

Notice of Meeting

Extraordinary Local Traffic Committee Meeting

An Extraordinary Local Traffic Committee Meeting of Byron Shire Council will be held as follows:

Venue	Zoom
Date	Wednesday, 30 November 2022
Time	1:00pm

Phil Holloway
Director Infrastructure Services

I2022/1778
Distributed 30/11/22

BYRON SHIRE COUNCIL
EXTRAORDINARY LOCAL TRAFFIC COMMITTEE MEETING

BUSINESS OF MEETING

1. APOLOGIES

2. DECLARATIONS OF INTEREST – PECUNIARY AND NON-PECUNIARY

3. ADOPTION OF MINUTES FROM PREVIOUS MEETINGS

3.1 Local Traffic Committee Meeting held on 15 November 2022

4. MATTERS ARISING

5. OUTSTANDING ISSUES/RESOLUTIONS

6. REGULATORY MATTERS

- 6.1 Tincogan Street/Dalley Street Reprioritisation (including zebra pedestrian crossing facility) 3
- 6.2 Belongil Parking Scheme Review - New parking limits..... 18

REGULATORY MATTERS

**Report No. 6.1 Tincogan Street/Dalley Street
Reprioritisation (including zebra pedestrian
crossing facility)**

5

File No: I2022/1735

The purpose of this report is to gain endorsement for the provision of a pedestrian crossing at the Tincogan / Dalley Street intersection, Mullumbimby.

10 This intersection was endorsed by LTC on 15 November 2022, however it did not include a zebra crossing at the refuge shown in the previous LTC report (Attachment 1, I2022/1632).

Existing situation

Tincogan Street does not function as an arterial road as defined by Austroads glossary:

- 15
- Arterial road (rural) - A general term for the main road carrying mostly long-distance traffic, as distinct from a local road.
 - Arterial road (urban) – A general term for a main traffic route, but specifically referring to certain streets so designated in a local authority’s district scheme.

Byron Shire Council’s road hierarchy identifies Tincogan Street as a collector road (carrying a residential function but also higher volumes of traffic from lower order streets).

20 Based on the road function and the 85th percentile speeds on Tincogan Street, the proposed crossing will meet the requirements set out in AS1742.1 and in Austroads Guide to Road Design, part 4.

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6.1

Table 1: Tincogan Street, Traffic Survey Data Summary (speed)

Hour Start	Total Vehicles	Average Speed	85th percentile	Modal Speed	Minimum Speed	Maximum Speed	Standard Deviation
00:00	4	32.9	35.2	33	22.1	54.7	3.2
01:00	5	32.3	34.0	31	20.3	48.8	2.3
02:00	4	35.1	38.0	35	25.6	47.3	3.6
03:00	3	32.7	34.5	31	18.5	43.3	2.0
04:00	9	32.4	35.4	32	19.7	59.6	3.8
05:00	35	30.9	36.0	30	14.0	69.3	5.5
06:00	113	29.2	34.4	29	9.3	62.3	5.6
07:00	230	27.4	32.7	28	6.0	66.8	6.4
08:00	386	26.7	32.3	28	3.4	71.8	6.9
09:00	409	26.4	32.1	27	4.1	71.7	6.8
10:00	397	25.6	31.4	26	3.3	73.9	6.9
11:00	395	25.5	31.3	26	4.4	75.6	6.9
12:00	397	25.7	31.5	27	5.2	69.0	6.7
13:00	376	26.8	32.6	28	4.9	67.6	6.7
14:00	391	26.8	32.6	28	3.7	65.3	6.6
15:00	462	27.1	32.8	28	3.2	82.0	6.6
16:00	434	27.7	33.3	28	4.5	67.7	6.4
17:00	389	28.8	34.6	29	6.3	62.7	6.4
18:00	227	30.4	36.1	30	8.2	60.7	6.1
19:00	127	31.3	37.0	31	12.8	55.5	5.8
20:00	82	32.1	37.4	31	16.4	59.2	5.8
21:00	62	32.9	37.9	32	18.1	56.2	5.6
22:00	29	33.5	38.8	33	18.7	48.9	6.0
23:00	10	32.3	37.7	31	8.4	62.5	6.0
Summary	4976	29.7	34.6	30	3.2	82.0	5.6

Table 2: Tincogan Street, traffic survey data (pedestrian and vehicle volumes)

Hor Ending	Ped. Volume	Veh. Volume	Product	Year 8		
				Ped	Veh	Product
9:00:00 AM	68	606	41208	86	768	66127
4:30:00 PM	73	524	38252	92	664	61383
5:30:00 PM	52	500	26000	66	633	41722

5 Pedestrians that are crossing Tincogan Street at the proposed crossing location are doing so with extreme difficulty. It is also recognised that a significant number of these users are aged or accessibility impaired and have brought the need for a zebra crossing to Council and gained support for the installation.

10 The Shire's Place and Planning strategy for the Mullumbimby town centre is to promote Burringbar Street as a high pedestrian activity centre. The proposed crossing will provide more equitable opportunity for vulnerable members of the community to access the town centre.





Figure 1: Tincogan St road user with seeing eye dog

5 **RECOMMENDATION:**

That the Local Traffic Committee support the installation of the zebra (pedestrian) crossing shown in Attachment 2 (E2022/117476).

Attachments:

- 10
- 1 Report 15/11/2022 Local Traffic Committee Intersection Reprioritisation - Tincogan Street at Dalley Street and Stuart Street, I2022/1632 , page 6 [↓](#) 
 - 2 2833_PRELIMINARY ISSUE, E2022/117476 , page 12 [↓](#) 

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Report No. 6.7 Intersection Reprioritisation - Tincogan Street at Dalley Street and Stuart Street

File No: I2022/1632

5 Current situation

Burringbar Street, which runs through the centre of Mullumbimby has been identified as a high pedestrian activity zone, as such the speed limit has been reduced to 30km/h.

Consequently, Tincogan Street has been identified by most drivers as the northern, east-west through movement corridor around the town centre of Mullumbimby. This redistribution of traffic was anticipated by the Shires Place and Planning Strategy and Infrastructure Services.

The reprioritisation of the intersections of Dalley / Tincogan Street and Stuart / Tincogan Street is part of a larger scheme to manage the impacts from the Burringbar Street place making treatments, while providing a safe movement corridor around the centre of town.

Another key factor for the reprioritisation of Tincogan Street is that Dalley Street and Stuart Street are currently the only two intersecting streets on Tincogan Street that maintain priority (Tincogan Street gives way).

See locality map in figure 1 below.

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Figure 1: Locality Map

Purpose

5 The purpose of this report is to obtain Local Traffic Committee endorsement for the proposed priority change to the intersections of Tincogan / Dalley Street and Tincogan / Stuart Street.

10 A concept for each intersection is shown below, this concept is for visualisation purposes only and will be designed to conform with all the relevant standards and guidelines should endorsement be received. Further detail can be found in attachment 1 and 2 contained within this document.

Report No. 6.2 Belongil Parking Scheme Review - New parking limits

File No: I2022/1537

5 Council completed a parking scheme review for Belongil Beach on Childe, Border and Kendall Streets, and Council supported the recommendations when they were reported to Council on 25 Nov 2021 under resolution number 21-562.

10 Subsequently, Council's Infrastructure Advisory Committee endorsed the proposed works in report no 4.4 on 7 Oct 2022. This was also adopted by Council on 27 October 2022 under resolution number 22-594.

15 The drawing attached shows the proposed regulatory signage, line marking and pedestrian crossing for Childe, Border and Kendall Streets that are a result of the above resolutions. Upon Local Traffic Committee support and Council endorsement these changes will be put in place.

RECOMMENDATION:

20 **That the Local Traffic Committee supports proposed regulatory items for Belongil Beach on Childe, Border and Kendall Streets as shown in Attachment 1 (E2022/117545)**

Attachments:

25 1 Belongil Parking Changes, E2022/117545 , page 19 [↓](#) 

