

MINUTES OF MEETING



LOCAL TRAFFIC COMMITTEE MEETING

Venue	Meeting Room 1, Mullumbimby
Date	Tuesday, 19 November 2019
Time	10:30am
Committee Members	Ian Shanahan – Roads and Maritime Services Snr Constable Chris Davis – Police Cr Basil Cameron Tamara Smith MP

BYRON SHIRE COUNCIL

LOCAL TRAFFIC COMMITTEE MEETING MINUTES

19 NOVEMBER 2019

REPORT OF THE LOCAL TRAFFIC COMMITTEE MEETING HELD ON TUESDAY, 19 NOVEMBER 2019

File No: I2019/1890

MEETING COMMENCED: 10:35 am

PRESENT:

Councillor: Cr Basil Cameron

Roads and Maritime Services Representative: Ian Shanahan

Police: Snr Constable Chris Davis

The Office of Tamara Smith: Kirsty Donovan, Senior Electorate Officer

Staff: Andrew Pearce and Dominika Tomanek (Minute Taker)

APOLOGIES:

TAMARA SMITH MP

EVAN ELFORD

MATTHEW KEHOE

VISITORS: VERITY WILSON AND VALERIE WILLIAMS

VISITORS LEFT AT 10:46 AM

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 10 September 2019 be confirmed.

(Cameron/Davis)

The recommendation was put to the vote and declared carried.

MATTERS ARISING

Public access: 3 visitors came to discuss Report 6.2 regarding changes in the paid parking near Mercato.

OUTSTANDING ISSUES/RESOLUTIONS

Cr Cameron requested to receive an update regarding:

- Koala signage issues
- Speed review in Main Arm village. RMS did review and waiting for sign off.

REGULATORY MATTERS

**Report No. 6.1 Event Road Closure - New Year's Eve and New Year's Day, Byron Bay
2019/2020**

File No: I2019/930

Summary

This report seeks Council's support for the 2019 'Soul Street' NYE and First Light events.

Soul Street

Soul Street is to be run the same as per previous years with only minor changes that are not related to regulatory items. These minor changes include:

1. The closure of Butler Street Reserve car park that was previously used as the main car park for the event.
2. Increasing the number of VMS boards as a result of the Butler Street Reserve car park closure. Additional VMS boards are being used to encourage people arriving from Ewingsdale Road to now park in the side streets before they enter Byron Bay CBD and to encourage people arriving from the south to now park around the Rec grounds.
3. The addition of mobility parking immediate adjacent to the event on Jonson St at the NE corner of Jonson St and Marvel St.

In regards to regulatory matters, the same road closures and detours adopted in previous years are sought for the 2019 NYE and First Sun events, to be held Monday 31 December 2019 and Tuesday 1st January 2020, respectively.

The TMP's and TCP's associated with these events are to be based on those previously approved for the 2017 and 2018 events (taking into account the above minor modifications) with first closures to take effect from 6 am on Monday 31st December with the number of closures gradually expanded as the day continues. All road closures will be lifted no later than 7am on 1 January 2020.

Figure 1 below shows the proposed Site Management Plan proposed for this year's event. Figure 2 shows the Site Management Plan adopted for last years event. Figure 2 is included to show the minor non regulatory modifications made to this year's event. These two drawings have also been attached for greater clarity. For this year's Site Management Plan refer to attachment 1.

Figure 3 provides a summary of all the proposed road closures. In Column 1 TC refers to Traffic Controller. To identify where each Traffic Controller is proposed refer to the snippet below the table.

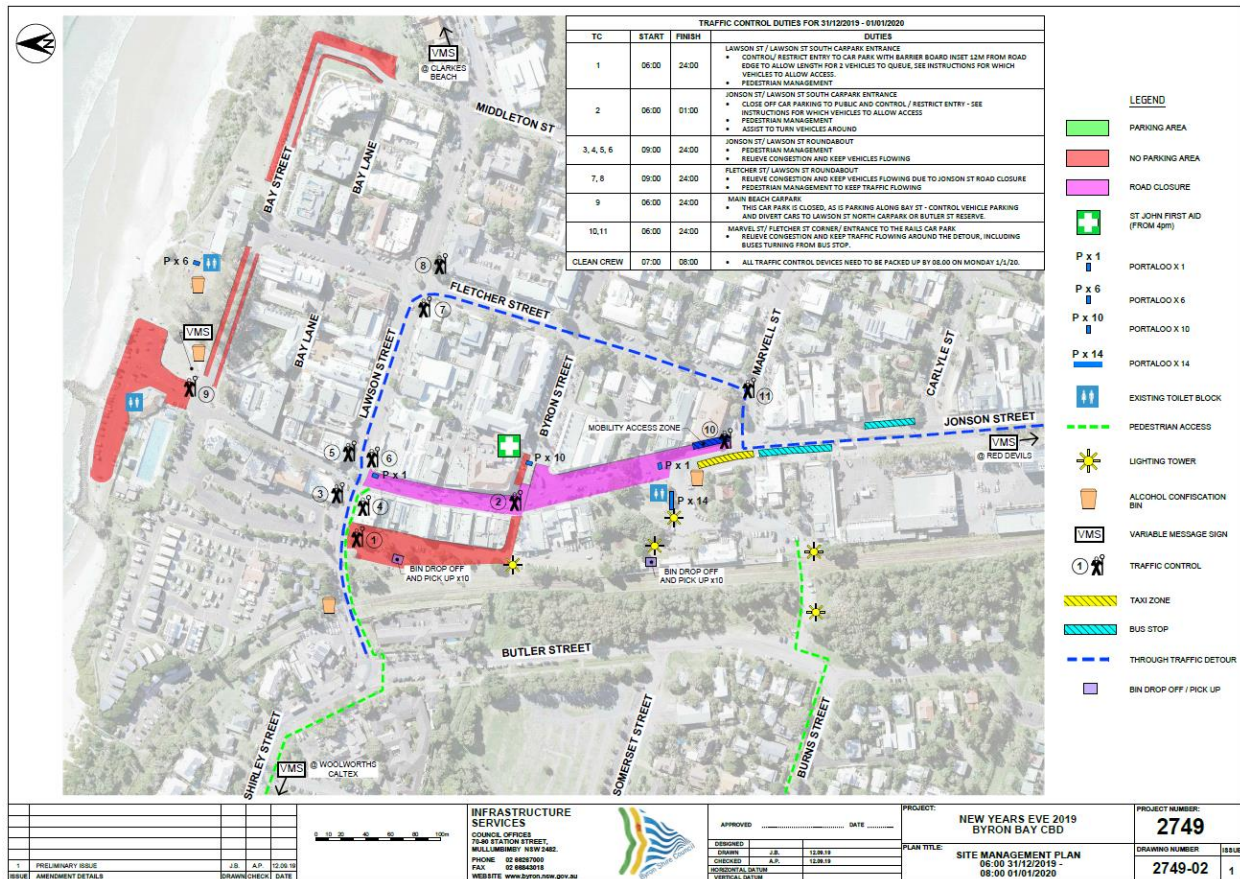


Figure 1 – 2019/20 NYE Site Management Plan

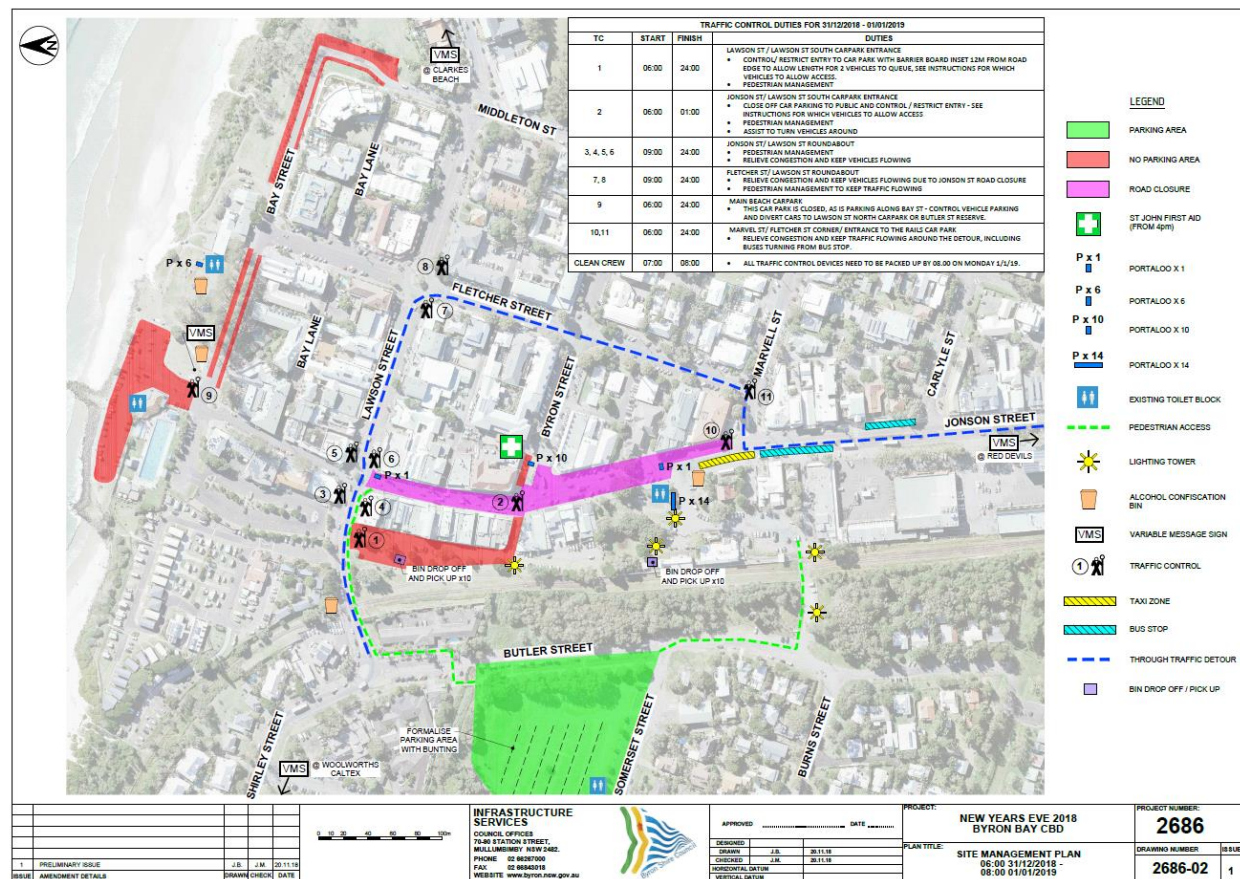


Figure 2 – 2018/19 NYE Site Management Plan

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TRAFFIC CONTROL DUTIES FOR 31/12/2019 - 01/01/2020			
TC	START	FINISH	DUTIES
1	06:00	24:00	LAWSON ST / LAWSON ST SOUTH CARPARK ENTRANCE <ul style="list-style-type: none"> CONTROL/ RESTRICT ENTRY TO CAR PARK WITH BARRIER BOARD INSET 12M FROM ROAD EDGE TO ALLOW LENGTH FOR 2 VEHICLES TO QUEUE, SEE INSTRUCTIONS FOR WHICH VEHICLES TO ALLOW ACCESS. PEDESTRIAN MANAGEMENT
2	06:00	01:00	JONSON ST/ LAWSON ST SOUTH CARPARK ENTRANCE <ul style="list-style-type: none"> CLOSE OFF CAR PARKING TO PUBLIC AND CONTROL / RESTRICT ENTRY - SEE INSTRUCTIONS FOR WHICH VEHICLES TO ALLOW ACCESS PEDESTRIAN MANAGEMENT ASSIST TO TURN VEHICLES AROUND
3, 4, 5, 6	09:00	24:00	JONSON ST/ LAWSON ST ROUNDABOUT <ul style="list-style-type: none"> PEDESTRIAN MANAGEMENT RELIEVE CONGESTION AND KEEP VEHICLES FLOWING
7, 8	09:00	24:00	FLETCHER ST/ LAWSON ST ROUNDABOUT <ul style="list-style-type: none"> RELIEVE CONGESTION AND KEEP VEHICLES FLOWING DUE TO JONSON ST ROAD CLOSURE PEDESTRIAN MANAGEMENT TO KEEP TRAFFIC FLOWING
9	06:00	24:00	MAIN BEACH CARPARK <ul style="list-style-type: none"> THIS CAR PARK IS CLOSED, AS IS PARKING ALONG BAY ST - CONTROL VEHICLE PARKING AND DIVERT CARS TO LAWSON ST NORTH CARPARK OR BUTLER ST RESERVE.
10,11	06:00	24:00	MARVEL ST/ FLETCHER ST CORNER/ ENTRANCE TO THE RAILS CAR PARK <ul style="list-style-type: none"> RELIEVE CONGESTION AND KEEP TRAFFIC FLOWING AROUND THE DETOUR, INCLUDING BUSES TURNING FROM BUS STOP.
CLEAN CREW	07:00	08:00	<ul style="list-style-type: none"> ALL TRAFFIC CONTROL DEVICES NEED TO BE PACKED UP BY 08.00 ON MONDAY 1/1/20.

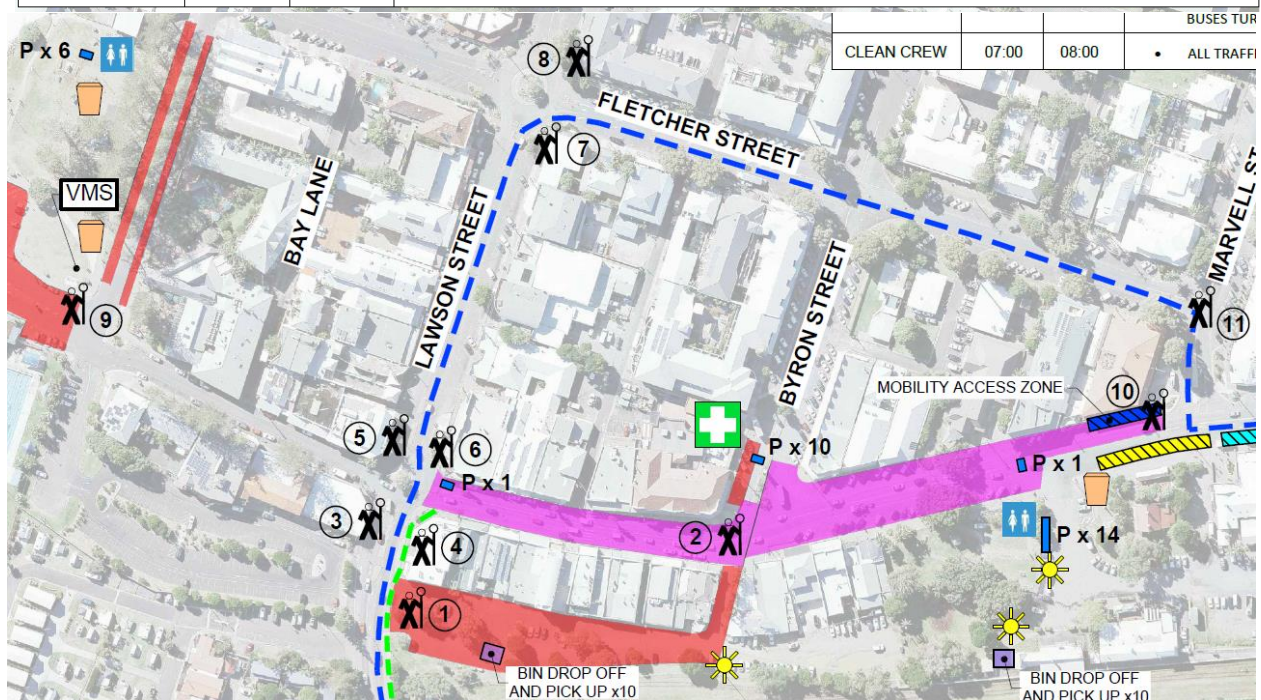


Figure 3 – Proposed road closures and traffic control

First Sun

It is proposed to make no changes from last year in the way traffic is controlled for First Sun. Figure 4 shows the proposed traffic control for this year's event.

Figure 5 shows the way traffic was controlled for last year's event.

A comparison of the two drawings shows no proposed changes from last years event.

Refer to attachment 3 for a large copy of the 1st January 2019 approved TMP.

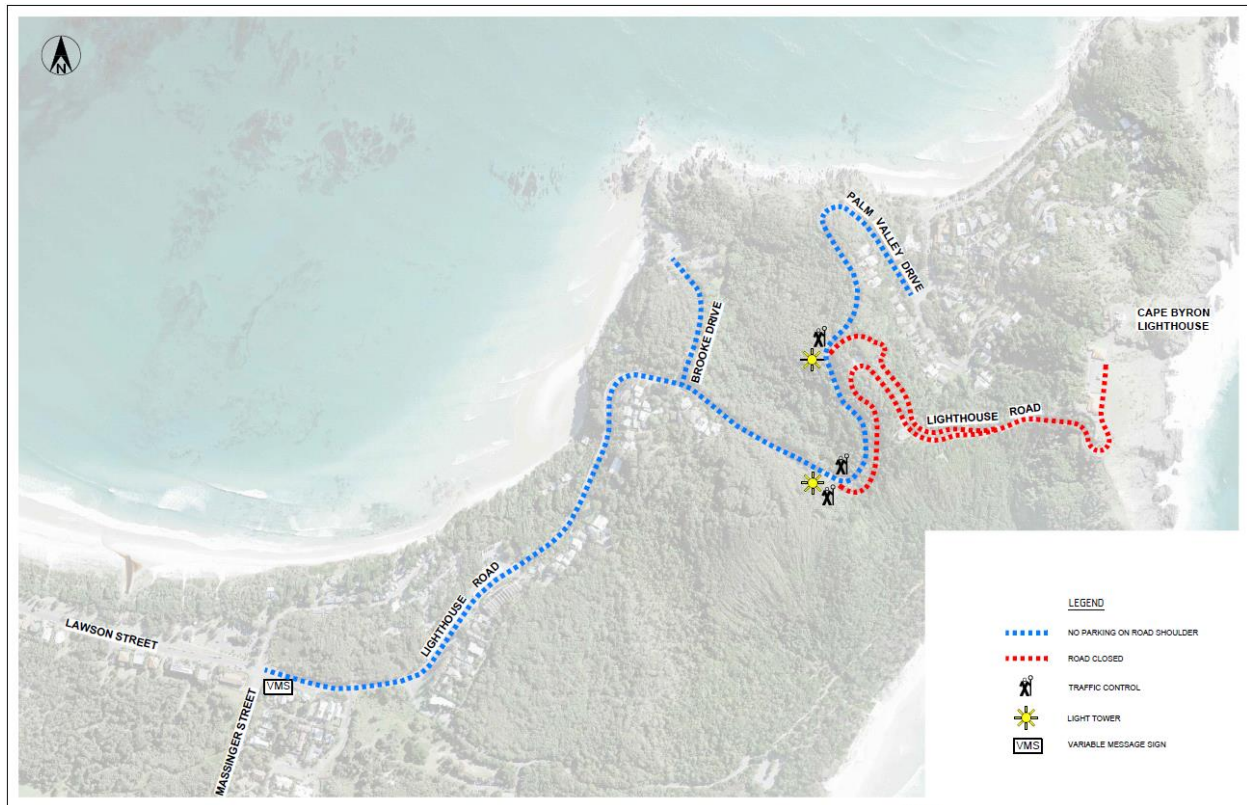


Figure 4 – Proposed First Sun Traffic control for 1st January 2020.

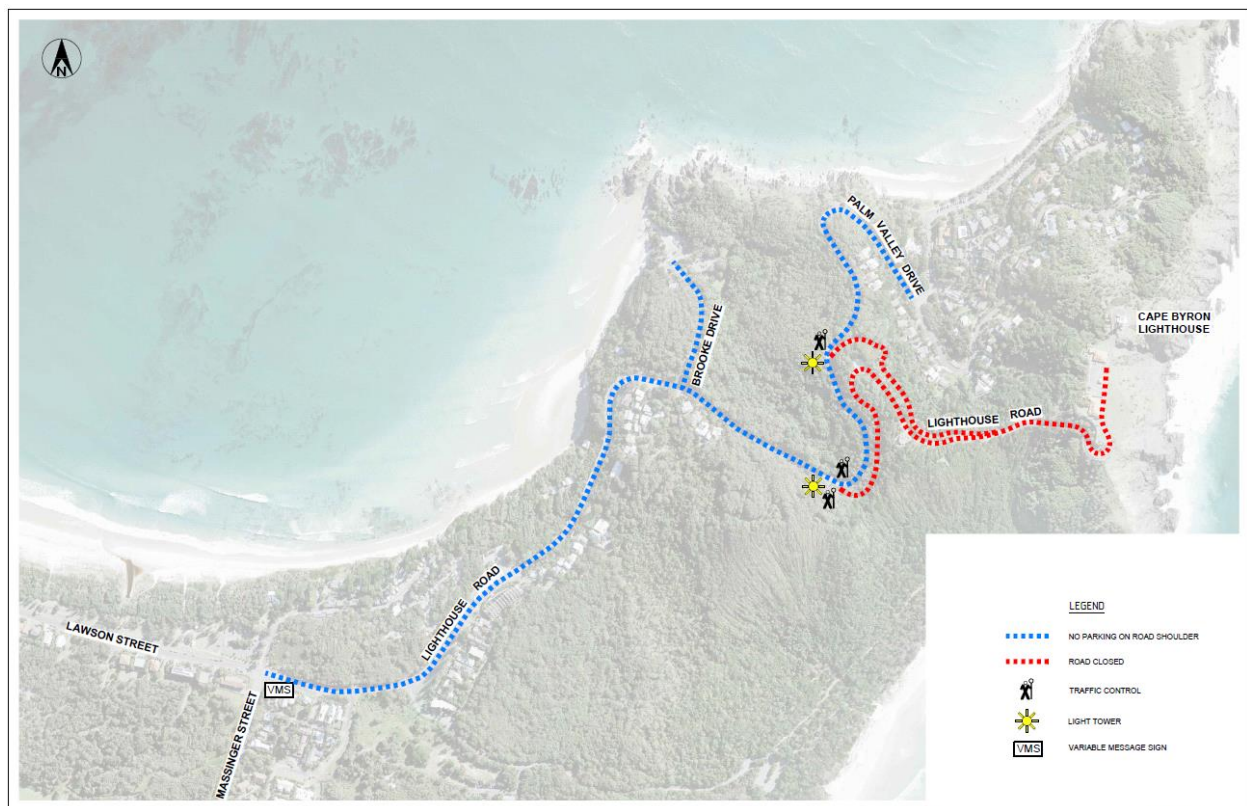


Figure 5 – Adopted traffic control for 1st January 2019

Committee Comments

Nil

Management Comments

Nil

Committee Recommendation:

1. That the Local Traffic Committee supports:
 - a. Council's temporary traffic management initiatives for the Soul Street New Year's Eve event to be held in Byron Bay and approves the temporary road closure of Jonson Street, between Lawson Street through to the car park entry at Railway Park (north of Marvell Street), from 6am on Monday 31 December 2019 and its removal by no later than 7am on the Tuesday 1 January 2020.
 - b. Council's temporary traffic management initiatives for the First Sun New Year's Day event to be held in Byron Bay and approves the temporary road closure of Lighthouse Road from Brooke Road (The Pass), from 3am to 8am on Tuesday 1 January 2020.
2. That the approval provided in Part 1 remain subject to Council endorsement of the event prior to implementation and is subject to the following requirements:
 - a. traffic control plans are designed and implemented by those with the appropriate NSW (RMS) accreditation;
 - b. advertising is undertaken in accordance with the Roads Act, including the publication of a map and explanatory notes in a local newspaper and on Council's website;
 - c. the letterbox drop of properties adjacent to and prior of the Jonson Street closure and Bay Street, Marvell Street and Byron Street parking changes; and
 - d. all parties involved in Council's NYE events hold, or least covered by, appropriate and relevant levels of insurance and public liability cover as required by Council.

(Cameron/Smith)

The recommendation was put to the vote and declared carried.

Donovan, Cameron, Davis and Shanahan voted in favour of the motion.

Nil voted against the motion

Report No. 6.2**Byron Bay Paid Parking Time Changes - Jonson St****File No:****I2019/1256****Summary**

Shop owners at 120 Jonson St, Byron Bay, have requested Council to change the on street time limits in front of their shops from All Day P paid parking to 2P paid parking.

Background

Anecdotal evidence is that staff working at Mercato are parking on the street, in the area all day time limits. Local residents are able to obtain a Pay Parking Permit for \$55 which allows them to park in Byron Bay without paying the meter fees. Given the Mercato parking is also pay parking but with no exemptions for locals, locals are now tending to park in the street when visiting or working at Mercato.

The business owners at 120 Jonson Street have identified this as a significant source of financial

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strain as patrons to their shops can not find a space within close proximity to their shops. As a result they are not getting the vehicle / customer turn over they need to help make their businesses sustainable. While the business owners have requested only the three spaces in front of their shops be modified, Council recommends modifying 12 spaces as discussed below. These 12 spaces form a unit that logically fit together.

Figure 1 below shows to current time limits layout for the Byron paid parking scheme. The yellow star shows the location of 120 Jonson St and the arrow line shows the length of spaces to be converted from P to 2P.

From 120 Jonson Street and extending north to Mercato there are 12 on street car spaces with a mix of time limits. The on street time limit immediately in front of 120 Jonson Street, and extending north for 12 spaces, is P (all day paid parking). Directly in front of Mercato and adjoining the P (all day) paid parking is 2 x 4P car spaces and a bus zone.

Figure 2 below shows the Dreamers & Drifters and Byron Beach Realty at 120 Jonson Street and the on street parking looking north.

From 120 Jonson St south there are 14 all day pay parking spaces spaced out in two groups of 7 spaces. Seven (7) spaces immediately in front of the Lord Byron Hotel and seven (7) immediately in front of the old Butter Factory. Figure 3 below shows the 14 spaces, in 2 groups. It is recommended to leave these as all day P pay parking.

If the all day parking in front of 120 Jonson St is changed to 2P it is recommended changing all on street parking to 2P, extending from 120 Jonson through to and including the 2 x 4P spaces in front of Mercato. This amounts to 12 parking spaces being converted to 2P paid parking.

It is noted that on street parking on the eastern side of Jonson St opposite 120 Jonson St is all day P time limited.

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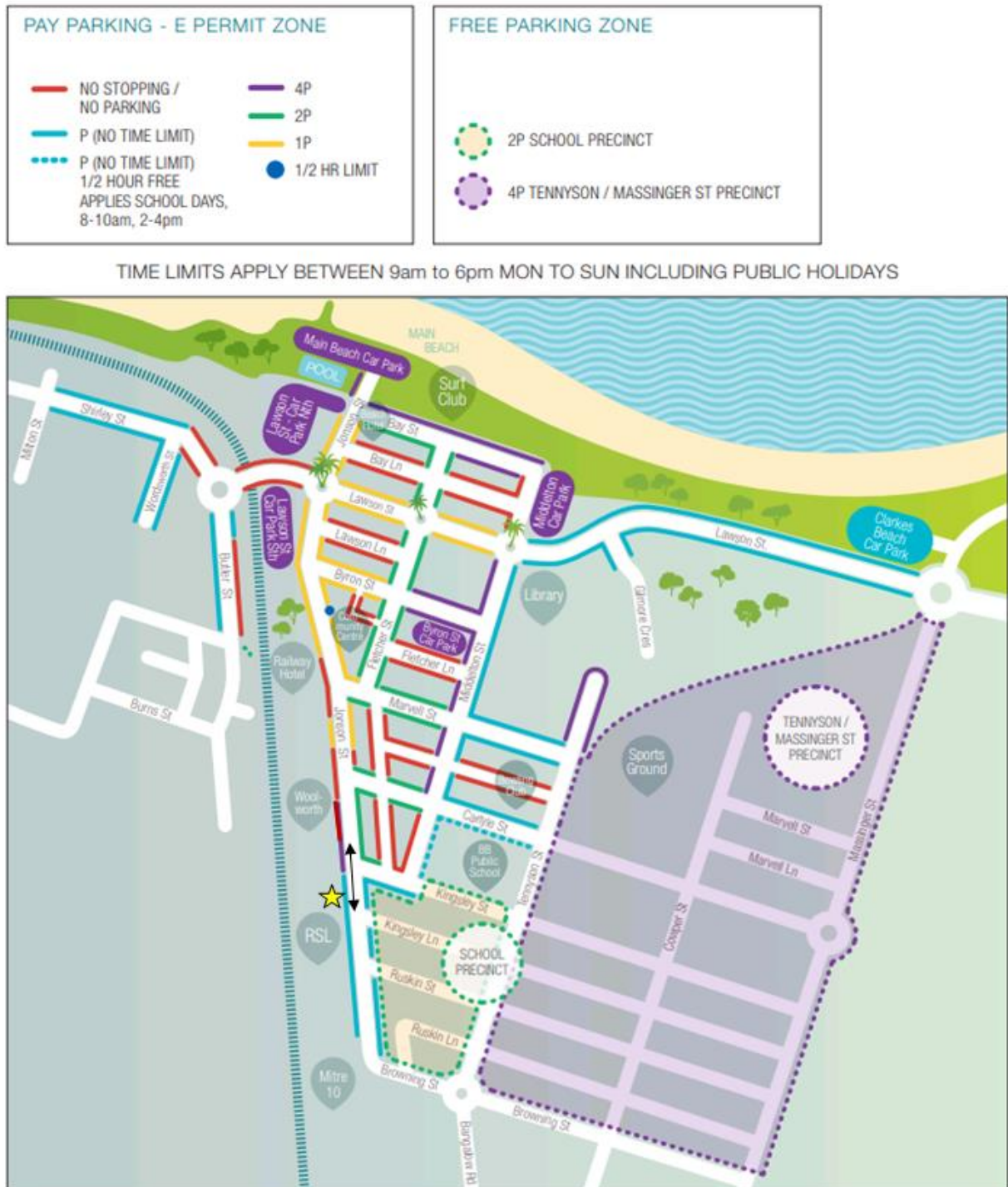


Figure 1 – Map of Byron Bay paid parking scheme



Figure 2 – On Street parking looking north

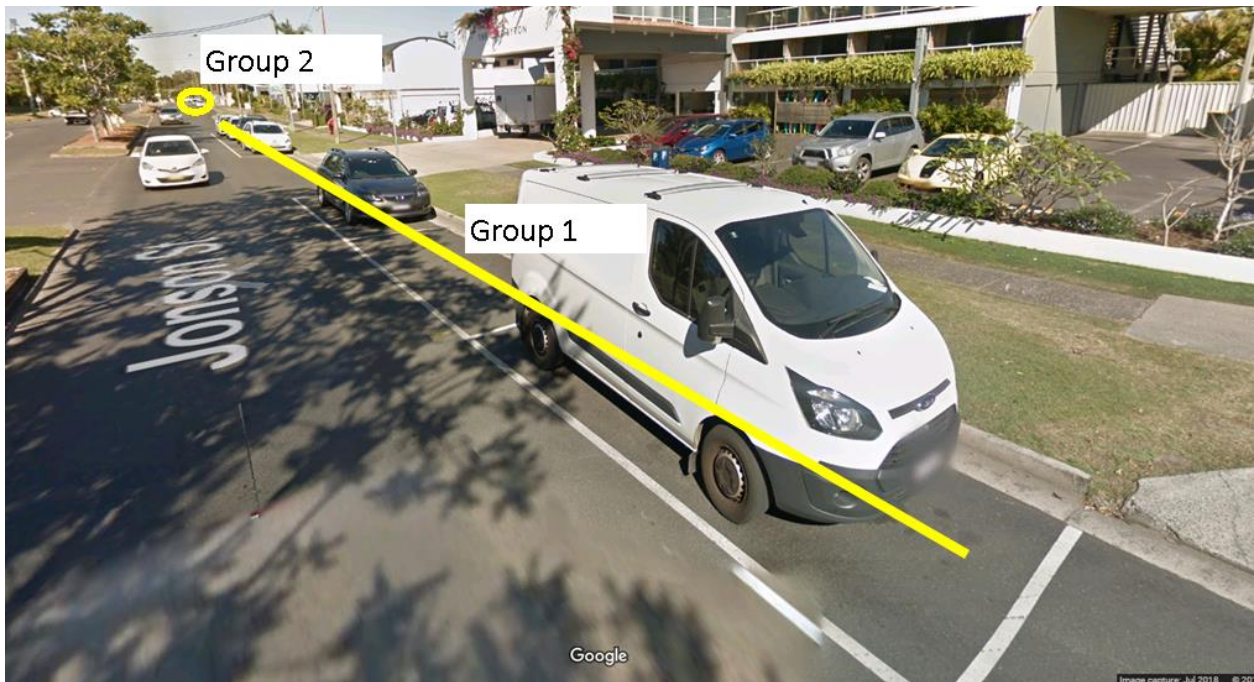


Figure 3 – On street parking looking south

Considerations

- Meter system to be reprogrammed to the new time limits.
- Parking maps to be updated
- 5 new 2P signs and 1 new pole are required
- Inform compliance team to update their LPR databases.

Committee Comments

Donovan commented on parking in Mercato. People who live in the area are struggling to find parking near their homes.

Davis: should Council inspect the Mercato parking and encourage Mercato to provide Staff

parking?

Management Comments

Mercato has around 150 parking spaces.

Committee Recommendation:

That Council support a minor modification of the Byron Bay Pay Parking scheme, as outlined below:

- 1. That 12 car spaces, extending from in front of 120 Jonson St and north to the bus stop in front of Mercato, be modified to 2P time limit.**
- 2. The associated street signage be updated to reflect the above changes with additional signs added as required.**
- 3. The modification is to be communicated to all relevant stakeholders, such as:**
 - i. Council's compliance team;**
 - ii. Council's communication team for advertising on Council's website and updating parking maps;**
 - iii. Companies managing Council pay parking scheme in order to update relevant databases.**

(Shanahan/Davis)

The recommendation was put to the vote and declared carried. Donovan, Cameron, Davis and Shanahan voted in favour of the motion.

Nil voted against the motion

Report No. 6.3

Restricted Parking Area - Broken Head Reserve Rd & Seven Mile Beach Road

File No:

I2019/1473

Summary

That Council supports a Restricted Parking Area Scheme (in accordance with RMS guidelines) that includes Broken Head Reserve Rd and the length of Seven Mile Beach Road. Figure 1 below shows the location (in blue) where it is proposed to establish the Restricted Parking Area:

Figure 1: Location of proposed Restricted Parking Area.



Background

Broken Head Reserve Road Village area and Seven Mile Beach Road are popular tourist destinations experiencing significant parking congestion and infringements.

Broken Head Reserve Road Village

The NPWS operate pay parking at the end of Broken Head Reserve Rd with approximately 100 spaces (refer to Figure 1 for the location of NPWS pay parking). Visitors avoid pay parking by parking in the Village precinct which does not have pay parking. However, there are approximately 34 formal car spaces but a far greater number of cars sprawled through the village and parallel parking along Broken Head Reserve Rd.

The sprawling nature of parking causes significant parking and traffic congestion with dangerous traffic and pedestrian conflict points. While Council attempts to manage this parking congestion through extensive signage and line marking, the signs need regular modification as people find loop holes and vandalise the signage.

Refer to attachment 1 for photos of parking areas within the Broken Head Reserve Road Village precinct and example of illegal / dangerous parking.

The introduction of a RPA would help create a safer compliant parking precinct and encourage cars to also utilise the NPWS car park more effectively. Works (such as: bollards, line marking and

signage) are proposed as part of a parallel but separate project to clearly delineate approved parking areas.

An RPA would also significantly improve Council's ongoing maintenance of a significant number of No Stopping signs which are regularly vandalised and removed.

Through undertaking some minor civil works as part of the parallel project there is adequate and safe parking for approximately 55 cars within the Village precinct:

- Approximately 20 road side parallel spaces on the western approach to the village. Work is proposed to delineate these spaces (i.e. levelling, signage, gravel sealing – as required, bollards along southern road side within the village precinct to prevent parking – Refer to Attachment 1 Figure 8.);
- 14 spaces are currently bitumen sealed within the Village (a mix of 3 parallel spaces and 11 angled spaces);
- 20 spaces are currently gravel on the eastern side of the village and require no additional works.

Seven Mile Beach Road

A number of secluded but popular beaches that have been “discovered” are accessed via Seven Mile Beach Road. To cater for these popular beaches a number small car parks are located along the length of Seven Mile Beach Rd. Refer to Figure 2 below for their locations.

Kings Beach safely accommodates approximately 25 spaces, Brays beach 6 spaces, Whites Beach 13 spaces and Seven Mile Beach car parks 16 spaces. Refer to attachment 2 with a series of photos showing the parking congestion / non compliance occurring along Seven Mile Beach Road, especially in the vicinity of car parks.

The road is 4m, gravel and designed for two way traffic. Cars frequently parallel park illegally on both sides of the road causing parking and traffic confusion (refer to attachment 2). To manage this Council has installed No Stopping signs every 50-75m along the 4.7km length of Seven Mile Beach Road. This is a significant ongoing maintenance cost to Council as signs are regularly pulled out and thrown into the bush to prevent vehicles being booked. Related to this, visitors always look for loop holes to park in random places requiring constant upkeep and modifications to the signage layout.

A Restricted Parking Area would help the regulation of parking congestion and significantly reduce the ongoing cost and maintenance associated with the constant replacement of vandalised signs.

Specific RPA Requirements

The RPA objectives shown below (to provide LTC members with some background information) are taken from the RMS guide *Restricted Parking Areas*. Based on the above and the RMS objectives below, it is considered the conditions within the Broken Head Reserve Road and Seven Mile Beach Road meet RPA warrants:

RPA schemes are designed to provide parking authorities, government departments and statutory corporations with an effective means of controlling and regulating parking on road and road related areas within their area of operations. The schemes will also deter motorists from parking on footpaths, verges, grassed areas, and paved and unpaved public open spaces.

The scheme may

- (a) allow parking by all motorists only in designated parking stations and/or on specially marked parking bays on road and related areas within the area of operations subject to directions marked on the parking bays or on the signs erected adjacent to the parking bays; and
- (b) provide specially designated parking spaces/areas within the scheme for those motorists with permits issued by the relevant organisation/s.

RPA schemes are intended mainly to assist such organisations having:

- (a) on-street and off-street parking problems within their area of operations.
- (b) large paved and/or grassed or otherwise unpaved open areas, where parking is difficult to control.
- (c) a limited number of entries and exits.
- (d) access roads used by the public.
- (e) a desire to control parking on an area wide basis and reduce visual pollution created by a plethora of parking signs.

RPA schemes are not necessarily intended to be used as the primary means of parking control on road and road related areas; other measures are available to do this.

The specific operational, enforcement and environmental objectives for providing *RPA schemes* covered by this manual are to ensure that these schemes will be practicable and effective in achieving the following:

- (a) prevention of unauthorised and uncontrolled parking on-street and off-street
- (b) improved traffic circulation
- (c) improved traffic and pedestrian safety
- (d) better regulation and use of limited parking spaces
- (e) elimination of excessive signage to help maintain the aesthetics of the precinct
- (f) significant reduction in the number of parking signs and thus maintenance costs
- (g) significant cost savings for the parking authorities and the government departments and statutory corporations by the use of trained employees or persons under their control as enforcement officers.
- (h) simple, versatile and effective parking control and management scheme for both the operators of the scheme and motorists.

Associated Photos



Figure 2 –Yellow lines show extent of overflow parking in the village precinct. Blue shows NPWS pay parking.

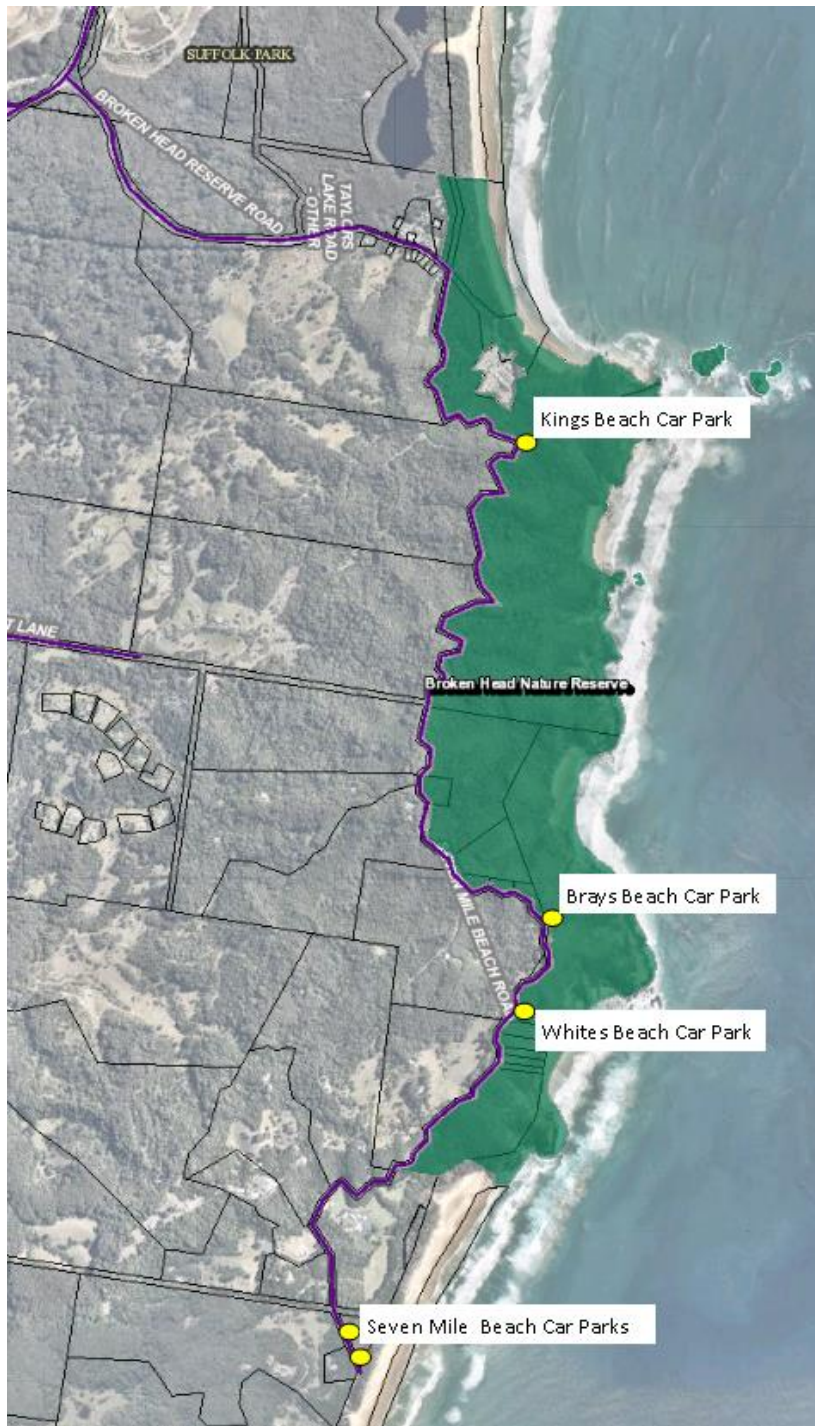


Figure 2: Location of car parks along Seven Mile Beach Road.

Considerations

- i. Byron Shire Parking maps to be updated to identify the Restricted Parking Area,
- ii. Civil works will be required to establish clear and identifiable parking station and parking bays,
- iii. Inform compliance team compliance matters associated with Restricted Parking Areas.
- iv. Update website with parking maps and information on Restricted Parking Areas
- v. Anticipated cost estimate for minor civil works, signage, bollards and yellow lines = \$165,000.
- vi. This estimate excludes cost of works associated with:
 - a) Bitumen sealing of car parks along Seven Mile Beach Road (\$600,000 approx.).
Cost estimates for sealing those car parks form part of a separate report to Council

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(I2019/1717).

- b) Introduction of parking technology (such as pay parking and compliance monitoring systems) within Seven Mile Beach Road and Broken Head Reserve Road. Cost estimates not finalised but expected to be in the order of \$100-\$150,000.
- c) The establishment of No Parking 1am-5am signage along Seven Mile Beach Road (\$2,000).

Committee Comments

Donovan asked about overnight parking in this area. Andrew advised that Report 6.5 in this agenda requests No Parking between 1 am -5 am.

In discussing the recommendations RMS advised LTC can not recommend, as part of the recommendations, that Council spend money to upgrade parking facilities. Recommendation 2 reworded accordingly.

Management Comments

Andrew explained that parking bays will be demarcated on Seven Mile Beach Road through sealing the entrance of the road, the car parking areas and installing relevant signs & line marking. It was noted that traffic surveys revealed the 85% speed is approximately 41-42km/hr on Seven Mile Beach Road. RMS and Police agreed that sealing the entrance of Seven Mile Beach Road will increase this speed.

Committee Recommendation:

That Council approve:

- 1. Approve the introduction of a Restricted Parking Area (RPA) to Broken Head Reserve Road and Seven Mile Beach road. The RPA is to be in accordance with RMS guidelines.**
- 2. Consider upgrading existing car parking facilities and areas in the Broken Head Reserve Road village precinct and on Seven Mile Beach Road, as required, to comply with RMS Restricted Parking Area requirements subject to approved funding.**

(Cameron/Shanahan)

The recommendation was put to the vote and declared carried.

Donovan, Cameron, Davis and Shanahan voted in favour of the motion.

Nil voted against the motion

PROCEDURAL MOTION

Committee Recommendation:

That Council change the order of business to deal with Reports 6.5 next on the Agenda.

Report No. 6.5
File No:

No Parking Area - Seven Mile Beach Road
I2019/1515

Summary

This report seeks Council support to establish a *No Parking Area* between 1am to 5am for the full length of Seven Mile Beach Road.

Background

Seven Mile Beach Road is an area that attracts a lot of illegal overnight campers with associated

concerns. These campers create significant environmental and safety concerns, such as:-

- Constant defecation and toilet paper in popular illegal camping areas;
- Bushfires resulting from camp fires;
- Concerns for Council officers attempting to move them on due to drug use and drunkenness;
- Intruders into private property

While Council currently has the delegated authority to infringe people found to be camping illegally the current delegation only allows them to infringe the person and not the vehicle. Given the prevalence of drug use, drunkenness and potential mental health concerns waking illegal campers up to infringe and move them on is frequently a safety concern for officers.

In addition, people infringed are typically travellers who move on with no regard to the infringement.

Establishing a 1am to 5am No Parking Area will enable staff to infringe vehicles without having to wake the campers up. This significantly improves the security and safety of our officers. It also provides a greater deterrent as the infringement is tied to the vehicle registration and not a transient traveller.

The time range of 1am to 5am is proposed as it ties in with existing No Parking time limits already adopted in the Shire. Given the area is frequented by early morning surfers and fishermen a time limit of 1am to 6am was not considered appropriate.

The images below are indicative of the type of No Parking signage (R5-81 and R5-83) Council staff is seeking support for:



It is proposed to install both signs at the entrance to Seven Mile Beach Road with additional repeater signs at each car park.

It is not proposed to include the Broken Head Reserve Road Village precinct within the No Parking area as it is a more built up area with a higher potential for genuine overnight visitor parking requirements.

The image below shows the proposed location of No Parking signage relative the the Restricted Parking Area proposed as part of a separate LTC report.



Considerations

- Two new signs and posts will be required as shown in the image above.
- 2 signs at entrance to Seven Mile Beach Road and 5 repeater signs, one at each car park
- Inform compliance team of LTC and Council resolution.
- Anticipated cost estimate for signage and posts = \$2,000

Committee Comments

Donovan asked about the enforcement of the signage?

Management Comments

Andrew explained that if Council does not have the resources to enforce it at night or for a sustained length of time it does enable Council to undertake an enforcement campaign blitz, as resources permit, to reinforce the No Parking culture.

Committee Recommendation:

That Council support the establishment of a No Parking Area 1am to 5am, with relevant signage in accordance with RMS requirements, for the full length of Seven Mile Beach Road.

(Cameron/Shanahan)

The recommendation was put to the vote and declared carried .

Donovan, Cameron, Davis and Shanahan voted in favour of the motion.

Nil voted against the motion

Report No. 6.4
File No:

Bay Lane - Traffic Management
I2019/1514

Summary

This report seeks Council's support to manage vehicular access to the western portion of Bay Lane, Byron Bay.

Bay Lane is a one way (west to east) service laneway connecting Jonson Street and Fletcher Street. The length of road under consideration is approximately 75m. Refer to Figure 1 for the section under consideration.

It is proposed to permit vehicular access into the section of Bay lane between 5am to 5pm and to prohibit vehicular access between 5pm to 5am.

It is proposed to do this through a combination of regulatory signage, modifying traffic flow directions and installation of traffic control devices that are non regulatory and not part of the LTC process.



Figure 1 – Bay Lane proposed controlled access.

Project Concept

Refer to Attachment 1 for Council's concept design to control access into Bay Lane between 5pm and 5am.

The street landscape would not be altered and Bay Lane would maintain its laneway feel. It is proposed to regulate vehicular access off Jonson St into Bay Lane in the following manner:

- i. Permit vehicular access into Bay Lane off Jonson St between 5am to 5pm;
- ii. Prohibit vehicular access into Bay Lane off Jonson St 5pm to 5am;
- iii. Install a No Entry sign (R2-4n) at the Jonson St / Bay Lane entrance with a 5m – 5am time plate (R5-603).
- iv. Install a No Right Turn sign (R2-6) at the Jonson St / Bay Lane entrance with a 5m – 5am time plate (R5-603).
- v. Install one way painted and signage arrows, as required.

Note: Attachment 1 shows a concept entry statement that may be installed to create a visual feature that helps calm traffic entering the laneway between 5pm – 5pm and increase pedestrian safety. It's wide enough to permit service vehicle access. A removable bollard may be installed, as required, across the entrance of Bay Lane to acts as Hostile Vehicle Mitigation device if an event is held within the laneway between 5pm to 5am. The visual feature shown in attachment 1 is not a regulatory feature and is just indicative of what could be done to help increase pedestrian safety, particularly between 5pm to 5am.

Two (2) car parks gain access off Jonson St at approximate chainage 80m. To maintain access to these car parks between 5pm and 5am the following modifications are proposed to regulate traffic at the eastern end of Bay Lane.

- i. Install a blister with No Entry signage at CH75m to prevent cars travelling west past this point. The image below illustrates what this structure would look like.
- ii. Remove on street loading bays along the full length of Bay Lane.
- iii. Change traffic flow to permit two-way access off Fletcher St. Note, Bay Lane carriage width between chainage 80m-120m is 5.5m. Between CH 120m and 150m Bay Lane carriage width is 7m. Between CH 120-150m Bay Lane is currently 2-way to permit access to a youth hostel basement car park.



Note: Attachment 1 shows a concept removable bollard may be installed adjacent to the mid point blister, as required, to act as Hostile Vehicle Mitigation device if an event is held within the laneway between 5pm to 5am. The bollard would not be a regulatory feature and is just indicative of what could be done to help increase pedestrian safety between 5pm-5am.

Background

The project aims to create an iconic place making venue in the heart of Byron Bay where patrons come and experience a Melbourne Laneway type feel with pop up stalls, lighting and music.

Figure 2 below shows a montage of venues similar to the style Byron Shire Council is attempting to create between 5pm to 5am through regulating traffic as proposed above.



Figure 2 – Montage of laneway venues that priorities pedestrian

Traffic Data

Two traffic counts have been done in Bay Lane: 1) August 2017, located 30m west of the Fletcher St intersection, and 2) Oct 2019 30m east of Jonson St. These counts reveal almost identical traffic patterns as seen in the virtual counts shown below:

* Virtual Day (7)																	
Time	Total	Total	Total	Cl%	Cl%	Cl%	Cl%	Cl%	Cl%	Cl%	Cl%	Cl%	Cl%	Cl%	Cl%	Cl%	Mean
		AB	BA	1	2	3	4	5	6	7	8	9	10	11	12		Vpp
0000	5	5	0	94.4	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	-
0100	1	1	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.7	-
0200	1	1	0	83.3	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.8	-
0300	1	1	0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.1	-
0400	1	1	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.9	-
0500	4	4	1	72.4	0.0	17.2	10.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.8	-
0600	14	10	5	58.6	0.0	28.3	10.1	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.6	29.9
0700	13	10	2	87.5	0.0	11.4	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.4	26.6
0800	22	20	2	88.3	0.6	10.4	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.4	28.4
0900	25	22	2	90.7	0.0	8.1	0.6	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.9	26.3
1000	25	23	2	92.5	0.6	5.8	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.6	24.5
1100	19	17	2	89.2	0.0	10.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.6	25.9
1200	23	21	2	90.1	1.2	8.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	25.2
1300	19	16	2	92.4	0.0	6.8	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.9	25.2
1400	17	15	2	92.4	0.0	6.8	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.1	27.0
1500	26	24	2	94.4	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.5	26.6
1600	26	23	2	93.9	0.0	6.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.4	25.9
1700	28	27	1	95.9	0.0	3.6	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.2	27.7
1800	20	18	1	99.3	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.1	24.1
1900	17	17	1	96.7	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.9	24.8
2000	13	13	1	97.8	0.0	1.1	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.8	24.1
2100	10	9	1	97.1	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.0	-
2200	9	9	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.1	-
2300	4	4	0	96.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.7	-
07-19	261	237	24	92.5	0.2	6.7	0.4	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.7	26.3
06-22	315	285	31	91.6	0.2	7.1	0.8	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.7	26.3
06-00	328	297	31	91.9	0.2	6.9	0.8	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.7	26.3
00-00	341	309	32	91.7	0.2	7.0	0.9	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.8	26.6

Vehicles - 2390

Posted speed limit - 50 km/h, Exceeding - 0 (0.00%), Mean Exceeding - 0.00 km/h

Maximum - 43.7 km/h, Minimum - 10.0 km/h, Mean - 20.8 km/h

85% speed - 26.6 km/h, 95% Speed - 31.0 km/h, Median - 20.2 km/h

20 km/h Pace - 11 - 31, Number in Pace - 2231 (93.35%)

Variance - 33.57, Standard Deviation - 5.79 km/h

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Another traffic count was done between 14th Oct to 23 Oct 2019 with the follow summary data:

* Virtual Day (8)

Time	Total	Total	Total	C1%	C1%	C1%	C1%	C1%	C1%	C1%	C1%	C1%	C1%	C1%	C1%	Mean	Vpp
<--		AB	BA	1	2	3	4	5	6	7	8	9	10	11	12		85
0000	4	0	4	100.0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	25.4	-
0100	2	0	2	100.0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	26.6	-
0200	2	0	2	100.0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	26.4	-
0300	1	0	1	100.0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	22.7	-
0400	1	0	1	100.0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	24.8	-
0500	3	0	3	66.67	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	18.9	-
0600	19	3	16	78.95	0.000	15.79	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	17.8	21.6
0700	13	1	12	91.67	0.000	8.333	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	19.0	26.5
0800	23	2	21	90.91	0.000	9.091	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	16.3	23.0
0900	29	2	27	92.86	0.000	7.143	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	17.2	23.1
1000	23	1	22	86.36	0.000	13.64	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	14.7	19.5
1100	23	1	22	82.61	0.000	13.04	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	15.2	20.3
1200	22	1	22	86.36	0.000	9.091	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	15.6	22.0
1300	22	0	21	90.48	0.000	4.762	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	14.6	18.8
1400	23	1	22	90.91	0.000	9.091	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	14.4	19.2
1500	20	1	19	90.00	0.000	5.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	17.6	23.9
1600	18	1	17	94.12	0.000	5.882	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	17.1	23.9
1700	25	1	24	95.83	0.000	4.167	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	14.9	20.7
1800	19	1	18	94.44	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	13.1	17.9
1900	17	0	16	93.75	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	12.8	17.8
2000	10	0	10	100.0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	13.0	-
2100	9	0	9	100.0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	15.4	-
2200	8	1	8	100.0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	18.5	-
2300	6	0	5	100.0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	23.6	-
07-19	258	13	245	90.31	0.000	8.527	0.388	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	15.7	21.8
06-22	313	17	296	90.06	0.000	8.654	0.641	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	15.6	21.4
06-00	326	18	309	90.49	0.000	8.282	0.613	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	15.8	21.6
00-00	340	18	322	90.59	0.000	8.235	0.588	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	16.1	22.1

Vehicles = 2720

Posted speed limit = 50 km/h, Exceeding = 1 (0.037%), Mean Exceeding = 56.12 km/h

Maximum = 56.1 km/h, Minimum = 5.0 km/h, Mean = 16.1 km/h

85% Speed = 22.14 km/h, 95% Speed = 27.36 km/h, Median = 15.30 km/h

20 km/h Pace = 5 - 25, Number in Pace = 2501 (91.95%)

Variance = 38.15, Standard Deviation = 6.18 km/h

Based on the Virtual Week from this count:

- Total daily traffic was approximately 340vpd
- 91% were Class 1 vehicles suggesting most vehicles are patrons of car parks east of the lane closure.
- Peak traffic volumes were between 8am-6pm.
- 85th % speed are between 22-26km/hr
- Between 5pm-5am total traffic volumes were between 115-120 vehicles.

Based on the above, traffic volumes impacted by traffic regulation between 5pm-5am is considered to be minimal.

Committee Comments

The entrance signage across the laneway is not a regulatory feature but should take into account service vehicle heights.

The No Right Turn sign is recommended to be placed on the west side of Jonson Street.

Management Comments

Nil

Committee Recommendation:

That Council supports:-

1. The people focused activation of Bay Lane through regulating access of vehicles into Bay Lane, subject to the following:

- a) **Vehicle access within Bay Lane, between chainages CH 0-75m (approx.), be prohibited generally between 5pm to 5am;**
- b) **Vehicle access between chainages CH 0-75m be permitted generally between 5am to 5pm;**
- c) **Detail design to be generally in accordance with attached drawing E2019/79917 and must include appropriate regulatory signage and relevant time plates;**

2. The following modifications to traffic flow in Bay Lane:

- a) **Maintaining one way traffic flow between chainages 0-75m (approx.);**
- b) **Change traffic flow to two way between chainages 75-150m;**
- c) **Detail design to be generally in accordance with attached drawing E2019/79917 and must include appropriate regulatory signage and relevant time plates;**

(Cameron/Donovan)

The recommendation was put to the vote and declared carried.

Donovan, Cameron, Davis and Shanahan voted in favour of the motion.

Nil voted against the motion

Report No. 6.6

Byron Bay CBD - Loading Zones

File No:

I2019/1516

Summary

This report seeks Council support to establishment new loading zones within Byron Bay CBD.

The southern side of Bay Lane currently provides a 75m long Loading Zone. This provides a significant area for vehicles to park and service the Byron CBD. It is proposed to remove this loading Zone for two reasons:

- i) There are a number of visual and health pollution concerns associated with this loading zone.
- ii) Council has developed plans to create a more people orientated and activated Bay Lane by regulating vehicular access. It is proposed to prohibit vehicular access into Bay Lane, off Jonson St, between 5pm to 5am.

Visual and Health Concerns

The number of cafes and restaurants along Bay Lane has increased. Given the verge width is 0.5m the distance between café seating and service vehicles is small. Exhaust fumes create a genuine health concern for patrons and café workers due to the close proximity. Figure 1 below illustrates how close Service Vehicles and patrons are with the associated concerns regards exhaust fumes and pedestrian safety.



People Focused Activation of Bay Lane

Council proposes to create a more people orientated and activated Bay Lane by regulating vehicular movement through restricting vehicular access into Bay Lane (off Jonson Street) between 5pm – 5am. A separate report has been submitted to LTC and Council regarding this proposed regulation of traffic in Bay Lane.

Given the two issues above it is recommended to remove the loading zone and create new loading zones across the Byron CBD to maintain an adequate level of service for the CBD.

Loading Zone Locations

The maps below show the location of proposed and existing loading zones. The last map shows an estimate of the number of Loading Bays required in accordance with Council's Development Control Plan 2014. Based on this estimate sufficient room for 7 SRV's and 10 MRV's is required. The proposed layout meets these requirements and attempts to spread the loadings zones evenly across the CBD.

There is no loss of any Pay Parking car spaces proposed as part of this new LZ layout.




EXISTING LOADING ZONES

- 1** 15 minute loading zone. Suitable for 1 vehicle. CHANGE TO 1 HOUR
- 2** 15 minute loading zone. Suitable for 2 vehicles. CHANGE TO 1 HOUR
- 3** Loading zone. Suitable for 1 SRV.
- 4** Loading Zone full length of Bay Lane. PROPOSED TO BE REMOVED.
- 5** Loading zone. Suitable for 1 MRV.
- 1** Off street private loading zone for 1 SRV

PROPOSED LOADING ZONES

- 1** Proposed Jonson St Loading Zone between 5am—9am. Suitable for 3 MRV's.
- 5** Proposed Lawson St Loading Zone 5am—9am. Suitable for 1 MRV's.

 Extent of existing LZ to be removed and relocated across the CBD.



EXISTING LOADING ZONES

- 6** Loading zone, MRV
- 7** Loading zone, MRV
- 2** Off street private loading zone
- 3** Off street private loading zone

PROPOSED LOADING ZONES

- 2** Proposed Fletcher St Loading Zone between 5am—9am and 1 all day LZ.
- 3** Proposed Byron St Loading Zone between 5am—9am
- 4** Planned Lawson St Car Park South Loading Zone as part of new car park designed.
- 5** Proposed Lawson St Loading Zone 5am—9am. Suitable for 1 MRV's.
- 6** Proposed Fletcher St Loading Zone, 5am—9am

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Area (m²)	# of Loading Bays Required		
	SRV	MRV	HRV
2116	1	1	
2004	0	1	
971	1	0	
5335	1	1	
590	1	0	
3172	1	1	
5521	1	1	
1430	0	1	
1762	0	1	
4144	1	1	
1685	0	1	
1438	0	1	
30168	7	10	

Considerations

- i. Proposed Loading Zones are located in parallel parking areas only.
- ii. Approximately 12 new signs and 7 posts will be required.
- iii. This is estimated to cost \$1,750 to install
- iv. No community consultation has been undertaken as yet and is recommended. Though complete business support is not considered required due to the next point.
- v. The proposed LZ layout is considered appropriate and expected to receive public support based on the following reasons:
 - a. New Loading Zones are planned to operate between 5am – 9am and not expected to impact business patrons.
 - b. 5am-9am is operates outside of pay parking hours.
 - c. The proposed new LZ reflects how loading services already occur on the CBD. To illustrate this, the image below is taken at proposed Loading Zone 5.
 - d. There are large parts of the CBD with no LZ in close proximity. This encourages illegal servicing, as seen in the image below. The proposed layout provides official legal LZ to these shops. Proposed loading zones 2, 3 and 6 are examples of this.

**Committee Comments**

Cameron asked if there is a need of extending loading zone 1 and 2 from 15min to 1h? Most of the businesses are small and may need only ½ hour loading zones. Can traders park their car there? Shanahan commented on the item 3 of the recommendation that mentions consultations. Ian suggested that Council should discussed it with Chamber of Commerce.

Management Comments

Andrew advised that loading zone 1 and 2 can be 30 min only. Final Loading Zone time limits to be confirmed through consultation with the Byron Chamber of Commerce.

Committee Recommendation:**That Council supports:**

1. The removal of the Bay Lane Loading Zone.
2. The establishment of approximately 6 new Loading Zone generally located as shown in this report and generally operating during the time limits as shown in this report (I2019/1516).

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- 3. The undertaking of consultation with local businesses and Chamber of Commerce prior to the installation of signage to confirm the most appropriate location and time limits of proposed Loading Zones.**

(Shanahan/Cameron)

The recommendation was put to the vote and declared carried.

Donovan, Cameron, Davis and Shanahan voted in favour of the motion.

Nil voted against the motion

Report No. 6.7
File No:

Event - Summer Holiday Traffic Management in Byron Bay
I2019/1833

Summary

This report seeks LTC support for Council endorsement of the implementation of traffic management and traffic control measures, as required, at strategic locations within the Byron Bay township road network for the duration of school summer holidays.

An example of when such measures have been required in the past is during the lead up to New Years Eve Celebrations (typically 27th – 30th December) and in the days immediately following these celebrations (1st – 3rd January).

Where additional events with corresponding surges in traffic and pedestrian movements are identified Council staff are seeking support to implement traffic management and control measures, as required and subject to the recommendations below.

The primary goals of this traffic management and control are:

- i. To ensure road user and pedestrian safety through appropriately managing interactions between vehicles and pedestrians.
- ii. Promote the efficient movement of vehicles within the township during a peak tourism period.

As shown above, this will allow Council staff to extend some of the traffic control measures that are normally adopted for NYE.

Committee Comments

Shanahan recommended to include incident management and recommended Council keep Police and RMS informed of any traffic regulation that Council undertakes on state roads.

Management Comments

Nil

Committee Recommendation:

That Council endorse the provision of traffic management facilities and traffic controllers within Byron Bay, when deemed necessary, between 6th December 2019 to 31st January 2020 to provide increased safety for road users and pedestrians and to manage the efficient movement of vehicles on the road network during the Christmas school holiday period, subject to the development and implementation of Traffic Control Plans by those with relevant RMS accreditation.

(Shanahan/Cameron)

*The recommendation was put to the vote and declared carried.
Donovan, Cameron, Davis and Shanahan voted in favour of the motion.
Nil voted against the motion*

MATTERS FOR TRAFFIC ENGINEERING ADVICE

**Report No. 7.1 Engineering Advice - Intersection of Rajah Rd & Yengarie Way
(Petition)**
File No: I2019/1531

Summary

This report seeks LTC engineering advice on recommended road treatments to address a local concern regarding the intersection of Yengarie Way and Rajah Road, Ocean Shores.

Background

In mid July the resident of 102 Rajah Road initiated a petition requesting Council to upgrade the intersection of Yengarie Way and Rajah Road (see attachment 1). This petition followed regular contact with Council in which they raised ongoing concerns with their personal safety. Their concern was that over recent years, cars lose control as they travel down Rajah Road and crash through their front fence, almost into their house. The figure below shows the road alignment and general travel direction causing them concern.



Fig. 1 – Rajah Road alignment

In late July, around the same time as the petition was submitted to Council, Council completed works to up grade the intersection (see attachment 2). These works consisted of updating and relocating linemarking and “cats eyes” to increase road alignment clarity. Four Cams (reflective arrows) were placed along the alignment of the curve to increase the visibility of the bend. Finally, a precast island was installed at the intersection to provide some measure of a physical barrier and again to better delineate the intersection.



Fig. 2 – Works to upgrade the intersection, looking south.



Fig. 3 – Intersection prior to works. This is the direction of travel causing concern

At Council’s Ordinary meeting held on 22 August 2019 the Mayor tabled the petition containing 102 signatures which states:

“We, the undersigned, are concerned citizens who urge the council to take action on improving safety on the road mentioned above. The corner in question needs road safety interventions implemented including, but not limited to; 1.Crash Barriers; 2. Slow Signs; 3 Adequate Lighting”

At Council’s Ordinary meeting held 26th October a Council report was written to respond to the petition. This report highlighted the above chronology. The report also concluded these works were considered to adequately address the petition concerns.

The resident of 102 Rajah Road has subsequently contacted Council as they do not believe these works are sufficient. The resident wants Council to install a guardrail and street lighting.

In response, Council indicated the alignment and angle of a guardrail in this location would create

a significant risk to life for any potential driver and is not recommended.

RMS Accident Data

Council's GIS has RMS accident data up to December 2018. This RMS supplied crash data indicates there was one crash at this intersection in 2018 due to excessive speeding at night.

The resident indicates there have been many more accidents at this intersection over the years, including 2 cars that have gone through their fence.

These may not have involved the police and therefore have not been logged into the system. The attached petition, however, makes reference to several accidents where police have attended.

Council staff previously contacted the Tweed Police Station to confirm if there are records of recent crashes at this intersection but Council was informed they were not able to supply any information.

The resident contacted Council late October to inform us another vehicle was heard coming down Rajah Road and was screeching as the vehicle continued around the curve, past the Yengarie Way intersection. They requested we include this in the report.

Committee Comments

Shanahan advised that frangible bollards will not stop the cars. Shanahan recommendation to install speed counters.

Management Comments

Andrew said that the intent of the bollards was to slow the cars down with minimal driver injury as an alternative to a guard rail that could endanger driver life.

Committee Recommendation:**That Council:**

- 1. Notes the recent works undertaken by staff to improve the visibility of the intersection and road alignment through improved line markings, cats eyes, CAMS and the installation of a traffic island.**
- 2. Does not support the installation of a guardrail due to the potential increased risk of a driver fatality.**
- 3. Consider the installation of frangible bollards, with reflectors, along the southern alignment of the Yengarie Way / Rajah Road intersection. This is to be subject to detail design to confirm:**
 - i. Extent and alignment of bollards**
 - ii. Suitability of installing bollards adjacent to recently installed CAMS, and**
 - iii. Feasibility of installing such devices in this part of the road reserve (i.e. check for underground services etc)**

(Davis/Cameron)

The recommendation was put to the vote and declared carried.

Donovan, Cameron, Davis and Shanahan voted in favour of the motion.

Nil voted against the motion

Member Davis left the Chambers at 11:51 AM. Member Davis returned to the Chambers at 11:55 AM.

DEVELOPMENT APPLICATIONS

Report No. 8.1

Events - Byron Bay Bluesfest 2020

File No:

I2019/1729

SUMMARY

Council has received an event Traffic Management Plan (TMP) and Traffic Control Plan (TCP) for Byron Bay Bluesfest 2020 to be held on Thursday 9 April 2020 to Monday 13 April 2020.

BACKGROUND

2019 Traffic Debrief

The attached Traffic Evaluation Report by Greg Alderson & Associates (attachment 1) provides a debrief summary and assessment of traffic management for the 2019 event, held Thursday 18 April to Monday 22 April 2019. As per previous years, Bluesfest is required to meet specific traffic management KPI's as part conditions of consent (DA10.2013.128.1 and DA10.2014.753.1).

Additional information has been gathered for this year's Traffic Evaluation Report via the collection of traffic classifier data (refer to Section 10 within the Traffic Evaluation Report). This classifier data helps to clearly compare peak traffic times for each day of the event. The summary outcome was the event met all of its traffic management KPI's for each day. The KPI measures are reproduced below for ease of reference:

- (i) Maximum back of queue location on northbound off ramp: 200m from start of diverge taper,
- (ii) Maximum queue length on new southbound off ramp: 210m from start of diverge taper,
- (iii) Maximum flow rate 1260 vehicles per hour per lane on overpass, between 8am and 8pm,
- (iv) Maximum flow rate 800 vehicles per hour per lane on Tanner lane and Yarun Road between 8am and 8pm,
- (v) No queuing on Pacific Motorway,
- (vi) No queuing, other than in the turning bays on Tanner Lane into the site, for through traffic,
- (vii) No back up queue from the site onto Tanner lane or Yarun Road,
- (viii) Maximum on-ramp delay 42 seconds,
- (ix) No impact on through travel times on the Pacific Motorway,

The Traffic Evaluation Report has included daily parking count information, to which it was found the highest utilisation was Friday 19 April at 63% of the 7000 space capacity. On this basis and that the existing KPI's have been met, the Traffic Evaluation Report has recommended supporting the implementing of paid parking as reproduced below:

Recommendations from this report that should be considered for future events include:

Friday represented the highest utilisation of day parking at an estimated 63% of the sites capacity. The traffic data shows that Bluesfest has more than enough on-site parking to provide for the large events of up to 25,000 people under the current consent and that traffic KPI's were complied with also. It is recommended that Bluesfest consider implementing paid parking for future events on the basis that the site provides sufficient infrastructure to cater for this service.

The Traffic Management Plan (TMP) and Traffic Control Plan (TCP) for next years event should be revised to include management of paid parking if it is to be implemented.

2020 Traffic Control Plans

The proposed 2020 traffic control plans are updated revisions of the same as used in 2019 with minor amendments, such as dates and times for the new event calendar duration.

Paid Parking

Historically, paid parking has been previously supported by Council for this event however it was not implemented in 2019. Paid Parking is to be introduced at the 2020 event and is outlined in detail within Section 6 of the Bluesfest 2020 Traffic Management Plan. The more pertinent issues of how payment is to be collected and delays this process may have on vehicular movement into the site. It is proposed that parking will be predominately pre-paid with venue tickets and that site verification is to occur once cars have parked. Refer part extract Section 6 below.

Patrons will pre-purchase their parking tickets online and a new team of staff will be employed to scan and check patrons parking tickets for the correct days. Their tickets will be scanned by hand held devices. The parking team will only approach cars for their pre-paid ticket once they have been directed to a parking bay.

For the small number of patrons that have not pre-purchased a ticket before they arrive they will have the chance to purchase one on the spot from one of our paid parking staff. The method of collection will be a combination of a Credit Card Tap Device or a cash payment and that will be indicated to our Patrons before they arrive. Card will be encouraged, and we will have campaigns around this message. Extra signage at entrance points to the Festival Site will also reinforce what to expect on parking their vehicles.

'Event Only' Park and Ride Offerings

The Bluesfest 2020 Traffic Management Plan does not propose any 'Event Only' park and ride facilities, thereby no assessment of off-site parking implications are considered. The event shall cater for conventional bus and taxi rank services as per last year.

Other Matters

The method to assess the level of queuing for KPI assessment is not clearly articulated within the Traffic Evaluation Report with non definitive outcomes of 'Not likely exceeded' or 'No queue observed'. A discussion with Greg Alderson & Associates confirmed that more definitive statements not possible without having access to recording data. It is raised that with the implementation of paid parking and possible queuing issues, it would be a positive outcome to implement traffic monitoring cameras at the KPI queue locations to assist in post evaluation of traffic management outcomes.

KEY ISSUES

1. Congestion onto the Pacific Highway if not managed correctly, particular with any delays surrounding paid parking implementation.
2. RMS Traffic Engineering Department requires separate approval of the TMP and TCP.

COUNCIL IMPLICATIONS

▪ Budget/Financial

The event organisers to pay the relevant Approval of Road Events fee pursuant to s144 of the Roads Act as per the Fees & Charges 2019/20.

▪ Asset Management

Not applicable.

Committee Comments

Nil

Management Comments

Andrew: LTC is not approving any TCPs. This recommendations are only the approval for the process.

Committee Recommendation:

1. That Council endorse the Byron Bay Bluesfest 2020 to be held on Thursday 9 April 2020 to Monday 13 April 2020, inclusive, subject to the following conditions:
2. 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
3. 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;
4. The Traffic Management Plan and the Traffic Control Plan(s) to be implemented by those with relevant and current RMS accreditation;
5. Traffic camera data recorders or similar be used to obtain an accurate record of traffic impacts at KPI queue locations;
6. 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;
7. The event organiser:
 - i) advertise 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) provide a copy of the advert for Council's web page;
 - iii) give consideration of any submissions received;
 - iv) inform 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) arrange for private property access and egress affected by the event;
- vi) liaise with bus and taxi operators and ensuring arrangements are made for provision of services during conduct of the event;
- vii) consult 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.

8. The event be notified on Council's webpage;

9. The event organiser is to:

- 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.

(Shanahan/Davis)

The recommendation was put to the vote and declared carried.

Donovan, Cameron, Davis and Shanahan voted in favour of the motion.

Nil voted against the motion

Report No. 8.2
File No:

Request for No Stopping - 29-33 Granuaille St, Bangalow
I2019/1730

SUMMARY

This report seeks support for a *No Stopping Zone* along both sides of 29 Granuaille Road, Bangalow, as shown in the illustration below.

No stopping is required to ensure adequate lane width due to the creation of two turning bays discussed below.

Council's has received a S138 requested for works at 29 Granuaille Road, Bangalow. These works will facilitate access into the site in accordance with consent conditions for a proposed child care centre. The S138 application requires implementing an urban channelized right turn lane (CHR) which Council's development engineers have indicated has been approved by RMS as part of the DA process, and the installation of regulatory "No Stopping" zones on both east and west kerb lines for a length of 125m (this is the subject of this report).

It is recommended to condition the installation of No Stopping signage and yellow line marking in accordance with RMS requirements.

BACKGROUND

DA10.2018.585.1 granted development consent for a child care centre (59 children) on a site previously run by NSW Health Services Centre with a condition of consent to construct a CHR9(s) to turn into 29 Granuaille Road and a CHR(s) to turn into Colin Lane.

Civil design plans for the CHR(s) treatments have been lodged with Council with an extract shown below, refer also to the attachment. The proposed “No Stopping” zone is shown in yellow linework below. Relevant signage to be installed as well in accordance with RMS requirements.



The committee is advised that currently there is limited on-street parking options given the presence of retaining walls near kerb lines in this locality. Notwithstanding this, 4 to 6 informal on-street car parking spaces will be removed to create the required road width to install the turning bays.

Refer to the street view below to show the existing site conditions and approximate extent of the No Stopping zone.



KEY ISSUES

1. In approving the No Stopping zone, a reduction of on-street parking options occur.
2. In complying with the consent condition number 19, a CHR(S) right turn pocket is also required to service Colin Lane which is directly opposite the childcare centre driveway. This

has increased the length of No Stopping zone.

3. The works require RMS concurrence as it is a Classified Road

COUNCIL IMPLICATIONS

- Budget/Financial - The initial cost of works is by the development.
- Asset Management - The linemarking will become a recurrent maintenance item.
- 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.
 - Traffic Control Devices –Part 5 (Sections 18-22) Road Transport (Safety and Traffic Management) Act, 1999.
 - No Stopping and No Parking signs and road markings – Division 2, NSW Road Rules 168.

Committee Comments

RMS confirmed Council does not have delegated authority to approve works within Granuaille Road as it is not the Roads Authority for Granuaille Road. This matter, therefore, will be managed by RMS and not Council.

Management Comments

As Council is not the roads authority for Granuaille Road this item was not discussed and the recommendation deleted to avoid confusion.

There being no further business the meeting concluded at 12:05 .