

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	Tuesday, 10 September 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

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 30 July 2019

4. MATTERS ARISING

5. OUTSTANDING ISSUES/RESOLUTIONS

6. REGULATORY MATTERS

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REGULATORY MATTERS

Report No. 6.1 **Event Road Closures - Brunswick Woodchop Twilight Markets 2019**
File No: I2019/1150

SUMMARY

Council has received an application from the Brunswick Valley Woodchop & Entertainment Committee Inc for the Twilight Markets to be held Wednesday, 18 December 2019 and the Fireworks Night to be held Saturday, 11 January 2020.

LTC are requested to endorse the road closures proposed as part of the Twilight Markets to be held on Wednesday, 18 December 2019, subject to specified conditions including the provision of updated temporary traffic management and Traffic Control Plans to Council.

The application includes the Traffic Management Plan (TMP) and Traffic Control Plan (TCP) from the 2017 event to illustrate the proposal.

BACKGROUND

The Twilight Markets continue to be a success and bring huge crowds to Brunswick Heads. The event organisers are requesting:

1. Closure of Mullumbimbi Street, between The Terrace and Park Street, as follows:

- a) Closure of the off-street car park adjacent to the Banner Park children's play area from 7:00am until 11:00pm.
- b) Two (2) temporary designated 'Disability Parking' spaces outside of the hotel during the morning. The existing two (2) spaces in the off-street car park will be closed off.
- c) Closure of Mullumbimbi St between The Terrace and Park Street from 12:00noon until 11:00pm.

2. Opening of Memorial Park for parking, as follows. This is for background information and does not require LTC endorsement:

- a) Twilight markets - Wednesday, 19 December 2018 from 12:00noon. This will allow stallholders to get their vehicles off the street before the markets start at 3pm.
- b) Fireworks Night – Saturday, 19 January 2019 from 6:00pm. This will allow for people attending the carnival/housie, and through to when the fireworks take place at 9pm, to park off the streets.

Appropriately accredited staff will be requested to put out the early blockades and the temporary designated Disability Parking signs as per the TCP. Market staff will relocate the blockades at 12:00noon. Market staff will remove the road closed signs and Disability Parking and store these securely with McGregor's Amusements for collection the next day.

As in the past, McGregor's Amusement will move their ride during the night of Tuesday 17 December 2019 and place it over the centre parking bays for erection the next afternoon. This effectively blocks off most of the area mentioned in item 1 above and the early road closure will ensure that vehicles are not parked indefinitely in that area (eg patrons of the hotel) once the premises are open for business.

COUNCIL IMPLICATIONS





- 5 ▪ **Budget/Financial**
The event organisers to be invoiced for the relevant Approval of Road Events pursuant to s144 of the Roads Act fee as per the Fees & Charges 2018/19.
- 10 ▪ **Asset Management**
N/A
- 15 ▪ **Policy or Regulation**
Regulatory traffic signage as delegated to council for authorisation in conjunction with NSW Road Rules.
- 20 ▪ **Consultation**
A condition of the endorsement of this event is that appropriate consultation is undertaken, including:
 - Advertising the impact of the event in the local newspaper and on the Council website.
 - Informing community and business that are directly impacted.
 - Liaising with bus and taxi operators.
 - Consulting with emergency services.
- 25 ▪ **Legal and Risk Management**
Event organiser is required to hold \$20m public liability insurance cover which is valid for the event.

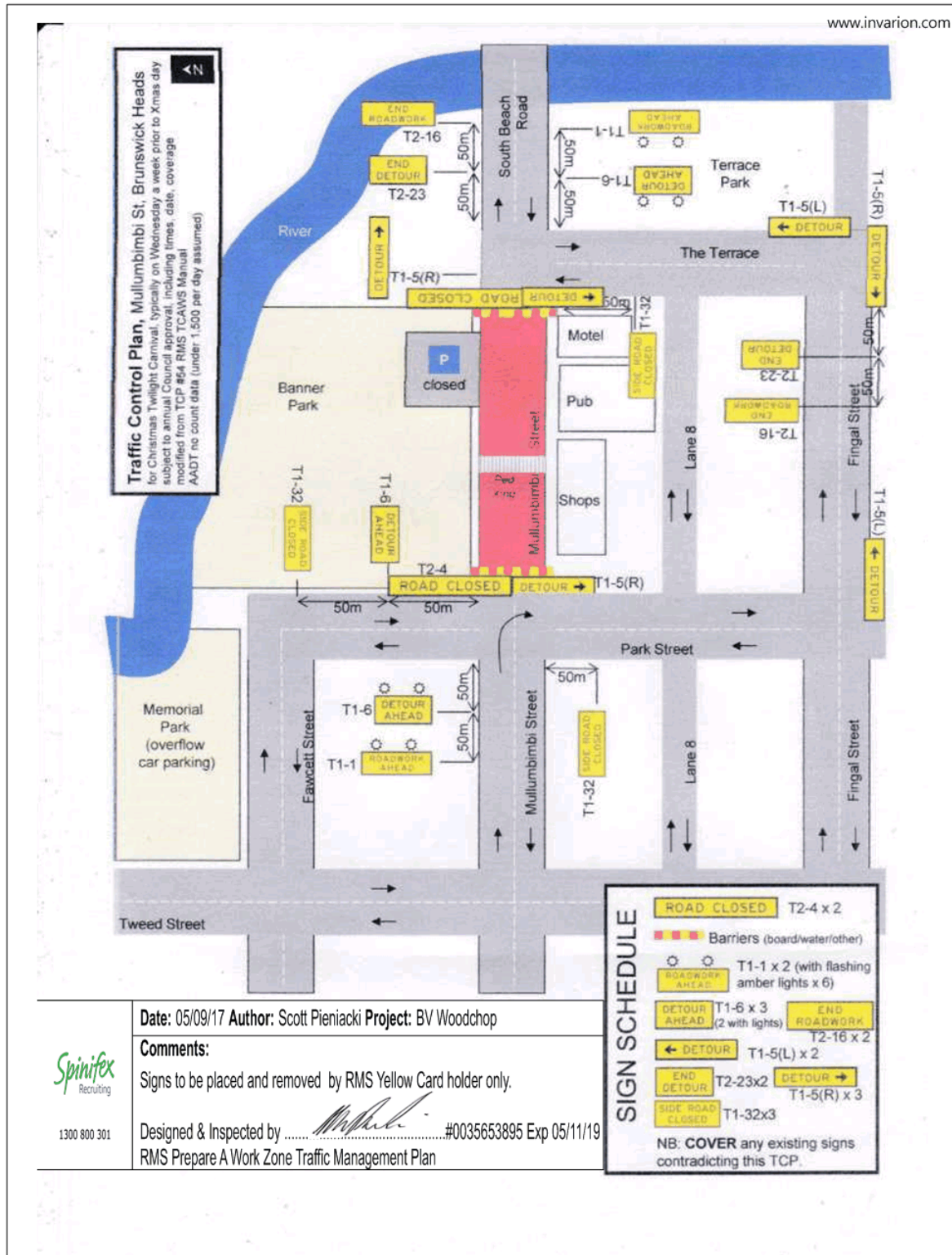
RECOMMENDATION:

1. That Council endorse the following road closures and works associated with the Twilight Markets to be held on Wednesday, 18 December 2019:
 - a) Mullumbimbi Street, Brunswick Heads between The Terrace and Park Street on Wednesday, 18 December 2019, as per the following:
 - i) Closure of the Mullumbimbi Street off-street car park adjacent to the Banner Park children's play area from 7:00am until 11:00pm.
 - ii) Two (2) temporary designated 'Disability Parking' spaces be created outside of the hotel during the morning, with signage to be installed by appropriately accredited persons in conjunction with the implementation of the TCP.
 - iii) Closure of Mullumbimbi St between The Terrace and Park Street from 12:00noon until 11:00pm.
2. That the endorsement provided in Part 1 is subject to:
 - a) separate approvals by NSW Police and RMS being obtained, as required;
 - b) the Traffic Management Plan and Traffic Control Plan(s) for the 2019/20 event be updated by those with relevant and current RMS accreditation;
 - c) implementation of the Traffic Management Plan and Traffic Control Plan by those with appropriate RMS accreditation and the holding of current and appropriate levels of insurance and liability cover;

- d) the impact of the event be advertised, and charged at cost to the organisers, 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;**
- e) the event be notified on Council's web page;**
- f) the event organiser:**
 - i)informing community and businesses 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;**
 - ii)arranging for private property access and egress affected by the event;**
 - iii)liaising with bus and taxi operators and ensuring arrangements are made for provision of services during conduct of the event;**
 - iv)consulting with emergency services and any identified issues be addressed;**
 - v)holding \$20m public liability insurance cover which is valid for the event;**
 - vi)paying of Council's S144 Road Event Application Fee prior to the event.**

Attachments:

- 1 Twilight Markets & Fire Works - TMP, E2017/87013 , page 7  
- 5 2 Twilight Markets & Fire Works - TMP, E2017/87031 , page 8  



Byron Shire Council - TMP format for RMS approval of events / road closures

Table 1. TMP Performa (part 1 of 2)		
Question	Response (If no, state your reasons why)	
A. Description or detailed plan of proposed measures. Is a detailed plan of the proposed measures necessary?	Event Name	Twilight Markets
	Organiser Name	Brunswick Valley Woodchop & Entertainment Committee
	Traffic Control	JHA Spinifex
	Date(s)	13.12.17
	Times	7am-11pm (part of road) and 12 noon-11pm (total road)
	Roads affected	Part Mullumbimbi St, Brunswick Heads
	Detours in place	12noon
	Parking	Opening of Memorial Park for off street parking by stallholders from 12 noon
	Other	
B. Identification and assessment of impact of proposed measures. Is a detailed assessment required?	Plan is attached. The only impact will be that during the full road closure it will not allow vehicular traffic through that area. Pedestrians can still transverse the area. Local businesses that front Mullumbimbi Street are aware of the annual road closure and as many are eateries they remain open to take advantage of the patronage. There are no food stalls at the market to take their trade away.	
C. Measures to ameliorate the impact of re-assigned traffic Is an assessment required?	Traffic flow through this area will not be greatly affected as the roads to be used, Park, Fingal, Terrace and South Beach Road are all main thoroughfares.	
D. Assessment of public transport services affected. Is an assessment required?	No public transport services are affected as the buses drive along Park Street.	
E. Details of provision made for emergency vehicles, heavy vehicles, cyclists and pedestrians. Are these details required?	Emergency	Emergency vehicles can enter the market area through many entrances.
	Heavy Vehicles	N/a
	Cyclist	N/a
	Pedestrians	Pedestrians can walk though freely. Wheel chair access is available throughout the area.
F. Assessment of effect on existing and future developments with transport implications in the vicinity of the proposed measures. Is an assessment required?	This area is fully developed and should not be affected. Any future developments would only be affected for ½ day in the whole year. As this is an ongoing annual event, the locals are aware of the road closure. The Mullumbimbi Street properties can be accessed via a rear lane.	
G. Assessment of effect of proposed measures on traffic movements in adjoining Council areas. Is an assessment required?	Traffic will continue to flow through the township and will not impact on roads outside of the precinct.	
H. Public consultation process Is a public consultation process required	This is an annual event, now in its 58 th year, and locals are aware of the activities that take place.	

Report No. 6.2
File No:

Bay Lane - No Stopping
I2019/1233

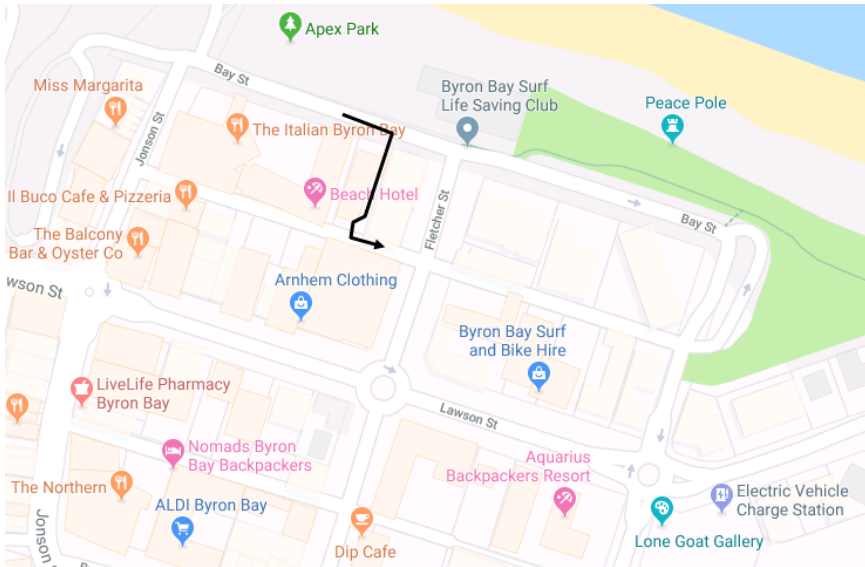
Background

- 5 The operator of the Bay Motel, Byron Bay has requested Council to install No Stopping signs along their full rear frontage of Bay Lane.

Access into Bay Motel Car park is off Bay St as shown below in Figure 1. Given the narrow nature of the site traffic flows one way through the site and exits via Bay Lane. Refer to Figure 1 below.

10

Figure 1 – Flow of traffic into and through the site.



- 15 Figure 2 below shows cars parked adjacent to the Bay Motel exit point on Bay Lane. Cars frequently park in this area as there is no time limit. These cars restrict the ability for cars to exit the Bay Motel safely and has resulted in several cars hitting the Motel fence in an effort to avoid parked cars.

20 *Figure 2 – Cars parked on Bay Lane in front of Motel exit point.*



Figure 3 below shows recommended layout for the proposed No Stopping signage. The signs are to be located on the south side of Bay Lane between the Bay Lane Loading Zone and the Byron Bay Beach Hostel basement driveway.

- 5 *Figure 3 – Proposed location of 2 No Stopping signs.*



10

RECOMMENDATION:

That Council endorse the installation of 2 No Stopping signs on the south side of Bay Lane between the Bay Lane Loading Zone and the Byron Bay Beach Hostel basement driveway.

Report No. 6.3

Lee Lane - No Parking 1am-7am

File No:

I2019/1239

Background

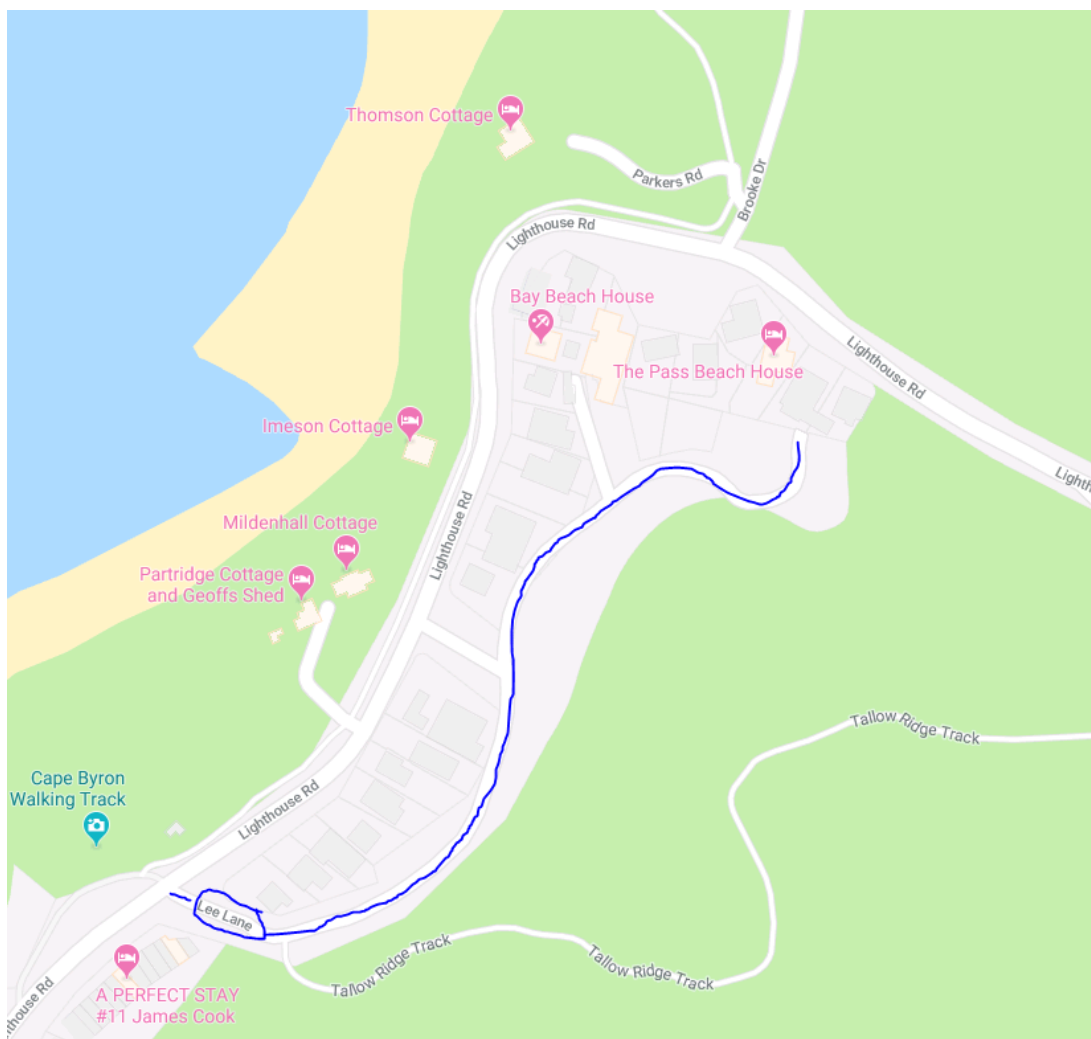
Council's Parking Enforcement Officers have requested the installation of No Parking 1am-7am signs within Lee Lane, Byron Bay. The purpose of the signage is to address the problem of illegal camping. Regulatory signage will enable officers to infringe the vehicles rather than the occupants who are frequently backpackers and sometimes aggressive.

Given most illegal campers are backpackers they frequently move on and the infringement is ignored with no consequences.

The time requested (1am – 7am) has not been previously adopted by Council. Council has typically adopted either 1am - 5am or 1 am - 6am. However, Council's Parking Enforcement Officers have noted they commence their shifts at 6am and are not able to address the issue of illegal camping with the time limit 1am-5am or 1am – 6am.

As a general trend, and as new signs are installed, the Parking Enforcement Team would like to adopt No Parking 1am-7am in areas outside of the main Townships (such as Byron Bay, Mullumbimby, Brunswick Heads) and maintain No Parking 1am-6am within the towns to accommodate early morning workers.

The photo below indicates the location of Lee Lane.



RECOMMENDATION:

That Council endorse the installation of No Stopping 1am-7am along the full length of Lee Lane, Byron Bay.

Report No. 6.4

Events - Falls Festival 2019/20 - Road Closures

File No:

I2019/1261

SUMMARY

5 Council has received an application to regulate traffic and parking from Greg Alderson & Associates on behalf of *Look Up and Live Pty Ltd* for Falls Festival 2019/20 at North Byron Parklands in Yelgun, which is to be held during the New Year's period of 2019/20.

The festival will be held from 31 December 2019 to 2 January 2020.

10 Camper bump in will commence on 30 December 2018 and camping areas close on 3 January 2019.

15 LTC is requested to endorse the application to regulate traffic and parking and endorse a condition requiring a traffic management plan and associated traffic control plans be developed by a person with relevant RMS accreditation, subject to additional conditions outlined below in the recommendations.

BACKGROUND

20 The Falls Festival was held at North Byron Parklands for the first time during the 2013/14 New Year's Eve period and has been held for the past 5 years under a 5 year temporary approval. This year North Byron Parklands has now been granted permanent approval. The number of patrons for the 2019/20 event is capped at 25,000, which is the same as last year.

25 To date the Falls Festival has a good history of traffic management with no KPI breaches observed during the 18/19 event. For 2017/18 traffic queuing was a problem at the start of the event as campers converged on the site. This was managed better in 2018/19 and will be managed again this year through allowing campers to arrive a day early to spread their arrival over 2 days.

30 Traffic Management

Generally traffic management will remain substantially the same as last year. However, as stated within the draft TMP (see attached), *following on from the Traffic Evaluation Report observations and recommendations for previous Falls Festival events, together with updated approvals provided under State Significant Development 8169 Development Consent, it is proposed to implement the*

35 *following traffic improvements for the 19/20 event:*

- *Gates will be open from 29 December (subject to ticket sales exceeding 20,000) to allow an additional day for camping patrons to arrive before the event commences;*
- *Contingency TCP is included for managing queueing incident that may have the potential to*
- 40 *impact the Pacific Motorway;*
- *New egress route for Northbound traffic via new Gate E to Wooyung Rd, together with associated TCPs.*

45 Note, Wooyung Rd is within Tweed Shire. This new egress point is for departing campers and is expected to noticeably help reduce traffic impacts within Byron Shire.

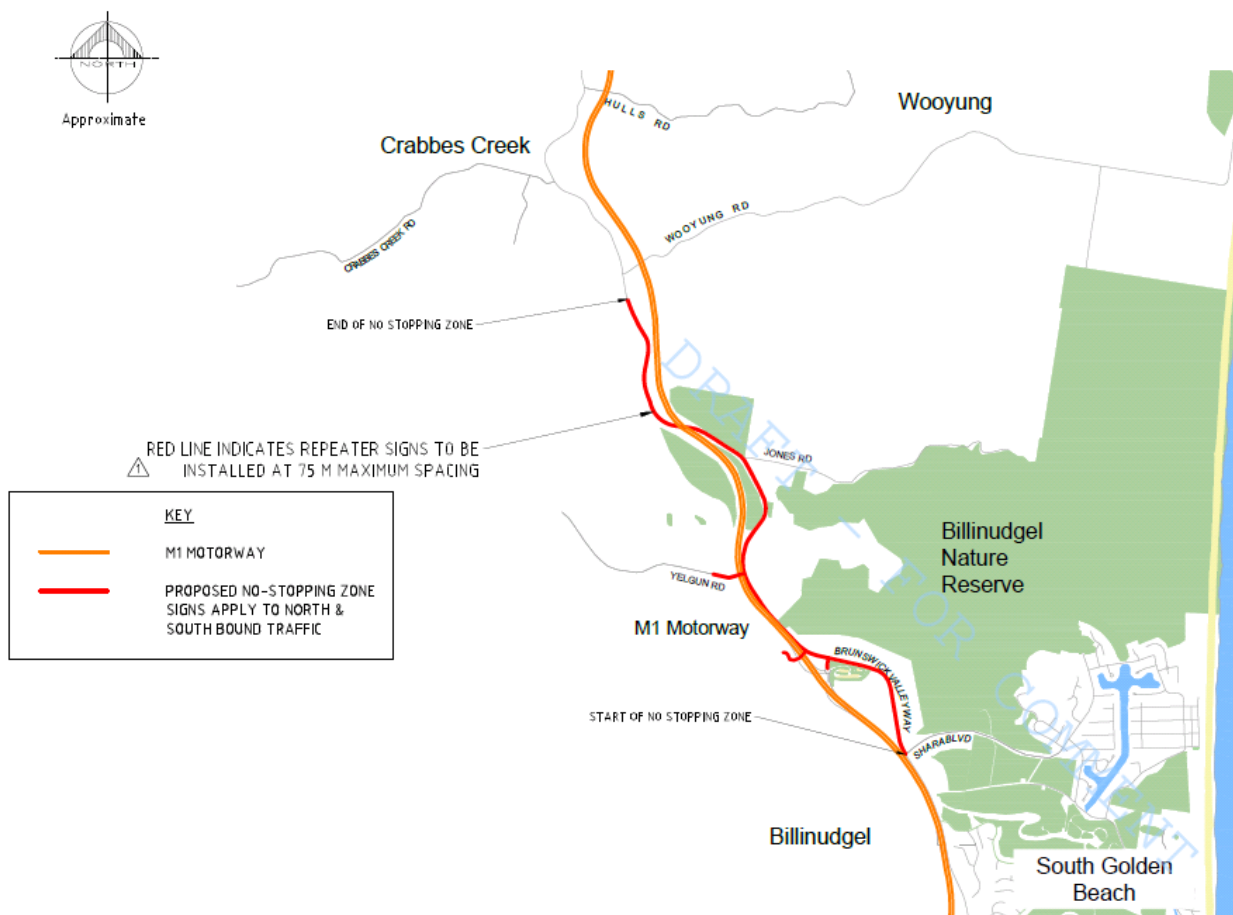
A No Stopping zone is proposed on Tweed Valley Way and Brunswick Valley Way from Shara Boulevard in the south to the Byron Shire boundary in the north. The purpose of this is two-fold:

- 50 • *Eliminate parking by patrons not familiar with the area on Tweed Valley Way which is a high speed road;*
- *Improve tools to manage trespassers, in particular from the north.*

Below are two snippets from the draft TCP to illustrate the above proposed traffic control:

55

Figure 1 – No Stopping Plan



6.4

[illegible]

- 5 As part of the new state approval the applicant must meet the following conditions in relation to traffic management:

KEY PERFORMANCE INDICATORS

D16. The Applicant must address the KPIs in Table 6 in a PER required under Condition D17. The Planning Secretary may amend the KPIs identified in Table 6 for future events after considering the results of the PER required in Condition D17.

Table 6 Key performance indicators for a large event

Issue	Key Performance Indicators
Traffic Management	<ul style="list-style-type: none"> A minimum level of service (LoS) C is to be maintained at the Yelgun interchange including merges and diverges. The level of service for local traffic and through traffic on the Tweed Valley Way should not fall below a LoS D, with a maximum of LoS E for no more than 4 hours a day. Queue lengths on the link road between Tweed Valley Way and the Yelgun interchange must be limited to a maximum of 60 metres. Queue lengths on the interchange ramps must not be within 210 metres of the start of the ramp. On-site queuing is not to extend onto the Pacific Highway or the Tweed Valley Way at any time.

D27. The Applicant must prepare a Traffic Management Plan for the development to the satisfaction of the Planning Secretary. The Plan must:

- (a) be prepared by a suitably qualified and experienced person(s);
- (b) be prepared in consultation with BSC, TSC and RMS;
- (c) detail the measures to be implemented to ensure road safety and network efficiency, including:
 - i. ensuring no queuing on Tweed Valley Way and Yelgun Interchange off-ramps;
 - ii. details of traffic diversion strategies;
 - iii. ensuring Gate A is only used by trucks or other heavy vehicles (including buses) on event days and shoulder days associated with large and medium events; and
 - iv. ensuring local traffic movements, including residents of Jones Road and Yelgun Road, are given priority and can access their properties;
- (d) include demand management strategies to reduce private car use while promoting alternatives forms of transport; and
- (e) contain a Traffic Monitoring Program to monitor the impact of increased traffic generation on the amenity of the area and the effectiveness of the traffic management measures implemented, including but not limited to:
 - i. data collection of vehicle arrival and departure times, occupancy rates and directions of travel for staff, campers and day patrons;
 - ii. patronage of bus services, including bus occupancy rates, arrival and departure times
 - iii. modal share by vehicle type, including comparison with the modal share as described in the EIS and RTS;
 - iv. queue monitoring, background travel counts on the Pacific Highway and Tweed Valley Way and vehicle volumes on the Yelgun Interchange; and
 - v. procedures and protocols for monitoring, including frequency.

D29. At least two months prior to any medium or large event, the Applicant must prepare a Traffic Control Plan (TCP) for the development. The Plan must:

- (a) be prepared by a suitably qualified and RMS accredited Work Site Traffic Controller;
- (b) be submitted to the Byron and Tweed Local Traffic Committees for endorsement and submitted to BSC and TSC for approval on roads under their control;
- (c) be designed in accordance with the requirements of the RMS's Manual, Traffic Control at Work Sites Version 2, and the current Australian Standards, Manual of Uniform Traffic Control Devices Part 3, 'Traffic Control Devices for Works on Roads';
- (d) include details on reduced speed zones and special event clearways and signage to prohibit parking in the surrounding road network and in the Yelgun rest area;
- (e) include a Traffic Incident Management Plan that details a range of approved contingency measures capable of avoiding significant impacts on the level of service. The contingency plan must be fully documented and include emergency contact names and phone numbers; and
- (f) be designed to achieve the traffic key performance indicators under Condition D16.

Following approval of the TCP, a copy of the TCP must be submitted to RMS and the Planning Secretary.

As stated within the draft TMP

Although no traffic controllers are required to manage traffic under normal conditions, traffic controllers would need to be on call to assist in managing queues during any queuing on the public road that may occur as a result of unforeseen circumstances. Back of queue warning vehicles would need to be available to warn inbound vehicles on the public road of any queues ahead. It is the responsibility of the festival management to ensure the public road is monitored and potential queuing is predicted in advance of any queuing appearing.

KEY ISSUES

1. This is the first year the site has approval for permanent use.
2. A new northern egress point through to Wooyung Rd (Tweed Shire) for campers is being trial.
3. Separate approval of the TMP & TCP required by the RMS Traffic Engineering Department.

COUNCIL IMPLICATIONS

▪ Budget/Financial

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

▪ Asset Management

N/A

▪ Policy or Regulation

Regulatory traffic signage as delegated to council for authorisation in conjunction with NSW Road Rules.

Traffic management is to be in accordance with Australian Standards and RMS guidelines.

▪ Consultation

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

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

▪ Legal and Risk Management

Congestion caused by the event will directly affect a RMS controlled asset – Pacific Highway. Separate approval of the TMP & TCP required by the RMS Traffic Engineering Department.

RECOMMENDATION:

That Council endorse the Falls Festival 2019/20 to be held at the North Byron Parklands site, Yelgun from 31 December 2019 to 2 January 2020, inclusive, subject to the following conditions: -

- a) **Separate approvals by NSW Police and RMS being obtained;**
- b) **The development of a Traffic Management Plan and Traffic Control Plan(s) by those with relevant RMS accreditation. These plans are to be submitted to Byron Shire**

Council at least 2 months prior to the event for approval of traffic regulation on roads under Byron Shire control;

- c) The Traffic Management Plan and the Traffic Control Plan to be implemented by those with relevant and current RMS accreditation;**
- d) The temporary 'No Stopping' where applied, including on Brunswick Valley Way and Tweed Valley Way (between Shara Boulevard and north to the Shire boundary), is implemented prior to the event and in accordance with relevant state requirements and Australian Standards;**
- e) A communications protocol be developed and maintained by those involved in the implementation of traffic management including monitoring during the event and ability to implement contingency plans as and when directed;**
- f) Monitoring of vehicle volumes that arrive and depart the festival site and on the local road network;**
- g) The holding of an event debrief within the month following the festival which includes but not limited to Council, RMS and Police;**
- h) 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 a copy of the advert for Council's web page;**
 - iii) give consideration of any submissions received;**
 - iv) informing community and businesses that are directly impacted (e.g. adjacent to the event) via written information which is delivered to the property in a timely manner so as to document, consider and respond to any concerns raised;**
 - v) arranging for private property access and egress affected by the event;**
 - vi) liaising with bus and taxi operators and ensuring arrangements are made for provision of services during conduct of the event;**
 - vii) consulting with emergency services and any identified issues be addressed;**
 - viii) holding \$20m public liability insurance cover which is valid for the event.**
 - ix) paying of Council's Road Event Application Fee prior to the event.**

Report No. 6.5

Events - INGENUITY Sculpturefest Mullumbimby - Brunswick Terrace Road Closure

File No:

I2019/935

5 SUMMARY

The 2019 INGENUITY Sculpturefest is to be held from Tuesday 12 to Tuesday 26 November 2019. Previously, INGENUITY closed off Brunswick Terrace only for the purpose of reducing traffic flows and thereby increase the ambience. The road closure was not to manage any risk.

INGENUITY are concerned they will not have sufficient funds to fund the development of relevant TMP / TCP's and the installation of traffic control. However, in anticipation that a source is found to fund these requirements they are seeking Council's support to close Brunswick Terrace, subject to the relevant conditions.

BACKGROUND

This is the second year of this event, relating to approved DA 10.2014.248.1 "Creation of sculpture walk with 13 permanent public art sites and public land" on road reserve, Burringbar Street, and Brunswick Terrace Mullumbimby.

The organisers (Creative Mullumbimby Inc) have a Memorandum of Understanding: Public Art Partnership with Council, and are working with the public art panel to commission and manage the sculpture projects according to the above DA, and to coordinate and produce Mullumbimby Community Sculpture Festival, which was first held in November 2018.

The event organisers are also applying to close Brunswick Terrace between Burringbar Street and Tincogan Street for the duration of the event – subject to funding. The Traffic Control Plan for last years event has been provided below and this year's event will be based on the same plan, subject to relevant conditions. The applicant is currently preparing a Traffic Management Plan which will be submitted to Council prior to the event.

Traffic impacts will occur between Tuesday 12 to Tuesday 26 November 2019.

COUNCIL IMPLICATIONS

▪ **Budget/Financial**

The event organisers will be invoiced the following fees:

- Approval of Road Events pursuant to s144 of the Roads Act (Advertising of event and staff time to process) and

▪ **Asset Management**

Not applicable

▪ **Policy or Regulation**

Regulation of traffic and parking to be in accordance with relevant NSW legislation and RMS guidelines.

Traffic management plans and traffic control plans to be developed by person(s) with relevant and current RMS accreditation.

Traffic control plans to be implemented by person(s) with relevant and current RMS accreditation.

▪ **Consultation**

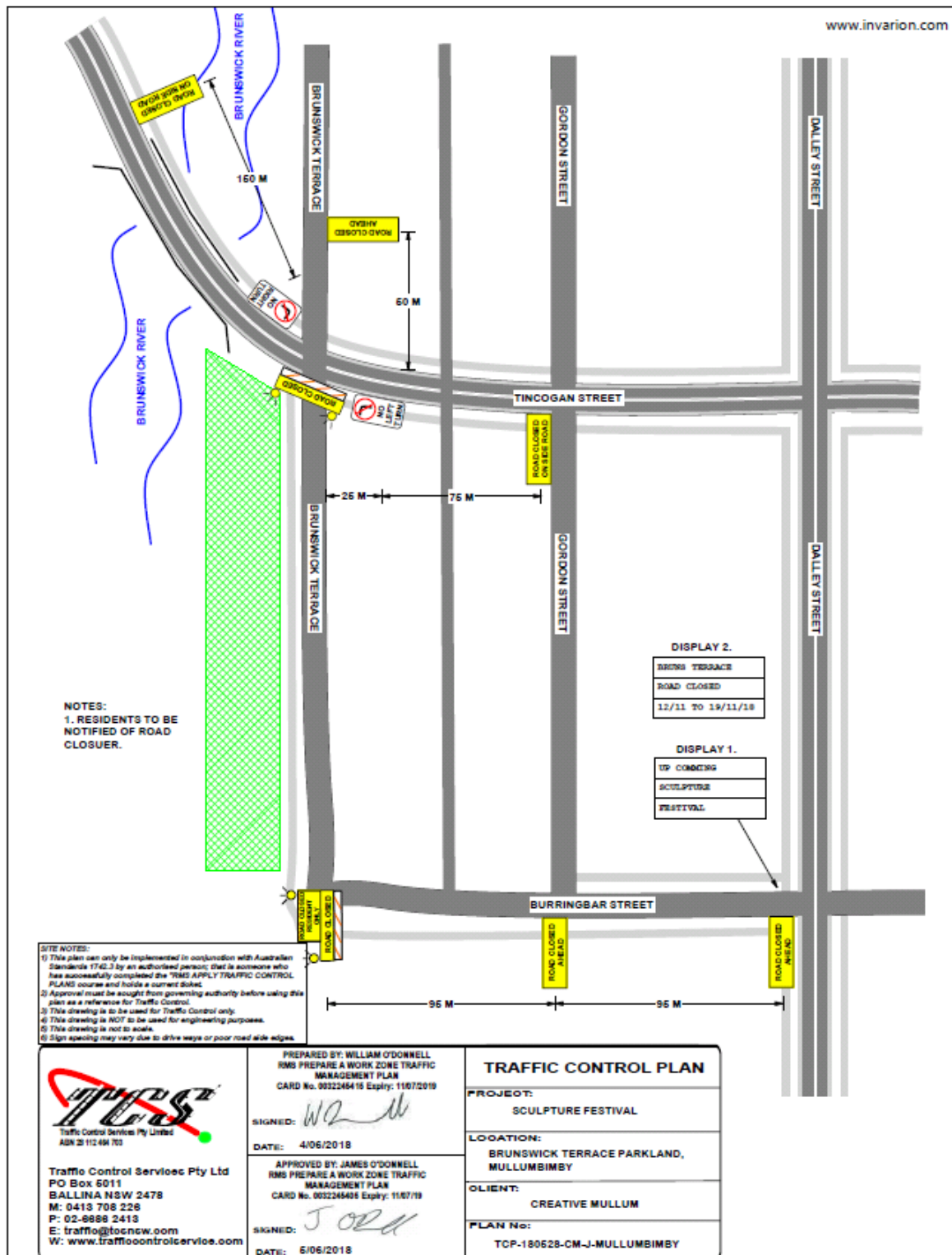
A condition of the endorsement of this event is that appropriate consultation is undertaken, including:

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**

Appropriate approvals and insurances are required as a condition of the endorsement for this event.

Figure 1. Brunswick Terrace, Mullumbimby road closure



RECOMMENDATION:

- 1. That Council permit the following road closures and associated traffic control for the INGENUITY Sculpturefest event to be held from Tuesday 12 to Tuesday 26 November 2019:**
 - a. Brunswick Terrace, Mullumbimby, between Tincogen Street and Riley Lane**
- 2. That the approval provided in Part 1 is subject to:-**
 - a. separate approvals by NSW Police and RMS being obtained, as required;**
 - b. the development of a Traffic Management Plan and Traffic Control Plan(s) for the 2020 event by those with relevant and current RMS accreditation if regulation of traffic is undertaken;**
 - b. the Traffic Control Plan, if required, being implemented by those with relevant and current RMS 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;**
 - iv) pay Council's Road Event Application Fee prior to the event;**

MATTERS FOR TRAFFIC ENGINEERING ADVICE

Report No. 7.1 Tincogan St - Intersection Priorities

File No: I2019/1386

Background

Council staff has received a request for the Local Traffic Committee to provide advice on possible changes to Give Way signs at Tincogan St / Dalley streets intersection and the Tincogan St / Stuart St intersection.

Currently traffic on Tincogan St must give way to traffic on Dalley St and Stuart St as seen in Figure 1 below.

Figure 1: Tincogan St / Dalley St Intersection



Figure 2 below shows the typical traffic path (refer to blue line) for cars travelling east west through Mullumbimby.

Figure 2: Plan view of Mullumbimby and travel paths



Previous Reports

5 *LTC Reports*

This matter has been brought to LTC previously in 2014 where LTC recommended the following:

COMMITTEE RECOMMENDATION

1. That Council receive a report via the LTC as to the benefits and issues associated with changing the traffic route priority along the length of Tincogan Street from Station Street to Brunswick Terrace.
2. That Council seek comments from the community in regards to this proposal with any submissions received forming part of the discussion in the above mentioned report.
3. That Council note that at the intersection at Station Street, the Give Way orientation may be changed.

10 Council resolved to adopt the above LTC resolution at the 7 August 2014 Council meeting. No additional Council comments were provided.

Internal Correspondence

15 Internal Council correspondence indicate that alternate intersection designs such as a roundabout was considered at the Dalley St / Tincogan St intersection. No action was taken in regards to this consideration.

Mullumbimby Movement Strategy

20 A final version of the Mullumbimby Movement Strategy was submitted to Council. This strategy identifies a number of Town Centre Alternate Routes. Some of the options highlight Tincogan as the primary pathway through Mullumbimby to reduce the traffic flow along Burringbar St. Other options direct traffic along different routes. Consideration should be given to the Mullumbimby

Movement Strategy and the preferred Town Centre Alternate Route. However, this has not been resolved by Council as yet.

5 Traffic Considerations

In changing the Give Way Priority it is considered there are many issues for and against the matter.

Traffic Data

- 10 Anecdotally, Tincogan St is perceived as the primary path east west through Mullumbimby and to Woolworths if arriving from the west. However, Council has no current traffic data for Tincogan St or the adjoining network to confirm traffic patterns.

- 15 A substantial volume of traffic arrives from the south along Dalley St and turn left towards Main Arm. However, objectively, it is unclear if the majority of traffic arrives at the Tincogan St / Dalley St intersection from the east or from the south.

Speed

- 20 It is anticipated if the Dalley St / Tincogan St and Stuart St / Tincogan St intersection give way priorities are changed then speeding along Tincogan may become a significant concern. It is, therefore, considered appropriate that if the intersection priority is changed then a wider design should be undertaken to consider traffic calming measures along Tincogan St to minimise speeding.

Woolworths

- 25 It is also acknowledged that the Tincogan St / Station St intersection and Woolworths entrance are known to be areas of concern. While the Woolworths car park entrance is officially left out only many cars turn right to access Tincogan St. Woolworths and Council have indicated previously their interest in redesigning the location of the Woolworth carpark entrance.

- 30 In addition, the Station St / Tincogan St intersection is narrow and known to be difficult for heavy vehicles to turn left into Tincogan St off Station St.

- 35 Consideration has been given to installing a median in this location to control right turn movements from the Woolworths carpark however there is insufficient room to install a median and maintain swept paths for larger vehicles turning left from Station St into Tincogan St. Currently larger vehicles have to cross the centreline of Station Street to perform this movement and changing intersection priorities along Tincogan St may increase the volume of traffic at the Station St / Tincogan St intersection and exacerbate traffic conflict at this intersection.

40 *Federation Bridge to Dalley St*

Unimpeded traffic flow enters Tincogan St from the west which has priority from the Federation Bridge through the Brunswick Terrace and Gordon st intersections until reaching Dalley St.

- 45 Traffic speed of vehicles over this section of Tincogan St from Main Arm is anecdotally regarded as high. Changing intersection priorities may result in cars continuing to speed along Tincogan east of Dalley and even Stuart St.

- 50 Changes to Tincogan St intersection priorities should consider how traffic speeds are to be managed at the western end of Tincogan St.

Shops

- 55 Along Tincogan St, between Dalley St and Stuart St is a strip of popular shops: cafes, auto repairs, dance studio, bike shop and motor cycle repair. This strip of Tincogan St currently has high parking demand with high turnover. Parking is 90° angle parking with cars required to reverse out to exit.

Consideration would need to be given to the potential conflicts that would emerge with cars accessing / exiting these spaces and with an increase in traffic speed that may result from changing the intersection priorities.

5

RECOMMENDATION:

That Local Traffic Committee provide advice on possible changes to Give Way signs at Tincogan St / Dalley streets intersection and the Tincogan St / Stuart St intersection.

10

Report No. 7.2**Seven Mile Beach Road - Community Concerns****File No:****I2019/1389****Summary**

- 5 Community members of Seven Mile Beach Road have requested an opportunity to explain further their concerns with speed, aggressive driving and parking dangerously on what is now a mixed use dead end road funnelling to the Reserve beaches.

Background

- 10 Community members from Seven Mile Beach Road have been in consultation with Council for a number of years and have presented Council with a number of concerns they would like to see addressed. Below is a list of the issues identified from various correspondences over these years.

Identified Issues

- 15
- Increased visitor numbers
 - Significant traffic volumes
 - Illegal Camping and associated problems (litter, noise, fires, defecation, etc)
 - Illegal dumping and litter
 - Alcohol
- 20
- Dogs
 - Intruders
 - Area is isolated, remote and out of sight
 - Excessive speeding
 - Parking chaos
- 25
- Traffic chaos
 - Cars driving along the middle of the road
 - Wildlife hit by cars
 - Byron pay parking is encouraging people to Broken Head where it is free
 - Pedestrian safety
- 30
- Dust
 - Environmental pollution
 - Poor road surface
 - No NPWS plan of management for Broken Head Reserve
 - People creating their own paths to the beach and getting into trouble
- 35
- Poor / ill-defined walkways to the beaches and associated risk to visitors
 - Life saving resources being stretched to rescue increasing visitor numbers
 - No pedestrian access along Seven Mile Beach Rd

Requested Solutions

- 40
- Increase Council enforcement;
 - Increased police enforcement;
 - Reduce or restrict vehicle numbers that are entering Seven Mile Beach Rd;
 - Restrict the number of cars to the area to the number of car parks available;
 - Seal Seven Mile Beach Rd (or portions of) with keep left signage and linemarking;
- 45
- Convex mirrors at dangerous corners;
 - Formalise car parks (seal, bollards, linemarking and signage);
 - Paid Parking;
 - Signage and linemarking to improve parking compliance;
 - Permanent traffic counters;
- 50
- Pedestrian walkway from Broken Head Reserve Rd to Kings Beach car park, or further;
 - National Park Pass;
 - Boom gate across either across Seven Mile Beach Rd or Broken Head Reserve Rd;
 - Gate off or close entrance to Seven Mile Beach Rd;

- A curfew on Seven Mile Beach Rd;
- Reduced speed limit;
- Make Seven Mile Beach Rd a Shared Zone;

5 It is noted that the above requested solutions are aimed at impact accessibility is several ways, namely: block access, minimise / reduce access, control / manage access or open up access.

At the end of this report is a matrix developed by Council reviewing the impact key Requested Solutions would have on accessibility and which Identified Issue the solution would address.

Key Meetings

- 19/7/19 - Council, community reps and National Parks and Wildlife Services
- 26/3/18 & 2/7/18 – Council, two community groups and state agency meetings

Sample Correspondence

- 14/3/19 Director correspondence outlining Councils Long Term and Short Term Actions;
- 23/7/19 Resident 1 email outlining Identified Issues as listed above;
- 29/5/19 Resident 1 email outlining Identified Issues as listed above;
- 9/3/17 Resident 2 email outlining Identified Issues as listed above;

Resolutions

- 17-677 Allocate \$20,000 to investigate road upgrades
- 18-239 Install No Stopping along the full length of Seven Mile Beach Road;
- 18-544 Investigate various solutions to Seven Mile Beach Rd;
- 18-803 Acknowledge Broken Head Reserve as biodiversity hotspot to access grant options;

Reports

- I2018/1357 Council report giving investigation updates.
- I2017/1434 Council report investigating the option of a Shared Zone.
- I2018/2362 Council report advising how best to manage dust and silt impacts
- E2018/24348 Meeting minutes for 26/3/18 meeting
- E2018/38473 Report presenting 5 traffic management options and associated costs
 - Transfer road to residents (\$80-130k) – not supported at the 2/7/18 meeting
 - Gate road to public (\$80-180k) – not supported at the 2/7/18 meeting
 - Dedicate road to NPWS (\$30-60k) – supported at the 2/7/18 meeting
 - Install traffic calming devices (3-4.4m)
 - Option 1 - Maintain Gravel Road: \$460-574k
 - Option 2 - Seal Road to Kings car park and Pay Parking: \$930-1.28m
 - Option 3 - Fully Sealed Road: \$3.014m-4.4m
 - Access via Blackbutt Lane and partial closure of Seven Mile Beach Rd (\$5.8-8.1m)
- E2018/56081 Meeting Minutes for 2/7/18 meeting

Additional Actions

- Survey of Brays Beach and Whites Beach car parks
- Signage
 - NPWS have updated signage at the walkway entrances to each beach
 - No Stopping signage along the full length of Seven Mile Beach Rd
 - Warning signs targeting parking, camping, fires etc.
- Traffic Classifiers installed for 6 months between November 2019 – April 2019.
- Investigated the option of a Shared Zone. Seven Mile Beach Road does not meet the warrants (I2017/1434).

Below is a table summarising the key Identified Issues, Proposed Solutions and their impact on accessibility. The comments and any recommendation are sought from the committee in respect of possible management options for traffic and parking impacts on Broken Head Reserve Road and Seven Mile Beach Road.

5

TREATMENT	IMPACT ON ACCESSIBILITY				TREATMENT PURPOSE						POTENTIAL PRO'S & CONS
	BLOCK	MINIMISE	CONTROL & MANAGE	OPEN UP	DUST	SPEED	TRAFFIC	PED. SAFETY	CAMPING	AESTHETICS	
Seal first 170m (with traffic control)	X	X	✓	✓	✓	X	X	X	X	✓	- Improves public accessibility, dust & aesthetics. - Potential increase in traffic volumes, pedestrian safety issues & camping due improved accessibility & aesthetics.
Seal to Kings Beach Car Park (with traffic control)	X	X	✓	✓	✓	X	X	X	X	✓	- Improves public accessibility, dust & aesthetics. - Potential increase in traffic volumes, pedestrian safety issues & camping due improved accessibility & aesthetics.
Seal full length of SMB Road (with traffic control)	X	X	✓	✓	✓	X	X	X	X	✓	- Improves public accessibility, dust & aesthetics. - Potential increase in traffic volumes, pedestrian safety issues & camping due improved accessibility & aesthetics.
Formalise Parking Areas Only	X	X	✓	✓	✓	X	X	X	X	✓	- Improves public accessibility, dust & aesthetics. - Potential increase in traffic volumes & camping due improved accessibility & aesthetics.
Pedestrian Walkway	X	X	✓	✓	X	X	X	✓	X	X	- Increased pedestrian accessibility and safety. - Does not address dust, traffic. - Potential increase in camping due improved accessibility - Large area of vegetation removal required
Pay Parking Boom Gate	✓	✓	✓	X	X	X	✓	X	✓	X	- Reduced camping, accessibility and traffic. - No impact on dust, speeding, pedestrian safety. - Poor aesthetics and community backlash expected. - Potentially considered a Toll system: all roads to be handed over to RMS
Pay Parking Car Parks	X	X	✓	X	X	X	✓	X	✓	X	- Mobile black spots - Prone to vandalism - Hard to enforce - High capital set up costs - Provides revenue (depending on compliance) - Helps regulate traffic

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RECOMMENDATION:

That committee comments and recommendations be provided to Council staff currently investigating management options for Broken Head Reserve Road and Seven Mile Beach road traffic and parking impacts.