

NOTICE OF MEETING



LOCAL TRAFFIC COMMITTEE MEETING

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

Venue	Conference Room, Station Street, Mullumbimby
Date	Wednesday, 6 April 2016
Time	10.30am
Committee Members	Jessica Healey – Roads and Maritime Services Snr Constable Ray Wilson – Police Cr Duncan Dey Hon Tamara Smith MP

Phil Holloway
Director Infrastructure Services

BYRON SHIRE COUNCIL
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

4. MATTERS ARISING

5. OUTSTANDING ISSUES/RESOLUTIONS

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24

REGULATORY MATTERS

Report No. 6.1 **Proposed parking restrictions, Mullumbimbi Lane, Brunswick Heads**
File No: I2015/586

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Council’s contracted waste service provider (Solo Waste) have advised that parking in Mullumbimbi Lane, Brunswick Heads at the Park Street (eastern) end of the lane impedes their services to residents and commercial tenants of the lane. As depicted (Fig 1), it is proposed this problem is addressed by commencing from Park Street and continuing for a length of 45 metres:

10

- on the south side, as per yellow line, “No Stopping” be signed; and
- on the north side, as per pink line, “No Parking apply Monday-Friday between 8.30am and 1pm”, which covers the spread of hours that waste services typically access the lane.

15

The below figure also depicts another proposed change, as previously supported by the Committee and resolved by Council; i.e. consultation with adjacent properties be undertaken in regard to making the lane one-way, noting that the waste service operator is in support of it being west to east, which as depicted by the blue line and arrow is from Tweed Street to Park Street.

20

Consultation with others on such a change is yet to occur, however if it does eventuate it could provide opportunity to remove one of the parking restrictions now proposed. The matter of a change to one-way however will be subject of separate report once the consultation has occurred.

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Figure 1 – Report I2015/586: proposed parking and traffic changes



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RECOMMENDATION:

That commencing at Park Street, Brunswick Heads, and continuing west for a length of 45m, the north side of Mullumbimbi Lane be signed as “No Parking” Monday to Friday between 8.30am and 1pm and the south side be signed as “No Stopping”.

Report No. 6.2
File No:

Proposed traffic changes, Clifford Street, Suffolk Park
I2016/265

- 5 The consultancy engaged by Council (GHD) to review upgrade options for the intersection of Clifford Street and Broken Head Road, Suffolk Park concluded long term options were either traffic lights or a roundabout, while more immediately an interim safety measure (of about 4 years life) was to remove the left-turn lane on Broken Head Road used to enter Clifford Street.
- 10 At the 25 February 2016 meeting, Council had resolved (16-064) to consult on all these options (as per Council report I2016/36) however RMS have since then advised the warrants and criteria for traffic lights are not met and therefore unlikely to gain their necessary approval; and despite the roundabout as a community preferred option, its longer term (2-4 years) planning, budgetary and approval requirements, including land acquisition, means the interim measure will proceed as a
- 15 priority. As such, a copy of Council's design plan (no. 2340) will be available at the meeting, noting however previous Committee support for it had been obtained and on which Council had endorsed (14-634) subject to community consultation.

20 Consultation to date has included the Suffolk Park Progress Association (SPPA) who remain supportive of the left-turn lane removal; the concept of which is depicted (LH, yellow line). Other matters also depicted and which they seek Committee and Council endorsement for include:

1. No Parking be implemented on the western side of the T-intersection, considered a safety hazard on this busy, high volume intersection noting that the main road and Clifford Street carry more than 7,000 vehicles per day. The image shows such restriction from 50m south to 90m north of the intersection;
2. the existing bus stop and shelter (site 2a) which is within 30 meters of the intersection, be relocated further east toward Glasgow Street, noting site 2b as shown provides only 15m length between Glasgow Street and the next driveway; and
3. traffic calming for southbound traffic on Broken Head Road to emphasise the change in speed limit from 80kph to 50kph, on which Committee advice is sought noting similar treatments to that implemented on the state road eastside of Clunes is considered an option; and
4. request for a fixed speed camera to further enforce the change to a 50kph zone, as also done in Clunes on the western entry to the village.

40 And while not a SPPA sought change, it is believed the proximity of the two driveway crossovers to the car park at site 5a and 5b contribute to the congested intersection delays. Therefore Committee advice is sought on preferably closing site 3b and that both entry/exit be via site 3a, or failing that entry is restricted to only via site 3a and exit only via 3b. The purpose of either is to reduce side road access points in close proximity to the intersection, thereby assist with safety (i.e. less points access) and 'consolidate' turning movements in what is often a congested and busy

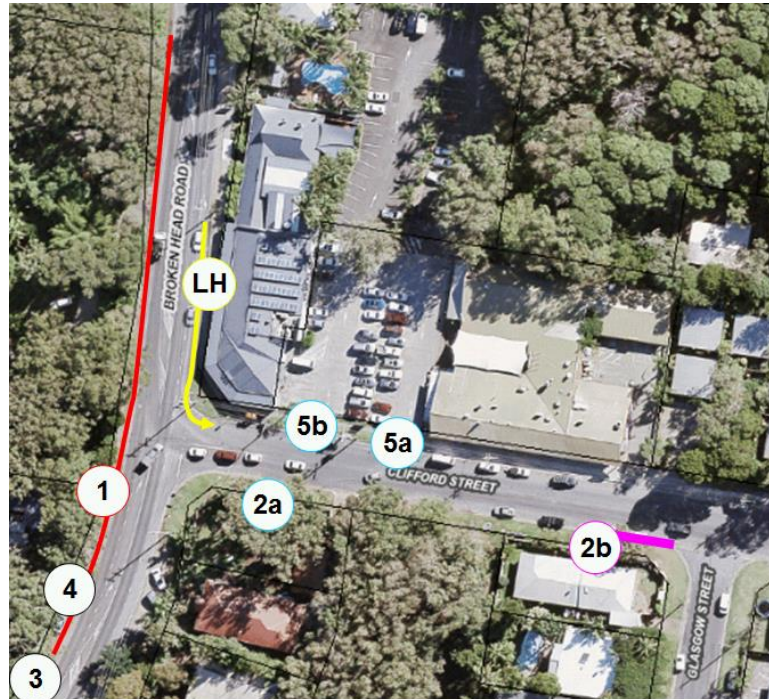
45 section of the street.

50 As for the removal of the left-turn lane, GHD have concluded it has a useful, safe and practical life of up to 4 years and the proposed works (to be tabled at the meeting) to implement it are viewed as relatively inexpensive and therefore will be undertaken as a priority aimed at addressing the crash trend identified, which is namely vehicles departing Clifford Street making a right-hand turn are being 'T-boned', which the GHD analysis indicates is being exacerbated by vehicles in the left-turn lane obscuring the view of south bound through traffic.

In other words, people leave Clifford Street in thinking a vehicle is making a left-turn in it but do not see the through traffic such a vehicle conceals. The removal of the left-turn lane will therefore remove this concealment which if effective should address the crash trend.

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Figure 1 – Report I2016/265: sites of proposed treatments



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RECOMMENDATION:

1. That “No Parking” be signed on the west side of Broken Head Road, Suffolk Park from 50m south to 90m north of Clifford Street.
2. That subject to the NSW Transport contracted public transport service provider concurrence (i.e. Blanchs), the bus stop and shelter on the south side of Clifford Street east of Broken Head Road be relocated further east.
3. That subject to meeting RMS requirements, a speed reducing treatment be implemented on Broken Head Road south of Clifford Street, Suffolk Park.
4. That RMS assess the warrant for a fixed speed camera on Broken Head Road south of Clifford Street, Suffolk Park.
5. That the Committee have no in-principle objection to the closure of the car park driveway crossover on the north side of Clifford Street closest to Broken Head Road, or it being restricted to Exit Only.

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Report No. 6.3
File No:

Event road closure, Bangalow Billy cart derby, Sunday 15 May, 2016
I2016/266

5 Organiser of this annual event has advised (S2016/1519) as follows:

The Bangalow Billy Cart Derby is to be held on Sunday May 15th 2016, and we request permission for a temporary road closure for Byron Street Bangalow.

10 *It will be the same as in previous years with traffic diverted through Deacon Street.*

I have formally advised NSW Police Department - Tweed Byron Local Command of our request.

15 *I have attached a traffic plan.*

The event is held each year without incident. A copy of the TCP (as used in previous years, no changes proposed) will be provided at the meeting.

20

RECOMMENDATION:

1. **That the Bangalow Billy Cart Derby, to be held Sunday 15 May 2016, which includes the temporary road closure of Byron Street, Bangalow between Granuaille Road and Market Street between the hours of 6am and 4pm, be endorsed.**
2. **That the approval provided in Part 1 is subject to:**
 - a) **NSW Police approval is obtained;**
 - b) **Local Traffic Committee advice is sought for the event Traffic Management Plan (including Risk Management Plan and Traffic Control Plan/s) prior to implementation of traffic control devices including road closures, noting that:**
 - i) **conformance with approved Traffic Management Plan and associated Traffic Control Plans which shall be implemented and controlled by Roads & Maritime Services accredited persons;**
 - ii) **all temporary traffic control devices erected for the event must comply with Roads & Maritime Services Guide to Traffic Control at Worksites Manual, not cause a hazard for motorists or pedestrians and be removed immediately following the completion of the event; and**
 - iii) **temporary Speed Zone Authorisation is obtained from the roads authority for any reduced speed limit/s required as part of the traffic control for the event; and that where local Council is the roads authority, notification of any reduced speed limit should be forwarded to Roads and Maritime Service and NSW Police.**
 - c) **The event organiser:**
 - i) **advertising the impact of the event via a notice in the local weekly paper a minimum of one week prior to the operational impacts taking effect, noting it must include the event name, specifics of any traffic impacts or road closures and times, alternative route arrangements, event organiser, a**

personal contact name and a telephone number for all event related enquiries or complaints;

- ii) providing copy of the advert for Council's web page;**
- iii) informing community and business that are directly impacted (e.g. adjacent to the event) via written information which is delivered to the property in a timely manner so as to document, consider and respond to any concerns raised;**
- iv) arranging for private property access and egress affected by the event;**
- v) liaising with bus and taxi operators and ensuring arrangements are made for provision of services during conduct of the event;**
- vi) consulting with emergency services and any identified issues be addressed;**
- vii) holding \$20m public liability insurance cover which is valid for the event; and**
- viii) payment of Council's Road Event application fee prior to the event.**

Report No. 6.4
File No:

Traffic Management for Mullum2Bruns Paddle, Sunday 22 May 2016
I2016/153

5 Organisers have advised of no changes to previous events and in their letter to Council (E2016/11808) have advised as follows:

10 *As in past years the paddle committee is requesting permission for temporary one-way traffic in the northern part of Brunswick Terrace between Tincogan & Tyagarah Streets, Mullumbimby between the hours 6:30am – 10am to allow for the registrations and start of the 2016 Mullum2Bruns Paddle.*

15 *The turn from Tincogan Street into Brunswick Terrace would require a “no right turn” sign and our local VRA traffic marshals will be on duty at this intersection which would also disallow “no left turn” from the Federation Bridge into Brunswick Terrace, we note that a right turn into Brunswick Terrace from Tincogan Street caused traffic build up last year.*

20 *There will be traffic marshals at the intersection of the southern part of Brunswick Terrace which will only allow vehicles to cross into the northern part of Brunswick Terrace when parking is available for them to set down their kayaks, canoes etc.*

25 *There will be no parking permitted on the residential side of Brunswick Terrace and this will be patrolled by the VRA to ensue as little inconvenience to residents as possible.*

30 *Participants will be diverted along the southern part of Brunswick Terrace to the intersection of Brunswick Terrace & Tincogan Street to enable them to cross to the starting area.*

Please find attached signs required a plan layout that you have emailed to us in previous years.

A letter box drop would be done 2 weeks prior to the event informing residents in the surrounding streets of the temporary one way traffic closures.

35 It is also noted the proponent’s submission to Council – which will be available at the Committee meeting – also included maps detailing traffic control and signage placement which shows the same as implemented in previous years; and given that no reported incidents or safety concerns have occurred Committee acceptance of the proposed traffic management is now sought.

DRAFT RECOMMENDATION:

1. That Council approve the temporary traffic control measures in Mullumbimby for the Mullum to Bruns Paddle, to be held on Sunday 22 May 2016.
2. That the approval provided in Part 1 is subject to:
 - a) NSW Police approval is obtained;
 - b) Local Traffic Committee advice is sought for the event Traffic Management Plan (including Risk Management Plan and Traffic Control Plan/s) prior to implementation of traffic control devices including road closures, noting that:
 - i) conformance with approved Traffic Management Plan and associated Traffic Control Plans which shall be implemented and controlled by Roads & Maritime Services accredited persons;
 - ii) all temporary traffic control devices erected for the event must comply with

Roads & Maritime Services Guide to Traffic Control at Worksites Manual, not cause a hazard for motorists or pedestrians and be removed immediately following the completion of the event; and

- iii) temporary Speed Zone Authorisation is obtained from the roads authority for any reduced speed limit/s required as part of the traffic control for the event; and that where local Council is the roads authority, notification of any reduced speed limit should be forwarded to Roads and Maritime Service and NSW Police.**
- c) The event organiser:**
- i) advertising the impact of the event via a notice in the local weekly paper a minimum of one week prior to the operational impacts taking effect, noting it must include the event name, specifics of any traffic impacts or road closures and times, alternative route arrangements, event organiser, a personal contact name and a telephone number for all event related enquiries or complaints;**
 - ii) providing copy of the advert for Council's web page;**
 - iii) informing community and business that are directly impacted (e.g. adjacent to the event) via written information which is delivered to the property in a timely manner so as to document, consider and respond to any concerns raised;**
 - iv) arranging for private property access and egress affected by the event;**
 - v) liaising with bus and taxi operators and ensuring arrangements are made for provision of services during conduct of the event;**
 - vi) consulting with emergency services and any identified issues be addressed;**
 - vii) holding \$20m public liability insurance cover which is valid for the event; and**
 - viii) payment of Council's Road Event application fee prior to the event.**

BYRON SHIRE COUNCIL

LOCAL TRAFFIC COMMITTEE MEETING

6.5

Report No. 6.5

ANZAC Day Parades 2016 - Traffic Management

File No:

I2015/584

- 5 Each year the RSL sub-branches of Byron Bay, Mullumbimby, Bangalow and Brunswick Heads arrange their respective annual ANZAC Day street parade. All four have confirmed that little to no change to previous years are sought. The route of each parade is shown below, noting that:
- 10 - Byron Bay (S2016/2652): as per previous years, the Dawn Service requires closure of the Tennyson Street and Marvell Street intersection between 4.30am and 5.30am and then again (approximately at 11am) when the parade reaches the gates to conduct the main service. Council implements such measures including signed detours at the intersections prior at Marvell and Middleton Street and at both the Kingsley Street and Cowper Street intersections on Tennyson Street. As for the parade, it is held under Police escort after it gathers at 10:15am
- 15 off-road (Beach Hotel) at Bay and Jonson Street, then at 10.30am proceeds south down Jonson Street, left into Marvell Street to its end at the Memorial Gates on Tennyson Street.
- 20 - Mullumbimby (E2016/9115): the parade will again be held under Police escort commencing this year at 10.50am from Apex Park via Burringbar Street to concluding at the cenotaph on Dalley Street and that Council is to close Dalley Street to traffic between Burringbar Street and Tincogan Street between 8am and 12noon with signed detours in place.
- 25 - Brunswick Heads (E2016/10067): Police involvement with both an escort and closing of the road on Fawcett Street between 430am and 630am. No Council involvement requested.
- 30 - Bangalow (S2016/3471): the sub branch have confirmed the parade forms by 10.45am in front of the Bangalow Hotel in Byron Street, and sets out by 11am east to the intersection at Station Street, then turns left (north) to the front of the RSL Memorial Hall on Station Street for wreath laying and ceremony through to 11.45am. Council therefore are to implement the following:
- 35
- by 10.40am through to end of event, close Station Street north of Byron Street;
 - by 10.40am, close Byron Street west of Station Street and provide signed detours south along Station Street to and via Deacon Street;
 - by 10.45am close Byron Street at the east bound leg of the Granuaille Road and Lismore Road roundabout; and
 - remove the two Byron Street closures once parade has departed Byron Street.

40 In general it should be noted previous year's events have not resulted in any reported safety concern, and the road closures are typically less than one hour duration and signed detours are implemented.

45 Therefore given the above, and that the local events are part of a well known and anticipated nation wide annual tradition, the usual conditions imposed on road events (for example event organisers to notify local residents and emergency providers, etc) is not typically applied, hence their omissions from the recommendation now tabled.

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Figure 1 - Report I2015/584: ANZAC Day parade routes



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RECOMMENDATION:

1. That Council endorses the ANZAC Day Parades for 25 April 2016 for the Return Services League sub branches of Byron Bay, Mullumbimby, Bangalow and Brunswick Heads / Billinudgel.
2. That Council:
 - a) assists where requested with implementing the necessary temporary road closures and detours; and
 - b) placing of public notice advertisements in a local weekly newspaper which is circulated prior to the event and a copy of which is placed on Council’s web site.
3. That the approvals provided above are subject to NSW Police approval being obtained and that each event is undertaken either or both under Police escort or traffic control and/or Council’s implemented traffic control.

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Report No. 6.6
File No:

Request for No Stopping, Byron Bay Courthouse
I2016/267

On behalf of the courthouse, Council's Legal Services co-ordinator has tabled a request that No Stopping apply on both sides of the access road which is upon the courthouse grounds which connects Middleton Street and the courthouse car park.

The restriction will deter parking, which blocks the access road, and allow it to be enforced with penalty.



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RECOMMENDATION:

That subject to owner consent, No Stopping apply both sides of the vehicle access road which is upon the grounds of the Byron Bay courthouse and provides access between Middleton Street and the courthouse car park.

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Report No. 6.7 **Changes to parking restrictions, Gilmore Crescent, Byron Bay**
File No: I2016/278

5 Gilmore Crescent and more specifically the car parks at the front of the Sandhills child care and the Youth Activity Centre (YAC) were excluded from the 2015/16 summer roll out of the new pay parking meter registration scheme in Byron Bay.

10 This was namely due to most of the constructed roadway being not a public road or within a road reserve but instead a constructed access upon crown land including the two car park areas which were built as ancillary to and for both the child care and the YAC.

15 Thus to reduce the expected displacement pay parking will cause, which in this matter is namely an increase in the demand to park within Gilmore Crescent, it was proposed and endorsed by the Committee and Council that the child care car park be signed as per Figure 1 and declared as a Restricted Parking Area (RPA), while the YAC remained an unrestricted parking area with both subject to monitoring and review.

20 Figure 1 – Report I2016/278: existing signage at Sandhills child care which needs changing



25 Now that pay parking is operating, the evidence indicates parking demand has increased beyond supply, therefore beyond capacity and leaving little to no available parking for staff of, or visitors to, the child care or the YAC with both requesting Council assistance to manage parking.

30 However continuing with or extending the RPA may not be the most appropriate management approach given the following advice from RMS which has since been received, namely that the signage as shown above:

...is legally unable to support council's aim: reserving parking to permit holder.

35 *Rule 168-1 NSW rule: restricted parking areas, allows a vehicle to stop in a parking bay, in accordance with signposted directions. The subject sign does not mandate a driver to obtain a permit; at most the sign informs a driver that permit is available at office.*

Therefore, instead of continuing with ambiguous signs or law to which apply, the RMS recommend:

40 *Council to consider 'No Parking, permit holders excepted', or a ticket parking/coupon parking scheme.*

Of these two options, the former is recommended, i.e. 'No Parking – Permit Holders Excepted' be signed and apply in areas outlined in green on the below map and it be effective between 9am and 6pm as follows:

- 45 - the two areas within the green sold line apply such restriction Monday-Friday only, being for the child care; and

- the area within the dashed line applying seven days a week for the YAC.

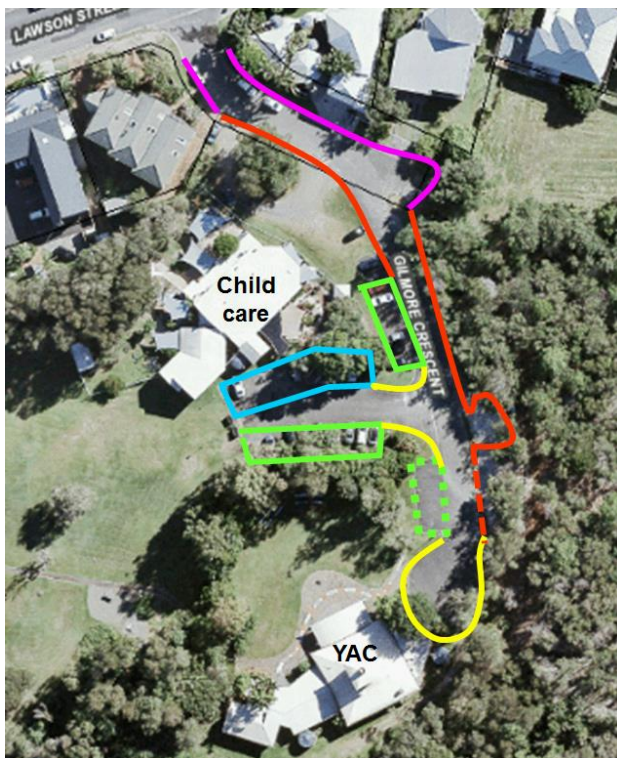
As for the administration of the permits, the same as already issued by the child care can continue and the same template will be used for the YAC who – like the child care – would be required to administer and manage their own permits.

As for assisting with turnover at peak times, it is recommended the parking area at the immediate frontage of the child care (as outlined in blue) apply a 15-minute time limit Monday – Friday which is effective between 8am-10am and 3pm-6pm only, and that it applies to all spaces except the single existing mobility permit parking bay, which is retained; and that the existing Loading Zone, which is currently effective at all times, be removed on the basis the 15-minute bays will suffice for such service.

Outside of these days, example Saturday and Sunday, and outside of these times, i.e. between 6pm - 8am and 10am - 3pm, no time limit apply other than No Parking which is to be signed and effective 1am-6am for all areas shown below in Figure 2 except those outlined in pink which remains as per existing except for the introduction of the pay parking meter registration scheme and that it be effective on-street as elsewhere; i.e. seven (7) days a week 9am – 6pm.

The solid red line on Figure 2 is proposed to be No Parking, which applies at all times, while the dashed red line would be No Parking 1am – 6am, while the yellow line is recommended to become No Stopping with the exception of any existing signed permissive parking which is to remain unchanged.

Figure 2 – Report I2016/278: Gilmore Crescent proposed parking measures



Pink line
Pay parking Mon-Sun 9am-6pm, at other times no changes to existing signage/regulation

Red solid line
No Parking (applies at all times)

Red dashed line
No Parking 1am – 6am

Yellow line
No Stopping to apply at all times unless currently signed otherwise, e.g. permissive parking

Blue line
Existing Loading Zone removed; and except mobility permit park (which remains unchanged), 15-minute time limit apply Monday to Friday 8am-10am and 3pm-6pm and no time limit outside these times except No Parking 1am-6am

Green solid line
No Parking - Mon-Fri 6am-6pm Permit Holders Excepted and No Parking 1am-6am

Green dashed line
No Parking - 6am-6pm Permit Holders Excepted and No Parking 1am-6am

RECOMMENDATION:

- 1. That Council's 6-month review of the pay parking meter registration scheme includes consideration of extending such a scheme into Gilmore Crescent, Byron Bay that is within the public road reserve as shown by the pink line in the 6 April 2016 Local Traffic Committee report (file I2016/278).**
- 2. That upon endorsement of the land owner or their delegated authority, the constructed access road and related areas that exist beyond the public road reserve of Gilmore Crescent and that are upon the Sandhills crown reserve be signed as depicted in this report (I2016/278) which as per the:**
 - a) red solid line is to be No Parking, applicable all times;**
 - b) red dashed line is to be No Parking 1am – 6am;**
 - c) yellow line is to be No Stopping unless currently signed otherwise, e.g. permissive parking;**
 - d) blue line is to be removal of the Loading Zone and, with the exception of the retention of the mobility permit parking bay apply:**
 - i) a 15-minute time limit Monday to Friday 8am-10am and 3pm-6pm;**
 - ii) No Parking 1am-6am; and**
 - iii) no time limit outside these times.**
 - e) green solid line is to be No Parking – Monday -Friday 6am-6pm Permit Holders Excepted and No Parking 1am-6am; and**
 - f) green dashed line is to be No Parking - 6am-6pm Permit Holders Excepted and No Parking 1am-6am.**

BYRON SHIRE COUNCIL

LOCAL TRAFFIC COMMITTEE MEETING

6.8

Report No. 6.8
File No:

Request for No Stopping - 6-8 Browning Street, Byron Bay
I2016/287

- 5 Council's waste services co-ordinator has advised of a request to apply "No Stopping" as shown so as to better enable waste collection services to the subject site of 6-8 Browning Street, Byron Bay.

10 Applying such a restriction at all times will remove kerb side parking and is not supported. Instead it is recommended such restriction apply when required by the waste services. Details of such times are being sought and will be tabled to the committee at the meeting.

Committee endorsement of such a request however is sought.



RECOMMENDATION:

20 That "No Stopping" apply at the frontage of 6-8 Browning Street, Byron Bay for the times and day of waste services only..

Report No. 6.9
File No:

Request for parking restrictions, Osprey Court, Byron Bay
I2016/288

A resident of the depicted short residential street of Osprey Court, Byron Bay has advised that parking within its 25m radius cul-de-sac impedes access and use of the turning head.

Upon review, it appears many tenants are either unable to park at their property or prefer to park within the cul-de-sac.

To control such practice, and improve access and use of the turning head, it is recommended only the 'top half' (as shown by the yellow line) of the cul-de-sac be signed as No Parking and would result in such a restriction applying between the driveways of numbers 3 and 5 Osprey Court.



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RECOMMENDATION:

That No Parking be signed from the driveway of number 3 Osprey Court, Byron Bay to number 5 Osprey Court, Byron Bay.

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Report No. 6.10
File No:

Removal of 30-minute time limit, bus zone, Jonson Street, Byron Bay
I2016/289

5 Based on a previous request some years ago Committee and Council endorsed as follows:

Proposed Time Limit in coach stop, Jonson Street, Byron Bay

11-1040 Resolved:

- 10
1. *That a 30-minute time limit be applied to the existing Bus Zone on the west-side of Jonson Street, Byron Bay as located immediately north of Marvell Street.*
 - 15 2. *That the local and interstate operators, namely Greyhound and PMS, be advised of the proposed changes in efforts to seek their cooperation.*

20 Non-compliance with the time limit or abuse of it, including parking and leaving a vehicle unattended, has led to Council's parking officers to request the time limit be removed.

Committee support of such a request is sought.

RECOMMENDATION:

That on the grounds of non-compliance and misuse the 30-minute time limit, introduced as per Council resolution 11-040, be removed from the existing Bus Zone on the west-side of Jonson Street, Byron Bay as located immediately north of Marvell Street.

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Report No. 6.11 **Byron Bay to Ballina Coastal Charity Walk - Westpac Life Saver Rescue fundraiser, Sunday 15 May 2016**
File No: I2016/291

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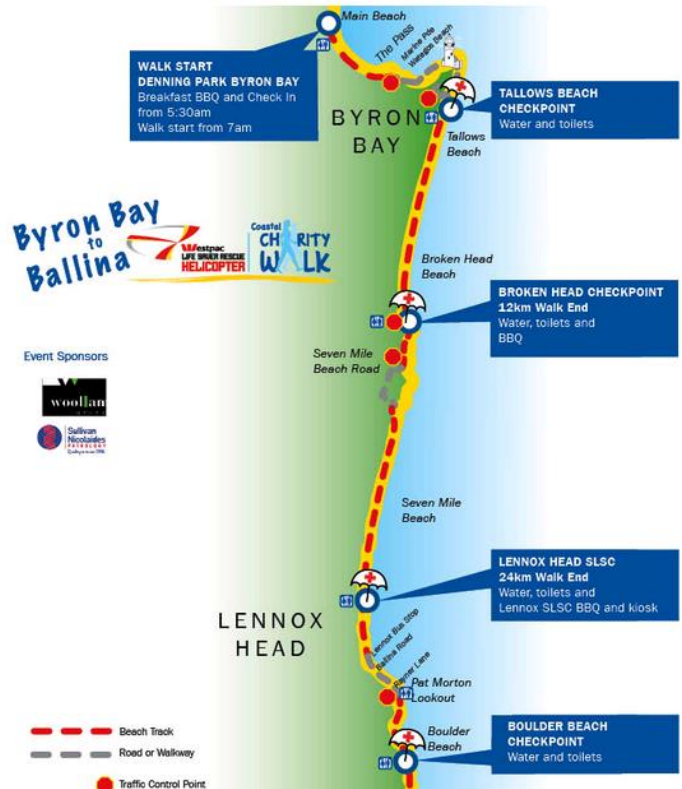
This annual event proposes the same route and arrangements as in previous years.

The event does not require any road closures however involves traffic control at some intersections to assist with the safe crossing of participants who walk most of the route off-road.

As in previous years, the proponent seeks Committee and Council endorsement of the event which commences in Denning Park, Byron Bay (near Main Beach surf club).

More details of the event are online:
<http://www.coastalcharitywalk.com.au/>
 including the depicted route map.

2016 Byron Bay to Ballina Route Map



RECOMMENDATION:

1. That Council endorse the Westpac Life Saver Rescue Helicopter fundraiser, Byron Bay to Ballina Chopper Walk, to be held Sunday 15 May 2016, subject to:
 - a) the use of an accredited designed and implemented Traffic Control Plan for the purpose of stop/go controls where required
 - b) the use of marshals along Marine Parade who, for the purpose of aiding and forming participants into walking groups, are to undertake their duties in accordance with a pre-event risk assessment and management plan, a copy of which is to be provided to Council prior to the event
 - c) public liability insurance be in place for the sum of at least \$20 million
 - d) the event be advertised in accordance with the Roads Act, with the advertising charged at cost to the organisers
 - e) the event being notified on Council's website
 - f) consideration of any submissions received

- g) attainment (by the event proponent) of NPWS written acceptance of the event**
- 2. That the endorsement in Part 1 is also subject to the following in regard to the use of Seven Mile Beach Road, that is:**
- a) signage, which specifies the date, hours and nature of the event, be positioned at the entrance and exit of Seven Mile Beach Road one week prior to the event;**
 - b) on the day of the event, at 500m intervals, and facing both directions of travel, signs advising of “ Special Event - Charity Walk Ahead” (or similar) are installed prior, and removed after, the event occurs; and**
 - c) a safety induction for participants advising of hazards be provided.**

Report No. 6.12 **Request for No Stopping, service road, 44-52 Massinger Street, Byron Bay**
File No: I2016/293

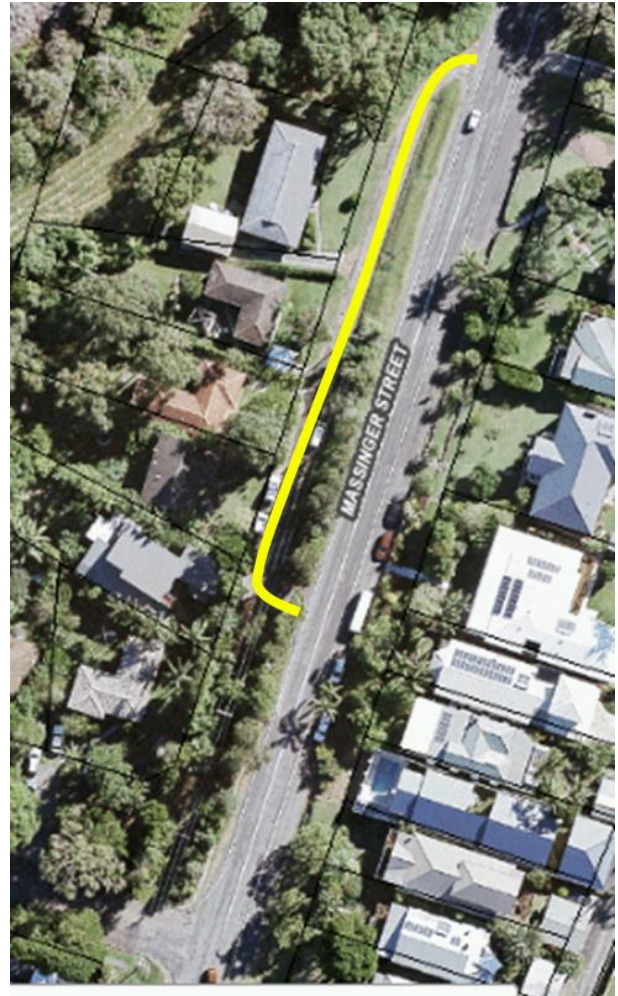
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Residents have complained of being parked in by vehicles parking in the service road depicted, which is between the properties of 44-52 Massinger Street.

While the road is not a public road maintained by Council, the service road does appear to be within the public road reserve.

It is therefore believed Council's parking officers can enforce any approved parking restriction in this road related area.

The restriction proposed is that the east side of the service road be signed as No Stopping for its entire length and that it covers both points of access to the service road.



RECOMMENDATION:

That the east side of the service road between the properties of 44 and 52 Massinger Street, Byron Bay be signed as “No Stopping”.

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Report No. 6.13 **Proposed Electric Vehicle charging stations and dedicated parking sites, Byron Bay**

File No: I2016/294

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Council is investigating with Essential Energy sites that will best facilitate dedicated electric vehicle parking and their charging requirements. Details of the sites will be provided at the meeting but include:

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- Main Beach / foreshore;
- Library, either on Middleton St or Lawson St; and
- Near Railway Park, on Jonson Street.

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Committee advice is sought on the correct signage and parking regulations for such parking sites.

RECOMMENDATION:

Committee advice is sought.

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MATTERS FOR TRAFFIC ENGINEERING ADVICE

Report No. 7.1 **New roundabout and speed zone, Tweed Valley Way, Yelgun**
File No: I2016/290

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Council has received black spot funding to build a roundabout at the subject site shown (red circle below) at the T-intersection off the Yelgun interchange of the Pacific Highway and which demarcates the tourist drives of Tweed Valley Way to the north and Brunswick Valley Way to the south.

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The black spot funding is in total \$300,000 and was secured for the construction of a single lane roundabout as such a treatment addressed the identified crash trend.

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The nearby North Byron Parklands (NBP) approached Council with concern however that a single lane roundabout would be problematic for traffic management during events, such as Splendour and The Falls festivals, and negatively impact local traffic and highway operation during such times.

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Following consultation with NBP and the funding body's agent (the RMS) the matter has been resolved with agreement a dual lane roundabout be constructed with the original funding secured plus contribution from NBP, which is expected to cover the cost difference.

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The design plan will be tabled to the Committee for feedback including consideration of design speed and a new speed limit (of 60kph down from the existing 80kph).



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RECOMMENDATION:

That Committee advice is sought on the engineering design plan for the black spot funded dual lane roundabout at the intersection of Tweed Valley Way and Brunswick Valley Way, Yelgun.

DEVELOPMENT APPLICATIONS

Report No. 8.1 Byron Bay Bypass - DA 10.2016.77.1
 File No: I2016/292

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Council has received funding from NSW Transport to progress the Byron Bay town centre bypass.

The project had been subject of a DA and EIS as exhibited during 2015. The EIS has since been amended and along with a new DA is again subject of further public consultation through to 1 April 2016.

The bypass DA submitted last year (10.2015.384.1) had been withdrawn and a new DA submitted (10.2016.77.1). The new DA includes an updated Environmental Impact Statement (EIS) and an approved BioBanking Statement.

The EIS and BioBanking Statement is available online, as is more general information on the project at :

<http://www.byron.nsw.gov.au/projects/byron-bay-bypass>



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However in summary, the proposed Byron Bay Bypass is a two lane, low speed road and (as depicted) is proposed to be constructed to the west of the rail corridor in Butler Street, Byron Bay and it includes:

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- Upgrade of the existing roundabout at the junction of Shirley Street, Lawson Street and Butler Street.
- Upgrade of Butler Street at the southern extent of the existing pavement (approximately 600 metres), including a new roundabout at Somerset Street.
- Construction of a new road within the road reserve extending to the south of the existing Butler Street (approximately 600 metres).
- A new level rail crossing between the Butler Street extension and the Browning Street extension.
- A new roundabout at the intersection of the new Browning Street extension, Jonson Street and the existing Browning Street.

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Council’s planning staff will attend to further detail the project and seek Committee input.

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RECOMMENDATION:

Committee advice is to be sought.