

## Shoalhaven Temporary Traffic Control Review

In January 2019 Shoalhaven Council introduced traffic control measures to regulate the number of cars accessing Hyams Beach. Byron Shire Council Staff contacted the Shoalhaven staff responsible for implementing the system to understand what they did. The following is a review on what Shoalhaven Council did and which aspects of their approach may be relevant to Byron Shire Council.



Hyams beach village area has approximately 110 residents, 400 car spaces and experiences up to 5000 car movements per day when conditions are good over summer. Typically the AM period is the worst with these AM peak periods frequently causing grid lock within the village as hundreds of cars circulate, competing for spaces. Hence, the problem is a traffic management problem resulting from cars circulating for car parks.

To manage this traffic congestion the Council adopted temporary traffic controllers during peak summer periods. Alternative options are introducing pay parking and increasing parking supply. Introducing pay parking is currently not on the radar but is being considered as a longer term option. As a shorter term measure Council is investigating expanding parking supply to approximately 500 spaces, if possible.

### Shoalhaven Council Traffic Control

As an immediate solution Shoalhaven Council introduced temporary traffic control at the entrance to Booderee Ave to control traffic flow into Hyams Beach village. The following is a dot point summary of how they manage conditions through traffic control:

- A roundabout formed from rubble bars has been installed at the entrance to Booderee Ave. Rumble bars are shown in the image below:



- Three (3) traffic controllers are stationed at the roundabout to prevent and regulate traffic entering Booderee Ave.
- Two (2) Council staff patrol the village area. Once the parking is at 80% occupancy they contact the TC's to block entry to Booderee Ave.
- This provides time for the remaining cars circulating for spaces in the village to park and the staff can then take stock of the situation.
- The staff then monitors the occupancy and traffic rates.
- When they deem it appropriate and sufficient cars have left the village area they contact the TC's to allow additional cars in.
- VMS boards are set up on the approaches to the village warning of the traffic condition conditions. Council is able to change the message on the go to respond to the changing situation.
- Once conditions ease off in the afternoon the TC's and staff leave. The time at which they leave varies each day depending on the traffic demand.
- TC's and staff have been known to do 12 hour shifts and work for 14 days straight. Frequently the situation has calmed down by 2pm and the TC's and staff can leave.

These measures have been introduced to manage the risk associated with grid locked traffic in the village streets and the inability for residents to get in/out.

### Byron Bay Context

While there are several aspects of Shoalhaven's approach that could be adopted within the Broken Head Reserve area during peak periods there are some key differences to keep in mind, namely:

#### *Traffic Volumes*

Where Shoalhaven receive up to 5000 movements per day during peak periods into an area with 110 residents Seven Mile Beach Road receives an average of 400 car movements per day during summer, with one peak day of 1200 car movements.

#### *Planned Works*

Shoalhaven Council does not have any plans to manage the traffic other than temporary traffic control during peak periods. They do not have plans underway to introduce pay parking and they have medium term plans to increase parking supply to approximately 500 spaces. As a result, they must control the existing situation through temporary traffic control measures. It is considered this is not a long term sustainable option.

In comparison, BSC is actively working towards sealing and installing bollards around the car parking areas, introducing pay parking in combination with NPWS and has installed a restricted parking area over the Broken Head Reserve area. Combined with regular enforcement and that there are significantly lower traffic volumes up to 1200 cars on occasional peak days, it is considered this approach is likely to be a far more sustainable cost effective approach.

### *Distances*

Hyams beach has approximately 400 car spaces located in one area at the end of a 1.5km road which takes 3 minutes to travel.

Seven Mile Beach Road has 60 spaces located in 4 car parks along a 4.5km road. It takes 2 minutes to reach Kings Beach car park and approximately 15 minutes to reach Seven Mile Beach car parks.

### Summary

Having considered the differences, the following traffic control measures may be appropriate to copy in the Broken Head Reserve area:

#### 1. VMS signage

It may be appropriate to place VMS signage, as a short term measure, at following locations;

- the entrance to Broken Head Reserve Road
- Half way along Broken Head Reserve Road
- Entrance to Seven Mile Beach Road

The VMS can be deployed during peak periods only to warn of limited parking available and regular enforcement patrols.

#### 2. Roundabout

Establish a roundabout type island at the Seven Mile Beach Road / Broken Head Reserve Road intersection to aid with traffic control when temporary control is required.

#### 3. Pay parking

Preliminary discussions with our current pay parking contractor suggest in ground sensors installed in each sealed car park with relay stations feeding into a phone app for wayfinding and payment may be an option subject to detailed investigation. Due to the remote location being highly susceptible to vandalism in ground sensors would be preferable over meters.

Sensors can also be linked to wayfinding signage and improved compliance monitoring.

#### 4. Wayfinding Signage

Subject to detailed investigation, it may be possible to integrate in ground sensors with wayfinding / parking signs at the entrance to Seven Mile Beach Road may help alert people that the car parks are full before entering the road.

Whilst overall costs are not known at this time, Pay parking revenue would help offset costs generally.

#### 5. Enforcement Staff

To support the installation of pay parking the restricted parking area staff would need to be rostered to monitor the area on a regular basis, as per the Byron Bay pay parking scheme. Staff would need to be authorised to issue infringement on Council and NPWS land for this role. It is noted this would put an additional strain on existing enforcement resources.