

MINUTES OF MEETING



LOCAL TRAFFIC COMMITTEE MEETING

Venue	Conference Room, Station Street, Mullumbimby
Date	Tuesday, 3 November 2020
Time	10.30am
Committee Members	Ian Shanahan – Transport for NSW CID Matt Kehoe – Police Cr Basil Cameron Tamara Smith MP

BYRON SHIRE COUNCIL

LOCAL TRAFFIC COMMITTEE MEETING MINUTES

3 NOVEMBER 2020

MINUTES OF THE LOCAL TRAFFIC COMMITTEE MEETING HELD ON TUESDAY, 3 NOVEMBER 2020

File No: I2020/1742

MEETING COMMENCED: 10:40am

PRESENT:

Councillor: Cr Basil Cameron

Transport for NSW: Ian Shanahan (via Skype)

Police: CID Matt Kehoe

Siobhan Foley for Tamara Smith MP

Staff: Andrew Pearce, Andrew Fitzgibbon (present for Report 6.6 Burringbar St Activation)

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 8 September 2020, Extraordinary Local Traffic Committee Meeting held on 22 September 2020 and Extraordinary Local Traffic Committee Meeting held on 21 October 2020 be confirmed.

(Cameron/Kehoe)

The recommendation was put to the vote and declared carried unanimously.

MATTERS ARISING

There were no matters arising.

OUTSTANDING ISSUES/RESOLUTIONS

None.

REGULATORY MATTERS

Report No. 6.1

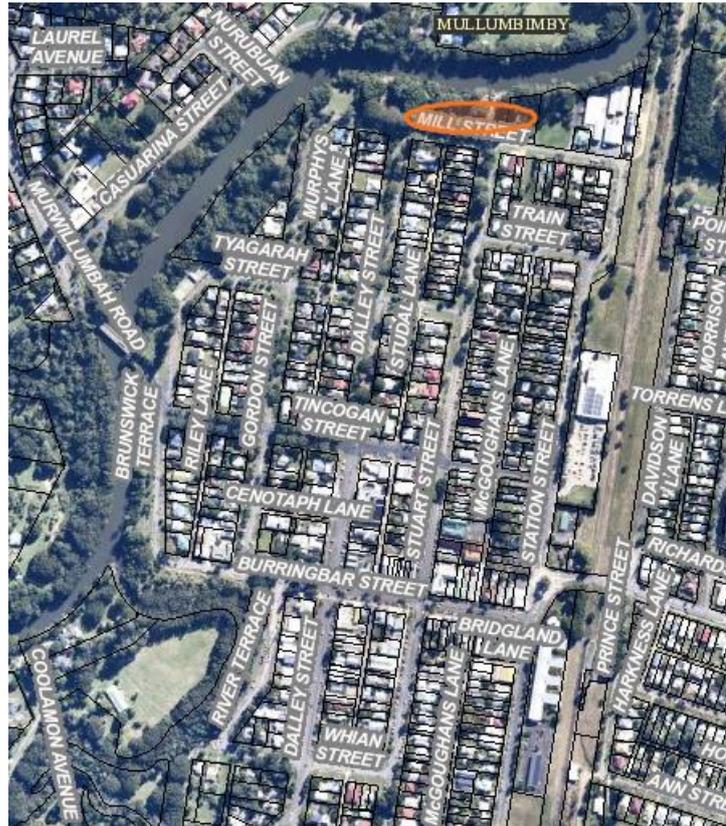
Heritage Park, Mill St, Mullumbimby - No Parking 1am -6am

File No:

I2020/1412

A request has been submitted by Council's compliance and enforcement team to install *No Parking Area 1am – 6am* signage to cover Heritage Park, Mullumbimby. The map below shows the location of the park and primary entrance to the park. Typical signage at the entrance is shown. It is anticipated repeater signs will be required within the park area.

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The purpose of the signage is to target frequent and violent campers. Currently Council has the ability to fine the individual person when found illegal camping. However, staff witnessed two stabbings during recent enforcement inspections which highlight the significant risk for enforcement officers when waking campers to fine them. Often campers are still affected by drugs and alcohol increasing the risk of harm.

In addition, illegal campers are often international visitors who ignore the fine and leave Australia without any impacts. Installing No Parking Area signage permits staff to fine the vehicle without having to wake up aggressive campers. This increases the safety for staff and reduce the risk of the fine being ignored.

Committee Comments

No issues from TfNSW

Management Comments

No management comments.

Committee Recommendation:

That Council endorse the installation of No Parking Area 1am-6am signage to cover Heritage Park, Mullumbimby.

(Cameron/Kehoe)

The recommendation was put to the vote and declared unanimously.

Report No. 6.2 Bayshore Dr, Byron Bay - No Stopping
File No: I2020/1413

This report requests LTC and Council support for the installation of a No Stopping sign along a portion of Bayshore Drive, Byron Bay. The image below shows the general location under consideration, with the light blue circles highlighting key problem areas. A red line shows the location of an existing yellow No Stopping line that has significantly faded and is hard to identify.



A superseded No Standing sign with an arrow pointing south is located in the place shown above. It is requested to install 2 No Stopping signs instead with 2 way arrows in the location shown above.



This image shows cars parked close to an intersection near the northern circle creating line of sight concerns and extending down past the pedestrian crossing / island.

Committee Comments

R5-400 Sign is the standard. The S with slash through is not enforceable. Advance the No Stopping so that vehicles can't park more than 3m from barrier line. Use yellow lines or both signs and lines.

Management Comments

No management comments

Committee Recommendation:

That Council endorse the installation of No Stopping signs and yellow linemarking to prevent on-street parking along the Bayshore Drive frontage of 26 Bayshore Drive, Byron Bay.

(Shanahan/Kehoe)

The recommendation was put to the vote and declared carried unanimously.

Report No. 6.3
File No:

Give Way Sign - Cedar Rd, Wilsons Creek
I2020/1558

This report seeks Council and LTC support for the installation of a Give Way sign at the intersection of Cedar Rd and Montecollum Road, with associated linemarking.

In 2018 Council approved Rural Accommodation for 8 cabins at 58 Montecollum Road, Wilsons Creek. A S138 Roads Act application has now been submitted to Council to undertake Road

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Works. As part of the S138 application it is proposed to install 2 giveaway signs and associated linemarking at two locations along Montecollum Drive, locations shown below in the figure below.

At location 1 the give way sign will be on Montecollum Road and give preference to traffic on Cedar Road – Refer to Figure 4 below for a photo of this intersection.

At location 2 the Give Way sign will be on private property and give preference to traffic on Montecollum Road – refer to Figure 8 for a photo at this intersection. Given this is on private property it does not require Council approval and does not have regulatory authority.





Figure 4 – Montecollum Road, from chainage 0m looking east *Source of image: GAA, 19 September 2018*



Figure 8 – Montecollum Road, Chainage ~500m looking east - driveway *Source of image: GAA, 19 September 2018*

Committee Comments

Shanahan: Road rules provide for requirement of vehicles exiting driveways or at T intersections to stop and give way. Ian can work with Traffic Engineer to look into this intersection and the surrounding area. Suggested “Intersection Ahead” warning sign on Cedar Rd, etc.

Management Comments

No management comments

Committee Recommendation:

That Council endorse the installation of a Give Way sign and TB (hold line) at the intersection of Montecollum Drive and Cedar Road to give preference to through traffic on Cedar Road.

(Shanahan/Cameron)

The recommendation was put to the vote and declared carried unanimously.

Report No. 6.4
File No:

No Stopping - South Beach Lane, Brunswick Heads
I2020/1575

Council has received a request from the public to install No Stopping signs in a portion of South Beach Lane, Brunswick Heads. The image below shows the length of laneway requested to be No Stopping and the residents request is circled.



A sight inspection confirmed the condition of the lane is extremely poor, potholed and narrow in front of the resident's house. It was also confirmed that

- Vehicles parallel parked along the section of laneway significantly restricted vehicle access

into and out of the existing dwellings.

- This section of laneway has no parking restrictions and is a popular out of the way illegal camping area. These vehicles are typically larger amplify the access problem.

It is recommended to support the installation of No Stopping signs along this limited stretch of South Beach Lane.

As a result of this request and subsequent site inspection a project has been approved to upgrade the laneway and improve parking arrangements along the laneway. Concepts to be considered as part of this project are to widen this section of laneway to enable 90 degree parking without restricting residents. However the timeframe for this will be approximately 6-12 months before the project is complete.

Committee Comments

Shanahan: TfNSW support No Stopping on western side of Sth Beach Lane. Eastern side no problems.

Kehoe: No issues from Police.

Management Comments

No management comments.

Committee Recommendation:

That Council support the installation of No Stopping signs within South Beach Lane and on the western edge, approximately between chainages 130 to 190.

(Cameron/Shanahan)

The recommendation was put to the vote and declared carried unanimously.

Report No. 6.5
File No:

Byron Bay Bypass - On-Road Cycleway
I2020/1601

The Byron Bay Bypass presents a unique opportunity to provide an extensive length of new on-road cycleway that can connect the current 'Byron to Suffolk' cycleway from the south to the northern end of town.

The Byron Bay Bypass project design includes a 1.5m shoulder that is ideally suited for the purpose.

Therefore one of the project team's initiatives was to have designed said cycleway and this is now being presented for endorsement by the Local Traffic Committee and subsequently Council.

The designs have been undertaken in accordance with the current 'Byron to Suffolk' project to ensure consistency of the overall cycleway.

The road shoulder does not extend north of 'Stage One' of the Byron Bay Bypass project, which is why the current design safely transitions to the off road cycleway at that point.

It is possible for on-road cyclists to continue north along Butler and eventually Shirley Street, however this will not be formalised with line marking and signs.

Committee Comments

Kehoe: Markings for cyclists to be clear on northern transition path.

Shanahan: No issues from TfNSW

Management Comments

No management comments.

Committee Recommendation:

That Council endorse the attached plans for the Byron Bay Bypass On-Road Cycleway pavement marking and signage to be installed as part of the Byron Bay Bypass project (#E2020/82748).

(Kehoe/Shanahan)

The recommendation was put to the vote and declared carried unanimously.

Report No. 6.6 Burringbar Street Mullumbimby Street Activation and Traffic Flow Improvements

File No: I2020/1612

Council has been awarded funding from the NSW State Government to trial temporary treatments including speed reductions and parklets in Burringbar Street, Mullumbimby. The purpose of this trial is to reduce vehicle movements through and on Burringbar Street within the town centre, provide a safer space for cyclists and pedestrians as well as promote social interaction through “activating” areas of the street. The trial also aligns with the Council endorsed Mullumbimby Masterplan.

The preferred arrangement to facilitate the project requires a number of regulatory devices to be implemented. These regulatory devices are documented in the attached plan. This plan set will be further embellished through the addition of non-regulatory treatments such as parklets, park benches and artworks.

The following regulatory devices require LTC endorsement:

1. Speed zone reduction from 50km/h to 30km/h along Burringbar Street (between Dalley and Station Streets)
2. Linemarking and signage to safely manage traffic through the project area
3. Additional pedestrian crossing installations. The existing pedestrian crossings are generally illuminated however unlikely to satisfy to current Australian Standards. Council is investigating solar lighting options to supplement any existing lighting to improve the safety of the temporary pedestrian crossings. Due to the temporary nature of the project and slow speed environment, a complete lighting design to Australian Standards may not be appropriate.

Other points of mention include the temporary removal of the taxi rank located on the south west leg of the Burringbar/Stuart Streets intersection. This space will be converted to an activation space. The existing bus stop located on the north west leg of the Burringbar/Stuart Streets intersection will also be converted to a temporary activation space. Buses will be required to utilise a temporary boarding and disembarking area directly east of the activation space or utilise the existing bus stop adjacent the Mullumbimby Post Office.

Committee Comments

The committee discussed high pedestrian/10kmh Shared zones. The Stuart St/Burringbar St

intersection does not suit 10kmh Shared Zone – which is more suitable for areas with one-way traffic, no kerb and gutter, high pedestrian flows, parallel parking . At this intersection the nose-in parking and width of the intersection preclude it from being a 10kmh zone. The committee discussed pedestrian and cyclist routes, pedestrian desire lines and using barriers such as bollards or bollards with rope between the intersection extensions and the vehicle lanes-- as well as between the parklets and vehicle lanes.

Kehoe: Risk of vehicles not seeing pedestrians on the green area (intersection extensions) as they will be looking at the crossing for pedestrians and not expecting them to be in the intersection..

Bollards needed in the event a T-bone collision pushes a vehicle into pedestrian area or parklets.

Shanahan: TfNSW will assist Council with any advice, suggest council need to include illumination (solar lighting) in grant.

The committee noted the proposed reduction of 50kmh to 30kmh will also include the commercial area in Stuart St. Traffic Engineer to send SZR request to TfNSW.

Shanahan: Any road closure to get Police approval. With regards to signage, Council needs to be sure businesses know what the signage will do, i.e. impacts on commercial areas. Also need to consult residents in Tincogan St, Station St, and Fern St.

Council to make sure any stop signs have warrants met before installing stop sign.

Management Comments

No management comments.

Committee Recommendation:

That Council endorse the attached plans for the Burringbar Street Mullumbimby Street Activation and Traffic Flow Improvements (#E2020/83138).

(Kehoe/Cameron)

The recommendation was put to the vote and declared carried unanimously.

MATTERS FOR TRAFFIC ENGINEERING ADVICE

Report No. 7.1 Tennyson Street - Shared Path & Crossings
File No: I2020/1632

The purpose of this report is to gain engineering related advice from LTC relating to a shared path along Tennyson St with associated crossings.

LTC and Council recently endorsed regulatory devices associated with a shared path / cycleway from Suffolk Park to Browning Street, Byron Bay (I2020/1061). This proposed project is designed to tie in with that Suffolk Park to Browning Street path.

In addition, another report has been submitted to this LTC meeting agenda requesting LTC and Council support for regulatory devices associated with a Shared Path / Cycleway along the new Byron Bay Bypass. This path will tie in with the Suffolk Park to Browning Street path and extend along the Bypass to Shirley Street.

Figure 1 below is an extract from the Bike Plan approved in 2019 and is provided to show how the path proposed in this report fits into the approved Bike Plan. Tennyson Street has been circled in blue to help locate the proposed path. Photos 1 to 4 show snippets from Google Street view to indicate the site conditions. The location of Photo 1 is shown in Figure 1 as the number 1. Photo 2 is taken at location 2 etc.

As the Byron Bay Master Plan is rolled out it is expected that Tennyson St will become a higher order road with increased traffic.

As seen in Figure 1, an existing path is shown on the western side of Tennyson St, however, this is considered undersize. To function as a proper compliant shared path it would need to be widened and upgraded in a number of places. It is proposed in the Bike Plan to construct a new shared path along the eastern side of Tennyson Street with a number of pedestrian crossings at each intersection along the road.

The detail design for this length of Tennyson St is now commencing. Staff are requesting engineering related advice from LTC relating to a number of options:

1. Locate the shared path along the western side and upgrade / widen the Shared Path as required.
2. Locate the new shared path along the eastern side of Tennyson Street and not upgrade the western side.
3. Upgrade the western path from Browning St through to Byron Public School, upgrade the school crossing (see photo 3) and construct a new shared path from this crossing to the Recreation Grounds. The Ruskin St and Marvel St crossings across Tennyson St would not be constructed .
4. Upgrade the western path from Browning Street to Marvell Lane and construct a new crossing to the Recreation Grounds and shared path through the end of Tennyson St (Figure 2).

At some stage along Tennyson Street a crossing will be required to bring pedestrian and cyclists to the Recreation Grounds at the North Eastern end of Tennyson Street. This will also provide linkage into the Sandhills Estate which is currently having a skate park and paths designed. These paths will link into the Byron Town Centre path network.



Figure 1 – Bike Plan approved in 2019 (Blue Line shows the location of Tennyson St).

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Photo 1



Photo 2



Photo 3



Photo 4

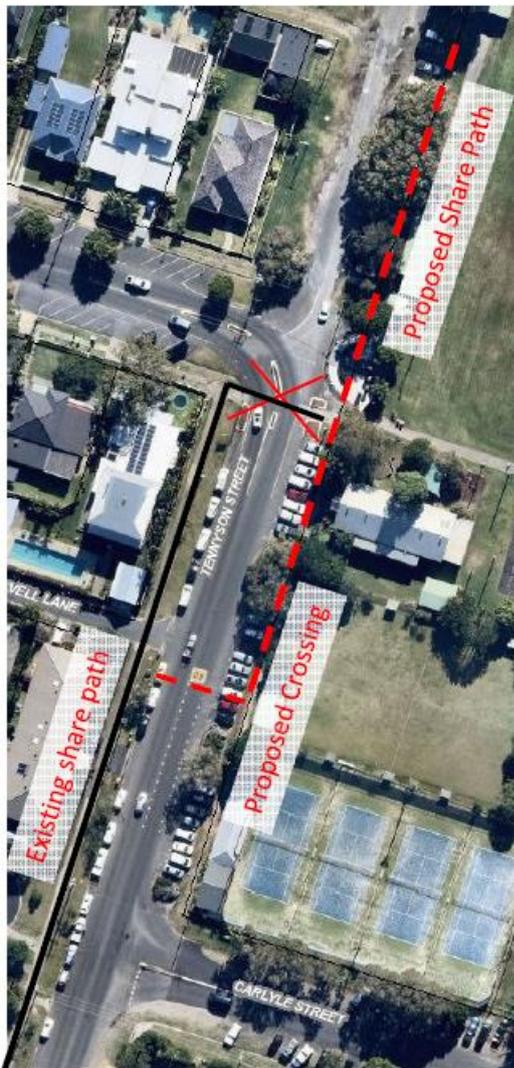


Figure 2 – Marvel Lane crossing

Committee Comments

The committee agreed that community consultation needs to occur first.

Management Comments

No management comments.

Committee Recommendation:

Engineering Comments:

Council to note the committee comments.

(Cameron/Shanahan)

The recommendation was put to the vote and declared carried unanimously.

There being no further business the meeting concluded at 12:25pm.