

Notice of Meeting

Infrastructure Advisory Committee Meeting

An Infrastructure Advisory Committee Meeting of Byron Shire Council will be held as follows:

Venue	Conference Room, Station Street, Mullumbimby
Date	Friday, 7 October 2022
Time	12.30pm

Phil Holloway
Director Infrastructure Services

I2022/1337
Distributed 30/09/22

CONFLICT OF INTERESTS

What is a “Conflict of Interests” - A conflict of interests can be of two types:

Pecuniary - an interest that a person has in a matter because of a reasonable likelihood or expectation of appreciable financial gain or loss to the person or another person with whom the person is associated.

Non-pecuniary – a private or personal interest that a Council official has that does not amount to a pecuniary interest as defined in the Code of Conduct for Councillors (eg. A friendship, membership of an association, society or trade union or involvement or interest in an activity and may include an interest of a financial nature).

Remoteness – a person does not have a pecuniary interest in a matter if the interest is so remote or insignificant that it could not reasonably be regarded as likely to influence any decision the person might make in relation to a matter or if the interest is of a kind specified in the Code of Conduct for Councillors.

Who has a Pecuniary Interest? - a person has a pecuniary interest in a matter if the pecuniary interest is the interest of the person, or another person with whom the person is associated (see below).

Relatives, Partners - a person is taken to have a pecuniary interest in a matter if:

- The person’s spouse or de facto partner or a relative of the person has a pecuniary interest in the matter, or
- The person, or a nominee, partners or employer of the person, is a member of a company or other body that has a pecuniary interest in the matter.

N.B. “Relative”, in relation to a person means any of the following:

- (a) the parent, grandparent, brother, sister, uncle, aunt, nephew, niece, lineal descends or adopted child of the person or of the person’s spouse;
- (b) the spouse or de facto partners of the person or of a person referred to in paragraph (a)

No Interest in the Matter - however, a person is not taken to have a pecuniary interest in a matter:

- If the person is unaware of the relevant pecuniary interest of the spouse, de facto partner, relative or company or other body, or
- Just because the person is a member of, or is employed by, the Council.
- Just because the person is a member of, or a delegate of the Council to, a company or other body that has a pecuniary interest in the matter provided that the person has no beneficial interest in any shares of the company or body.

Disclosure and participation in meetings

- A Councillor or a member of a Council Committee who has a pecuniary interest in any matter with which the Council is concerned and who is present at a meeting of the Council or Committee at which the matter is being considered must disclose the nature of the interest to the meeting as soon as practicable.
- The Councillor or member must not be present at, or in sight of, the meeting of the Council or Committee:
 - (a) at any time during which the matter is being considered or discussed by the Council or Committee, or

- (b) at any time during which the Council or Committee is voting on any question in relation to the matter.

No Knowledge - a person does not breach this Clause if the person did not know and could not reasonably be expected to have known that the matter under consideration at the meeting was a matter in which he or she had a pecuniary interest.

Non-pecuniary Interests - Must be disclosed in meetings.

There are a broad range of options available for managing conflicts & the option chosen will depend on an assessment of the circumstances of the matter, the nature of the interest and the significance of the issue being dealt with. Non-pecuniary conflicts of interests must be dealt with in at least one of the following ways:

- It may be appropriate that no action be taken where the potential for conflict is minimal. However, Councillors should consider providing an explanation of why they consider a conflict does not exist.
- Limit involvement if practical (eg. Participate in discussion but not in decision making or vice-versa). Care needs to be taken when exercising this option.
- Remove the source of the conflict (eg. Relinquishing or divesting the personal interest that creates the conflict)
- Have no involvement by absenting yourself from and not taking part in any debate or voting on the issue as of the provisions in the Code of Conduct (particularly if you have a significant non-pecuniary interest)

RECORDING OF VOTING ON PLANNING MATTERS

Clause 375A of the Local Government Act 1993 – Recording of voting on planning matters

- (1) In this section, **planning decision** means a decision made in the exercise of a function of a council under the Environmental Planning and Assessment Act 1979:
 - (a) including a decision relating to a development application, an environmental planning instrument, a development control plan or a development contribution plan under that Act, but
 - (b) not including the making of an order under that Act.
- (2) The general manager is required to keep a register containing, for each planning decision made at a meeting of the council or a council committee, the names of the councillors who supported the decision and the names of any councillors who opposed (or are taken to have opposed) the decision.
- (3) For the purpose of maintaining the register, a division is required to be called whenever a motion for a planning decision is put at a meeting of the council or a council committee.
- (4) Each decision recorded in the register is to be described in the register or identified in a manner that enables the description to be obtained from another publicly available document, and is to include the information required by the regulations.
- (5) This section extends to a meeting that is closed to the public.

OATH AND AFFIRMATION FOR COUNCILLORS

Councillors are reminded of the oath of office or affirmation of office made at or before their first meeting of the council in accordance with Clause 233A of the Local Government Act 1993. This includes undertaking the duties of the office of councillor in the best interests of the people of Byron Shire and the Byron Shire Council and faithfully and impartially carrying out the functions,

powers, authorities and discretions vested under the Act or any other Act to the best of one's ability and judgment.

BYRON SHIRE COUNCIL

BUSINESS OF MEETING

1. APOLOGIES

2. DECLARATIONS OF INTEREST – PECUNIARY AND NON-PECUNIARY

3. ADOPTION OF MINUTES FROM PREVIOUS MEETINGS

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ADOPTION OF MINUTES FROM PREVIOUS MEETINGS

Report No. 3.1 Adoption of Minutes from Previous Meeting

Directorate: Infrastructure Services

5 **Report Author:** Dominika Tomanek, Executive Assistant Infrastructure Services

File No: I2022/1334

10 **RECOMMENDATION:**

That the minutes of the Infrastructure Advisory Committee Meeting held on 16 June 2022 be confirmed.

<Section5>

15 **Attachments:**

1 Minutes 16/06/2022 Infrastructure Advisory Committee, I2022/698 

Report

The attachment to this report provides the minutes of the Infrastructure Advisory Committee Meeting of 16 June 2022 .

5

Report to Council

The minutes were reported to Council on

Comments

10

In accordance with the Committee Recommendations, Council resolved the following:

22-401 Resolved that Council adopts the following Committee Recommendations:

Report No. 3.1 Election of Chair and Committee Constitution

Committee Recommendation 3.1.1

That Council supports the following:

1. Appointment of Cr Lyon as the Chairperson of the Infrastructure Advisory Committee.
2. The Infrastructure Advisory Committee adopting the draft Committee Constitution as amended.

22-402 Resolved that Council adopts the following Committee Recommendation:

Report No. 3.2 Mullum to Bruns/Ocean Shores Cycleway - Route Options

Committee Recommendation 3.2.1

That Council note that the Infrastructure Advisory Committee noted the Mullum to Bruns Cycleway – Route Options Report.

22-403 Resolved that Council adopts the following Committee Recommendations:

Report No. 3.3 Myocum Quarry DA Compliance and Options Report

BYRON SHIRE COUNCIL

ADOPTION OF MINUTES FROM PREVIOUS MEETINGS

3.1

Committee Recommendation 3.3.1

That Council supports:

1. The actions as recommended in the report “DA Compliance and Options Assessment for Myocum Quarry” (E2021/155252) in response to resolution 21-098 and including preparation of a section 4.55(2) modification to the original development consent.
2. The provision of six monthly updates to the Infrastructure Advisory Committee.
3. The first six monthly update to include consideration of budget implications.

STAFF REPORTS - INFRASTRUCTURE SERVICES

Report No. 4.1 Mullum Traffic Investigations

Directorate: Infrastructure Services

5 **Report Author:** Judd Cornwall, Traffic & Transport Engineer

File No: I2022/596

Summary:

10 The purpose for this report is to summarise the outcomes from the Draft Mullumbimby Traffic Investigations Report undertaken by consultant Cardno/Stantec engineering consultants.

This work is primarily a modelling exercise to guide decision making in the road network surrounding the town centre and to understand and identify possible freight routes around the centre.

15

RECOMMENDATION:

The Infrastructure Advisory Committee recommend that Council:

- 20 1. **Note the Draft Mullumbimby Traffic and Transport Report (attachment 1)**
- 2. **Endorse the preferred Heavy Vehicle routes proposed in attachment 1**
- 3. **Support the Station Street and Fern Street upgrade designs being finalised with allowance for Heavy Vehicle movements**
- 25 4. **Support the Tincogan Street Intersection priority changes being finalised and progressed to Local Traffic Committee for approval, with the inclusion of pedestrian refuges**
- 5. **Support the concept layout to change intersection the priority at the Burringbar / Station Street intersection be referred to Councils Local Traffic Committee for engineering advise before consideration of approving the changes.**
- 30 6. **The draft Mullumbimby Traffic and Transport Draft Report (attachment 1) be finalised and reported back to the Infrastructure Advisory Committee for finalisation.**

Attachments:

- 35 1 Mullumbimby Traffic and Transport Draft Report 15 September 2022, E2022/90532 

Report

5 The purpose for this report is to summarise the outcomes from the Draft Mullumbimby Traffic Investigations Report undertaken by consultant Cardno/Stantec engineering consultants.

This work is primarily a modelling exercise to guide decision making in the road network surrounding the town centre and to understand and identify possible freight routes around the centre.

10 The draft Mullumbimby Traffic and Transport Draft Report (attachment 1) provides sufficient data, advice and conclusions for the following decisions to be supported by the committee and endorsed by Council prior to the reporting being taken from draft to final.

Heavy Vehicle Routes:

15 The preferred Heavy Vehicle routes through/around the Mullumbimby town centre as detailed in attachment one (in section 12.6) and provided in figure 1 below can be endorsed by Council.

20 It is not proposed that we begin to enforce or require Heavy Vehicles (HV's) to use these routes, but all current and future designs will consider these routes as being HV routes and ensure designs provide sufficient space to allow HV movements (see figures 2 and 3). This will also support future planning for intersection improvements as Mullumbimby changes and grows.

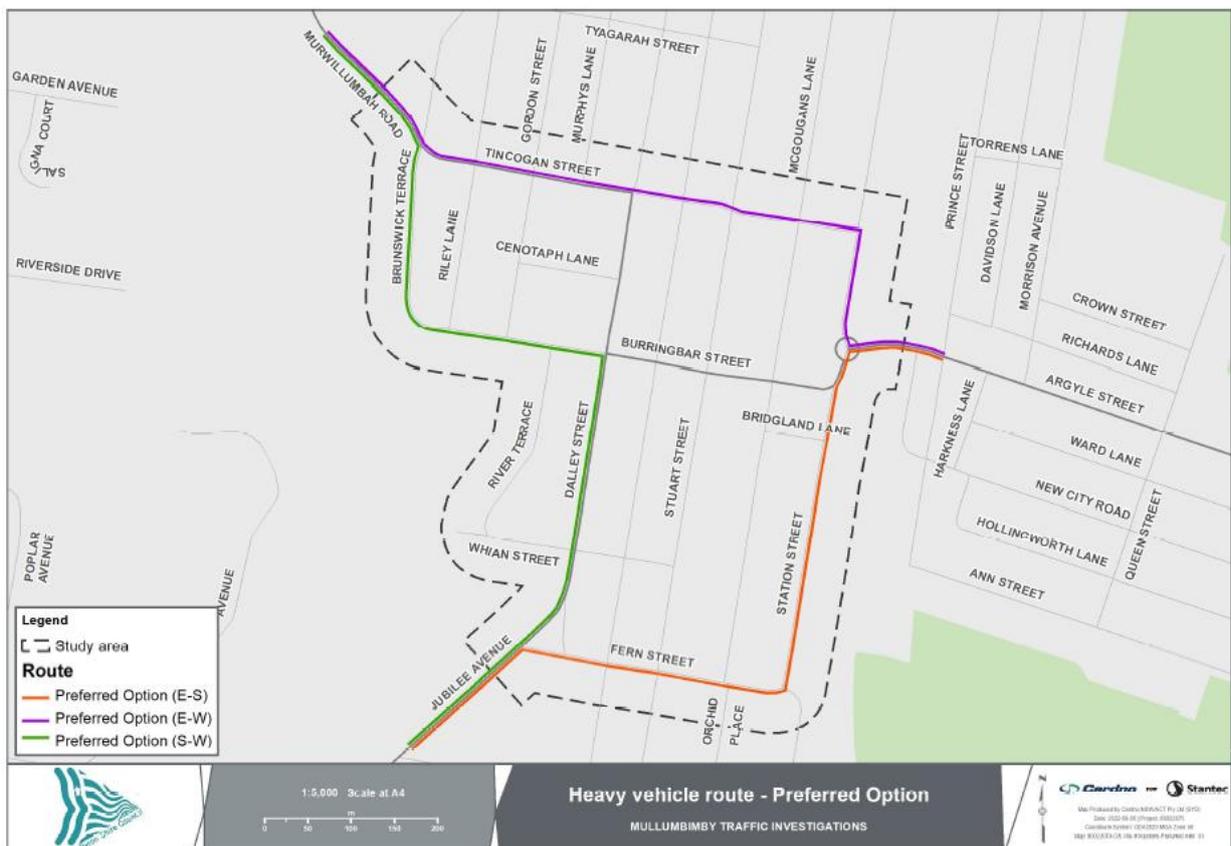


Figure 1: Preferred heavy vehicle route

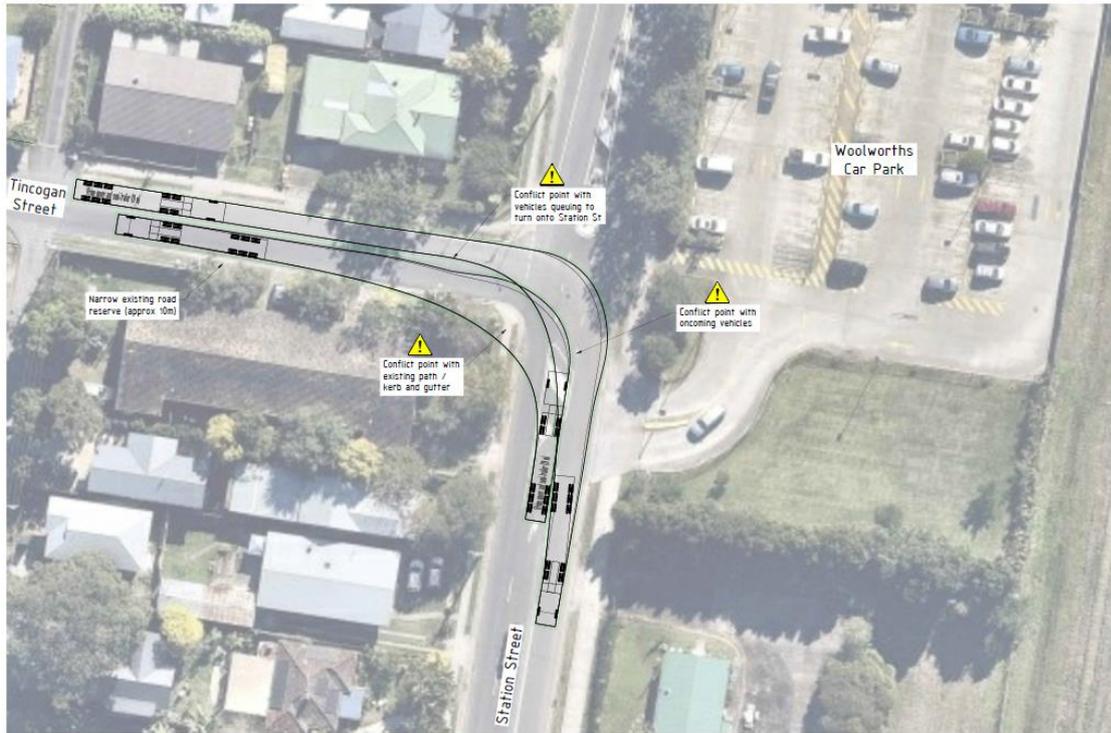


Figure 2: Heavy vehicle turn paths at the intersection of Tincogan St / Station St intersection

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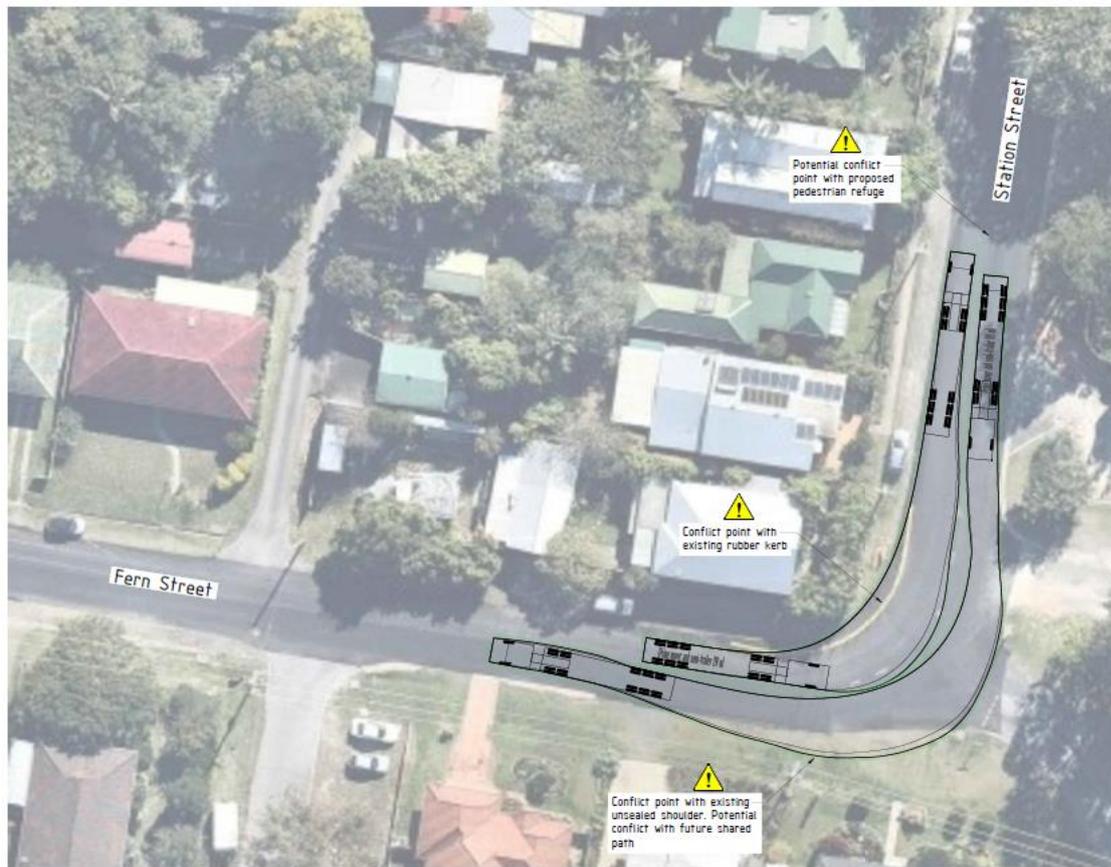


Figure 3: Heavy vehicle turn paths at the intersection of Tincogan St / Station St intersection

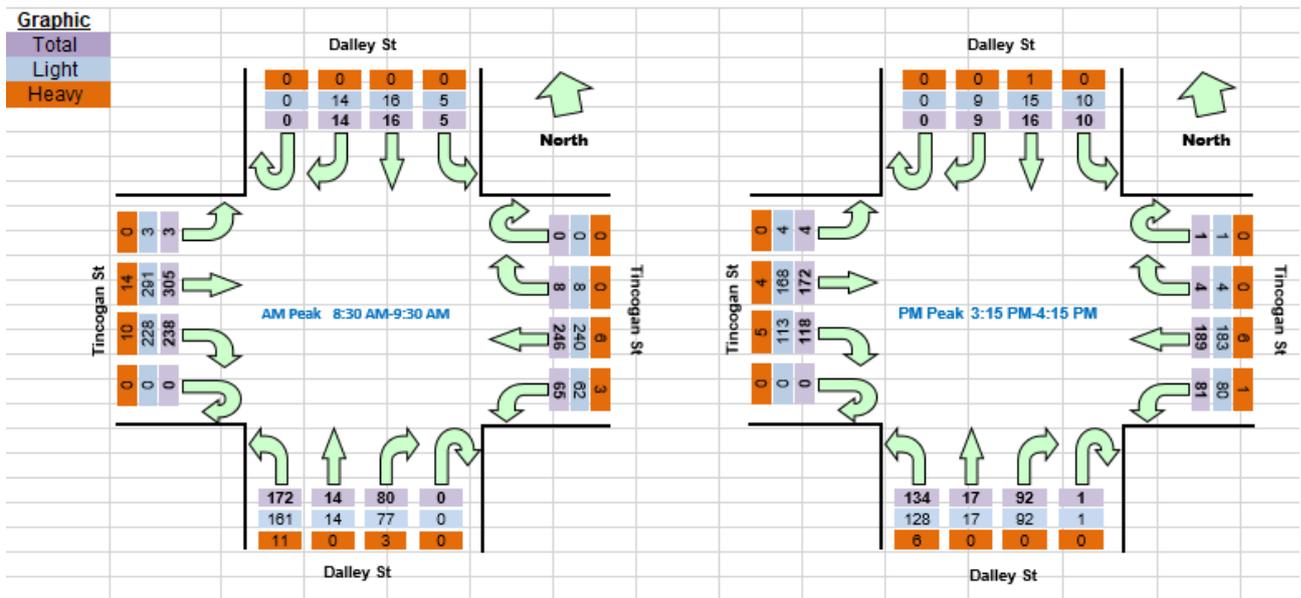
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STAFF REPORTS - INFRASTRUCTURE SERVICES

4.1

Tincogan Street Intersection Priorities:

- 5 The Tincogan Street intersection priorities can change as proposed. While the changes will not improve intersection performance, it is concluded that there will be no net worsening at the intersections based on the current demand and route choice through the town centre (refer to Figures 4 and 5).
- 10 A Concept layout for the “Do Minimum” intersection upgrades (refer to figure 7) is the preferred outcome for the reprioritisation of the Stuart St and Dalley St intersections with Tincogan St (short term). This preference is based on the no net-worsening and the significant pedestrian safety improvements (refuge crossings, plus optional zebra crossing).
- 15 A warrants-based assessment that considers pedestrian volumes does not support the installation of a mid-block zebra crossing on Tincogan St. However, the modelling has shown that this crossing will have minimal impact on traffic flow if it were to be installed (See part 16 of attachment 1).



20 **Figure 4: Intersection count (peak) at the intersection of Tincogan St/Dalley St**

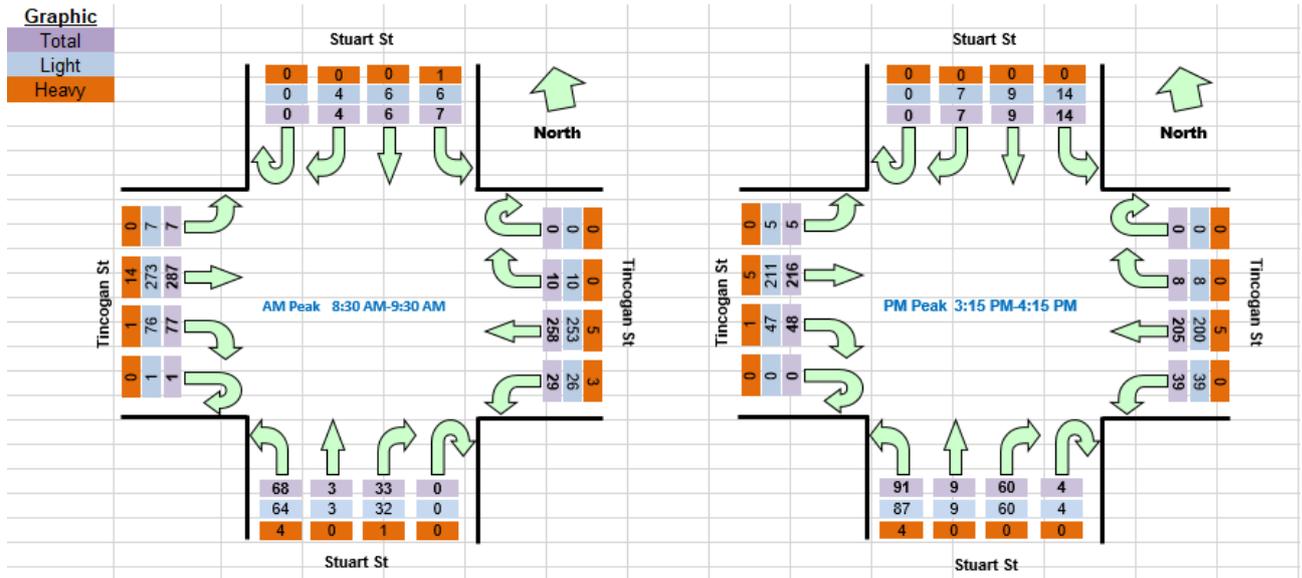


Figure 5: Intersection count (peak) at the intersection of Tincogan St/Stuart St

Additional considerations (Tincogan St / Dalley St intersection):

- 5 The traffic modelling indicates that the intersection of Tincogan St / Dalley St is currently operating with no additional capacity to cater for future traffic demand during the PM Peak (refer to figure 6). All other intersections within the model boundary were shown to be operating at an acceptable level of service at this time.
- 10 Accordingly, a mitigation scenario (Section 14 from attachment 1) has been modelled which includes the upgrades shown in table 1. The upgrades proposed in the mitigation scenario will provide sufficient capacity throughout the network contained within the model boundary extending past 2032 (figure 8).
- 15 Additional modelling may be required to understand the benefits for a hybrid scenario that considers the “Do minimum” with the addition of a roundabout at the Tincogan St / Dalley St intersection only, in the long term.



Figure 6: 2022 Base model intersection level of service (part 10.4 of the Mullumbimby Traffic investigations report)



5 Figure 7: Do Minimum Upgrade proposed short term upgrade at the intersections of Stuart St / Tincogan St and Dalley St / Tincogan St

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STAFF REPORTS - INFRASTRUCTURE SERVICES

4.1

Table 1: Mitigation scenario upgrades

Description	Mitigation Scenario
Infrastructure upgrades	
Tincogan Street priority change at Dalley and Stuart Streets	<input checked="" type="checkbox"/>
Speed reductions associated with Stuart Street Green Spine	<input checked="" type="checkbox"/>
Burringbar Street Talking Streets design	<input checked="" type="checkbox"/>
Tincogan Street / Stuart Street roundabout upgrade	<input checked="" type="checkbox"/>
Tincogan Street / Dalley Street roundabout upgrade	<input checked="" type="checkbox"/>
Burringbar Street / Dalley Street roundabout upgrade	<input checked="" type="checkbox"/>
Traffic Demand	
Background Growth	<input checked="" type="checkbox"/>
Heavy vehicle route	
Between Jubilee Avenue and Murwillumbah Road	Option 4
Between Jubilee Avenue and Argyle Street	Option 2
Between Argyle Street and Murwillumbah Road	Option 2



Figure 8: 2032 Mitigation scenario intersection performance (part 14 of the Mullumbimby Traffic investigations report)



5

Figure 9: Mitigation option intersection upgrade diagram



Figure 10: Capacity upgrades on Tincogan Street (artist impression only)

5 Burringbar / Station Street Intersection:

As part of the Burringbar Street, Talking Streets Project staff considered upgrades at the Burringbar St/Stations St intersection as shown in figure 11. This layout was considered to support the outcomes of Talking Streets and the Mullumbimby Master Plan, by placing less priority on Burringbar Street and supporting reduced traffic on Burringbar Street.

Given the outcomes of attachment 1 detailed in this report it is recommended that this layout be modelled internally and referred to the Local Traffic Committee for engineering advice to progress changes at this location further, if the modelling supports this change.

15

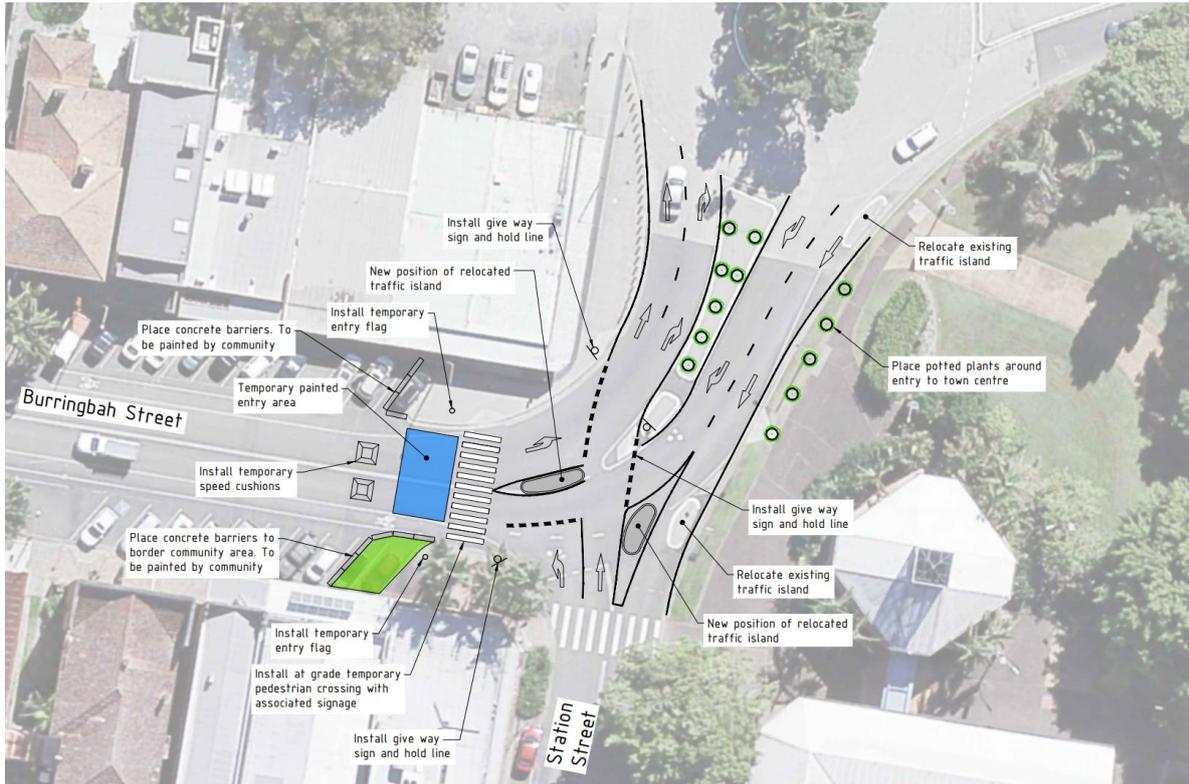


Figure 11: Draft Burringbah / Station Street Intersection layout

5

Strategic Considerations

Community Strategic Plan and Operational Plan

CSP Objective	CSP Strategy	DP Action	Code	OP Activity
4: Ethical Growth We manage growth and change responsibly	4.1: Manage responsible development through effective place and space planning	4.1.3: Town / Village Masterplans - Develop, implement and update Place Plans that promote place-based forward planning strategies and actions	4.1.3.2	Implement actions from the Our Mullumbimbby Masterplan

Recent Resolutions

Resolutions 21-043, 21-293, 21-295.

10 **Legal/Statutory/Policy Considerations**

Designs for various works that involve regulatory lines and signs will require Local Traffic Committee approval before proceeding to construction.

Financial Considerations

The Tincogan Street priority changes as designed and recommended are funded in the 2022/23 budget.

Consultation and Engagement

- 5 The report undertaken and contained within this report (attachment 1) was produced by Stantec (previously Cardno Engineering Consultancy).

Objectives/Outcomes from this study were to -

1. Model 3-4 alternative traffic routes for vehicles and HV's in, through and around Mullumbimby CBD.
- 10 2. Recommend the preferred heavy vehicle and traffic movement strategy through Mullumbimby and justify it.
3. Address the impact that this may have on Masterplan action items, any existing designs or the existing street network and provide recommended design amendments where identified.
- 15 4. Determine the preferred intersection arrangements at the Tincogan Street intersections with Dalley and Stuart Streets to promote traffic calming, efficient traffic flow and safety for all modes of transport, particularly pedestrians. A particular consideration is where and how to provide prioritised pedestrian movement across Tincogan Street given the higher traffic volumes.
- 20 5. It is expected the above point will require micro simulation type modelling.

Report No. 4.2 Application of Road Access and Safety Principles

Directorate: Infrastructure Services

Report Author: Judd Cornwall, Traffic & Transport Engineer

5 **File No:** I2022/865

Summary:

The purpose of this report is to outline how Council staff are proposing to apply the Council adopted Road Access and Safety Principles into a strategic outcome for the Shire.

10

RECOMMENDATION:

The Infrastructure Advisory Committee recommend that Council:

15

1. **Places the Draft Road Access and Safety Principles Policy (E2021/47301) on public exhibition in accordance with Council policy.**

2. **Supports development of the Road Access and Safety Principles through a Road Safety Plan that is prepared once the Byron Integrated Transport Strategy (Moving Byron) is formally adopted.**

20

Attachments:

25

- 1 Draft Road Access and Safety Principles Policy 2022, E2021/47301 

Report

On the 26 August 2021 Council resolved to adopt the following Committee recommendation:

- 5 1. *That the draft Asset Management Policy is expanded to include the Road Access and Safety Principles (RASPs), part 1 of res 20-741 is placed on 28 days public exhibition and if there are no submissions the revised Policy be adopted.*
2. *That TIAC and Council receive a further report detailing the methodology for the application of RASPs. (Lyon/Martin)*

10

Item 1:

The Asset Management Policy has been adopted per resolution following public exhibition of the draft (with no submissions received). Weblinks have been updated.

Item 2:

15 A three step process is proposed:

1. Road Access and Safety Principles Policy be adopted.
2. Adopt of Byron Integrated Transport Strategy (Moving Byron)
3. Develop a Road Safety Plan that will adopt and action the Road Access and Safety Principles (RASP's).

20 A Road Safety Plan will provide a framework to enable the Shire, key stakeholders, and the community to play a part in improving road safety for all users.

25 The figure below is an example of how the road safety plan could fit within a Shire transport planning framework. The framework and modal plans shown in the figure below are for discussion purposes only and are not endorsed by Council or Council Staff at this time.

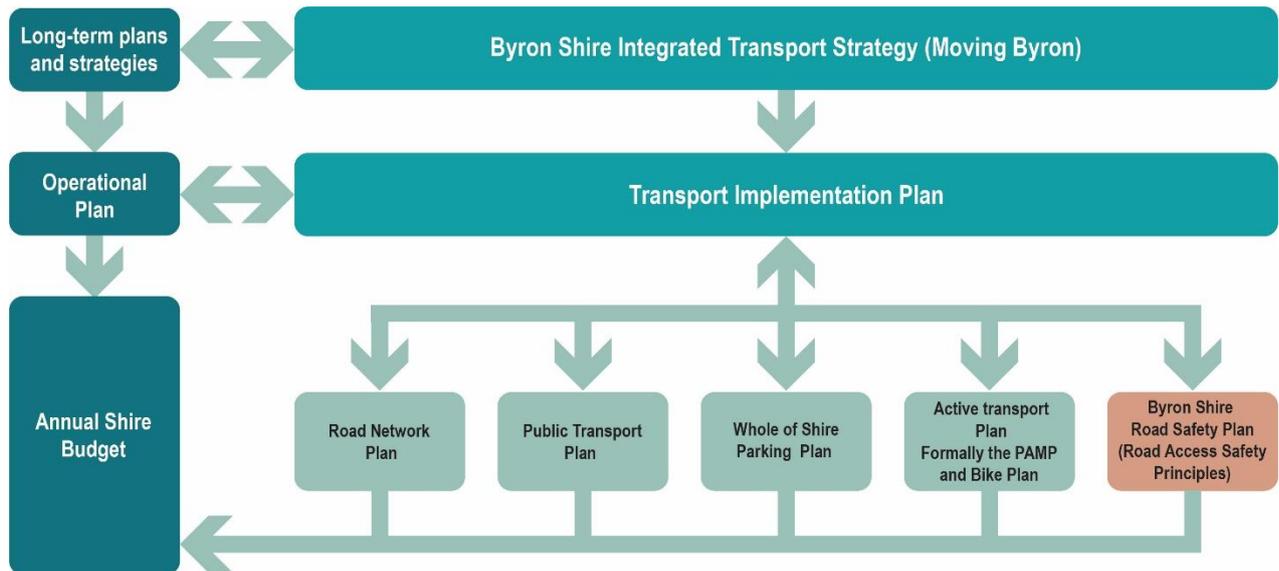


Figure 1: How the Road Safety Plan may fit within the Shire’s Road Planning Framework (example only)

5 The Road Access and Safety Principles adopted within the Shires Road Safety Plan can be applied to:

- Developing and implementing road network screening procedures, to prioritise upgrades on our worst performing roads and intersections.
- Investigating and responding to high severity crashes to determine crash reduction treatment options at discreet sites or road lengths.
- 10 • Delivering a safer, more forgiving roadside environment and help develop Network Roadside Risk Intervention Thresholds across the Shire’s road network.
- Supporting all users and legal modes of transport.
- The provision for more convenient and accessible active transport infrastructure, prioritising PAMP and Bike Plan projects.
- 15 • Road Maintenance, renewals and upgrades, that consider all road users, modes of transport and services delivered in the road reserve.
- Developing and implementing design standards that provide safe, accessible, high quality cycling infrastructure.
- Information on road safety for:
 - 20 ➤ Development applicants
 - Consultants
 - Shire assessment officers

➤ Elected officials

- The development of engineering measures to reduce the likelihood for serious injury crashes at priority hinterland locations, including those susceptible to natural environmental hazards such as flooding and rockfall.

5 The Infrastructure Planning team are currently in the process of creating a Road Safety Officer (RSO) role. This role will be responsible for bringing forward the RASP's into a strategic platform (Road Safety Plan) for the Shire. It is expected that the RSO role will be filled before the end of the year.

10 To support the creation of the Road Safety Plan and RASP's, a RASP Policy has been developed. This is provided at attachment 1 and is recommended for public exhibition following committee review and support.

Strategic Considerations

It is intended that future road infrastructure projects and guidelines (land development) will align with the Shires Road Safety Plan and RASP's once it is developed.

15 **Community Strategic Plan and Operational Plan**

CSP Objective	CSP Strategy	DP Action	Code	OP Activity
<p>5: Connected Infrastructure We have connected infrastructure, transport, and facilities that are safe, accessible, and reliable</p>	<p>5.2: Connect the Shire through integrated transport services</p>	<p>5.2.1: Regional transport links - Lead, engage and partner to develop a sustainable regional transport network that supports local roads to deliver services to our community</p>	<p>5.2.1.1</p>	<p>Moving Byron</p>

Recent Resolutions

Resolution number: 21-320 (Review Asset Management Policy in accordance with Resolution 20-741)

BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.2

Financial Considerations

The Road safety Officer (RSO) Role is currently in the process for endorsement. The RSO role will be partially funded by TfNSW. A breakdown for the funding is shown in the table below –

Budget Source	2022/23 FY	2023/24 FY	2024/25 FY
TfNSW	\$60,000	\$60,000	\$60,000
Council	\$28,200 carry over from 2021/22 (GL3015.1) \$31,800 project funded works to be shared across road projects having road safety improvement focus	\$60,000 – funding source to be developed and included in draft budget for adoption – this may be split over several sources	\$60,000 – funding source to be developed and included in draft budget for adoption – this may be split over several sources

- 5 Once the RSO has been resourced extra funding may be required to help produce an outward facing document (Road Safety Plan) for online and hard copy viewing.

Consultation and Engagement

An internal meeting which took place on the 22 March 2022 to discuss strategy regarding Council Resolution 20-741, this meeting developed attachment 1.

- 10 The draft Asset Management Policy was expanded to include the Road Access and Safety Principles (RASPs), part 1 of res 20-741 was placed on 28 days.

Report No. 4.3 Paterson Street Road Safety Concerns Petition

Directorate: Infrastructure Services

Report Author: Judd Cornwall, Traffic & Transport Engineer

5 **File No:** I2022/864

Summary:

This report is in response to a petition from residents of Paterson Street that expressed various road safety concerns.

10 The report considers the existing situation and traffic count data, as well as exploring possible road sharing / safety improvement options on Paterson St, between Bangalow Road and Ruskin Street.

15

RECOMMENDATION:

20 **That the Infrastructure Advisory Committee recommend Council investigate a footpath linking the existing BB022 shared footpath on Massinger Street, between Lawson Street and Marvel Street extending to Bangalow Road via Paterson Street as part of a future review of footpaths and priorities in Council's Pedestrian Access and Mobility Plan.**

25

Report

At Councils 24 June 2021 meeting Council resolved (resolution number: 21-222):

That Council:

- 5 1. *Notes the significant community concern relating to pedestrian, cyclist, traffic and parking conflicts along Paterson Street and the associated Road Safety impacts;*
2. *To ensure a clear and accurate understanding of the extent of the conflicts, and to ensure a high level of road safety is maintained across our road network, resolves to undertake the following, with a particular focus on Paterson Street between*
 10 *Bangalow Road and Ruskin Street:*
- a) *undertakes a movement and parking assessment to identify the scope of the problem within Paterson Street, Byron Bay,*
- b) *prepares a plan to be reported to Council that identifies solutions.*
(Coorey/Cameron)

15 **Resolution item 1**

Staff have noted the concerns expressed in the petition and will consider the petition in relation to any future road related planning within the street.

Resolution item 2

a) Movement and parking

20 **Movement**

A recent traffic survey was undertaken in February on Paterson Street, Byron Bay. Findings from this survey have shown that there is a significant amount of non-local traffic using Paterson Street as a secondary movement corridor around the Byron Bay town centre via Ruskin Street and Massinger Street to Browning Street (Bypass) or the
 25 Beaches. An estimate for the breakdown of these non-local movements is shown in Table 1.

Table 1: Paterson Street, through traffic breakdown

Background traffic	Non-local traffic	Traffic Count volume (Weekday average)
1,570 VPD	2,084 VPD	3,654 VPD

The traffic survey data indicates that 85 per cent of traffic are traveling at or below 52km/h. Paterson Street has a default speed limit of 50km/h, therefore, it can be concluded that most drivers are following the speed limit and traffic calming is not warranted.

5 An investigation of the available crash data for Paterson Street between Bangalow Road and Massinger Street has revealed no reported crashes within the last 10-years.

Non-local traffic volumes – Potential contributing factors

10 The residential catchment to the southeast of Paterson Street (figure 1) that generally accesses Bangalow Road from Cooper Street is experiencing difficulties doing so during the morning peak (turning right). It is understood that the people within this catchment are utilising Paterson Street to access other parts of the network to avoid the congestion on Bangalow Road.

Figure 2 provides traffic congestion information for the morning peak.

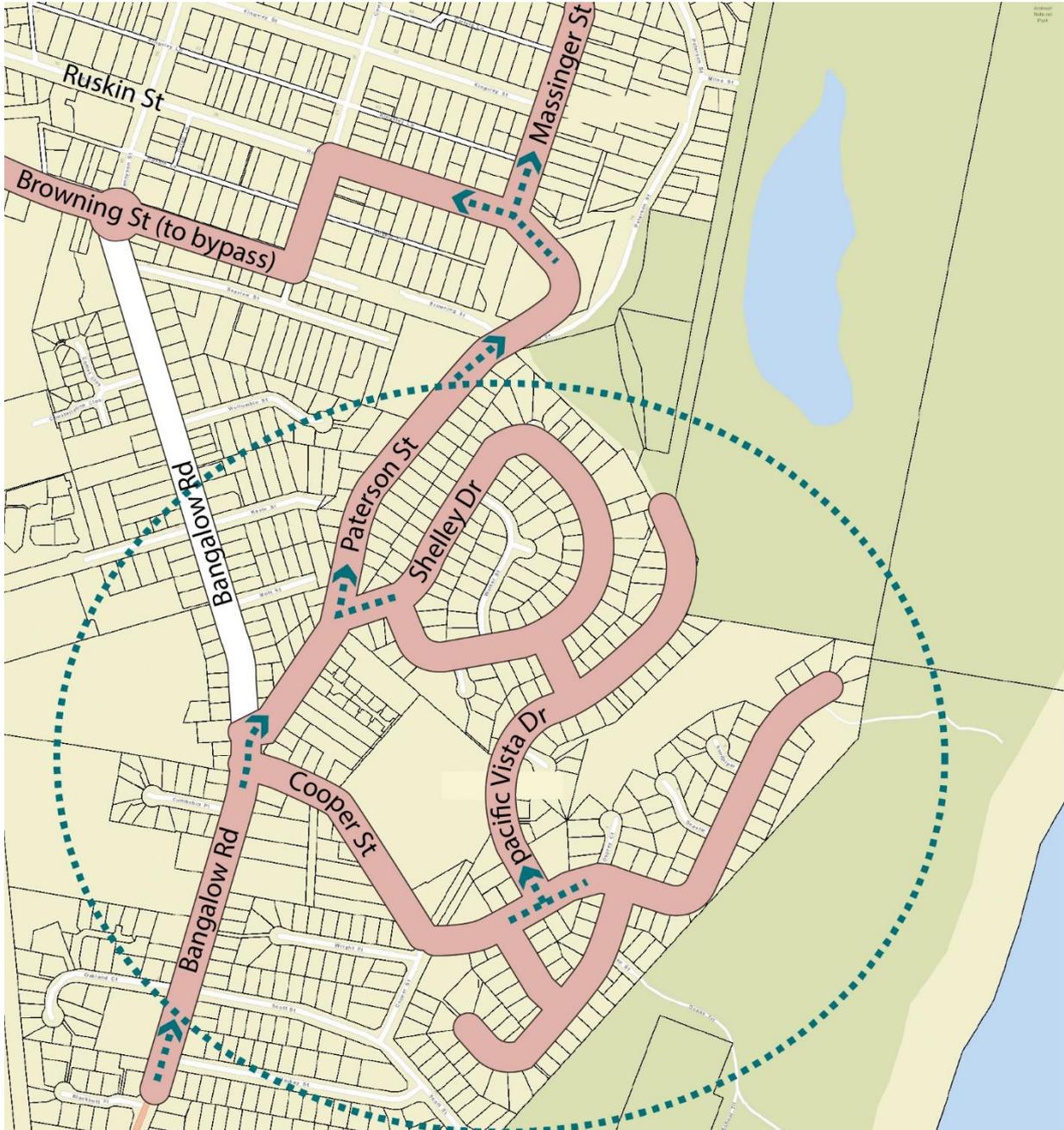


Figure 1: Traffic catchment Paterson St

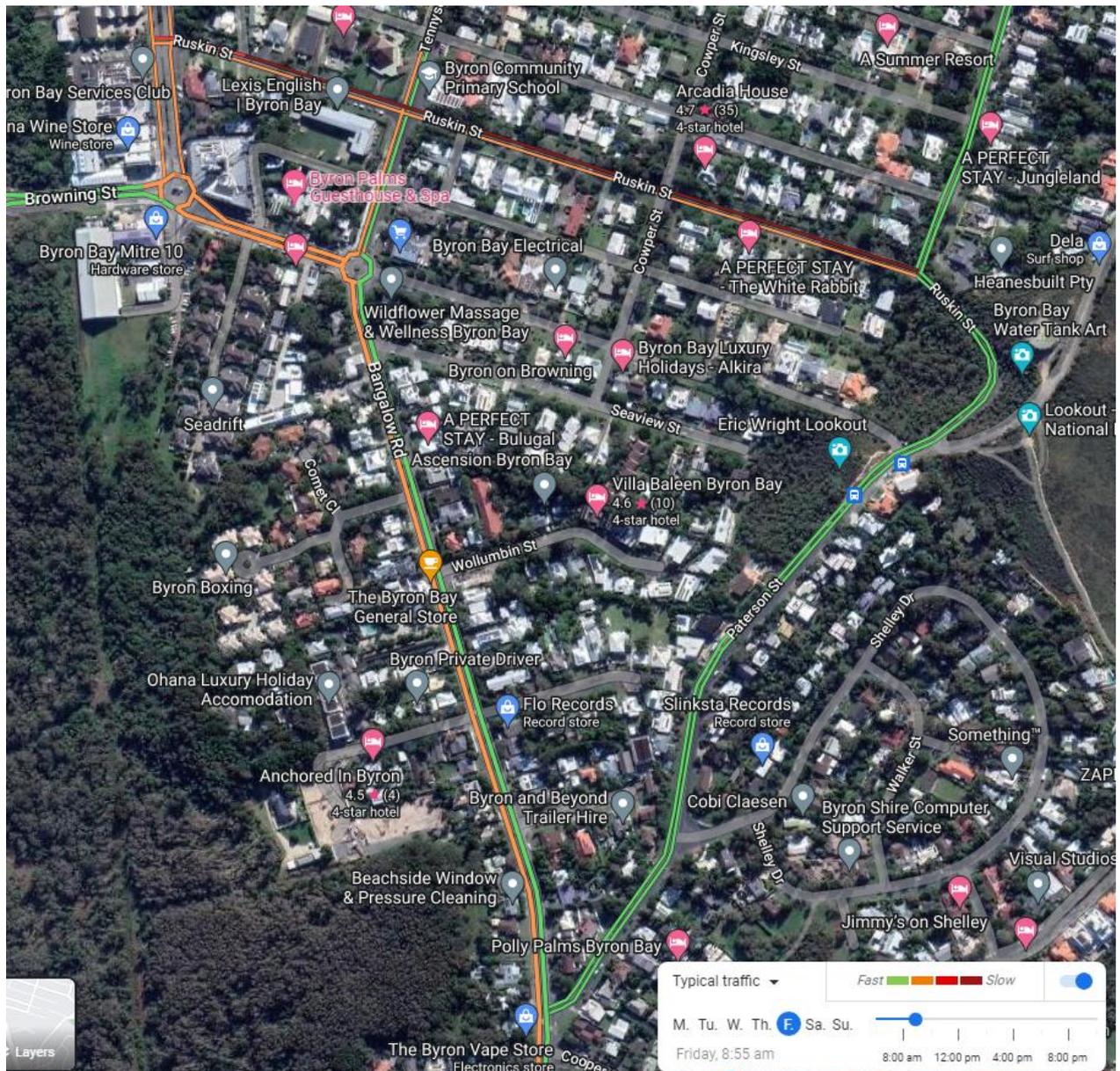


Figure 2: Traffic congestion Bangalow Road (morning peak)

To get a clearer picture for the actual turn movements through the traffic network to the east of Bangalow Road, a full turn movement intersection surveys will be undertaken.

5 **Parking**

Parking along Paterson Street has been observed to be typical when compared to other streets within the shire. At the times of the inspections, it was also observed that when drivers park directly opposite each other on both sides of the street there is minimal room for two cars to pass the parked vehicle together, drivers were also seen to straddle the centre line in these situations (see figure 3).

10

For most sections of Paterson Street, it is possible to park on both sides of the street and allow 3m passing width between either the car parked on the opposite side of the road, or

the marked dividing line as required in NSW legislation, road rule 208, parallel parking on a road. However, in this situation it would not be possible for an on-road cyclist, or pedestrian to pass at the same time.

- 5 Vehicles parked on the verge do create an issue for pedestrians walking in this space by forcing them onto the road. The vehicles observed to be parking on the verge appeared to be trades people working in the area. Consequently, this issue may be resolved once construction in the area slows down.



Figure 3: Paterson Street, vehicle straddling double barrier lines

10 **b) Possible solutions**

Based on the available traffic survey data Paterson St is carrying more traffic than a typical local street (>400 AADT). The 85th percentile speed data collected from the most recent survey on Paterson Street is typical for this type of street and is below the normal enforcement range.

- 15 Local Area Traffic Management (LATM) devices such as speed humps or slow points are not recommended for use on Paterson Street based on various geometric issues, such as grade and width.

Infrastructure Planning have sketched the treatments (below) that have been considered.

- 20 Removing any kerbside parking on Paterson Street as shown in scenarios one, and two shown in figures 5 and 6 (below) without additional widening is not recommended based on current kerb-side parking demand and obvious user passing conflicts.

BYRON SHIRE COUNCIL

STAFF REPORTS - INFRASTRUCTURE SERVICES

4.3

5 Figure 7, scenario 3 shows footpaths on both sides of the road with additional widening to allow cars to park on both sides of the road where there is an unbroken centreline to allow the minimum travel path. This is the preferred scenario (scenario 3) however, it would need to be prioritised within the Pedestrian Access and Mobility Plan (PAMP). Table 2 below shows how PAMP projects are prioritised.

Table 2: PAMP priority table

Priority Component	Priority Category		
	A	B	C
Safety	<ul style="list-style-type: none"> addresses an identified and significant safety issue reduces the need to cross roads 	<ul style="list-style-type: none"> addresses an identified and moderate safety issue 	<ul style="list-style-type: none"> addresses an identified safety concern
Accessibility	<ul style="list-style-type: none"> significantly improves pedestrian access and mobility or is a component of a broader connection that significantly improves pedestrian access and mobility 	<ul style="list-style-type: none"> moderately improves pedestrian access and mobility or is a component of a broader connection that significantly improves pedestrian access and mobility 	<ul style="list-style-type: none"> improves pedestrian access and mobility
Connectivity	<ul style="list-style-type: none"> connects a diverse number of residential areas, key attractors and/ or public transport facilities 	<ul style="list-style-type: none"> connects a variety of residential areas, key attractors and/ or public transport facilities 	<ul style="list-style-type: none"> connects residential areas, key attractors and/ or public transport facilities
Demand	<ul style="list-style-type: none"> responds to existing/demonstrated high pedestrian demand facilitates significant growth in pedestrian 	<ul style="list-style-type: none"> responds to existing/demonstrated moderate pedestrian demand facilitates moderate growth in pedestrian 	<ul style="list-style-type: none"> responds to existing/demonstrated minor pedestrian demand



volumes in the future

volumes in the future

5 Infrastructure Planning are undertaking intersection surveys which include pedestrian and cyclist's movements on Paterson Street, Bangalow Road and Shelley Drive this information will assist in the prioritising the proposed footpath (scenario 3). The section of footpath shown in scenario three is proposed to continue up Paterson Street onto Massinger Street to join the proposed BB022 shared footpath currently contained within the PAMP (see figure 4).

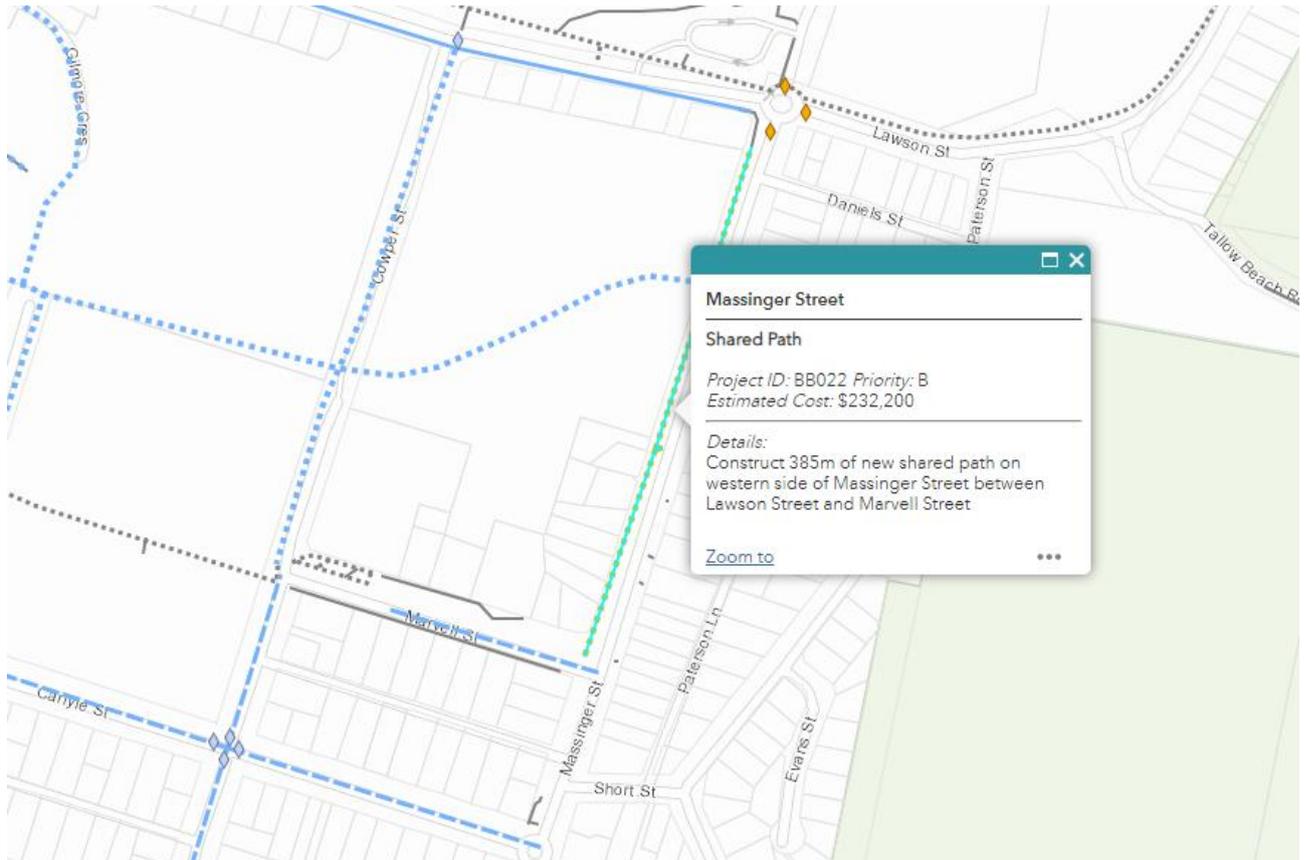


Figure 4: Proposed Massinger Street shared footpath

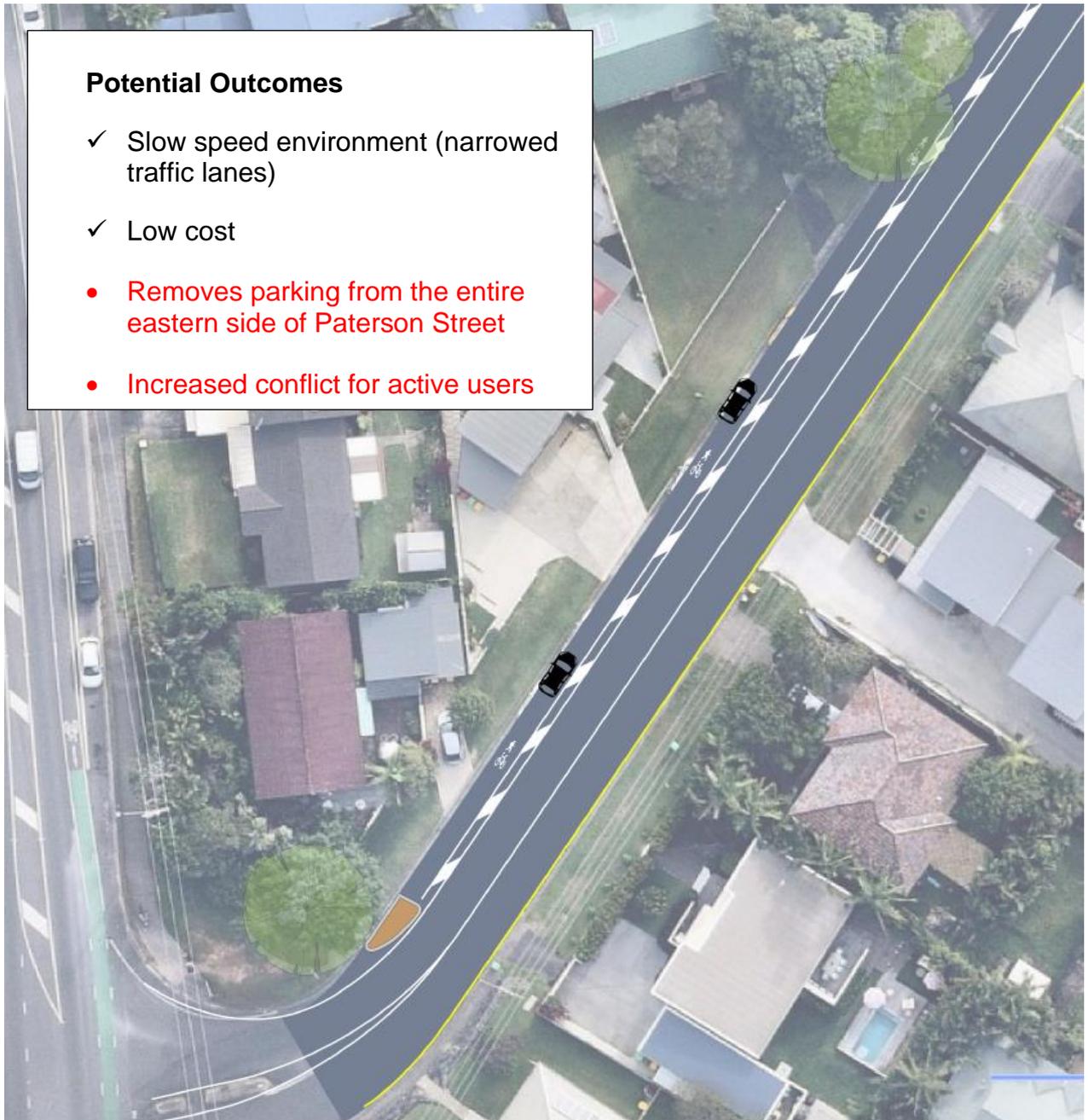


Figure 5: Scenario 1 – Shared Road Shoulder (Centre line re-alignment)

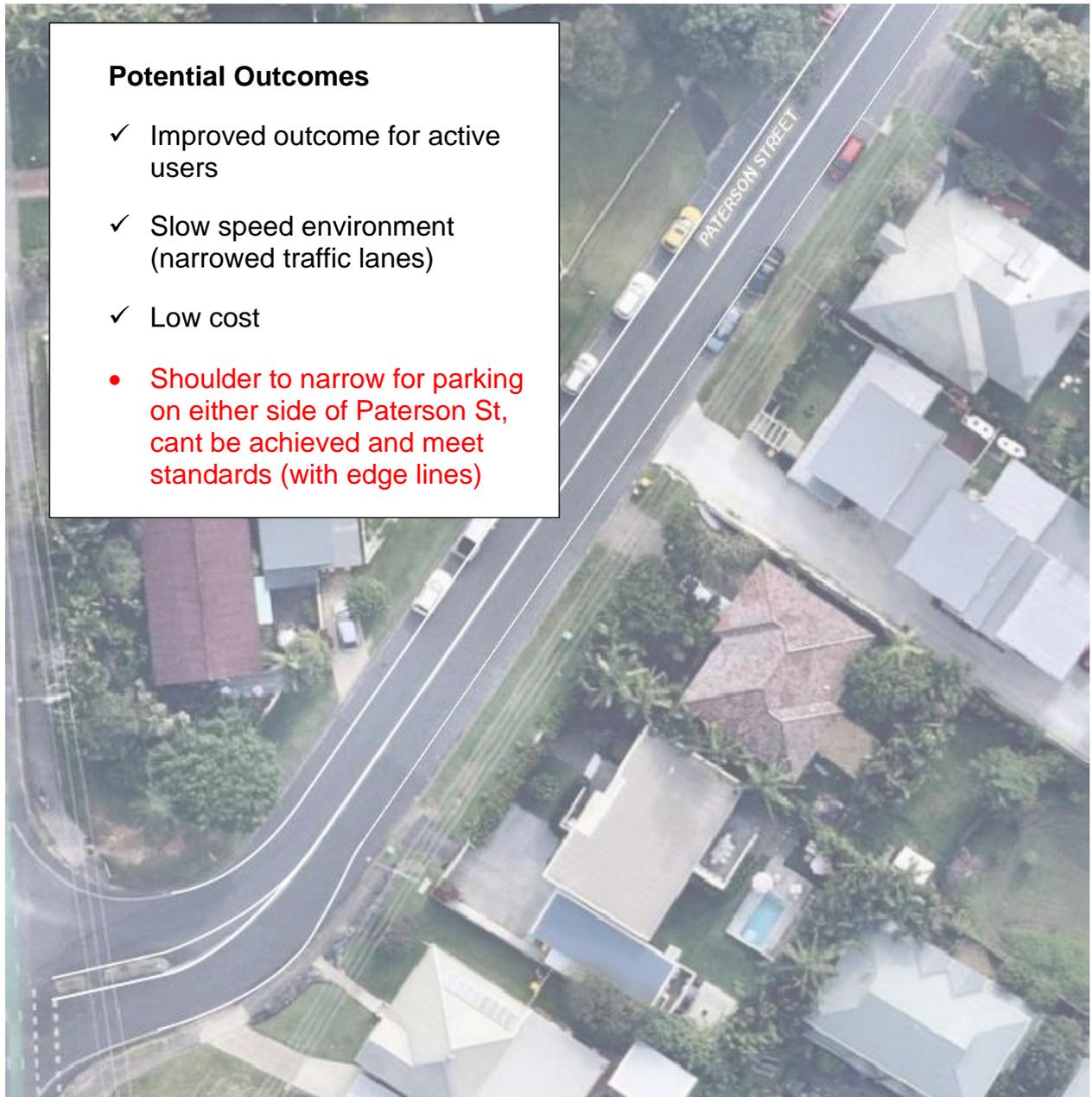


Figure 6: Scenario 2 – Marked edge lines and solid unbroken centreline



Figure 7: Scenario 3 – Footpath upgrade and minor intersection works

Other treatments considered

5 It was also noted that drivers were having trouble turning right from Paterson Street and Cooper Street during the morning peak period. Infrastructure Service staff are investigating possible improvements at the intersection. However, any improvements at the intersection are not likely to assist with the issues expressed in the resident petition. There are also limited opportunities to provide full movements at the two intersections (Paterson Street / Bangalow Road and Cooper Street / Bangalow Road) without considering full signalisation (Figure 8) which is not recommended at this time.

10 There were two reported crashes in the last 10 years, both in 2015 within the 50 meters of the subject intersections (Patterson Street / Bangalow Road and Cooper Street / Bangalow Road). These crashes had nothing to do with the operation of the intersections.



Figure 8: Traffic signals layout concept (not recommended)

Strategic Considerations

Moving Byron (Movement and Place)

5 An assessment of the Shires movement corridors has been recommended by Transport for New south Wales in relation to the Shires Integrated Transport Strategy (Moving Byron). This assessment will help to inform the function of roads within the shire with respect to growth throughout the local network. Considering the traffic demand on Paterson Street the assessment may provide a clearer picture as to how to treat the current issues expressed within the resident petition.

10 Committee to provide direction on preferred treatment from the proposed options contained within this report including a “do-nothing” scenario.

This preferred treatment (disregarding a “do-nothing” option) will then be investigated as part of the Byron Shire integrated transport strategy (Moving Byron), programmed accordingly and funding sought.

Community Strategic Plan and Operational Plan

CSP Objective	CSP Strategy	DP Action	Code	OP Activity
5: Connected Infrastructure We have connected infrastructure, transport, and facilities that are safe, accessible, and reliable	5.2: Connect the Shire through integrated transport services	5.2.1: Regional transport links - Lead, engage and partner to develop a sustainable regional transport network that supports local roads to deliver services to our community	5.2.1.1	Moving Byron

15 Recent Resolutions

Resolution minute number – 21-541

Resolved:

1. That Council notes the petition regarding Traffic measures in Brandon Street, Suffolk Park.

BYRON SHIRE COUNCIL

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4.3

2. That the petition be referred to the Director Infrastructure Services for reporting back to Council.(Lyon/Cameron)

The motion was put to the vote and declared carried.

Legal/Statutory/Policy Considerations-

- 5 NSW legislation requires three meters of travel lane be maintained when drivers park on the side of the roads, between either an unbroken centreline or a vehicle parked on the other side of the road (NSW road rule 208, Parallel parking on a road).

Consultation and Engagement

- 10 Note no consultation at this time, discussion with committee is the first step in consultation process. Discussion have started with TfNSW regarding possible funding for data collection for integrated transport planning. This will consider Paterson Street future function within the Byron Bay's road network.

**Report No. 4.4 Belongil Parking Scheme Review - New
Parking limits**

Directorate: Infrastructure Services

Report Author: Cesar Giraldo, Project Engineer

5 **File No:** I2022/1222

Summary:

This report presents the short and long term actions for Childe Street, Border Street and Kendall Street as part of the Council adopted Belongil Parking Scheme Review.

10 Construction drawings, detail budget and schedule are presented in this report to the Committee for consideration and support.

RECOMMENDATION:

15 **That the Infrastructure Advisory Committee recommends:**

Council supports the proposed short and long term actions for Belongil Beach on Childe Street, Kendall Street and Border Street included in the attached drawings (attachment 1 - E2022/89910)

Attachments:

20

- 1 Belongil Beach - Parking Improvements - Construction Drawings, E2022/89910 
- 2 Project Estimate - Cost Estimate - Short Term Actions, E2022/89916 
- 3 Project Estimate - Cost Estimate - Long Term Action, E2022/89917 

25

Report

This report outlines the proposed program, scope, and cost estimates for the short and long term actions for the Belongil Parking Scheme Review.

5 These actions are the result of further developing the recommendations included in the Belongil Parking Scheme Review adopted by Council late in 2021.

Stage 1 – Short Term (works funded. Drawing provided in attachment 1 and construction budget estimate included in attachment 2)

- Installation of timber bollards and signage with parking limits on Childe Street in front of Jetty Park,
- 10 • Installation of new parking limits on South side of Childe Street adjacent hotel East on Byron and restaurants
- Installation of timber bollards and signage with parking limits on parking limits on Border Street

Stage 2 – Long Term (No funds allocated. Budget estimate in attachment 3)

- 15 • Install raised pedestrian crossing on Childe Street opposite Jetty Park and hotel access
- Install traffic calming devices on Childe Street near intersection with Don Street and Border Street
- Installation of lighting adjacent to crossing and traffic calming device

20 Strategic Considerations

Community Strategic Plan and Operational Plan

5: Connected Infrastructure We have connected infrastructure, transport, and facilities that are safe, accessible, and reliable	5.2: Connect the Shire through integrated transport services	5.2.4: Parking - Manage parking through effective controls that support Movement and Place Plans and are coordinated with other initiatives such as park	5.2.4.1	Undertake regular and frequent parking patrols to increase availability and turnover in the Town and Village centres
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		and ride		
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Recent Resolutions

Res 21-562

Resolved that Council

- 5 1. *Adopts the Belongil Parking Scheme Review, consisting of attachments 1 and 2 (E2021/113682 and E2021/113683).*
- 2. *That staff scope and estimate the short-term actions from Belongil Parking Scheme Review and report a proposed delivery program, with considerations of other conflicting Local Area Traffic management priorities, to the next available Transport Infrastructure Advisory Committee meeting.*
- 10 3. *That a budget of \$100,000 from the Infrastructure Renewal Reserve – Byron Bay be allocated in the 2021/22 budget to fund the commencement of Local Area Traffic Management Programs and the short-term actions from the Belongil Parking Scheme Review*

Financial Considerations

15 Project estimate is attached in this report. Short term actions are funded from current budget and long-term actions require additional funds of \$175,000

Consultation and Engagement

20 Community was consulted for the development of Parking Scheme Review – Belongil Beach (E2021/113682 and E2021/113683) on 1 June 2021. Further community meetings were held on the 30 July and 18 August 2021.

The propose parking limits and line marking will address community concern regarding parking limits, access to beach and restaurants on Childe Street and illegal parking.