

Notice of Meeting

Local Traffic Committee Meeting

A Local Traffic Committee Meeting of Byron Shire Council will be held as follows:

Venue	Conference Room, Station Street, Mullumbimby
Date	Tuesday, 19 September 2023
Time	10.30am

Phil Holloway
Director Infrastructure Services

*I2023/1392
Distributed 12/09/23*

BYRON SHIRE COUNCIL
LOCAL TRAFFIC COMMITTEE MEETING

BUSINESS OF MEETING

1. APOLOGIES

2. DECLARATIONS OF INTEREST – PECUNIARY AND NON-PECUNIARY

3. ADOPTION OF MINUTES FROM PREVIOUS MEETINGS

- 3.1 Local Traffic Committee Meeting held on 15 August 2023
- 3.2 Extraordinary Local Traffic Committee Meeting held on 4 September 2023

4. MATTERS ARISING

5. OUTSTANDING ISSUES/RESOLUTIONS

6. REGULATORY MATTERS

- 6.1 New Road Barriers for Riverside Crescent, Brunswick Heads 3
- 6.2 No stopping signage for sewage pump station access (Shire- wide)..... 6
- 6.3 Bayshore Dr / Ewingsdale Rd Roundabout Linemarking Improvements 8



Figure 2: Aerial image showing barriers on Riverside Crescent roundabout

Since that time, they have been continuously vandalised and moved by drivers trying to access the Caravan Park. We also receive a number of community complaints in relation to their appearance.

As there is no intention of re-opening this access road, we would like to replace these water barriers with new fixed concrete blisters and black and white chevron signage across the two lanes and island. This would look similar to the image shown in Figure 3 below.



Figure 3: Example of proposed signage to replace water barriers

RECOMMENDATION:

That Council approve installation of fixed signage and precast concrete islands to replace the temporary water filled barriers on the Riverside Crescent roundabout in Brunswick Heads.

5

Report No. 6.2 No stopping signage for sewage pump station access (Shire- wide)

File No: I2023/1371

- 5 The purpose of this report is to allow staff to provide a section of restricted kerb-space adjacent two sewage pump stations to ensure access is available for maintenance purposes (examples of locations below).



Figure 1: Stopping restrictions adjacent pump station access.



Figure 2: Kingford Dr, Brunswick Heads sewage station access

5 **RECOMMENDATION:**

That the Local Traffic Committee support the ongoing installation of parking restrictions to provide access to sewage pump stations throughout the shire.

10

Report No. 6.3 Bayshore Dr / Ewingsdale Rd Roundabout Linemarking Improvements

File No: I2023/1372

5 Background

Council has recently opened the fourth leg on the roundabout at Bayshore Drive / Ewingsdale Road, following the opening of the access road to a new development in West Byron. Figure 1 below outlines the issues expressed by the public and verified onsite by Council staff.

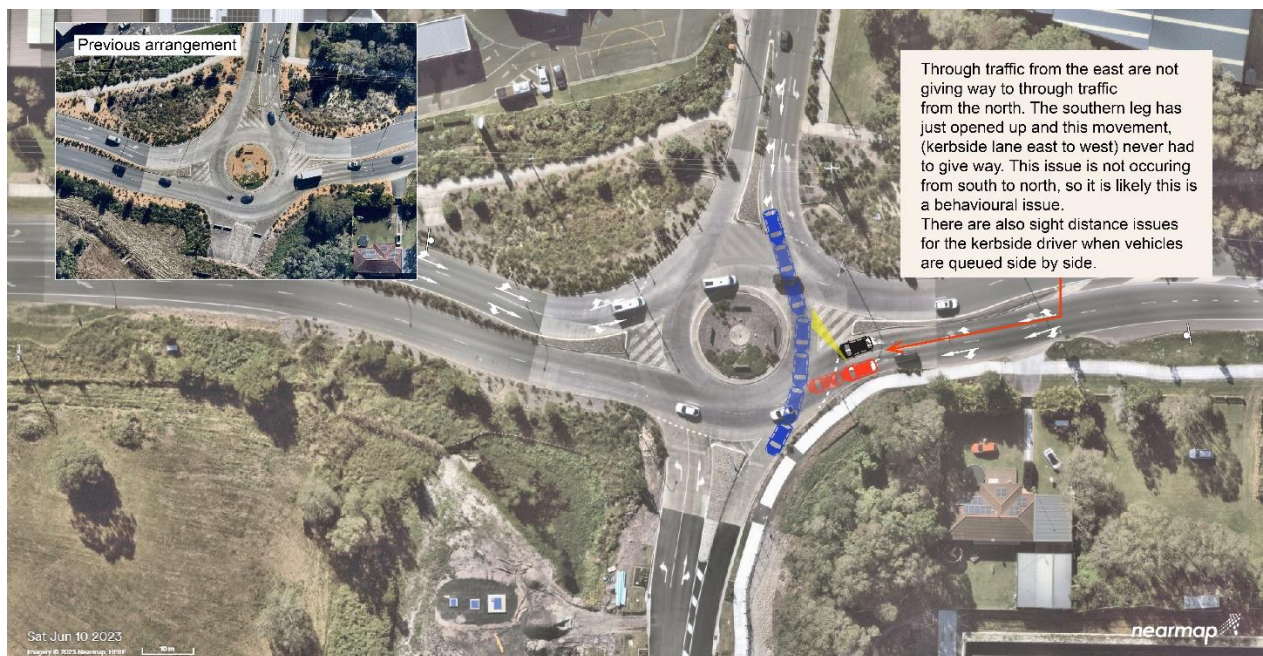


Figure 1: Issues diagram

Proposed Solution

Council staff are proposing a spiral merge lane scenario to help clarify exiting/give way issues from the new leg. This treatment is contained within the RMS, R141 pavement marking guidelines for a dual right turn exit (Figure 2).

The Bayshore Dr/Ewingsdale Rd roundabout does not technically allow the double right turn manoeuvre. However, the northern and southern approach right turns are single approaches with dual lane departures and future demand may require dual right turns from the northern approach.

Roundabout pavement markings, dual right turn on one approach

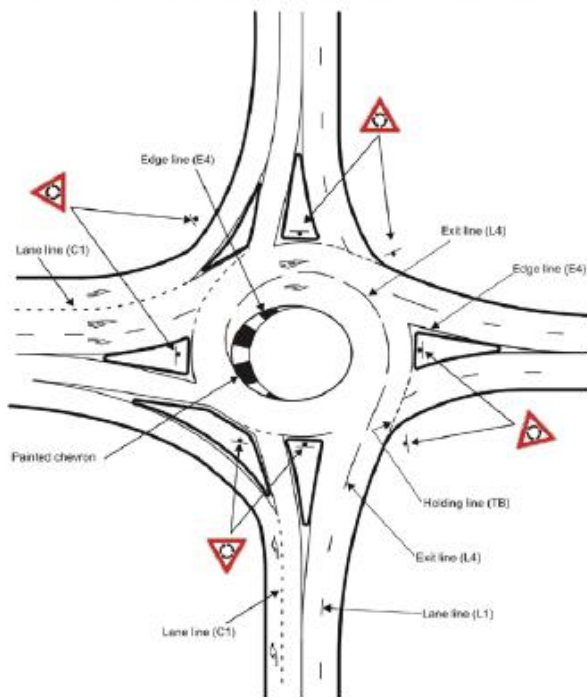


Figure 2: RMS, R141 pavement marking guidelines excerpt.

5 This treatment (spiral lane) will push the through movement (north and southbound) to the outside of the circulating lane, reinforcing the driver's intent to exit the roundabout. This will also improve sight distance for the opposing east and westbound through traffic. It is considered that this treatment while not being currently used within the Shire can be implemented with very little risk even if drivers are unfamiliar.



Figure 3: Traffic flow spiral lane markings



Figure 4: Spiral Lane treatment concept

Other treatments considered

- 5 Removal of all chevron line-marking from within the circulating lane of the roundabout, without any form of delineation (below). This option is not recommended due to the current sight distance issues; drivers may still stick close to the central roundabout island when exiting southbound.



Figure 5: No circulating delineation within the east and west sections of the circulating lane

- 10 This works at the Myocum Rd/Hinterland Way western M1 interchange, however it has been observed that the eastbound approach (kerbside lane) still seems to have the same

sight distance issue when looking for drivers exiting northbound (Myocum Rd). It is noted there is only one crash on this approach that may be attributed to this issue (table 1).

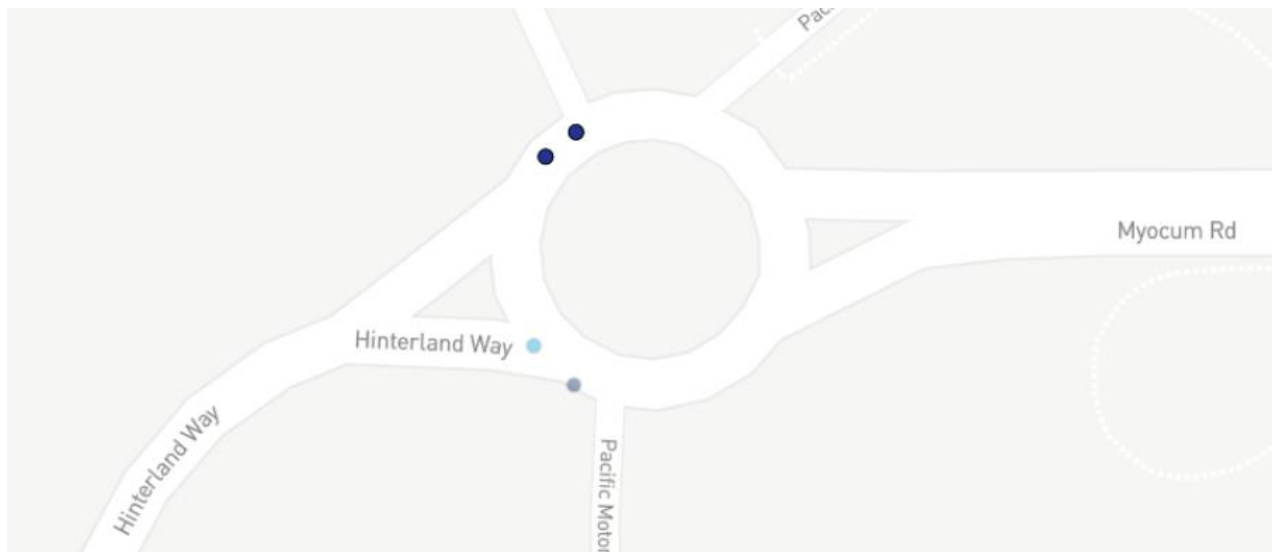


Figure 6: Crash map TfNSW (above)

5 Table 1: Crash data, Myocum Rd/Hinterland Way western M1 interchange (Hinterland Way Ebnd)

Crash ID	Data source	Degree of crash	Date of crash	Identifying feature	Identifying feature type	Town	Type of location	Other TU manoeuvre
1186825	Police investigated	Moderate Injury	7/11/2018	MYOCUM	RD	EWINGSDALE	Roundabout	Proceeding in lane
1254990	Police investigated	Moderate Injury	27/01/2021	MYOCUM	RD	EWINGSDALE	Roundabout	



Figure 7: Myocum Rd/Hinterland Way western M1 interchange

RECOMMENDATION:

That the Local traffic Committee endorse the proposed spiral treatment at the roundabout intersection of Ewingsdale Rd / Bayshore Dr, Byron Bay.