

Minutes of Meeting

Extraordinary Local Traffic Committee Meeting

Venue	Zoom
Date	Wednesday, 30 November 2022
Time	1:00pm



BYRON
SHIRE
COUNCIL

BYRON SHIRE COUNCIL

EXTRAORDINARY LOCAL TRAFFIC COMMITTEE MEETING MINUTES
2022

30 NOVEMBER

MINUTES OF THE EXTRAORDINARY LOCAL TRAFFIC COMMITTEE MEETING HELD ON WEDNESDAY, 30 NOVEMBER 2022

File No: I2022/1779

MEETING COMMENCED: 1.02pm

PRESENT:

Councillor: Michael Lyon

Transport for NSW: Alexie Miller

NSW Police: Detective Chief Inspector Matt Kehoe

Siobhan Foley on behalf of Tamara Smith MP

Staff: Judd Cornwall (Traffic Engineer), James Flockton (Coordinator Infrastructure Planning), Shelley Flower (Minute Taker).

APOLOGIES:

None.

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 15 November 2022 be confirmed.

(Kehoe/Miller)

The recommendation was put to the vote and declared carried.

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MATTERS ARISING

None.

OUTSTANDING ISSUES/RESOLUTIONS

None.

REGULATORY MATTERS

Report No. 6.1 **Tincogan Street/Dalley Street Reprioritisation (including zebra pedestrian crossing facility)**

File No: I2022/1735

The purpose of this report is to gain endorsement for the provision of a pedestrian crossing at the Tincogan / Dalley Street intersection, Mullumbimby.

This intersection was endorsed by LTC on 15 November 2022, however it did not include a zebra crossing at the refuge shown in the previous LTC report (Attachment 1, I2022/1632).

Existing situation

Tincogan Street does not function as an arterial road as defined by Austroads glossary:

- Arterial road (rural) - A general term for the main road carrying mostly long-distance traffic, as distinct from a local road.
- Arterial road (urban) – A general term for a main traffic route, but specifically referring to certain streets so designated in a local authority's district scheme.

Byron Shire Council's road hierarchy identifies Tincogan Street as a collector road (carrying a residential function but also higher volumes of traffic from lower order streets). Based on the road function and the 85th percentile speeds on Tincogan Street, the proposed crossing will meet the requirements set out in AS1742.1 and in Austroads Guide to Road Design, part 4.

Table 1: Tincogan Street, Traffic Survey Data Summary (speed)

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Hour Start	Total Vehicles	Average Speed	85th percentile	Modal Speed	Minimum Speed	Maximum Speed	Standard Deviation
00:00	4	32.9	35.2	33	22.1	54.7	3.2
01:00	5	32.3	34.0	31	20.3	48.8	2.3
02:00	4	35.1	38.0	35	25.6	47.3	3.6
03:00	3	32.7	34.5	31	18.5	43.3	2.0
04:00	9	32.4	35.4	32	19.7	59.6	3.8
05:00	35	30.9	36.0	30	14.0	69.3	5.5
06:00	113	29.2	34.4	29	9.3	62.3	5.6
07:00	230	27.4	32.7	28	6.0	66.8	6.4
08:00	386	26.7	32.3	28	3.4	71.8	6.9
09:00	409	26.4	32.1	27	4.1	71.7	6.8
10:00	397	25.6	31.4	26	3.3	73.9	6.9
11:00	395	25.5	31.3	26	4.4	75.6	6.9
12:00	397	25.7	31.5	27	5.2	69.0	6.7
13:00	376	26.8	32.6	28	4.9	67.6	6.7
14:00	391	26.8	32.6	28	3.7	65.3	6.6
15:00	462	27.1	32.8	28	3.2	82.0	6.6
16:00	434	27.7	33.3	28	4.5	67.7	6.4
17:00	389	28.8	34.6	29	6.3	62.7	6.4
18:00	227	30.4	36.1	30	8.2	60.7	6.1
19:00	127	31.3	37.0	31	12.8	55.5	5.8
20:00	82	32.1	37.4	31	16.4	59.2	5.8
21:00	62	32.9	37.9	32	18.1	56.2	5.6
22:00	29	33.5	38.8	33	18.7	48.9	6.0
23:00	10	32.3	37.7	31	8.4	62.5	6.0
Summary	4976	29.7	34.6	30	3.2	82.0	5.6

Table 2: Tincogan Street, traffic survey data (pedestrian and vehicle volumes)

Hor Ending	Ped. Volume	Veh. Volume	Product	Year 8		
				Ped	Veh	Product
9:00:00 AM	68	606	41208	86	768	66127
4:30:00 PM	73	524	38252	92	664	61383
5:30:00 PM	52	500	26000	66	633	41722

Pedestrians that are crossing Tincogan Street at the proposed crossing location are doing so with extreme difficulty. It is also recognised that a significant number of these users are aged or accessibility impaired and have brought the need for a zebra crossing to Council and gained support for the installation.

The Shire's Place and Planning strategy for the Mullumbimby town centre is to promote Burringbar Street as a high pedestrian activity centre. The proposed crossing will provide more equitable opportunity for vulnerable members of the community to access the town centre.



Figure 1: Tincogan St road user with seeing eye dog

Committee Comments

TfNSW: TfNSW met with Byron Shire Council staff on 29 November to discuss this design in detail and are happy with the layout.

Management Comments

None.

Committee Recommendation:

That the Local Traffic Committee support the installation of the zebra (pedestrian) crossing shown in Attachment 2 (E2022/117476).

(Lyon/Kehoe)

The recommendation was put to the vote and declared carried.

Report No. 6.2 **Belongil Parking Scheme Review - New parking limits**
File No: I2022/1537

Council completed a parking scheme review for Belongil Beach on Childe, Border and Kendall Streets, and Council supported the recommendations when they were reported to Council on 25 Nov 2021 under resolution number 21-562.

Subsequently, Council's Infrastructure Advisory Committee endorsed the proposed works in report no 4.4 on 7 Oct 2022. This was also adopted by Council on 27 October 2022 under resolution number 22-594.

The drawing attached shows the proposed regulatory signage, line marking and pedestrian crossing for Childe, Border and Kendall Streets that are a result of the above resolutions. Upon Local Traffic Committee support and Council endorsement these changes will be put in place.

Committee Comments

TfNSW: TfNSW met with Byron Shire Council staff on 29 November to discuss this design in detail and are happy with the layout.

Management Comments

None.

Committee Recommendation:

That the Local Traffic Committee supports proposed regulatory items for Belongil Beach on Childe, Border and Kendall Streets as shown in Attachment 1 (E2022/117545).

(Kehoe/Miller)

The recommendation was put to the vote and declared carried.

There being no further business the meeting concluded at 1.34pm.