

# MINUTES OF MEETING



## LOCAL TRAFFIC COMMITTEE MEETING

Venue	Electronic Meeting
Date	Friday, 15 March 2019
Time	Electronic Meeting
Committee Members	Katherine Boulton – Roads and Maritime Services Snr Constable Chris Davis – Police Cr Basil Cameron Tamara Smith MP



# BYRON SHIRE COUNCIL

## LOCAL TRAFFIC COMMITTEE MEETING MINUTES

15 MARCH 2019

### REPORT OF THE EXTRA LOCAL TRAFFIC COMMITTEE MEETING HELD ELECTRONICALLY VIA EMAIL BETWEEN FRIDAY, 15 MARCH 2019 AND FRIDAY 22 MARCH 2019

File No: I2019/410

MEETING COMMENCED: 10:30am Friday 15<sup>th</sup> March 2019

#### PRESENT:

Councillor: Cr Basil Cameron

Roads and Maritime Services Representative: Katherine Boulton

Police: Snr Constable Tony Darby

Tamara Smith MP

Staff: Evan Elford and Andrew Pearce

#### 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 8 February 2019 be confirmed.  
(Cameron/Boulton)

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

#### MATTERS ARISING

There were no matters arising.

#### OUTSTANDING ISSUES/RESOLUTIONS

None.

#### REGULATORY MATTERS

**Report No. 6.1**

**Events - Bangalow Billycart Derby 2019 - Byron Street Road Closure  
19 May 2019**

**File No:**

I2018/1935

#### **SUMMARY**

Council has received an event application from the Bangalow Lions Club for the 2019 Bangalow Billy Cart Derby to be held on Sunday 19 May 2019.

#### **BACKGROUND**

The format will be the same as previous years, with traffic diverted via Deacon Street. The event organisers have advised that they will engage Spinifex to carry out the TCP and will have assistance from the SES in relation to traffic management.

The event organisers have provided a TCP and TMP, refer to attachment.

The Figure below summarises the area of road closure and proposed detour around the road

closure.



### KEY ISSUES

1. The proposed TCP places signage on Lismore to Bangalow Road (B62) and RMS controlled Granuaille Road.
2. RMS Traffic Engineering Department requires separate approval of the TMP and TCP.
3. Deacon Street is not suitable to Heavy Vehicles as a detour to the Pacific Highway.
4. Heavy Vehicles from Lismore will have to use Granuaille Road to access the Pacific Highway.
5. Increase traffic congestion as vehicle use the Deacon Street detour.
6. Deacon Street is overgrown and will require Council to trim prior to the event.

### COUNCIL IMPLICATIONS

#### ▪ **Budget/Financial**

The event organisers have been invoiced \$356.00 for the relevant Approval of Road Events pursuant to s144 of the Roads Act fee as per the Fees & Charges 2018/19.

There will be a cost to Council to trim vegetation which will need to come from roadside maintenance budgets. The extent of trimming or cost has not been determined at this time.

#### ▪ **Asset Management**

Not applicable.

#### ▪ **Policy or Regulation**

Speed Limit (as required) ROAD WORK (R4-212) - Delegated to council for authorisation in conjunction with NSW Road Rules 21 and AS 1742.4 (Speed Controls) Clause 3.1.2, AS 1742.3 (Roadworks).

#### ▪ **Consultation**

A condition of the endorsement of this event is that appropriate consultation is undertaken, including:

# BYRON SHIRE COUNCIL

## LOCAL TRAFFIC COMMITTEE MEETING MINUTES

15 MARCH 2019

1. Advertising the impact of the event in the local newspaper and on the Council website.
2. Informing community and business that are directly impacted.
3. Liaising with bus and taxi operators.
4. Consulting with emergency services.

### ▪ **Legal and Risk Management**

This road closure directly affects RMS controlled asset - Lismore to Bangalow Road (B62) and RMS controlled Granuaille Road. RMS Traffic Engineering Department requires to separately approve the TMP and TCP.

### Committee Comments

Boulton: No issues, the usual RMS ROL process to be followed.

Darby: To date Police have not received an application for approval of this event.

### Management Comments

There were no management comments.

### Committee Recommendation:

1. **That Council endorse the Bangalow Billy Cart Derby to be held on Sunday 19 May 2019, that includes the temporary road closure below:**
  - a. **Byron Street, Bangalow between Ashton Street and Granuaille Road, between 6am and 4pm on Sunday 19 May 2019.**
2. **That the approval provided in Part 1 is subject to:**
  - a. **separate approvals by NSW Police and RMS being obtained, noting that the event is on a state road or may impact the state road network;**
  - b. **implementation of the approved Traffic Management Plan and Traffic Control Plan, including the use of signed detours, as designed and implemented by those with appropriate accreditation;**
  - c. **that the impact of the event be advertised 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.**
  - d. **the event be notified on Council's webpage.**
  - e. **the event organiser:**
    - i. **undertake consultation with community and affected businesses including adequate response/action to any raised concerns.**
    - ii. **undertake consultation with emergency services and any identified issues addressed.**
    - iii. **holding \$20m public liability insurance cover which is valid for the event.**
    - iv. **paying Council's Road Event Application Fee prior to the event.**

(Darby/Boulton)

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

MATTERS FOR TRAFFIC ENGINEERING ADVICE

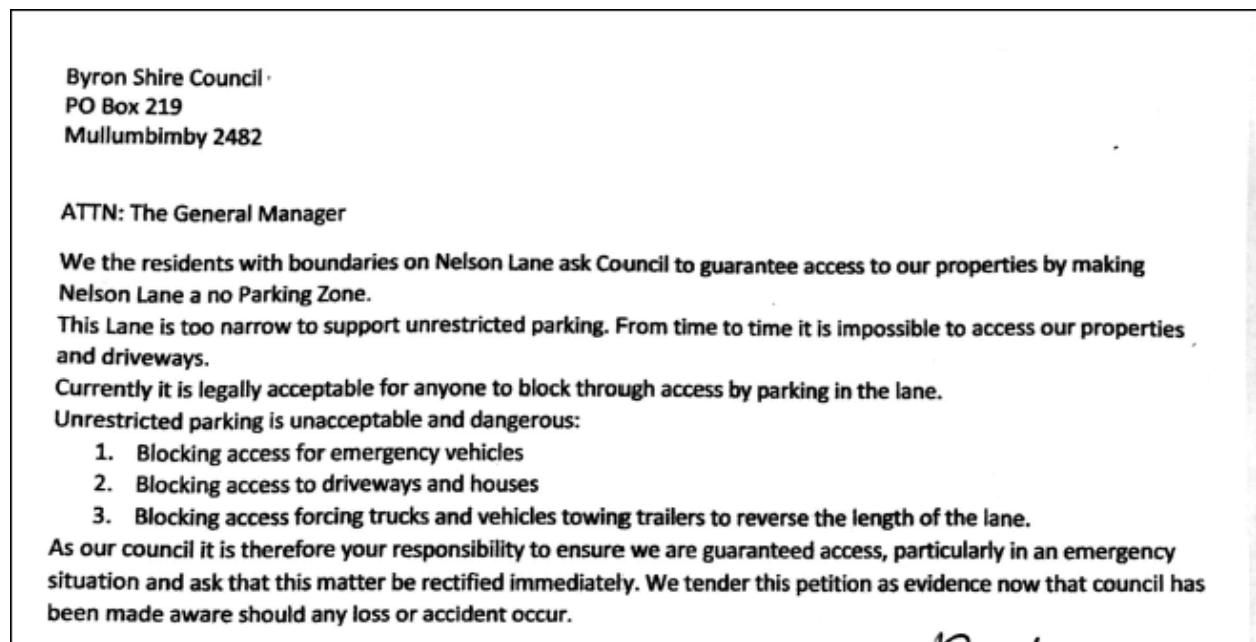
**Report No. 7.1**      **Parking at Nelson Lane, Brunswick Heads**  
**File No:**              I2019/120

**SUMMARY**

A request has been submitted to Council to restrict parking along the length of Nelson Lane, Brunswick Heads on both sides.

**BACKGROUND**

Council has received a petition from local residents with boundaries on Nelson Lane, Brunswick Heads. Thirteen (13) residents signed the petition as shown below.



*Figure 1. Petition from Residents*

Currently Nelson Lane has unrestricted parking for its full length, has a road reserve width of 6m and pavement width varying between 3-4m. Road shoulder varies between deep swale, flat grass and concrete kerb and gutter.

The petition highlights problems caused when vehicles park within the lane, namely:-

- Difficulties accessing properties
- Blocking emergency vehicle access
- Blocking access forcing trucks and vehicles towing trailers to reverse the length of the lane.

The request is to install “No Stopping” yellow continuous lines along the length of Nelson Lane on both sides.

Council staff considers there are a number of options available to resolve the issue:-

- Encourage local's residents to engage in communication with neighbours to resolve their concerns amicably.
- Request Police to enforce road rules
- Install No Stopping yellow lines along either one or both sides



- Install No Stopping signage along one or both sides
- Install a combination of No Stopping yellow lines and signage.

It is considered unlikely that the Police would patrol and enforce this area of Brunswick Heads given their limited time and resources.

Installing No Stopping yellow lines and / or No Stopping signage is considered unlikely to be effective without regular compliance team enforcement. Council does not have the resources and staffing available to enforce this area adequately and would therefore create an unrealistic expectation within the local community that lines, signs and Council would be able to prevent parking along this laneway.

Installing lines and signs would also help create an unrealistic expectation that Council would be willing and able to install similar lines and signs across all laneways within Brunswick Heads and / or the Shire. This is not a precedent Council wants to establish and creates a potentially significant strain to Council's budget.

Therefore, it is Council's recommendation to encourage the local community to engage in communication with all relevant neighbours to amicably resolve the concerns.



Figure 2: Google Street View 2010.



Figure 3: Location of Nelson St, Brunswick Heads.

### KEY ISSUES

N/A

### COUNCIL IMPLICATIONS

#### ▪ Budget/Financial

Painting 430m (approx.) of yellow lines estimated to cost approximately \$2,500.

Parts and labour to install 8 No Stopping signs on both sides at 50m spacing costs \$1,500.

The works would be subject to Council identifying a budget noting that no current budget exists to undertake new lines and sign installation.

There is on going asset management costs of replacing signs as they are damaged or are graffiti tagged.

There is additional time and cost associated with enforcement or impacts on current enforcement activities if this area is included in existing time and budget allocations.

#### ▪ Asset Management

On going maintenance as there is the ongoing issue of sign removal for drivers to then park without risk of compliance. This would be less a problem if signs were used in conjunction with yellow lines.

#### ▪ Policy or Regulation

RTA Delineation – Section 13 Pavement markings for kerbside parking restrictions.

Road Rules 2014, Division 2 – No Stopping and no parking signs and road markings.

#### ▪ Consultation

Council's compliance team have not been consulted yet to determine the extent of the situation from their perspective.



It is recommended the local residents first engage with their neighbours to amicably resolve the issues raised.

- **Legal and Risk Management**  
N/A

#### Committee Comments

Cr Cameron: Recommendation suggests that the problems are created by resident parking along Nelson Lane. How is this apparent?

#### Management Comments

There were no Management Comments.

#### Committee Recommendation:

1. That Council's parking compliance team monitor Nelson Lane, Brunswick Heads and report their findings and recommendations back to Infrastructure Planning by 3<sup>rd</sup> June 2019.
2. That the petitioners be notified of the recommendation to monitor the situation and encourage them to engage in friendly communication with their neighbours to amicably resolve their concerns.
3. That, subject to the recommendations and outcomes of points 1 and 2 above and an appropriate budget being identified, install no stopping and/or yellow line marking on both sides of Nelson Lane, Brunswick Heads.

(Boulton/Darby)

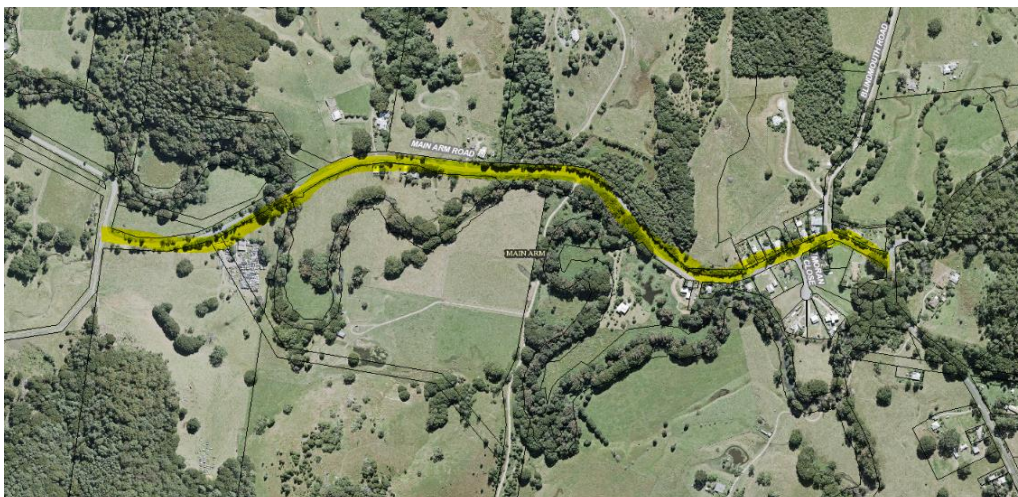
The recommendation was put to the vote and declared carried unanimously .

**Report No. 7.2**  
**File No:**

**Speed Zone Review - Main Arm Road**  
I2019/236

#### **SUMMARY**

The residents of Main Arm are concerned with speeding through Main Arm Village, along Main Arm Road from the Palmwoods Rd intersection east towards Main Arm Village. The area under consideration is shown below.



Being a rural location with no street lighting and several bends installing traffic calming devices like speed humps is not considered safe due to the associated risk to drivers at night. In addition, given the rural nature of the area Police understandably do not have the resources to regularly patrol this area.

As a result, local residents intend to approach RMS and request a review the speed limit along this stretch of Main Arm Rd and request the speed be reduced to 60km/hr.

**BACKGROUND**

Council has received numerous requests during 2018 and 2019 from local Main Arm residents to install traffic calming devices or similar (such as LED Radar Speed Sign) to prevent cars from speeding along Main Arm Road.

Council reviewed traffic survey data undertaken between 2015-2017 at several locations from Main Arm Village and extending 5km west. This data reveals that between 2015-2017 approximately 75% of the traffic through Main Arm Village was generated by locals living within 5km of Main Arm Village. Therefore, this suggests any problems along Main Arm Road in the vicinity of Main Arm Village is predominately due to local traffic and local drivers. The resident's representative has been contacted and encouraged to highlight this at the next residents meeting.

Within the 10 year capital works plan Council has projects to upgrade 3 causeways in the vicinity of Main Arm School. When these causeways are upgraded there may be the corresponding concern that traffic speed will increase due to improved driving conditions.

In addition, residents are concerned about the state of the road west of Main Arm Village and have frequently requested Council to reconstruct a large stretch of Main arm Road at a location approximately 5km west of Main Arm Village. Upgrading the road would in turn raise the corresponding concern of increased traffic speed. However, there are currently no works planned to upgrade this section road.

Given the need to upgrade local infrastructure and limited ability to control speed through traffic calming devices and police patrols, a speed zone review is considered the most appropriate option.

Committee Comments

Boulton: SZR request received from BSC 19/02. This item is an informal LTC item not valid for voting as it is outside the jurisdiction of the LTC.

Darby: RMS Speed Zone Review is best available option.

Management Comments

There were no management comments.

**Committee Recommendation:**

That LTC note the content of the report and note the local residents request to RMS for a speed zone review of Main Arm Road extending from Main Arm Road / The Pocket Rd intersection through to Palmwoods Road.

(Smith/Cameron)

*Smith, Cameron and Darby voted in favour of the motion.*

*Nil voted against the motion.*

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

### DEVELOPMENT APPLICATIONS

Report No. 8.1

Events - 2019 Splendour in the Grass Music Festival

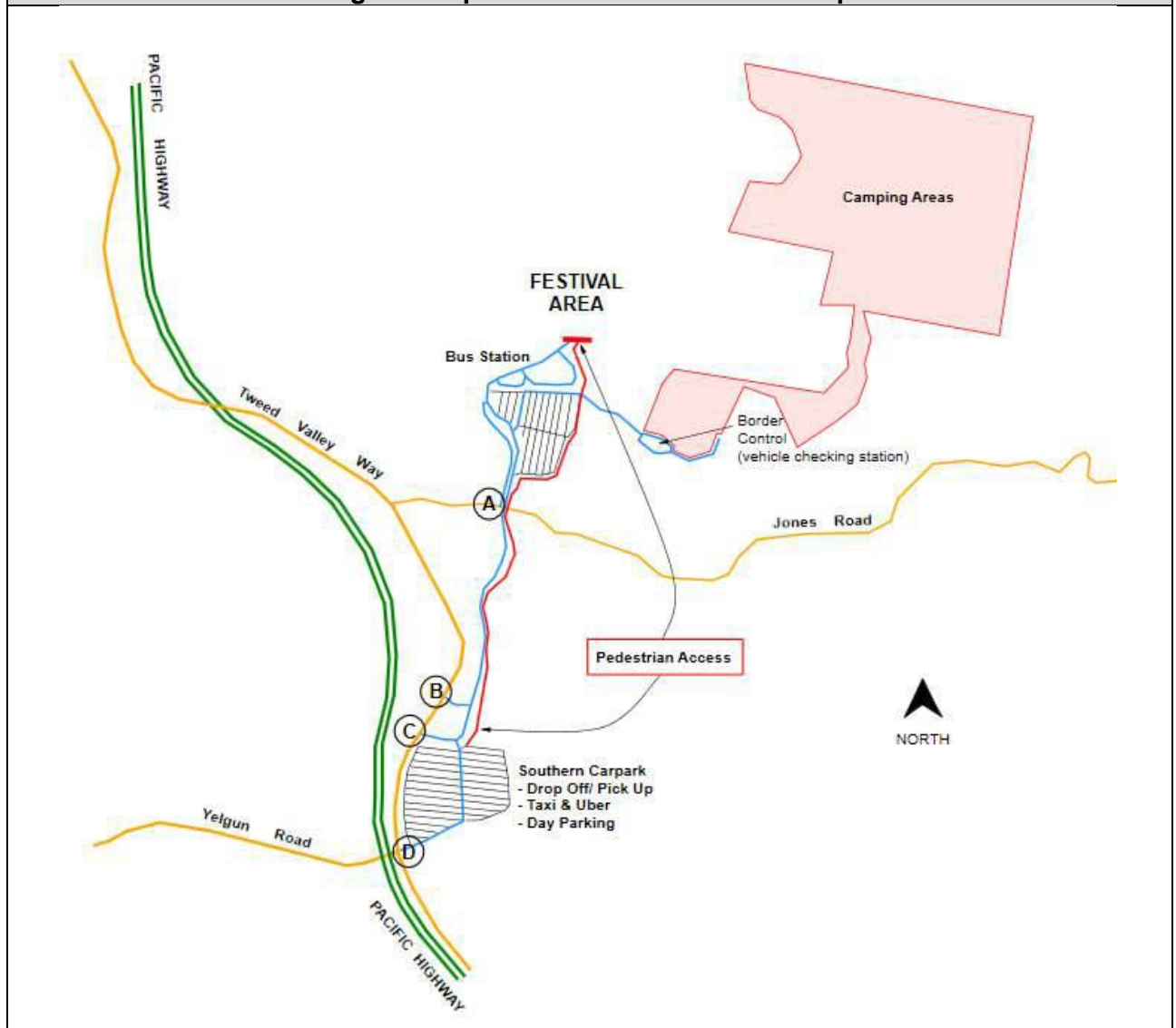
File No:

I2019/189

### SUMMARY

Council has received a Traffic Management Plan (TMP) and Traffic Control Plan (TCP) for Splendour in the Grass (SITG) 2019 to be held 17 to 22 July 2019.

**Figure 1. Splendour in the Grass site map**



### OFFICER RECOMMENDATION

That Council endorse the Traffic Management Plan and Traffic Control Plans for Splendour in the Grass to be held 17 to 22 July 2019, which includes the installation and enforcement of No Camping and No Stopping signs between 6am and 6pm, subject to conditions at:

- Tweed Valley Way
- Brunswick Valley Way

c) Yelgun Road

Council's Parking Enforcement be invited to assist the event in maintaining compliance of "no stopping" areas within the Road Reserve.

**LINKAGE TO OUR COMMUNITY STRATEGIC PLAN**

<b>Theme</b>	Economy	A sustainable and diverse economy which provides innovative employment and investment opportunities in harmony with our ecological and social aims.
<b>Objective</b>	EC1	A diverse economic base and support for local businesses.
<b>Strategy</b>	EC1.4	Support sporting and cultural events in Byron Shire.
<b>Measures</b>	EC1.B	Increase the sustainability of events in which Council is involved.

**BACKGROUND**

No concerns were raised after the 2018 event and no changes have been made for this year's event in regards to the TMP and TCP except for relocating a bus stop pick up / drop off in Brunswick Heads.

The previous Brunswick Heads Bus Pick up / Drop off zone was located in Park St in an existing Bus Zone. A business owner raised concerns about the number people blocking the front of her shop. Council recommended the applicant investigate an alternate bus pick up / drop off location. As a result, the applicant proposes an alternative bus pick up site adjacent to the Brunswick Heads War Memorial on the corner of Fawcett St and Mona Lane. The relocation of the Bus Stop is subject to a separate Roads Act application but has been included in this report as it still forms part of the overall TMP. Figure 1 shows where the bus drop off / pick up is proposed to be located from and to.

**KEY ISSUES**

1. Congestion caused by the event may directly affect a RMS controlled asset – Pacific Highway.
2. RMS Traffic Engineering Department are required to separately approve the TMP and TCP.
3. Brunswick Heads bus stop is proposed to be relocated

**COUNCIL IMPLICATIONS**

- **Budget/Financial**  
The event organisers are required to pay for the relevant Approval of Road Events pursuant to s144 of the Roads Act fee as per the Fees & Charges 2018/19.
- **Asset Management**  
Not applicable.
- **Policy or Regulation**  
Speed Limit (as required) ROAD WORK (R4-212) - Delegated to council for authorisation in conjunction with NSW Road Rules 21 and AS 1742.4 (Speed Controls) Clause 3.1.2, AS 1742.3 (Roadworks).
- **Consultation**  
A condition of the endorsement of this event is that appropriate consultation is undertaken,



including:

1. Advertising the impact of the event in the local newspaper and on the Council website.
2. Informing community and business that are directly impacted.
3. Liaising with bus and taxi operators.
4. Consulting with emergency services.

### ▪ Legal and Risk Management

Congestion caused by the event may directly affect a RMS controlled asset – Pacific Highway. RMS Traffic Engineering Department requires separately approval of the TMP and TCP.

*Figure 1 – The proposed location of the Brunswick Heads bus drop off / pick up.*



### Committee Comments

Boulton: No issues, the usual RMS ROL process to be followed.

Cameron: Relocation of bus stop requires greater consideration of impacts on park and pedestrian traffic. Approval fees do not appear to include the use of public areas and obstruction of pedestrian way or for refurbishment of public park space. No shelter for patrons in move away from established bus stop. Reduced patron amenity.

Cameron: Priority given to enforcement of parking on Tweed Valley Way not consistent with compliance priorities adopted by Council and potential to impact on responsiveness for higher order community safety priorities. Concern insufficient cost recovery for commitment to enforcement for SITG.

Management Comments

There were no management comments

Committee Recommendation:

1. That Council endorse the Splendour in the Grass 2019 TMP/TCP to be held between 17-22 July, 2019. This includes:
  2.
    - a) The installation and enforcement of No Camping and No Stopping signs between 6am and 6pm, subject to conditions at Tweed Valley Way, Brunswick Valley Way and Yelgun Road.
    - b) The relocation of the Brunswick Heads pick up and drop off Bus Zone to Fawcett St, between Mona Lane and the War Memorial,
    - c) The installation and enforcement of Brunswick Head Bus Zone signage and associated works within the Fawcett St road reserve as part of Roads Act application 51.2018.1029.1.
  2. That the approval provided in Part 1 is subject to:
    - a. separate approvals by NSW Police and RMS being obtained, noting that the event is on a state road or may impact the state road network;
    - b. implementation of the approved Traffic Management Plan and Traffic Control Plans, including the use of signed detours, as designed and implemented by those with appropriate accreditation;
    - c. that the impact of the event be advertised 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.
    - d. the event be notified on Council's webpage.
    - e. the event organiser:
      - i. undertake consultation with community and affected businesses including adequate response/action to any raised concerns.
      - ii. undertake consultation with emergency services and any identified issues addressed.
      - iii. holding \$20m public liability insurance cover which is valid for the event.
      - iv. paying Council's Road Event Application Fee prior to the event.
      - v. the holding of an event debrief within a month following the festival which includes but not limited to Council, RMS and Police;
3. Councils Parking Enforcement be invited to assist the event in compliance of no stopping areas within the Road Reserve.

(Boulton/Darby)

The recommendation was put to the vote and declared carried.

*Darby and Boulton voted in favour of the motion. Smith and Cameron abstained.*

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**Report No. 8.2****File No:****Events - Byron Writers Festival 2019 - Road Closure**

I2019/190

**Summary**

Council has received an event application and Traffic Management Plan (TMP) and Traffic Control Plan (TCP) for the 2019 Byron Writers Festival to be held between Friday 2<sup>nd</sup> August and Sunday 4<sup>th</sup> August 2019.

**OFFICER RECOMMENDATION**

That Council endorse the 2019 Byron Writers Festival to be held 2-4 August.

**BACKGROUND**

The event site is located on Bayshore Drive. The majority of traffic to the site will be via the Bayshore Drive Roundabout on Ewingsdale Road. See attached for the 2019 TCP and TMP, prepared by Ingen Consulting.

According to the event organiser's 2018 Writers festival Post Event Report, last year's festival saw 12 000 tickets sold with 55% of visitors staying for four days or more, and 12% for over seven days. The festival will therefore contribute to additional traffic in the lead up to, during and after the festival.

**ISSUES**

Ewingsdale Road is susceptible to queuing which can build up congestion on the Pacific Motorway leading up to the Byron Bay exit, particularly the southbound lane of the motorway.

This year the Byron Writers festival may coincide with the monthly Sunday Market at Butler Street car park on 4<sup>th</sup> August which may exacerbate the traffic issues on Ewingsdale Road. (Due to anticipated construction Commencing in July 2019, this may change)

Although not formalised in the TCP, the attached Traffic Management Plan proposes:

- The consultant liaise RMS to include the Writers Festival on the existing VMS sign messaging on the Motorway.

Previously, Council's post event report has suggested Thursday to Sunday traffic control. The current TMP does not specify the dates or times for traffic control. It is recommended that traffic control plans be implemented from Thursday to Sunday.

**Pedestrian:**

It is proposed to retain pedestrian traffic within the parking area as much as possible and provide a pedestrian road crossing over the existing drain opposite the site entry.

North of the car park entrance, Bayshore Drive is proposed to be a 10km/hr Shared Zone to

increase pedestrian safety. Traffic controllers are proposed on Bayshore Dr at pedestrian crossings from the car park.

#### Parking:

No changes are proposed to car park entrance.

Bus drop off area is proposed at the end of Bayshore Dr within the cul-de-sac.

A dedicated taxi and Uber drop off area is proposed within the car park area located at the SE corner of the car park.

PWD parking is proposed within the Share Zone in the same location as last year.

With respect to the TCP, Council makes the following recommendations:

- Document who can change and approve the TCP on the day for unforeseen circumstances.
- Implement the traffic control plan between Thursday to Sunday as the minimum time frame.

#### Pacific Motorway

Given that congestion in the southbound lane of the Pacific Motorway leading up to the Byron Bay exit is a daily occurrence, the Byron Writers Festival is only a contributor of traffic on the Pacific Motorway. The Writer's Festival proposes to liaise with RMS to include the Writers Festival in the existing VMS sign messaging on the Motorway.

This will occur through liaison rather than formalising in the TCP's, as the VMS's are controlled by RMS, not Council. Placement of additional mobile VMS's on the Pacific Motorway is not considered justified and resulting decentralisation of VMS messaging would likely add to confusion amongst motorists.

#### Bayshore Drive roundabout

Bayshore Drive Roundabout is now completed and fully operational. This is expected to improve local traffic flow at this intersection compared to 2018.

The TCP directs traffic exiting the site and heading for Byron Town Centre to turn left into Sunrise Blvd. This helps to reduce congestion at the Bayshore Dr Roundabout.

Traffic heading west along Ewingsdale Rd from Byron Town Centre is directed to turn right at the Bayshore Dr Roundabout. As a contingency, it is recommended that if significant traffic congestion occurs at the Bayshore Drive Roundabout with east bound traffic backing up towards *The Farm* and the Motorway then west bound traffic arriving from Byron Town Centre is to be directed towards the event via Sunrise Blvd. This is expected to relieve some traffic congestion at the Bayshore Drive Roundabout.

#### Speed zones

Following Council's recommendations, a 40km/h speed zone from the rail crossing to the car park entrance on Bayshore Drive, and 10km/h from the car park entry to the end of Bayshore Drive will be implemented.

The latter is expected to improve the pedestrian safety on Bayshore Drive in the vicinity of the



pedestrian crossing. These speed zones are depicted on the attached Traffic Control Plans.

### Traffic Control Plans

The attached traffic control plans reflect the above discussions

### **COUNCIL IMPLICATIONS**

- **Budget/Financial**

The event organisers have a Council Memorandum of Understanding (Item 2.1 Councils role and responsibilities) which waives fees for the relevant Approval of Road Events pursuant to s144 of the Roads Act fee.

- **Asset Management**

Not applicable.

- **Policy or Regulation**

Delegated to council for authorisation in conjunction with:

- Actions required to control traffic- Part 8 (Sections 114 to 124) Roads Act, 1993.
- Prescribed traffic control devices - division 1 of Part 4 (Sections 50 to 55) Road Transport (Safety and Traffic Management) Act, 1999.
- R5-1-3 Parking (Disable) – NSW Road Rules 203, \$541 fine
- R5-400 No Stopping - NSW Road Rules 167, \$253 fine
- R5-41 No Parking (specified times) - NSW Road Rules 168, \$108 fine.

- **Consultation**

A condition of the endorsement of this event is that appropriate consultation is undertaken, including:

1. Advertising the impact of the event in the local newspaper and on the Council website.
2. Informing community and business that are directly impacted.
3. Liaising with bus and taxi operators.
4. Consulting with emergency services.

- **Legal and Risk Management**

If vehicles cause congestion on Bayshore Drive then this could directly impact a Regional Road – Ewingsdale Road. RMS Traffic Engineering Department requires separate approval of the TMP and TCP.

### Committee Comments

Boulton: No issues, the usual RMS ROL process to be followed for VMS on state roads.

### Management Comments

There were no management comments.

### **Committee Recommendation:**

1. **That Council endorse the Byron Bay Writers Festival 2-4 August 2019, that includes the installation of temporary regulatory signage including No Stopping, No Parking and Disability Parking Signs between 8am and 6pm, subject to:**
  - a. **The traffic control plan is to operate Thursday 1<sup>st</sup> August to Sunday 4<sup>th</sup> August.**
  - b. **West bound event traffic arriving from Byron Town Centre is to be directed down Sunrise Blvd, as a contingency, if east bound traffic on Ewingsdale Rd is queued back onto the Motorway.**
  - c. **Document who can change and approve the TCP on the day for unforeseen**

circumstances.

2. That the approval provided in Part 1 is subject to:
  - a. separate approvals by NSW Police and RMS being obtained
  - b. implementation of the approved Traffic Management Plan and Traffic Control Plan, including the use of signed detours, as designed and implemented by those with appropriate accreditation
  - c. that the impact of the event be advertised 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
  - d. the event be notified on Council's webpage
  - e. the event organiser:
    - i. undertake consultation with community and affected businesses including adequate response/action to any raised concerns
    - ii. undertake consultation with emergency services and any identified issues addressed
    - iii. hold \$20m public liability insurance cover which is valid for the event

(Smith/Boulton)

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

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**Report No. 8.3**  
**File No:**

**Bus Stop & Street Signage Relocation - Bonanza Drive, Billinudgel**  
**I2019/198**

## **SUMMARY**

Council has received an application to construct a driveway crossover at 6 Bonanza Drive Billinudgel. This driveway crossover conflicts with an existing Bus Stop used predominately by NSW Transport Trainlink. The applicant has applied to relocate this bus stop.

## **BACKGROUND**

DA consent was granted for an industrial development at 6 Bonanza Drive, Billinudgel. The proposed driveway alignment conflicted with an existing Bus Stop and street signage. As a result conditions required the relocation of the Bus Stop and street signage to a location acceptable to Council and subject to the LTC recommendation.

The bus stop is currently used only by NSW Transport Trainlink. They have been contacted and informed the applicant and Council that LTC is responsible for installing/moving the bus stop. In addition, typically, if LTC approves the request the bus operator would submit a bus service adjustment to Transport for NSW.

Given NSW Transport is the bus operator they have already referred the matter to NSW regional Trainlink for comment. To date, no feed back has been provided. Currently buses stop here

approximately twice a day, once in the morning and once in the afternoon.

Figure 1 below shows the proposed driveway design and conflict with existing bus stop and street signs. The left driveway (this is the southern driveway) is proposed as one way in (entry only). The right driveway (the northern driveway) is proposed to be one way out (exit only). It is proposed to relocate the bus stop to the right of the northern driveway.

The cost of moving the Regional bus sign and the existing regulatory signage to the new location will be the responsibility of the developer.

It is anticipated a bus stopped at the relocated bus stop will overhang the northern driveway for a short period of time (approximately 5 minutes in the morning and the afternoon) and would cause minimal disruption to the proposed development. The bus would not prevent vehicles entering the site.

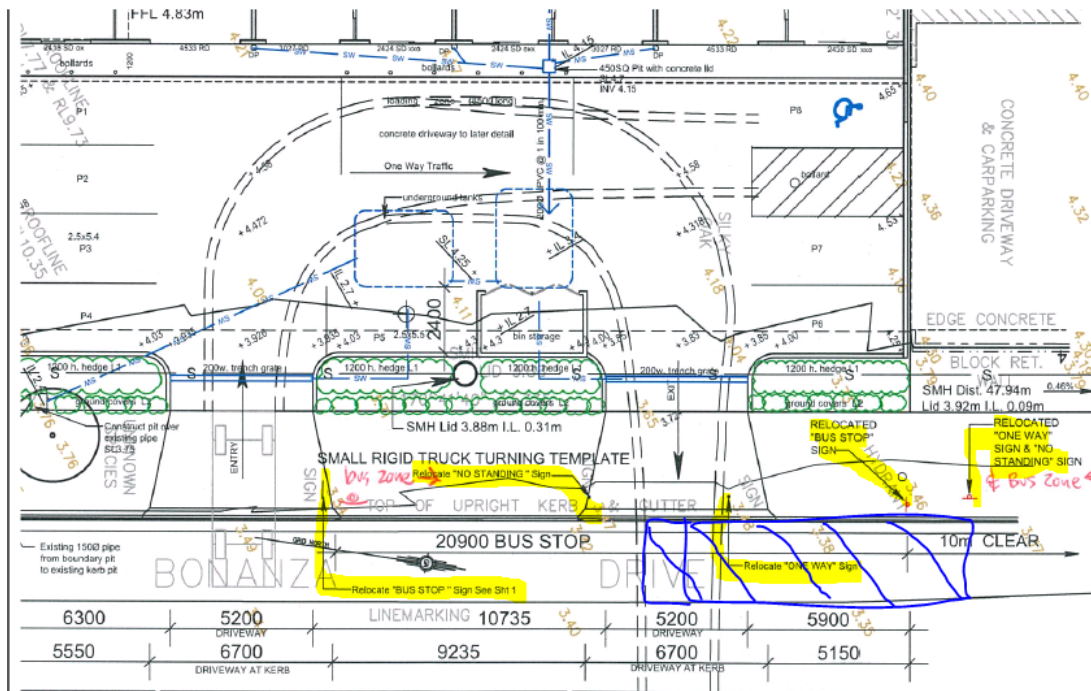
### **KEY ISSUES**

- The relocation of the bus stop and street signage will be at the developer's expense.
- The applicant has contacted Transport for NSW and is awaiting feedback.
- The Bus Stop is currently only used by NSW Transport TrainLink.
- The Bus Stop relocation will not alter bus or vehicle routes.
- Proximity and setback to Wilfred St intersection.
- The developer is willing to accept minor temporary blockage of the proposed northern driveway.

### **COUNCIL IMPLICATIONS**

- **Budget/Financial**  
Developer to pay for bus stop and street signage relocation..
- **Asset Management**  
Nil.
- **Policy or Regulation**  
To comply with Australian Standards, Transport for NSW and RMS requirements.
- **Consultation**  
The applicant is to consult with Transport for NSW and comply with Transport for NSW requirements.
- **Legal and Risk Management**  
The relocation of the bus stop and street signage is to comply with Australian Standards, Transport for NSW and RMS requirements.

*Figure 1: Concept plans showing the existing signage and proposed signage relocation highlighted in yellow.*



### Committee Comments

Boulton: Questions around the length of bus zone. Is there not another location that can accommodate the entire length of the bus? Has adjoining business been consulted regarding loss of customer parking?

Smith: Diagram provided is unclear. More information needed.

Cameron: Concern with process that proposed relocation of an established public transport facility is generated by a development approval impacting on public transport amenity. Concern that the proposal was expressed as a condition to the approval without prior consultation.

### Management Comments

There were no management comments.

### Committee Recommendation:

**That Council supports the relocation of the existing bus stop and regulatory signage subject to:**

- The cost of the works being the responsibility of the developers,
- Approval being obtained from Transport for NSW by the developer,
- The bus stop relocation to be in accordance with relevant Australian Standards, Transport for NSW and RMS requirements.

(Boulton/Darby)

The recommendation was put to the vote and declared carried .

*Boulton, Darby voted in favour of the motion. Smith and Cameron abstained*

*There being no further business the meeting concluded at 12:24pm Friday 22<sup>nd</sup> March, 2019*