

MINUTES OF MEETING



LOCAL TRAFFIC COMMITTEE MEETING

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| Venue | Conference Room, Station Street, Mullumbimby |
| Date | Tuesday, 13 April 2021 |
| Time | 10.30am |
| Committee Members | Ian Shanahan – Transport for NSW Detective Chief Inspector Matt Kehoe – Police Cr Basil Cameron Tamara Smith MP |

REPORT OF THE LOCAL TRAFFIC COMMITTEE MEETING HELD ON TUESDAY, 13 APRIL 2021

File No: I2021/587

MEETING COMMENCED: 11:09 am

PRESENT:

Councillor: Cr Basil Cameron via phone

Police: Senior Constable Chris Davis

Siobhan Foley for Tamara Smith MP

Staff: Josh Provis and Andrew Pearce

APOLOGIES:

Transport for NSW: Ian Shanahan (comments and voting sent via email)

Police: Detective Chief Inspector 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 -Extraordinary Local Traffic Committee Meeting held on 16 March 2021 be confirmed.

(Cameron/Foley)

The recommendation was put to the vote and declared carried unanimously.

MATTERS ARISING

- A.Pearce asked members about their support for 40kmh speed limit on Seven Mile Beach Road, Byron Bay. Now that this road is sealed we expect increased traffic speed. Davis: Pedestrian activity will need to be high to meet warrants for 40km zone. Cameron: I would support 40kmh zone because it is narrow road through National Park, and there are road user conflicts and resident concerns.
- Confirm Extraordinary meeting LTC 11 May. Cameron, Foley, Davis agreed to call an extra meeting on 11 May 2021 to accommodate upcoming events.

OUTSTANDING ISSUES/RESOLUTIONS

None

REGULATORY MATTERS

Report No. 6.1 Azalea St Intersection Upgrade
File No: I2021/372

The purpose of this report is to gain LTC and Council support for regulatory changes to the Azalea Street / Jubilee Avenue intersection as outlined below.

Works associated with this intersection were taken to the previous 16th February LTC meeting and comments were provided to the developer. Amended plans to address the issues raised by LTC' where applicable' have now been submitted.

Committee Comments

The following committee comments were made at the February LTC meeting and noted in the minutes:

Questions about whether Jubilee Ave will be widened to provide for cyclists. Further construction of the intersection will be required in future if additional residential developments occur in Tallowood Estate. The committee discussed the requirement of Coral Ave to be sealed, which will result in a southwest link (linking Main Arm Rd, Coral Ave, Clays Rd, Plover Parkway, Tuckeroo Ave, Left Bank Rd, Azalea St) and will create additional traffic movements at this intersection.

Cameron: Has there been any assessment on impacts on bus movements in this area? Concerns about cyclist safety on both sides of Jubilee Ave (at Mullumbimby Rural Co-op) where there is not sufficient shoulder for cyclists and pedestrians.

Blunden: No allowance has been made for pedestrian movements. As with most shire roads there will be between 500-1000mm room for cyclists. Boundary of Rural Co-op to be established. Drainage will be as existing.

Committee discussed the issue of carpark driveway and bus turning circle, looking to formalise right turn out of Co-op.

The barrier fence between the bus lanes and Jubilee Ave will remain, possibly be extended.

Shanahan: 1. There needs to be gap in the chevron line-marking so that buses can exit.

2. Council should consider removing the bus-sized rectangle line marking (bus waiting area near centre of road). 3. The three arrows (indicating traffic lane is for vehicles going straight ahead) adjacent to the co-op are not required, and will only create more line maintenance work for council.

Shanahan: Reminder that LTC cannot impose DA conditions, LTC is for technical review only.

Design Amendments

In response to the above comments, there is an existing footpath & bike path located on the northern side of Jubilee Avenue. The Byron Shire Council 10 Year Bike Plan adopted in 2019 does not require any additional provision for cyclists in the area of the proposed intersection upgrade.

Pedestrians and Cyclists are to be encouraged to use the existing path on the northern side of Jubilee Avenue. Encouraging pedestrians and cyclists to use the southern side of the road would increase points of conflict with the bus turnaround and traffic entering and leaving the service station.

In regards to Bus movements, the following design changes have been made:

- A gap in the chevron line marking for the bus turnaround and service station traffic has been provided. This has been shifted west to allow for easier access in and out of the service centre.
- Guide posts are to be provided to formalise a single entry and exit point for the service station. These posts will prevent vehicle access from the station into the bus turning area.
- The bus parking line marking rectangle will be removed.
- The 3 west bound through arrows have been removed.
- No Entry signs and Buses Excepted signs are to be provided to the bus turnaround area.
- Extending the median and barrier fence is not required.

Council's Development Engineer has confirmed Attachment 1 has incorporated the above conditions into the design.

Background Information

To help with background information the following explains the project history.

Council received a Construction Certificate application associated with stage 7 of the Tallowood estate development in Mullumbimby for 32 new residential lots. As part of the approved D.A (10.2018.305.1) consent condition 9 imposed the following requirement:

9. Engineering Construction Plans

Three (3) copies of engineering construction plans and specifications must accompany the Construction Certificate application demonstrating compliance with Council's standards for the required engineering works.

Each set of drawings must be accompanied by a Certification Report which must be signed by a suitably qualified Civil Engineer or Registered Surveyor. The Certification Report will comprise the certificate and check lists set out in Annexure DQS-A of the Northern Rivers Local Government Development & Design Manuals.

The information shown on the drawings must be logically collected on discrete sheets generally in accordance with Annexure DQS-B and the Sample Drawings of the Northern Rivers Local Government Development & Designs. The drawings are to provide for the following works:

a) Azalea St & Jubilee St Intersection upgrade

The intersection shall be upgraded to provide a Channelised Right Turn Treatment in accordance with Figure A3 of Austroads Guide to Road Design.

Committee Comments

Shanahan: Item 6.1 – I suggest that council provide BB line (double centre lines) to distinguish between entry/exit lanes as shown below, otherwise no other issues with the layout.



Cameron: Concerns about conflicts between cyclists and pedestrians on northern side. Once you go past the Co-op there's little room for cyclists to negotiate the southern side.

Pearce: Council's PAMP & Bike Plan did not identify (need for) path on southern side.

The members discussed the bollards in front of Co-op. Consider putting No STOPPING where the bollards are. Any loading/unloading goods or service vehicles to the Co-op would need to occur within the property boundary.

Cameron: Can you estimate distance between edge of the laneway and prop boundary ?

Pearce: It is about 1-2metres.

Cameron: There is insufficient regard for cyclists and pedestrians on the southern side of the proposed intersection, from the Co-op west. Still no attempt to resolve existing conflicts between pedestrians, cyclists and bus passengers on the northern side within the set down area in front of the high school.

Davis: Road rules specify cyclists over age of 12 should not be riding on footpaths, unless they are supervising someone under 12. Cyclists should dismount and walk their cycles on the footpath.

Cameron: There is no provision for cyclists on southern side.

Davis: I'll let CID Keogh know about the issue with cyclists on footpath. Police can arrange patrols at school to ensure cyclists are not riding on footpath. 8:15am to 9:30am is peak school time.

Management Comments

None.

Committee Recommendation:

That Council support the proposed regulatory signs, lines and devices presented in Attachment 1 (E2021/51345) for works associated with the Azalea St / Jubilee Ave, Mullumbimby intersection, with the addition of NO STOPPING signs or lines along the Co-op frontage.

(Davis/Foley)

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

Cr Cameron voted against the motion.

Report No. 6.2 Brunswick Heads Parking Limit Review
File No: I2021/482

At the Council Meeting of 25th March 2021, Council resolved to implement changes to parking time limits in Brunswick Heads, as per Council Resolution 21-099:

- 1. That Council adopts the Preferred Layout, Figure 4 (as per attachment 2 - E2021/34931) and with the adjustments in 2, 3, and 4 below and implements the proposed parking time limits once approved by the Local Traffic Committee.*
- 2. That Council allocates 4 car parking spaces adjacent to the Brunswick Heads SLSC for club use and 4 parking permits once approved by the Local Traffic Committee.*
- 3. The 2P limit in Zone 1 on Tweed Street should be extended to Booyun Street. This is due to demand for parking in this area surrounding the IGA*
- 4. The 4P Zone 2 should be extended north on Tweed Street adjacent to the real estate agent's office*

Current Parking Arrangement

Figure 1 below illustrates the location of each time zone and current time limits within each zone. It has been identified through a recent parking scheme review of Brunswick Heads and feedback from the local community that parking management is highly congested a requires improved management. The proposed time limit changes are designed to improve

parking management.

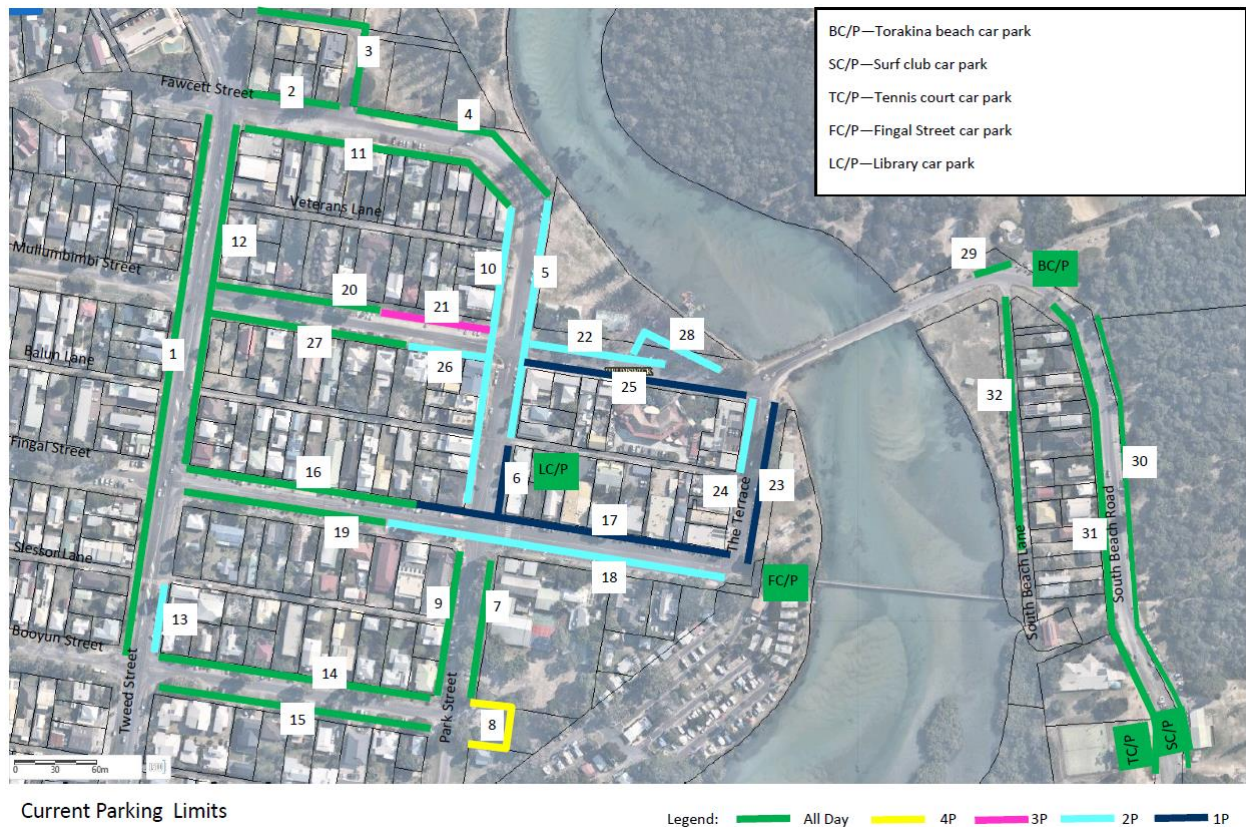


Figure 1. Current Parking Limits

Issues with the current parking layout include consistently high occupancy rates in the CBD, Beach and School Precincts. The majority of carparks in these areas exceed an average of 80% capacity over the study period.

The Compliance Team has reported issues with illegal camping in the Beach Precinct. Staff indicated that unrestricted parking in the Beach Precinct enables campers to establish patterns of gathering in carparks and remaining for extended periods of time.

Recommended Changes

The updated parking limits shown in the above resolution and below Figure 2 (see also Attachment 1) are based on advice received from parking consultants TPS and modified slightly based on community surveys, staff and councillor feedback.

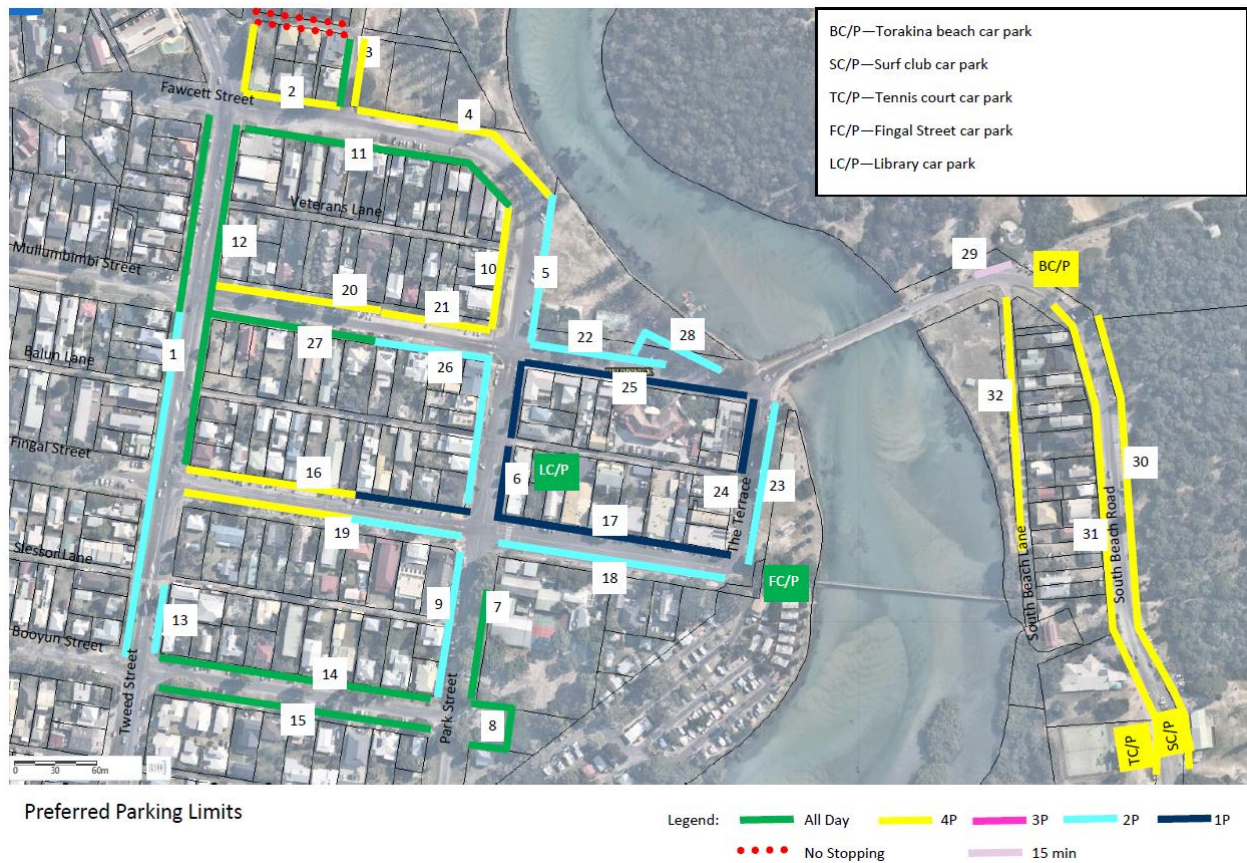


Figure 2. Proposed Parking Limits

The peak high demand locations are around the CBD block and along the beach front areas. The aim is to manage time limits more closely in these areas and encourage longer term parking towards the fringes of the CBD.

The proposed time limits can be summarised as;

- 1P around the CBD block
- 2P immediately surrounding the CBD block
- 4P on the fringes of the CDB block, including:
 - Along the beach front area as this matches the expected recreational uses
 - Western fringes of the CBD (Fawcett Street, Mullumbimbi Street, Tweed Street, Park Street and Fingal Street).
- A 15 minute drop off zone introduced at Torakina Beach.
- No Stopping introduced on Mona Lane.

This plan promotes consistency of limits, minimises multiple changes in limits in each precinct.

The Compliance Team support minimising the changes in parking limits at mid-block

locations. Keeping parking limits consistent for whole blocks where possible leads to less confusion of time limits. For consistency Council staff also recommend removing the existing 3hr parking on Mullumbimbi Street.

Higher turnover parking is planned adjacent to highly frequented park and riverside locations to encourage parking adjacent to recreation areas and minimise frequent road crossings by pedestrians.

No parking is recommended on Mona Lane as parking on the verges of this narrow lane represents a safety risk. The carriageway is too narrow to allow two-way traffic and parking.

Additional Requests

Council also resolved to provide 4 allocated spaces to the Brunswick Head Surf Life Saving Club and an additional 4 parking permits.

Committee Comments

Shanahan: No Issues from Transport.

The members discussed community feedback.

Cameron: The resolution that council passed was a compromise between various groups, and as considerate of everyone's opinions as possible.

Management Comments

No management comments

Committee Recommendation:

That Council note LTC's endorsement of resolution 21-099.

(Cameron/Foley)

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

Nil voted against the motion.

Report No. 6.3
File No:

Traffic Management for Festival of the Stone
I2021/562

Council has granted consent to Development Application (DA) 10.2019.154.1, as amended by 10.2019.154.2, for a one-day festival over three consecutive years from 2020 to 2022 at the Stone and Wood micro-brewery site in the Byron Arts and Industrial Estate.

Up to 2,000 persons are expected to attend each event inclusive of patrons and staff. Food and entertainment will be provided along with alcoholic beverages in accordance with liquor licencing requirements. Gates are proposed to open at 3 pm and close at 10

pm.

Council previously approved a modification of the development consent (10.2019.154.2) to enable shuttle bus services to utilise the closed road/drop off zone in Centennial Circuit in front of the site, subject to approval of a Traffic Management Plan (TMP) and Traffic Control Plan (TCP).

Council is currently assessing an application to further modify the development consent to enable taxi and Uber drop-off and pickup in front of the brewery in addition to shuttle bus and elderly and people with disability.

The applicant has submitted a TMP with relevant TCPs for approval. Please refer to Attachment 1 (E2021/50419).

The TMP proposes the following mitigation measures to address impacts on traffic and pedestrian safety:

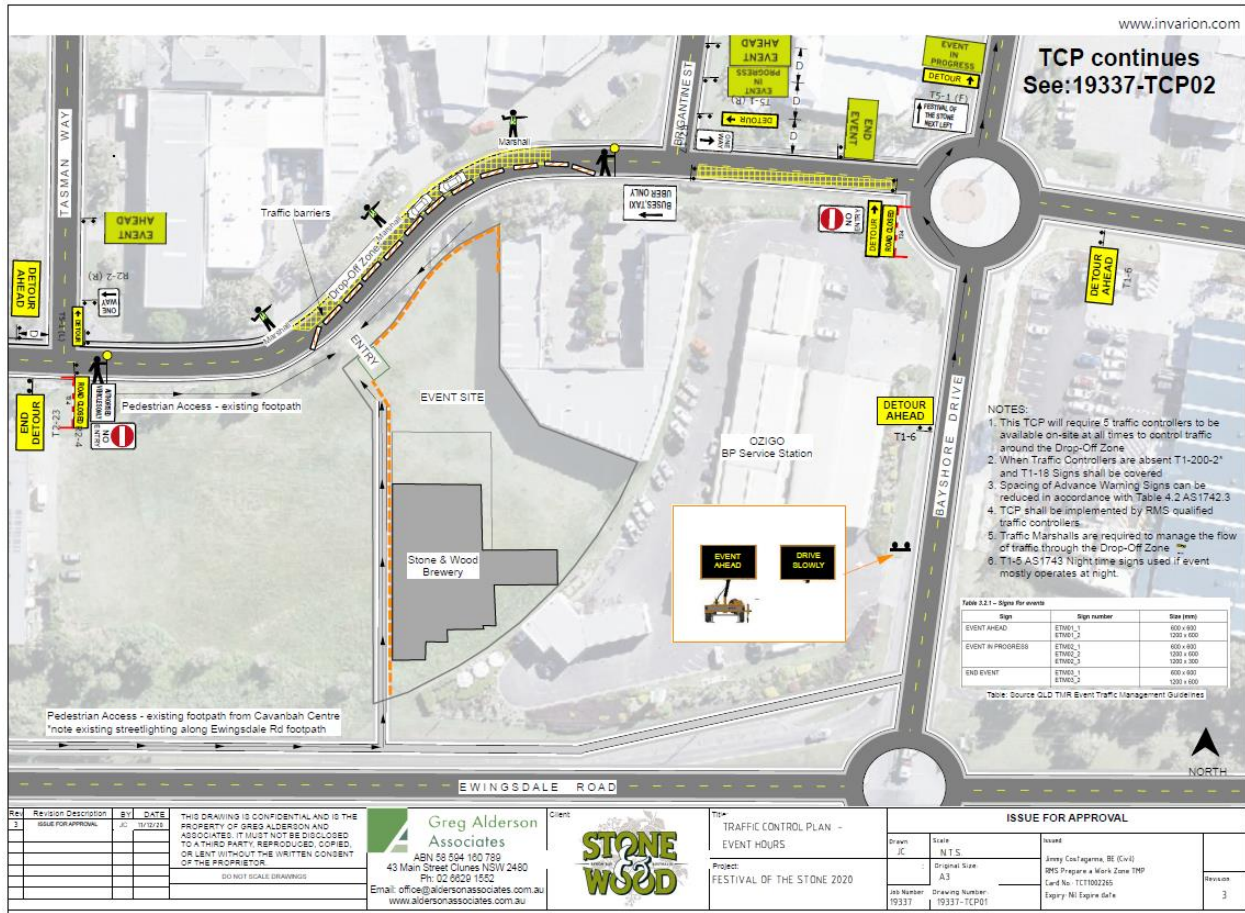
- Temporary road closure at drop-off zone/ site frontage/ partial road closure of Centennial Crt between Brigantine St and Bayshore Dr;
- Event car parking to be permissible on-street in the industrial area, and off-street parking be provided at the Cavanbah Centre;
- Disabled access be provided by vehicle drop-off at the designated drop-off zone;
- Parking at the Cavanbah Centre to be controlled by event parking marshalls;
- Shuttle Bus and taxi set down and pick up of patrons is to occur in Centennial Circuit;
- Temporary signage to be erected as shown in the Traffic Control Plan to assist traffic flows.
- Event traffic marshalls and traffic controllers to be provided to assist in controlling the site drop-off point and queueing of pedestrians;
- Provision of temporary traffic barriers in accordance with hostile vehicle mitigation guidelines;
- Traffic and parking monitoring be undertaken during the event by a suitably qualified civil engineer to evaluate the traffic performance of the event.

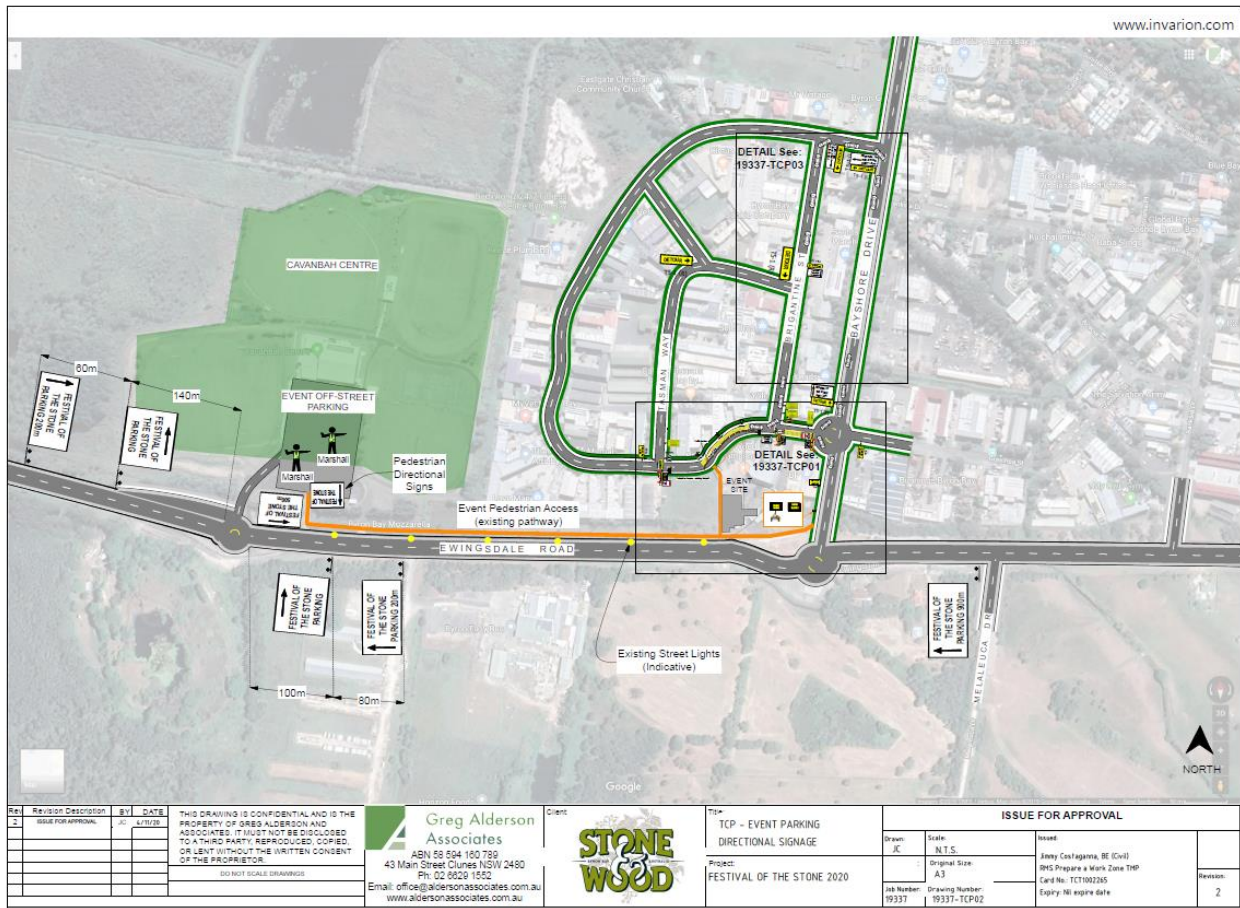
The TCP propose regulatory signage and road closures requiring Local Traffic Committee approval as indicated in the attachment and following images.

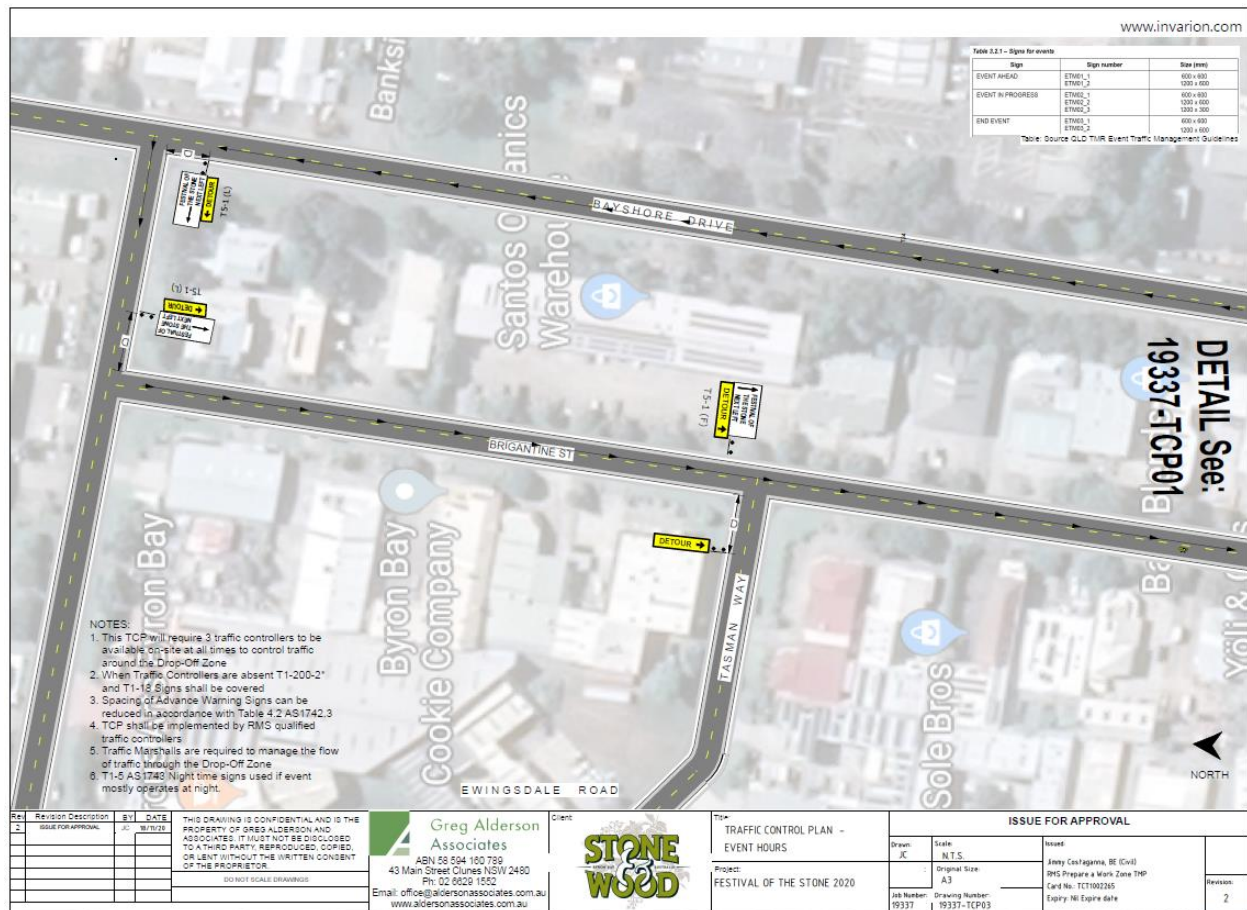
BYRON SHIRE COUNCIL

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Committee Comments

Shanahan: No Issues from Transport.

Police: No issues from last year. Last year's concerns about traffic queuing onto Ewingsdale Rd did not eventuate.

Management Comments

No management comments.

Committee Recommendation:

That Council approve the Traffic Management Plan and Traffic Control Plan for the 2021 Festival of the Stone in Attachment 1 (E2021/50419).

(Cameron/Davis)

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

Nil voted against the motion..

Summary

The Local Traffic Committee considered a report on this event on the 16 February 2021 meeting and adopted staff recommendations, with an additional requirement of VMS board. LTC minutes were adopted by Council at the 25 March 2021 meeting. (Res **21-091**)

This report is being presented to the committee as the event date has changed from Saturday 8 May to Sunday 9 May 2021. This matter is also being reported to the 22 April 2021 Council meeting as the minutes of the committee will not be ratified by Council on time for the event to take place. There are no other changes to the event as previously considered.

A copy of the report that was presented to the 16 February 2021 meeting is replicated below with date change to the Sunday 9 May 2021.

Copy of report to 16 February meeting with dates changed:

Council has received an event application for the 2021 Byron Bay Triathlon to be held on Sunday 9 May 2021. The course used by the swim, run and cycling legs are the same as previous years. The event organisers are seeking support for the proposed road closures.

1,375 participants are expected as part of the event.

It is noted the following the 2019 event concerns were raised with extent and duration of road closures created by this event. Byron Bay continues to grow as a town, which is resulting in more traffic on the roads, therefore the impacts of this event will be greater each year. Discussions were held at this time; however, a solution for the traffic impacts was not forthcoming.

The Byron Bay Bypass is proposed to open in February 2021. The potential impact of the new bypass on the proposed road closures and circuits is unknown. Therefore, it is recommended that the proposed event be approved. However, should further complaint be received post the 2021 event, the event organisers will be advised they need to investigate an alternate route or less road closures for future events.

2021 Event Course

The run leg of the triathlon will require traffic control within Lawson Street. Refer to Figure 1 for the Run leg.

The cycle leg will require significant traffic control. Refer to Figure 2 for a map of the cycle leg.

The Middleton Street car park will be closed and used as a Transition zone, as per previous years.

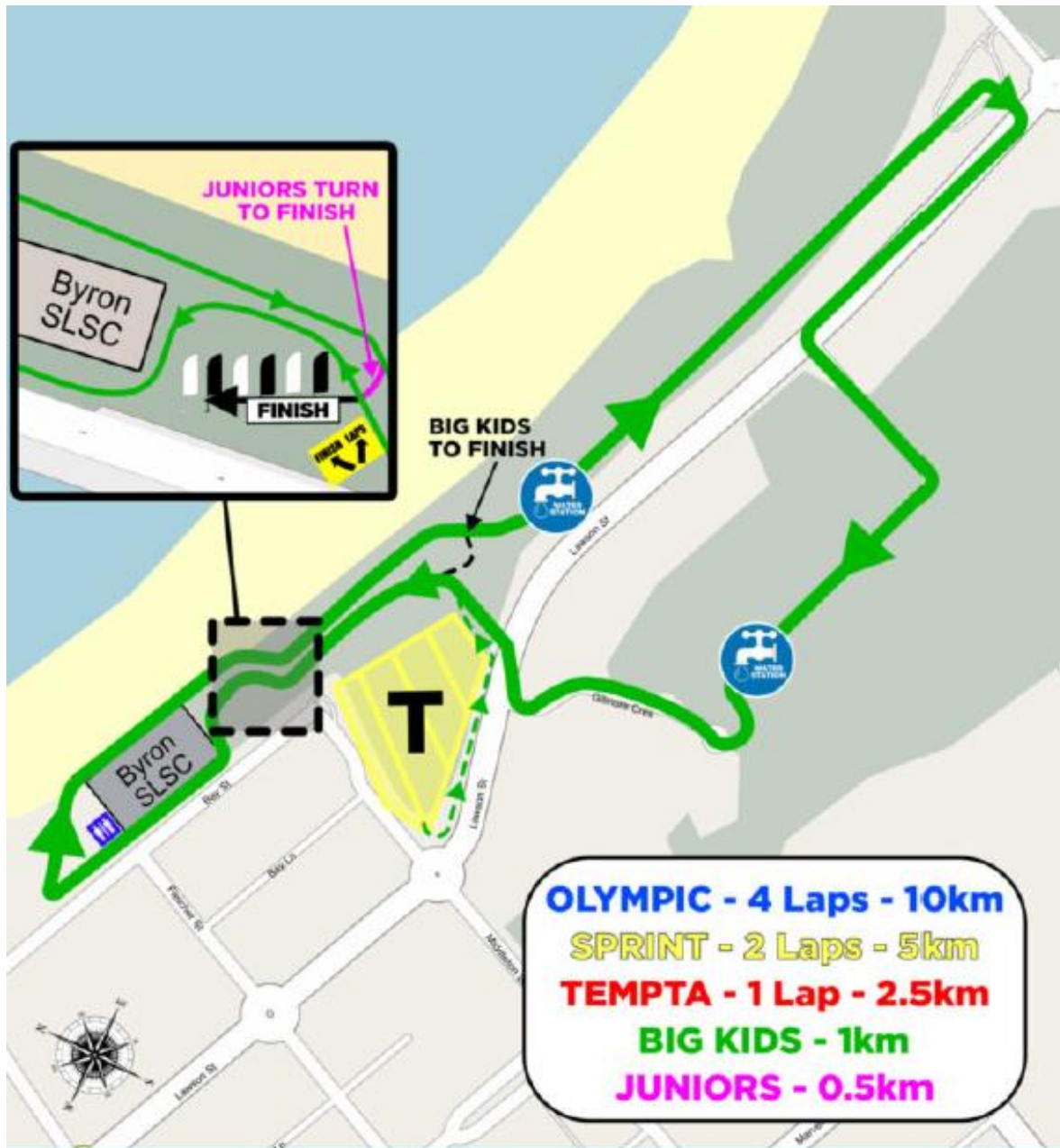


Figure 1 – Run leg



Figure 2 – Cycle leg

Proposed Road Closures

The proposed road closures and the time of the closures are shown in the table below. These details are taken from the following weblink listed in the submitted Community & Transit Management Plan:

<https://www.google.com/maps/d/viewer?mid=1rd14qlsxDXUiP8pBzyrSYqJThzPk3Kzy&z=16>.

It is noted in the table provided in the application, the proponents proposed that Bay Street is to be closed between the surf club and Fletcher St. This would prevent the use of Main Beach Car Park and Lawson St North car parks as there would be no exit route. It is considered the closure of Bay Street between the surf club and Fletcher St is a typographic error and should be that Bay St is closed between Fletcher St and Middleton

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Street, with access to the Main Beach Car Park not closed. The table below, from the application, has been modified to reflect that change which has also been included in the recommendations.

| ROAD | CLOSED BETWEEN | START TIME | END TIME |
|-----------------------|----------------------------------------------------------|-------------------|-------------------|
| Bay St | Fletcher St – Middleton St (both ways) | 9 May 2021, 05.00 | 9 May 2021, 17.00 |
| Middleton St | Bay St – Marvell St (both ways) | 9 May 2021, 05.00 | 9 May 2021, 15.00 |
| Lawson St | Fletcher St – Massinger St (both ways) | 9 May 2021, 05.00 | 9 May 2021, 17.00 |
| Marvell St | Middleton St – Tennyson St (both ways) | 9 May 2021, 10.30 | 9 May 2021, 15.00 |
| Tennyson St | Marvell St – Browning St (both ways) | 9 May 2021, 10.30 | 9 May 2021, 15.00 |
| Bangalow Rd | Browning St – Old Bangalow Rd (both ways) | 9 May 2021, 11.30 | 9 May 2021, 15.00 |
| Broken Head Rd | Old Bangalow Rd – Beech St, north roundabout (both ways) | 9 May 2021, 11.30 | 9 May 2021, 15.00 |

To summarise the table above, the following roads are proposed to be closed from 5am to 5pm:

- Bay St - from Fletcher St to Middleton St
- Lawson St - Fletcher St to Massinger St

The following requirements have been included in the recommendation:

- Access from main beach car park to Fletcher St to be unrestricted at all times
- Access to Lawson St between Fletcher St and Middleton St to be permitted at all times.

The following roads are proposed to be closed from 10.30 – 3.00pm:

- Middleton St - from Lawson St to Marvel St
- Marvel St - from Middleton St to Tennyson St
- Tennyson St - from Marvell St to Browning

The following roads are proposed to be closed from 11.30 – 3.00pm:

- Bangalow Rd - from Browning St to Broken Head Rd
- Broken Head Rd - from Bangalow Rd to 166 Broken Head Rd

Traffic Control

It is proposed to manage traffic during the above road closures through the implementation of Traffic Control Plans and the support of police from the Tweed-Byron District.

The police at the previous meetings indicated their support for the proposed closures as they were based on the 2019 plan and had been agreed upon in consultation with the event organisers.

Committee Comments

Shanahan (via email) : No issues with Item 6.4 but remove references to RMS.

Police: Police have been notified. No issues from Police

Cameron: Is the date the only change?

Pearce: Yes.

Management Comments

No management comments.

Committee Recommendation:

1. That Council endorse the Traffic Management and Traffic Control Plans for the Byron Bay Triathlon to be held on Sunday 9th May 2021, which includes the following temporary road closures below:

| CLOSED STREETS | BETWEEN | TIMES |
|----------------|---------------------------------------------------------------------|-------------|
| Bay St | Fletcher St to Middleton St (both directions) | 5am-5pm |
| Middleton St | Bay St to Marvel St (both directions) | 5am-3pm |
| Lawson St | Middleton St to Massinger St (both directions) | 5am-5pm |
| Marvell St | Middleton St to Tennyson St (both directions) | 10.30am-3pm |
| Tennyson St | Marvell St to Browning St (both directions) | 10.30-3pm |
| Bangalow Rd | Browning St to Old Bangalow Rd (both directions) | 11.30am-3pm |
| Broken Head Rd | Old Bangalow Rd to BP Service Station Beech Drive (both directions) | 11.30am-3pm |

2. That the approval provided in Part 1 and Part 2 is subject to:

- a) separate approvals by NSW Police and TfNSW being obtained;
- b) the event organiser provide council with an updated Traffic Management Plan and Traffic Control Plan for the 2021 event, if required by the Police and TfNSW;
- c) development and implementation of a Traffic Management Plan and Traffic Control Plan(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 VMS boards 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;**
- f) Access from main beach car park to Fletcher St is to be unrestricted at all times.**
- g) Access to Lawson St between Fletcher St and Middleton St to be permitted at all times.**

3. That the event organisers:

- a) inform the community and businesses that are directly impacted (eg 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;**
 - paying Council's Road Event Application Fee prior to the event.**

(Cameron/Davis)

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

Nil voted against the motion.

There being no further business the meeting concluded at 12:00pm.