

Minutes of Meeting

Local Traffic Committee Meeting

Venue	Conference Room, Station Street, Mullumbimby
Date	Tuesday, 12 March 2024
Time	10.30am



BYRON
SHIRE
COUNCIL

MINUTES OF THE LOCAL TRAFFIC COMMITTEE MEETING HELD ON TUESDAY, 12 MARCH 2024

File No: I2024/360

MEETING COMMENCED: 10.37am

PRESENT:

Councillor:	Cr M Lyon	Present
Transport for NSW:	Alexie Miller	Virtual
NSW Police:	Detective Chief Inspector Matt Kehoe	Apology
	SC Heath McCauley	Virtual
MP:	Audrey Warren on behalf of Tamara Smith MP	Absent
Staff:	James Flockton, Samuel Frumpui, David Haupt	Present

APOLOGIES:

Matt Kehoe

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 13 February 2024 be confirmed. (Lyon/Miller)

The recommendation was put to the vote and declared carried.

MATTERS ARISING

OUTSTANDING ISSUES/RESOLUTIONS

REGULATORY MATTERS

Report No. 6.1 375 Coorabell Road Intersection Upgrade
File No: I2024/261

The purpose of this report is to gain Council support for the proposed line markings and regulatory signs shown in Attachment 1 (E2024/18185).

Council has received a Subdivision Works Certificate and Roads Act applications associated with a development approval for a Community title subdivision to create sixteen (16) lots inclusive of the neighbourhood management lot of an approved multiple occupancy comprising fifteen (15) dwelling sites at 375 Coorabell Road, Coorabell

A standard Austroads BAL & BAR intersection is required.

Conditions 7 a) of development consent 10.2021.675.1 state:

Access/Intersection Construction

Access/intersection, road shoulder, pavement widening and associated drainage construction, including any necessary relocation of services in accordance with the approved drawings. Refer NDC drawings 17550-01-CC-CI-23 to CI-27 Rev B

Note: Any removal of trees requires separate approval.

Committee Comments

TfNSW – recommend add a give way sign and a give way ahead sign for safety reasons
Management Comments

Committee Recommendation:

That the Local Traffic Committee supports the signage and line markings associated with the Coorabell Road intersection works, as shown in Attachment 1 (E2024/18185), with the duplication of a Give Way sign on the right and a Give Way Ahead added on the approach to the intersection. (Miller/McAuley)

The recommendation was put to the vote and declared carried.

Report No. 6.2 Bayshore Drive Upgrade
File No: I2024/262

The purpose of this report is to gain Local Traffic Committee and Council support for the proposed changes to Bayshore Drive, Byron Bay.

This work will be from the roundabout at the intersection of Centennial Circuit and Grevillea Street, to just beyond the second intersection of Centennial Circuit near the IGA.

This will tie into the TAFE roundabout design which was completed by the same consultancy.

The proposed works will improve parking, drainage, the bus stop, and the poor condition road surface, creating a safer road environment.

Work will include:

- Renewing the existing road pavement
- Angle and parallel parking
- Stormwater infrastructure
- Service relocations
- An upgraded bus stop.

The project has undergone consultation with the community at two drop-in sessions in February 2024 and over 2,000 letters and flyers being distributed to the local community. Construction has been advertised on the radio, Council website and Facebook.

The project is designed in two stages with the first stage consisting of the road and parking upgrades and the second stage including a cycleway and footpath. Stage 2 also includes crossings and further improvements to the bus stop. Stage 2 is currently shovel ready but unfunded.

Plans for both Stages have been attached to this report (Attachment 1 and Attachment 2).

A Safety in Design report and Review of Environmental Factors has been completed for the proposed work.

Committee Comments

TfNSW – To have wording “Front to Kerb” on the signage.
Cr Lyon – 2P signage to be installed.

Management Comments

Committee Recommendation:

That the Local Traffic Committee supports the signage, line markings, bus stops and traffic control devices associated with the Bayshore Drive works as shown in Attachment 1 (E2023/127977), with the addition of 2P parking signs on the eastern/depot side of Bayshore Drive and all signs on the western side indicating “Front to Kerb” parking.
(Lyon/Miller)

The recommendation was put to the vote and declared carried.

**Report No. 6.3 Council Depot Bayshore Drive - Permit Holders Only Parking
Signage For Staff Parking**

File No: I2024/351

The purpose of this report is to gain support for an internal exception inside Council's Depot Parking Area requesting the implementation of "Permit Holders Only" beyond this point. This point is to ensure appropriate staff parking is provided to Byron Shire Depot staff and visitors.

A review of the Council's Bayshore Drive Depot has highlighted some concerns as the number of vehicles and staff growth within the premises. It has been observed several recurring issues regarding parking, including but not limited to:

- Limited parking space leading to congestion and inconvenience.
- Unauthorized vehicles occupying designated spots, causing frustration among staff.
- Vehicles parked in restricted areas, hindering the movement of essential equipment.

Please refer to signage plan in Attachment 1 (E2024/22953) for the proposed signs and locations, as per Figure 1 below. Signage dimensions to be in accordance with R5 82A and R5-83A at the exits.



Figure 1: Proposed Parking signage

Current signage in place is as per Figure 2, this is to ensure appropriate enforcement can be undertaken beyond this point.



Figure 2: Current Parking signages

Committee Comments

Management Comments

Committee Recommendation:

That the Local Traffic Committee endorse the permit holder only exception for Depot Staff and Visitors at Council Depot on Bayshore Drive, noting that these signs are at the entry of the carpark, R5-81, in the carpark, R5-82, at the exit of the carpark, R5-83. (Lyon/Miller)

The recommendation was put to the vote and declared carried.

MATTERS FOR TRAFFIC ENGINEERING ADVICE

Report No. 7.1 **Belongil - Kendall Street to Childe Street Local Traffic Management**

File No: I2024/226

The purpose of this report is to gain Local Traffic Committee endorsement for the implementation of line-marking and no stopping restrictions throughout the Belongil area from Kendall Street through to Childe Street to manage driver behaviour.

Background

Council previously gained endorsement for the installation of Local Area Traffic Management devices through the subject area (refer to attachments 1 and 2). However, following the installation there was issues with driver compliance (refer to figure 1). Drivers were commonly observed to proceed in a straight line through the chicane into the path of on-coming drivers avoiding the need to slow down. These devices also removed a significant amount of parking adjacent residential properties.

Due to the safety issues associated with these devices staff removed the devices and associated restrictions.



Figure 1: Safety issue Kendall St and Childe St traffic management device

Proposed Solution

Following the removal of the chicanes staff are proposing a less invasive speed management treatment for the area. This proposal includes line-marking the travel lanes to provide a narrowing effect which can reduce the likelihood of speeding. Currently the road is un-marked, and due to the width (11m) people are willing to drive further to the right of the road due to the lack of channelisation. Line-marking the area should channelise most drivers further to the left while providing a narrower travel path while potentially slowing vehicle speeds (refer to attachment 3).

Committee Comments

Management Comments

Committee Recommendation:

That the Local Traffic Committee endorse the line-marking traffic management treatments proposed in attachment three (E2024/20677) of this report for installation. (Lyon/McAuley)

The recommendation was put to the vote and declared carried.

Report No. 7.2 Police Station Street Parking- Bangalow
File No: I2024/276

Bangalow police station has contacted council in regard to parking management concerns and to request the dedication of two on street parking spaces for police vehicles.

The Byron Street on-street parking for the police in Bangalow will need to be in front of the adjacent house due to the taper of the road before the bend and intersection.

It should be noted that the Police station and the adjacent dwelling is located on the same lot and is owned by Property NSW.

The markup below illustrates (Fig. 2) the location of the proposed parking spaces and their required dimensions in line with AS-NZS 2890.1.

The signage required would be two narrow parking panels “No Stopping Police vehicles excepted” located on either ends of the parking spaces having the arrows pointing in towards the parking spaces. (see Fig. 1 below).



Figure 1: Narrow parking panels “No Stopping Police vehicles excepted”.

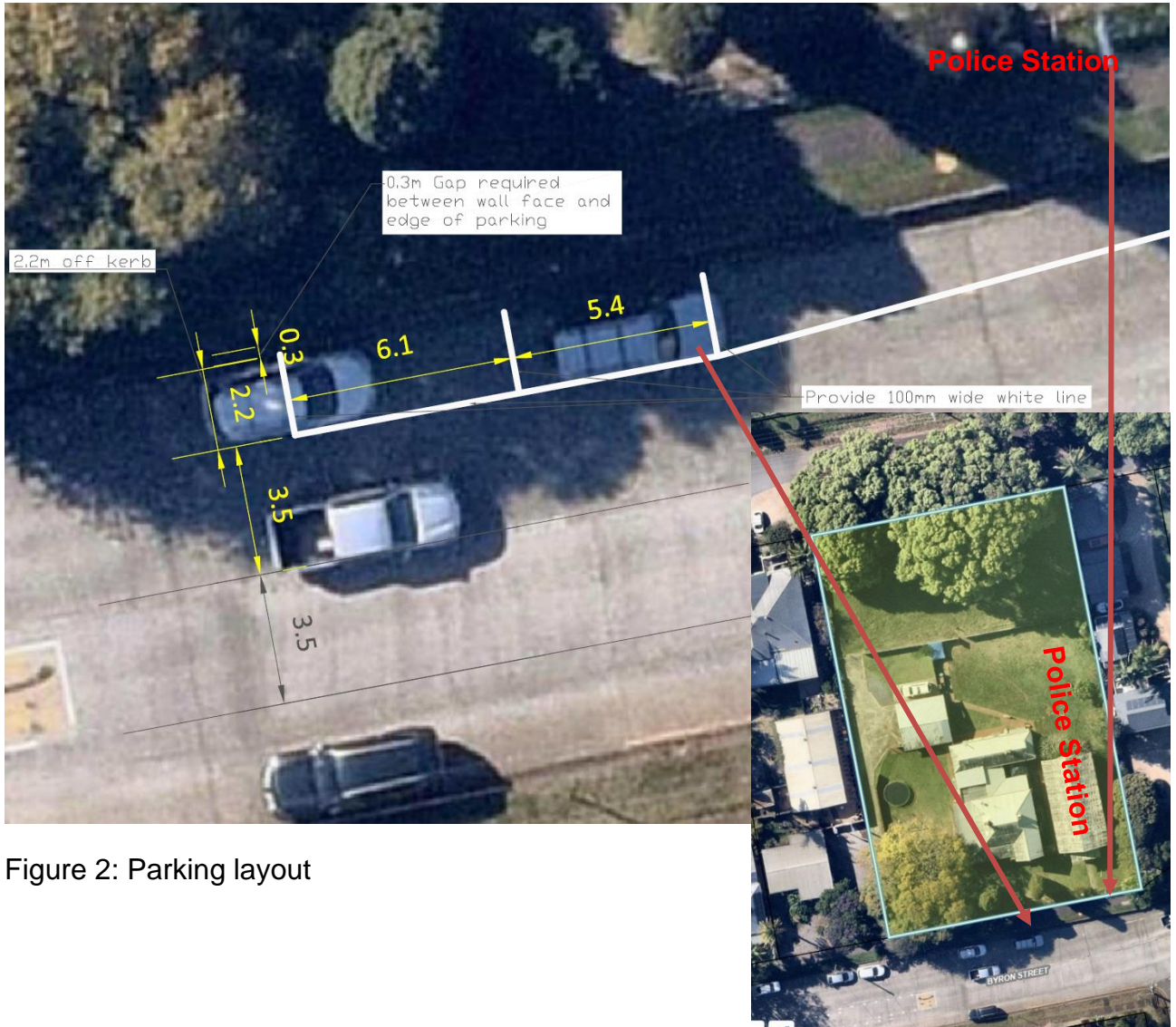


Figure 2: Parking layout

Committee Comments

Management Comments

Committee Recommendation:

That the Local Traffic Committee support the installation of signage and line marking required to provide two on streetcar parking spaces allowing police to have parking available on Byron Street. (Lyon/Miller)

The recommendation was put to the vote and declared carried.

Report No. 7.3 **Bangalow Weir Parklands - Illegal Camping**
File No: **I2024/279**

Police in Bangalow have become aware that illegal camping is on the rise in the Bangalow Weir Parklands and hence have requested that no parking signs (between 1am-5am) be placed at the Bangalow Weir carpark.

Therefore, it's proposed that no camping signs be placed at the entrance of the Bangalow Weir Parklands Carpark as well as a secondary no camping sign with in the parking lot supported with no parking signs (between 1am -5am) placed at approximately 25m centre to centre within the parking lot, see Figure 2 below.

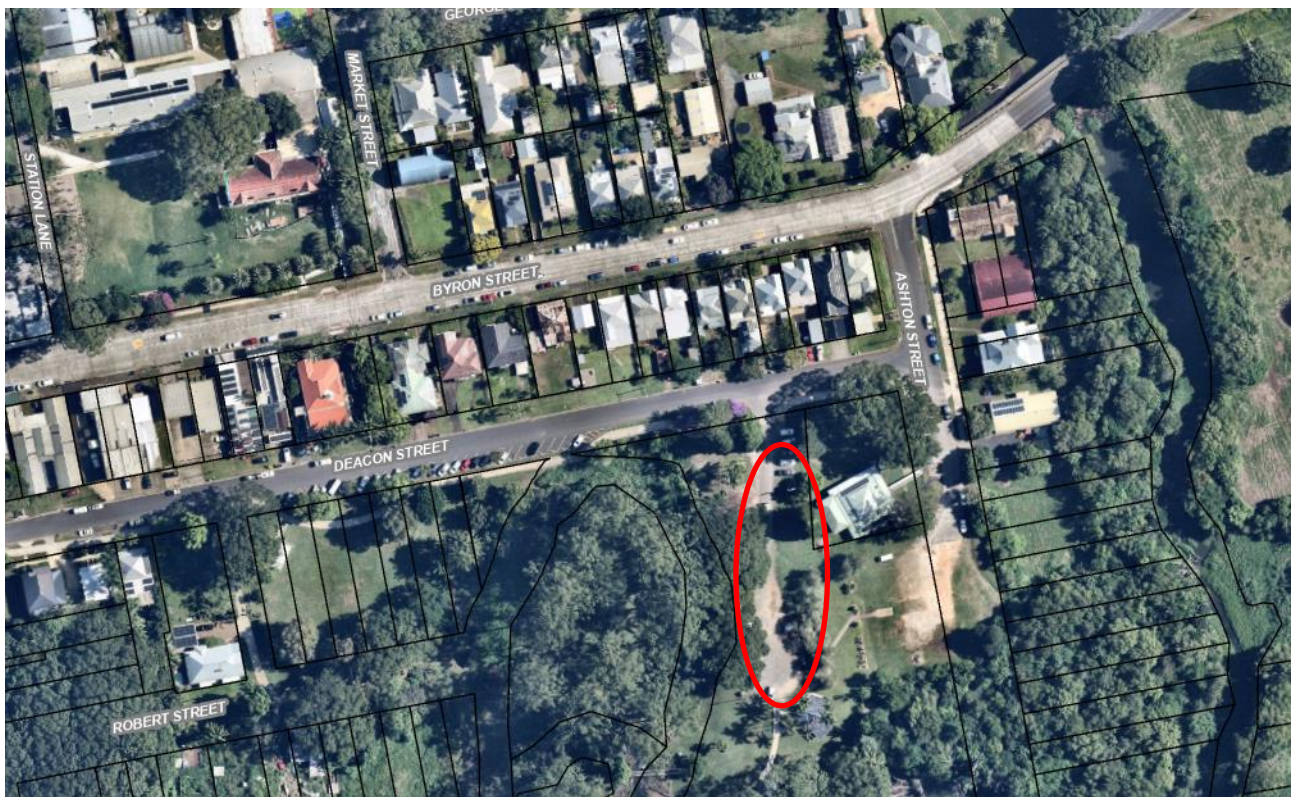


Figure 1- Bangalow Weir Parklands Location (Lat:28.6875° S Lon:153.5267° E)



Figure 2 - Bangalow Weir Parklands Carpark-Proposed Signage

Committee Comments

Management Comments

Committee Recommendation:

That the Local Traffic Committee support the installation of no camping and no parking signs (between 1am-6am) within the Bangalow Weir Parklands Carpark to allow enforcement officers to fine/move on illegal camping. (Lyon/Miller)

The recommendation was put to the vote and declared carried.

Report No. 7.4 **Burringbar Street Draft Concept Design**
File No: I2024/323

Following site analysis, consultation and workshops held in 2023, Council have developed a Draft Concept Design for Burringbar Street, Mullumbimby.

The Concept Design looks at ways to make Burringbar Street more:

- Accessible
- Safe for pedestrians
- Vibrant
- Enjoyable.

The Draft Concept Design is shown on the following page and attached at Attachment 1 (E2024/16870).

Key changes to Burringbar Street proposed in this design include:

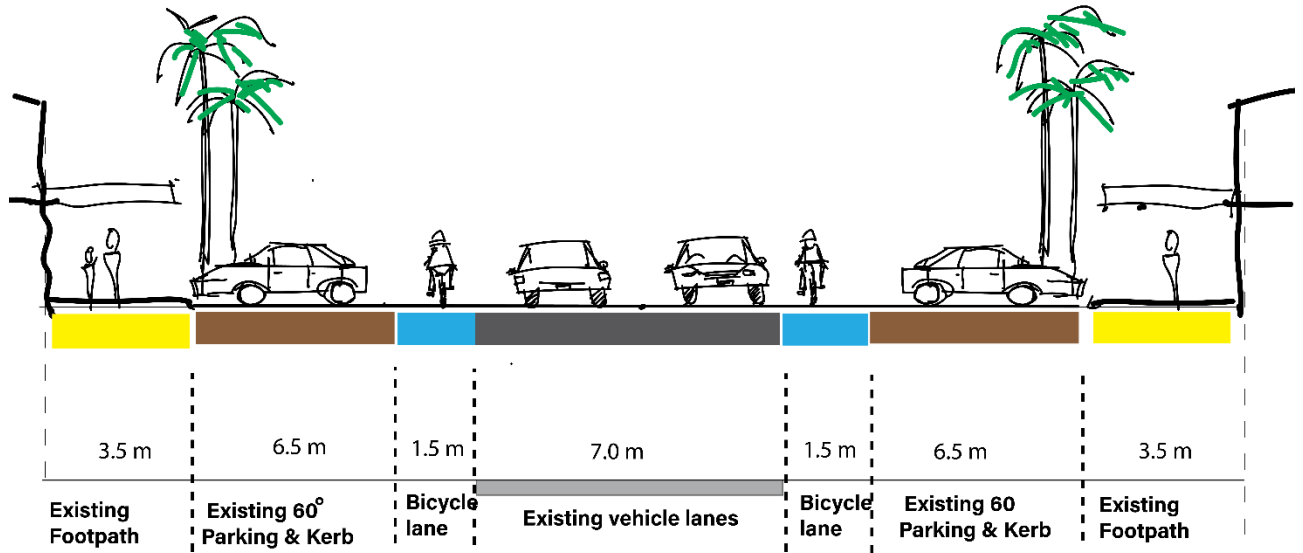
- **Widen existing footpaths** from 3.5m to 5.1m to improve access and allow for afresco dining and public seating.
- **Raised 10km/hr shared zone at Burringbar and Stuart Street intersection** where people have priority to cross in any direction.
- **Additional pedestrian crossings** at Dalley Street and adjacent to laneways.
- **Station Street Intersection priority change.**
- **Informal pedestrian crossings** across Burringbar Street near Studal Lane and McGoughans Lane.
- **Remove dedicated cycle lanes** on Burringbar Street and integrate cyclists with vehicle lane.
- **Net loss of car parks** in project area is kept to a minimum (10)
- **Retain existing 60-degree angled carparking** to both sides of the street and include new loading, kiss and ride, taxi and bus stop bays.
- **Relocate taxi zone on Stuart Street** to Burringbar Street and replace with angled parking.
- **Relocate bus stop zone** pending discussions with Transport NSW and bus companies.
- **Additional mobility parking spaces** increased from 3 to 4.

- **Loading bays added.**

An Exhibition report providing detailed site analysis, background information and further details of the design features is provided at Attachment 2 (E2024/3881).

Council is seeking engineering feedback and advice on this Draft Concept Design to support a final Concept.

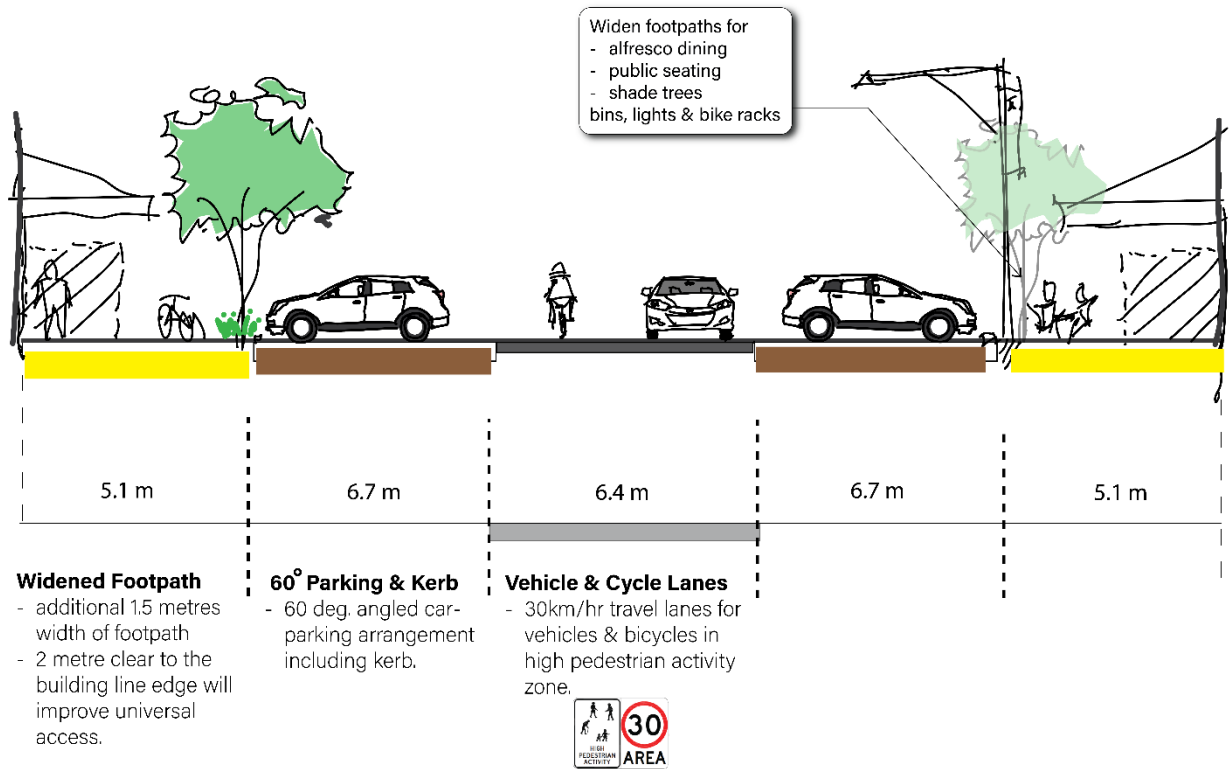
The following images present the current street section and the proposed sections for the length of Burringbar Street and the Burringbar Street/Stuart Street intersection (proposed 10km Shared Zone).



SECTIONS - Existing
Burringbar Street

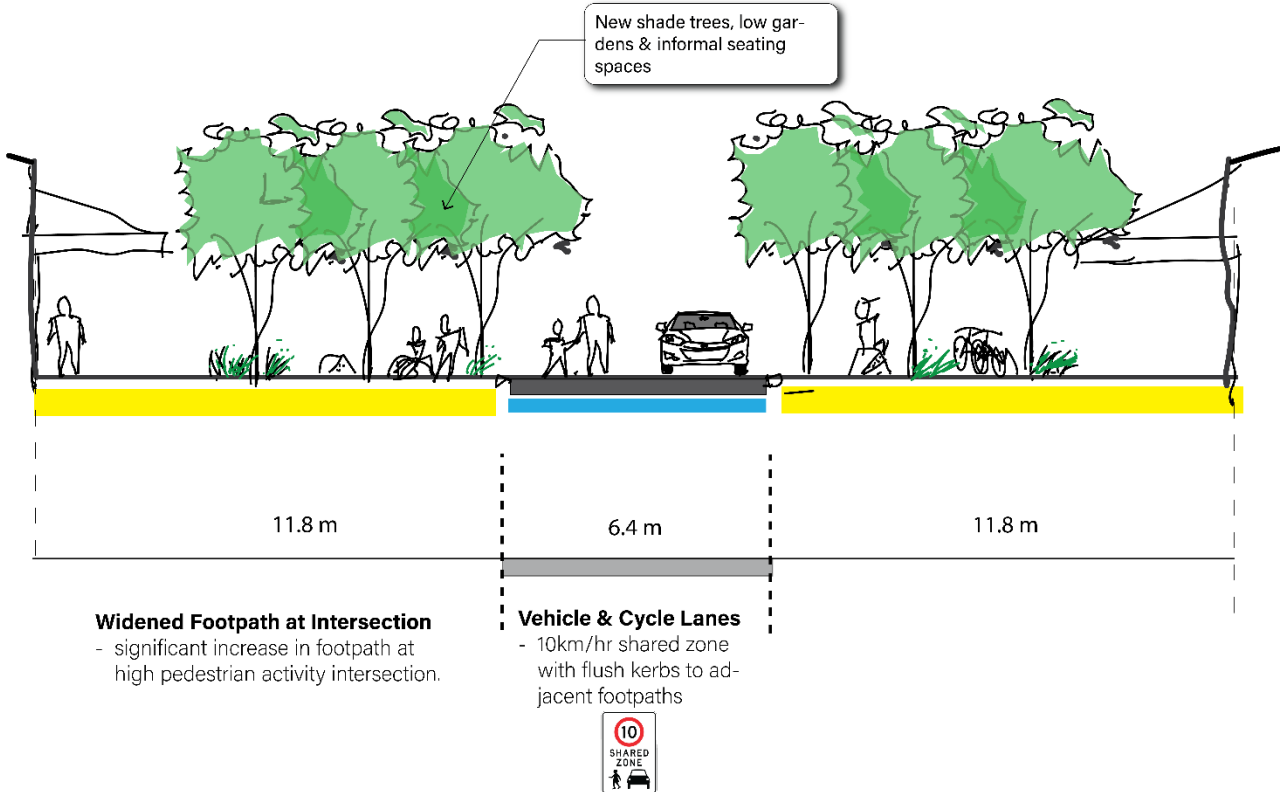
BURRINGBAR STREET CONCEPT DESIGN





SECTIONS - Proposed Burringbar Street

BURRINGBAR STREET CONCEPT DESIGN : Talking Street



SECTIONS - Proposed Intersection of Burringbar & Stuart St.

BURRINGBAR STREET CONCEPT DESIGN



Committee Comments

Management Comments

Committee Recommendation:

That the Local Traffic Committee note the Draft Concept Design (E2024/16870) and Street Sections for Burringbar Street and provide advice. (Miller/McAuley)

The recommendation was put to the vote and declared carried.

EVENTS

Report No. 8.1 Mullum Laneways 2024 - Kaleido Mullumbimby
File No: I2024/135

Council has received an Event Application for Mullum Laneways Festival, an event to be held on 5 May 2024.

Previous Event presented to LTC was under the name of Blues on Burringbar. The organisers are hoping to do similar event each year.

Committee Comments

TfNSW & Police – Anti Terrorism measures be included in the recommendation [3 (h) added]

Management Comments

Committee Recommendation:

1. **That the Local Traffic Committee recommends that Council support Mullum Lane Ways Festival to be held 5 May 2024 10am to 10.00pm.**
2. **That Council support in Part 1 is subject to:**
 - a) **separate approvals by NSW Police and TfNSW being obtained;**
 - b) **the event organiser providing council with an updated Traffic Management Plan and Traffic Guidance Scheme/s for the event;**
 - c) **development and implementation of a Traffic Management Plan and Traffic Guidance Scheme/s by those with appropriate TfNSW accreditation and the holding of current and appropriate levels of insurance and liability cover;**
 - d) **the impact of the event be advertised, and charged at cost to the organisers, via a notice in the local weekly paper and appropriate variable message signage a minimum of one week prior to the operational impacts taking effect, noting it must include the event name, specifics of any traffic impacts or road**

closures and times, alternative route arrangements, event organiser, a personal contact name and a telephone number for all event related enquiries or complaints;

- e) the event be notified on Council's web page with the event organiser supplying Council with the relevant information.**

3. The event organiser to:

- a) inform the community and businesses that are directly impacted (e.g. within road closure zones) via written information which is delivered to the property in a timely manner so as to document, consider and respond to any concerns raised;**
- b) arranging for private property access and egress affected by the event;**
- c) liaising with bus, taxi and waste operators and ensuring arrangements are made for provision of services during conduct of the event;**
- d) consulting with emergency services and any identified issues be addressed;**
- e) holding \$20m public liability insurance cover which is valid for the event;**
- f) paying Council's Road Event Application Fee prior to the event;**
- g) not place any signage on the road related area of the Pacific Highway.**
- h) road blockades are to use Anti-Terrorism Level devices.**

4. That provisions are made for safe access for heavy vehicles at the intersections of Stuart Street/Burringbar Street, and Stuart Street/Tincogan Street.

(Miller/Kehoe)

The recommendation was put to the vote and declared carried.

There being no further business the meeting concluded at 11.36am.