

Agenda

Local Traffic Committee Meeting **13 October 2021**

A Local Traffic Committee Meeting will be held in the Ballina Shire Committee Room, 40 Cherry Street, Ballina on **13 October 2021 commencing at 10.00 am.**

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

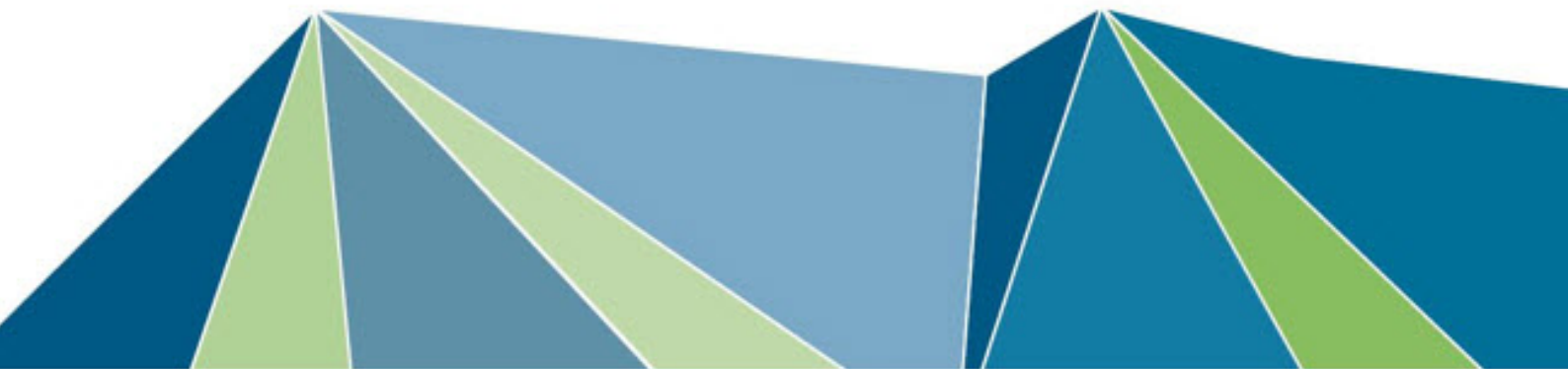


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- 1 Attendance & Apologies
 - 2 Minutes of Previous Meeting
 - 3 Deputations by Member of Public or Councilors
 - 4 Summary Report – Recent Decisions of Council
 - 5 Items to be Referred to Council
 - 6 Items Referred to General Manager's Delegate
-

1. Attendance & Apologies

2. Minutes of Previous Meeting

A copy of the Minutes of the Local Traffic Committee Meeting held on Wednesday 11 August 2021 were distributed with the business paper.

RECOMMENDATION

That Council confirms the Minutes of the Local Traffic Committee Meeting held on Wednesday 11 August 2021.

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. Items Referred to General Manager's Delegate

Nil Items

7.1 Proposed No Stopping Zone, Goodstart Childcare Centre - North Creek Road, Lennox Head

7. Items for Traffic Engineering Advice

7.1 Proposed No Stopping Zone, Goodstart Childcare Centre - North Creek Road, Lennox Head

Introduction

A parent has requested provision of a NO STOPPING Zone, indicated by yellow line on the east side of North Creek Road, Lennox Head between the In and Out driveways of the Goodstart Childcare Centre.

Information

A parent of a child at the Goodstart Centre, North Creek Road, Lennox Head has advised:

"This photo is taken of North Creek Road, facing East, opposite Goodstart Early Learning.

As you exit Goodstart (on the right of the photo) and turn right (over double white lines) to head back to Lennox village and someone is parked on that small stretch in between the entry/exit (exactly where that white van is parked) it makes it very difficult to see the oncoming traffic heading South along NCR. This is becoming more of an issue as traffic along NCR increases during school drop off times. An accident there would have very serious consequences because of the speed at which cars travel along there (usually above the limit as we all know)

An easy fix would be to "yellow line" that small stretch between the entry and exit to Goodstart (where the white van is). Can you let me know what you think and point me on the right direction for who to talk to? Can it go on the agenda for B Ward Committee or should I raise it with Residents Assoc?

I realise that another fix would be Goodstart switching their entry/exit points. I could explore that too I guess if all else fails."

7.1 Proposed No Stopping Zone, Goodstart Childcare Centre - North Creek Road, Lennox Head



The site has been inspected. Sight distance to the north of the “Out” driveway would be reduced by the presence of parked vehicles, particularly large vans. Sight distance to the south is also poor due to the presence of a curve in North Creek Road south of the Centre. Reduced sight distance when vehicles are parked close to driveways is common to most driveways in urban areas.

The Centre was contacted to determine if they shared the parents’ concerns.

A representative of the Centre has advised:

“Thanks for your call on Tuesday 28 September regarding the parking issue raised by a local resident.

I have spoken with the Centre Director, .who is currently on leave. She has stated that she is not opposed to a restriction, especially where it has been decided that it would make the area safer.

However, there are a few considerations, some of which I mentioned to you on the phone:

- *There are some times (e.g. peak drop off and pick up times) where the centre is quite busy and families and staff do utilize that area.*
- *Sometimes delivery trucks are unable to turn around in our turning bay and so park out the front. For example, our skip bin collection takes some time and the waste disposal truck parks here once a week earlier in the day.*
- *Sometimes we may have a bus that takes the children on excursions and the like that does not fit/turn around in the car park.*
- *The highest proportion of people that this will affect are families and staff who may be unaware of the parking exclusions and may be fined.*

7.1 Proposed No Stopping Zone, Goodstart Childcare Centre - North Creek Road, Lennox Head

- *No other families or staff have mentioned the issue.*

Please let us know about the outcome in writing after the Council makes its decision.”

In regard to traffic conditions on North Creek Road, this section of road has a collector type network function for the urban areas south of Lennox Head to Skennars Head. The road is fully kerbed with parking both sides and kerb to kerb width of around 12 m. The daily traffic count measured August 2018, 100 m south of Henderson Lane (about 70 m north of the Goodstart Centre) was 3,873 vpd. At this time the posted speed limit was 60 kph and measured 85% speed was 61.38 kph.

Whilst there has been considerable urban development in the past 6 years in the nearby Pacific Pines/Epiq area with resultant additional traffic generation, the recent connection of Hutley Drive to Byron Bay Road would have diverted some portion of this additional traffic to Hutley Drive.

As a result of a recent speed zone review by Transport for NSW earlier in 2021 the speed limit of North Creek Road has been lowered from 60 kph to 50 kph.



It is understood at drop off/pick up times, parking is at a premium and the section between the In and Out driveways is used by parents who are unable to park in the Centre's internal parking spaces. It was advised that if this area was removed from the parking supply, some parents may park on the other side of North Creek Road and be required to cross the road with their children to access the Centre. Given the poor sight distance to the south, increased numbers of pedestrians crossing of the road could result in an associated safety hazard.

7.1 Proposed No Stopping Zone, Goodstart Childcare Centre - North Creek Road, Lennox Head

As there is a need to provide on street parking for delivery vehicles and busses between the In and Out driveways, a full time NO STOPPING Zone (indicated by a yellow line) would not be appropriate.

A part time NO PARKING zone indicated by signage could be considered, however the period of operation to optimise sight distance for vehicles exiting the Centre is the same period when parking demand for the spaces between the driveways for drop off/pick up parents is highest and the occurrence of parents/children crossing North Creek Road should be minimised.

RECOMMENDATION

The Committee's advice is requested.

Attachment(s)

Nil

7.2 Safety Concerns - Shelly Beach Road, East Ballina

7.2 Safety Concerns - Shelly Beach Road, East Ballina

Introduction

A resident has written to both Council and Transport for NSW expressing concerns about traffic safety and speeding on Shelly Beach Road, East Ballina.

Information

Attached is a letter from a resident expressing safety concerns about Shelly Beach Road, particularly in regard to speeding.

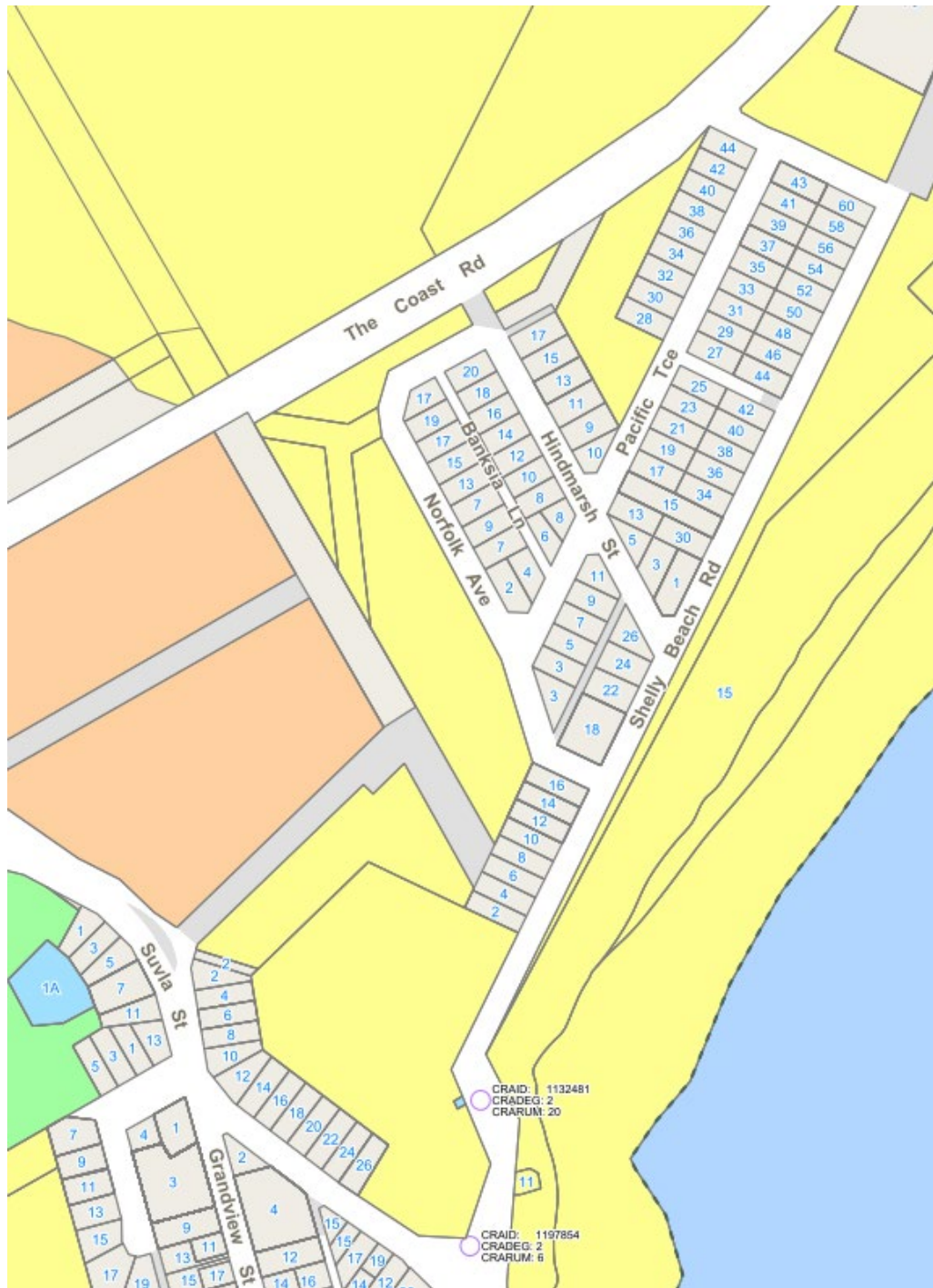
The resident was advised to approach Transport for NSW regarding the speed zone matters and TfNSW have advised they are dealing with this aspect.

Speed on residential streets is best controlled by minimising long lengths of straight road. Shelly Beach Road has a 700 m long length of straight which is not ideal for speed control.

In February 2018 speed data was collected 100 m north of the surf club (near the south end of the straight) and had an 85% speed of 53.8 kph. Further north opposite No. 32, towards the centre of the straight data was collected August 2010 with an 85% speed of 64.6 kph. The higher speed further north is consistent with its location within the long straight section of road. There were a number of very high outlier speeds of up to 127 kph. See attached speed statistics reports.

The map below shows the location of the two recorded accidents that have occurred in the five year period. Crash 1197894 was a car impacting a pedestrian on the side of the road. Since that time there has been a footpath construction program in the PAMP to try and minimise the risk of this type of accident. Crash 1132481 was a head on north of the surf club, in the area where speed does not seem to be as high as further north.

7.2 Safety Concerns - Shelly Beach Road, East Ballina



Reinforcement of the 50 kph speed limit in the form of 50 kph repeater signs, more frequent police patrols and public education are lower cost options.

RECOMMENDATION

The Committee's advice is requested.

Attachment(s)

1. Residents Letter - Shelly Beach Road
2. Speed Statistics 2018 -100 m North Surf Club
3. Speed Statistics 2010 - No 32 Shelly Beach Road

The General Manager
Ballina Shire Council
40 Cherry Street
BALLINA 2478

FOR THE ATTENTION OF THE LOCAL TRAFFIC COMMITTEE

RE: Road Safety along Shelly Beach Road East Ballina

I reside at Shelly Beach Road East Ballina and have lived in this location for 12 years. I would like to raise a number of road safety issues with the Local Traffic Committee.

The Problem

During the period of time that I have lived on Shelly Beach Road (hereafter referred to as SBR) I have witnessed a significant increase in usage of this road and the adjacent shared pedestrian/bike path.

As you are aware there is a sign-posted speed limit of 50 km/hr along all of SBR. SBR is characterised by a high quality sealed pavement road 1 km in length which is also kerb and guttered. There is a 700 metre length of perfectly straight road. A sealed slip road (Black Head Road) occurs on the eastern side of the 700 metre straight length of road. The slip road is used by people to access the northern end of Shelly Beach for surfing and other recreational pursuits. I would like to raise some concerns in relation to speeding and dangerous driving behaviour along the 700 metre length of straight road. Speeding and poor driver behaviour not only affects road safety, but also the environment such as:

- The level of exhaust emissions;
- The level of traffic noise;
- Fuel consumption; and
- Quality of life for people living or working near the road.

I can confidently claim that vehicles (including buses and trucks) regularly exceed 70km/hr on this straight length of roadway. I don't think that it would be a point of any contention that long lengths of urban roads are known as speedways.

There are likely good reasons why the Local Traffic Committee decided to sign post SBR at 50 km/hr. I can only assume that it was to recognise the urban/residential/commercial nature of this road and the multiple uses occurring along it eg.

- There are two cafes at the southern end of the road. Patrons of the Belle General café need to cross the road twice if they park on the eastern side of SBR;
- A shared pedestrian/cycle path runs along the eastern boundary of the road;
- A slip road is utilised to gain access to Shelly Beach; and
- The population of Shelly Beach occurs on the western side of SBR and therefore need to cross this road to gain access to the beach.

I would contend that use of SBR has steadily increased since it was signposted at 50 km/hr.

I can't think of any other street or road in Ballina that has so many pedestrian and cycle users all vying with vehicles for use of the Road. Additionally, vehicles turning into the slip road frequently have to stop (or don't stop) for pedestrian/cyclists crossing the slip road. The most dangerous times are around 3:30pm where there is an influx of workers at the end of their day rushing to catch the

next “wave” and parents with small children after school on their bikes coming down the hill towards the intersection. A rather large red commercial van has been parked on the southern side of the intersection for most of 2021, impairing vision for motorists turning right from the slip road onto SBR. These motorists are also concentrating on the cyclists and pedestrians coming across the intersection.

It appears that the Local Traffic Committee now has a conundrum i.e. originally they needed to upgrade the Road so as to facilitate traffic movements from the Shaws Bay estate and Lighthouse Beach area through to the Coast Road but at the same time make sure that all of this traffic did not adversely impact on the urban and recreational features of the area eg. by speeding traffic. I contend that these two aims have reached a tipping point.

I recognise that Council has a number of things to consider, one of which is that if they slow traffic down by physical means (pedestrian crossings, speed humps, chicanes etc.) then drivers will be deterred from using the Road because they can no longer gain quick access to the Coast Road. Where will they go to gain more rapid access? The reality is that any alternative access to the Coast Road from the urban areas will entail travelling through a 50kph zone.

There is likely no single solution to the problem of excess and inappropriate speed/driver behaviour. A package of countermeasures may be necessary.

Traffic Control Measures

The most appropriate combination of measures will differ with circumstances. In principle, effective speed management requires an integrated, systematic and stepwise approach. Within the current system of largely fixed speed limits, the following steps are important:

Step 1: Setting speed limits

The basis for any speed management policy is setting speed limits. Speed limits need to reflect the safe speed on that particular road, related to road function, traffic composition, and road design characteristics. Furthermore, speed limits need to be credible, i.e. they must be logical in the light of the characteristics of the road and the road environment. I would contend that because of the straightness and length of most of SBR that its design speed is much higher than the posted speed limit i.e. SBR can accommodate speeds of up to 80 kph but is only sign posted at 50 kph. It is well known in traffic management that it is not wise to have a speed limit which is much lower than the design speed of a road. This may damage the credibility of a speed limit.

Step 2: Information about the speed limit

The driver must know, always and everywhere, what the speed limit is. The conventional way is to use roadside signing and road markings.

Step 3: Road engineering measures

At particular locations low speeds may be crucial for safety (perceived or actual). Examples are near schools or homes for the elderly, at pedestrian crossings, at intersections. At these locations, physical speed reducing measures such as speed humps, road narrowing's and roundabouts help to ensure cars maintain a safe speed (European Commission 2018). It has always seemed to me that there is a very real need for at least one strategically placed marked pedestrian crossing along SBR.

Step 4: Police enforcement to control the intentional speeder

If steps 1 to 3 are applied, it can be assumed that the unintentional speed violations are an exception. Drivers who still exceed the speed limit do so intentionally. Police enforcement will

remain necessary to control and punish that group of drivers. I would contend that, as in Europe, strategically located speed cameras are an excellent deterrent.

European Speed Management Strategies

A European study showed that speed limit violations are very common generally. Typically, 40% to 60% of the drivers exceed the limit. Typically, around 10 to 20% exceed the speed limit by more than 10 km/h (OECD, 2006).

Of direct relevance to Australian towns and cities are the changing attitudes to speed in urban areas in Europe. The speed limit for most of Paris is, as of Monday 30 August 2021, 30 kph. USnews.com note that "It is the latest initiative by a city trying to burnish its climate change credentials and transform people's relationship to their vehicles. City officials say it's also aimed at reducing accidents and making Paris more pedestrian friendly." Some other French cities and towns have also limited speeds to 30 kph as do some other European capitals eg. Brussels, Berlin, London (20 kph in some parts), Madrid and Amsterdam. It appears that these cities utilise speed cameras to deter speeding drivers.

Solutions

1. An increasing number of countries apply 30 kph zones in residential areas, based on the known relationship between speed and the chance for vulnerable road users to survive a collision. In order to ensure that the 30 km/h limit is not exceeded, the limit is best supported by engineering measures such as speed humps, road narrowing's, chicanes and raised areas at intersections. The application of these vertical and horizontal measures has been found to have a substantial Speed and Speed Management effect on speed. In addition, this type of measure makes roads less attractive for motorized traffic, resulting in less through traffic. Both reduced speeds and less traffic (traffic calming) can substantially improve safety. A review by Bunn *et al.* (2009) resulted in the conclusion that, as a best estimate, traffic calming measures result in a reduction of fatal and non-fatal injuries of 15%. I would suggest that a 30-50 kph speed limit along with either a speed camera and/or some engineering measures would effectively control speed along SBR. The placement of marked pedestrian crossings would function as a speed control along SBR and provide for safe access to beach and park areas for the population of Shelly Beach residential area and patrons using the cafes.
2. Repeater signs should be placed where the road is straight, or where gradual curves have advisory speed rating above the speed limit. The NSW RTA Speed Zoning Guidelines (2011) state that repeater signs, in a 50kph zone, should be placed within 300m metres from the start of the zone. I believe the Committee should review this matter with a view to erecting more signage in compliance with these Guidelines.
3. Pavement markings may also be introduced in conjunction with repeater signs in exceptional circumstances. This includes roads that have a history of poor compliance with the posted speed limit, multi lane roads, and those with a high incidence of speed related crashes or enforced speed camera locations. Pavement markings are used as supporting information to enhance speed limit signs.
4. To assess the extent of speeding violation a speed review should be completed as set out in Section 2.5 of the NSW RTA Speed Zoning Guidelines (2011). It should be noted that, it is

considered highly likely, a timely and thorough review of speed compliance behaviour along SBR would show that there is a problem.

I am raising these preliminary thoughts for your consideration and look forward to a meaningful discussion on the matter and subsequent resolution to the problem.

Yours Faithfully
James Warren
31 August 2021

References

F Bunn, T Collier, C Frost, K Ker, I Roberts, R Wentz (2009) Traffic calming for the prevention of road traffic injuries: systematic review and meta-analysis. Journal of the International Society for Child and Adolescent Injury prevention. Vol 9:200–204.

European Commission (2018) Speed and Speed Management, European Commission, Directorate General for Transport.

NSW RTA (2011) Speed Zoning Guidelines.

OECD (2006) Report on speed management measures. Transport Research Centre. Organisation for Economic Co-operation and Development, Paris.

USnews.com (2021) Paris shrinks speed limit to protect climate.

MetroCount Traffic Executive
Speed Statistics

SpeedStat-156 -- English (ENA)

Datasets:

[15015] SHELLY BEACH ROAD,100 NORTH OF THE SHELLY BEACH SURF CLUB CARPARK

Site:

<50>

Attribute:

EAST BALLINA

Direction:

5 - South bound A>B, North bound B>A. Lane: 0

Survey Duration:

11:35 Monday, 26 February 2018 => 13:15 Tuesday, 13 March 2018,

Zone:

15015 0 2018-03-13 1316.EC0 (Plus)

Identifier:

K663GTVH MC56-6 [MC55] (c)Microcom 02/03/01

Algorithm:

Factory default axle (v5.06)

Data type:

Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:

11:36 Monday, 26 February 2018 => 13:15 Tuesday, 13 March 2018 (15.0693)

Included classes:

1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12

Speed range:

10 - 160 km/h.

Direction:

North, East, South, West (bound), P = North, Lane = 0-16

Separation:

Headway > 6 sec, Span 0 - 100 metre

Name:

Default Profile

Scheme:

Vehicle classification (AustRoads94)

Units:

Metric (metre, kilometre, m/s, km/h, kg, tonne)

In profile:

Vehicles = 22659 / 25682 (88.23%)

Speed Statistics

SpeedStat-156
 Site: 15015.0.1SN
 Description: SHELLY BEACH ROAD,100 NORTH OF THE SHELLY BEACH SURF CLUB CARPARK <50>
 Filter time: 11:36 Monday, 26 February 2018 => 13:15 Tuesday, 13 March 2018
 Scheme: Vehicle classification (AustRoads94)
 Filter: CIs(1-12) Dir(NESW) Sp(10,160) Headway(>6) Span(0 - 100) Lane(0-16)

Vehicles = 22659
 Posted speed limit = 50 km/h, Exceeding = 7359 (32.48%), Mean Exceeding = 54.46 km/h
 Maximum = 125.2 km/h, Minimum = 11.4 km/h, Mean = 46.9 km/h
 85% Speed = 53.82 km/h, 95% Speed = 57.96 km/h, Median = 47.16 km/h
 20 km/h Pace = 37.57, Number in Pace = 19439 (85.79%)
 Variance = 50.10, Standard Deviation = 7.08 km/h

Speed Bins (Partial days)

Speed	Bin	Below	Above	Energy	vMult	n * vMult
0 - 10	0 0.000%	0 0.000%	22659 100.0%	0.00	0.00	0.00
10 - 20	26 0.115%	26 0.115%	22633 99.89%	0.00	0.00	0.00
20 - 30	333 1.470%	359 1.584%	22300 98.42%	0.00	0.00	0.00
30 - 40	2944 12.99%	3303 14.58%	19356 85.42%	0.00	0.00	0.00
40 - 50	11997 52.95%	15300 67.52%	7359 32.48%	0.00	0.00	0.00
50 - 60	6734 29.72%	22034 97.24%	625 2.758%	0.00	0.00	0.00
60 - 70	588 2.595%	22622 99.84%	37 0.163%	0.00	0.00	0.00
70 - 80	29 0.128%	22651 100.0%	8 0.035%	0.00	0.00	0.00
80 - 90	5 0.022%	22656 100.0%	3 0.013%	0.00	0.00	0.00
90 - 100	2 0.009%	22658 100.0%	1 0.004%	0.00	0.00	0.00
100 - 110	0 0.000%	22658 100.0%	1 0.004%	0.00	0.00	0.00
110 - 120	0 0.000%	22658 100.0%	1 0.004%	0.00	0.00	0.00
120 - 130	1 0.004%	22659 100.0%	0 0.000%	0.00	0.00	0.00
130 - 140	0 0.000%	22659 100.0%	0 0.000%	0.00	0.00	0.00
140 - 150	0 0.000%	22659 100.0%	0 0.000%	0.00	0.00	0.00
150 - 160	0 0.000%	22659 100.0%	0 0.000%	0.00	0.00	0.00
160 - 170	0 0.000%	22659 100.0%	0 0.000%	0.00	0.00	0.00
170 - 180	0 0.000%	22659 100.0%	0 0.000%	0.00	0.00	0.00
180 - 190	0 0.000%	22659 100.0%	0 0.000%	0.00	0.00	0.00
190 - 200	0 0.000%	22659 100.0%	0 0.000%	0.00	0.00	0.00

Total Speed Rating = 0.00
 Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

Limit	Below	Above
0 50 (PSL)	15300 67.5%	7359 32.5%

MetroCount Traffic Executive
Speed Statistics

SpeedStat-159 -- English (ENA)

Datasets:

Site: [14067] SHELLY BEACH RD,50 M NTH OF BLACK HEAD RD INT..(OPPOSITE No 32)
Attribute: EAST BALLINA
Direction: 7 - North bound A>B, South bound B>A. Lane: 0
Survey Duration: 15:44 Tuesday, 3 August 2010 => 13:40 Tuesday, 17 August 2010,
Zone:
File: 1406717Aug2010.EC0 (Plus)
Identifier: K087S0Q5 MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm: Factory default axle (v5.06)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 15:45 Tuesday, 3 August 2010 => 13:40 Tuesday, 17 August 2010 (13.9136)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: North, East, South, West (bound), P = North, Lane = 0-16
Separation: Headway > 6 sec, Span 0 - 100 metre
Name: Default Profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (metre, kilometre, m/s, km/h, kg, tonne)
In profile: Vehicles = 14952 / 16858 (88.69%)

Speed Statistics

SpeedStat-159

Site: 14067.0.1NS
 Description: SHELLY BEACH RD,50 M NTH OF BLACK HEAD RD INT..(OPPOSITE No 32)
 Filter time: 15:45 Tuesday, 3 August 2010 => 13:40 Tuesday, 17 August 2010
 Scheme: Vehicle classification (AustRoads94)
 Filter: Cls(1-12) Dir(NESW) Sp(10,160) Headway(>6) Span(0 - 100) Lane(0-16)

Vehicles = 14952
 Posted speed limit = 50 km/h, Exceeding = 10902 (72.91%), Mean Exceeding = 59.73 km/h
 Maximum = 127.6 km/h, Minimum = 10.2 km/h, Mean = 54.8 km/h
 85% Speed = 64.62 km/h, 95% Speed = 70.38 km/h, Median = 55.62 km/h
 20 km/h Pace = 46 - 66, Number in Pace = 10555 (70.59%)
 Variance = 113.13, Standard Deviation = 10.64 km/h

Speed Bins (Partial days)

Speed	Bin	Below	Above	Energy	vMult	n * vMult
0 - 10	0 0.000%	0 0.000%	14952 100.0%	0.00	0.00	0.00
10 - 20	69 0.461%	69 0.461%	14883 99.54%	0.00	0.00	0.00
20 - 30	242 1.619%	311 2.080%	14641 97.92%	0.00	0.00	0.00
30 - 40	1045 6.989%	1356 9.069%	13596 90.93%	0.00	0.00	0.00
40 - 50	2694 18.02%	4050 27.09%	10902 72.91%	0.00	0.00	0.00
50 - 60	6282 42.01%	10332 69.10%	4620 30.90%	0.00	0.00	0.00
60 - 70	3801 25.42%	14133 94.52%	819 5.478%	0.00	0.00	0.00
70 - 80	703 4.702%	14836 99.22%	116 0.776%	0.00	0.00	0.00
80 - 90	98 0.655%	14934 99.88%	18 0.120%	0.00	0.00	0.00
90 - 100	10 0.067%	14944 99.95%	8 0.054%	0.00	0.00	0.00
100 - 110	4 0.027%	14948 100.0%	4 0.027%	0.00	0.00	0.00
110 - 120	2 0.013%	14950 100.0%	2 0.013%	0.00	0.00	0.00
120 - 130	2 0.013%	14952 100.0%	0 0.000%	0.00	0.00	0.00
130 - 140	0 0.000%	14952 100.0%	0 0.000%	0.00	0.00	0.00
140 - 150	0 0.000%	14952 100.0%	0 0.000%	0.00	0.00	0.00
150 - 160	0 0.000%	14952 100.0%	0 0.000%	0.00	0.00	0.00
160 - 170	0 0.000%	14952 100.0%	0 0.000%	0.00	0.00	0.00
170 - 180	0 0.000%	14952 100.0%	0 0.000%	0.00	0.00	0.00
180 - 190	0 0.000%	14952 100.0%	0 0.000%	0.00	0.00	0.00
190 - 200	0 0.000%	14952 100.0%	0 0.000%	0.00	0.00	0.00

Total Speed Rating = 0.00
 Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

Limit	Below	Above
0 50 (PSL)	4050 27.1%	10902 72.9%

8.1 Road Safety Campaign - On-Street Parking for Slower Streets

8. Information for the Committee

8.1 Road Safety Campaign - On-Street Parking for Slower Streets

Introduction

At the 12 August Committee meeting a request was received for a speed zone review in Elkhorn Parade, Ballina.

The Committee supported trialing a road safety campaign targeted at educating residents on parking vehicles lawfully in suburban streets by not encroaching beyond kerbs onto verge areas, thereby providing traffic calming that supports adhering to the 50kph speed limit.

Information

An article has been submitted to the Community Connect newsletter that promotes on-street parking to support traffic calming and compliance with posted speeds.

RECOMMENDATION

That the Committee note the Community Connect article.

Attachment(s)

1. Article - On Street Parking for Slower Streets

On-Street Parking for Safer Streets, Speeds and Footpaths

The way you park your car can influence car speeds in your street.

A recent analysis of crash statistics in Ballina Shire that showed we have relatively high numbers of vehicles exceeding the speed limits on urban streets where the default speed limit is 50km/hour. As most roads in urban neighbourhoods are 50km/h, this means that the risk from speeding vehicles is being brought closer to our homes and where we live.

One factor that contributes to higher speeds in urban 50k/h streets is footpath parking.

Parking over the kerb, or on the verge or footpath has the effect of making the road seem wider. When roads appear wider, drivers tend to increase their speeds. Vehicles parked on footpaths can also be a hazard for people walking, or using mobility devices, prams or riding bikes, and can create blind zones for people reversing out of private properties. Parking a vehicle on a footpath or nature strip (the area between the road and property boundary) is also illegal under the NSW Road Rules, and can attract a fine of \$272 or more.

However, when roads appear narrower, drivers tend to slow down and are more cautious. On-street parking is one way neighbours can help to create the perception of a narrower road. On-street creates a traffic calming effect and encourages drivers to adhere to the 50km/h speed limit. On-street parking also improves pedestrian and footpath safety.

So next time you park, park on-street for safer speeds and footpaths in our neighbourhoods.

8.2 Pedestrian Safety on Shared Paths

8.2 Pedestrian Safety on Shared Paths

Introduction

At the August 2021 Committee meeting Tamara Smith's office tabled a request from a resident for improved pedestrian safety on shared paths after a pedestrian was almost hit by a cyclist. The Committee supported an education program regarding behavior and etiquette when using shared paths targeted at high school students to be implemented in the first instance.

Information

Issues arising from cycling and pedestrian behavior and etiquette are commonly cited on shared path networks around Australia. Responding to these issues can be a form of treadmill in that it requires continual reinforcement. Council regularly promotes shared path etiquette through its website, Community Connect newsletter and Facebook page, as well as through the cycleway map and shared path etiquette postcards that are distributed by the Visitor Information Centre and bike retailers.

A cycling safety message was developed for schools, and was distributed to Xavier Catholic College high school and Holy Family Primary School for inclusion in their digital school newsletters when school returned after lockdown. These schools were selected for notification as many students regularly cycle North Creek Road shared path to access the schools. This allowed for targeted messaging alongside Council's broader community shared path messaging.

RECOMMENDATION

That the Committee note the shared path etiquette reminder sent to Xavier Catholic College and Holy Family Primary School.

Attachment(s)

1. Article - Safe School Cycling

paths are there to share
active travel to school



Shared paths are used by both bike riders and people walking. There are some rules to follow to keep everyone safe.

Bike riders on shared paths should:

- keep left (unless it's impractical)
- give way to people walking
- give people walking a metre of space when you are passing them
- use your bell to warn people when you are approaching
- ride at a safe speed
- be prepared to slow down and stop within a safe distance of people walking on the path
- be careful around young children and dogs because they are often unpredictable
- be careful around older people walking because they may be more vulnerable.



For further information visit Centre for Road Safety
roadsafety.transport.nsw.gov.au

8.3 Koala Zones Project - Wardell Road, Bagotville Road and Old Bagotville Road

8.3 Koala Zones Project - Wardell Road, Bagotville Road and Old Bagotville Road

Introduction

Two koala zones are proposed for Ballina Shire, with an aim to reduce the number of koalas hit by vehicles in Shire. This project forms part of a wider regional approach to brand koala vehicle strike hotspots – using a combination of signage and road pavement treatment.

Information

Council staff have identified and prioritised koala vehicle strike hotspots across Ballina LGA. Hotspots were identified via the analysis of vehicle strike data, koala activity and expert consultation.

Two koala zones are proposed: Zone one on Wardell Road. Zone two will be located on Bagotville Road and Old Bagotville Road – see Attachment 1.

The combination of road pavement treatment, advisory signage and custom graphic signs is becoming common across the Northern Rivers to mark a koala zone. The objective is to establish a coordinated regional approach to signage, communications and branding.

The intent is for drivers to become accustomed to koala zones as standard road features, similar to school zones, so they understand immediately that they are more likely to encounter a koala in that area.

The proposed Ballina Shire koala zones will feature:

- Advisory signage and road pavement treatment at the entry and exit to each zone.
- Smaller graphic signs throughout to remind motorists of the koala zone.

Note – Additional road pavement treatments will be applied as reminders on Bagotville Road due to the length of the zone (8kms).

This approach will align with the signage and features of other koala zones in Byron, Tweed and Lismore Local Government Areas. See below (figures 1-4) for examples of the koala zone branding throughout the Northern Rivers.

8.3 Koala Zones Project - Wardell Road, Bagotville Road and Old Bagotville Road



Figure 1. Koala zone branding along Wyrallah Road in Lismore LGA. (Photo: Echo.net.au).



Figure 2. Tweed koala zone at Clothiers Creek Road (Photo: Tweed Shire Council).



Figure 3. Byron Shire koala zone at Goonengerry (Photo: Byron Shire Council).



Figure 4. Tweed koala zone at Terranora (Photo: Marama Hopkins personal comms.)

Furthermore, this proposal seeks to complement the existing Koala Warning Vehicle Activated Signage (VAS), installed by TfNSW as part of Woolgoolga to Ballina Pacific Highway upgrade.

The current VAS signage is adequate but with the addition of the advisory signage and road pavement treatment, each zone will become consistent with the regional koala zone branding.

RECOMMENDATIONS

Option 1: (recommended): That the Committee support the proposed koala zone project as depicted in Attachment 1 in this report.

Option 2: That the Committee make recommendations to amend the proposal and then support the proposed koala zone project as depicted in Attachment 1 in this report.

Koala zones in Ballina Shire – Phase 1.

1. Background

Council staff have identified and prioritised koala vehicle strike hotspots across Ballina LGA. Hotspots were identified via the analysis of vehicle strike data, koala activity and expert consultation.

Ballina Shire Council (BSC) has received external funds from Save our Species (SoS) as part of the North East Hinterland Koala Conservation Project to address koala road strike. The SoS funds will be expended before June 2022 to highlight koala road strike hotspots and reduce the risk of koala mortality on roads in Ballina Shire.

1.1. Proposed koala zones for Ballina

Two koala zones are proposed;

- Zone one on Wardell Road.
- Zone two will be located on Bagotville Road and Old Bagotville Road.

Refer to **section 3** for details.

1.2. Regional approach to koala zones

The combination of road pavement treatment, advisory signage and custom graphic signs are becoming common across the Northern Rivers to mark a koala zone. The objective is to establish a coordinated regional approach to signage, communications and branding with respect to koala zones.

The intent is for drivers to become accustomed to koala zones as standard road features, similar to school zones, so they understand immediately that they are more likely to encounter a koala in that area.

The proposed Ballina Shire koala zones will feature;

- Advisory signage and road pavement treatment at the entry and exit to each zone.
- Smaller graphic signs throughout to remind motorists of the koala zone.

Note – Additional road pavement treatments will be applied as reminders on Bagotville Road due to the length of the zone (8kms).

This approach will align with the signage and features of other koala zones in Byron, Tweed and Lismore Local Government Areas. See below (figure 1-4) for examples of the koala zone branding throughout the Northern Rivers.

8.3 Koala Zones Project - Wardell Road, Bagotville Road and Old Bagotville Road



Figure 1. Koala zone branding along Wyrallah Road in Lismore LGA. (Photo: Echo.net.au).



Figure 2. Tweed koala zone at Clothiers Creek Road (Photo: Tweed Shire Council).



Figure 3. Byron Shire koala zone at Goonengerry (Photo: Byron Shire Council).



Figure 4. Tweed koala zone at Terranora (Photo: Marama Hopkins personal comms.)

2. Aim:

To reduce the number of koalas hit by vehicles in Ballina LGA, by

- Using a combination of signage and pavement treatments to alert driver in the koala zone.
- Align with the signage and features of other koala zones in Byron, Tweed and Lismore Local Government Areas.
- Raising driver awareness of the likelihood of koalas being on road at this time of year moving between areas of habitat.
- Influencing driver behaviour to slow down and be vigilant about koalas and other wildlife crossing roads in these locations.
- Educating the public about:
 1. The effect of vehicle strike on koalas – 75% die as a result of strike.
 2. What they can do – slow down, watch out, and report any koala sightings to FoK, especially if sick or injured.

3. Overview of the Bagotville/Wardell koala zone

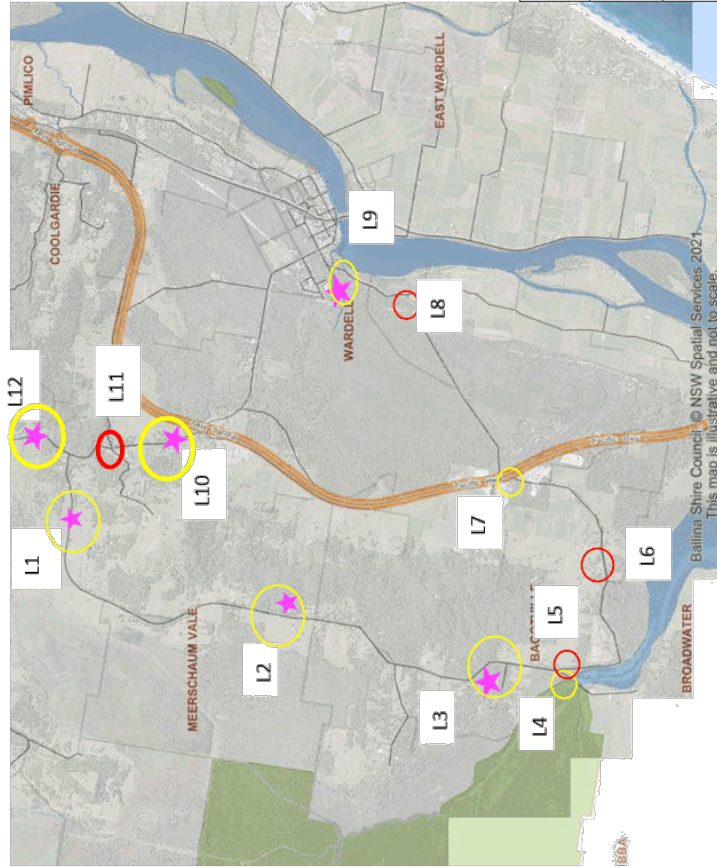


Figure 5. Preferred location of the road pavement treatment and signs.

- The proposed location of works is indicative
- The final and exact location of works for each site should be discussed with the Civil services division.

Table 1. Proposed works location.






Location Reference	Location Description	Proposed Works	Street View / Picture									
L1	42 Bagotville Rd -Meerschau Vale, New South Wales	 <table border="1" data-bbox="933 853 1225 1406"> <tr> <td data-bbox="933 1310 1007 1413">★</td> <td data-bbox="933 1120 1007 1310">Existing RMS electronic sign - <i>Southbound</i></td> <td data-bbox="933 853 1007 1120"></td> </tr> <tr> <td data-bbox="1007 1310 1157 1413">●</td> <td data-bbox="1007 1120 1157 1310">Large static sign 2500mm x 2500mm</td> <td data-bbox="1007 853 1157 1120">  </td> </tr> <tr> <td data-bbox="1157 1310 1225 1413">▲</td> <td data-bbox="1157 1120 1225 1310">Road pavement treatment</td> <td data-bbox="1157 853 1225 1120">Text on road is both north and south bound</td> </tr> </table>	★	Existing RMS electronic sign - <i>Southbound</i>		●	Large static sign 2500mm x 2500mm		▲	Road pavement treatment	Text on road is both north and south bound	 <p data-bbox="1085 712 1109 1518">June 2021.</p>
★	Existing RMS electronic sign - <i>Southbound</i>											
●	Large static sign 2500mm x 2500mm											
▲	Road pavement treatment	Text on road is both north and south bound										

Table 1. Proposed works location.






Location Reference	Location Description	Proposed Works	Street View / Picture									
L2	463-543 Bagotville Rd, Meerschbaum Vale NSW 2477	 <table border="1" data-bbox="940 826 1203 1406"> <tr> <td data-bbox="940 1312 1010 1406">★</td> <td data-bbox="940 1055 1010 1312">Existing RMS electronic sign - <i>Southbound</i></td> <td data-bbox="940 826 1010 1055"></td> </tr> <tr> <td data-bbox="1010 1312 1134 1406">●</td> <td data-bbox="1010 1055 1134 1312">Graphic static sign 1200mm x 900mm</td> <td data-bbox="1010 826 1134 1055">  </td> </tr> <tr> <td data-bbox="1134 1312 1203 1406">▲</td> <td data-bbox="1134 1055 1203 1312">Road pavement treatment</td> <td data-bbox="1134 826 1203 1055">Text on road is both north and south bound</td> </tr> </table>	★	Existing RMS electronic sign - <i>Southbound</i>		●	Graphic static sign 1200mm x 900mm		▲	Road pavement treatment	Text on road is both north and south bound	 <p data-bbox="1082 667 1102 757">June 2021</p>
★	Existing RMS electronic sign - <i>Southbound</i>											
●	Graphic static sign 1200mm x 900mm											
▲	Road pavement treatment	Text on road is both north and south bound										


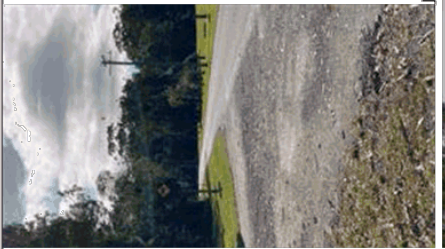













Table 1. Proposed works location.		Street View / Picture									
Location Reference	Location Description										
L3	749 Bagotville Road BAGOTVILLE										
Proposed Works		 June 2021  Feb 2010									
	<table border="1"> <tr> <td></td> <td>Existing RMS electronic sign - northbound</td> <td></td> </tr> <tr> <td></td> <td>Graphic static sign 1200mm x 900mm</td> <td>  </td> </tr> <tr> <td></td> <td>Road pavement treatment</td> <td>Text on road is both north and south bound</td> </tr> </table>		Existing RMS electronic sign - northbound			Graphic static sign 1200mm x 900mm			Road pavement treatment	Text on road is both north and south bound	
	Existing RMS electronic sign - northbound										
	Graphic static sign 1200mm x 900mm										
	Road pavement treatment	Text on road is both north and south bound									

Table 1. Proposed works location.

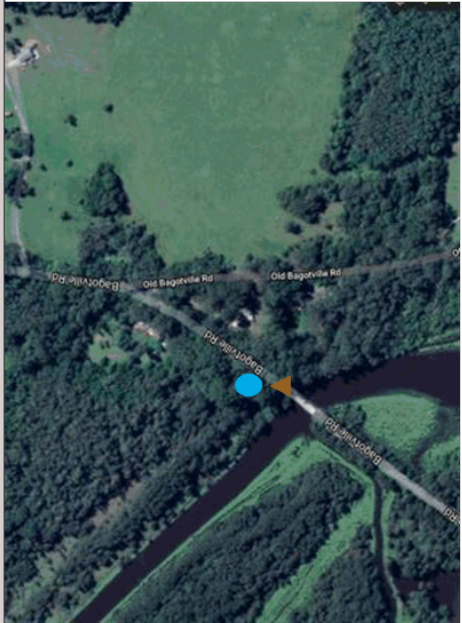










Location Reference	Location Description	Proposed Works	Street View / Picture						
L4	816 Bagotville Road BAGOTVILLE Immediately (~50m) north side of bridge on Bagotville Rd	 <table border="1" data-bbox="919 808 1133 1406"> <tr> <td data-bbox="919 1301 1067 1406">  </td> <td data-bbox="919 1133 1067 1301"> Large Static sign 2500mm x 2500mm </td> <td data-bbox="919 808 1067 1133">  </td> </tr> <tr> <td data-bbox="1067 1301 1133 1406">  </td> <td data-bbox="1067 1133 1133 1301"> Road pavement treatment </td> <td data-bbox="1067 808 1133 1133"> Text on road is northbound only. </td> </tr> </table>		Large Static sign 2500mm x 2500mm			Road pavement treatment	Text on road is northbound only.	 <p>Feb 2010</p>
	Large Static sign 2500mm x 2500mm								
	Road pavement treatment	Text on road is northbound only.							

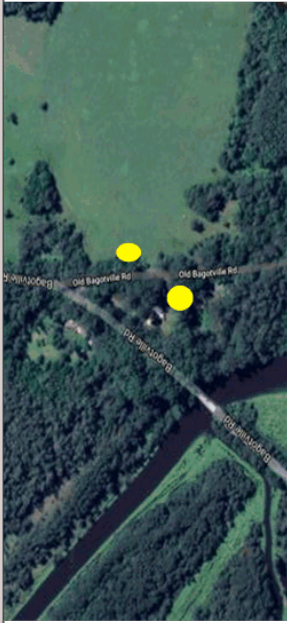



Table 1. Proposed works location.		Street View / Picture
Location Reference L5	<p>Location Description Cnr of Old Bagotville and Bagotville Road BAGOTVILLE</p> <p>As close to intersection as possible</p>	  <p>Graphic static sign 1200mm x 900mm</p> 
		 <p>Feb 2010</p>

Table 1. Proposed works location.



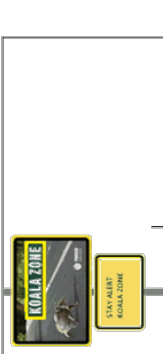

Location Reference	Location Description	Proposed Works	Street View / Picture
L6	406 Old Bagotville Road BAGOTVILLE	 <div data-bbox="799 1122 962 1417">  <p>Graphic static sign 1200mm x 900mm</p> </div> <div data-bbox="799 770 962 1122">  </div>	 <p>Feb 2010</p>











Table 1. Proposed works location.		Street View / Picture						
Location Reference L7	<p>Location Description Pacific Highway underpass on Old Bagotville Rd</p> <p>Proposed Works</p>  <table border="1" data-bbox="954 806 1209 1406"> <tr> <td></td> <td>Graphic static sign 1200mm x 900mm</td> <td> Text on road is both east and west bound</td> </tr> <tr> <td></td> <td>Road pavement treatment</td> <td></td> </tr> </table>		Graphic static sign 1200mm x 900mm	 Text on road is both east and west bound		Road pavement treatment		
	Graphic static sign 1200mm x 900mm	 Text on road is both east and west bound						
	Road pavement treatment							





Table 1. Proposed works location.		Street View / Picture
Location Reference	Location Description	
L8	150m west of CNR of Old Bagotville Rd - and Back Channel Rd.	
Proposed Works		 Graphic static sign 1200mm x 900mm 
		 Feb 2010

Table 1. Proposed works location.

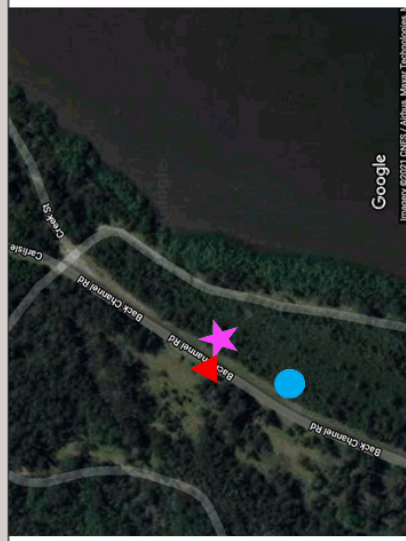













Location Reference	Location Description	Proposed Works	Street View / Picture									
L9	150m south of dirt pull over on Back Channel Road/Carlisle St Wardell.	 <table border="1" data-bbox="877 851 1181 1411"> <tr> <td data-bbox="877 851 957 1108">  </td> <td data-bbox="957 851 1109 1108">Existing RMS electronic sign - Southbound</td> <td data-bbox="1109 851 1181 1108">  </td> </tr> <tr> <td data-bbox="877 1108 957 1310">  </td> <td data-bbox="957 1108 1109 1310">Large Static sign 2500mm x 2500mm</td> <td data-bbox="1109 1108 1181 1310">Text on road is southbound only.</td> </tr> <tr> <td data-bbox="877 1310 957 1411">  </td> <td data-bbox="957 1310 1109 1411">Road pavement treatment</td> <td data-bbox="1109 1310 1181 1411"></td> </tr> </table>		Existing RMS electronic sign - Southbound			Large Static sign 2500mm x 2500mm	Text on road is southbound only.		Road pavement treatment		 <p style="text-align: right;">June 2021</p>
	Existing RMS electronic sign - Southbound											
	Large Static sign 2500mm x 2500mm	Text on road is southbound only.										
	Road pavement treatment											

Table 1. Proposed works location.

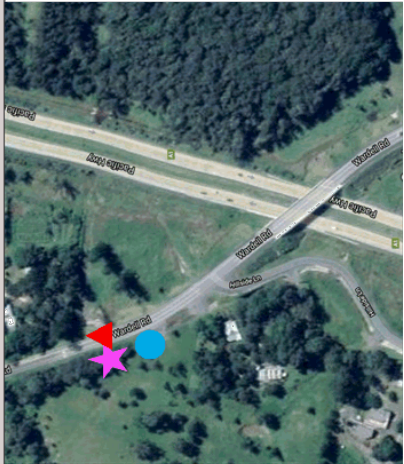


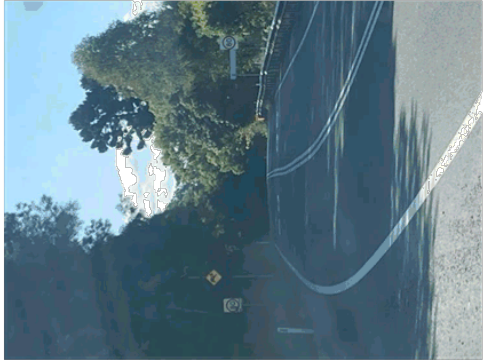

Location Reference	Location Description	Proposed Works	Street View / Picture									
L10	150m northbound of Hillside Ln and Wardell Rd intersection	 <table border="1" data-bbox="863 855 1182 1406"> <tr> <td data-bbox="863 1317 938 1406">★</td> <td data-bbox="863 1122 938 1317">Existing RMS electronic sign - northbound</td> <td data-bbox="863 855 938 1122">  </td> </tr> <tr> <td data-bbox="938 1317 1013 1406">●</td> <td data-bbox="938 1122 1013 1317">Large Static sign 2500mm x 2500mm</td> <td data-bbox="938 855 1013 1122"> <p>Next 2kms Text on road is northbound only.</p> </td> </tr> <tr> <td data-bbox="1013 1317 1088 1406">▲</td> <td data-bbox="1013 1122 1088 1317">Road pavement treatment</td> <td data-bbox="1013 855 1088 1122"></td> </tr> </table>	★	Existing RMS electronic sign - northbound		●	Large Static sign 2500mm x 2500mm	<p>Next 2kms Text on road is northbound only.</p>	▲	Road pavement treatment		
★	Existing RMS electronic sign - northbound											
●	Large Static sign 2500mm x 2500mm	<p>Next 2kms Text on road is northbound only.</p>										
▲	Road pavement treatment											





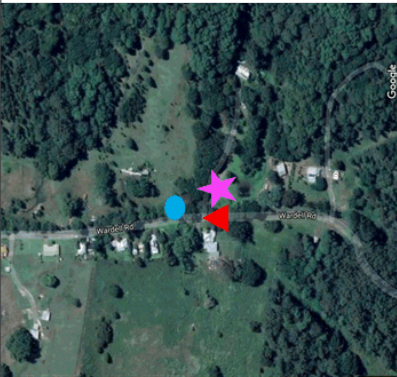












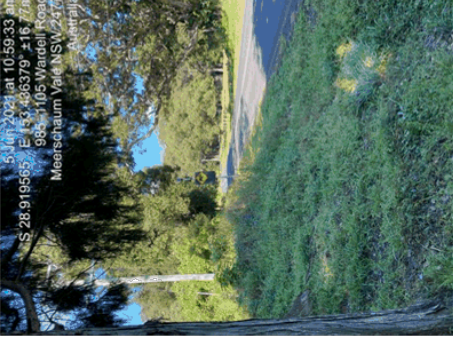







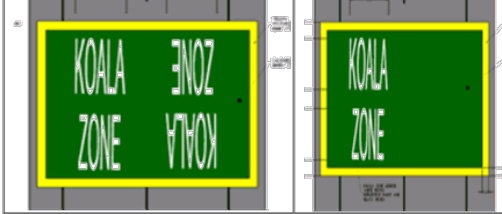
Table 1. Proposed works location.		Street View / Picture
Location Reference L11	Location Description CNR of Lumleys Lane and Wardell Rd.	 <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <p>Graphic static sign 1200mm x 900mm</p>  </div> <div style="text-align: center;">  </div> </div>
		 <p style="text-align: right;">Feb 2010</p>

Table 1. Proposed works location.		Street View / Picture									
Location Reference L12	Location Description 1005 Wardell Road, Meerschbaum Vale NSW	 <table border="1" data-bbox="885 855 1209 1406"> <tr> <td></td> <td>Existing RMS electronic sign - Southbound</td> <td></td> </tr> <tr> <td></td> <td>Large Static sign 2500mm x 2500mm</td> <td></td> </tr> <tr> <td></td> <td>Road pavement treatment</td> <td>Text on road is southbound only.</td> </tr> </table>		Existing RMS electronic sign - Southbound			Large Static sign 2500mm x 2500mm			Road pavement treatment	Text on road is southbound only.
	Existing RMS electronic sign - Southbound										
	Large Static sign 2500mm x 2500mm										
	Road pavement treatment	Text on road is southbound only.									
		 <p>June 2021</p>									

8.3 Koala Zones Project - Wardell Road, Bagotville Road and Old Bagotville Road

Table 2. Signs and road pavement treatments.

Symbol in Table 1.	Suggested Size	Text	Example	Amount required
	Large Static sign 2500mm x 2500mm	SLOW DOWN KOALA ZONE NEXT 8KMS	 (Photo: Koala road sign Lismore LGA. Source Echo.net.au).	<u>5</u> L1, L4, L9 L10 L12
	Graphic static sign 1200mm x 900mm	STAY ALERT KOALA ZONE	 <i>Note- Example sign from Tweed Shire Council.</i>	<u>14</u> L2 X 2 L3 X 2 L5 X 2 L6 X 2 L7 X 2 L8 X 2 L11 x 2
	N/A	N/A		N/A
	Varies	KOALA ZONE	 Source from; https://www.tmr.qld.gov.au/-/media/busind/techstdpubs/Traffic-management/Traffic-	<u>8</u> L1 L2 L3 L4 L7 L9 L10 L12

8.3 Koala Zones Project - Wardell Road, Bagotville Road and Old Bagotville Road

[and-Road-Use-Management-manual-TRUM/Volume-3/TRUM-Vol-3-Pt-8.pdf?la=en](#)



(Photo: Koala road sign and road pavement treatment in Lismore LGA. Source Echo.net.au).

8.4 Proposed Service Relocation - J Pole - The Coast Road, East Ballina

Introduction

At the Local Traffic Committee meeting in April 2021, the Committee recommended the removal of the bus service J Pole on The Coast Road, East Ballina due to poor sight distances, and ongoing concerns for safe pedestrian crossing and passenger loading area, particularly for school students, their parents/carers and families. Blanchs/CDC were to be given three months notification of removal of the J Pole.

Information

Blanchs/CDC were advised of the Committee's decision and discussions were undertaken to identify possible relocation of the J Pole. Discussions included relocation sites further south on The Coast Road, possible turning points, and adjustment of the bus schedule (involving Transport for NSW Contracts Officer). Discussions were delayed by school lockdowns and a change of Depot Manager at Blanchs.

Blanchs have taken the position that it is essential for their route service provision that the J Pole be maintained at a site along The Coast Road. However, they have made a concession to relocate the weekday morning (8.25am) school bus service into Bayview Drive. Under the current proposal, school children using the 8.25am 640 bus service would be able to wait at a single informal bus stop at the Bayview Drive Public Reserve (at the intersection of Bayview Drive and Barwen Street). As this would function as an informal bus stop, it will not require a J pole or shelter.

The existing J Pole would remain as a bus zone for all other route services as other sites along The Coast Road exhibit similar inadequacies and challenges in terms of safe pedestrian access, safe passenger loading areas and safe pedestrian landing points.

Consultation is currently underway with parents/carers of primary school children who regularly use The Coast Road J Pole. Preliminary discussions indicate satisfaction with the proposed relocation of the service for the school service. Once complete, Blanchs will seek approval from Transport for NSW for relocation of this service and will undertake transition notification with customers of the school service.

It should be noted that maintenance of the existing J Pole on The Coast Road does not improve the safety of route service customers, nor does it improve accessibility or safety for people with disability or who require walking aids. Resolution of this issue would require significant funding and longer term infrastructure planning.

RECOMMENDATION

That the Committee note this information and provide further direction or advice.

8.4 Proposed Service Relocation - J Pole - The Coast Road, East Ballina

Attachment(s)

Nil

8.5 Urgent Out of Session Applications

8.5 Urgent Out of Session Applications

Introduction

List of Out of Session decisions of the Committee since the close of agenda for the meeting held 11 August 2021.

Information

The table below summarises Out of Session decisions of the Committee since the close of agenda for meeting held 11 August 2021.

Application	Applicant	Location	Dates	Initials of Delegates who responded, Approval Date/CM Reference
OS 8/21-1 Approval of regulatory signs and markings	Ballina Shire Council	Airport Boulevard, North Ballina	Ongoing	DC, JT, JF, TS, Approved 15/9/2021 CM 21/83269, subject to plan amendments from TfNSW Delegate

RECOMMENDATION

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

Attachment(s)

Nil

8.6 Schedule of Outstanding Resolutions of the Committee

8.6 Schedule of Outstanding Resolutions of the Committee

Introduction

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

Information

Meeting Held 11 August 2021

8/21-6.5 Proposed NO STOPPING Zone – Holden Lane, Ballina

Recommendation

That the Committee support provision of a NO STOPPING Zone, depicted by a yellow line, on the north side of Holden Lane, east from Cherry Street for approximately 60 m along the rear boundary of 54 – 56 Crane Street, Ballina

Action to Date

Surface unsuitable for painted line at present, line to be provided after surface maintenance later in 2021.

8/21-7.1 Ballina CBD Parking Report

Recommendation

The Committee recommends Council consider implementing points one and two of this report being:

1. "Review and define parking study boundaries.
2. Define parking objectives for locations within the parking study boundary, ideally this would be based on community/business/stakeholder consultation."

This process to be conducted by Council staff, initially without outside stakeholder involvement, and that this be followed by a further report to the Committee to consider its position regarding further action.

Action to Date

No action to date.

Meeting Held 9 June 2021

6/21-6.2 Proposed NO PARKING Zone – Ambrose Lane, Alstonville

Recommendation

That Committee support provision of NO PARKING Zones on both sides of Ambrose Lane between Ballina Road and Green Street to be operational Thursdays only, between 5am and 11 am.

Action to Date

Signs not yet installed

6/21-6.3 Proposed Time Limited Parking Adjacent to Preschool – River Street, Ballina

Recommendation

1. The Committee support 2H time limited parking in River Street, Ballina, on the south side between Las Balsas Plaza and Martin Street, excluding dedicated Police parking.
2. That Council review the budget available for line marking of the parking spaces.
3. A general CBD parking report be provided to the August 2021 Local Traffic Committee meeting

Action to Date

1. Signs ordered
2. To be determined

6/21-6.5 Skullcandy Oz Grom Open 2021 - Lennox Head

Recommendation

That the Committee support:

1. Approval of the closure of part of Pacific Parade, Lennox Head, during the hours of 7:30am to 4:00pm, from Tuesday 6 to Sunday 11 July 2021, in accordance with the attached Traffic Control Plan.
2. Approval of the event continuing in 2022 and 2023 subject to annual submission to Council of evidence of current insurances and a statement that traffic management, safety arrangements, routes and times etc will not vary significantly from the original application.

Action to Date

Event postponed

Meeting Held 14 April 2021

4/21-7.2 Request for Timed Parking Near Centrelink, Tamar Street, Ballina

Recommendation

Subject to favourable comments from Council Rangers and the Ballina Chamber of Commerce the Committee supports creation of a two hour parking zone on the northern side of Tamar Street between Kerr Street and Grant Street.

Action to Date

Superceded by 8/21-7.1

Meeting Held 9 December 2020

12/20-7.2 Disability Parking – Ballina CBD Central Block

Recommendation

The Committee approves creation of two additional disability car parking spaces in the Ballina CBD Central Block – one each on both east and west bound lanes.

Action to Date

Design commenced.

12/20-7.3 Shaws Bay Parking – East of Hill Street, East Ballina

Recommendation

The Committee approves creation of 4P area parking on both eastern and western sides of Hill Street, in Hill Street, Brighton Street, Park Street, The Serpentine and surrounding grassed areas of Shaws Bay recreation area.

Action to Date

Installation not commenced, pending further public consultation.

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 2022

Meeting Held 12 August 2020

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

Committee 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 Becerra, 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 Becerra 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."

Mr Becerra advised email dated 24 September:

"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."

"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."

Mr Becerra advised by email dated 9 December 2020:

"The developer has submitted draft design documentation for Transport for NSW (TfNSW) review and acceptance. A copy of all

8.6 Schedule of Outstanding Resolutions of the Committee

the documents is attached for your review and comment on the proposed safety improvements to address the subject safety concerns, including a review spreadsheet to enter your review comments.

Please feel free to invite other relevant staff within your organization and the Ballina LTC to review and comment in the attached spreadsheet.

Your earliest reply would be appreciated but no later than 5:00 PM Eastern Standard Time on Thursday 17 December 2020 to meet TfNSW obligations under the WAD otherwise it will be assumed that you have no comments.”

Mr Becerra was advised by Council email dated 10 December 2020:

“The risk assessment report does not comment and the plans do not address the real issue of the longitudinal line marking which was water blasted off in the westbound lanes. These imperfectly deleted lines are considered to be the major safety concern especially in wet & dark conditions.”

Mr Becerra responded by email dated 10 December 2020:

“Thank you for your input to the review and it will be added. While I don’t disagree with your point of view; I’d like you to also consider the following:

- The root cause for the raised concerns is “delineation at the subject interchange” and although the old linemarking is not being completely being addressed, the delineation is being addressed by the developer; and*
- The fact is that the methodology used to remove the old linemarking, subject of Ballina LTC’s concerns, it is a standard practice continually being applied to major project, including the current Pacific Highway Upgrade.*

Could you please have another look at the developer’s disposition and suggest improvements, including how to remove the old linemarking.

Your earliest reply would be again appreciated no later than 5:00 PM Eastern Standard Time on Thursday 17 December 2020 to meet TfNSW obligations under the WAD otherwise it will be assumed that you have no further comments.

Please contact me this afternoon if you wish to discuss or need more information.”

Mr Becerra was further advised by Council email dated 10 December 2020:

“The standard practice has clearly not worked in this instance and the remnant longitudinal linemarking remains a safety hazard in wet and dark conditions.

8.6 Schedule of Outstanding Resolutions of the Committee

It is suggested the area should be milled out/resurfaced prior to application of permanent pavement markings.”

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. TfNSW 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 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.

8.6 Schedule of Outstanding Resolutions of the Committee

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 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 to be 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

8.6 Schedule of Outstanding Resolutions of the Committee

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.

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.

8.6 Schedule of Outstanding Resolutions of the Committee

Action to Date

Site is being monitored.

RECOMMENDATIONS

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

Attachment(s)

Nil

8.7 Proposed Loading Zone - Lennox Head CBD

8.7 Proposed Loading Zone - Lennox Head CBD

Introduction

Requests have been received from businesses for provision of a LOADING ZONE on the east side of Ballina Street south of the pedestrian crossing in the Lennox Head CBD.

Information

The following request was received from the owner of 63-65 Ballina Street, Lennox Head:

"..... I am a director of Lennox Central that owns the small shopping centre on the site of 63-65 Ballina Street Lennox Head.

We now make an application to Council for a loading zone on the east side of Ballina Street. We would need the space of two carparks. There are no loading zones at all on the eastern side and apart from the loading out the front of the old post office, there is no loading zones on the western side either. This is not such an issue on the western side as all businesses generally have access behind to Park Lane for delivery trucks etc.

*We would like at the minimum a time limit of **6am-10am** every day. This would allow the garbage trucks and many of the other delivery trucks to operate safely within those hours.*

I attach letters of support from:

- 1. The Diner*
- 2. Shorty's*
- 3. Chickenmania*
- 4. Family Curry Hub*
- 5. Lennox Hair*

*I also attach letters from **Elgas** and **Richmond Waste** who have delivery drivers encountering frequent problems with delivery.*

I also attach a letter from our cleaner/maintenance man Steve Schaefer who has worked at the Centre for many years and is aware of the problems.

We have two possible positions and we will be guided by Council on which one you would prefer.

- 1. One position is the two carparks partly in front of Belle Property and partly in front of 61 Ballina Street (see below).*

8.7 Proposed Loading Zone - Lennox Head CBD



2. *The other position is the two car parks in front of the home units on the northern side (in front of Number 67 Ballina Street). This presents better access for the delivery trucks and the garbage trucks however it is slightly further away.(see below)*



I have contacted the Lennox Chamber of Commerce last week for their support and attached all of the above letters. I have not yet heard from them.

I have also contacted the owner of 61 Ballina Street for his support. He has issues with the smell coming from the new chicken shop at the moment and he is not likely to give support at this stage.

In any event Mr Kerry Condon from Council explained that this position is not ideal as the beautification works in Ballina Street means the landscaping footprint at the south-eastern end of the pedestrian crossing

8.7 Proposed Loading Zone - Lennox Head CBD

(which is one of our options), will be expanded and a potential loading zone will not work there as the area would be too small.

I have been today advised that the Richmond Waste drivers are being abused by the public when they stop to pick up our rubbish. I am also advised this morning that the witches hats that we put up for a few hours to allow the rubbish trucks to back in off the road have been stolen for about the third time and cars parked in the spaces. This means the trucks have no option but to stop in the middle of the road and get out and collect the rubbish bins which causes congestion and angst on the street.

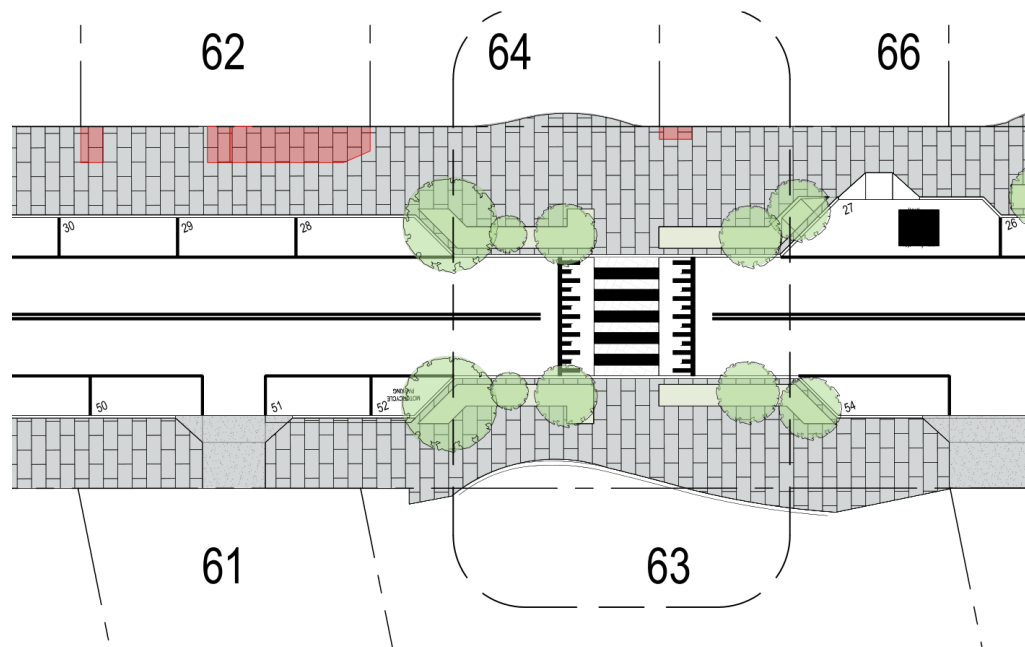
Can you please discuss with the Traffic Committee at your next meeting. I am happy to come and address the Committee if appropriate.

I feel that while all of the beautification work the Council is doing in Lennox is fantastic, we must also consider the functioning of the business owners activities in the street. The commercial sector is crucial to the ongoing success of that area and I ask that Council assist us in allowing us to provide services without disruption to the traffic flow and the general public.

Please call if you have any further questions.”

Whilst the need for a Loading Zone in this area is acknowledged, the practicalities of where it can be accommodated are not yet finalised.

The preferred location in front of No 61 and 63 seems to be compromised by plans for the CBD upgrade (see below).



The second preferred location is in front of No 67 which currently contains a number of residential units (see below).



The matter has been referred to the Project Manager of the Lennox CBD Upgrade to liaise with the applicant, landowners and Council designers to determine the optimum location for a LOADING ZONE in this area. When these details are worked out a further report will be made to the Committee.

RECOMMENDATION

That the information be noted by the Committee.

Attachment(s)

1. Loading Zone Letter of Support 1
2. Loading Zone Letter of Support 2
3. Loading Zone Letter of Support 3
4. Loading Zone Letter of Support 4
5. Loading Zone Letter of Support 5
6. Loading Zone Letter of Support 6
7. Loading Zone Letter of Support 7
8. Loading Zone Letter of Support 8

RE: Loading Zone Ballina St Lennox Head

I would like to add my support for a loading zone in the main street of Lennox Head.

I think it should be situated on the southern ocean side of the pedestrian crossing, for the following reasons.

- It would not be in the line of sight for pedestrians to cross crossing.
- It would only take 2 current car places.
- Currently there is off street gas storage situated opposite proposed loading zone.
- Lennox central plaza complex has no provisions for truck or vehicle delivery's

What sort of vehicles would use this loading zone?

Contractor garbage trucks, bulk gas truck, bulk grease truck, bulk reusable oil truck, bulk food trucks, council garbage trucks, small delivery vehicles, trade vehicles, tenants unloading items for their businesses.

How many loading zone's is there currently in CBD Ballina Street and Park Lane?

Zero

Why Should a loading zone be placed southern side of pedestrian crossing?

- It would be the most sensible and safest spot
- Because of the bulk delivery trucks that need to use this zone
- Its within proximity for the shops 3 doors south on the same side of street.
- Trucks would not have to double park on roadway, I have witnessed council garbage trucks park across pedestrian crossing to access council rubbish bins
- Currently delivery vehicles sometimes park on the foot path to unload up and down the street.
- all the above.

What sort of loading Zone?

I believe the most sensible is a 24hr loading zone with a 15-minute time limit. No personal or private vehicles. It is a loading zone 24 hours a day.

The reason being, I have witnessed countless times where there are loading zones with time limits E.G (loading zone 1am to 11am) And cars, park after hours the next morning the car is still there because they had too much to drink, and trucks cannot access the loading zone.

What experience have I had with loading zones?

I have owned a contract cleaning business for close on 20 years, in this time I have had a permanent cleaning contract for 7 days a week at Lennox Head and Byron Bay and continue to do so. The loading zones with time limits at Byron Bay, private vehicles continue to go over the parking time limit. Meaning trucks cannot access. This cause's major problems with garbage bins not being emptied and overflowing onto the ground.

Summary

I believe that Ballina council have an obligation to provide a 24hr loading zone for community safety purposes, also safety for truck and delivery drivers etc. Due to bulk gas delivery, there is no other spot that would provide safe unloading of supplies as there are driveways that would interfere if

located further south or if it was located to the north of Lennox Central. Not an ideal situation with vehicles driving over a flammable hose line. I trust the council would make the most practical sensible and safest decision not only for all the working personnel that will use this loading zone but also for all the community.

Regards

East Coast Cleaning

Director

Steve Schaefer



Skyline Rd
PO Box 564
Lismore NSW 2480
Ph: 02 6621 7431
Fax: 02 6622 1389
E: rwaste@solc.com.au
www.richmondwaste.com.au

Lot 2 Fowlers Ln
PO Box 34
Bangalow NSW 2479
Ph: 02 6687 2559
Fax: 02 6687 1008
E: byron@solc.com.au

To Whom It May Concern

Loading Zone Ballina St Lennox Head

Richmond Waste, would like to add our support for a loading zone in the main street of Lennox Head. As we now have to completely block Ballina Street to service the commercial bins located, at Lennox Central Plaza,

I think it should be situated on the southern ocean side of the pedestrian crossing, for the following reasons.

- It would not be in the line of sight for pedestrians to cross crossing.
- It would only take 2 current car places.
- Currently there is off street gas storage situated opposite proposed loading zone.
- Lennox central plaza complex has no provisions for truck or vehicle deliveries

This would not only benefit our vehicles, but also bulk gas truck, bulk grease truck, bulk reusable oil truck, bulk food trucks, council garbage trucks, small delivery vehicles, trade vehicles, tenants unloading items for their businesses.

How many loadings zone's is there currently in CBD Ballina Street and Park Lane?
Zero

Why should a loading zone be placed southern side of pedestrian crossing?

- It would be the most sensible and safest spot
- Because of the bulk delivery trucks that need to use this zone
- Its within proximity for the shops 3 doors south on the same side of street.
- Trucks would not have to double park on roadway, I have witnessed council garbage trucks park across pedestrian crossing to access council rubbish bins
- Currently delivery vehicles sometimes park on the foot path to unload up and down the street.
- all the above.

What sort of loading Zone?

I believe the most sensible is a 24hr loading zone with a 15-minute time limit.
No personal or private vehicles. It is a loading zone 24 hours a day.

?

Commercial & Industrial Waste Collection • Recycling & Resource Recovery • Construction & Demolition Waste
Collections and Recovery • Liquid Waste • Domestic Waste • Recycling Contracting • Waste Management Consultancy



We believe that Ballina council have an obligation to provide a 24hr loading zone
For community safety purposes, also safety for truck and delivery drivers etc.

We trust the council, would make the most practical sensible and safest decision not
only for all our working personnel that will use this loading zone, but also for all +
the community.

If Ballina Shire Council, have any further questions in regards to the above,
Please do not hesitate to contact me.

Regards



Tony Martin
Sales Manager
Richmond Waste

• Commercial & Industrial Waste Collection • Recycling & Resource Recovery • Construction & Demolition Waste
• Saltpetre and Reservoirs • Liquid Waste • Domestic Waste & Recycling Contracting • Waste Management Consultancy





Hi Michelle,

As valued tenants of 1&2 63-65 Ballina Street, Lennox Head of which you are landlord I feel I need to bring some pressing issues to your attention regarding Lennox Central.

Over the course of our tenancy here it is becoming increasingly difficult to maintain a continuity of supply of goods and services to the site. There are many factors contributing to this outside of our control, none more than the availability of a designated loading zone for goods incoming.

With the addition of further tenants to the complex which are contributing to the positive diversity of choice within the Lennox Head locale, a couple of significant pressures have also arisen. For brevities sake I will use dot points to highlight;

- Gas services – the complex is effectively tethered to one supplier of LPG (Elgas). The hospitality venues within the complex are unable to change suppliers regardless of price increases due to there being no designated delivery space to effectively roster a time for supply.
- Garbage services – Effective waste removal is paramount to any and all hospitality businesses, the community as a whole will not tolerate messy or environmentally (visual or otherwise) challenged waste management. Without a favourable solution here we will see a negative effect on all hospitality outlets within Lennox Central.
- Goods incoming – As our client volumes increase and our community reputation continues in an upward trajectory there is currently no provision for the larger amounts of goods that need to be delivered to our establishment. I have canvassed the other tenants and the feelings are the same. Potential distributors are unwilling to make deliveries to this destination when their drivers and representatives potentially have to park two or three blocks away.
- Trade services – These services are absolutely paramount to maintain effective and hygienic operations. Refrigeration repair, pest management, cleaning services, appliance repair, air conditioning maintenance to name a few all need a designated area to be able to fulfil their roles. There are six businesses' within the complex all of which need varying degrees of attention from trade services, to assume that they all are prepared to park their equipment laden trucks hundreds of meters from the site would be naive at best.

I appreciate we have covered some of these topics before, but as the carparking situation within the town becomes even more challenging the pressure is now becoming a crutch to effective business operation. Given the council is embarking on a beatification process within the town which is fully supported by me (although likely to further increase parking and delivery/trade services pressure), I believe now would be the perfect opportunity to arrest this issue with the discussed loading zone.

Thank you.

Tim Bryar

-

The Manager
Ballina Council,
Cherry Street
Ballina NSW 2478

Dear Sir,

Loading Bays 63-65 Ballina St Lennox Head

I have been the owner of Lennox Hair at Lennox Central for several years.

I have been concerned that the Centre does not have anywhere that loading or deliveries can take place apart from drivers having to find random parking spaces on Ballina Street. They are often in a hurry and park in nearby driveways which causes anger from the residents who often have their driveways blocked.

Alternatively they stop in the middle of the street and run their supplies in.

This is dangerous and causes traffic chaos.

Can you please consider allowing the two carparks in front of our Centre to be made into loading bays for 4 hours a day from 6am-10am.

This would relieve the majority of the problem.

Yours sincerely

Emmalene Dick
Lennox Hair
Shop 3
Lennox Central

The Manager of Ballina Council,
Cherry Street
Ballina NSW 2478

Dear Sir,

Regarding Loading Zone needed for Ballina St Lennox Head (Lennox Central)

I have been an owner of Shorty's Bar and Restaurant in Lennox Central for just on a year.

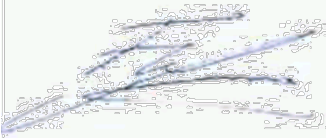
During that time my delivery drivers have found it hard to park safely and unload my deliveries. There is so much traffic in Lennox Street and it usually means they need to park illegally or on the footpath to deliver their supplies. There is no loading zone on the Lennox Central side of the road.

I also have seen the garbage trucks try and empty the bins from the Centre. They always are blocking the traffic as they need to get out and retrieve the bins as there is nowhere for the bins to be safely stored while they wait for collection.

I ask that the Council allow loading zone to be installed for four hours a day. This will allow the Centre to operate more efficiently and it will be safer for the Lennox community.

Yours truly,

Fraser Jones





NEED FOR LOADING AND DELIVERY DOCK IN BALLINA STREET LENNOX HEAD

I am the owner of the new business "Chickenmania" in Lennox Head. I am proud to open the business in Lennox and happy to be able to employ 15 local people.

Although I have only been open a few weeks, I have been already affected by the lack of loading and delivery space in our position in Lennox.

I have deliveries six days a week with 14 different suppliers. All delivery drivers have commented on how difficult deliveries are to our section of Ballina Street as there is no loading/delivery space.

Unlike all the businesses on the other side of the street that can load from Park Lane, we have no other access to our Centre other than from Ballina Street.

This has the affect of seriously impeding traffic flow and we have noticed this from when we opened our business. What is worrying is that we are still in some form of lockdown when Sydney and Brisbane tourists have not yet hit town. I can only imagine what is coming down the line.

I fully support the application to have the two current carparks in front of Belle Property designated as a loading zone for 4 hours a day. I will then advise my delivery drivers of those times and this should lessen the issue of major traffic congestion.

Regards

Bradley Heard

Brad@chickenmania.com.au

Lennox Head, Ballina, Casino & Goonellabah

25 Farrelly Av
Cumbulum
NSW

To whom it may concern

I am a director of the company Kulria Pty Ltd who recently purchased the Family Curry Hub at Lennox Central 63-65 Ballina Street Lennox Head.

I have noticed since I have owned the business that my delivery drivers and the garbage trucks have difficulty getting to our site.

When they do arrive, they often cause traffic jams while they try and unload as they have no where to park as the carparks along the street are often full.

It would help if the two carparks out the front of Lennox Central were set aside for loading for four hours a day. It would take stress off our delivery drivers and would make our deliveries much easier.

Yours faithfully

Virender Kulria



The Chairman
Ballina Shire Council Traffic Committee,
Ballina Shire Council
Ballina NSW

Dear Sir,

I am writing to support the application by Lennox Central to have a loading dock set aside in Ballina Street Lennox Head.

Our company truck delivers gas hose to the Centre at least once a week.

There is no option for our drivers than to stop in the middle of the street and pull the hose out to fill the gas bottles.

Apart from being disruptive to the traffic in Ballina Street, it presents a safety issue.

Our deliveries to the west side of Ballina Street are less disruptive as we fill them by driving our truck into Park Lane.

If two carparks were designated as loading zones in Ballina Street, we would be able to fill our orders in a more timely, efficient and safer manner.

A handwritten signature in black ink, appearing to read 'Brad Oldham'.

BRAD OLDHAM
Commercial Account Manager

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 8 December 2021 at 10.00 am.