

Agenda

Local Traffic Committee Meeting **8 December 2021**

A Local Traffic Committee Meeting will be held in the Ballina Shire Committee Room, 40 Cherry Street, Ballina on **8 December 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

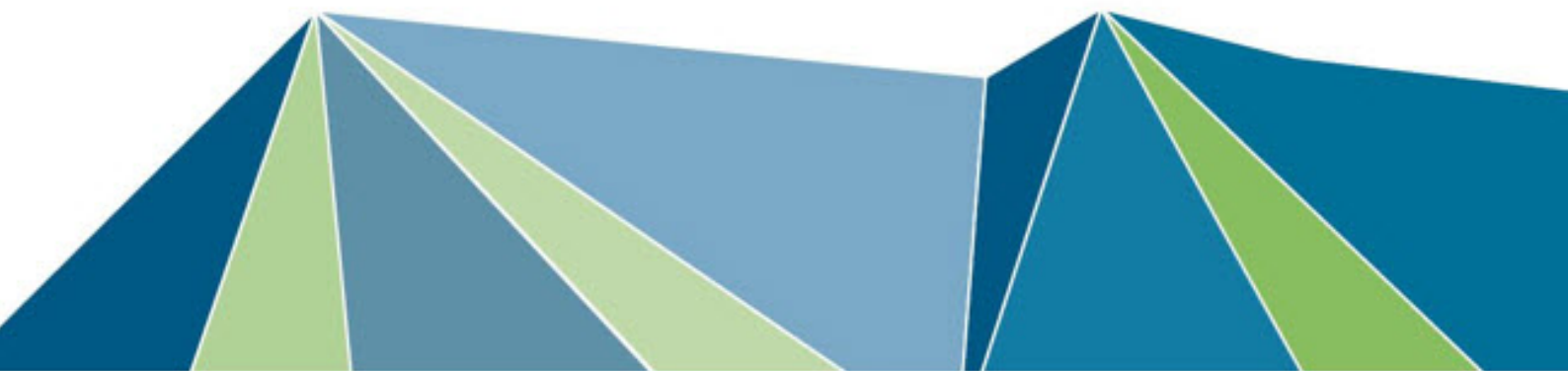


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1. Attendance & Apologies
 2. Minutes of Previous Meeting
 3. Deputations
 4. Summary Report
 5. Items to be Referred to Council
-

1. Attendance & Apologies

2. Minutes of Previous Meeting

A copy of the Minutes of the Local Traffic Committee Meeting held on Wednesday 13 October 2021 were distributed with the business paper.

RECOMMENDATION

That Council confirms the Minutes of the Local Traffic Committee Meeting held on Wednesday 13 October 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

6.1 Proposed STOP Sign Control - Rayner Lane & Rutherford Street, Lennox Head

6. Items Referred to General Manager's Delegate

6.1 Proposed STOP Sign Control - Rayner Lane & Rutherford Street, Lennox Head

Introduction

Amongst other matters, a STOP sign has been requested on the Rayner Lane leg of the T intersection with Rutherford Street, Lennox Head.

Information

A resident has advised:

"I would like to bring to your attention the safety hazards for children, cyclists and pedestrians on Rutherford Street leading down to the Boat Channel.

Speed humps are required and a Stop sign at the end of Rayners lane.

I have seen so many close calls with children riding bikes and walking down the road and cars driving way too fast almost running them over.

It is a narrow street yet it is two way and cars almost hit pedestrian traffic avoiding oncoming cars.

This safety concern needs to be addressed urgently"

There are long standing issues regarding the configuration/design of Rutherford Street that are outside the scope of this report and would need to be addressed prior to any consideration of traffic calming in this area.

In regard to the request for a STOP sign request at the south end of Rayner Lane (one way southbound), the Rayner Lane leg of the intersection with Rutherford Street is currently controlled by the Give Way requirements of the T Intersection rule.



6.1 Proposed STOP Sign Control - Rayner Lane & Rutherford Street, Lennox Head

Street View from Rayner Lane to Rutherford Street. Note, the hedge on LHS is now higher and blocks the view to the left.

AS 1742.2 Cl 2.55 provides the following advice on the warrants for GIVE WAY and STOP signs:

(b) *STOP (R1-1)*



R1-1

The STOP sign shall be used in the same way and for the same purpose as specified for the GIVE WAY sign (R1-2) but with the additional requirement that a complete stop is necessary for safety before entering the intersection.

The STOP sign shall replace the GIVE WAY sign when the requirements of Clause 2.5.4 are met.

STOP signs shall be positioned in accordance with the requirements for GIVE WAY signs and shall be supplemented with pavement markings specified in Clause 5.4.3.

Cl 2.5.4 advises:

2.5.4 Requirements for installation of STOP signs

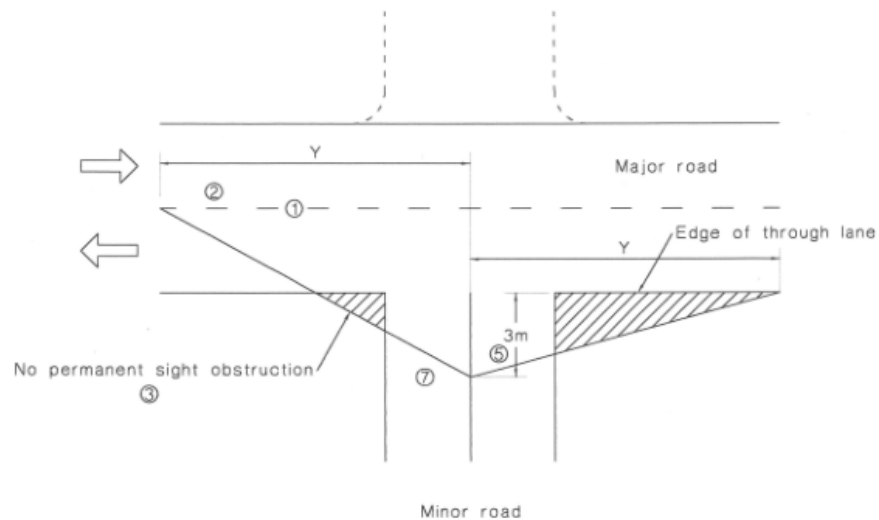
This Clause specifies sight distance conditions for determining whether a STOP sign is required on any approach to an intersection on which a driver is required to give way to an intersecting stream. Where these conditions are met a STOP sign shall be used, regardless of whether a GIVE WAY sign would have otherwise been installed.

A STOP sign shall be used when, for minor road traffic, the sight distance, Y , in either direction along the major or uncontrolled road as shown in Figure 2.2 is less than the distance given for the corresponding major road speed. A STOP sign shall NOT be used if the sight distance is equal to or greater than shown in Figure 2.2.

NOTE: A history of crashes may prompt requests for STOP signs. Where intersection sight distance is adequate, it is most likely that crashes can be reduced more effectively by other means, e.g. by improved delineation of the conflict area. Furthermore, the use of STOP signs where poor sight distance is not a factor can lead to driver disobedience, and lack of credibility of STOP signs. For these reasons no crash warrant is given for the use of STOP signs.

See Table 2.2 below:

6.1 Proposed STOP Sign Control - Rayner Lane & Rutherford Street, Lennox Head



Major road speed (see Note 4) km/h	Distance along major road: Y, (see Note 6) m
40	20
50	30
60	40
70	55
80	65
90	80
100	95
110	115
120	140

NOTES:

- 1 Separation line (undivided road), or right hand edge of right hand through lane (divided road).
- 2 A check to the left is required at a divided road except where the median is wide enough for a crossing or turning manoeuvre to be staged in the median.
- 3 Where visibility is limited due to some removable obstruction, (e.g. vegetation or earth bank) attempts should be made to remove the obstruction rather than install a STOP sign.
- 4 The posted or default speed limit is used, unless the 85th percentile speed is significantly higher.
- 5 Where the minor road approach is an arterial road this dimension should be increased to 4.5 m.
- 6 When checking sight distance the height of both the observer's eye and the object is 1.05 m.
- 7 If the safety of the surveyor is likely to be a problem, sighting may be taken from the kerb in the minor road, with appropriate adjustments to the sight triangle.
- 8 The distances in the Table along both the minor road and the major road are based empirically on the ability of a driver on the minor road approaching the intersection at a speed of 10 km/h or less, being able to stop before reaching a conflict point if there is insufficient gap for crossing or joining the major road stream.

FIGURE 2.2 SIGHT DISTANCE RESTRICTIONS REQUIRING USE OF STOP SIGNS

This sight distance is less than the minimum 30 m identified in Table 2.2 for a 50 kph speed environment.

It is considered therefore that in accordance with AS 1742, a STOP sign should be provided on the Rayner Lane leg of the T intersection with Rutherford Street, Lennox Head.

6.1 Proposed STOP Sign Control - Rayner Lane & Rutherford Street, Lennox Head

RECOMMENDATION

That the Committee support provision of a STOP sign on the Rayner Lane leg of the T intersection with Rutherford Street, Lennox Head.

Attachment(s)

Nil

6.2 Proposed Loading Zone - Kalinga Street, West Ballina

6.2 Proposed Loading Zone - Kalinga Street, West Ballina

Introduction

A request has been received for provision of a Loading Zone adjacent to No 79 Kalinga Street, West Ballina.

Information

The owner of Northern Rivers Seafood at 79 Kalinga Street, West Ballina, has requested approval for provision of a Loading Zone adjacent to the business.

A 24 hour, 7 day per week Loading Zone is requested due to the nature of deliveries. The owner advises that the benefit to his and nearby businesses is that this will provide a dedicated short term Loading Zone on Kalinga Street and alleviate the congestion and safety issues caused by delivery vehicles that cannot find a place to park and service the existing businesses.

The proposed location has the benefit of being located between 2 driveway accesses (owned by Northern Rivers Seafood) which facilitates ingress/egress to the proposed Loading Zone.

The shopfront of the seafood business is on River Street and the Kalinga Street frontage is used for loading/unloading of stock etc.

Below is an aerial photo and street view of the existing driveway arrangement. (Note Northern Rivers Seafood are owners of the land that is shown as "Ballina Quays Auto Care" in the street view photo).



6.2 Proposed Loading Zone - Kalinga Street, West Ballina



- Indent the kerb and gutter to provide 3.5 m loading zone width so that the roadside edge of the loading zone aligns with the existing edge line marked on Kalinga Street.
- Reconfigure the existing driveways to the east and west to accommodate a 9 m length of Loading Zone between these driveways.
- Pay all costs associated with the Loading Zone and adjustments to driveways, kerb & gutter and street.

It is understood the owner is also seeking support letters from landowners on either side. The outcome will be reported verbally to the meeting.

6.2 Proposed Loading Zone - Kalinga Street, West Ballina

RECOMMENDATION

That the Committee support provision of a Loading Zone on the north side of Kalinga Street, West Ballina adjacent to No. 79, generally as depicted on the above Ardill Payne plan subject to:

1. Submission to and approval by Council of detailed design plans.
2. The owner being responsible for all costs for the Loading Zone and associated works.

Attachment(s)

Nil

7. Items for Traffic Engineering Advice

7. Items for Traffic Engineering Advice

Nil Items

8.1 Urgent Out of Session Applications

8. Information for the Committee

8.1 Urgent Out of Session Applications

Introduction

List of Out of Session decisions of the Committee since the close of agenda for the meeting held 13 October 2021.

Information

The table below summarises Out of Session decisions of the Committee since the close of agenda for meeting held 13 October 2021.

Application	Applicant	Location	Duration	Approval Date/CM Reference
OS 10/21-1 Loading Zone	Ballina Shire Council 2/11/21	Ballina Street, Lennox Head (CBD)	Ongoing	Approved 9 November 2021. CM 21/97730

RECOMMENDATION

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

Attachment(s)

Nil

8.2 Lennox Head CBD – Streets as Shared Spaces Project - Overview on Completion

8.2 Lennox Head CBD – Streets as Shared Spaces Project - Overview on Completion

Introduction

An overview has been produced for the now completed Lennox Head CBD – Streets as Shared Spaces Project funded by the NSW Government.

Information

The Streets as Shared Spaces (SASS) pilot project in Lennox Head has now concluded.

An overview of the project has been produced together with evaluation data relating to traffic speed, pedestrian movement and community survey feedback.

The following recommendations have been made and are to be the subject of further investigations:

1. *Use temporary streetscaping features in other areas to determine effectiveness before implementing permanently.*
2. *Extend 30km/h zone to surrounding streets including Rayner Lane & Rutherford Street.*
3. *Introduce shared (10km/h zone) in Ballina Street central hub.*
4. *Investigate permanent pedestrian crossing options for Park Lane.*
5. *Investigate safer options for pedestrian crossing point on Ballina Street near Rutherford Street.*
6. *Install a permanent roundabout with adequate traffic lane width at Allen's Parade and Ballina Street intersection.*
7. *Formalise footpath connection on the south end of Park Lane.*
8. *Consider introducing limited timed parking in Park Lane to increase parking turnover.*
9. *Consider design features that improve traffic flow at Park Lane and Ballina Street intersection.*

Recommendations 2 and 3 involve speed zone matters that are the responsibility of TfNSW and have been referred to TfNSW for their consideration.

Recommendations 4 and 8 will be subjects for future consideration by the Ballina Local Traffic Committee.

8.2 Lennox Head CBD – Streets as Shared Spaces Project - Overview on Completion

RECOMMENDATION

That the information be noted by the Committee

Attachment(s)

Nil

8.3 Schedule of Outstanding Resolutions of the Committee

8.3 Schedule of Outstanding Resolutions of the Committee

Introduction

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

Information

Meeting Held 13 October 2021

10/21-7.2 Safety Concerns – Shelly Beach Road, East Ballina

Recommendation

The Committee recommended:

1. Collection of new speed data from the middle section of Shelly Beach Road.
2. Monitoring of the area by NSW Police
3. Placement of a Speed Display trailer.

Action to Date

Speed display has been provided.
Speed data is being collected.

10/21-8.3 Koala Zones Project – Wardell Road, Bagotville Road and Old Bagotville Road

Recommendation

The Committee supported the proposed koala zone project as depicted in Attachment 1 in the report.

Action to Date

Signs ordered, arrangements made for linemarking

Meeting Held 11 August 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.

8.3 Schedule of Outstanding Resolutions of the Committee

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.

Internal staff meeting to be convened when staff back in attendance at Ballina Office.

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 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

8.3 Schedule of Outstanding Resolutions of the Committee

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:

8.3 Schedule of Outstanding Resolutions of the Committee

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

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

Mr Becerra responded by email dated 1 December 2021:

“As you know, FKG is the lead contractor appointed by BP to implement a solution accepted by Transport for NSW that addresses the subject concerns.

In late February 2021, Transport for NSW accepted FKG’s solution (treatment: AC Mill & Fill and new thermo linemarking) to eliminate the concerns at the subject interchange.

The works were scheduled to commence on Thu 11 March 2021. However, inclement weather and COVID-19 interstate restrictions (the AC subcontractor is from QLD) had to postpone and reschedule the works time after time (26 March, 16 April, 4 May, 5 July, 31 October). Until Sunday 14 November, which is when FKG commence the rectification works but could not complete due to field complications. These complications forced FKG to stop the works on the night to: (1) carry out field investigations and (2) analyse and revise the treatment for Transport for NSW acceptance in an effort to resolve the concerns without creating future maintenance issues for Transport for NSW and subsequent traffic disruptions to road users.

I will provide more information as this becomes available.

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).

8.3 Schedule of Outstanding Resolutions of the Committee

Action to Date

1. A further meeting has taken place with affected businesses and councillors. Plans for a number of other options have been 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 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.

Action to Date

Site is being monitored.

RECOMMENDATION

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

8.3 Schedule of Outstanding Resolutions of the Committee

Attachment(s)

Nil

9.1 Proposed Upgrade of Pedestrian Crossing to Wombat - Byron Street, Lennox Head

9. Regulatory Matters on Classified Roads (GM's Delegate)

9.1 Proposed Upgrade of Pedestrian Crossing to Wombat - Byron Street, Lennox Head

Introduction

Approval is sought for the design of a wombat that is a proposed upgrade to the existing pedestrian crossing on Byron Street, Lennox Head.

Information

Council has secured funding through the School Infrastructure Grants Scheme to upgrade the existing pedestrian crossing/Children's Crossing at Lennox Head Public School, Byron Street to a wombat crossing (a marked pedestrian crossing on a flat top road hump). Under grant conditions, the wombat must be installed by end June/July 2022.

The proposed upgrade derives from community feedback through the Streets as Shared Spaces trial project, and feedback from Lennox Public School and nearby residents in early 2021. The community feedback indicated that vehicles were failing to slow at the crossing both during its operation as a supervised Children's Crossing as well as outside of these times.

It should be noted that the Austroads Guidelines does not recommend vertical deflection devices (such as speed bumps) for higher volume 'Collector' streets as these devices may create a safety hazard. Traffic calming devices are generally only considered where it can be established that the existing infrastructure is contributing to poor driver behaviour and the majority of motorists are failing to follow the road rules.

The existing crossing may qualify for a wombat considering the following factors:

- Relatively high traffic volume, including commercial and service vehicle volume
- Road design and alignment of Byron Street (relatively long straight road)
- Presence of vulnerable road users, including pedestrians, children and cyclists
- Proximity to Lennox Head Public School, Lennox CBD and the bus zone at the school frontage (east of the existing crossing).

Speed bumps in residential areas may be a source of annoyance for residents, particularly at night, and can cause sleep issues because of the noise made by vehicles passing over them. It is considered that the existing design resolves these issues as the flat top road hump (with rounded and flattened profile) constructed in asphalt will be less noisy, but will still function to slow vehicles because of the vertical displacement. The design corresponds to the posted speed limit on Byron Street (40km/h during operation of the school zone and 50km/h outside of these hours). Emergency vehicles, buses and commercial vehicles will be able to cross with minimal disruption.

9.1 Proposed Upgrade of Pedestrian Crossing to Wombat - Byron Street, Lennox Head

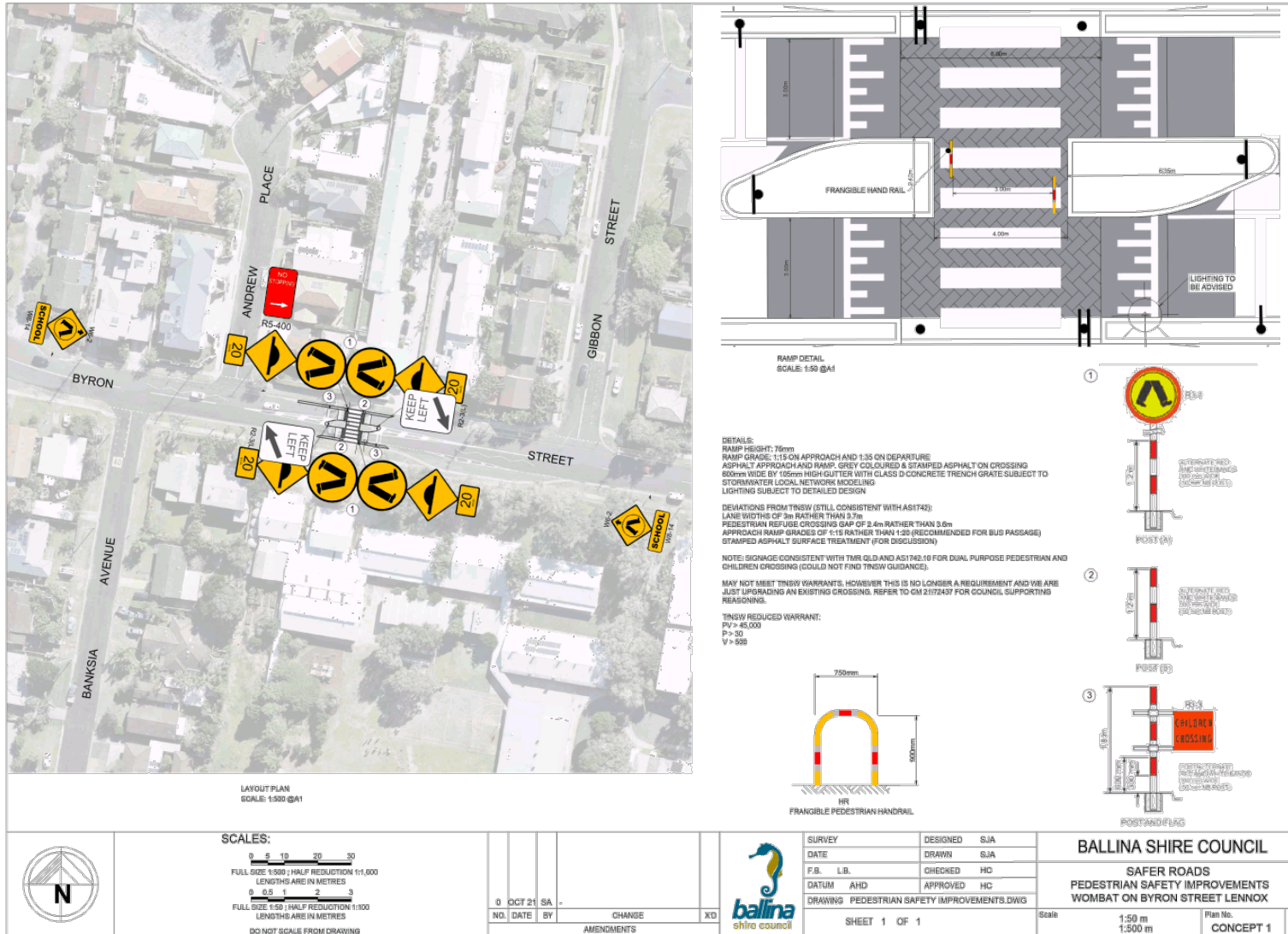
RECOMMENDATION

That the Committee review the proposed design and consider approval of the wombat at Byron Street, Lennox Head.

Attachment(s)

1. Proposed Wombat - Byron Street, Lennox Head

9.1 Proposed Upgrade of Pedestrian Crossing to Wombat - Byron Street, Lennox Head



- 100. Items Without Notice
 - 11. Next Meeting
-

10. Items Without Notice

11. Next Meeting

Next meeting is scheduled for 9 February 2022 at 10.00am.