

BROKEN HEAD RESERVE ROAD RESIDENTS

Byron Shire Council

General Manager, Mayor and Councillors

February 15, 2021

Re: Broken Head Reserve Road submission on parking consultation

Thank you for the opportunity to comment on the future management of Broken Head Reserve Road.

As Council is aware we jointly submitted a letter in January 2018 raising concerns about our road, primarily safety issues for both residents and visitors.

Some residents have been engaged with council throughout this period in relation to general Broken Head road and traffic issues and recently more specifically regarding our road.

We appreciate that this consultation represents progress on delivering outcomes but are concerned our priority issues remain unaddressed in the current process - namely the safety issues including a reduction of the speed limit and road maintenance and upgrade, including drainage.

In August 2018 Council resolved on the establishment of a working group for our road and village to develop a Locality Plan. Unfortunately that outcome didn't progress but there has been meetings between council staff and two of our representatives, David Fligelman and Luke McConell, over the last year to discuss key issues.

We hope some of the key points that have been raised in those meetings will be progressed in the near future and we also include previous comments on drawings in Attachment 1.

Parking issues

1. **Option 1 - Reverse in 45-degree parking** configuration is preferred to:
 - a. Provide orderly and consistent traffic movements. With 90-degree parking, some will drive in forward, some will reverse in, creating unpredictability.
 - b. Reduce the likelihood of people crossing both lanes of traffic while entering or exiting parking spaces.
 - c. Maximise safety by having cars enter traffic in a forward direction.
 - d. Ensure people accessing the back of their cars (for surfboards etc.) do so out of the flow of traffic.
 - e. Consistency of movement with the parallel parking to the west in Broken Head Reserve Road (i.e. reverse in parking, forward exit for all parks in the precinct).
2. BHRR residents do not have any issue with "possible" parallel parking on the northern side of the road immediately to the east of the junction with Taylors Lake Road. However,
 - a. This will only be acceptable in combination with safe pedestrian access throughout, and,

- b. Suitable environmental protection (loss of ground cover due to parking in this area has caused significant erosion and silt flows to the wetland).

See comment below, point 11 regarding the urgent need for additional NO Parking signs on the southern side of the road to improve safety.

Traffic Management – U Turn and Roundabout locations

3. In line with the 45-degree parking, multiple specific locations for U-turns need to be provided to enable motorists to exit Broken Head Reserve Road without having to drive further to the east than is necessary. This is also critical to minimise congestion and provide orderly traffic flow – particularly on peak days where traffic ends up queued. To achieve this, specific U-turn locations should be provided and marked at:
 - a. The wider road section between numbers 128 and 132 Broken Head Reserve Road (immediately to the east of the parallel parking bays), and,
 - b. The junction of SMBR and BHRR (as a roundabout or painted roundabout).

Traffic Calming

4. Robust traffic calming and speed control is essential. Multiple elevated "platform" speed humps (see Beech Crescent in Suffolk as an example) or tight chicanes will be required but we request consultation on this issue and would be contingent on a speed reduction.

Speed reduction

5. A reduction in speed limit to 30 km/h (or less) is preferred by residents, noting that after the intersection with Seven Mile Beach Road it becomes a 10km shared zone. There is increased visitor parking on the northern side up to Taylors Lake Road particularly due to the loss of southern side parking in the village and justifies a lower speed for safety.

Roadside treatments

6. Treated pine bollards are not considered suitable or acceptable to local residents. Superior alternatives exist (See Attachment 1, comment 2). The preference of residents is a design concept that enhances the visual and safety experience and is in line with a more natural aesthetic.

We note that there are a number of weed species trees e.g. umbrella trees in the road reserve that should be removed immediately

7. There's also the need to consider the longer term road management issues that may require a design review due to a potential realignment of the road to the south that would eliminate random parking potential and the need for the bollards.
8. Materials for pedestrian/cycle walkway on the northern side of the BHRR need to:
 - a. Fit with the natural attributes of the area (i.e. minimal "engineered" aesthetic).
 - b. Not import materials to run off to the adjacent forest or wetland (incl. gravel or blue metal).
 - c. Be suitable and comfortable to walk on in bare feet (given usage for beach access).

Drainage and maintenance

9. It's disappointing that there hasn't been progress on the road upgrade, particularly as the drainage issues are a key contributor to the ongoing pothole problems. We request that council, as a matter of urgency, consider the opportunity to do the road upgrade works during the low tourism period of Winter so that there is greater efficiency and better outcomes for the new management of the area (in coordination with the pedestrian access and traffic calming works). The council meeting agenda dated 27 August 2020 identified that there is \$240,000 from the Tourism Infrastructure grant funds available to repair existing road pavement and parking areas.

We would appreciate clarification regarding the allocation of those funds and what specific works will be undertaken or considered.

Works Strategy

10. The planning for future works needs to include a clear strategy (and works as required) for the area to the east of the junction between Broken Head Reserve Road and Taylors Lake Road. In the absence of this, the safety, amenity and environmental impacts currently being experienced in BHRR will simply shift further to the east and continue.

Signage and entry presentation

11. The ecological importance and the popularity of the area require signage that addresses the values and the need to inform visitors of the importance of the area and the need for caution and respect. This entrance signage needs to be done in consultation with the residents and Arakwal people.

Request for urgent signage prior to implementation of new parking

12. There is a need for the immediate placement of No Parking signs on the southern side of the road to the west of 124 BHRR to past Taylors Lake Road to avoid risk issues. The parking on both sides of the road creates a dangerous situation with people exiting and accessing vehicles and also for pedestrians, especially with some vehicles at high speeds heading down the hill and creating risk with traffic heading west.

We believe this is an immediate priority and could be done prior to the other works as only four signs are required and of course when the works are finalised the signs could be used elsewhere.

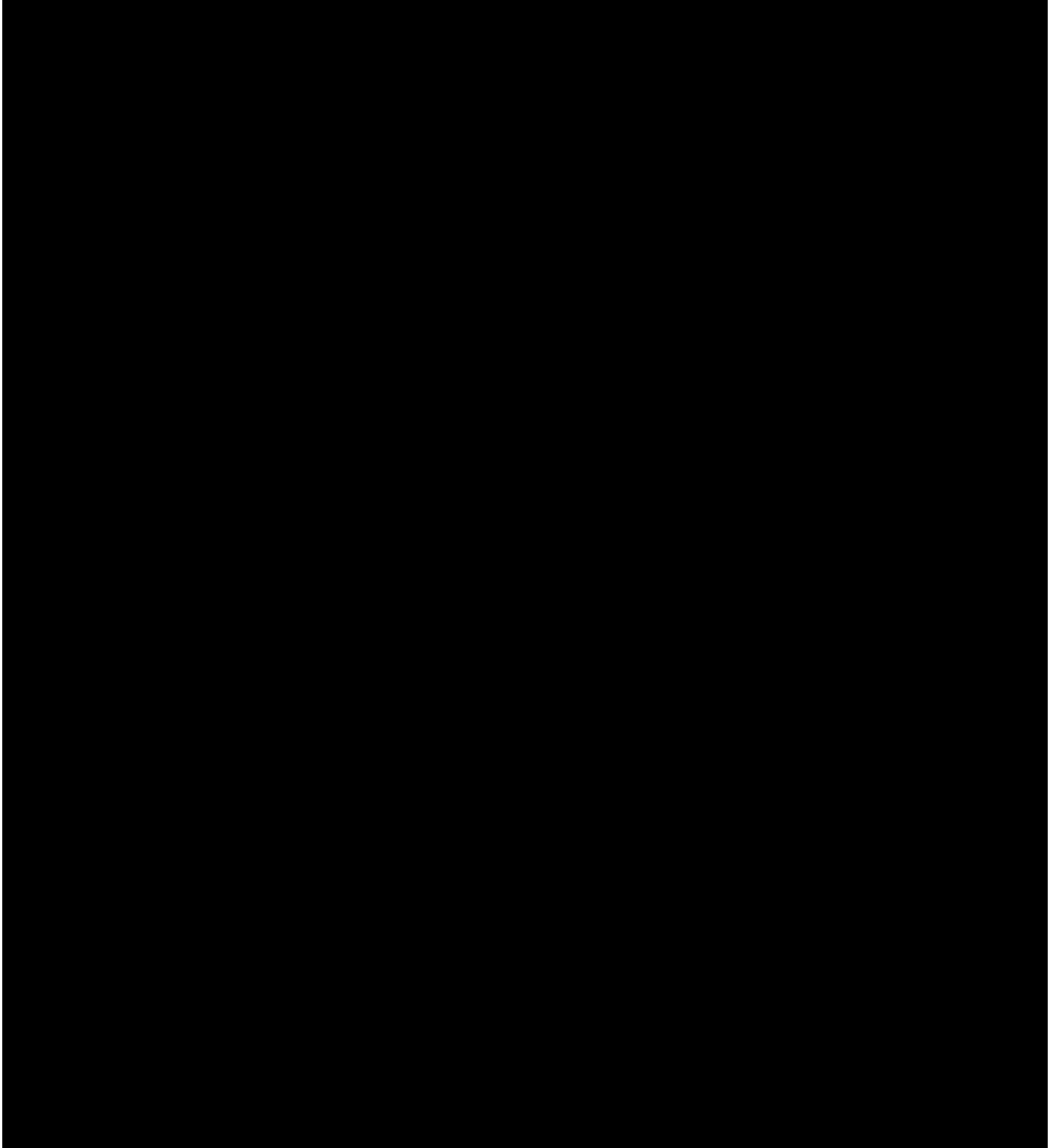
Resident permits

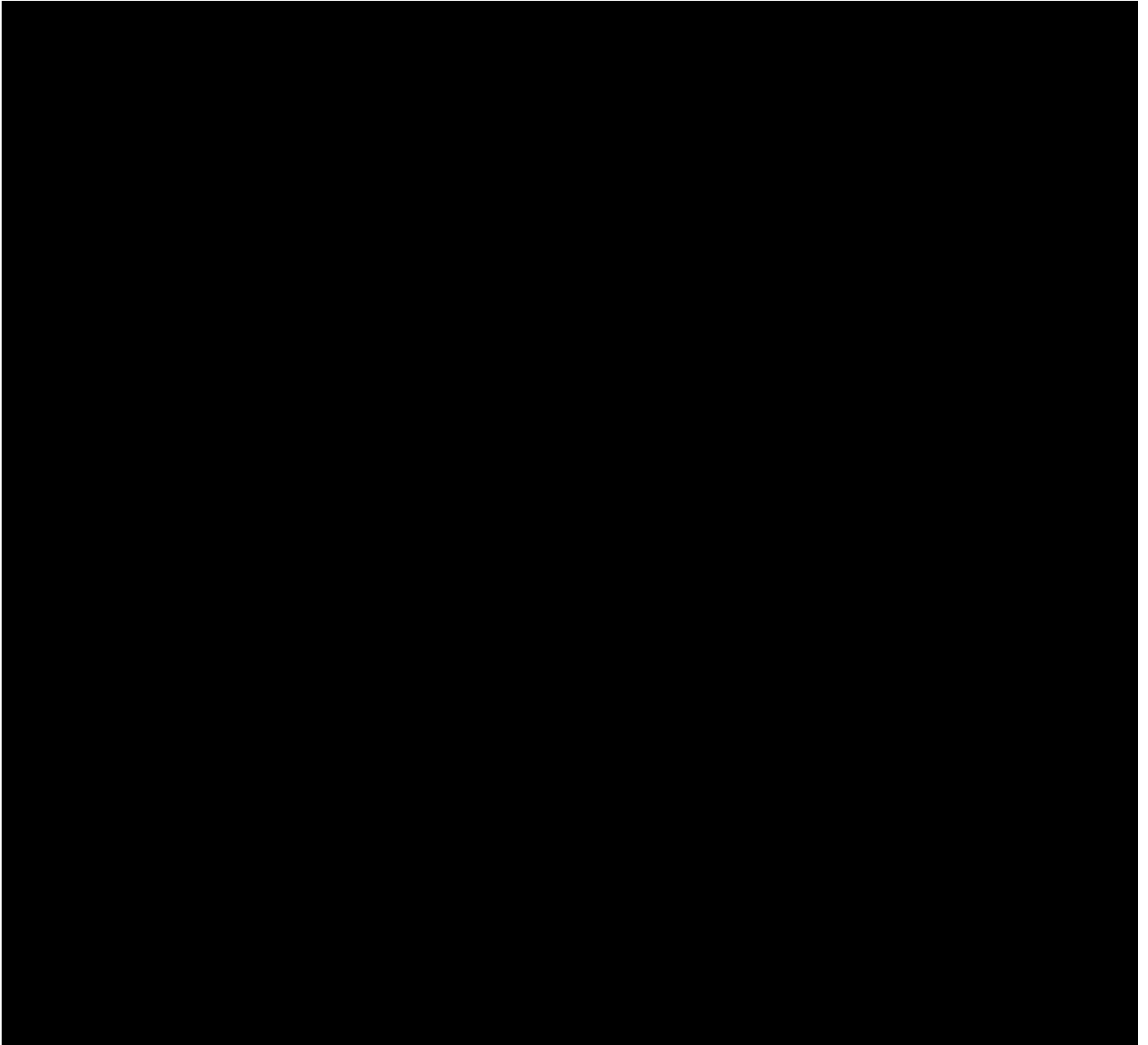
13. Should paid parking be implemented, residents would need a method to enable visitors to their homes to park their vehicles without time-limit. Given the steepness of the driveways for residents on the southern side of Broken Head Reserve Road, it's not possible to accommodate the vehicles of residents' visitors on the blocks.

As residents we are willing to continue engaging with council to achieve the best possible outcomes for our home and much-loved visitor destination. We are able to provide research and ideas to assist council in delivering on the management of this important area.

Yours sincerely,

Broken Head Reserve Road Homeowners and Residents





Attachment 1:

Broken Head Reserve Road Residents Review Comments on Broken Head Reserve Road and Village Improvements - Drawing Set 2772, Concept Design, Revision A, November 2020 (December 7, 2020)

ATTACHMENT 1 to Broken Head Reserve Road residents submission – February 2021

Broken Head Reserve Road and Village Improvements - Drawing Set 2772, Concept Design, Revision A, November 2020

Broken Head Reserve Road Residents Review Comments (see also marked-up drawing set)

December 7, 2020

Comment Number	Drawing	Title	Revision	Item	Broken Head Reserve Road Resident Comment
1	2772-CP01	Stage 1 Concept Key Plan	A	3 stages rather than 1	It seems wasteful to undertake these works in three stages (including putting in bollards and then pulling them out, putting in a gravel path then removing it). It would be more efficient to undertake the works in a single stage , including the widening the road to the east (where required to accommodate parking), installation of the walk way and parking with meters to generate income for Council.
2	2772-CP01	Stage 1 Concept Key Plan	A	Bollard materials and design	While works are certainly required to ensure parking is limited to designated areas, the use of timber bollards similar to the existing treated pine bollards in the National Park is not considered suitable by local residents due their poor visual impact, cost and toxicity. The installation of bollards at Stage 1 which are then removed at Stages 2 and 3 also seems inefficient on a cost basis. They also look terrible after a few years. Alternatives (or combinations of alternatives) should be considered. Possible alternatives include: - For Stage 1, consider a temporary system so the design can be modified to suit as usage patterns become clear. - For permanent elements, include square hardwood or recovered timber or polymer bollards, low level bollards, rocks, or other lower visual impact forms, low timber garden beds, ropes or timber rails, smaller steel items. Integration of these items into the landscape / works should be the goal is a key interest to residents in the design.
3	2772-CP01	Stage 1 Concept Key Plan	A	Drainage	There will be need to be close attention to road and drain engineering. Without it, these works will be damaged and their functionality lost in the rains we get (as seen elsewhere). Lots of water travels down the road and along, and local flooding is a current issue after heavy rain. The flooding of January 2020 is a particular case in point, and resulted in substantial damage at the low points in the roadway and existing drainage (which failed to cope). Substantial additional drainage works will be required on both sides of the existing road (and additionally to get the water away as required) to eliminate the flooding and to protect the road and parking works. Careful

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					consideration of this will be required to enable this project to be a success. In line with the needs of the area (and modern design practice), the design will need to centre on WSUD rather than concrete works.
4	2772-CP01	Stage 1 Concept Key Plan	A	Elevated speed humps in place of	Installing elevated "platform" speed humps (see Beech Crescent in Suffolk as an example) in place of trial of rumble strips should be considered. Chicanes as per the Tweed or Sunshine Coast beachside designs may also be a superior outcome for this area.
5	2772-CP02	Stage 1 (Concept) Site Plan	A	Reduced parking spaces	<p>As discussed at length previously, it is important to note that BHRR residents have not expressed concerns with parking occurring on the northern side of the road in this area (as became common during the covid shutdown). However, the way this parking is currently occurring is:</p> <ul style="list-style-type: none"> - Manifestly unsafe (with vehicles approaching the area at excessive speed, pedestrians (including kids) being forced to walk on the road in close proximity to moving vehicles, and, during peak periods, very restricted access for residents moving to/from their homes, and the area becoming slippery with mud). - Damaging the environment (with loss of ground cover resulting in sediment loss to the highly sensitive environment adjacent to the area). <p>To this end, retention of parking in this area will only be acceptable if the works resolve these issues with marked parking spaces and a dedicated pedestrian or pedestrian/cycle shared path (as proposed for Stage 3 on the drawings).</p> <p>It is critical that the community be consulted on the reduced number of parking spaces at Stages 1 and 2 - noting that the loss of parking spaces in this area at Stage 1 is not a goal of the traffic/parking management, but proposed as a part of reducing cost and scope of works in Stages 1 and 2.</p>

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6	2772-CP02	Stage 1 (Concept) Site Plan	A	Gravel path	<p>The use of gravel path on the northern side of the road needs to be carefully considered and designed, with key issues including:</p> <ul style="list-style-type: none"> - potentially poor fit to the attributes of the area, resulting in a more "engineered" outcome (compared to, for example, a timber finish or walkway from suitable local materials) - loss of material to the adjacent forest resulting in degradation. Retention of any gravel will be critical (through both normal use and wet weather); - silt loads and nitrogen in the run off (which is particularly an issue for blue metal), causing environmental impacts the wetland/Taylors Lake receiving run-off from the area. <p>Additionally, the design should make this path comfortable to walk on in bare feet (as its primary use will be people transiting to/from the beach). Gravel, unless specifically selected and designed in, will not be consistent with this application. Suggestions include a wooden edge to the north, and then a soft path (e.g. native grasses / sand).</p> <p>This is a critical feature of the design, and the residents and community should be consulted on this aspect.</p>
7	2772-CP02	Stage 1 (Concept) Site Plan	A	East of BHRR / Taylors Lake Road Junction	<p>The area to the east of the junction between Broken Head Reserve Road and Taylors Lake Road will come under additional pressure for car parking - both under the Stage 1-2 plan, and generally. The planning needs to include a clear strategy (and works as required) to manage this. In the absence of this, the safety, amenity and environmental impacts currently being experienced will simply shift further to the east and continue.</p> <p>As discussed previously, BHRR residents would be happy to assist in managing this area through a local landcare group or similar. However, a clear plan and Council support will be required.</p>
8	2772-CP02 2772-CP03	Stage 1 (Concept) Site Plan	A	Southern side of BHRR	<p>Unless BHRR is re-aligned to the south (with appropriate drainage works), some additional barriers (of some form) will likely be required on the southern side of BHRR in this area to prevent illegal parking and its associated impacts. This will also create more space for parking / pedestrian path on the northern side.</p>
9	2772-CP02	Stage 1 (Concept) Site Plan	A	Reduction of speed limit to 40 km/h (or less)	<p>It is understood that a reduction to 30 km/h speed is under consideration. Local residents have expressed strong support for such a reduction, and would be even more supportive of a 30km/h zone meeting a 10 km/h "shared</p>

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					zone" within the village area as applied in other beachside precincts.
10	2772-CP03	Stage 1 (Concept) Site Plan	A	Existing accessway	Local residents understand that there is an emergency access into pavilions that runs parallel along side the driveway shown. It's on Pavilions survey plans but it's a bit unclear what exactly it's use is, but it is thought to be a firetrail but it isn't marked as such on surveys. There is a gate to it onto Reserve Rd and another internal access gate to it. The design will need to accommodate this access as appropriate.
11	2772-CP03	Stage 1 (Concept) Site Plan	A	Additional traffic calming	Even with the current potholes, current observations of traffic in the village make it clear that additional traffic calming (chicanes and/or speed humps) will be required within the village (not just at the entry from the east) - likely at two additional locations to be effective. Large (platform) speed humps or tight chicanes (rather than short/low speed humps) will be needed.
12	2772-CP03	Stage 1 (Concept) Site Plan	A	Road realignment to create space for path / parking.	BHRR should be re-aligned to the south (with appropriate drainage works) in this area as well to create more space for parking / pedestrian path on the northern side.
13	2772-CP04	Stage 1 (Concept) Site Plan	A	Parking opposite 140 / 142 BHRR	Re-marking of existing parking will be required in front of Pavilions. Note too that disabled parking will be required .
14	2772-CP04	Stage 1 (Concept) Site Plan	A	Obstruction of new gravel path by cars at Stage 1	Detailed design will need to ensure that cars parking in these areas do not obstruct or enter new path, or access to beach paths.
15	2772-CP04	Stage 1 (Concept) Site Plan	A	Existing parking within National Parks controlled area	The area of existing parking on the bottom right of this drawing may be National Parks (i.e. not in the scope of this project, or subject to consultation with NPWS).
16	2772-CP04	Stage 1 (Concept) Site Plan	A	Painted roundabout	Frequent u-turns which occur at this location are not ideal. Why not paint a "faux" roundabout at the BHRR/SMBR junction (at say, 1.5m diameter) to guide drivers?
17	2772-CP05	Stage 1 (Concept) Site Plan	A	Underground power	Underground power would be a large improvement on the visual appearance of the village, and free up the design for the parking and pedestrian/vehicle flows. It is requested that this be considered by Council (in consultation with Essential Energy of course), as this may be the optimum opportunity to get the utilities underground.

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18	2772-CP05	Stage 1 (Concept) Site Plan	A	Landscaping	Residents are keenly interested in the landscaping design to be developed, and will be seeking close consultation with council on the detail.
19	2772-CP05	Stage 1 (Concept) Site Plan	A		See comments on previous drawings
20	2772-CP06	Stage 1 (Concept) Site Plan	A	Bus zone in front of Pavilions.	The area in front of Pavilions gate was understood to be a bus pick up and drop off zone defined as part of the conditions of approval for the functions at Pavilions #6. Please check if this (and other approvals) have implications, and then accommodate in the design as required.
21	2772-CP06	Stage 1 (Concept) Site Plan	A	Reverse in parking.	Reverse in parking preferred due to ability to allow beach users to get items out of the back of their vehicles without standing on the roadway. In contrast to 90 degree parking, it will keep all cars facing the one way (improving safety). Practicality in available road width to be considered.
22	2772-CP07	Stage 1 (Concept) Site Plan	A		See comments on previous drawings
23	2772-CP08	Stage 1 (Concept) Site Plan	A		See comments on previous drawings
24	2772-CP09	Stage 1 (Concept) Site Plan	A		See comments on previous drawings
25	2772-CP10	Stage 1 (Concept) Site Plan	A		See comments on previous drawings