEDGE THAT YOU ARE RESPONSIBLE FOR CHECKING SERVICES BEFORE WORKING.

**LEGEND**

**GENERAL**

- EXISTING KERB & CHANNEL
- APPROXIMATE PROPERTY BOUNDARY
- EXISTING EDGE OF SEAL
- EXISTING FOR REMOVAL
- EXISTING CERAMIC PAVED FOOTPATH
- EXISTING BRICK CONCRETE FOOTPATH
- EXISTING ASPHALT SURFACE
- EXISTING CONCRETE FOOTPATH
- EXISTING LINEMARKING
- EXISTING RAISED PAVEMENT MARKERS (RRPMs)
- WATER BODY
- GRASS VERGE
- EXISTING RAISED PLANTER BED
- APPROXIMATE EXISTING BUILDING
- TOP OF BATTER (TOB)

**SURVEY MARKS**

- EXISTING EXISTING TREE / VEGETATION

**SERVICES & UTILITIES**

- EXISTING GRAVITY SEWER FROM SURVEY
- DBYD GRAVITY SEWER (APPROX)
- DBYD SEWER RISING MAIN (APPROX)
- DBYD WATER (APPROX)
- DBYD TELSTRA APPROX
- OVERHEAD POWER (AERIAL & SURVEY)
- EXISTING LIGHT POLE
- DBYD FIBRE OPTIC (APPROX)
- STORMWATER FROM AERIAL AND SURVEY

**SCALES:**

0 2.5 5 10 15

FULL SIZE 1:250; HALF REDUCTION 1:500  
 LENGTHS ARE IN METRES

DO NOT SCALE FROM DRAWING

SURVEY	DESIGNED
DATE	DRAWN
F.B. I.B.	CHECKED
DATUM	APPROVED
DRAWING	

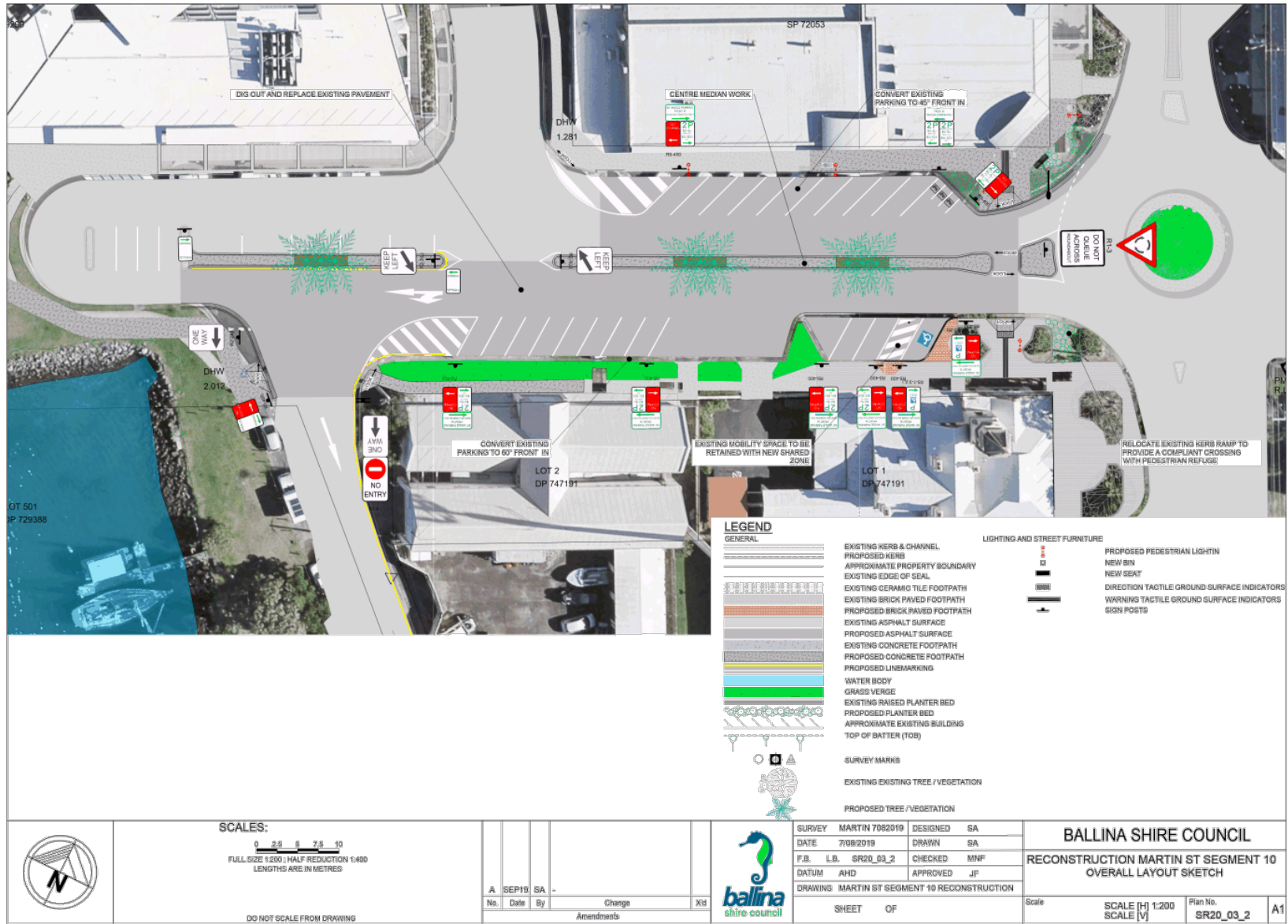
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**BALLINA SHIRE COUNCIL**

Scale

Plan No.

A1



## 6.4 Proposed Additional Disabled Parking Space - Off Isabella Drive, Skennars Head

## 6.4 Proposed Additional Disabled Parking Space - Off Isabella Drive, Skennars Head

### Introduction

The Holy Family School have requested an additional disabled parking space in the road related area off Isabella Drive, Skennars Head.

### Information

The Holy Family School has frontage to a publically accessible vehicle turnaround facility off Isabella Drive. In property terms it consists of part road reserve, part footpath and part Headlands Park (see attachments).

There is currently a single disabled car parking space immediately north of the school main entrance. The school has requested an additional disabled parking space/Loading Zone immediately north adjoining the existing space. The Deputy Principal advises:

*"I am sharing our request for an additional disabled parking zone to adjoin the present one at Holy Family due to increased need within our school community for disabled parking.*

*We are hoping that the current one can remain the same but the new one could have dual use: Disabled parking Monday to Friday from 8am to 9am and 2.30pm to 3.30pm and then Loading Zone at all other times. If this is not possible 2 permanent Disabled Zones will suffice."*

Any additional disabled parking space would need to be compliant with AS 2890.5 On-Street Parking and the dimensions in Figure 4.2. This would require minimum dimensions of length 7.8m x width 3.2 m and provision of a footpath (pram) ramp at the rear of the parking space.

AS 2890.5:2020

20

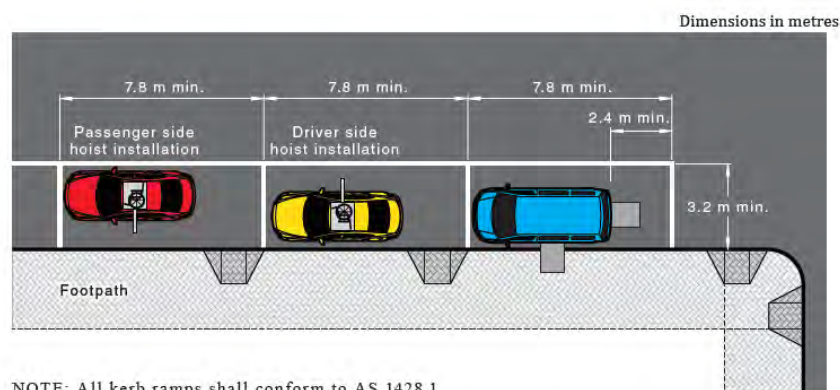


Figure 4.2 — Examples of accessible parallel parking without kerb extensions

#### **6.4 Proposed Additional Disabled Parking Space - Off Isabella Drive, Skennars Head**

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Currently such a ramp would conflict with an existing stormwater gully pit. It may be possible to shift the existing disabled space southwards to enable the new space's ramp to be constructed immediately south of the stormwater pit. It is likely that the cost of these alterations could be up to \$5,000. It is not known at this time if the school would be willing to fund these works.

At the time of drafting this agenda it is also not known if a shared Disabled Parking/Loading Zone is permissible. Further advice will be obtained prior to the meeting.

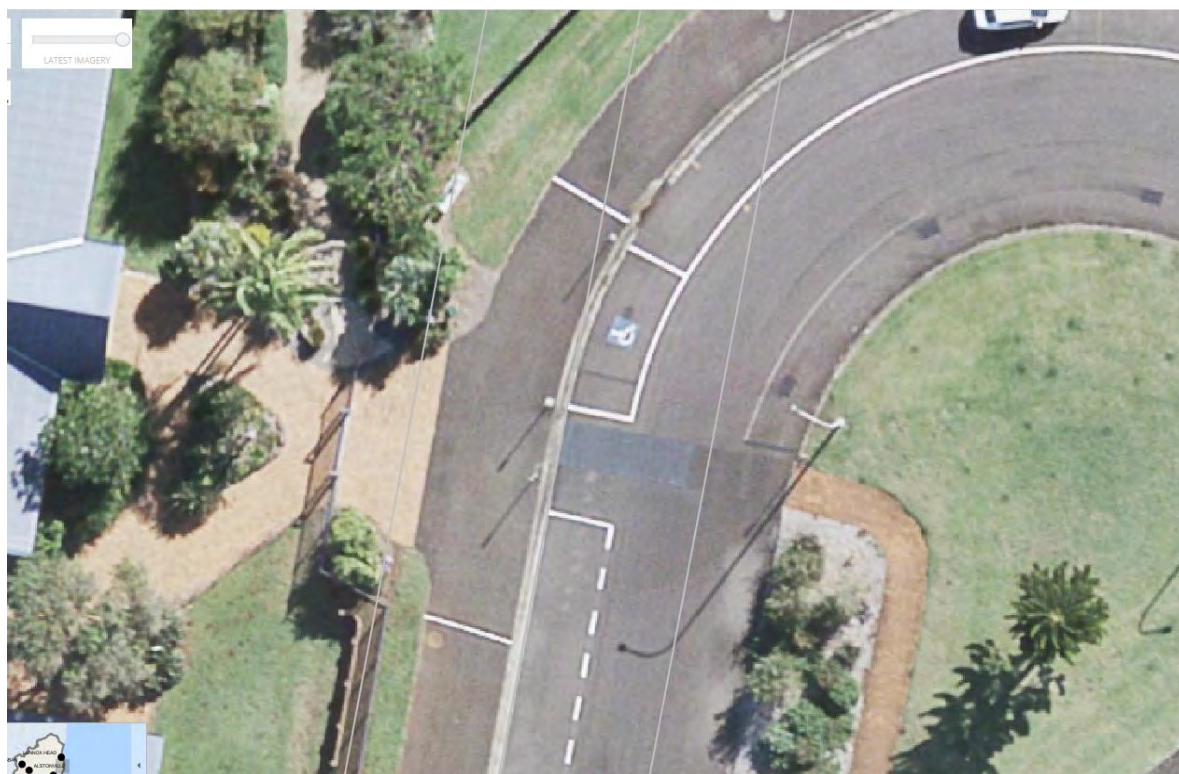
#### **RECOMMENDATION**

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.

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

1. Holy Family School Aerial Photo
2. Holy Family School Disabled Parking Space

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





## **6.5 Proposed NO STOPPING Zone Extension - Redford Drive, Skennars Head**

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## **6.5 Proposed NO STOPPING Zone Extension - Redford Drive, Skennars Head**

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### **Introduction**

Parking by school students on Redford Drive, Skennars Head is causing access and safety issues adjacent to the Headlands Drive intersection.

### **Information**

A resident has advised:

*"I write to you in relation to the ongoing parking complaint outside my home situated at 3 Redford Drive Skennars Head. I have made a number of written complaints in relation to students parking illegally/dangerously across our driveway on school days.*

*This is an ongoing problem particularly when students park on the section of roadway between my driveway and the property at No. 1 Redford Drive Skennars Head. Previous complaints have been addressed by Council Traffic & Civil Services Group Development Engineer who advised, "If there are vehicles obstructing your driveway in contravention of Rule 198."please contact Council's Rangers for enforcement action." I have followed this advice on a number of occasions. Mr Hickey this is an ongoing problem occurring daily on school days. I have personally visited the principal of Xavier High school and brought the problem to his attention. In response the principal addressed the students in an effort to stop the illegal parking however, compliance occurs for a short time before things go back to normal (illegal parking obstructing my driveway). I have previously contacted Ballina police who attended and made recommendation we write to the council for assistance in this matter. A dangerous and contributing factor to this problem is its proximity to the corner of Redford Drive and Headlands Drive. I would be grateful if the Traffic Committee could review the situation and address the illegal parking across my driveway in an effort to reduce the risk of a serious accident. My last contact with Ballina council Ranger was in early June 2020 when I contacted the Ranger about the illegal parking and received a call back some three days later advising me that the Council was short staffed and due to the Corona Virus they were unable to attend at the time. I accept council may be short staffed and that the Corona Virus may impact on Councils response times but this does not assist me to enter and leave my home on a daily basis. During that conversation with the Council Ranger he advised I write to the Council Traffic Authority who meet monthly to address issues such as this. Mr Hickey this matter needs to be addressed permanently I do not believe that compliance by the students is forthcoming. As a result the issue needs to be addressed lawfully through the use of "No Stopping" or "No Parking" zones being designated in the area between No. 1 and No. 3 Redford Drive Skennars Head to formally address the issue of non compliance when it occurs. I have attached hereto a series of photographs in support of my correspondence and the ongoing parking issue outside my home."*

## **6.5 Proposed NO STOPPING Zone Extension - Redford Drive, Skennars Head**

This section of Redford Drive is used extensively by students of the Xavier High School for on street parking. It is also on the route of school busses that turn in and out of Headlands Drive into Redford Drive on their way. In past years the kerb returns of the intersection have been provided with NO STOPPING yellow lines to facilitate the bus turning paths that were conflicted by cars parked close to the intersection.

The main issue for the occupants of No 3 Redford Drive are cars parked in the short space between No 1 and No 3 and west of No 3 that often overlap the No 3 entrance and block their access. It is considered that extension of the corner NO STOPPING Zone yellow line westward to beyond the entrance of No. 3 would address this issue. As this could adversely impact on visitor parking for No 1 Redford Drive, the owners were contacted, however they advised in writing that they supported the extension of the NO STOPPING Zone to beyond No. 3 entrance.

### **RECOMMENDATION**

That the Committee support extension of the NO STOPPING zone indicated by yellow lines on the south side of Redford Drive, Skennars Head at the Headlands Drive intersection, westwards to beyond the access to No 3 Redford Drive.

### **Attachment(s)**

1. Aerial View Redford Drive and Headlands Drive, Skennars Head
2. Intersection Redford Drive & Headlands Drive and Accesses to No 1 & No 3
3. Parking No 3 Redford Drive, Skennars Head
4. Parking between No 1 & No 3 Redford Drive, Skennars Head

6.5 Proposed NO STOPPING Zone Extension - Redford Drive, Skennars Head





## **6.6 Proposed Roundabout, Fox and Cherry Streets, Ballina**

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### **6.6 Proposed Roundabout, Fox and Cherry Streets, Ballina**

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#### **Introduction**

Council is constructing a roundabout at the intersection of Fox and Cherry Streets, Ballina.

#### **Information**

Council is constructing a roundabout at the intersection of Fox and Cherry Streets, Ballina as part of the NSW Safer roads Program. A plan of the proposed roundabout is an attachment to this report.

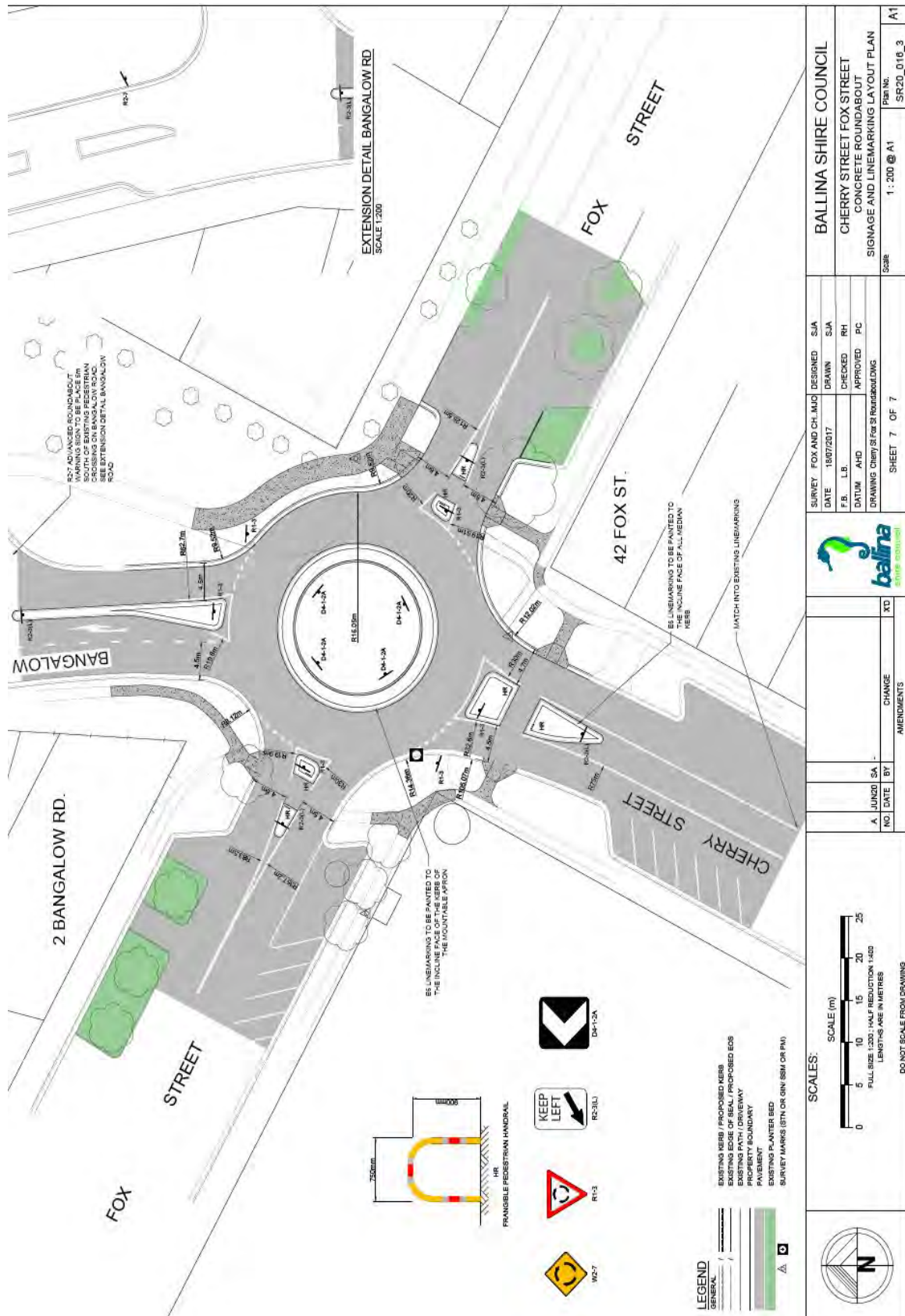
The Committee's support is requested for the regulatory signs and markings associated with the roundabout.

#### **RECOMMENDATION**

That the Committee support the regulatory signs and markings at the proposed Fox Street/Cherry Street, Ballina roundabout as designated on the attachment to this report.

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

1. Fox Street/Cherry Street Roundabout, Ballina



## **7.1 Proposed Loading Zone - Main Street, Alstonville**

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

#### **7.1 Proposed Loading Zone - Main Street, Alstonville**

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##### **Introduction**

A request has been made for provision of a loading zone in Main Street, Alstonville.

##### **Information**

A request has been received a request from a delivery driver for provision of a loading zone in Main Street, Alstonville.

*“I would like to draw attention to the lack of loading zone in Alstonville Main Street. It has come to my attention as a delivery driver that several drivers have recently had fines for using a small portion of the bus zone to unload. There is enough room for 2 or 3 busses on either side of the street to stop however no zone for unloading. If you think of the trend for internet ordering and courier delivery to businesses this makes life very hard. Not to mention the milk the fruitier the butchers the cold goods (Bidvest) all need to be delivered. I would appreciate if you could possibly take part of the bus zone for a loading zone even for 10 minutes max it would help. Also I have recently been told not to park in the Federal Hotel car park to do deliveries. Thanks for considering my request.”*

Emails have been sent to the Chamber of Commerce and Northern Rivers Business requesting their advice on this issue. Further information from these stakeholders will be presented verbally at the meeting if available.

The main business section of Main Street is quite restricted (see aerial photo attached). The westbound bus zone is located at the eastern end, the eastbound bus zone is more central. Bus zones are around 28 m in length.

Many of the businesses have rear access and can load/unload from these areas however there remains a number of businesses that require delivery access from their frontages.

##### **RECOMMENDATION**

The advice of the Committee is requested in relation to provision of a loading zone in Main Street, Alstonville.

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

1. Aerial View Main Street, Alstonville
2. Main Street, Alstonville Eastbound Bus Zone
3. Main Street, Alstonville Westbound Bus Zone





7.1 Proposed Loading Zone - Main Street, Alstonville



## **7.2 Parking - Pat Morton Lookout/Lennox Point, Coast Road, Lennox Head**

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## **7.2 Parking - Pat Morton Lookout/Lennox Point, Coast Road, Lennox Head**

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### **Introduction**

Council's B Ward Committee has raised concerns about surfers parking on The Coast Road, Lennox Head near the Lennox Point.

### **Information**

Council's B Ward Committee raised safety concerns about when surfers park on The Coast Road to surf at Lennox Point. The safety issue is related to the surfers' cars pulling out into moving traffic in an 80 km/h speed zone.

This location is very popular for surfers and when the point is working the formal parking area is often fully occupied with overflow cars parking along The Coast Road shoulders. At these times, cars often park in an uncontrolled fashion along the road and turning in and out of these parking areas can be disorderly. The road can be quite congested at these times with motorists slowing down as their attention is distracted by the surf, parked cars and turning movements.

However, the NSW CrashLink database has no recorded crashes in this locality in the five year period since July 2014. The latest recorded crash was ID 834202 a casualty, out of control crash in March 2013.

This issue has been previously been considered by the Traffic Committee however it is requested it again be reviewed.

### **RECOMMENDATIONS**

The Committee's advice is requested.

### **Attachment(s)**

1. Aerial View The Coast Road, Lennox Point



### **7.3 Traffic Issues - Hutley Drive, Lennox Head**

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### **7.3 Traffic Issues - Hutley Drive, Lennox Head**

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#### **Introduction**

A number of residents in Hutley Drive, Lennox Head have raised concerns about speeding traffic, pedestrian safety and noise on the section of Hutley Drive recently connected by a roundabout to Byron Bay Road.

#### **Information**

Hutley Drive, Lennox Head has been designated as a major connecting arterial road in the Ballina Shire Road Network since Version 2 of the publically exhibited Ballina Roads Contributions Plan was adopted by Council in October 2002. It has remained designated as a future major arterial road in the 2010 and 2015 and 2018 publically exhibited updates of the Contribution Plan. The 2018 update foreshadowed its imminent northern connection to Byron Bay Road.

Hutley Drive is also the major connection road to the Pacific Pines (Epiq) residential development and associated shopping centre and sporting fields. The Pacific Pines/Epiq subdivision is now substantially completed and the shopping centre opened in late June 2020. The northern roundabout connection of Hutley Drive to Byron Bay Road was completed in early June 2020.

The development of residential subdivision and subsequent housing in Pacific Pines/Epiq, the opening of the shopping centre and the connection of Hutley Drive to Byron Bay Road has resulted in significant increases in traffic volumes on Hutley Drive. Whilst this is an expected and planned outcome, the traffic has had an unwelcome negative impact on the amenity of adjacent residents.

A number of petitions and other correspondence, (see attachments), has been received by Council from concerned residents requesting assistance for issues including:

- Speeding traffic
- Provision of more signage
- Dangers to pedestrians and elderly on mobility scooters
- Near misses, dangers to wildlife
- Noise and vibration
- Need for traffic calming
- Provision of marked pedestrian crossings.

In response Council has:

- Installed a 50 km/h repeater sign near the Silkwood Road intersection
- Installed a temporary speed check/advisory sign
- Installed traffic counters to check speed

As part of the construction works for connecting Hutley Drive to Byron Bay Road, Council has also provided a pedestrian refuge south of Silkwood Road and provided footpath connections along Hutley Drive and at the Byron Bay Road roundabout to provide pedestrian connectivity between Lennox Head and the Pacific Pines/Epiq shopping centre and new residential areas. The

### **7.3 Traffic Issues - Hutley Drive, Lennox Head**

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developer has provided bus stops and pedestrian refuge crossing facilities on Hutley Drive adjacent to the new shopping centre as well as protected right turn lanes for traffic turning into the centre.

#### **RECOMMENDATION**

The Committee's advice is requested.

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

1. Hutley Drive, Lennox Head Letters and Petition



**Letter for council**

1 message

Sun, Jul 12, 2020 at 6:08 PM

To Whom it may Concern,

**I am writing to you and our council to make representatives aware of several concerns the residents of Hutley Drive Lennox Head are currently experiencing.**

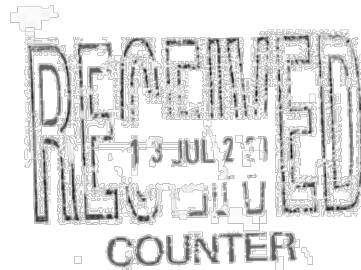
Upon the completion of the new extension to Hutley Drive (which is a fantastic and helpful addition to our routes to Ballina and Byron Bay) we have noticed a significant increase to both traffic and also a "hooligan" like attitude to driving above the speed limit along our street.

There seems to be a complete lack of awareness of speed limits, surroundings, children waiting for buses etc. I have witnessed several "near misses" where cars have narrowly missed dogs, elderly on mobile vehicles and or pedestrians. Local foot traffic is afraid to cross the road and on hightened alert whilst crossing Hutley drive and any of the adjacent intersections.

I suggest that we need more 50KM signs and the possibly of speed adherence tactics such as regular speed cameras, speed bumps, medium strips etc, etc. something needs to be implemented in order to coerce further incidences.

Thank you for reading my email, I'm confident that the council will take our issues into account and respond with a outcome.

Kind Regards,  
Shannyn DAILEY



ATTENTION:- BALLINA SHIRE COUNCIL

RE: HUTLEY DRIVE. LENNOX HEAD, 2478

FROM:- Narelle Hughes/Pringle,

I am submitting this petition on behalf of the residents who live on Hutley Drive.

We are concerned for people, especially children who try to cross the road near the corner of Silkwood and Hutley Drive intersection as there is no signing nor Zebra crossings, to indicate to the traffic, that there could be people standing in the middle of the ridiculous structure that Council installed on Hutley Drive, after the completion of the new roundabout. Residents who live near this structure have informed me that they have witness cars speeding by this structure whilst there are children and people standing in the middle of the road. Also, of much concern is the fact that there is no zebra crossing at the new roundabout itself. A woman informed me that she helped a young boy, who was walking to school, got caught in the middle of the road and she watched him for several minutes before she approached him and asked him if he needed some assistance getting to the other side. He said to her that he was too scared because the cars won't slow down. The woman also stated that the boy was shaking, SO, she went onto the road and held her hands up at the traffic so that the boy would and could cross.

The residences of Hutley Drive also informed me that the noise of the increased traffic flow is disturbing and residents are keeping their windows and doors closed not only to keep the noise out but to keep the exhaust fumes out also. We are NOT looking forward to the Summer months! Now we the residents of Hutley Drive have informed our Council of some of the issues regarding our suburban area and of utmost concern is that most of the traffic does not adhere to the 50 klm speed zone. Myself and my husband have witnessed cars doing 90klm plus as they drive up and down the street.

As rate payers we feel let down by Ballina Shire Council for the sake of progress. Should progress be obtained by ignoring others. Progress should benefit all parties involved however this is not the cases for the residents of Hutley Drive.

I can be contacted on

Yous Trulys

PETITION : HUTLEY DRIVE, LENNOX HEAD, 2478.

RE: MOTORISTS NOT ADHEREING TO THE 50 KLM SPEED ZONE.

ROADS AND TRAFFIC AUTHORITY HAS REQUESTED THAT THE RESIDENCE OF HUTLEY DRIVE TO SIGN THIS PETITION IN REGARD TO THE SPEEDING TRAFFIC ON THIS SUBURAN STREET. THE RTA WILL THEN ACKNOWLEDGE OUR CONCERNS AND MAY INSTALL A SPEED CAMERA TO ADDRESS THIS CONCERNING ISSUE.

HUTLEY DRIVE: ---

Street number

39 Dembo Ryan

41 Nicola Tester

43 DON PAINTER

45 TAYLOR VAN ESSEN

47 - Julie & Steve Rollis Julie Rollis

49 away

51 - not home

53 Jade Le Compt

55 Stephen Manley + Sam Manley

57 Mark Johnson + Narelle Johnson

59 Alison Friedland

61 Peter + Lesley Cordey

46 K Pan name

48 Mary Dadd

50 Tom Broz Liz Broz Liz and Tom Broz Unit 2

52 Kim Pringle + M Hughes James Pringle Unit 1

54 Alan Dadd

JUAN HARRIS L.H.

58- OLIVIA TEXIER



60 vacant

62 Anale

64 Ingrid Johansen  
66 Rosemary <sup>Duvernoy</sup> ~~vs~~ <sup>Herrmann</sup> ~~vs~~ <sup>Benval</sup> ~~vs~~ <sup>Ally</sup>

70 not home

72 not home

74 Kate & Grant Clements *[Signature]*

CORNER HUTLEY/CLAIRMONT *[Signature]* *[Signature]*

CORNER HUTLEY/SILKWOOD } *[Signature]*

CORNER HUTLEY/SILKWOOD } concerned *[Signature]*

Corner Hoop Pine / }  
NO1 Hoop Pine Court } *[Signature]*

## 7.4 Parking - Anderson Street, East Ballina

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## 7.4 Parking - Anderson Street, East Ballina

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### Introduction

A resident has requested NO PARKING signage on both sides of the right angle bend in Anderson Street, East Ballina.

### Information

A resident has advised:

*“In the length of Anderson Street East Ballina there is only one corner. It is a reasonably acute right angle bend.*

*In recent times there are normally cars parked on both sides of the road around the curve of the corner. Because of this there is limited visibility for oncoming traffic to see around the bend.*

*When cars coming from opposite directions meet going around the corner, there is a very tight squeeze because of the parked cars.*

*THERE IS NO FOOTPATH (only grass)so anyone walking a pram or is just walking uses the road surface. This puts them at risk because of the parked cars forcing them out toward the middle of the roadway. Cars often speed along the straight North-South section of the road which amplifies the danger.*

*The solution sought is to make both sides of the road along the circumference of the bend NO PARKING ZONES.*

*There is plenty of alternative parking close by in the straight sections of Anderson Street and also in Wendy Street which carries almost no traffic.*

*Creating a NO PARKING zone around the bend in Anderson Street would significantly increase the safety and amenity for all users. Please implement this measure.”*

An aerial and street view of Anderson Street are attachments to this report.

### RECOMMENDATION

The Committee’s advice is requested.

### Attachment(s)

1. Aerial View Anderson Street, East Ballina
2. Aerial View of Bend Anderson Street, East Ballina
3. Anderson Street, East Ballina Bend - Street View Northbound





**7.5 Safety Issues - Greenwood Place, Sunrise Crescent & Banksia Avenue, Lennox Head**

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**7.5 Safety Issues - Greenwood Place, Sunrise Crescent & Banksia Avenue, Lennox Head**

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**Introduction**

Council has requested advice on safety issues on Greenwood Place, Sunrise Crescent and Banksia Avenue, Lennox Head

**Information**

Council Resolved 25 June 2020:

**250620/9 RESOLVED**

(Cr Jeff Johnson/Cr Nathan Willis)

1. That PAMP items LHNW39 (Greenwood Place/Sunrise Crescent) & LHNW55 (Banksia Avenue) be included in the 2020/21 Operational Plan.
2. That Council seek additional state or federal funding towards this program.
3. That this matter be referred to the Local Traffic Committee.

FOR VOTE - All Councillors voted unanimously.

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It is understood that in regard to Item 3, the Council's concerns were that with the amount of parking on both sides of the road and the verge being built out, pedestrians are being forced to use the traffic lanes. As it may be some time before the permanent PAMP works can be implemented, there may be a requirement for interim measures such as parking controls to be put in place.

An aerial view and various street views are attachments to this report.

**RECOMMENDATION**

The Committee's advice is requested.

**Attachment(s)**

1. Aerial View Greenwood Place, Sunrise Crescent & Banksia Avenue, Lennox Head
2. Greenwood Place Looking Towards Sunrise Crescent, Lennox Head
3. Sunrise Crescent, Lennox Head Street View
4. Banksia Ave, Lennox Head from Sunrise Crescent Intersection

**7.5 Safety Issues - Greenwood Place, Sunrise Crescent & Banksia Avenue, Lennox Head**



7.5 Safety Issues - Greenwood Place, Sunrise Crescent & Banksia Avenue, Lennox Head

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## **8.1 Transport for NSW - Outcomes of Speed Zone Reviews**

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

#### **8.1 Transport for NSW - Outcomes of Speed Zone Reviews**

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##### **Introduction**

Transport for NSW (TNSW) has completed speed zone reviews on Elvery Lane, Wollongbar, and Ross Lane Lennox Head. TNSW has decided a further Speed Zone Review on Byron Bay Road between Ross Lane and The Coast Road is not warranted at this time.

##### **Information**

###### **Ross Lane**

TNSW has completed a Speed Zone Review arising from requests from residents of Sanctuary Village and Fig Tree Hill. The outcome of the review is:

*“Extension of the 60 km/h speed limit from Byron Bay Road to 920 m west of Byron Bay Road.”*

###### **Elvery Lane**

This Speed Zone Review followed a request from the Committee. The outcome of the review is:

*“Implementation of a “40 km/h – Local Traffic Area” on Elvery Lane from PEARCES CREEK ROAD to RAMSES STREET.”*

###### **Byron Bay Road**

This advice follows a request from the Committee arising from a Road Safety Audit on the Byron Street/Byron Bay Road intersection. TNSW have advised:

*“A formal speed zone review of The Coast Rd (Byron Bay Rd) is not warranted and that the existing 80 km/h speed limit should be retained for the following reasons. The road environment for the majority of the road is open urban fringe and rural, with only two road intersections. Lane widths and sealed shoulder widths are adequate for the posted speed limit. Centreline and edgelines are provided in accordance with AS1742.2.”*

Council staff will submit estimates to TNSW for funding of the speed zone signage and arrange for provision and installation of the signage.

##### **RECOMMENDATION**

Submitted for the Committee's information.

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



## **8.1 Transport for NSW - Outcomes of Speed Zone Reviews**

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Nil

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

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

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#### **Introduction**

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

#### **Information**

##### **Meeting Held 10 June 2020**

#### **6/20-4.1 Decision of Council Meeting 27 February 2020 in Response to Local Traffic Committee Recommendations – Crane Street Ballina, Pedestrian Crossing**

##### *Council Resolution:*

1. That based on the technical assessment outlined in this report, Council authorises community consultation to be undertaken for the proposed removal of the marked pedestrian crossing located on Crane Street, east of Martin Street.
2. The results of the community consultation in point one are to be referred to the Ballina Local Traffic Committee for advice and reported to Council.

##### *Committee Recommendation*

Item to be submitted to Council in the future.

##### Action to Date

Council's Communications Team have been briefed to commence community consultation.

#### **6/20-6.1 Proposed Timed Parking Zone - Southern Cross Drive, North Ballina**

##### *Recommendation*

The Committee support placement of a 4H PARKING zone on the east side of Southern Cross Drive from the southern extent of the existing NO STOPPING ZONE to Convair Avenue and on the northern side of Convair Avenue between Southern Cross Drive and De Havilland Crescent.

##### Action to Date

Referred to Council's Works Section.

#### **6/20-6.3 Regulatory Signage – Perry Street, Alstonville**

##### *Recommendation*

## 8.2 Schedule of Outstanding Resolutions of the Committee

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The Committee endorse the proposed regulatory signage depicted on the attachment to this report with the exception of the large 'Pick up and Set Down Area' sign which will be dealt with Out of Session.

### Action to Date

The designer has deleted the large 'Pick up and Set Down Area' sign from the proposed works.

### **6/20-7.1 Proposed Signalisation - Brunswick Street/River Street Intersection, Ballina**

#### *Recommendation*

Council submit an application, supported by the Bitzios report, to Transport NSW requesting approval of the installation of traffic signals at the Brunswick Street/River Street intersection.

### Action to Date

TNSW have reviewed and provided in-principal acceptance to the proposed traffic signals concept design. Council's Project Management Section is managing the ongoing process for Part V planning approval, signals/civil design and obtaining a formal TNSW Works Authorisation Deed (WAD).

### **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 & 3. Construction underway to implement these recommendations.
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.

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

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4. Applications for 2021/22 are to be submitted by 7 September 2020.

### **6/20-7.3 Wollongbar Sports Fields Access – Elvery Lane**

#### *Recommendation*

1. The Committee requests TfNSW conduct a seed zone review of the area.
2. Council is to conduct a speed check of Elvery Lane.

#### Action to Date

1. TNSW Speed Zone Review Completed and 40 km/h – Local Traffic Area approved on Elvery Lane from Pearces Creek Road to Ramses Street.
2. Collected speed data 23 June to 7 July 2020 indicated 85% speed of 53.82 km/h with max speed 92.3 km/h.

### **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 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. Awaiting TNSW advice on Speed Zone Review.
4. Applications for 2021/22 are to be submitted by 7 September 2020.

## 8.2 Schedule of Outstanding Resolutions of the Committee

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### 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. Applications for 2021/22 are to be submitted by 7 September 2020

### 6/20-7.6 Bus Zone Issue - Lennox Head Primary School

#### *Recommendation*

The Committee supported the Road Safety Officer approaching the school to ask if the fence could be moved and failing that as no other options could be identified the status quo would remain.

#### Action to Date

The Road Safety Officer has contacted the school and advised that the fence cannot be shifted. She was informed the parent concerned would be advised by the school and requested to take appropriate precautions when children were using this area.

### Meeting Held 12 February 2020

### 2/20-6.1 Proposed NO PARKING ZONE – Cronulla Street, East Ballina

#### *Recommendation*

The Committee support placement of a NO PARKING Zone on both sides of Cronulla Street, East Ballina, shown in blue on the attachment to this report, to be operational from 6.00am to 12.00 noon Mondays only.

#### Action to Date

Signage ordered but not yet installed.

### Meeting Held 18 December 2019

#### 12/19-7.1 Speed Limit Compliance - East Wardell

##### *Recommendation*

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.

#### 12/19-7.2 Pedestrian Crossings - Crane Street, Ballina

##### *Recommendation*

That subject to approval by the elected Council, the LTC support the removal of the existing Crane Street crossing east of Martin Street and progress design and installation of a pedestrian refuge or other safe crossing device west of Martin Street.

##### Action to Date

Community consultation regarding removal of the pedestrian crossing to be conducted shortly. See report elsewhere in this agenda.

### 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

## 8.2 Schedule of Outstanding Resolutions of the Committee

---

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

#### 2/19-6.3 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. See also report in this agenda regarding reconfiguration of adjoining Martin Street.

#### 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.

## 8.2 Schedule of Outstanding Resolutions of the Committee

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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

Referred to Council staff for consideration. Being considered as part of project to dual lane Tamarind Drive.

### **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 construction has been completed.

### 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



- 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 14 October 2020 at 10.00 am.