

MINUTES OF MEETING



LOCAL TRAFFIC COMMITTEE MEETING

Venue	Conference Room, Station Street, Mullumbimby
Date	Tuesday, 12 May 2020
Time	10.30am
Committee Members	Ian Shanahan – Transport for NSW Chief Inspector Matt Kehoe – Police Cr Basil Cameron Tamara Smith MP

BYRON SHIRE COUNCIL

LOCAL TRAFFIC COMMITTEE MEETING MINUTES

12 MAY 2020

REPORT OF THE LOCAL TRAFFIC COMMITTEE MEETING HELD ON TUESDAY, 12 MAY 2020

File No: I2020/713

MEETING COMMENCED: 10:49am

PRESENT:

Councillor: Cr Basil Cameron
Transport for NSW: Ian Shanahan
Police: Chief Inspector Matt Kehoe
Siobhan Foley for Tamara Smith MP

Staff: Andrew Pearce, Rob Van Iersel (joined meeting at 11:14am for Report 6.4)

APOLOGIES:

Tamara Smith MP

DECLARATIONS OF INTEREST

There were no declarations of interest raised.

ADOPTION OF MINUTES FROM PREVIOUS MEETINGS

Committee Recommendation:

That the minutes of the Local Traffic Committee Meeting held on 10 March 2020 and Extraordinary Local Traffic Committee Meeting held on 16 April 2020 be confirmed.

(Cameron/Shanahan)

The recommendation was put to the vote and declared carried.

MATTERS ARISING

None.

OUTSTANDING ISSUES/RESOLUTIONS

None.

REGULATORY MATTERS

Report No. 6.1 Massinger Street, Byron Bay - No Stopping Yellow Lines
File No: I2020/430

Council is undertaking works to improve the southern end of Massinger Street, Byron Bay.

Figure 1 below shows the location of the works.

Figure 2 & 3 show street view images of the works area, image taken July 2019. Attachment 1 shows the proposed design.

Attachment 1 shows the proposed works and extent.



Figure 1 – Location of works extend from Ruskin St to just north of Kingsley St.



Figure 2 – Southern end of works at the intersection with Ruskin Street looking north.



Figure 3 – Northern end of works looking south towards Ruskin Street.

The regulatory matters of note in Attachment 1 are:

- Introduction of No Stopping yellow lines from the intersection of Ruskin Street and extending north just past Kingsley Lane. Note from Figure 2 there is no safe parking on the road shoulder.
- The removal of 10m of 4P parking from Kingsley Lane to the first driveway. This is outside the pay parking precinct and is part of a Council created residential permit zone called Massinger Street Precinct.

These works are proposed as it is not considered safe to permit parking in this region of Massinger Street.

Committee Comments

Ian: Existing No Stopping signs on left side. Assuming you are removing the No Stopping signs. There are some at the roundabout that needs to come out. If you take some signs out, take all signs out. Double ended arrow at the end of the Roundabout. Traffic Engineer to Get rid of the whole series, doesn't change recommendation.

RMS: Assuming you have made public consultation?

AP: Will flag that as part of it.

Management Comments

None

Committee Recommendation:

1. That Council support the installation of “No Stopping” yellow lines on both sides of the southern end of Massinger Street, Byron Bay, with the extent of the yellow line to be generally in accordance with Attachment 1 (#E2020/20126).
2. That Council undertake community consultation prior to any changes.

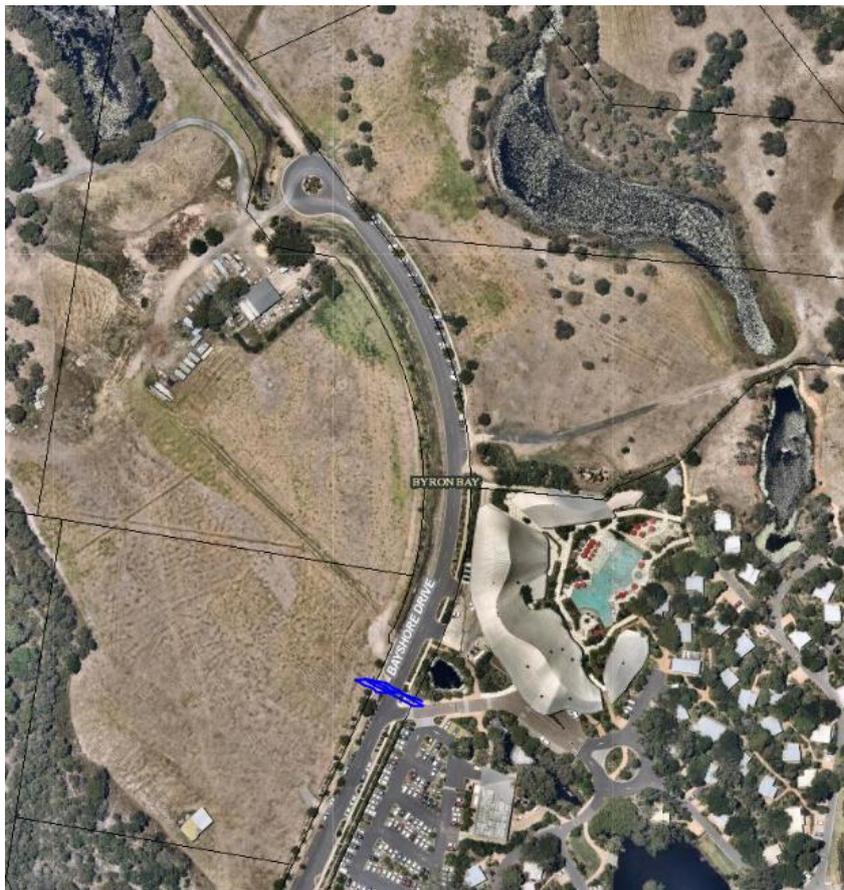
(Cameron/Shanahan)

The recommendation was put to the vote and declared carried . *Foley, Shanahan, Cameron and Kehoe voted in favour of the motion.*
Nil voted against the motion.

Report No. 6.2 **Bayshore Drive - No Parking Area 1am-5am**
File No: **I2020/439**

Council’s compliance and enforcement team have noticed the northern end of Bayshore Drive, Byron Bay, has become a significant concern in relation to illegal camping area. As a result they have requested No Parking Area 1am – 5am signs be installed at the location shown by the blue line in the snippet below. This is approximately road chainage 1,400m.

This location would allow the enforcement team to better manage illegal camping at the northern end of Bayshore Drive.



Committee Comments

Police: agree the illegal van packing is an issue in this area.

RMS: What form will the parking signs take?

AP: It will be a Parking Area. That is, No Parking start and end signs at entry and exit, no repeaters.

Management Comments

No Management Comments.

Committee Recommendation:

That Council support the installation of No Parking Area – (1am-5am) signs at approximate road chainage 1,400m.

(Cameron/Kehoe)

The recommendation was put to the vote and declared carried. *Foley, Shanahan, Cameron and Kehoe voted in favour of the motion.*
Nil voted against the motion.

Report No. 6.3 **Ocean Shores Public School**
File No: I2020/643

In response to concerns raised by the Ocean Shores Public School relating to safety around their pick up / drop off zone Council, in consultation with TfNSW, has undertaken works to address these concerns.

These works consist of both regulatory and non regulatory delineation and signage, as well as infrastructure to improve parking and traffic flow.

Refer to Attachment 1 for the concept design.

Given the perceived urgency of the safety concerns TfNSW has already approved both the funding and the scope of works with the goal of undertaking the works during the April school holidays.

As a result these works have already occurred but still need to be supported by LTC and approved by Council.

The regulatory matters of note within the attached concept design are:

- No Entry sign at the northern end of the drop off / pick up zone (page 1 of Attachment 1)
- Move the Shara Blvd Centre line west approximately 1m to provide safer parking along the eastern side of Shara Blvd (page 1)
- One way sign at the southern entrance to the drop off / pick up zone (page 2)
- No Stopping yellow lines around the existing blister / island at the entrance to the drop off / pick up zone which extends for approximately 13m south (page 2 and 3)
- Keep left (page 3 and 5)
- Modify the length of the Bus Zone and Pick Up Zone (page 4)

Note: page 6 of attachment 1 provides all proposed works on one plan.

While undertaking the works outlined in Attachment 1 crews on site identified an additional area of potential confusion at the very northern end of Shara Blvd. At the very northern end of Shara Blvd there are multiple lines of movement making it potentially unclear who gives way. To better regulate traffic flow in this area Council obtained TfNSW permission to install a Give Way Sign and a Give Way TB Line in the location shown below. An additional Give Way Sign Ahead (symbolic) sign was also installed in the general location shown below.



Committee Comments

No Committee Comments

Management Comments

None

Committee Recommendation:

That Council endorse the regulatory arrangements associated with the works undertaken at Ocean Shores Public School to help address safety concerns, as set out in this report.

(Cameron/Shanahan)

The recommendation was put to the vote and declared carried. *Foley, Shanahan, Cameron and Kehoe voted in favour of the motion. Nil voted against the motion.*

Report No. 6.4

Byron Street Connection - Shared Zone

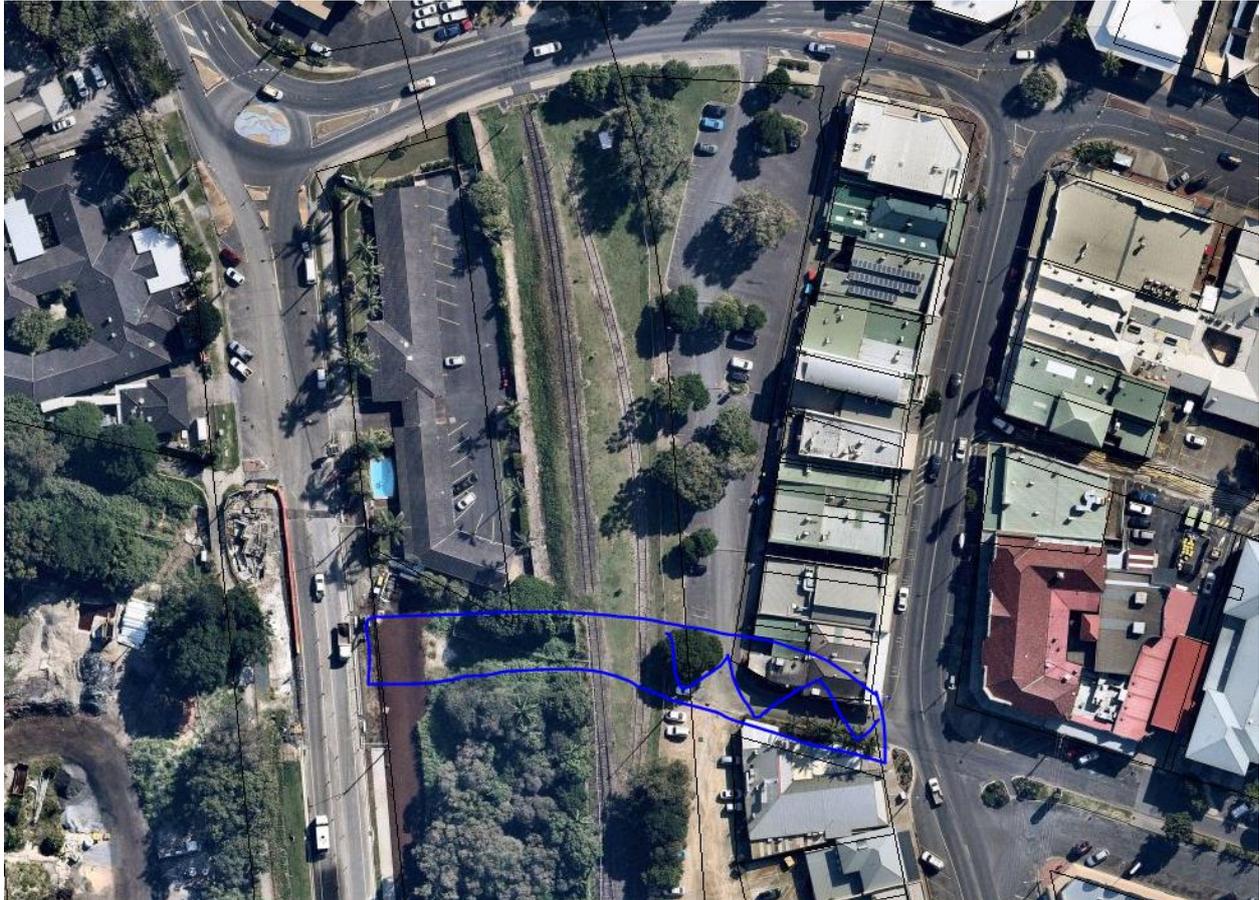
File No:

12020/676

Council is in the process of designing a pedestrian connection between Jonson Street and Butler Street, Byron Bay.

As part of this pedestrian connection Council is requesting consent to establish a Shared Zone over a road related area as shown in the figure below. The Blue line shows the proposed full extent of the pedestrian access way. The blue zig zag line shows the general location of the proposed Shared Zone. Refer to Attachment 1 for the proposed design and regulatory signage and line marking.

TfNSW have requested this item be brought to the LTC.



Committee Comments

Police: Police occasionally turn into the laneway and go through the carpark to get back to the station in an emergency. Suggest “No Entry , emergency services excepted signage”.

RMS: Report needs to identify that council intends to make it one way. The plan shows the one way signs, and that needs to be part of the recommendation. With regards to police suggestion for “emergency services excepted” signage, the Police can override regulatory signage.

Police: Agreed. Will remind officers to exercise caution and use sirens and lights if they need to drive contrary to the one way direction.

Foley: Tamara Smith supports shared zones in the CBD

Management Comments

None.

Committee Recommendation:

That Council support the establishment of a Shared Zone and one way traffic flow with the associated regulatory signage and linemarking. The location and design of the Shared Zone is to be generally in accordance with Attachment 1 (E2020/31355)

Foley, Shanahan, Cameron and Kehoe voted in favour of the motion.

Nil voted against the motion.

(Shanahan/Cameron)

The recommendation was put to the vote and declared carried.

MATTERS FOR TRAFFIC ENGINEERING ADVICE

Report No. 7.1

Paterson St, Byron Bay - Parking Concerns

File No: I2020/573

Over the past 12 months local residents and compliance officers have raised a number of issues relating to the area around Daniels Lane, Paterson Street and Kipling Street, Byron Bay.

In particular, Council has received a number of phone calls from 2 residents, on Paterson St and one on Daniel Street. The concerns relate to traffic and parking congestion. In addition, Councils compliance officers have highlighted on going parking issues restricting access for waste collection along Paterson Street and illegal camping near the northern entrance to Paterson Street.

These matters have been raised in recent LTC meetings and are summarised in Figure 1 below.

- “No Parking 1am-6am” along the north eastern side of Paterson St entrance,
- “No Stopping” along the northern side of Daniel Street,
- “No Stopping” along the south eastern side of Paterson St.

The yellow lines in Figure 1 show the extent of the above signage.



Figure 1 – Location under consideration shown by RED dashed line

Paterson St, Daniels St and Kipling St form an isolated network of roads. The southern end of Paterson St is a dead end at the location identified in figure 1. Access into this area is off Lawson St (via Paterson St) and Massinger St (via Daniel St).

Despite these recent but limited parking restrictions introduced to the area it remains a popular spot for all day and all night parking. One resident highlighted that Cabins in the caravan park are often used by multiple friends and only one car is allowed with each cabin. As a result, the other cabin residents park their cars for days at a time in front of 98 Paterson St (on the corner of Lawson St and Paterson St).

In addition, No Parking along the north eastern entrance of Paterson Street has moved cars to the

western side of Paterson Street entrance. Throughout most of this area there is nothing to prevent All Day or All Night parking.

Rather than tackle issues piecemeal it is recommended to treat this area as a whole area and adopt a whole of area parking strategy. It is again noted this is a defined area disconnected from other road networks and particularly popular due to its proximity to the beach and caravan park.

To this end there are several options Council can consider:-

1. Introduce 4P time limit across the whole area as 4P is the time limit along Massinger.
 - This would require the Massinger Parking Permit Precinct to be expanded to include this area.
2. Introduce a No Parking Area 1am to 6am
3. Introduce Pay Parking as part of the new pay parking tender to commence December 2020
 - This would require Parking Permits to be planned as it would be the first residential area with pay parking.
4. A combination of all the above

Committee Comments

Cameron:

It makes sense to make this area a precinct. Police: Agree that the changes are better implemented at one time. This area attracts illegal camping, and is highly populated over summer, so there needs to be some changes.

RMS: Agrees it should be a precinct. This area is not conducive to pay parking. It is not something easily introduced into residential areas.

RMS: With regards to options Council can consider, in the report under dot point 3, the option to introduce pay parking is not considered appropriate.

Management Comments

None.

Committee Recommendation:

That Council:-

1. **Prepare a parking Plan of Management for the following area and submit it to LTC for recommendations and Council for approval:-**
 - i. **Paterson Street from Lawson Street to the dead end**
 - ii. **Daniels Street, and**
 - iii. **Kipling Street, Byron Bay**
2. **The Plan of Management is to consider the following options individually and in combination:-**
 - i. **Introducing 4P time limits**
 - ii. **Extending the Massinger Permit Scheme to the area**
 - iii. **Investigate opportunities to encourage Active Transport**
 - iv. **Any other options identified during this process**

(Cameron/Shanahan)

The recommendation was put to the vote and declared carried. *Foley, Shanahan, Cameron and Kehoe voted in favour of the motion.*

Nil voted against the motion.

DEVELOPMENT APPLICATIONS

Report No. 8.1 **DA 10.2019.6161.1 - Mixed Use Commercial/ Residential Development, cnr Jonson & Browning Streets Byron Bay**
File No: I2020/545

SUMMARY

Council has received a Development Application (DA 10.2019.616.1) from Mr M Scott, on behalf of JGD Developments Pty Ltd for a mixed use development comprising commercial premises, café, and shop top housing. The development is located on the south-west corner of the Jonson Street/ Browning Street intersection in Byron Bay.

BACKGROUND

The committee dealt with a previous development application on this property, for a similar, although larger scale, development (DA 10.2017.510.1).

The previous DA was refused by the Northern Regional Planning Panel for a number of planning reasons, primarily associated with the height of the proposed building.

The applicant has redesigned the development, mainly by removing the top floor of the previous design, and has also deleted the previously proposed child care centre.

THE CURRENT PROPOSAL

The current application proposes retail and commercial uses at ground level, including a café, and two (2) levels of residential apartments above, with a total of 28 units. As with the previous application, two levels of basement car parking are proposed, with access from the rear of the development via Ruskin Lane.

The site is located at the corner of Jonson and Browning Streets, Byron Bay, adjacent to the proposed Byron Bypass roundabout. Ruskin Lane, which is currently a sealed two-way lane, adjoins the eastern boundary of the site.

At the north-eastern corner of the development site, Ruskin Lane turns to the east to join with Tennyson Street. This east-west section, while not restricted or sign-posted as one-way, has a width of only 3m.

The traffic study submitted with the application estimates that the completed development will generate:

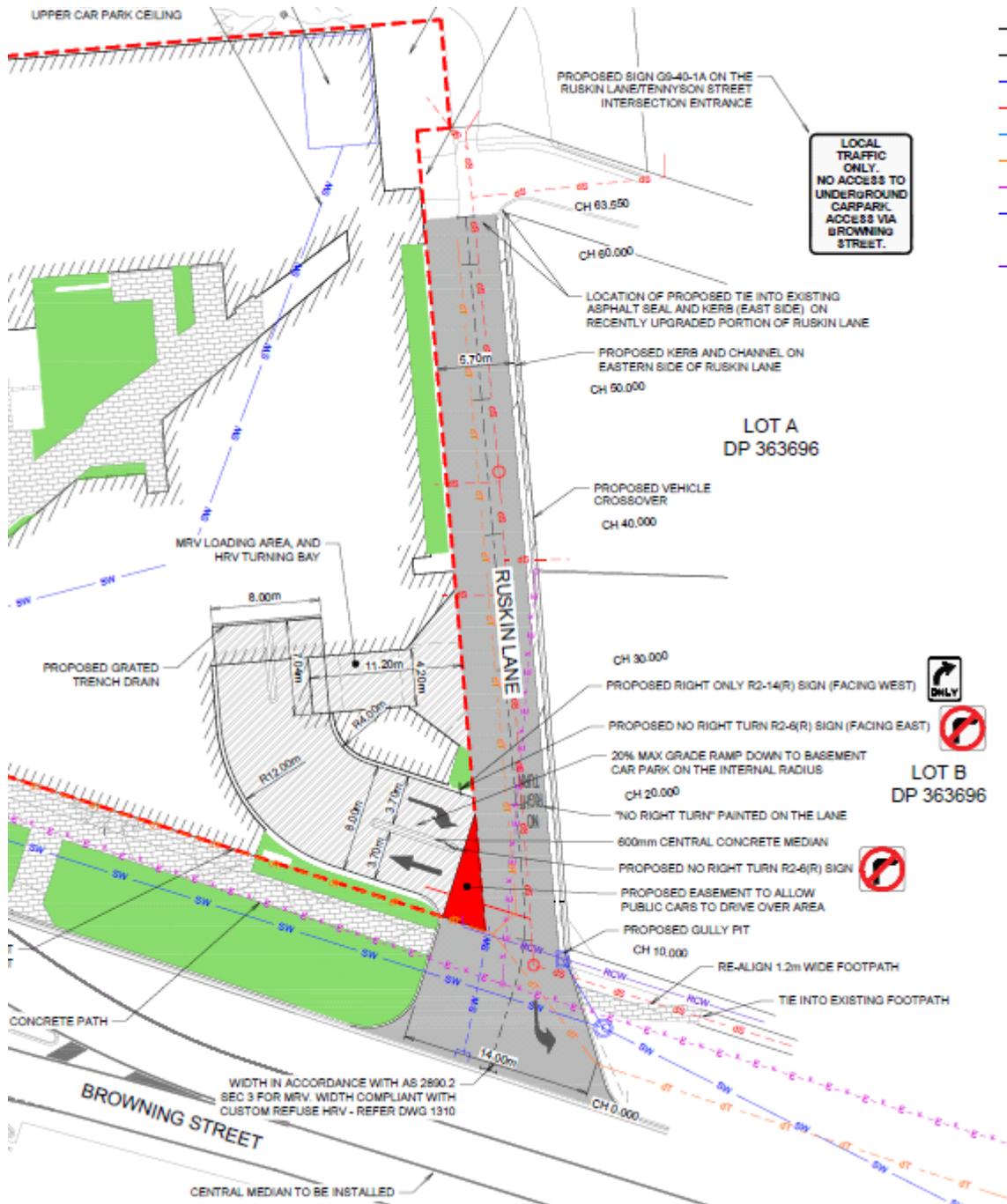
- 163 AM peak hour trips;
- 117 PM peak hour trips; and
- 976 daily trips.

Access arrangements are shown in the attached engineering plan, and the extract below. A number of key management measures are proposed, including:

- a central median within Browning Street, to prevent right turns in and out of the lane;
- orientation of the exit from the basement car park ramp to discourage left turns into Ruskin Lane; and
- signage location at various locations (as shown) prohibiting turns that would increase traffic on the main parts of Ruskin Lane, and advisory signage at the Ruskin Lane/ Tennyson Street intersection.

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The effect of the measures is to limit traffic impacts adjacent to the (new) Byron Bypass roundabout to be constructed at the Jonson/ Browning Street intersections, by limiting access to Ruskin Lane to left in/ left out only, and to limit addition traffic on Ruskin Lane by confining that traffic to the short section at its entrance, and discouraging traffic exiting the basement car park from turning left to travel into Ruskin Lane.



A full review of potential traffic impacts, will be included in the DA assessment report to be considered at the Council (Planning) meeting in the future. The development is *traffic generating development* as defined in SEPP (Infrastructure) 2007, and Transport for NSW were therefore given an opportunity to comment on the application. The response is in Attachment 2, and outlines a range of matters for Council's consideration and will be included in staff final DA Assessment report.

Transport for NSW also advise that *regulatory signs and devices will require the endorsement of the Local Traffic Committee prior to Council approval.*

The proposed regulatory signs and devices are shown in Drawing Number 1300 Rev C, prepared by Planit, dated 09/03/2020, at Attachment 1. The signs include:

- Advisory sign – “Local traffic only. No access to underground carpark. Access via Browning Street” – to be located adjacent to the Ruskin Lane/ Tennyson Street intersection;
- “No right turn” painted on the southbound lane within Ruskin Lane on approach to access ramp;
- Regulatory sign “No right turn” adjacent to access ramp, facing north, up the lane;
- Regulatory sign “Right turn only” at edge of access ramp, facing back into the ramp.

COUNCIL IMPLICATIONS

- **Budget/Financial**

There will be no costs to Council. All signage and control devices would be provided at the developers’ cost.

- **Asset Management**

N/A

- **Policy or Regulation**

Delegated to council for authorisation in conjunction with prescribed traffic control devices - division 1 of Part 4 (Sections 50 to 55) of the Road Transport (Safety and Traffic Management) Act, 1999.

- **Consultation**

The application was referred to RMS for comment.

- **Legal and Risk Management**

The development will result in increased pedestrian and vehicular activity at the Ruskin Lane / Browning St intersection and the Bypass Roundabout

Committee Comments

Cameron: Not satisfied that through traffic and turning impacts have been adequately addressed.

Potential for avoidance of regulatory arrangements by taking rat runs against signage directions.

No detail of volume of and arrangements for heavy vehicle circulation.

No detail of public transport facilitation or safe active transport arrangements.

Question why an ‘easement’ is required instead of a road dedication.

Council has to be ‘satisfied’ on more than just the signage. Referring to letter from TfNSW. In **Attachment #2 (E2020/257).**

Van Iersel described the proposed traffic flows and explained the DA report will go to council next week --assuming that the LTC support the report recommending approval. The issues have been with access on Ruskin Lane and Jonson St. The configuration of the basement carpark is left in, left out. Heavy trucks would need to reverse.

Cameron: Please clarify the easement, is that unusual?

Van Iersel: Part of the development property, instead of create road, create easement. Not sure if it

is usual.

Cameron requested volumes of heavy vehicle circulation. VI:

Foley: Tamara Smith would like to raise concerns about heavy vehicles/service vehicles reversing out left.

Van Iersel: To be clear, the only reversing is in and out to of the loading zone.

Foley: Would that impact the residents behind the development?

Van Iersel: The DA will change the amenity of the houses on that side. There is likely to be three garbage collections a week. All vehicles enter and leave Ruskin Lane in a forward direction.

Foley: The area of contention is the reversing of trucks in that area.

Cameron: Are there arrangements for the facilitation of public transport and safe active transport arrangements? Bus shelters? How will safe active transport occur with the 1000+ traffic movements? This relates to another question for all of the Committee about how to manage pedestrian/vehicle conflicts.

Van Iersel described Active Transport features included in the application such as bike racks and end of trip facilities for staff and residents. The site is also on the local bus route with the ability for the bus to stop on Browning St just past Ruskin Lane. Vehicles should not have any speed at that conflict point (exit of basement carpark) as there is a sharp turn and not enough time to get speed going up the ramp.

RMS: Northern Rivers guidelines specify that footpath markings are secondary to vehicles at crossings.

The committee discussed traffic sight lines.

Comments from RMS: **(Please also refer to amended plan sent by via email 12/5/20, see E2020 / 35570)**

1. No right turn signs (described in the plan) are not in accordance with the guidelines. They need to be changed (to meet Australian Standard). The locations need to be reconsidered. Normally placed on LHS opposite junction where it says "no right turn". They show them on the driveway of private property and one in the central median. Solved by having one sign on the opposite driveway. So as you are coming down Ruskin southbound you see "no right turn".
2. Left arrow on pavement on Ruskin definitely must be removed. This arrow is confusing.
3. There needs to be a left turn only sign visible in Ruskin lane for southbound traffic. The only place to put this is at the truncation of the adjoining property.
4. To prevent anyone going around the central median, you need a "No Right Turn" into Ruskin lane from Browning St.
5. The words "no right turn" on pavement in Ruskin Lane are to be removed.

Police: Regarding the pedestrian footpath near the entrance to underground carpark, are warning signs planned for vehicles about pedestrians, and vice versa? Or a threshold treatment ie something to differentiate vehicle area from pedestrian area on the pavement?

Management Comments

None.

Committee Recommendation:

- 1. That the Local Traffic Committee does not endorse the regulatory signs and devices as shown in Drawing Number 1300 Rev C, prepared by Planit, dated 09/03/2020, in Attachment 1 (E2020/26813).**
- 2. That Council consider the committee's comments.**

(Cameron/Kehoe)

The recommendation was put to the vote and declared carried. Foley, Shanahan, Cameron and Kehoe voted in favour of the motion.

Nil voted against the motion.

There being no further business the meeting concluded at 12:17.