

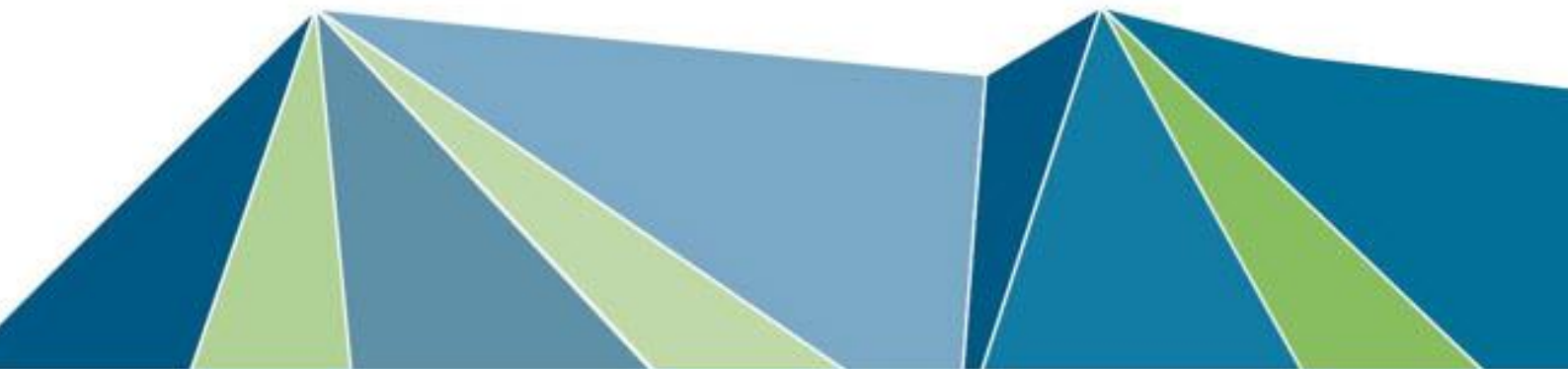
# Agenda

## ***Local Traffic Committee Meeting*** **14 August 2024**

A Local Traffic Committee Meeting will be held in the Ballina Shire Committee Room, 40 Cherry Street, Ballina on **14 August 2024 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

David Kelly  
**Acting Director**  
**Civil Services Division**



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**1. Attendance & Apologies**

**2. Minutes of Previous Meeting**

A copy of the Minutes of the Local Traffic Committee Meeting held on Wednesday 26 June 2024 were distributed with the business paper.

**RECOMMENDATION**

That Council confirms the Minutes of the Local Traffic Committee Meeting held on Wednesday 26 June 2024.

**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 Roundabout Wardell Road/Daley Street, Alstonville**

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

#### **6.1 Proposed Roundabout Wardell Road/Daley Street, Alstonville**

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##### **Introduction**

At the 11 October 2023 meeting the Committee requested information on options for the Wardell Road/Daley Street intersection at Alstonville.

##### **Information**

At the 11 October 2023 meeting the Committee advised:

*“That the Committee supports both Options 2 and 3:*

- *Option 2 - through use of “No Stopping” yellow line, remove parking on the eastern side of Wardell Road between Daley Street and Coral Street, Alstonville*
- *Option 3, trial installation of a thermoplastic roundabout at this intersection.*

*With a preference for Option 3, subject to detailed design demonstrating the feasibility of this option and available funding.”*

A more detailed design for the roundabout (Option 3) is an attachment to this report.

The feasibility of the geometry, including heavy vehicle swept path analysis, of this option has been confirmed by Council’s designer. Swept path analysis has shown that heavy vehicles will encroach onto the centre circle. This is acceptable practice for intersections of this nature where space is limited.

##### **RECOMMENDATIONS**

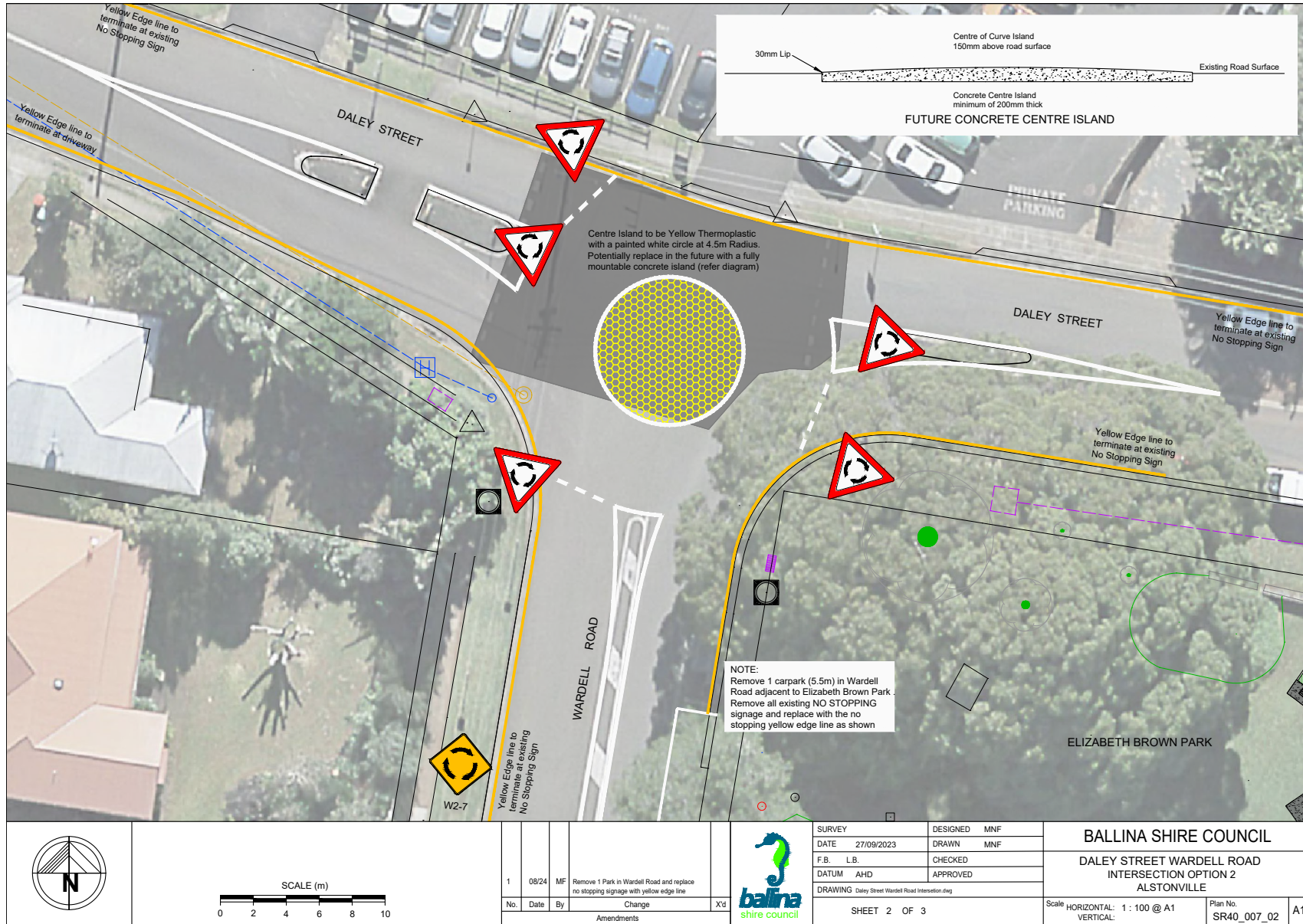
That the Committee support the proposed roundabout and associated regulatory signs and markings as depicted on the attachment to this report.

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

1. Wardell Rd/Daley St Alstonville, Proposed Roundabout [↓](#)



6.1 Proposed Roundabout Wardell Road/Daley Street, Alstonville



## **6.2 Proposed Roundabout, Byron Bay Road/Byron Street Lennox Head**

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### **6.2 Proposed Roundabout, Byron Bay Road/Byron Street Lennox Head**

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#### **Introduction**

Construction of the proposed Byron Bay Road/Byron Street roundabout requires Committee support for proposed regulatory signs and markings.

#### **Information**

The Byron Bay Road/Byron Street, Lennox Head, intersection, the site of the proposed roundabout, is generally rural in nature (roadside shoulders and table drains). Whilst there is currently a temporary roadwork style roundabout in place, the underlying current permanent layout has channelised right and left turn lanes on Byron Bay Road. Byron Street lanes are median separated, and the intersection is controlled by 'Give Way' signs. All lanes are sealed and line marked. Byron Bay Road has an 80 kph speed limit and Byron Street has a 50 kph urban default speed limit.

The Byron Bay Road and Byron Street intersection project has been funded under the 2023/24 Australian Government Blackspot Program. The current configuration is a T-intersection where Byron Street terminates and joins Byron Bay Road. Byron Bay Road (which traverses north/south, immediately west of Lennox Head) is part of a major connecting road link serving Ballina, Lennox Head and Byron Bay and links Lennox Head to the Pacific Highway, via Ross Lane at the Ross Lane Interchange. It also provides Lennox Head a link further to the west to employment/educational/retail facilities in the Lismore area and is a busy commuter route. Byron Street is the northern connection from the Lennox Head urban area to the external road network. Lennox Head also has a southern external connection to the external network via Ballina Street.

Provision of a roundabout to replace the channelised intersection is the recommended long-term solution (by a road safety audit) for this safety issue and the subject of this project application. A two-lane roundabout was proposed due to the need to handle high and increasing (due to rapid urban growth in the Lennox Head area) traffic volumes. Further modelling and consultation with Transport for NSW suggests that a dual lane southbound approach with a single circulation lane will be sufficient (turbo-roundabout). The design will limit the construction footprint in an environmentally and aboriginal heritage sensitive area, allow for cycle friendly infrastructure, enforce lane choice into the intersection, and remove the exiting and circulating conflict points associated with a conventional two-lane roundabout.

There exists a strategic need to provide a shared path from Lennox Head to the west via Byron Bay Road and Ross Lane to access the proposed CURA B urban release area as part of this project. Lennox Head will be the local service town for CURA B and will provide shopping, sporting and school facilities and generate associated pedestrian and bicycle traffic. The proposed works are to accommodate provisional space for a shared pathway.

The detailed design of the roundabout was the subject of consultation between Council's designer, Amanda McKenzie (TfNSW) assisted by the TfNSW Technical Solutions team. A number of design changes have been made to comply with TfNSW advice.

## **6.2 Proposed Roundabout, Byron Bay Road/Byron Street Lennox Head**

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The project is proposed to be completed over two years to complete preconstruction design, approvals, and land acquisition in year 1 and construction in year 2 (2024/25).

### **Speed Zone Issues**

Speed zones are set by Transport for NSW (TfNSW); however the following observations are made regarding suitable speed limits for Byron Bay Road, following completion of the proposed roundabout at Byron Street.

Currently there is a 80 km/h speed zone on Byron Bay Road from Ross Lane to Hutley Drive/North Creek Road. TfNSW speed zone guideline Table 2 - Speed zone lengths, recommends 2km minimum length for an 80km/hr road. Given the location of the proposed roundabout at Byron Street, which would mandate a lower speed limit, this would split the current 80 km/h zone into two shorter, non compliant with Table 2, (<2km) lengths. Ideally there should be one consistent speed limit from Ross Lane to Hutley Drive/North Creek Road.

Following discussions with Council and TfNSW (Ian Shanahan) staff, it is considered a 70km/hr speed zone from Ross Lane to Hutley Drive would be optimal. The alternative of a 60km/hr from Ross Lane to Hutley Drive is unlikely to achieve adequate compliance from motorists, given the open rural nature of this section of Byron Bay Road.

It is considered a 70km/hr over the length would align with the roadside speed environment and assist with compliance (60km/hr being unreasonably low) and avoid excessive variations in the speed limit. The geometry of the southbound manoeuvre through the Ross Lane roundabout and the eastbound manoeuvre through the Hutley Drive roundabout whilst being suboptimal with a posted speed limit of 70km/hr, they are still compliant.

### **RECOMMENDATIONS**

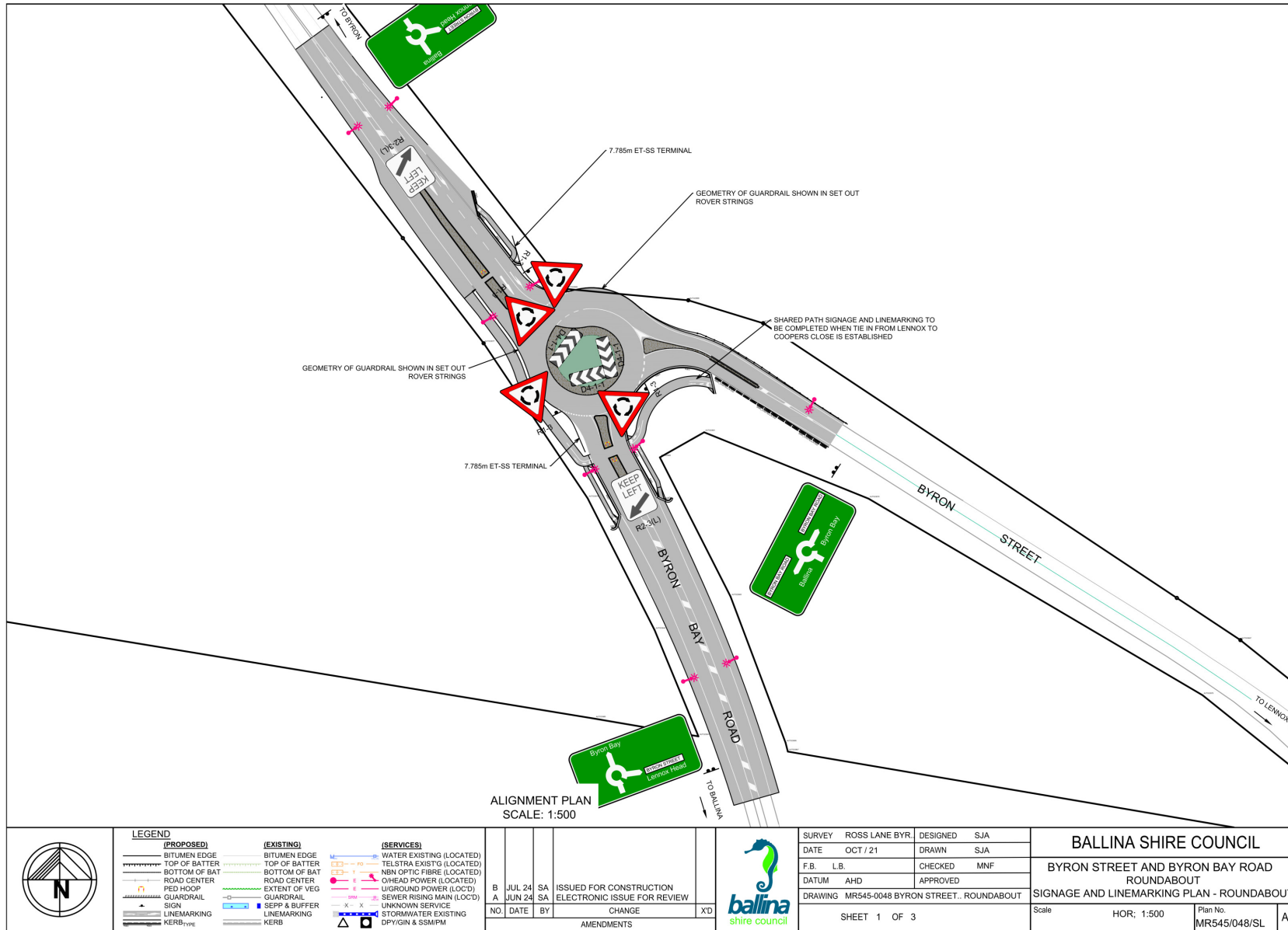
That:

1. The Committee support the regulatory signs and markings for the proposed Byron Bay Road/Byron Street roundabout as depicted on the attachment to this report.
2. Transport for NSW be requested to provide a speed zone review for the section of Byron Bay Road from Ross Lane to Hutley Drive, having regard to the provision of the proposed roundabout at Byron Bay Road/Byron Street, Lennox Head intersection.

### **Attachment(s)**

1. Proposed Roundabout Byron Bay Road/Byron Street, Lennox Head and Plan of Existing Speed Zones [↓](#)

# 6.2 Proposed Roundabout, Byron Bay Road/Byron Street Lennox Head








6.2 Proposed Roundabout, Byron Bay Road/Byron Street Lennox Head



ALIGNMENT PLAN  
SCALE: 1:5000

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**6.3 Proposed Pedestrian Refuge, Cherry Street/Tamar Street Roundabout, Ballina**

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**6.3 Proposed Pedestrian Refuge, Cherry Street/Tamar Street Roundabout, Ballina**

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**Introduction**

It is proposed to install a pedestrian refuge in the Cherry Street, (South) leg of the existing Cherry Street/Tamar Street, Ballina, roundabout.

**Information**

To improve the safety and amenity of pedestrians, it is proposed to install a pedestrian refuge in the Cherry Street, (South) leg of the existing Cherry Street/Tamar Street, Ballina, roundabout as depicted on the attachment to this report.

**RECOMMENDATIONS**

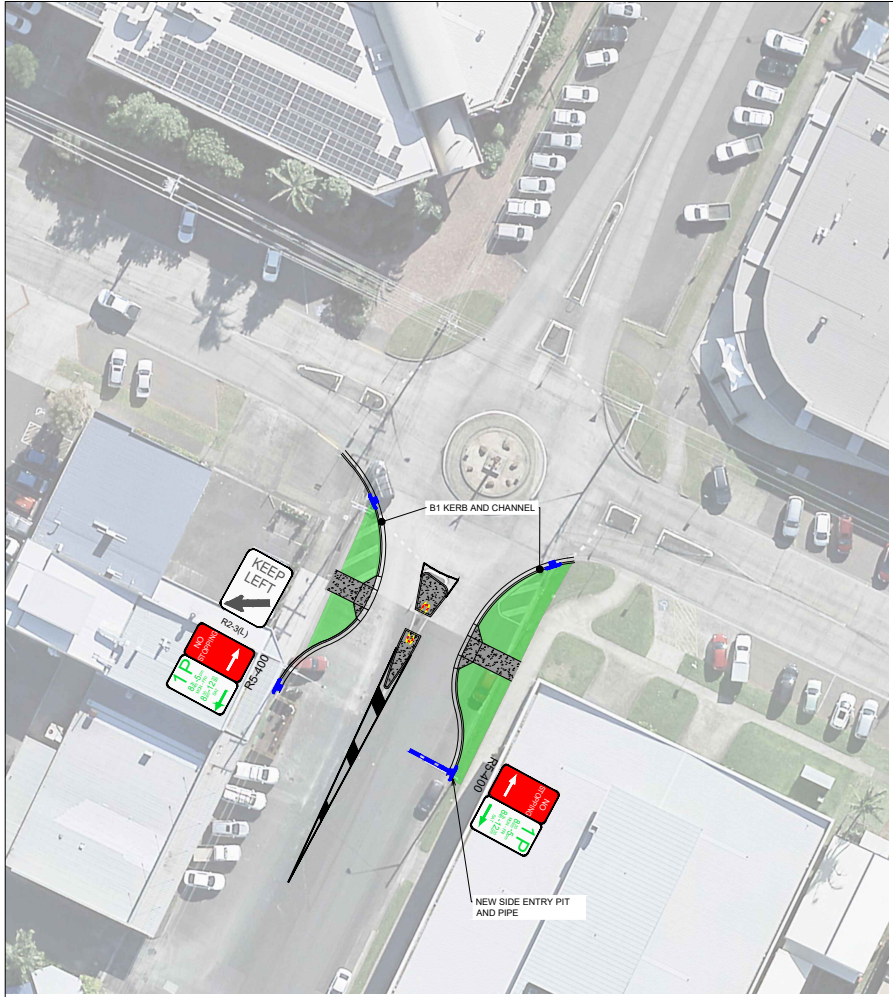
That the Committee support the regulatory signs and markings associated with the installation of a pedestrian refuge in the Cherry Street, (South) leg of the existing Cherry Street/Tamar Street, Ballina, roundabout.

**Attachment(s)**

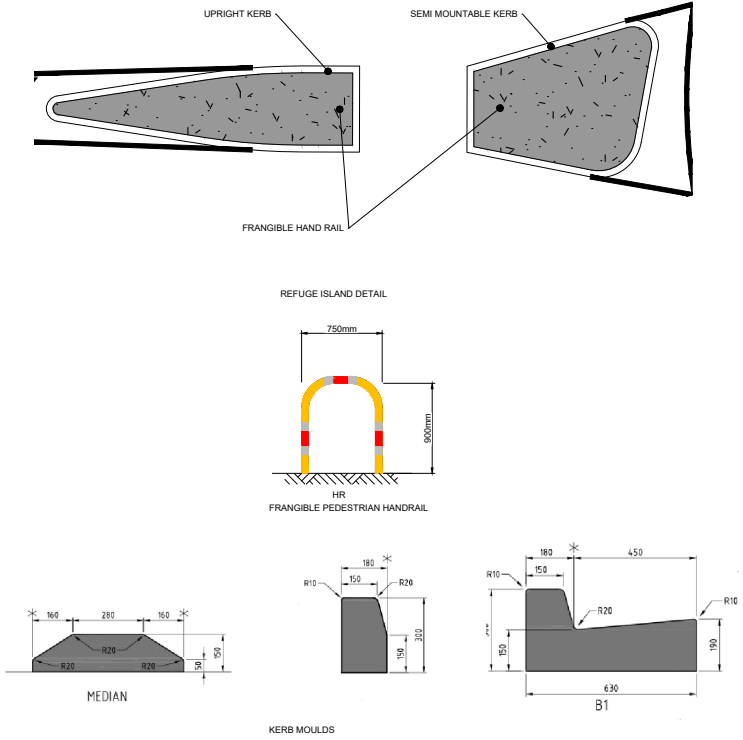
1. Proposed Pedestrian Refuge, Cherry Street/Tamar Street Roundabout, Ballina [↓](#)



6.3 Proposed Pedestrian Refuge, Cherry Street/Tamar Street Roundabout, Ballina



LAYOUT PLAN



SCALES:

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SHEET 1 OF 1	

<b>BALLINA SHIRE COUNCIL</b>	
TAMAR ST AND CHERRY ST INTERSECTION SOUTH LEG PEDESTRIAN BUILDOUT AND REFUGE	
Scale	Plan No.
	A1

## 7.1 **Parking Controls Master Plan for Cherry, Fox, Moon, Bentinck Streets (Hospital) Precinct, Ballina**

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

#### 7.1 **Parking Controls Master Plan for Cherry, Fox, Moon, Bentinck Streets (Hospital) Precinct, Ballina**

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##### **Introduction**

The Committee meeting 13 December 2023 requested a review of parking on the streets surrounding the Ballina Hospital, with a view to formulating a Master Plan for the precinct.

##### **Information**

Following requests over a number of years, from various health and allied health providers in the Ballina Hospital precinct for piecemeal timed parking regulation, at the 13 December 2023 meeting, the Committee recommended:

*“3. That Ballina Shire Council conduct a review of parking on streets surrounding the hospital including both sides of Fox and Cherry Streets, and the hospital side of Moon and Bentinck Streets, with a view to formulating a Master Plan for the precinct.”*

Early discussions have taken place with Ballina Hospital management and bus operators and their feedback led to the production of a draft parking master plan. The draft plan was forwarded to the hospital for further comment and a meeting was held with Council staff Thursday 1 August to discuss the draft. Following this meeting and comments from the Hospital management an amended draft masterplan has been produced which is an attachment to this report.

##### **Key features of the parking master plan include:**

###### **Provision of Bus Stops in Cherry Street**

- Access to public transport is a key requirement for major public facilities. At present busses in Cherry Street are forced to stop across driveways to pick up/set down passengers.
- It is proposed to provide designated bus stops for both northbound and southbound busses in Cherry Street, as close as practical to the main hospital entrance. The proposed bus zones are shown on the attachment. The locations of the bus zones have been constrained by the need to accommodate standard bus vehicle lengths, the need to avoid crossing driveways and safety requisite to be on the departure side of the existing pedestrian refuge in front of the hospital.
- Buslines have advised “The new draft arrangement is fantastic for the bus servicing the hospital and will assist with decisions regarding out route services for Ballina. This will be a great outcome for passengers and people accessing the hospital. Thank you for your consultation and look forward to the outcome from the public”. CDC Busses have advised there are no issues from their perspective.



## 7.1 **Parking Controls Master Plan for Cherry, Fox, Moon, Bentinck Streets (Hospital) Precinct, Ballina**

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- Provision of Bus Zones would result in loss of 16 car parks in Cherry Street. It is proposed to compensate by providing more spaces in Fox and Moon Streets.
- It may be possible to restrict the operation of the bus zones to business hours or similar, Monday – Saturday, thereby freeing up the area for private vehicle parking at other times. In this regard Buslines have advised likely times are *“Monday to Friday - 7am – 7pm, Saturday – 8am – 8pm, Sunday – Not required if someone wants to go to the hospital it is on request and we would need to find a drop off”*.

### Provision of a Limited Number of Timed Spaces Adjacent to Hospital Main Entrance, Cherry Street

- There are currently no short term timed parking spaces near the hospital to cater for short term visitations. As a result spaces tend to be parked out all day by staff. It is considered that some provision for short term/high turnover spaces is essential for a public health facility, but the trade off is that there would be fewer spaces in this central area for long term staff parking.
- Hospital management raised concerns at the meeting 1 August 2024, about the loss of all day unrestricted parking spaces in Cherry Street near the main entrance, that would otherwise be available for all day staff parking. In response, the number of proposed timed spaces has been reduced in the amended draft attached to this agenda.
- The draft Master Plan has provision for 6 x 2H spaces on the west side of Cherry Street, near the main hospital entrance, just south of the pedestrian refuge and disability parking spaces.

### Line Mark and Convert Parking Spaces in Moon Street and Fox Street to 90 Degrees to Increase Number of Parking Spaces in Precinct

- To compensate for loss of parking spaces in Cherry Street caused by creation of bus zones, it is proposed to mark and create 90 degree parking spaces on the east (hospital) side of Moon Street and both sides of Fox Street.
- Marking formal 90 degree parking spaces in the above locations will increase parking supply by an estimated 43 spaces compared to the current, informal approximately 60 degree parking. Given the loss of 16 spaces in Cherry Street due to bus zones, this provides a net increase of 27 parking spaces in the Cherry/Fox/Moon/Bentinck Streets precinct.
- 90-degree angle parking provides more parking spaces compared to 60 degree angle parking due to a shorter kerb length requirement. The down side is that turning paths extend further into the street traffic lanes and can interfere and cause safety issues with through traffic if there is insufficient street width. The Australian Standard (AS2890.2) permits 90 degree angle parking where there is sufficient width (as defined by the standard) between the street kerb and centreline. This space is available on Moon Street and Fox Street. Traffic volume is also a consideration.
- It is proposed to retain the existing marked 60 degree parking spaces in Bentinck Street and Cherry Streets as these are already marked and volumes of through traffic in these streets is quite high and
- The west side of Moon Street has not been included as the shoulders are not sealed.

### Possible Conversion of Cherry Street Pedestrian Refuge to a Marked Pedestrian Crossing

- Conversion of the existing Cherry Street Pedestrian Refuge to a Marked Pedestrian Crossing would enable pedestrians to force right of way over

## 7.1 **Parking Controls Master Plan for Cherry, Fox, Moon, Bentinck Streets (Hospital) Precinct, Ballina**

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through traffic in Cherry Street and would facilitate pedestrian access from the hospital to persons on the east side of Cherry Street

- The provision of an Austroads compliant pedestrian crossing with necessary blisters and kerb extensions would result in the loss of 7 car parks, 5 on the west side and 2 on the east side of Cherry Street
- A compliant pedestrian crossing would also require the installation of compliant pedestrian street lighting

Next steps for this project to be implemented would likely include:

- Review of the Master Plan by the Local Traffic Committee and any recommended amendments arising from this review.
- Preparation of cost estimates
- Determining a suitable form of public consultation process and identification of possible further amendments arising from public submissions.
- Provision for implementation in a future Council budget.

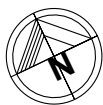
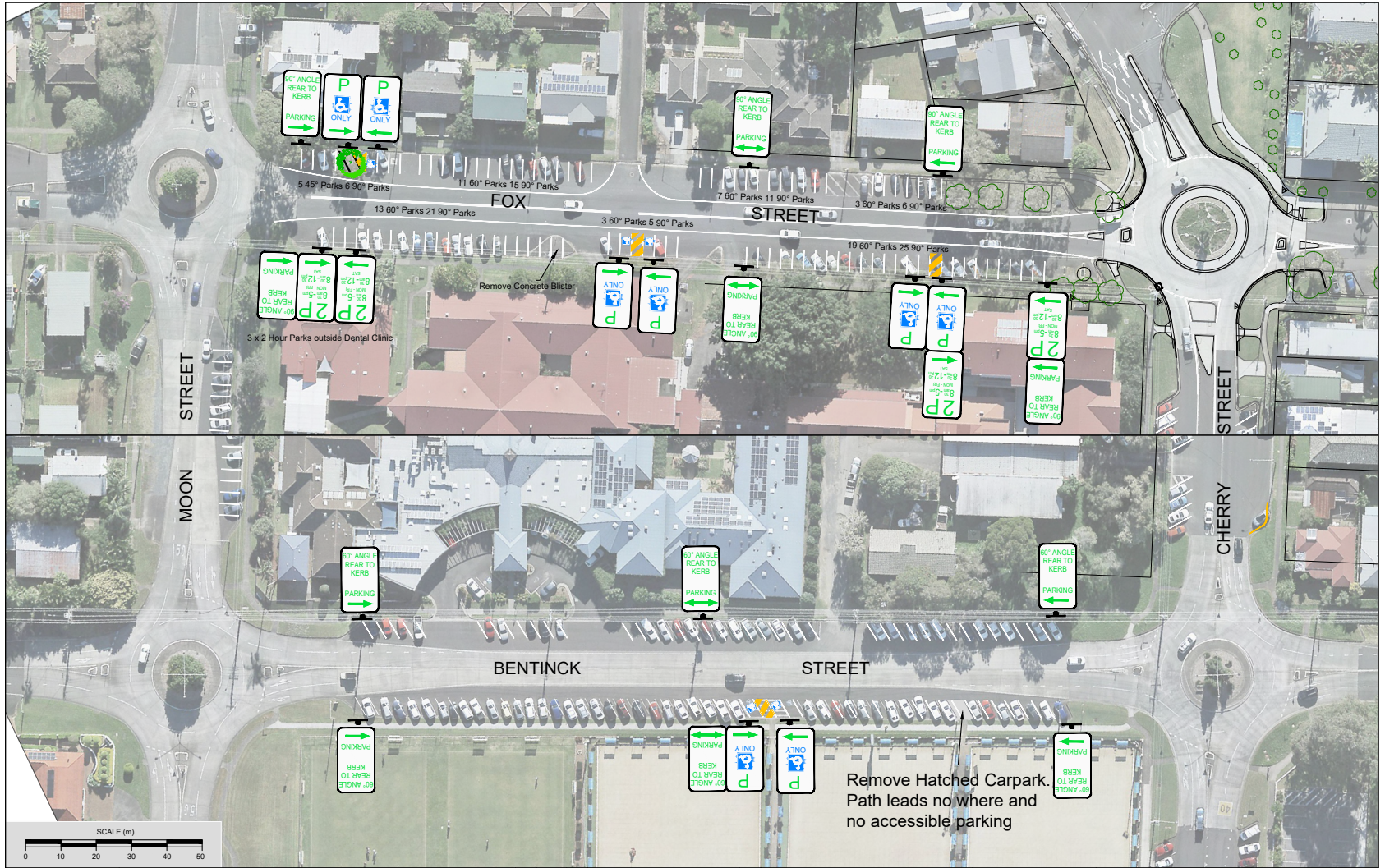
### **RECOMMENDATIONS**

That the Committee review and provide advice on the draft parking Master Plan for the Cherry, Fox, Moon and Bentinck Streets Precinct, Ballina attached to this report.

### **Attachment(s)**

1. Draft Parking Master Plan, Bentinck and Fox Streets [↓](#)
2. Draft Parking Master Plan, Cherry and Moon Streets [↓](#)

7.1 Parking Controls Master Plan for Cherry, Fox, Moon, Bentinck Streets (Hospital) Precinct, Ballina



**NOTE:**  
 Changes to the parking in Fox St. and Moon St., by adopting 90 degree angle parking, increases the formalised parking numbers by 43 spaces. Due to the proposed Bus Zones located in Cherry St, 16 existing parking spaces will be lost. This results in a net gain of 27 parking spaces.

No.	Date	By	Change	X'd
Amendments				

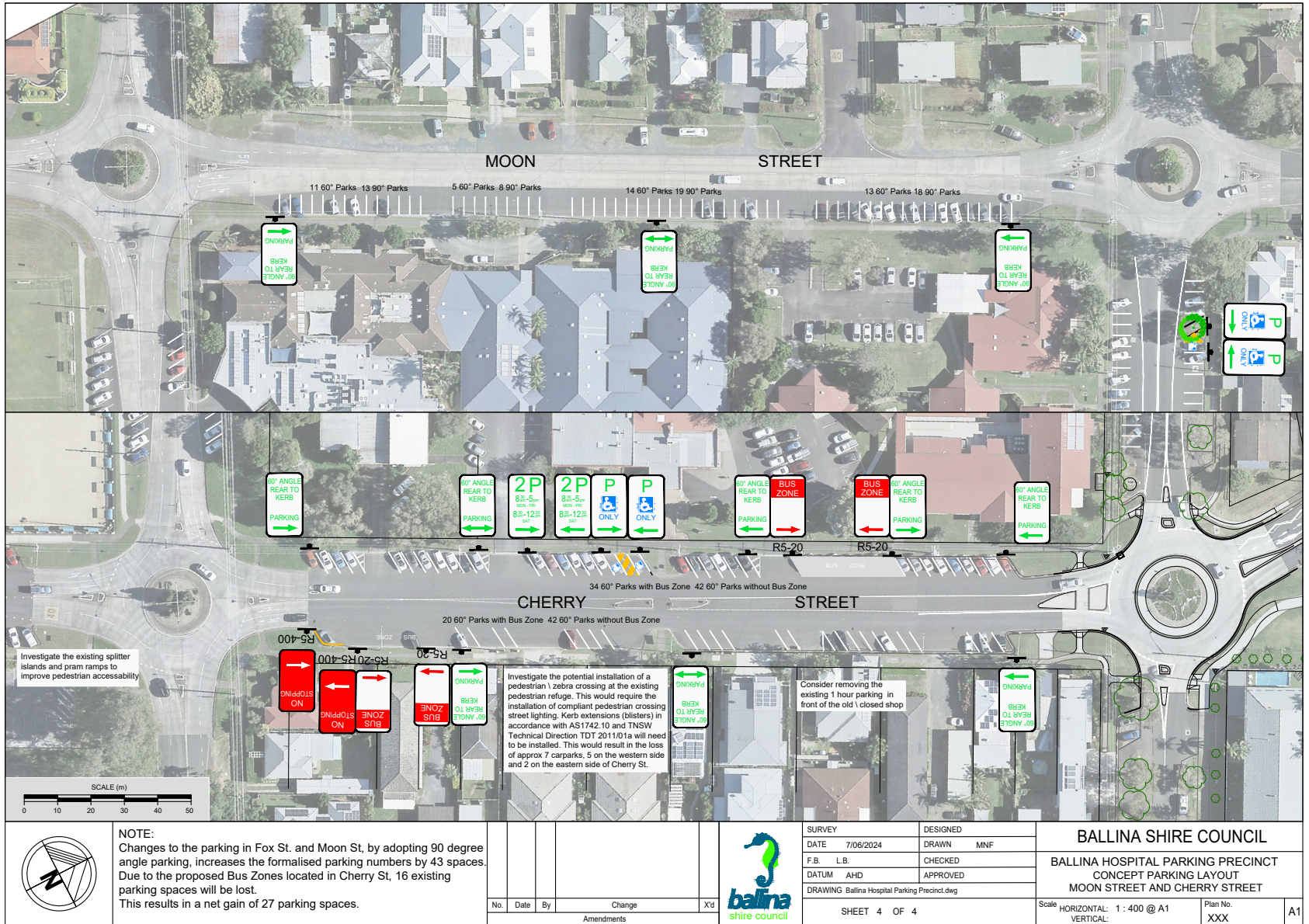


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DATUM	AHD	APPROVED	
DRAWING: Ballina Hospital Parking Precinct.dwg			
SHEET 3 OF 4			

<b>BALLINA SHIRE COUNCIL</b>	
BALLINA HOSPITAL PARKING PRECINCT CONCEPT PARKING LAYOUT FOX STREET AND BENTINCK STREET	
Scale HORIZONTAL: 1 : 400 @ A1	Plan No. XXX
VERTICAL:	A1



# 7.1 Parking Controls Master Plan for Cherry, Fox, Moon, Bentinck Streets (Hospital) Precinct, Ballina



## **8.1 Proposed 40km/h High Pedestrian Activity Area, Tamar Street (Cherry to Grant Streets)**

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

#### **8.1 Proposed 40km/h High Pedestrian Activity Area, Tamar Street (Cherry to Grant Streets)**

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##### **Introduction**

A 40km/h High Pedestrian Activity Area (HPAA) is proposed on Tamar Street (Cherry Street to Grant Street), and on the connecting road segments between Tamar and River Streets (on Cherry, Moon and Grant Streets).

The proposed 40km/h HPAA would function as an extension of the existing 40km/h HPAA in River Street CBD.

Implementation requires the formal approval of the HPAA and associated speed zone changes by Transport for NSW.

##### **Information**

In preparation for the upgrade to the Tamar Street Bus Interchange Council undertook a Road Safety Audit on Tamar Street. The Audit identified pedestrian connectivity as a deficiency in the present configuration, with many pedestrians choosing not to use the existing pedestrian refuges at the Cherry and Moon Street intersections. The Audit recommended consideration of a mid-block pedestrian crossing. This treatment is not possible due to the location and operation of the bus zone.

Tamar Street is currently a 50km/h speed zone. Traffic and speed count data showed an 85<sup>th</sup> percentile speed of 42.66km/h, supporting a slow speed environment.

A pedestrian count recorded 1415 pedestrian movements in a single day across Tamar Street between 8.15am and 5pm. Of these, 35% of pedestrians used the refuges and 64% jaywalked through the bus zone and adjacent areas. There are no recorded pedestrian crashes.

Vehicle speed is a major factor in pedestrian injuries and fatalities in areas that have a high number of pedestrians. As additional pedestrian crossing treatments would not be safely permitted, a 40km/h HPAA was investigated as a reduction in the posted vehicle speed would enhance the safety of pedestrians.

The investigation was informed by the Transport for NSW '40km/h Speed Limits in High Volume Pedestrian Areas' guide and the 2023 'NSW Speed Zoning Standards'. The Tamar Street and connecting road segment meet the Transport for NSW criteria for a High Volume Pedestrian Area with the following characteristics:

- It is parallel to the Ballina CBD with additional service and retail attractors

## **8.1 Proposed 40km/h High Pedestrian Activity Area, Tamar Street (Cherry to Grant Streets)**

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- It generates a high volume of pedestrian traffic in addition to vehicular traffic
- On-road angle carparking along the road delivers pedestrians directly onto the road
- It is the location of Ballina's main local, regional and interstate bus interchange
- It supports a large number and range of medical services, allied health and mental health services, community and social services, and charitable services as well as a smaller range of retail and business operators.

At the end of 2023 preliminary informal consultation was undertaken with businesses, service providers and residents of Tamar Street (Cherry Street to Grant Street), and road sections connecting to River Street (Cherry, Moon and Grant Streets). Results of this process showed majority support for the proposed 40km/h HPAA.

In March and April this year, formal consultation was undertaken in the impacted zone through a letter drop and survey. Emergency services and police, bus services, taxis and the Chamber of Commerce were also surveyed. No objections were received.

The proposal was subsequently reported to Councillors in a Councillor Bulletin 21 June 2024, with no objections received.

Implementation requires the formal approval of the HPAA and associated speed zone changes by Transport for NSW.

The draft proposal has therefore been discussed with representatives from Transport for NSW including Alicia Wallace (Lead Community & Safety Partner North Coast), Greg Aitken (Technical Place & Movement Partner, Regional & Outer Metropolitan Region North), Senior Network & Safety team, and the Safer Roads team. The draft proposal and design have received general support.

The Safer Roads team are satisfied that the proposal has met the requirements for a Local Area Traffic Management Assessment.

Transport for NSW will fund gateway treatments for the HPAA (signage and speed zone patches).

The Network & Safety Team have indicated that Council could consider additional traffic calming and pedestrian access treatments at a later stage. Funding for these additional elements may be available through the Safer Roads Program with dates for the next round yet to be announced.

## **8.1 Proposed 40km/h High Pedestrian Activity Area, Tamar Street (Cherry to Grant Streets)**

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### **RECOMMENDATIONS**

That the Committee

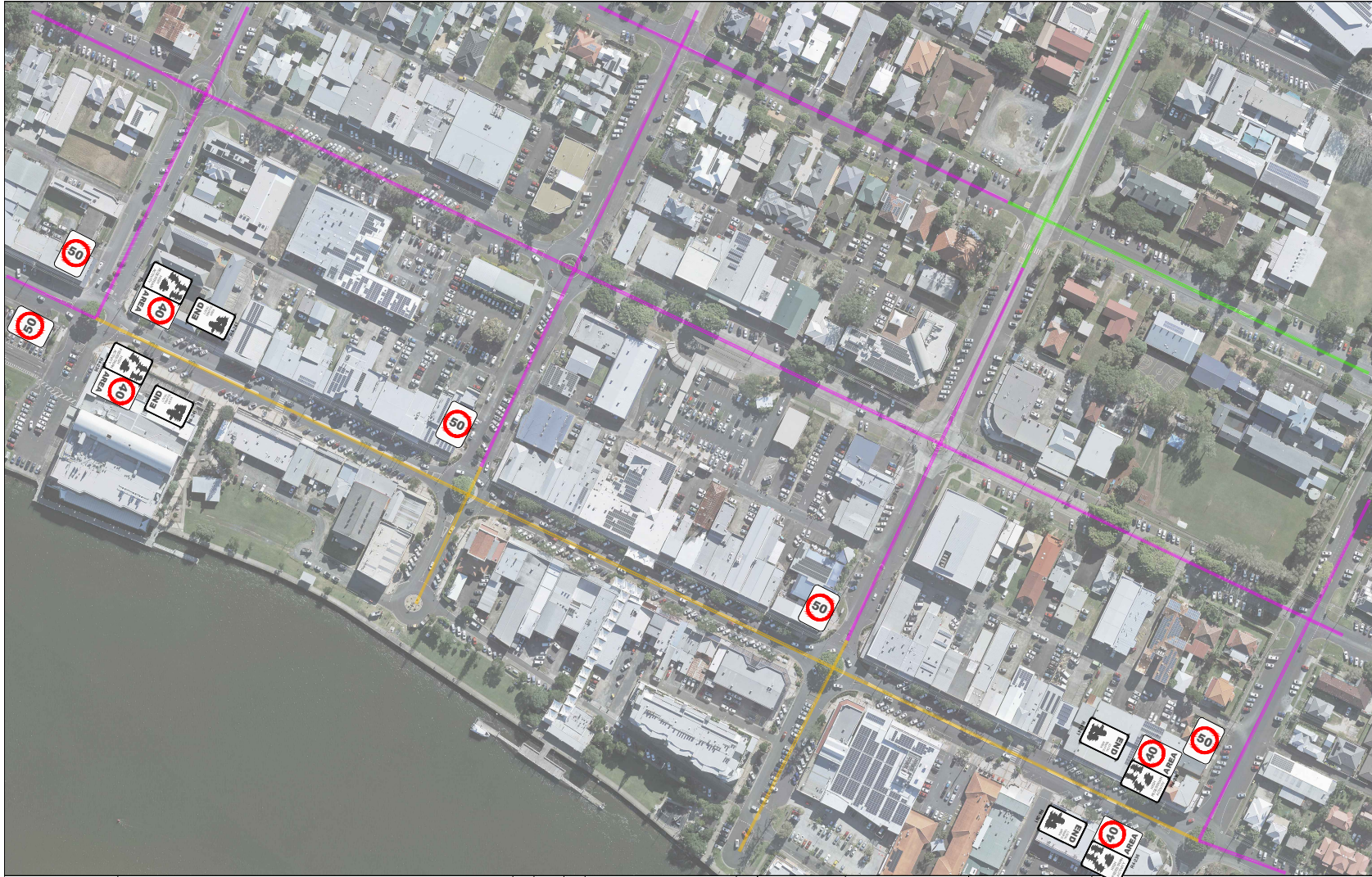
1. Note the information in this report.
2. Support submitting an application to Transport for NSW seeking authorisation for amendment of the speed zone and implementation of the 40km/h High Pedestrian Activity Area on Tamar Street (from Cherry to Grant Streets), and on the connecting segments of Cherry Street, Moon Street and Grant Street as shown on the attachment to this report.

### **Attachment(s)**

1. Tamar Speed Zone Review Plan [↓](#)



8.1 Proposed 40km/h High Pedestrian Activity Area, Tamar Street (Cherry to Grant Streets)



	<b>SCALES:</b> <span style="color: yellow;">—</span> EXISTING 40HPAA (OR SLOWER) <span style="color: magenta;">—</span> EXISTING 50 <span style="color: green;">—</span> EXISTING 50(+SCHOOL ZONE)				SURVEY _____ DESIGNED FM _____ DATE _____ DRAWN FM _____ F.B. L.B. _____ CHECKED HC(TBD) _____ DATUM MGA94 APPROVED _____ DRAWING TAMAR SKETCH WITH TAXI RANK	<b>BALLINA SHIRE COUNCIL</b> TAMAR BUS INTERCHANGE PRECINCT SPEED ZONE REVIEW PROPOSAL PLAN EXISTING CONFIGURATION
	DO NOT SCALE FROM DRAWING	0 JUN 23 FM FOR LTC MEETING 14 JUNE 2023 NO. DATE BY CHANGE X.D. AMENDMENTS	SHEET 1 OF 2		Scale 1:1000@A1 Plan No. _____	A1



8.1 Proposed 40km/h High Pedestrian Activity Area, Tamar Street (Cherry to Grant Streets)



## 8.2 Schedule of Outstanding Resolutions of the Committee

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### 8.2 Schedule of Outstanding Resolutions of the Committee

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#### Introduction

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

#### Information

#### Meeting Held 26 June 2024

#### 06/24-6.2 Proposed Wardell Community Green Space Project

##### *Recommendations*

1. That the Committee support the proposed “shared zone” in principle and endorse lodgement of a formal application for approval to Transport for NSW.
2. That the Committee support the other proposed traffic facilities, wombat pedestrian crossing and all other associated regulatory signs and markings, as shown on the amended “Traffic Committee Proposed Works Revision B, 24 June” plan tabled at the meeting.

##### Action to Date

To be implemented with construction of proposed Wardell Community Green Space Project.

#### 06/24-6.3 Proposed Parking Configuration, Tamar Street Ballina, Kerr Street to Grant Street

##### *Recommendations*

That the Committee note the resolutions of Council regarding actions following on from consideration of the Ballina CBD Parking Study, being:

1. *That based on the submissions outlined in this report Council take no action on implementation of the study recommendation for proposed time parking zone changes.*
2. *That Council investigates opportunities for the use of technology to support efficient and effective implementation of Council's parking enforcement program.*
3. *That subject to funding in future budgets, Council approves within the study area, the proposed line marking of unmarked parking spaces in River Street and Tamar Street.*
4. *That subject to funding in future budgets, Council progressively line mark, provide signage, shoulder seal and seek Local Traffic Committee support for formal angle parking (where the street is geometry suitable) in Crane Street and connecting streets to the Ballina CBD.*



## 8.2 Schedule of Outstanding Resolutions of the Committee

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5. *That Council investigate cost estimates for improving walkability and street lighting for pathways connecting the CBD to unrestricted parking areas in fringe residential streets for consideration in future budgets.*
6. *That as part of this report that parking in Tamar Street (between Cherry Street and Martin Street) be investigated to provide unrestricted parking*

### Action to Date

3. Partial implementation for the section of Tamar Street between Kerr Street and Grant Street was approved by the June 2024 meeting of the Committee.

6. Ballina Chamber of Commerce were asked for advice and have responded:

The Ballina Chamber of Commerce appreciates the opportunity to provide additional input on this subject, specifically regarding the potential investigation into providing unrestricted parking on Tamar Street between Cherry Street and Martin Street.

After consulting with business owners and operators, we would like to flag a concern that the businesses located in this section of the CBD – and their clientele – would be significantly impacted by such a change from time-restricted to unrestricted parking. These businesses currently service a wide range of customers, many of whom are outpatients of the large proportion of businesses providing medical and/or allied health-related services.

Unrestricted parking in this entire section of Tamar Street would likely lead to long-term parked vehicles occupying spaces that are crucial and well placed to support short-term visitors and outpatients who need convenient access to these services. Maintaining some level of time restriction is essential to ensure a steady turnover of parking spaces, which is vital for the continued viability and success of these businesses. Should unrestricted parking be implemented many people – often aged, frail and unwell – would be forced to park further afield.

We note that a considerable section (roughly a quarter) of Tamar Street between Cherry Street and Martin Street is already an unrestricted parking area, specifically the section directly adjacent to the Ballina Public School. This existing unrestricted parking area is well utilised by CBD workers using these spaces for all-day parking. Any extension of that unrestricted arrangement to the entire area would definitely undermine access for people accessing essential services.

We recommend that Council carefully consider the specific needs of the businesses in this area and abandon any changes to parking restrictions in this specific section of Tamar Street given the potential negative impacts of unrestricted parking on their operations and customer access.

Given the Chamber's advice, It is not proposed to further pursue this option.

## 8.2 Schedule of Outstanding Resolutions of the Committee

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### Meeting Held 14 February 2024

#### 02/24-6.2 Proposed Pedestrian and Road Safety Improvements, Main Street and The Avenue, Alstonville

##### *Recommendations*

That the Committee support

1. The proposed road and pedestrian safety improvements, associated regulatory signs and pavement markings, and additional marked pedestrian crossing as detailed on page 11, "Figure 5: Regulatory Signage and line marking included in the proposal" of the attachment to this report.
2. Additional scope to the works shown in Figure 5 to include:
  - a. Superseded No Parking Signage on The Avenue 10m North of the Daley Street intersection is to be replaced by current R5-400(R) sign.
  - b. The existing 2P Left parking sign on the same pole is to be retained.

##### Action to Date

Construction in progress, to be completed early September.

### Meeting Held 13 December 2023

#### 12/23-6.1 Proposed 2H Parking Zone – Ballina Dental Clinic, Fox Street, Ballina

##### *Recommendations*

1. Subject to provision of a detailed and compliant signs and pavement marking design, the Committee support provision of three line marked, 2H timed parking spaces, east of the NSW Health Dental Clinic driveway on the south side of Fox Street, Ballina.
2. The 2H parking be operational Mondays – Fridays from 8am until 4.30pm.
3. That Ballina Shire Council conduct a review of parking on streets surrounding the hospital including both sides of Fox and Cherry Streets, and the hospital side of Moon and Bentinck Streets, with a view to formulating a Master Plan for the precinct.

##### Action to Date

1. Referred to Designers.
2. Time may need to be amended to 8:30 am start to be consistent with times at other end of this section of Fox Street
3. Discussions held with hospital management and bus operators. Draft masterplan with parking controls and bus stops in Cherry Street in front of hospital have been prepared and considered by stakeholders. See separate report on this agenda.

## 8.2 Schedule of Outstanding Resolutions of the Committee

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### Meeting Held 11 October 2023

#### 10/23-6.1 Proposed No Stopping Zone, Wardell Road, Alstonville

##### *Recommendations*

That the Committee supports both Options 2 and 3:

- Option 2 - through use of “No Stopping” yellow line, remove parking on the eastern side of Wardell Road between Daley Street and Coral Street, Alstonville
- Option 3, trial installation of a thermoplastic roundabout at this intersection.

With a preference for Option 3, subject to detailed design demonstrating the feasibility of this option and available funding.

##### Action to Date

See separate report on this agenda.

### Meeting Held 12 April 2023

#### 04/23-6.4 Request for Accessible Car Park Space at Shaws Bay

##### *Recommendations*

That, subject to detailed design in compliance with AS 2890.5, the Committee support provision of an accessible parking space and shared area on the road related area on Lot 5 Section 88 DP 758047 as generally shown on the attachment to this report.

##### Action to Date

Tasked to designers

### Meeting Held 14 December 2022

#### 12/22-7.1 Provision of Accessible Parking, Main Street, Alstonville

##### *Recommendations*

That Council:

1. Check the possibility of disabled access parking in Main Street.
2. Investigate proposed disabled parking spaces in the rear carpark either side of the covered walkway.
3. Refer the matter to the Access Committee for further advice prior to resubmitting to the LTC.

##### Action to Date

1. & 2. Council designers are checking candidate spaces in Daley Street and in public carpark off Commercial Road.
3. Access Committee consulted, but no detailed advice provided.

##### Meeting with Alstonville Chamber of Commerce

The Road Safety Officer and Traffic Engineer met with representatives of Alstonville Chamber of Commerce on site 10 May 2023. The Chamber will

## 8.2 Schedule of Outstanding Resolutions of the Committee

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further consider and advise Council of its preferred location for accessible parking. The Chamber will also provide advice on loading zone preferred locations and they requested more compliance action on timed parking. The Rangers have advised that due to staff/resource limitations, the 2H parking is difficult to provide compliance action (parked vehicles need to be monitored for 2 hours +), they advise that if timed parking was changed to 1H, compliance action is likely to be much more effective.

### **12/22-7.3 Traffic Issues Rifle Range Road, Wollongbar Village**

#### *Recommendations*

That Council:

1. Consider reconfiguration of the Plateau Drive Roundabout to inhibit high speed drive through on Rifle Range Road.
2. Conduct a behaviour campaign to deter speeding in Wollongbar.
3. Consider provision of centre line and edge line treatment including possible raised pavement markers to confine traffic and inhibit speeding.
4. Install traffic counters in Rifle Range Road to provide data for possible request to TfNSW for a speed zone review.
5. Provide Crash data to assist TfNSW in any speed zone review.

#### *Action to Date*

1. Referred to design section for consideration.
2. Facebook action taken by Road Safety Officer.
3. Additional centreline and edge line marking to be done when contractors in the area.
4. Traffic count completed 100m east of Midway Ave, 19 January 2023 (see attachment). 85% speed 61.38 kph, median speed 56.62 kph, daily volume 3,136 vpd.
5. Crash data has already provided in report to Committee Delegates.

### **Meeting Held 13 April 2022**

### **4/22-7.2 Four Way Cross Intersections – Ballina Island**

#### *Recommendations*

The Committee recommended that:

1. Council investigate an option for a centre median in Fox Street.
2. Council consider a road safety message or campaign around give way risks on Ballina Island.

#### *Action to Date*

1. Comms team given draft for Community Connect or online Fact Sheet.
2. Design completed Fox Street/Martin Street intersection and will be implemented in 2024/25.

## 8.2 Schedule of Outstanding Resolutions of the Committee

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### Meeting Held 8 December 2021

#### 12/21-6.2 **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.

Note: Subject to further consultation being undertaken and reviewed with adjoining property owners.

##### Action to Date

Proponent submitted S138 application but had insufficient detail and returned to applicant.

### 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 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.

## 8.2 Schedule of Outstanding Resolutions of the Committee

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### 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.

### **RECOMMENDATIONS**

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

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

Nil



- 10 Items Without Notice
  - 11 Next Meeting
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### **8.3 Outcome of Speed Zone Reviews**

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#### **Introduction**

Transport for NSW have advised the outcome of speed zone reviews of Dalwood Road and Pimlico Road.

#### **Information**

Transport for NSW (TfNSW) have completed speed zone reviews of Dalwood Road, Rous Mill from Wardell Rd to Rous Rd and Pimlico Road from 1.46km north of Coolgardie Road to 0.6km south of Coolgardie Road.

The outcomes of these reviews are as follows:

1. A 80km/h speed limit be implemented on Dalwood Road from Wardell Road to Rous Road.
2. A 60km/h speed limit be implemented on Pimlico Road from 1.46km north of Coolgardie Road to 0.6km south of Coolgardie Road.

#### **RECOMMENDATIONS**

That the Committee note the advice of Transport for NSW regarding the speed zone reviews of Dalwood Road and Pimlico Road

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

Nil

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

Nil Items

### **10. Items Without Notice**

### **11. Next Meeting**

Next meeting is scheduled for Wednesday 9 October 2024 at 10:00 am.