

MINUTES OF MEETING



LOCAL TRAFFIC COMMITTEE MEETING

| | |
|-------------------|--|
| Venue | Conference Room, Station Street, Mullumbimby |
| Date | Tuesday, 16 January 2018 |
| Time | 10.00am |
| Committee Members | Linda Makejev – Roads and Maritime Services Snr Constable David Brigg – Police Cr Basil Cameron Tamara Smith MP |

BYRON SHIRE COUNCIL

LOCAL TRAFFIC COMMITTEE MEETING MINUTES

16 JANUARY 2018

REPORT OF THE LOCAL TRAFFIC COMMITTEE MEETING HELD ON TUESDAY, 16 JANUARY 2018

File No: I2018/32

MEETING COMMENCED: 10:07am

PRESENT:

Councillor: Cr Basil Cameron

Roads and Maritime Services Representative: Ms Linda Makejev

Police: Snr Constable David Brigg, Sgt Michael Stewart

Ms Tamara Smith MP (left the meeting at 11:56am)

Staff: Evan Elford, Tony Nash (left the meeting at 11:30am), Chris Soulsby.

Invitees: Patricia Docherty, BSC Planner; Simon Millichamp, Director Planit; Andrew Pearce, BSC Development Engineer and Michiel Kamphorst, engineering consultant joined the meeting at 10:55am and left at 11:58am.

APOLOGIES:

There were no apologies.

DECLARATIONS OF INTEREST

There were no declarations of interest raised.

ADOPTION OF MINUTES FROM PREVIOUS MEETINGS

Committee Recommendation:

That the minutes of the Local Traffic Committee Meeting held on 31 October 2017 and Extraordinary Local Traffic Committee Meeting held on 13 December 2017 be confirmed.

(Cameron/Brigg)

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

MATTERS ARISING

There were no matters arising.

OUTSTANDING ISSUES/RESOLUTIONS

There were no outstanding issues/resolutions.

REGULATORY MATTERS

Report No. 6.1

Council resolutions and recommendation processes

File No:

I2017/2008

The purpose of this report is to request the Committee review and provide advice and comments in relation to the legislative requirements and procedural processes that need to be followed to enable the committee to fulfil its roles and obligations and associated interactions with Council through recommendations and associated resolutions.

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As a consequence of recent queries raised by Council in relation to procedural processes around LTC advice, recommendations and Council adoption of those recommendations, advice and comments are sought regarding the procedural processes pertaining to, but not limited to;

1. situations where Council has resolved to take certain actions pending future advice or recommendations from LTC and or;
2. Situations where Council has made a resolution that is not in accordance with LTC recommendations.

In preparing such advice, committee members are asked to review meeting procedures including attendance and apologies notifications and provision of comments for agenda items.

Committee Comments

A draft constitution based on council's template to be provided to the committee at next meeting to confirm the time, venue, date of meetings.

Constitution to include clear guidelines for the handling of matters before the committee consistent with the delegation.

Management Comments

There were no Management comments.

Committee Recommendation:

That Council note that a draft constitution based on council's template be provided to the committee at next meeting to confirm the time, venue, date of meetings.

Constitution to include clear guidelines for the handling of matters before the committee consistent with the delegation.

(Cameron/Smith)

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

Report No. 6.2
File No:

Ewingsdale Road Roundabouts - Signs and Linemarking
I2017/2009

This report seeks LTC concurrence and endorsement for the proposed regulatory signs and line marking for two roundabouts on Ewingsdale Road, Byron Bay, being at the intersections with Sunrise Boulevard and Bayshore Drive.

Detailed pavement marking and signage plans have been attached for both roundabouts.

Committee Comments

Better documentation needs to be provided to RMS

Management Comments

There were no Management comments.

Committee Recommendation:

1. **That the Local Traffic Committee be provided with clear documentation showing the Pavement Marking and Signage Plans for the Ewingsdale Road roundabouts as detailed below:**

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- a) Sunrise Boulevard roundabout as per Attachment 1 (E2017/115555)
 - b) Bayshore Drive roundabout as per Attachment 2 (E2017/115586)
2. That the members provide comments, concurrence or otherwise through the chair within 7 (seven) days.
 3. That separate, large format, hard and electronic copy of the plans be provided to the RMS, Police (addressed to Highway Patrol) and members in advance of meetings to allow for proper and detailed consideration.

(Cameron/Makejev)

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

Report No. 6.3 **Byron Bay Pay Parking Time Limit Review - Endorsement of Council Resolved Changes to Time Limits in Byron Bay**
File No: I2017/2071

Council resolved on 21 September 2017 under Resolution 17-425 to undertake investigation and community consultation regarding possible revisions to the time limits in various areas of the pay parking area in Byron Bay.

Council staff undertook community consultation regarding the proposed changes. Based on the survey and consultation feedback, it was proposed that the majority of the community were in favour of the changes as detailed.

Council subsequently resolved 17-697 as follows;

1. *That the changes to the parking time limits in the Byron Bay pay parking area as outlined below be endorsed:*
 - a) *Wordsworth Street – modify 2P zone to OP (no limit) zone.*
 - b) *Shirley Street – modify 4P zone to OP (no limit) zone.*
 - c) *Lawson Street North and South Car Parks – modify from OP (no limit) to 4P.*
 - d) *Somerset Street and Butler Street Reserve – modify to free parking zone.*
 - e) *Butler Street – modify 4P zone to OP (no limit) zone.*
 - f) *Byron Street – modify 2P zone to 1P zone.*
 - g) *Fletcher Street – modify eastern side from 4P to 2P.*
 - h) *Jonson Street – modify Carlyle to Kingsley zone from 1P to 2P.*
2. *That a budget of \$15,000 be approved from Pay Parking Operations in Byron Bay to modify the signage.*
3. *That a report be prepared for the Local Traffic Committee for concurrence prior to actioning for items 1a), 1b), 1c), 1e), 1f), 1g) and 1h).*
4. *That the modification in item 1d) for Somerset Street and Butler Street Reserve be implemented as soon as possible.*
5. *That staff provide a report with an analysis of resident and non-resident usage for the different paid parking time zones.*

The following pages detail the endorsed changes and the likely result of each.

Wordsworth Street

Issue Identified – There is currently a 2P that was most likely implemented when the Byron Hospital was still in operation.

Proposed Change – Modify the 2P section to a OP section (no limit).

Likely Result – Encourage longer term parking outside the town centre and maintain consistency throughout Wordsworth Street.

**Shirley Street**

Issue Identified – There is currently a 4P that was most likely implemented when the Byron Hospital was still in operation.

Proposed Change – Modify the 4P section to a OP section (no limit).

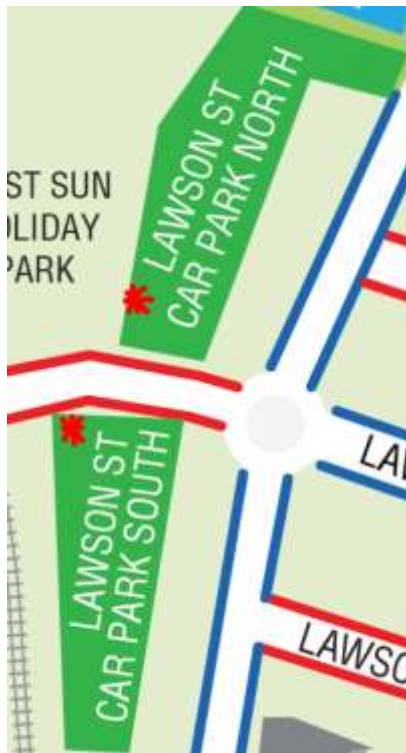
Likely Result – Encourage longer term parking outside the town centre and maintain consistency throughout the Shirley Street & Wordsworth Street area.

**Lawson Street North and South Car Parks**

Issue Identified – The Lawson Street north and south car parks currently have OP (no limit) for pay parking. This does not promote long term parking outside the town centre.

Proposed Change – Modify the OP (no limit) area to a 4P area.

Likely Result – Encourage long term parking outside the town centre.

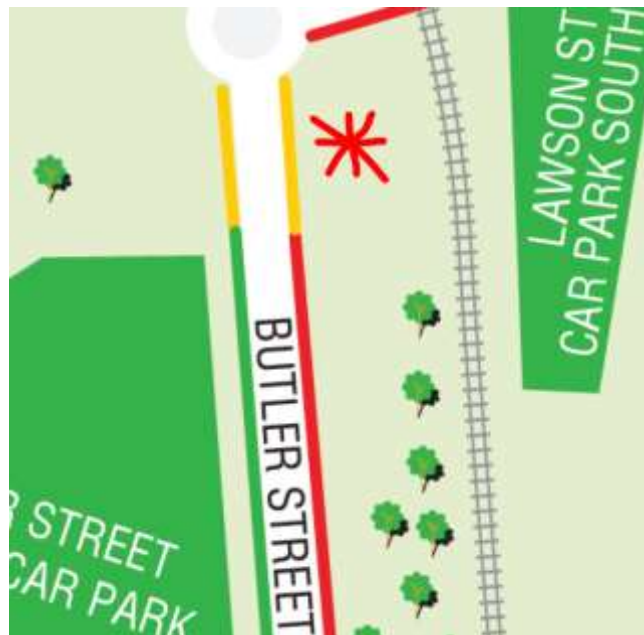


Butler Street

Issue Identified – There is currently a 4P pay parking area that is not consistent with Butler Street and the Master Plan intention to promote long term parking outside the town centre.

Proposed Change – Modify the 4P area to a OP (no limit) area.

Likely Result – Encourage longer term parking outside the town centre and maintain consistency throughout Butler Street.



Byron Street

Issue Identified – Byron Street currently has a 2P zone from Jonson Street to Fletcher Street.

Proposed Change – Modify the 2P area to a 1P area.

Likely Result – Consistently encourage shorter term parking in the town centre.



Fletcher Street

Issue Identified – There is currently 4P parking along the full length of Fletcher Street on the eastern side. This does not promote longer term parking outside the town centre and provides an opportunity for employees to utilise this area for parking.

Proposed Change – Modify the 4P area to a 2P area.

Likely Result – Encourage long term parking outside the town centre.

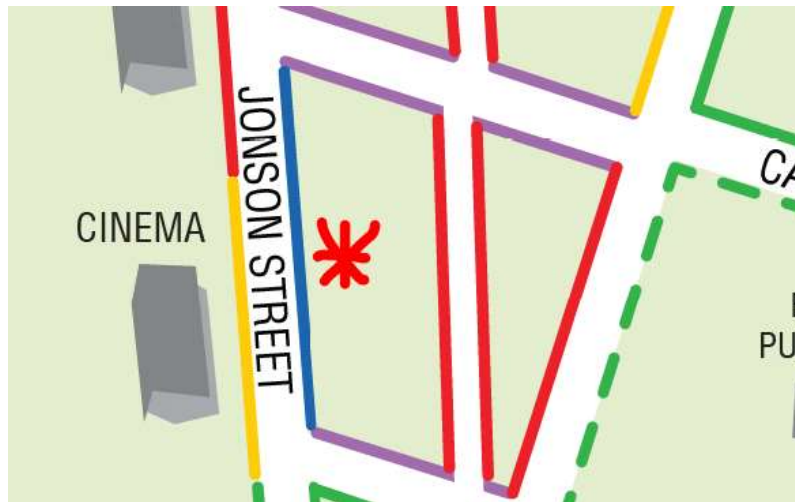


Jonson Street

Issue Identified – There is currently 1P parking zone on Jonson Street from Carlyle Street to Kingsley Street. This is not consistent with the gradual increase of time zones from the town centre.

Proposed Change – Modify the 1P area to a 2P area.

Likely Result – Gradually increase time zones as the distance from the town centre increases.



Committee Comments

There were no Committee comments.

Management Comments

There were no Management comments.

Committee Recommendation:

That the Local Traffic Committee approve the time limits as detailed below:

- a) Wordsworth Street – modify 2P zone to OP (no limit) zone.
- b) Shirley Street – modify 4P zone to OP (no limit) zone.
- c) Lawson Street North and South Car Parks – modify from OP (no limit) to 4P.
- e) Butler Street – modify 4P zone to OP (no limit) zone.
- f) Byron Street – modify 2P zone to 1P zone.
- g) Fletcher Street – modify eastern side from 4P to 2P.
- h) Jonson Street – modify Carlyle to Kingsley zone from 1P to 2P.

(Cameron/Brigg)

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

Report No. 6.4

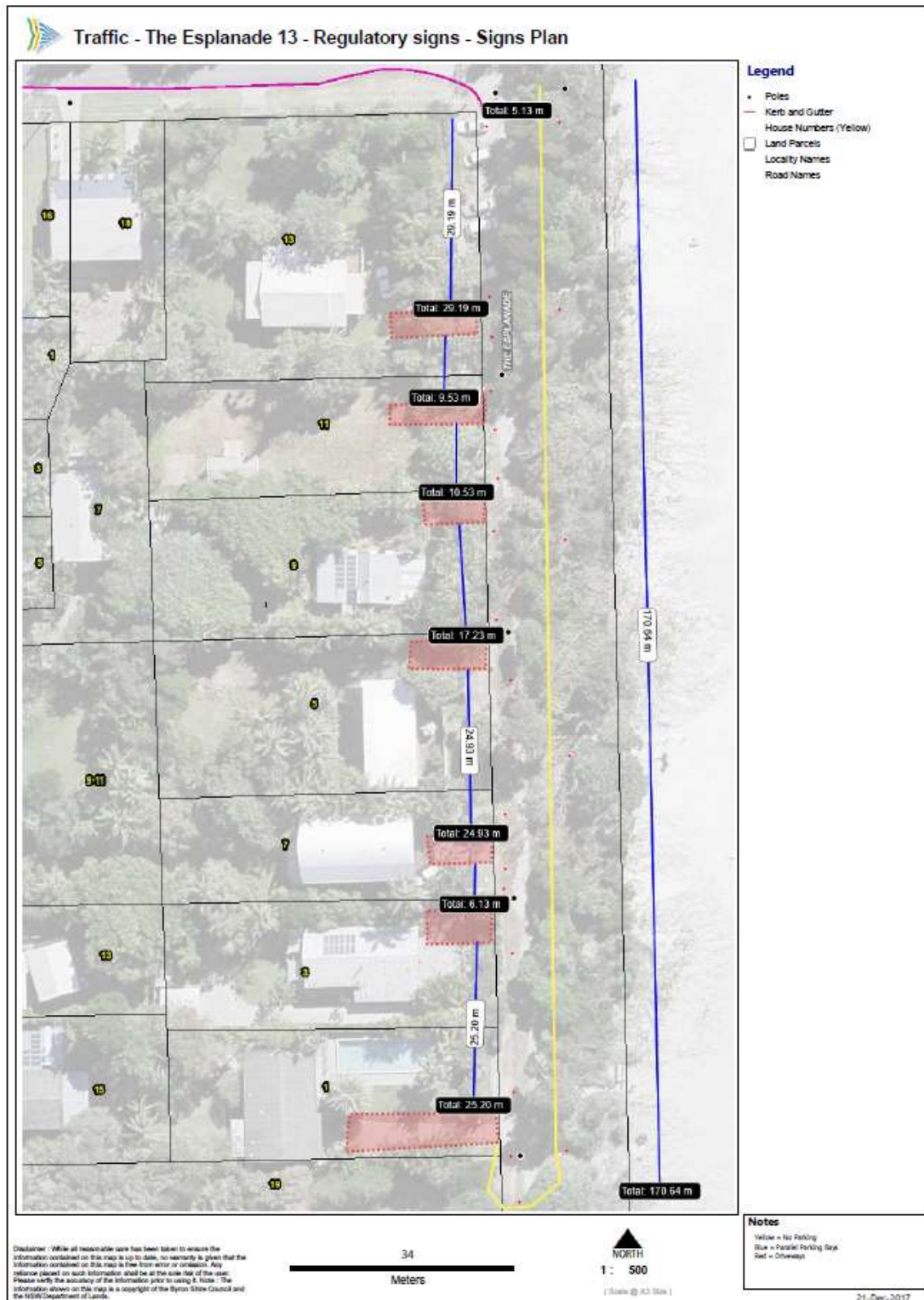
Traffic - The Esplanade 13 - Regulatory Signs - Formalise parking in cul-de-sac

File No:

I2017/2081

SUMMARY

On the 6 December 2017, Evan Elford met with concerned residents of The Esplanade, New Brighton to discuss parking, access and vehicle movement issues. The residents offered support for signage to regulate parking and to assist with vehicular movement management.



OFFICER RECOMMENDATION

That Council regulate parking in the Southern cul-de-sac end of The Esplanade, New Brighton.

LINKAGE TO OUR COMMUNITY STRATEGIC PLAN

| | | |
|------------------|--------------------------|---|
| Theme | Community Infrastructure | Services and infrastructure that sustains, connects and integrates our communities and environment. |
| Objective | CI2 | Provision of essential services |

| | | |
|-----------------|-------|--|
| Strategy | CI2.3 | Provide roads and drainage infrastructure within the Shire |
| Measures | CI2.G | Provide road, drainage and transport infrastructure within the Shire |

BACKGROUND

On the 6 December 2017, Evan Elford met with concerned residents of The Esplanade, New Brighton to discuss parking, access and vehicle movement issues. There is currently no regulatory parking signage in this section of the road reserve.

The concept design provided has been developed in consideration of the discussions held on site and identified site constraints providing No Parking on the Eastern side of the Esplanade and the Parallel Parking Areas along the Western edge of the Esplanade. Additional advisory signage at the intersection with Orana Road will be required to advise the road is not suitable larger RV type vehicles and caravans, noting that garbage collection trucks will still be required to access the street.

Regulating the parking could reduce the current supply to between sixteen and twenty two Parallel Parks for vehicles less than six meters long however it will also assist to maintain clear access for residents and service vehicles..

KEY ISSUES

1. Vehicles are being parked across driveways.
2. Service vehicle access is being restricted.
3. There is a lack of regulatory parking signage to be able to enforce.

COUNCIL IMPLICATIONS**▪ Budget/Financial**

Estimate of \$3,960 for twenty two signs at \$180 per sign. Vacuum excavation is recommended to avoid services in this area.

A further estimate of \$20,000 would be required to complete a full survey, geotechnical investigation and design to formalise the road and parking.

▪ Asset Management

Estimate of \$2,200 for 10 signs at \$10.00 per sign/year for an expected life of 10 years. Council will need to maintain signage ongoing, including cleaning and replacement (if necessary).

▪ Policy or Regulation

Delegated to council for authorisation in conjunction with:

- Prescribed traffic control devices - division 1 of Part 4 (Sections 50 to 55) of the Road Transport (Safety and Traffic Management) Act, 1999.
- R5-41 No Parking - NSW Road Rules 168, \$108 fine.
- No Camping by order Local Government Act 1993 – Section 632, \$80 fine.

▪ Consultation

Consultation with residents to be completed once the concept design is finalised.

▪ Legal and Risk Management

Travellers and visitors are drawn to the car park adjacent to the beach due to its discreet location. The residents seek to deter over parking in this area so they can access their homes safely and provide safe access for refuse services.

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Committee Comments

There were no Committee comments.

Management Comments

There were no Management comments.

Committee Recommendation:

That the Local Traffic Committee recommend to Council to regulate parking in the Southern cul-de-sac end of The Esplanade, New Brighton through the installation of “No Parking” and “Parallel Parking” and other relevant and appropriate signage to improve access for residents and service vehicles.

(Cameron/Makejev)

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

Report No. 6.5

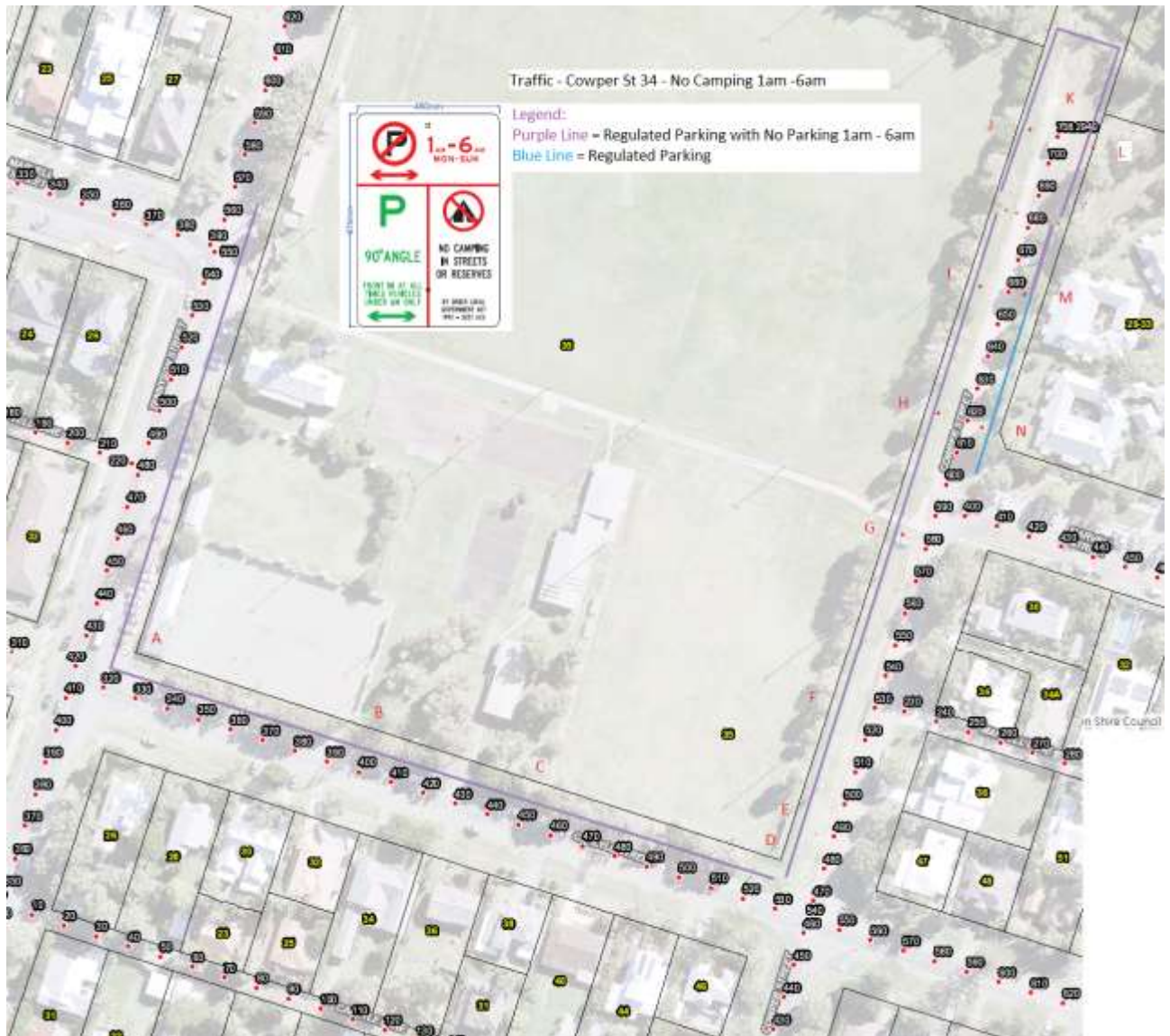
File No:

Traffic - Cowper St 34 - Regulatory Signage - No Parking 1am - 6am

I2018/11

SUMMARY

Community Enforcement has requested assistance to resolve illegal camping within the road reserve around the Byron Recreation Ground in Carlyle, Cowper and Tennyson Streets, Byron Bay. They have proposed that regulated parking be installed with signs stating ‘No Parking 1am to 6am’.



OFFICER RECOMMENDATION

That Council regulate parking around the Byron Recreational Ground by installing 'No Parking 1am to 6am' signage to deter illegal camping.

LINKAGE TO OUR COMMUNITY STRATEGIC PLAN

| | | |
|------------------|--------------------------|---|
| Theme | Community Infrastructure | Services and infrastructure that sustains, connects and integrates our communities and environment. |
| Objective | CI2 | Provision of essential services |
| Strategy | CI2.3 | Provide roads and drainage infrastructure within the Shire |
| Measures | CI2.G | Provide road, drainage and transport infrastructure within the Shire |

BACKGROUND

Councils Team Leader Community Enforcement has advised that illegal camping is being carried out around the reserve due to a lack of regulatory parking signage. Community Enforcement would like to close the gravel road section of Cowper Street to deny access to illegal campers.

KEY ISSUES

1. Anti social behaviour is occurring with people camping illegally.
2. There is a lack of regulatory parking signage to be able to enforce illegal camping.

COUNCIL IMPLICATIONS

- **Budget/Financial**
Estimate of \$3,080 includes fourteen new signs.
- **Asset Management**
Estimate of \$980 for 14 signs at \$10.00 per sign/year for an expected life of 7 years. Council will need to maintain signage ongoing, including cleaning and replacement (if necessary).
- **Policy or Regulation**
Delegated to council for authorisation in conjunction with:
 - Prescribed traffic control devices - division 1 of Part 4 (Sections 50 to 55) of the Road Transport (Safety and Traffic Management) Act, 1999.
 - R5-41 No Parking (specified times) - NSW Road Rules 168, \$108 fine.
 - No Camping by order Local Government Act 1993 – Section 632, \$80 fine.
- **Consultation**
Consultation to be completed once the design is finalised with the Byron Recreational Grounds and the Feros Care management of the Byron Bay Village.
- **Legal and Risk Management**
Travellers and visitors are drawn to the car park adjacent to the Byron Recreational Ground due to its discreet location and the proximity to water, toilets and undercover facilities. Community Enforcement seek to deter this activity as it has resulted in antisocial behaviour occurring after dark. Limited no camping signs are visible in this area however it is difficult to enforce compliance.

Committee Comments

There were no Committee comments.

Management Comments

There were no Management comments.

Committee Recommendation:

That Council regulate parking around the Byron Recreation Ground including Tennyson, Carlyle and Cowper Streets by installing 'No Parking 1am to 6am' signage when funds become available.

(Cameron/Brigg)

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

Report No. 6.6

Traffic Complaints on Clays Road and Coral Ave

File No:

I2018/13

The purpose of this report is to seek the advice of the Local Traffic Committee (LTC) on the

intersection treatment of Plover Parkway and Clays Road.

Council has received two complaints about vehicles speeding, dust, safety, and amenity on Clays Road and Coral Avenue since the opening of Plover Parkway. A copy of the complaints is provided in the attachments (E2018/1889 and E2018/2033). The subject length of road is shown in the aerial image below.



The original development application for the subdivision DA 10.2009.314.1 was approved by the NSW Land and Environment Court.

This DA was for the first stage of 29 lots and set out the concept plan for the estate as part of a staged development consent.

This consent did not require the upgrade of Coral Avenue or Clays Road.

A subsequent development consent DA 10.2009.151.1 approved the sports field on Plover Parkway. At the time of the original approvals, due to the proposed staging of the subdivision works, the sports fields were likely to be constructed prior to the construction of the culvert over the creek on Plover Parkway. This meant that the only access to the sports field would be via Clays Road. Condition 11 of the sports field DA required upgrade works for these access roads. The developer's responsibility to seal these sections arose from the need to provide access to the sports field and not because of the traffic generated by the subdivision. This is why the requirement to seal is in the sports field consent and not in the subdivision consent.

Avenue.

Consent from Council, and the Crown where applicable, must be obtained for works within the road reserve pursuant to Section 138 of the Roads Act 1993. Three (3) copies of Engineering construction plans must accompany the application for consent for works within the formed road reserves of Clays Road and Coral Avenue.

Such plans are to be in accordance with Council's "Northern Rivers Development Design & Construction Manuals and Standard Drawings."

- Reconstruct the gravel sections of Coral Avenue and Clays Road from the northern site boundary through to the vicinity of Lomandra Lane with a bitumen seal having a nominal width of 6m. with gravel/grassed shoulders and drainage.

This development consent was subsequently amended when the staging of the main subdivision consent was altered and there was potential for the culvert to be built and access provided from the estate rather than via Clays Road. Condition 11 was modified as follows:

11 Consent required for works within the road reserve –Clays Road and Coral Avenue.

The Consent was changed with the addition of the following clause.

This condition does not need to be complied with if the road access to Tuckeroo Ave is completed and dedicated as public road prior to the dedication of the reserves as required by condition 37.

Traffic calming devices (speed bumps) have been installed on Plover Parkway to discourage through traffic. It is not the developers responsibility to upgrade this section of road at this point in time.

Despite the traffic calming on Plover Parkway there is anecdotal evidence of an increase in vehicles using Clays Road. The travel time and distance for the two routes into town is very similar when taken from the western end of the new estate (refer to google maps extract below).



Council will place traffic counters out on the northern end of Plover Parkway and the Southern end of Tuckeroo Ave to determine the traffic volumes using the two routes. Dependant on the volumes the option to temporarily close Plover Parkway may be further investigated and subsequently reported back to LTC.

In the interim Council is seeking advice from LTC on the appropriate regulatory signage and treatment of the intersection of Plover Parkway and Clays Road. Clays Road is gravel and up until recently was an elbow bend as shown on the aerial image below.



With the opening of Plover Parkway it has now become a T-junction with the predominant movement being a north south through movement.

Options to regulate this intersection are to:

1. Place a Give Way sign on western approach to the T-junction on Clays Road; or
2. Place a Stop sign and line marking on the sealed southern approach of Plover Parkway.

Committee Comments

There were no Committee comments.

Management Comments

There were no Management comments.

Committee Recommendation:

That a Give Way sign not be placed on western approach to the T-junction on Clays Road until traffic counts on Plover Parkway and Southern end of Tuckeroo Ave have been completed.

(Cameron/Brigg)

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

DEVELOPMENT APPLICATIONS

Report No. 7.1 **DA 10.2017.510.1 - Mixed Use development, Jonson and Browning Streets, Byron Bay**
File No: I2017/1906

The Committee considered a report on this matter at the meeting of 31 October 2017 and provided the following comments:

The Committee does not have a concept drawing to refer to and does not have enough information to assess the impacts on the surrounding road network with particular regard to links with the Byron Bay bypass and planning for cycleway and pedestrian access linkages in the Bangalow Rd corridor. The committee also requires documentation for trucks swept paths, and where the drop off for the preschool area will be located.

The LTC requests a briefing by both planning and the proponent to provide more documentation in early December 2017.

Council staff and the proponent's traffic consultant will attend the LTC meeting to provide the required briefing.

The report from the meeting of 31 October is reproduced below.

SUMMARY

Council has received a Development Application (DA 10.2017.510.1) from Mr M Scott, on behalf of JGD Developments Pty Ltd for a mixed use development comprising commercial premises, café, child care centre, shop top housing and serviced apartments. The development is located on the south-west corner of the Jonson Street/ Browning Street intersection in Byron Bay.

OFFICER RECOMMENDATION

That the LTC review the proposed changes to Ruskin Lane and potential Byron Bay Bypass conflicts and provided comments for the consideration of the Planning Team.

BACKGROUND**Ruskin Lane**

The site which is subject to development application 10.2017.510.1 is located at the corner of Jonson and Browning Streets, Byron Bay, adjacent to the proposed Byron Bypass roundabout. Ruskin Lane, which is currently a sealed two-way lane, adjoins the eastern boundary of the site.



Fig. 1 - Proposed Site Pre Byron Bay Bypass Roundabout

The application proposes to construct a mixed use development involving:

- Two shops and a café at ground level, fronting Jonson Street;
- A child care centre at ground level fronting Browning Street;
- 24 residential apartments in three levels above the shops and café;
- 26 serviced apartments (tourist accommodation) in three levels above the child care centre; and
- Two basement levels of car parking containing a total of 122 car parking spaces as well as bicycle and motorcycle parking, with access off Ruskin Lane.

The Traffic Impact Study that accompanies the Development Application (see Attachment 1) estimates total traffic generation to be approximately 349.7 – 375.7 DVT's and 86.54 – 89.04 PHT's and proposes the following changes to Ruskin Lane:

- Widen Ruskin Lane and Browning St intersection for approximately 35m from Browning Street to cater for two-way traffic and MRV manoeuvring (see Fig. 2);
- MRV loading bay off Ruskin Lane adjacent to basement ramp;
- The remainder of Ruskin Lane (approximately 135m) is proposed to be converted to one-way with entry only from Tennyson Street;
- Ruskin Lane to be restricted to left in / out movements only;
- A convex mirror installed at the Ruskin Lane / Browning St intersection to provide pedestrians with improved sight lines.

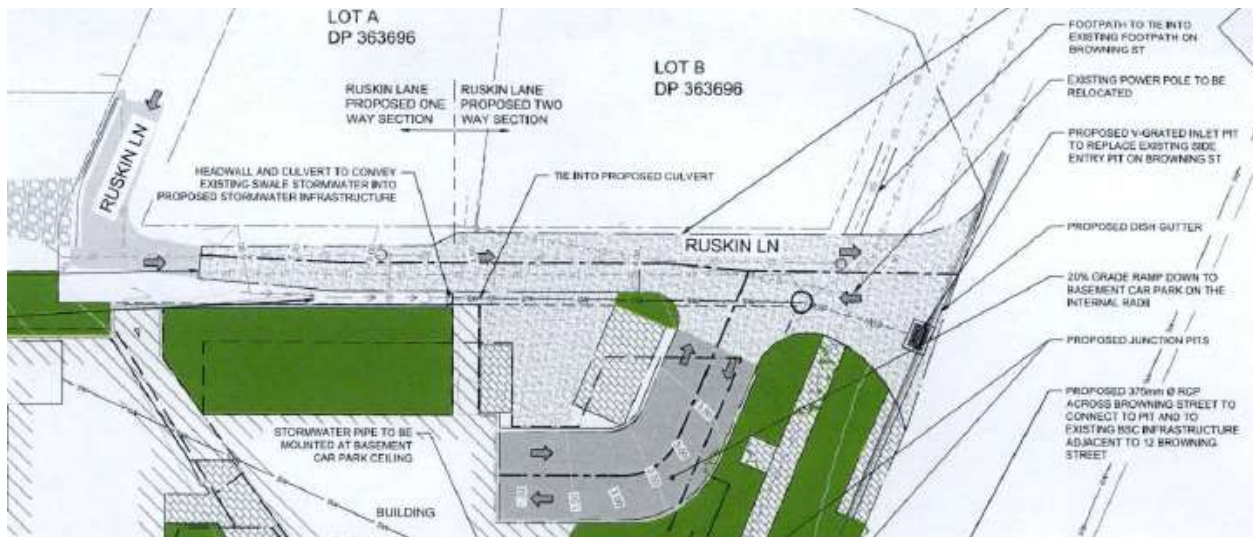


Fig. 2 - Works proposed at Ruskin Lane / Browning St intersection



West from Tennyson Intersection



North from Browning St Intersection

Fig 3 – Ruskin Lane

Bypass Roundabout

The development has absolute frontage onto the proposed Bypass Roundabout at the intersection of Jonson St / Browning St. Council is in the process of acquiring the SW portion of the subject site for road widening for the roundabout. To compensate a strip of land will be added to the subject property along Browning St (see Fig. 4).

The proposed development introduces challenges relating to construction timing and sequencing. The first plan within Attachment 2 illustrates the current roundabout design that assumes the subject site remains unchanged. The second plan illustrates the proposed ground floor and landscape design. The third plan illustrates the extent of road and drainage works proposed in the road reserve. Together these plans illustrate driveway access to Lots 5 and 6 and footpath alignment are redundant post construction of the development. The third plan illustrates works across the width and length of Browning St.

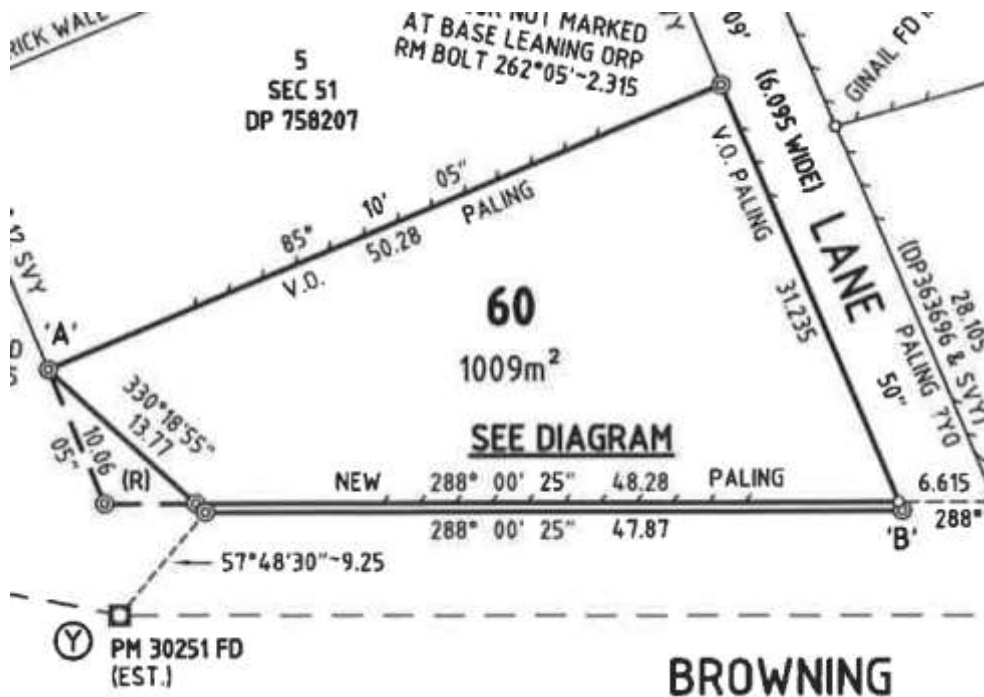


Fig 4. – Boundary changes

KEY ISSUES

Ruskin Lane

1. The Council must refer all traffic related matters to the Local Traffic Committee (LTC) prior to exercising its delegated functions for the Regulation of Traffic.

Byron Bay Bypass

2. How to manage the sequence of construction if:
 - (i) the proposed DA is constructed first , or
 - (ii) the Bypass Roundabout is constructed first.
3. How the proposed development may impact the Bypass Roundabout design.

COUNCIL IMPLICATIONS

- **Budget/Financial**

Unknown

- **Asset Management**

Council will need to maintain signage for Ruskin Lane and maintain road and drainage assets within both Ruskin Lane and Browning St.

- **Policy or Regulation**

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

- **Consultation**

The application has been referred to the RMS for comment.

- **Legal and Risk Management**

The development will result in increased pedestrian and vehicular activity at the Ruskin Lane /

Browning St intersection and the Bypass Roundabout.

Committee Comments

If the development precedes the roundabout, there is need for a pedestrian barrier to prevent direct access across the intersection. The Committee strongly recommends an extension of the raised median on Browning St for the full length between Jonson St and Bangalow Rd to avoid pedestrian and traffic conflicts.

Management Comments

There were no Management comments.

Moved:

That the Local Traffic Committee's comments relating to DA 10.2017.510.1 be provided to the Council Planning Team.

(Cameron/Brigg)

There being no further business the meeting concluded at 12:21.
