

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, 27 July 2016
Time	1.30pm
Committee Members	Etienne La Grange – Roads and Maritime Services Snr Constable Tony Darby – Police Cr Duncan Dey Hon Tamara Smith MP

A handwritten signature in black ink, appearing to read 'Phillip Holloway', is located in the lower left area of the page.

Phillip 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 held on 8 June 2016

4. MATTERS ARISING

5. OUTSTANDING ISSUES/RESOLUTIONS

6. REGULATORY MATTERS

- 6.1 Traffic - Myocum Downs Rd, Lagoon Drive, Mountain Blue Close - Speed Review - 60km/hr3
- 6.2 Event - Burringbar St, Mullum - Mullumbimby's Biggest Little Banquet, 3 September 2016 for 5 years8
- 6.3 Traffic - Lee Ln, Byron - Regulatory Signs - No Stopping Signs 10
- 6.4 24.2015.19.1 - Marine Parade, Byron Bay - Regulatory Signage - Extension of Pay Parking Scheme 13

7. DEVELOPMENT APPLICATIONS

- 7.1 Event - Stuart St Mullumbimby - Brunswick Valley Historical Society - Mullum Markets - 3rd & 5th Saturday each month32
- 7.2 Byron Bay Bypass - DA 10.2016.77.1 - 70% Drawings for Signage and Linemarking .36

REGULATORY MATTERS

**Report No. 6.1 Traffic - Myocum Downs Rd, Lagoon Drive, Mountain Blue Close -
Speed Review - 60km/hr**

5 **File No:** I2016/752

Background - I2015/887

10 A resident has requested a 60 km/hr speed limit be introduced for the 1.2km length of Myocum Downs Drive. As shown the subject site is a sealed, no through road, has 29 residential properties, is in a rural setting and located approximately 3.5km south of Mullumbimby.

15 Council have no record of traffic volume or speeds or any crash data based on records dating back to 1996. Nevertheless, the number of accesses (up to 29) and that no through traffic occurs would suggest some of the RMS speed zone criteria for reviewing the speed limit is met. The road is currently state default (100km/hr), drive to conditions while the main road (and sole access point) of Myocum Road has recently (in last 18 months) been reduced from a similar, rural 100km/hr limit to 80km/hr.

20 However as RMS are the sole authority for authorising speed zone changes it is requested that they undertake such a review if they believe it warranted and, if it proceeds, provide results back in due course.

Council Resolution

25 15-443 Resolved that Council adopt the following Committee and Management Recommendation(s):

Report No. 6.8 Request for 60kph speed limit, Myocum Downs Drive, Myocum
File No: I2015/887

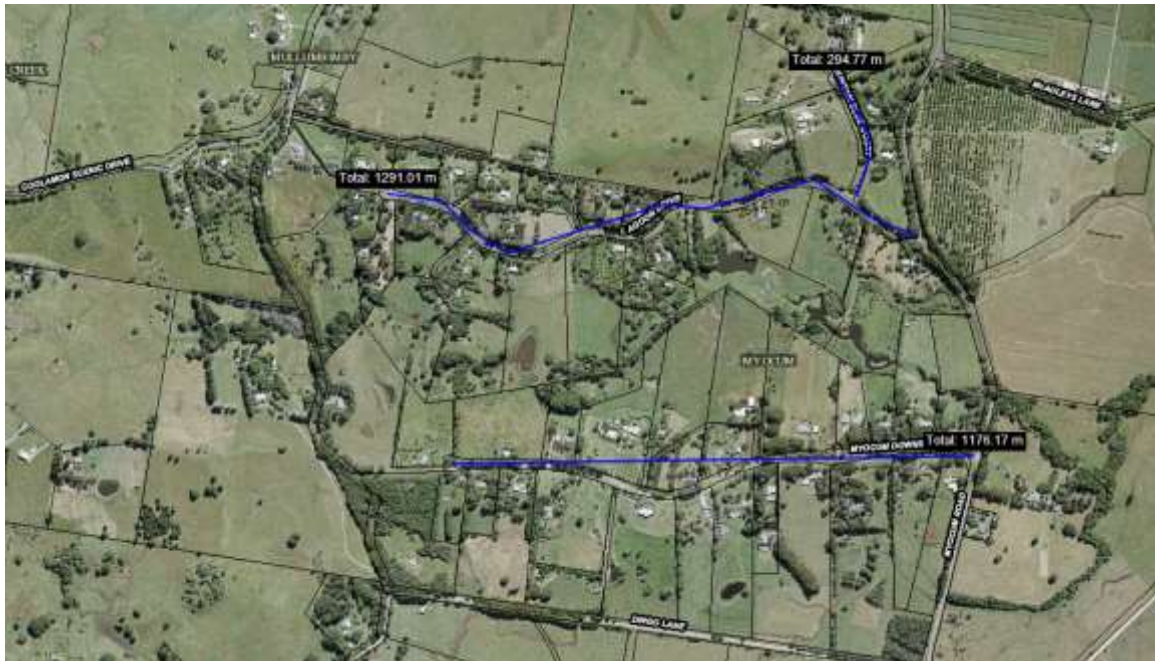
30 That Council request the RMS, as the sole NSW authority for authorising speed zone changes, undertake such review of Myocum Downs Drive, Myocum if they believe it warranted and, if such review proceeds, provide results back in due course.

Outcome of Investigation

35 On behalf of Byron Shire Council RMS has conducted speed reviews on the following roads and made recommendations in table 1:

Table 1. RMS recommendations from speed review				
Road Name	Length (km)	Speed Limit (km/hr)		Signs (2 with repeater at 300m)
		Existing	Proposed	
Myocum Downs Road, Myocum	1.2	100	60	3
Lagoon Drive, Myocum	1.3	100	60	3
Mountain Blue Close, Myocum	0.3	100	60	2

Figure 1. Sketch showing all three roads



5 **Estimated costs of recommendation**

Table 2. Estimated costs of this recommendation	
Materials and equipment required	Estimated Cost
1 x Sign crew per day, 8 x New signs, 1 x Contingency	\$1,800

Council can apply to RMS for funding prior to undertaking any works. This application and approval process takes approximately 8 weeks. Then the installation of the speed zone will be at nil cost to Council.

10

RECOMMENDATION:

1. That the committee approves RMS recommendation to reduce the posted speed limit to 60km/hr for the following roads:
 - a. Myocum Downs Road, Myocum;
 - b. Lagoon Drive, Myocum; and
 - c. Mountain Blue Close, Myocum.

Attachments:

- 1 Traffic - Myocum Downs Rd - Speed Review - SZ Installation letter to Byron Shire Council - R-1406 Myocum#2, E2016/54830 , page 5
- 2 Traffic - Myocum Downs Rd - Speed Review - NTH10671 Myocum Downs Rd, Lagoon Dve & Mountain Blue Close - 60 km_h, E2016/54828 , page 6

15



Transport
Roads & Maritime
Services

File No: SF2012/002596

The General Manager
Byron Shire Council
PO BOX 219
MULLUMBIMBY NSW 2482

Attention: Dominic Cavanough

Dear Mr Cavanough

Speed Zone Review – Local roads at Myocum

Roads and Maritime Services has completed a speed zone review of local roads at Myocum.

The outcomes of this review are as follows:

1. The existing 100 km/h default rural speed limit on Myocum Downs Road is reduced to 60 km/h. A distance of 1.2 km
2. The existing 100 km/h default rural speed limit on Lagoon Drive is reduced to 60 km/h. A distance of 1.3 km
3. The existing 100 km/h default rural speed limit on Mountain Blue Close is reduced to 60 km/h. A distance of 0.3 km

Enclosed is a copy of the Speed Zone Authorisations for the new speed limits. Council is requested to advise Roads and Maritime of the proposed installation date when available. Council will need to co-ordinate the installation with the Roads and Maritime E-Blast and Media Release.

Roads and Maritime recommends that a warning sign T1-270 is installed on both approaches to the site advising motorists of the permanent speed zone change when the speed limit signs are installed. These warning signs should remain in place for one week after the installation date.

Funding assistance for this project may be provided on request. Council is required to provide a detailed quote and sign installation plan with any funding request for speed limit signposting. The signposting plan should detail sign sizes and locations, showing speed limit change point and any repeater signs. Signs and pavement markings should be installed in accordance with the NSW Speed Zoning Guidelines, Section 3.3 - Signposting of Speed Zones.

For further information please contact Etienne La Grange, Senior Network Safety Officer on (02)6640 1300 or by email to Etienne.LA.GRANGE@rms.nsw.gov.au who will be pleased to assist.

Yours sincerely

for Monica Sirol
Network and Safety Manager, Northern
encl

Roads and Maritime Services

76 Victoria Street, Grafton NSW 2460 |
PO Box 576, Grafton NSW 2460 |

www.rms.nsw.gov.au | 13 22 13

Speed Zone Authorisation

(Authorising the Installation / Removal of Speed Limit Signs)



SZA No: NTH10671

Road Transport Act 2013

Under Part 5.3, Section 122 of the Road Transport Act 2013, this document (Authority) hereby gives the person(s) named below the appropriate authority to:

1. Install or display (or to interfere with, alter or remove) a prescribed traffic control device at the following locations, or
2. Direct another person to install or display (or to interfere with, alter or remove) a prescribed traffic control device at the following locations:

Name: Etienne La Grange
 Organisation: RMS
 Contact Number: 6640 1300

Road:	At:	Suburb/Locality:	LGA:
Myocum Downs Road	Myocum Road	Myocum	BYRON
	1.2 km west of Myocum Road	Myocum	BYRON
Distance between Signs: 1.20 km		Direction: Both Directions	
Lagoon Drive	Myocum Road	Myocum	BYRON
	1.3 km west of Myocum Road	Myocum	BYRON
Distance between Signs: 1.30 km		Direction: Both Directions	
Mountain Blue Close	Lagoon Drive	Myocum	BYRON
	370 m north of Lagoon Drive	Myocum	BYRON
Distance between Signs: 0.37 km		Direction: Both Directions	

SA No: NTH10671

Road Transport Act 2013

Under Part 5.3, Section 122 of the Road Transport Act 2013, this document (Authority) hereby gives the person(s) named below the appropriate authority to:

1. Install or display (or to interfere with, alter or remove) a prescribed traffic control device at the following locations, or
2. Direct another person to install or display (or to interfere with, alter or remove) a prescribed traffic control device at the following locations:

Name: Etienne La Grange
Organisation: RMS
Contact Number: 6640 1300

Zone Type: Ordinary Permanent

Speed Limit on Signs: 60 km/h

Notes: SZR recommends the existing 100km/h speed limit on Myocum Downs Rd, Lagoon Dve & Mountain Blue Close, Myocum, be reduced to 60km/h. J Healey 30/5/16; I Shanahan 1/3/16; M Sirol 1/3/16; J Alexander 30/5/16.

Signed: _____
Dated: 6/6/16

Designation: Network and Safety Manager,
Northern Region

Report No. 6.2

Event - Burringbar St, Mullum - Mullumbimby's Biggest Little Banquet,
3 September 2016 for 5 years

File No:

I2016/717

5 Background

The Mullumbimby Chamber of Commerce are proposing to hold the 'Biggest Little Banquet' from 15:00 on Saturday 3 September 2016 to 02:00 on Sunday 4 September 2016.

10 The event is proposed to be set up exactly the same as last years, with tables across the centre of Burringbar Street either side of Stuart Street. The Chamber are proposing to sell 300 tickets for the event plus about 15 others in roles of volunteer staff and entertainers will also be present.

Figure 1. Road Closure shown in orange.



15

Investigation

The event has submitted a draft TCP which is an unmodified RMS TCP 54 for the road closure. This Traffic Control Plan (TCP) has to be modified to suit all the side streets and the detour around the event. There is no Traffic Management Plan (TMP) to deal with issues such as access for emergency services to where the 300 patrons are going to park.

20

The TMP and TCP documentation provided is not adequate to provide legal traffic control for this event. Council staff will work with the Mullumbimby Chamber of Commerce to resolve these issues before the LTC Meeting. At the LTC meeting the finalised TMP and TCP will be presented for review.

25

RECOMMENDATION:

- 1. That the Biggest Little Banquet to be held on the first Saturday of September over five years from 2016 to 2020 which includes the temporary road closures below, be endorsed between these times:**
 - a) Burringbar Street between 15:00 on First Saturday of September to 02:00 on first Sunday of September.**
 - b) This event is held annually from the 03 September 2016 to Sunday 06 September 2020.**
- 2. That the approval provided in Part 1 is subject to:**
 - a) NSW Police approval is obtained;**
 - b) Implementation of the approved Traffic Management Plan and Traffic Control Plan**
 - 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 (eg 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**
 - viii) paying of Council's Road Event Application Fee prior to the event**

Report No. 6.3
File No:

Traffic - Lee Ln, Byron - Regulatory Signs - No Stopping Signs
I2016/764

Background

- 5 Council Compliance Officers have had issues with vehicles parking near the Captain Cook lookout in an unmarked lane called Lee Lane. Three (3) 'Parallel Parking' signs and a 'No Stopping' sign have been installed to organise tourist vehicles parking and avoid haphazard parking that would block the laneway for residents.

Figure 1. Regulatory signage installed on Lee Ln.

Legend:

- Green Circle = No Stopping
- Red Circle = Parallel Parking Only
- Green Circle and Red Circle = No Stopping with a Parallel Parking Only
- Blue Line = Distances between signs
- Red Line = Existing yellow no stopping lines



Investigation

The installation of the signs was directed by Compliance Officers directly to our Signs Crew without following the correct procedures and relevant approvals process from LTC and Council.

Estimate of Costs

Nil. The signs have already been installed and no further costs are expected.

RECOMMENDATION:

That the 'No Stopping' and 'Parallel Parking' signs installed on Lee Lane, Byron Bay be approved.

Attachments:

- 5 1 Traffic- Lee Ln, Byron - Regulatory Signage - No Stopping Signs, E2016/63827 , page 12



Traffic - Lee Ln, Byron - Regulatory Signage - No Stopping



Disclaimer: While all reasonable care has been taken to ensure the information contained on this map is up to date, no warranty is given that the information contained on this map is free from error or omission. Any reliance placed on such information shall be at the sole risk of the user. Please verify the accuracy of the information prior to using it. Note: The information shown on this map is a copyright of the Byron Shire Council and the NSW Department of Lands.

30
Meters
(Scale @ A4 Size)

NORTH
1 : 440
13-Jul-2016

Notes

Traffic - Lee Ln, Byron - Regulatory Signage - No Stopping

Report No. 6.4 **24.2015.19.1 - Marine Parade, Byron Bay - Regulatory Signage - Extension of Pay Parking Scheme**
File No: I2016/770

5 Background

Since 23 December 2015, two distinct parking schemes have operated in Byron Bay: a meter registration pay parking area and on its perimeter a resident permit parking scheme. Each are briefly outlined further below.

As per the recently received consultant report (copy attached) both schemes are now proposed to extend to some of the streets within the Wategos suburb some 2km east of the town centre. As this involves regulatory changes, e.g. time limits, Local Traffic Committee (LTC) endorsement is sought.

As per the relevant Roads and Maritime Services (RMS) guidelines (Pay Parking and Permit Parking), it is noted that RMS concurrence is also required for the implementation of the proposed parking schemes; and that this concurrence can be granted via the LTC.

This concurrence is also now sought, noting it is considered as the third of six steps to establishing a parking scheme as taken and surmised from the RMS Permit Parking Guidelines v3.4 (p3, March 2016) which is instructional in the role of Council and the RMS:

1. Council identifies the need to establish a parking scheme (this report and report attached)
2. Council considers RMS guidelines and draft a proposal (as attached)
3. RMS provides advice at the Local Traffic Committee (27 July 2016)
4. Council resolves to establish a parking scheme. (RMS may appeal within 14 days)
5. Council establishes the parking scheme (Implementation)
6. Council evaluates the scheme (typically first required within 6 months of operation i.e. Review)

NB: both Pay Parking and Permit Parking guidelines are available from www.rms.nsw.gov.au.

Subject site and proposal

The subject site is shown at Figure 1 (i.e. a reproduction of Figure 6.1 in the attached report).

As per the green shaded area, it provides a total of 89 on-street public car spaces upon Marine Parade between its intersections with Palm Valley Drive and Julian Place. These same spaces are proposed to be better managed in four-ways, via a 4-hour (4P) time limit, metered pay parking, increased enforcement/surveillance and the implementation of the traffic management works to improve parking, traffic and pedestrian facilities as shown at Figure 2.1a and 2.1b in the attached.

Each however are viewed as interdependent (if not integrated) and as such they (together) are believed to address a key purpose of the RMS guidelines, namely measures aimed at better demand management and regulation that address the limits of supply and the problems of high demand.

Similarly linked is the related proposal of introducing a Resident Permit Parking Scheme within the red shaded areas on Figure 1. These are currently unrestricted, thereby allowing all-day parking in what is ostensibly residential streets. The proposed scheme would however limit permissible

parking (i.e. without a permit) to 2-hour (2P) between 9am-6pm while those correctly displaying a valid permit (either a resident or their legitimate visitor) would not need to adhere to such restrictions. As successfully done in the town centre, the use of the resident permit scheme on the perimeter of the pay parking area is expected to reduce displacement pay parking may cause.

5

It should also be noted the proposal is that these schemes be the same as per the existing schemes operating in Byron Bay outlined briefly as follows.

Figure 1: proposed extent of parking schemes

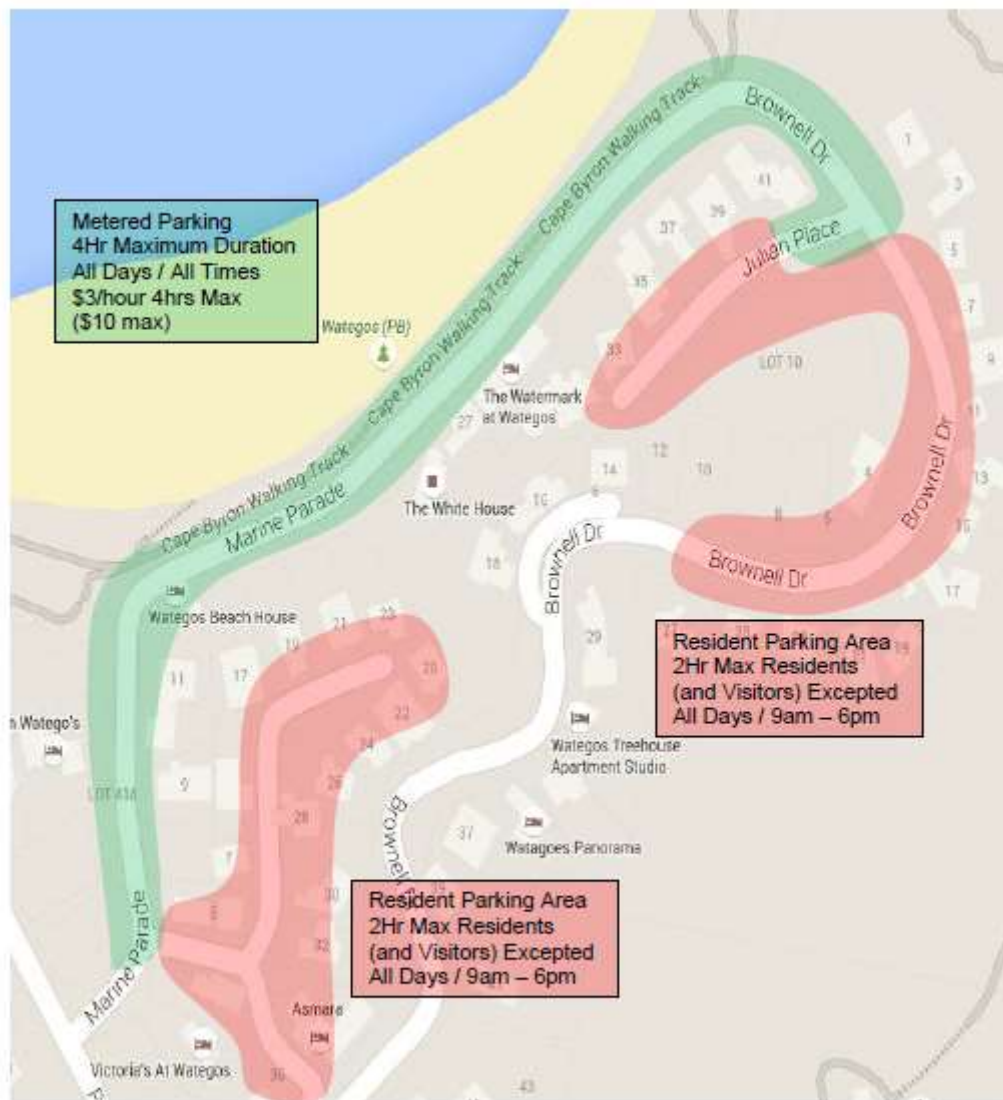


Fig 6.1 Preferred Parking Management Concept

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Expected outcomes and consistency with existing schemes

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The existing Byron Bay parking schemes provide important context and rationale for the recommendations now made; i.e. in efforts of consistency and user understanding any parking regulation or management implemented should consider the broader, local context.

20

In this case that context is a town-centre now regulated by a meter registration pay parking scheme while on its fringe (in residential streets) now exists a parking permit scheme for residents and their visitors. Both schemes operate seven (7) days a week including public holidays, with pay parking (based on licence plate entered at the meter) effective 9am-6pm while within the resident

scheme the permit offers those eligible to stay beyond the sign-posted time limit which also applies between 9am-6pm and depending on the location is either a 2P or 4P limit.

Also, both schemes provide a precedent plus a supportive argument for their local extension and application elsewhere parking management is found to be required, as is the case with Wategos. And, as with the town centre, reducing (or mitigating) the imposition of such schemes (on locals at least) is by extending the same existing exceptions, namely:

- a) the exemption to paying the meter, as available to all Byron shire residents/ratepayers (on the proviso they buy the annual E-permit, currently \$50pa and applies to the licence plate), and
- b) the free resident permit (as provided only to the household adjacent to, and only effective where, the resident scheme applies) so that residents or their visitors can park on-street and stay beyond that street's time limits subject to the correct display of the permit.

As such, the existing schemes do not overlap and they have their own distinct requirements and permit system (pay parking is an intangible E-permit, whereas the resident permit is to be displayed on the dashboard); all of which helps with understanding of the schemes, their benefits and compliance.

However in addition to the existing town centre schemes, the following is also considered relevant in support of the recommendations now made.

Addressing current deficiencies

The attached report (at Section 4) outlines current deficiencies, namely lack of turnover. In Wategos, this means limited opportunity for parking exists due to high, often stagnate occupancy and exacerbates the lack of supply (and limited capacity). This problem is noted and needs addressing as follows.

Firstly, the supply side analysis undertaken in the report supports previous (including residents and resident representative groups) claims and observations that demand often exceeds supply. This is often evident via parking within the local back-streets and (especially at peak times, e.g. every school holiday) along lengths of Brownell Drive and Palm Valley Drive which is the only point of access/egress to Wategos. The proposal for 4P pay parking will ensure turnover while the resident scheme will reduce parking in such streets.

Secondly, common parking behaviour (long-term parking/in-vehicle camping, blocking driveway access or intersection sight-lines, etc.), has led to clearly expressed local concerns for both residential amenity and access, plus has road user safety implications, including for the large pedestrian numbers. Indeed, the extent of such concern led Council (in 2015) to engage a third-party (GHD) to identify and assess the best options to improve parking and resident/pedestrian amenity and safety along Marine Parade. These works are seen as essential and considered by the community as long overdue.

As such, the options of providing a dedicated off-road path or boardwalk for the length of Marine Parade is supported, which carries a very high pedestrian to vehicle traffic ratio largely to it being part of a longer pedestrian path (between town and the Cape Byron Lighthouse); while for parking itself, each option presented by GHD seeks the formalisation of spaces via marked parking bays, which is also supported. These community-desired works can be funded via pay parking.

Thirdly, this same work undertaken by GHD included vehicle and pedestrian counts which found that motorists who often do not find a vacancy on their first-pass perform a U-turn or a loop of the back-streets for another pass of parking space. This behaviour supports the attached report

conclusion of little vacancy (i.e. high occupancy) coupled with lack of turnover which can be addressed via the measures proposed, summarised as follows.

Parking management options

The measures discussed in the attached report and specifically at Sections 5 and 6 are as follows.

- a) the Byron Bay meter registration pay parking scheme apply to Marine Parade, noting the scheme currently applies \$3 per hour, capped at \$10 for 4-hours, \$20 for all-day and that those with an E-permit, as available to Byron shire ratepayers and residents for \$50pa, are exempt from such rates but still must adhere to the time limits.
- b) that the Byron Bay Resident Parking Permit scheme apply to some residential streets within Wategos, which is to include a 2P time limit effective 9am-6pm each day within:
 - i) Julian Place (estimated 6 lots);
 - ii) Brownell Drive, between Julian Place to 27 Brownell Drive (est.18 lots); and
 - iii) all of Pandanus Place (est. 18 lots).
- c) a mix of time limits be implemented upon Marine Parade which include a balance between 2-hour (2P) and 4-hour (4P) which is to apply (as per the town centre) seven (7) days a week, including public holidays 9am-6pm each day.
- d) daily enforcement occur, noting that the level of parking enforcement is considered to be "significantly less in a metered parking system...due to the motorist perception that parking duration is more 'visible' and detection is more probable".
- e) pay parking fund local improvement works, such as those shown at Figure 2.1a and 2.1b.
- f) the extent of the pay parking scheme will require up to eight (8) multi-bay meters, subject to meeting RMS guidelines of one meter every 8-10 parallel spaces, or 16-20 angled bays.
- g) that motorcycle and disabled parking spaces be provided as part of the pay parking scheme at the rate of 2% of all available parking in Marine Parade.

However as the Committee will note, some of these same management options are not within the scope of the Local Traffic Committee jurisdiction, for example funding of works or enforcement levels. They nevertheless have been detailed to provide context and are believed to support the recommendations now made.

Specifically these include seeking the Committee support for the parking schemes themselves and their extent, plus the ratio of time limits and dedicated special-purpose parking.

RECOMMENDATION:

1. **That a meter registration pay parking scheme be implemented upon Marine Parade, Wategos between the intersections of Palm Valley Drive and Julian Place on the proviso it is the same as the Byron Bay scheme, for example the same hourly rates, regulations, restrictions, exemption benefits, etc.**
2. **That the following time limits and ratios be implemented upon the full length of Marine Parade, Wategos and that they apply Monday-Sunday inclusive including public holidays between the hours of 9am-6pm and that outside of such hours the existing sign-posted regulations remain:**

- a) a 2-hour (2P) limit apply to approximately 40% of parking supply, and that it first be allocated along the beachfront between the turning circle and Julian Place and the balance (if any) apply immediately south of the turning circle on the west-side of the street only;
 - b) a 4-hour (4P) limit apply to approximately 58% of parking supply, and that it first be allocated from Palm Valley Drive to the turning circle, and the balance (if any) apply the east end of Marine Parade, from Julian Place; and
 - c) the remaining 2% of parking supply provide dedicated motorcycle-parking and mobility permit parking, preferably next to beach and commercial property access.
3. That the Byron Bay Resident and Resident Visitors Permit Parking Scheme be implemented in Wategos as follows and it include a 2P time limit effective 9am-6pm each day within:
- a) Julian Place;
 - b) Brownell Drive, between Julian Place to 27 Brownell Drive; and
 - c) Pandanus Place.

Attachments:

- 1 Wategos Beach Parking Supply and Management Strategy, E2016/65469 , page 18



Wategos Beach Parking Supply and Management Strategy

Prepared for

Byron Shire Council, NSW
15th July, 2016

TPS Ref : TPS55 Wategos Rep1



TPS Traffic & Parking Systems Pty Ltd
ABN: 97 137 698 278

4F Masthead Way
PO Box 472
Sanctuary Cove Qld, 4212

t 1300 720 533

Executive Summary

The Wategos Beach area is situated approximately 2 kilometres to the east of the Byron Bay CBD and forms part of the Byron Bay township.

Byron Shire Council has recently implemented an extensive on-street parking management scheme into the Byron Bay township. This scheme includes three basic elements. Namely, on-street metering, Resident parking exemption (ie. Exemption from time limits) and Resident/Ratepayer parking discount (permit based exemption from meter fees).

In the opinion of TPS it is important that any parking management scheme for the Wategos Beach area is consistent with the recently introduced parking scheme which covers the township in general. This importance arises from the need for all motorists (visitors, residents and ratepayers) to be familiar with parking regulations and requirements in all areas of Byron Bay. It also arises from the need to minimise administrative and enforcement costs etc. which would arise from any scheme for Wategos Beach (or elsewhere) which departed in character from the wider township parking management scheme.

Even brief inspection of the Wategos Beach area and Marine Parade in particular provides an impression of an area which is requiring a considerable upgrade with respect to the urban design and associated engineering elements. This need is reflected in the Council's recent engagement of consultants (GHD) to prepare a street management plan for Marine Parade, including a plan for the provision of parking throughout the length of Marine Parade. It is understood that this plan is approved by Council.

The above-mentioned GHD plan should be regarded as an integral part of a parking management plan for the Wategos beach area. Consequently, there is a compelling case to be made for the users of on-street parking in the area to contribute towards the costs of implementing and maintaining the plan. Consistent with the parking management scheme for Byron Bay township in general, any contribution plan should reasonably include the same resident and ratepayer exemptions as apply in the wider township scheme.

TPS has approached the development of a parking management scheme for Wategos Beach in the context of all of the above matters.

In keeping with all of the above TPS recommends that on-street parking in the Wategos Beach area should be metered together with resident and ratepayer exemptions and discounts identical to those which apply in the wider township. TPS also recommends that the net revenues gained from the parking scheme should be contributed towards the cost of implementing the street management plan prepared by GHD together with any associated urban design improvements.

Glen Holdsworth
Specialist Transport / Traffic / Parking Engineer
TPS Traffic & Parking Systems Pty Ltd



1. Background

1.1 Purpose

TPS Traffic and Parking Systems Pty Ltd (TPS) was engaged by Byron Shire Council to investigate current on-street parking supply, demands and management in the immediate vicinity of Wategos Beach, and to recommend an appropriate future parking management scheme.

The TPS investigations have occurred in the context of the recent installation of a metered on-street parking system having been successfully implemented into the Byron Bay Township. That system includes a resident priority scheme and resident parking fee discount scheme.

1.2 The Study Area

The extent of the area which is the subject of this report is shown in Fig 1.1, together with a description of current parking supply and management.

In general, Wategos is a residential and holiday-let suburb with the single exception of 'Raes' boutique hotel-restaurant-day spa. The main attraction for visitors is the beach itself and those walking to/from the nearby lighthouse.



Fig 1.1 Wategos Beach Study Area

1.3 The Investigation Context

Byron Shire Council was unable to provide data for the Wategos Beach area from the number plate recognition system which Council operates in the Parking management and enforcement system.

However, TPS is of the view that a comprehensive study based on data was not in this instance required due to the following being known.

- Parking demand often exceeds supply, particularly in holiday periods.
- Parking activities and associated motorists' behaviors are generating a concern for the safety of pedestrians and residential amenity.

Wategos Beach is located within the Byron Bay township area in which parking is widely regulated by a meter registration pay parking scheme. This scheme includes a resident parking permit (exemption) scheme at the fringes of the metered areas and a resident/ratepayer discount scheme which significantly reduces the cost of on-street parking.

The Byron Bay metered parking scheme operates seven (7) days a week between 9am and 6pm.

Resident permits (exemptions) allow residents (and visitors) to park for in excess of posted 2P and 4P duration limits.

The resident/ratepayer component of the existing Byron Bay scheme requires residents/ratepayers to pay an annual fee of \$50 in order to avoid the need to pay at meters.

TPS Traffic and Parking
15th July 2016

2. Current Council Planning – Marine Parade

Council recently investigated how Marine Parade should be physically constructed and how traffic should be managed in order to address the above concerns. This parking study is intended to compliment those investigations.

The recommended traffic management plan which emerged from the above-mentioned study is shown in Figs 2.1a and 2.1b.

TPS Traffic and Parking
15th July 2016



PRELIMINARY

B	DRAWN	A	DATE	BY	CHECKED
1	2	3	4	5	6

**BYRON SHIRE COUNCIL
FOOTPATH DESIGN MARINE PARADE
OPTION 4 - SHARED PATH
SHEET 2 OF 2**

GND
Geotechnical & Environmental Engineering
PO Box 9888 Byron Bay NSW 2480
Tel: 07 255 2555 Fax: 07 255 2556
Email: info@geotechnical.com.au

Scale 1:250 for A1 job no. 41-29601
Date FEBRUARY 2016 rev no. B

SK002

6

3. Existing Supply and Management

Current parking supply and management is also summarised in Table 3.1.

Table 3.1
Existing Parking Supply and Management
(Marine Pde between Palm Valley Way and Julian Place)

	Marine Pde Palm Valley Way – Julian Pl	Marine Pde Sth of Julian Pl	Julian Pl East of Marine Pde
Unrestricted	51	20	5
No Parking (1am – 5am)	38	0	0
TOTAL	89	20	5

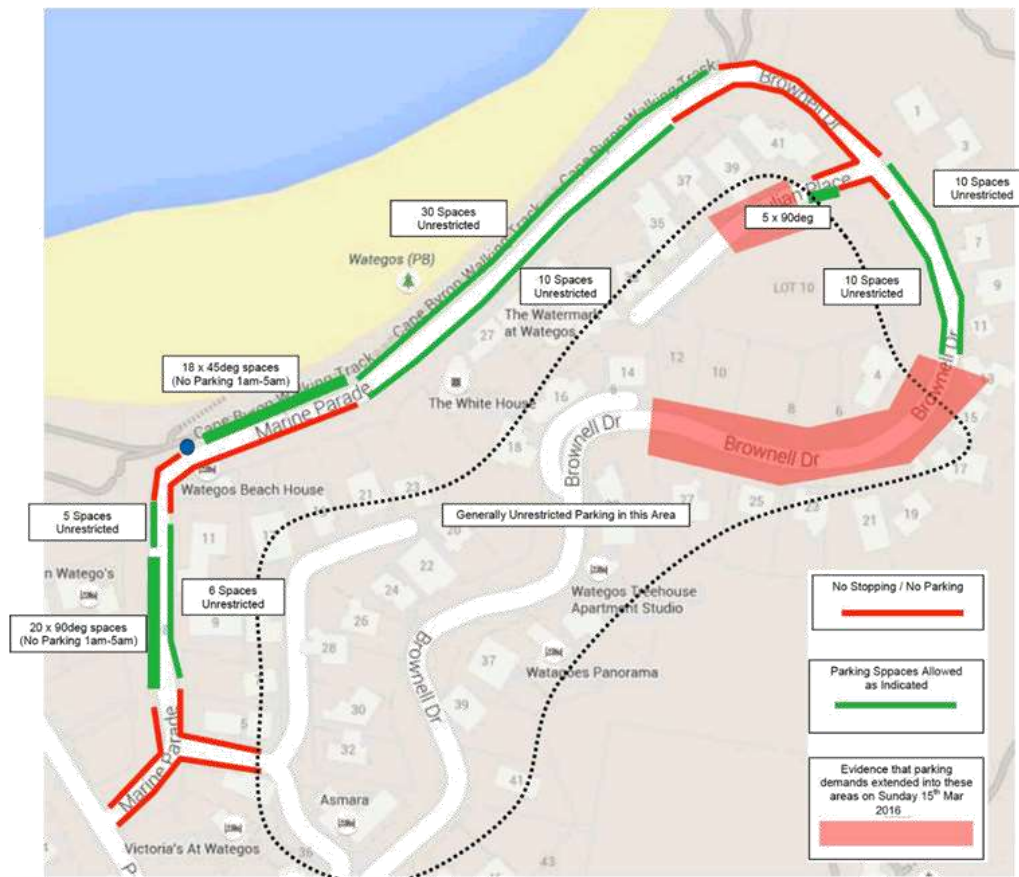


Fig 3.1 EXistng On-Street Parking Supply and Management

4. Current Deficiencies

The current deficiencies with the existing parking management are numerous. Most notable is the lack of turnover, which is largely due to unrestricted parking across the area.

Without time limits, vehicles park for long durations and therefore provide little opportunity for turnover. This means limited opportunity for parking exists due to high, often stagnate occupancy and exacerbates the lack of supply (and limited capacity). This problem is reflected in the following ways.

Observations supports claim that demand often exceeds supply. This was certainly the case when the photography shown in Fig 1.1 was taken on Sunday 15 March 2016 and is evident along Brownell Drive and Palm Valley Drive. Such parking not only results in frustrations for local residents and other visitors to the popular beachfront, but is known generate confrontations between motorists, pedestrians, residents and/or rangers.

Undesirable motorist behavior is known to include long-term parking/in-vehicle camping, blocking driveway access and intersection sight-lines.

In 2015 Council engaged consultants (GHD) to identify and assess the best options to improve parking and resident/pedestrian amenity and safety. The recommendation arising from the GHD investigations are shown in Figs 2.1a and 2.1b.

5. Improved Parking Management

5.1 Parking Duration Limits

Time limits assist with turnover and enforcement. Together, both will assist in providing more parking for more people across a given day. As demand exceeds the limited supply of parking space on Marine Parade there is clearly a strong case to be made for introducing parking duration limits aimed at reasonably reducing parking durations and thereby increasing parking availability.

If parking duration limits were to be implemented along Marine Parade between Palm Valley Way and Julian Place there would be a need to 'protect' the residential amenity of Marine Parade through the introduction of a resident parking scheme, presumably identical to that which was recently implemented as part of the Byron Bay metered parking scheme. The consequence of this 'overlay' would be to only require parking duration limits to be designed with respect to durations which reasonably satisfy beach visitors.

The mix of time limits recommended include a balance between 2-hour (2P) and 4-hour (4P) which is to apply (as per the town centre) seven (7) days a week, including public holidays 9am-6pm each day.

5.2 Enforcement

The introduction of parking duration limits would be ineffective in the absence of enforcement on a daily basis to the extent that there is a high probability of detection of parking duration infringements.

It is well established in the parking industry that the level of parking enforcement is significantly less in a metered parking system. This is due to the motorist perception that parking duration is more 'visible' and detection is more probable in a parking system employing higher order technologies (eg. Meters and associated vehicle detection systems). Experience indicates that the number of non-compliant vehicles in an unmetered system at any point in time is approximately double that which could be expected if meters were to be installed. This experience alone provides considerable support to the introduction of a metered system at Wategos Beach, given the relatively remote location to the Byron Bay CBD meter system.

It is understood that Council currently plan to acquire a Number Plate Recognition enforcement system which will integrate with the recently implemented Byron Bay parking meter system. This will significantly improve the rate of detection and enhance the reputation of the parking enforcement system in that respect.

5.3 Funding

In the case of Wategos Beach there is a demonstrable need to fund engineering, regulatory and technological aspects of better parking management. This includes the funding of traffic management works shown in Figs 2.1a and 2.2b which will represent an integral part of improved parking management in the area.

The introduction of metered parking (with resident/ratepayer exemption and discounts) into Marine Parade between Palm Valley Way and Julian Place is an appropriate way in which to assist funding of the works represented in Fig 2.1a and Fig 2.2b based on the "user pays" principle. This "user pays" principle contributed significantly to the design of the recently implemented Byron Bay CBD metered system in which residents and ratepayers are provided with reasonable exemptions from the requirement to pay for on-street parking.

6. A Preferred Parking Management Scheme

6.1 The Preferred Concept

Fig 6.1 shows a preferred parking management concept.

The concept has two basic elements.

- A metered parking system in Marine Parade
- A Resident Parking scheme in areas which lie outside the metered area and which are potentially affected by displaced parking demands.

The preferred concept is based on an expectation that parking rates, durations and other management principles will be consistent with those recently implemented into the Byron Bay CBD and environs parking scheme. Consequently, the existing arrangements relating to parking discounts for residents/ratepayers would apply equally into the Wategos Beach parking management area.

RMS guidelines suggest that one parking meter (eg. Pay-n-display meter) can serve up to 10 parallel spaces and 20 angled bays, and should never require motorists to walk in excess of 50m away to gain access to the meter. Based on that guideline and taking into account other practical considerations such as localized concentrations of parking spaces, TPS estimates that up to 8 parking meters will be required.

6.2 Provision for Disabled and Motor Bikes

It is recommended motorcycle and disabled parking spaces be provided as part of the parking scheme at the rate of 2% of all available parking in the Marine Parade System. That would result in the need to provide approximately 2 disabled spaces together with converting 2 parking spaces to motor bike parking.

6.3 Estimated Cost and Revenues

Table 5.1 shows estimated revenues and costs associated with the preferred concept.

The estimates are based on rates which currently apply at beachfront car parks which are currently metered in proximity to the Byron Bay CBD.

The estimates also are based on an assumption that approximately half of all motorists parking at meters will be residents and ratepayers who are not obliged to pay at the meters. The revenue estimates do not include revenue gained from the resident discount scheme (\$50/annum) as it is presumed that these revenues have already been collected as part of the Byron Bay CBD metered system.

**Table 5.1
Estimated Revenues and Costs for the Preferred Scheme**

Meter System Operating Profit p.a. (Ex GST)	
Meter Revenues	\$269,217.00
Meter Comprehensive Maintenance	\$24,000.00
Management	\$20,000.00
Credit Card costs	\$15,704.33
Finance on Capital @ 6%	\$6,060.00
Total Costs	\$65,764.33
Operating Profit p.a.	\$203,452.68

Enforcement Operating Profit p.a. (Ex GST)	
Enforcement Revenues	\$89,739.00
Staff & Vehicle etc. costs	\$50,000.00
Processing & Legal costs	\$8,973.90
Total Costs	\$58,973.90
Operating Profit p.a.	\$30,765.10

Parking System Operating Profit p.a. (Ex GST)	
Meter system	\$203,452.68
Enforcement	\$30,765.10
Operating Profit p.a.	\$234,217.78

TPS Traffic and Parking
15th July 2016

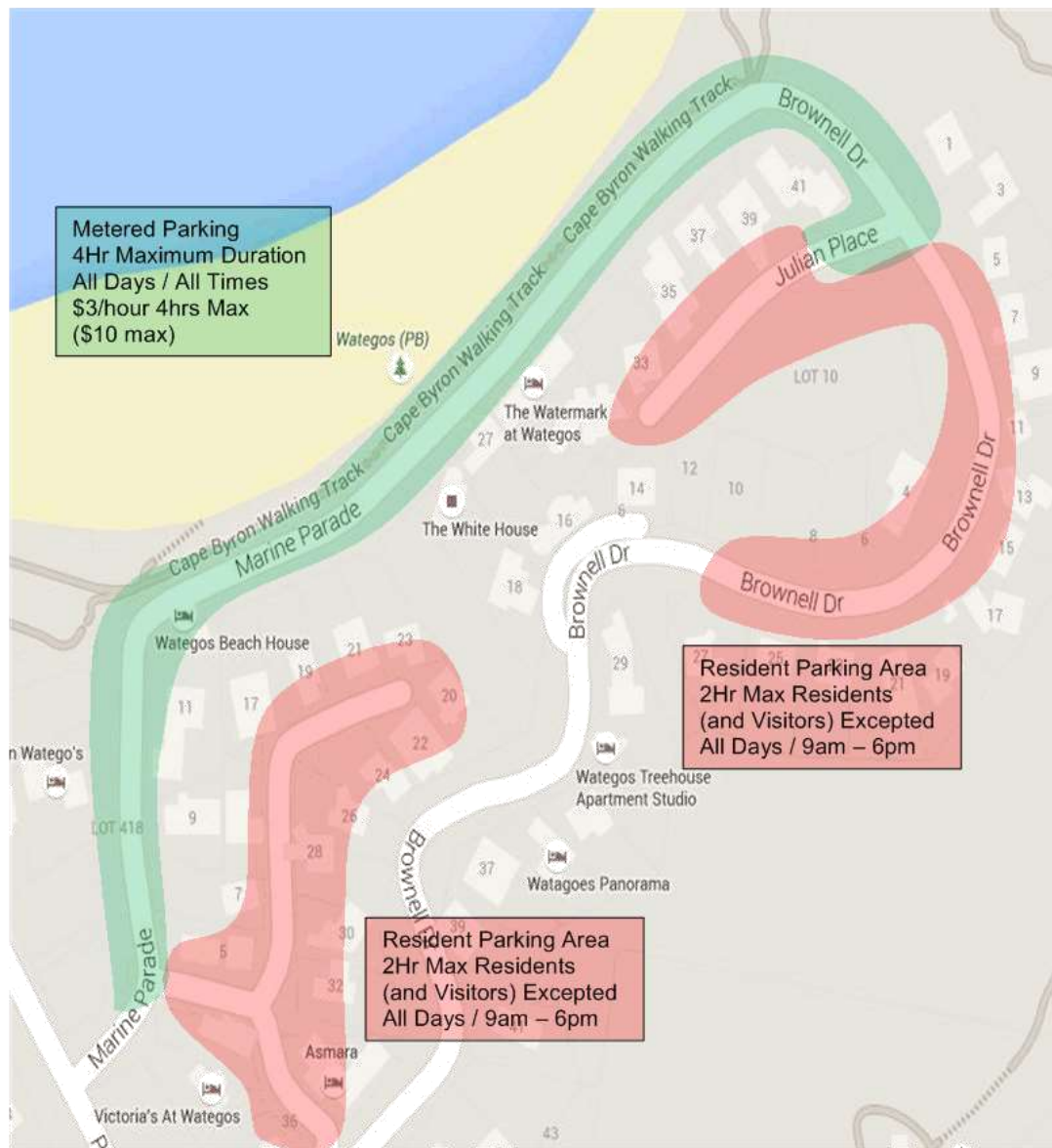


Fig 6.1 Preferred Parking Management Concept

TPS Traffic and Parking
15th July 2016

7. Recommendations

Based on the observations and investigations conducted by TPS and reported in this document we are of the view that the parking management concept depicted in Fig 6.1 of this report should be implemented in the Wategos Beach area.

TPS also recommends that the parking concept should be treated as an integral part of the Wategos Beach traffic management plan prepared by GHD and shown in Fig 2.1a and 2.1b of this report. Net revenues from the Wategos Beach parking scheme should be applied into the implementation of the GHD (or similar) traffic management plan for Marine Parade etc.



DEVELOPMENT APPLICATIONS

Report No. 7.1 **Event - Stuart St Mullumbimby - Brunswick Valley Historical Society - Mullum Markets - 3rd & 5th Saturday each month**

File No: I2016/755

Background:

The Brunswick Valley Historical Society hold the 'Mullum Market' on the 3rd and 5th Saturday of each month and have request permission to close off Stuart Street from Myokum Street to the Community Gardens.

They would like to apply for a standing event application for five years from 17/09/2016 to 19/09/2020 for the third and fifth Saturday of each month between 07:00 – 15:00.

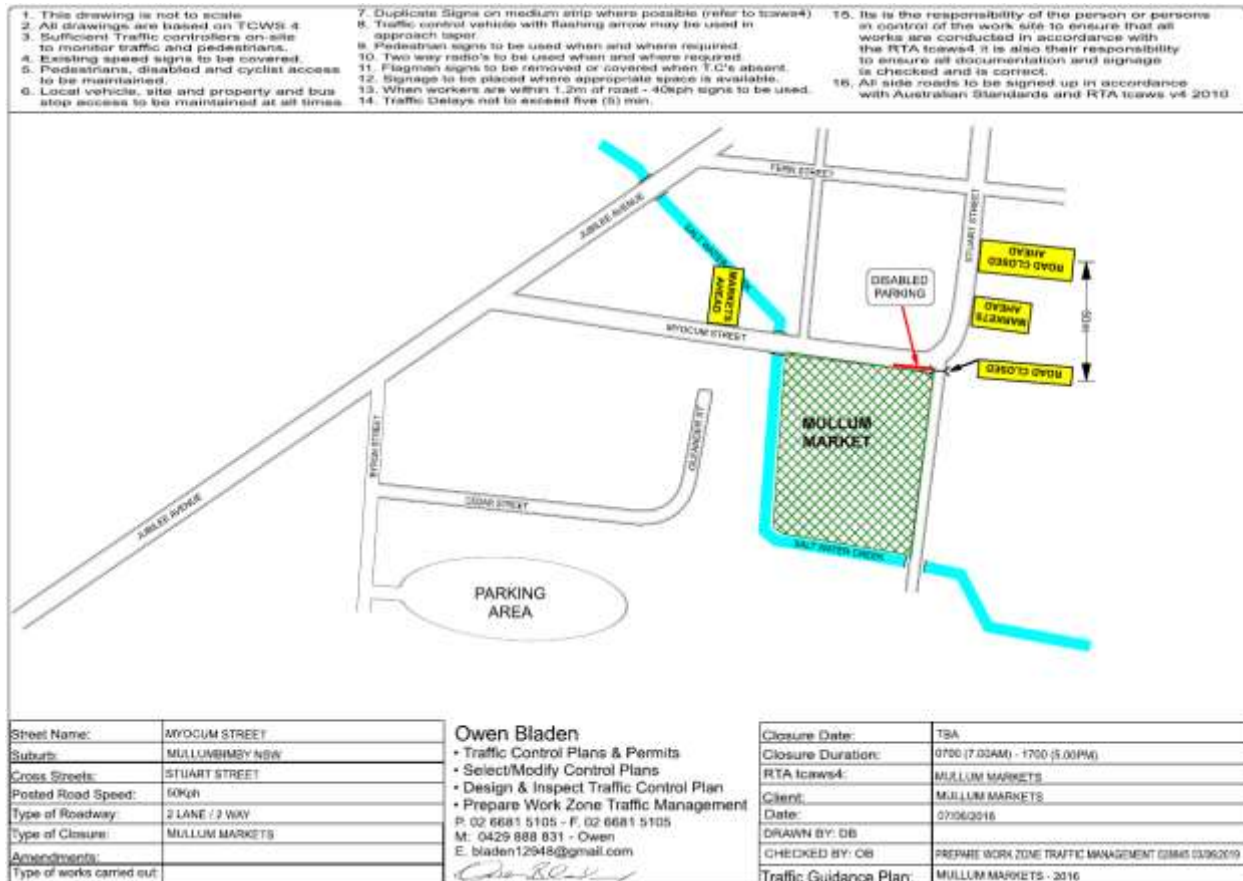
Stall holders usually park across Saltwater Creek in the car park outside the community gardens leaving room for patrons to park in Myokum & Stuart Streets.

Figure 1. Sketch of the "Mullum Market" setup on the corner of Myokum Street and Stuart Street, Mullumbimby.



Investigation

The event has submitted an acceptable Traffic Control Plan for this simple road closure.



RECOMMENDATION:

1. That the Brunswick Valley Historical Society, Mullum Market Myokum Biggest Little Banquet to be held on the third and fifth Saturday for five years which includes the temporary road closures below, be endorsed between these times:
 - a) Stuart Street between Myokum Street and the Mullumbimby Community Gardens between 07:00 to 15:00 from Saturday 19 September 2016 to 19 September 2020
2. That the approval provided in Part 1 is subject to:
 - a) NSW Police approval is obtained;
 - b) Implementation of the approved Traffic Control Plan
 - c) The event organiser:
 - i) providing copy of the advert for Council's web page
 - ii) informing community and business that are directly impacted (eg 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
 - iii) arranging for private property access and egress affected by the event

- iv) liaising with bus and taxi operators and ensuring arrangements are made for provision of services during conduct of the event**
- v) consulting with emergency services and any identified issues be addressed**
- vi) holding \$20m public liability insurance cover which is valid for the event**
- vii) paying of Council's Road Event Application Fee prior to the event**

Attachments:

- 5 1 Event - Suart St, Mull - Brunswick Valley Historical Society - Mullum Markets - TCP 2016,
E2016/54946 , page 35

BYRON SHIRE COUNCIL

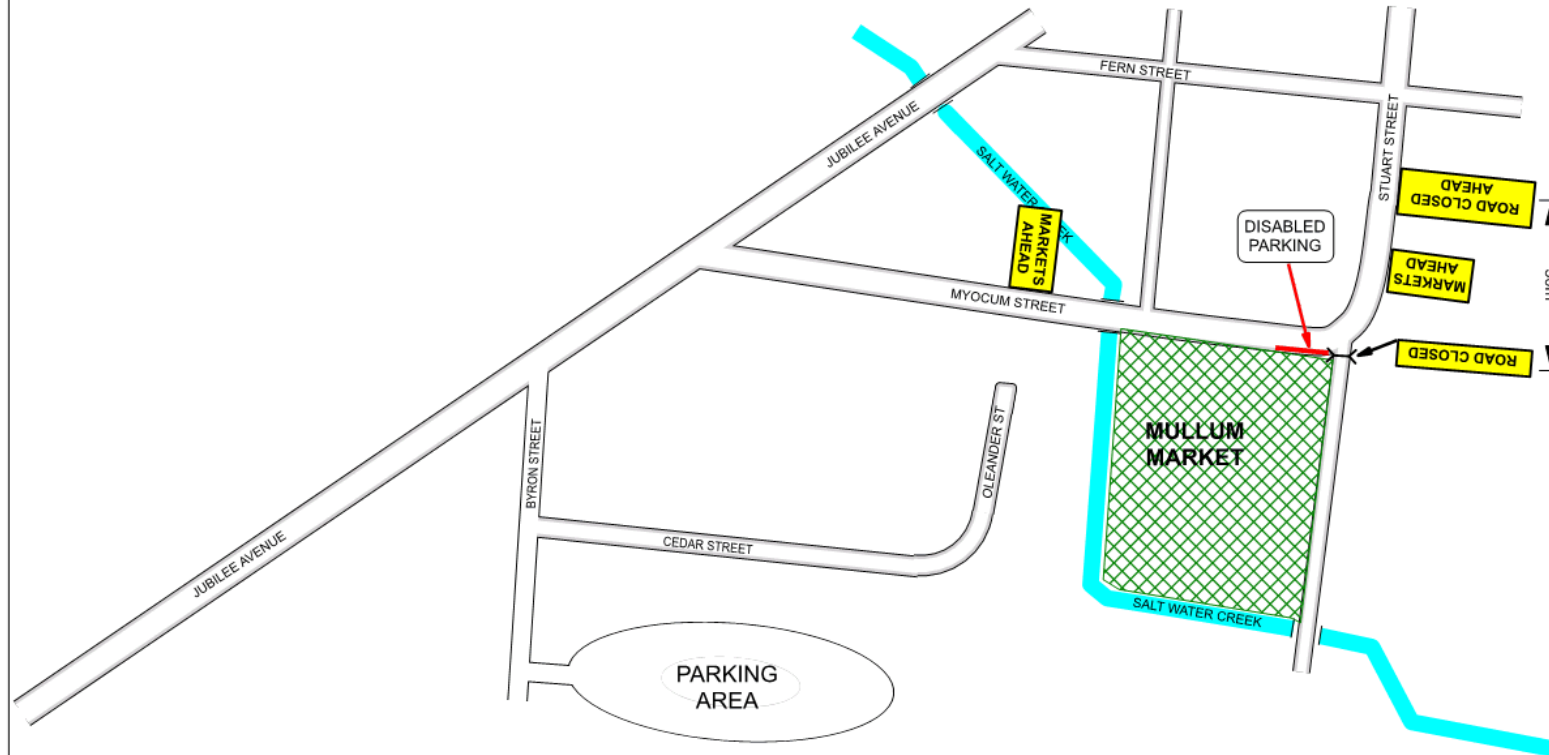
DEVELOPMENT APPLICATIONS

7.1 - ATTACHMENT 1

1. This drawing is not to scale
2. All drawings are based on TCWS 4
3. Sufficient Traffic controllers on-site to monitor traffic and pedestrians.
4. Existing speed signs to be covered.
5. Pedestrians, disabled and cyclist access to be maintained.
6. Local vehicle, site and property and bus stop access to be maintained at all times.

7. Duplicate Signs on medium strip where possible (refer to tcaws4)
8. Traffic control vehicle with flashing arrow may be used in approach taper.
9. Pedestrian signs to be used when and where required.
10. Two way radio's to be used when and where required.
11. Flagman signs to be removed or covered when T.C.'s absent.
12. Signage to be placed where appropriate space is available.
13. When workers are within 1.2m of road - 40kph signs to be used.
14. Traffic Delays not to exceed five (5) min.

15. Its is the responsibility of the person or persons in control of the work site to ensure that all works are conducted in accordance with the RTA tcaws4 it is also their responsibility to ensure all documentation and signage is checked and is correct.
16. All side roads to be signed up in accordance with Australian Standards and RTA tcaws v4 2010



Street Name:	MYOCUM STREET
Suburb:	MULLUMBIMBY NSW
Cross Streets:	STUART STREET
Posted Road Speed:	50Kph
Type of Roadway:	2 LANE / 2 WAY
Type of Closure:	MULLUM MARKETS
Amendments:	
Type of works carried out:	

Owen Bladen

- Traffic Control Plans & Permits
 - Select/Modify Control Plans
 - Design & Inspect Traffic Control Plan
 - Prepare Work Zone Traffic Management
- P. 02 6681 5105 - F. 02 6681 5105
M: 0429 888 831 - Owen
E. bladen12948@gmail.com

Closure Date:	TBA
Closure Duration:	0700 (7.00AM) - 1700 (5.00PM)
RTA tcaws4:	MULLUM MARKETS
Client:	MULLUM MARKETS
Date:	07/06/2016
DRAWN BY:	DB
CHECKED BY:	OB
Prepared By:	PREPARE WORK ZONE TRAFFIC MANAGEMENT 028845 03/06/2019
Traffic Control Plan:	MULLUM MARKETS 2016

Report No. 7.2 **Byron Bay Bypass - DA 10.2016.77.1 - 70% Drawings for Signage and Linemarking**
File No: I2016/743

The JRPP (Joint Regional Planning Panel) has approved the project on 22 June 2016.

GHD are completing the detailed design including key liaison and work with RMS. This includes an update of the construction estimate.

Services location work is progressing.

Action on land use agreements, boundary adjustments, petrol tank removal, biobanking agreement, noise mitigation consultancy, MOU etc are all progressing.

Further project details are available on councils website:
<http://www.byron.nsw.gov.au/projects/byron-bay-bypass>



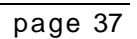
- 5 However in summary, the proposed Byron Bay Bypass is a two lane, low speed road and (as depicted) is proposed to be constructed to the west of the rail corridor in Butler Street, Byron Bay and it includes:
- 10 • Upgrade of the existing roundabout at the junction of Shirley Street, Lawson Street 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).
 - 15 • 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.
 - 20 The proposed traffic control drawings for this project will be presented to the Committee to seek their comments at this stage of the design process and allow them to be incorporated into the final project drawings..

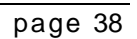
RECOMMENDATION:

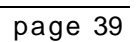
That the Committee consider the attached 70% Design drawings and provide comments.

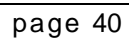
Attachments:

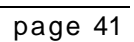
- 30 1 DA 10.2016.77.1 - Byron Bay Bypass - DWG - 41-29578-C351 to C358 Signs and Linemarking Sheet 1 to 7 (70% REV A), E2016/65277 , page 37





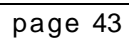








7.2 - ATTACHMENT 1



BYRON SHIRE COUNCIL

DEVELOPMENT APPLICATIONS

7.2 - ATTACHMENT 1

TRAFFIC SIGN SCHEDULE															
SIGN			STANDARD DETAILS				SPECIAL DETAILS				FIXTURE DETAILS				
SIGN NUMBER	ACTION	POSITION	TYPE	NUM	OPERATION	SPACING	SPACE	NUM	SPACING	NUM	SPACE	SPACING	DIAMETER	DEPTH	REMARKS
SIGN NUMBER	LOCATION	HEIGHT	TYPE	NUM	OPERATION	SPACING	SPACE	NUM	SPACING	NUM	SPACE	SPACING	DIAMETER	DEPTH	REMARKS
S21															
S22															
S23															
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TBD



GHD
 GHD Pty Ltd
 200 Ross Street, Suite 100
 Byron Bay NSW 2480
 Tel: 07 5530 0000 Fax: 07 5530 0001
 www.ghd.com.au



BYRON SHIRE COUNCIL
 BYRON BAY BYPASS
 SIGNS AND LINE MARKING
 SHEET 7 OF 7

PRELIMINARY
 Drawing No: **41-29578-C357**
 Rev: **A**