

# MINUTES OF MEETING



## LOCAL TRAFFIC COMMITTEE MEETING

Venue	Conference Room, Station Street, Mullumbimby
Date	Tuesday, 14 May 2019
Time	10.30am
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

14 MAY 2019

### REPORT OF THE LOCAL TRAFFIC COMMITTEE MEETING HELD ON TUESDAY, 14 MAY 2019

File No: I2019/715

MEETING COMMENCED: 10:43am

PRESENT:

Councillor: Cr Basil Cameron

Roads and Maritime Services Representative: Katherine Boulton

Police: Snr Constable Chris Davis

Tamara Smith MP; Camille Clare, Snr Electorate Officer

Staff: Andrew Pearce, (Josh Winter and Phil Warner joined 11:27am)

APOLOGIES:

There were no apologies.

DECLARATIONS OF INTEREST

Member Smith declared non-pecuniary interest with item 6.4 and will abstain.

ADOPTION OF MINUTES FROM PREVIOUS MEETINGS

**Committee Recommendation:**

**That the minutes of the Local Traffic Committee Meeting held on 12 March 2019 and Local Traffic Committee Meeting held on 15 March 2019 be confirmed.**

(Cameron/Boulton)

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

MATTERS ARISING

The voting members are to be supplied with a printed copy of the LTC agenda at each meeting.

OUTSTANDING ISSUES/RESOLUTIONS

None

REGULATORY MATTERS

**Report No. 6.1**

**Regulatory Signage - Byron St, BANGALOW - extend motorcycle parking, provide loading zone**

**File No:**

I2019/407

**SUMMARY**

Council staff recommends making two amendments to the Bangalow Parking Scheme, namely:

1. Amend the existing shared bus zone / 2P car spaces at the western end of Byron St (adjacent to the Lismore Rd / Byron St intersection) to become a shared bus zone and loading zone.
2. Amend one 1P car space adjacent to the Bangalow Hotel into motor cycle parking.

Refer to Figure 1 below for the locations under discussion.



Figure 1: Locality plan of motorcycle parking and shared bus / loading zone

### BACKGROUND

#### Motorcycle Parking

Concerns have been raised by members of the Bangalow community that service vehicles parking adjacent to the Bangalow Hotel are frequently colliding with and damaging the Bangalow Hotel awning. Service vehicles use this space as there are no loading bays at the western end of Byron St. The need for an additional loading zone will be discussed below.

As a result, it is recommended to convert one 1P car space in front of the Bangalow Hotel into motor cycle parking and install a rubber stop to prevent service vehicles using the space (refer to Figure 2 below for the location and figure 3 for an example of damage done to the awning). This will result in the loss of one 1P space.



Figure 2: proposed motorcycle parking and rubber stop.



Figure 3: Photo illustrating the damage being done to the awning

#### *Share Loading Zone / Bus Zone*

Currently there is only one loading zone servicing the main street, Byron Street – refer to figure 1 for the location of the only and existing loading zone in Byron St. This loading zone is on the south side of Byron Street, near the intersection of Station Street. There is no loading zone to service the western end of Byron St. As a result, service vehicles park in 1P car spaces along Byron Street to deliver goods to shops.

It is, therefore, recommended to provide a second loading zone at the western end of Byron Street. In particular, there is a Bus Stop near the intersection of Byron Street and Granuaille Road used between 7.30am-8.30am and 3.30-4.30pm. It is recommended combining this Bus Stop as a Loading Zone, outside the Bus Stop hours of operation.

Currently the bus stop doubles as two 1P car spaces outside of Bus Zone hours. Therefore, converting these two 1P car spaces to a Loading Zone would result in the loss of two 1P spaces.

The combination of the motorcycle parking and creation of a shared bus zone / loading zone will result in the loss of 2 1P car spaces within the Bangalow parking scheme. The loss of three spaces is balanced by the creation of a loading zone which will significantly improve servicing to shops along the western end of Byron Street and minimise the damage occurring to the Bangalow Hotel awning.

#### Committee Comments

Cr Cameron's only concern if there are overstay in the bus zone

Member Davis queried the number of bus companies that operate in this location and in the shire, and whether they had been consulted.

Member Boulton commented that any feedback received after the changes have been implemented should be recorded.

#### Management Comments

There were no management comments.



**Committee Recommendation:**

**That Council amend the Bangalow Parking scheme as follows:**

1. That Council change the shared bus zone / 2P car spaces on the north side of Byron St and adjacent to the Lismore Road / Byron Street intersection into a shared bus zone / loading zone.
2. That Council change the one 1P car space adjacent to the existing two motorcycle spaces in front of the Bangalow Hotel into additional motorcycle parking.

(Boulton/Davis)

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

**Report No. 6.2****File No:****No Stopping Signs on Skinners Shoot Road****I2019/440**

Council has received a request from the enforcement team to install No Stopping signs along Skinners Shoot Road in the locations shown below in Figure 1. Sufficient signs exist in the area shown in blue.



*Figure 1: location of requested No Stopping signs.*

When the Arts Factory on Skinners Shoot Rd hosts an event parking frequently spills out onto Skinners Shoot Rd along both sides. The result is Skinners Shoot Rd becomes wide enough to be a one way road and causes significant problems for patrons and locals.

The carriageway width of Skinners Shoot Rd is approximately 5.5m with overgrown road shoulders. This results in cars half parking on the road and half on the verge. Refer to Figure 2 below showing the street view of Skinners Shoot Rd.



It is estimated 10 signs and posts are required at a total cost of approximately \$1500 to \$2000 (inclusive of labour).

The signs are to be in accordance with Sign No. R5-400 with two way arrows, as shown below:



#### Committee Comments

Member Boulton queried the 50m distance.

Member Smith asked where people will park if the no stopping signs are installed and suggested “no stopping” on one side of the road only, as an interim measure.

Member Davis: Consider parking on the side of the Arts Factory, so that after parking pedestrians do not have to cross the road.

#### Management Comments

There were no management comments.

#### Committee Recommendation:

**That Council approve the installation of 5 No Stopping signs (RMS sign no. R5-400) along one side of Skinners Shoot Rd (the side to be determined by council) starting from the driveway for 50 Skinners Shoot Rd and extending approximately 450m north east along Skinners Shoot Rd.**

(Boulton/Smith)

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

**Report No. 6.3**      **Signage requests from Compliance Team - Paterson St, Byron Bay; New Brighton Rd, New Brighton; Wilfred St, Billinudgel; Sunrise Blvd, Byron Bay**  
**File No:**              I2019/679

### BACKGROUND

Council's Parking Enforcement team have identified traffic and parking issues in four locations and the Traffic Engineer has provided regulatory signage recommendations for Local Traffic Committee approval.

The four locations are as follows:

1. **Paterson St, Byron Bay** from Lighthouse Rd to Kipling Street on the eastern side
2. **New Brighton Rd, New Brighton** at the corner of New Brighton Road and Casons Road
3. **Wilfred St, Billinudgel** outside the Rural Fire Service Station
4. **Sunrise Blvd, Byron Bay** adjacent to the Discovery Parks Caravan Park

### PATERSON ST

This area has become an illegal camping hotspot especially during the busy periods with numerous amounts of resident complaints. Parking enforcement officers are unable to adequately enforce this location due to lack of signage. See figure 1 for locality view and figure 2 for street view.

**Recommendation:** It is recommended installing "No Parking" signage along the western edge of Paterson St as shown in Figure 3 below and as summarised in the table below. The sign layout shown in Figure 3 is considered to be indicative and dependant of actual site conditions encountered during installation.

Location (see fig.3)	Code	Description
<b>A</b>	R5-41R	No Parking (symbolic) 1am-6am (right arrow)
<b>B, C</b>	R5-41B	No Parking (symbolic) 1am-6am (both arrow)
<b>D</b>	R5-41L	No Parking (symbolic) 1am-6am (left arrow)

**Financial implication:** The estimated cost to supply and install 4 "no camping" signs and poles is approximately \$1000 (\$500 for 4 signs, 4 posts and foundations + \$300 for 2 workers for 3 hours)

**Other Considerations:** While the Enforcement Team have not highlighted the western side of Paterson St as a concern it is considered that camping on the western side of Paterson St may result. However, this can be identified and managed, as required, if and when this happens.





*Figure 1. Paterson St locality plan*



*Figure 2. Paterson Street, street view*





Figure 3. Paterson Street proposed signage locations

### NEW BRIGHTON RD

The area in the vicinity of the corner of New Brighton Road and Casons Road, New Brighton – refer to Figure 4 below

Council's Enforcement Team have received numerous customer requests concerning this location – vehicles parked on the corner as well as along New Brighton Rd, adjacent to the river, creating line of sight issues for vehicles trying to leave Casons Road. Refer to Figure 5 for the typically location cars park.

**Recommendation:** Install 3 “No Stopping” signs on southern side of New Brighton Road as shown in Figure 6. Note the location of signs shown in Figure 6 is indicative and dependant on actual site conditions encountered during installation.

Typically, two sign are to be placed on New Brighton Rd between Casons Lane and Park Street and one sign on Casons Lane approximately 15 metres along Casons Road from the intersection.

**Financial Implication:** The estimated cost to supply and install 3 “no stopping” signs and poles is approximately \$650 (\$350 for 3 signs, 3 posts and foundations + \$300 for 2 workers for 3 hours)





*Figure 4. Cason's Rd locality plan*



*Figure 5. Casons Rd street view*

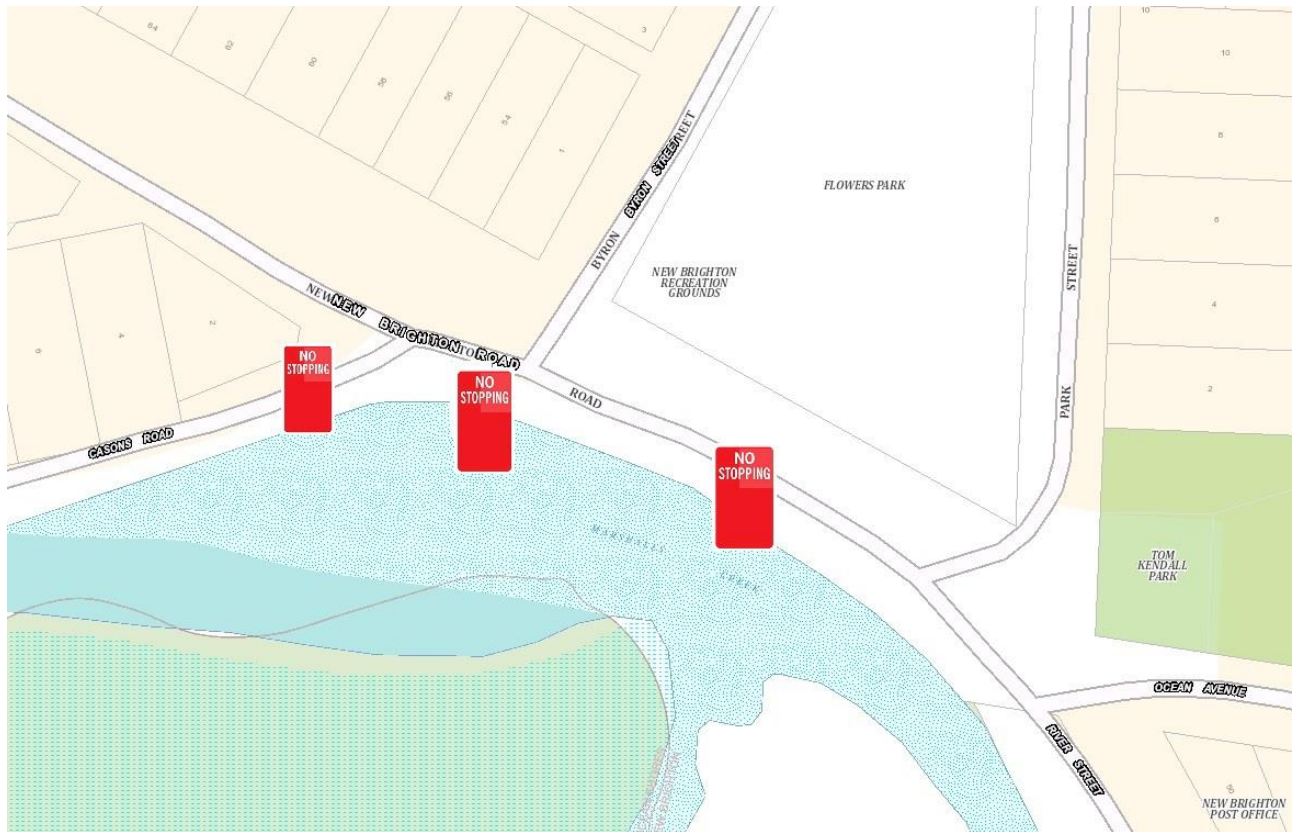


Figure 6. Cason's Rd proposed signage locations

### WILFRED STREET

The Billinudgel Fire Station on Wilfred St, Billinudgel – Refer to Figure 7. Council's Enforcement Team have received a request from the Rural Fire Service in relation to vehicles parking in front of the Billinudgel fire station on Wilfred St.. This blocks access/egress for emergency vehicles, particularly when the Billinudgel hotel is busy with events. The addition of "No Stopping" signs will help reduce the potential for vehicles to block egress for the fire trucks.

It is noted that there are currently already No Parking signs located at the driveway entrance to the Rural Fire Service as circled in blue in Figure 8. The RFS have indicated they believe the No Stopping signs will provide a greater deterrence.

**Recommendation:** Replace the two "No Parking" signs with two "No Stopping - Authorised Vehicles Only" signs.

**Financial Implication:** \$100 for two signs.





Figure 7. Wilfred St, locality view



Figure 8 Wilfred St, street view

### SUNRISE BOULEVARD

Sunrise Blvd, Byron Bay adjacent to the Discovery Parks Caravan Park – refer to Figure 9.

Council's enforcement team have stated that cars park along both sides of Sunrise Blvd, from the Ewingsdale Rd intersection and along Sunrise Blvd for approximately 200m. Of particular concern are cars half parked on the road half on the verge on top of a pedestrian footpath along the eastern edge, resulting in a substantially reduced road width and pedestrian hazard. In addition, it creates a significant line of sight issue for cars egressing Discovery Park. To eliminate the hazard Council's Enforcement Team have requested the installation on No Stopping sign along the lengths shown in Figure 9. No signage is considered required along the western edge shown in yellow as there appears to be sufficient room to parallel park well off the carriageway – refer to Figure 9 and 10.

To the north of the Discovery Park Driveway is a long bend along which cars park as well – refer to

Figure 11. The volume of cars parked here is expected to increase when the No Stopping signs are installed along the southern end of Sunrise Blvd. This is why the Enforcement Team have requested the signs be continued around the bend, as shown in Figure 9.

Note, the proposed number of signs and sign locations is approximate and to be confirmed on site depending on site conditions.

The car parking is a result of a popular café located at the entrance to Discovery Park. Instead of parking on site the cars are parking along Sunrise Blvd.

**Recommendation:** Install regulatory signage as follows:

1. "No Stopping" signs on the eastern side of the Sunrise Blvd from the Ewingsdale Rd intersection and extending for approximately 200m. A new sign to be installed at approximately 50m intervals and as required
2. "No Stopping" signs installed on the western side of Sunrise Blvd from the Ewingsdale Rd intersection and extending for approximately 70m.
3. R7-5a "Parallel Parking Only" signs installed on the western side of Sunrise Blvd commencing at chainage 70m and extending for approximately 70m to chainage 140m.
4. "No Stopping" signs installed on the western and eastern side of Sunrise Blvd from approximate chainage 140m and extending approximately 100 to chainage 240m

**Financial Implication:** The estimated cost to supply and install 3 Parallel Parking sign and 14 "No Stopping" signs and 17 poles is approximately \$3000 (\$2000 for 17 signs, 17 posts and foundations + \$1000 for 2 workers for 8 hours)

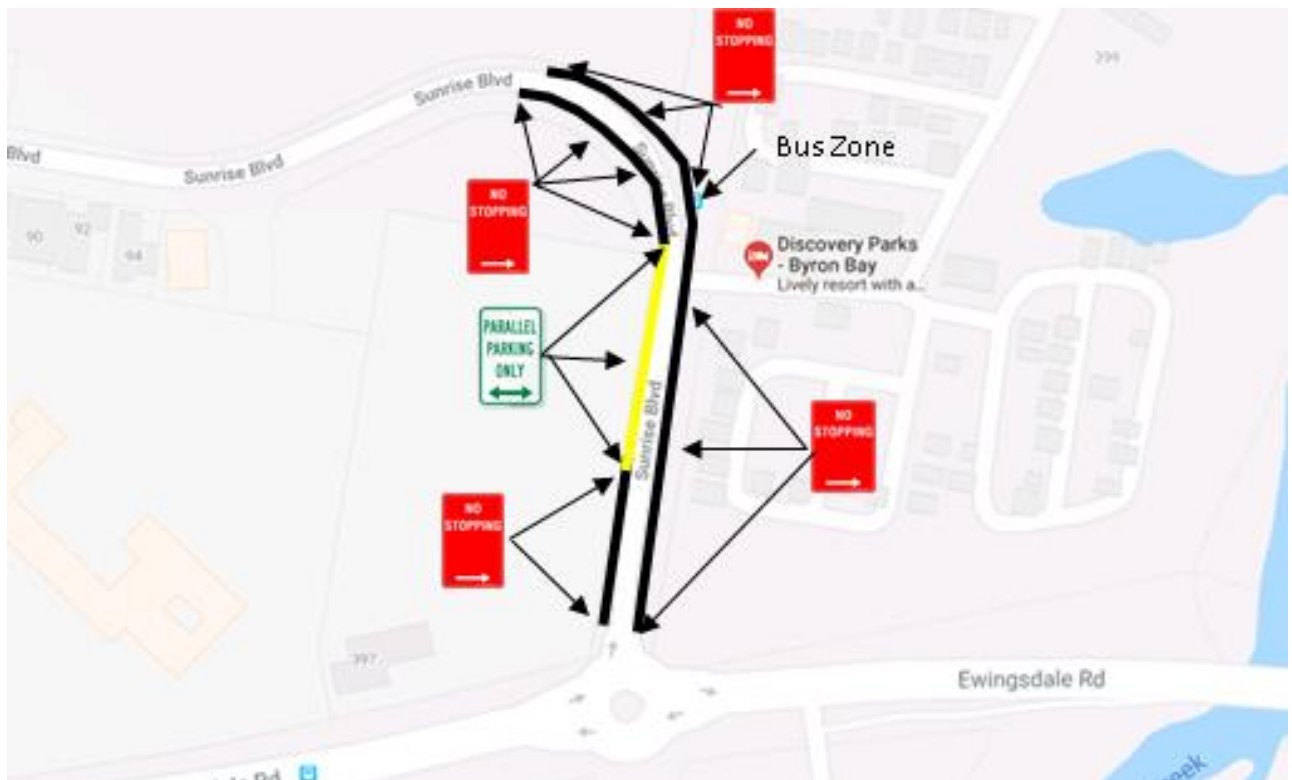


Figure 9 Sunrise Blvd, locality and proposed signage locations





*Figure 10. Sunrise Blvd, street view from entry to caravan park looking south to Ewingsdale Rd*



*Figure 11. Sunrise Blvd, street view from entry of caravan park looking north*

Committee Comments

Member Boulton commented that this location (Sunrise Blvd) is where a yellow line could be useful.

Management Comments

There were no management comments.

**Committee Recommendation:**

That Council approve the following:-

1. At Paterson St, Byron Bay, install regulatory “No Parking 1am – 6am” signs on eastern side of Paterson St between Lighthouse Rd and Kipling St.
2. At New Brighton, install 3 regulatory “No Stopping” signs. Two signs on southern side of New Brighton Rd between Park St intersection and Casons Rd intersection. Install one “No Stopping” sign approximately 15 metres along Casons Rd from the intersection.
3. Across the driveway entrance of the Rural Fire Service on Wilfred St, Billinudgel replace the two “No Parking” signs with two “No Stopping Authorised Vehicles Only” signs.
4. At Sunrise Blvd, Byron Bay install regulatory signage as indicated in Figure 9:-
  - 4.1 “No Stopping” signs on the eastern side of the Sunrise Blvd from the Ewingsdale Rd intersection and extending for approximately 200m. A new sign to be installed at approximately 50m intervals and as required
  - 4.2 “No Stopping” signs installed on the western side of Sunrise Blvd from the Ewingsdale Rd intersection and extending for approximately 70m.
  - 4.3 “Parallel Parking Only” signs installed on the western side of Sunrise Blvd commencing at chainage 70m and extending for approximately 70m to chainage 140m.
  - 4.4 “No Stopping” signs installed on the western and eastern side of Sunrise Blvd from approximate chainage 140m and extending approximately 100 to chainage 240m

(Cameron/Davis)

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

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**Report No. 6.4****Byron Bay Bypass Linemarking and Signage****File No:**

I2019/694

This report seeks LTC concurrence and endorsement for the proposed regulatory signs and line marking for the Byron Bay Bypass construction project.

Detailed pavement marking and signage plans from the approved and signed off design drawings are attached for the project in A3 format.

Construction works are expected to begin in July 2019, subject to tender award by Council.

**Committee Comments**

Member Boulton identified multiple signs not in the signs database, refuge not required, shared path signs not required, small sight boards not in the Australian standards. Boulton is waiting for road user safety report for shared path signs. Design issue with too many signs. There should be a pre-construction road safety audit. Give way signs for shared path not required.

Member Smith commented on the need to incorporate the bus interchange signage in conjunction



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with the bypass signage.

Member Cameron asked about the pedestrian signs, what do the pedestrian and cycleway pathways look like in terms of regulatory signage, crossing points, and potential conflicts.

### Management Comments

There were no management comments.

### Committee Recommendation:

**That council liaise with RMS and Police to provide feedback and provide a further report to the Local Traffic Committee seeking endorsement of the Pavement Marking and Signage Plans for the Byron Bay Bypass project.**

(Boulton/Cameron)

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

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*There being no further business the meeting concluded at 11:47.*