

MINUTES OF MEETING



LOCAL TRAFFIC COMMITTEE MEETING

Venue	Conference Room, Station Street, Mullumbimby
Date	Tuesday, 8 September 2020
Time	10.30am
Committee Members	Ian Shanahan – Transport for NSW Chief Inspector Detective Matt Kehoe – Police Cr Basil Cameron Tamara Smith MP

BYRON SHIRE COUNCIL

LOCAL TRAFFIC COMMITTEE MEETING MINUTES

8 SEPTEMBER 2020

MINUTES OF THE LOCAL TRAFFIC COMMITTEE MEETING HELD ON TUESDAY, 8 SEPTEMBER 2020

File No:

MEETING COMMENCED: 10:38am

PRESENT:

Councillor: Cr Basil Cameron

Transport for NSW: Ian Shanahan

Police: Chief Inspector Detective Matt Kehoe

Siobhan Foley for Tamara Smith MP

Staff: Andrew Pearce, Evan Elford, James Flockton.

APOLOGIES:

There were no apologies.

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 28 July 2020 be confirmed.
(Kehoe/Shanahan)

The recommendation was put to the vote and declared carried.

MATTERS ARISING

There were no matters arising.

OUTSTANDING ISSUES/RESOLUTIONS

None.

REGULATORY MATTERS

Report No. 6.1

Coolamon Scenic Drive Regulatory Signage and Line marking

File No:

I2020/1232

Introduction

Council has received grant funding under the State Government Safer Roads Program to undertake safety improvements on a 16.5km length of Coolamon Scenic Drive.

The section commences at Azalea Street, Mullumbimby and finishes at Hinterland Way, Coorabell.

The works involve predominately line marking, signage, installation of guard rail, sections of antiskid treatments, guideposts in addition to some minor sections of pavement widening.

There are no corrections to the horizontal or vertical geometry of the road.

The safety improvements have been identified in association with TfNSW and predominately relate

to the crash history recorded on the section of Coolamon Scenic Drive (referred to previously in this report) over the last 5 years.

Background

The detailed design of the project was completed on 21/05/2020 and these plans are referenced below for review.

The works are currently being undertaken by both Council's day labour workforce in addition to external contractors for specialist works such as guard rail installation and bitumen sealing works.

The project delivery timeline for the completion of the project is October 2020, however Council will be seeking approval from TfNSW to account for additional embankment widening and stabilisation works to permit the installation of guardrail at a specific problematic location.

The works have been designed by Council's Engineering Consultant and comply with relevant design standards.

The purpose of this report is to seek LTC and Council endorsement for those aspects of detailed design that include regulatory signage and linemarking.

Summary

The design of Coolamon Scenic Drive has been reviewed and endorsed by TfNSW.

The design complies with relevant design standards.

It is not proposed to amend the design as it is compliant in terms of current Engineering standards.

Committee Comments

Cr Cameron: Report does not provide sufficient explanation. Lots of technical drawings and language without explanation for community members on LTC. No explanation of proposed changes flagged in introductory notes. Unclear as to how proposed measures improve safety for motorists AND other road users including services such as garbage collection or school buses. Concerned residents have contacted about proliferation of signage and crash bar railing that impedes resident access, garbage truck collection, safe and accessible movement for pedestrians and cyclists. No auditing or assessments of road safety addressing pedestrian, cyclist, school bus and service access. Road safety audits and risk management assessments requested but not provided. What is the relationship with 'crash history' data? What are the specifics of road crash history and how is this applied to proposed measures? How is the safety of pedestrians, cyclists, school buses and passengers assessed and improved? Further works should be suspended until a full audit/assessment is completed for ALL road users/services and specific measures are reconsidered

Elford: This (grant funded) program specifically to address vehicle crashes. Regulatory signage approval required to complete this grant program.

Shanahan: Yes, this program specifically to improve safety for vehicles. The barrier fencing must have minimum shoulder width for cyclists. The LTC should be for regulatory matter approval, discussion on how best to implement the safe systems approach is for another forum.

Discussion surrounding crash data.

Foley: Does the crash bar railing make it more dangerous for pedestrians and cyclists?

Shanahan: The posts must be frangible. The trade-off is that if you don't have the signage or cams (curve alignment markers) it's more dangerous for vehicles.

Management Comments

No management comments.

Committee Recommendation:

- 1. That Council endorse the designs for Coolamon Scenic Drive in terms of its regulatory signage and line marking (E2020/37667).**

(Shanahan/Kehoe)

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

Cr Cameron voted against the motion.

Report No. 6.2 **Amendment to the proposed changes to Bangalow Road for the Byron to Suffolk Cycleway to relieve parking issues near the General Store**

File No: I2020/1235

At its meeting on 28 July 2020, the LTC reviewed Report No. 6.5 entitled Byron to Suffolk Cycleway – Changes to Bangalow Road (I2020/1061) and subsequently made the following recommendation:

Committee Recommendation:

1. That Council supports the modification of Bangalow Road as per the detailed designs (E2020/53823) including the following:-

- a) **Adjustment of the existing road alignment, lane widths, line-marking, signage, bus-stop locations and crossings;**
- b) **Addition of crossings, a bus stop and on-road cycle lanes.**
- c) **The removal of some parking on both sides of Bangalow Road where necessary to enable space for bus stops and cycle lanes.**

2. That Council consider extending the project to ensure safe cycling and pedestrian access in and around the Browning St/Tennyson St roundabout.

3. That the amended plans be provided to community representatives on the TIAC for comment.

Since this meeting, an opportunity has been identified to relieve future parking issues through amendment of the proposed design.

Parking along Bangalow Road within close proximity of the Byron Bay General Store is in high demand during peak times due to an increase in patronage over the last two years. Parking in the adjacent Wollumbin Street is often used by patrons as an option.

With the installation of on-road cycle lanes as part of the Byron to Suffolk Cycleway, there will be significantly less parking spaces available along this stretch of road.

To alleviate this impact, an amendment to the design is recommended that opens up two car parking spaces adjacent to the Byron Bay General Store by making the following changes:

- Changes the current northbound bus stop adjacent General Store to car parking
- Relocates this northbound bus stop from CH255 to CH180
- Relocates the southbound bus stop from CH165 to CH435
- Maintains east-side road alignment north of CH220 to allow for the bus to stop on the west side without affecting the northbound traffic lane
- Applies a 2h time limit to the parking spaces adjacent to the Byron Bay General Store
- Addition of 'No Parking' signs at bus stops

Other amendments that have been made to the updated design include additional 'No Stopping' signs throughout the corridor to conform to standards and the removal of the south-bound bus stop at CH1290. Please note that there is currently no bus stop in this location. While the previous version of the plan included the addition of one, it has been subsequently determined that there is in fact insufficient space to do so.

The attached plans (E2020/65203) demonstrate the amended design for this section of Bangalow Road.

Endorsement of this amended design is sought to enable works to proceed.

Committee Comments

Elford tabled replacement plan SK 33D. An LTC release set (of drawings) can be made.

Cameron: Have bus operators been consulted?

Elford: Extensive consultation conducted but I cannot confirm that specifically.

Management Comments

No management comments.

Committee Recommendation:

That Council supports the modification of Bangalow Road as per the amended plans (E2020/65203), including replacement drawing SK 33D, which include adjustment of the existing road alignment, lane widths, line-marking, signage, parking locations, parking time limits and bus-stop locations.

(Cameron/Kehoe)

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

Nil voted against the motion.

Report No. 6.3 **Byron Cycle Club - Criterium Racing 2020 - Woodford Lane, Ewingsdale and Byron Arts & Industrial Estate**
File No: I2020/1245

SUMMARY

The Byron Cycle Club is seeking support to run their Criterium Racing at 2 locations on the 2nd and 4th Sunday of each month. The 2 locations are:

1. Arts & Industrial Estate, Byron Bay
2. Woodford Lane, Ewingsdale.

Background

Council is in the process of constructing a new cycling track at the Cavanbah Centre. The expectation is that once this track is complete the Byron Cycling Club will run their Criterium races at the Cavanbah Centre.

In the meantime they are seeking Council consent to continue running their races at the Arts and Industrial Estate and at Woodford Lane. This request was presented to LTC August 2019 and a 12 month consent was granted to run Criterium races at both locations through to August 2020. Given it is now August 2020 their consent is about to lapse and they are seeking a renewal.

ARTS AND INDUSTRIAL ESTATE

The Club has run Criterium races in the Arts and Industrial Estate since 2013 and have consent to continue racing there until August 2022.

WOODFORD LANE

Council is in the process of addressing parking and traffic problems within Centennial Drive and the surrounding Arts and Industrial Estate. As part of this, Council is planning a one way trial of Centennial Circuit for 3 to 6 months. As a result of this the Byron Cycling Club gained LTC and Council support to move their Criterium races to Woodford lane until August 2020 The one way trials did not occur and are now likely to occur within the next 12 months. to avoid conflicts with the one way trial they would like another 12 month consent to conduct races along Woodford Lane.

Giving 12 month consent is consistent with the 2019 approval and should provide sufficient time for the new circuit at the Cavanbah Centre to be finished.

The proposal is to use the same 2019 TCP. In summary, the club propose to commence the TCP and races north of the entrance to The Farm to minimise any traffic conflict and will enable vehicles to enter and exit Woodford lane as required. They 2019 TMP has been attached which outlines how they would manage vehicle traffic during racing.

Council has not received any complaints over the past 12 months regarding the races occurring along Woodford Lane. Prior to the 2019 LTC consent the organisers sent a letter to all residents regarding the event and no feedback was received, see attached.

Refer to the figure below for the proposed location and extents.



Committee Comments

There were no committee comments.

Management Comments

No management comments.

Committee Recommendation:

1. That Council support the use of Woodford Lane, Ewingsdale, for criterium racing on every 2nd and 4th Sunday of the month until August 2021, subject to:
 - a) Traffic control plan(s) and a Traffic Management Plan being designed by those with the appropriate and relevant NSW (RMS) accreditation.
 - b) The implementation of the Traffic Management Plan and Traffic Control Plan(s) by those with appropriate NSW (RMS) accreditation.
 - c) Holding \$20m public liability insurance cover which is valid for all races.
 - d) Obtaining separate approvals by NSW Police and RMS, as required.
 - e) Paying Council's Road Event Application Fee prior to the event

(Cameron/Kehoe)

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

Report No. 6.4 **M545 Traffic and Parking Management - Broken Head Road and Bangalow Road, Suffolk Park to Byron Bay**
File No: I2020/1246

This report seeks approval for the implementation of traffic and parking management facilities along regional road M545, Broken Head Road and Bangalow Road between Clifford Street, Suffolk Park and Browning St Byron Bay. Figure 1 shows the length of road under discussion.

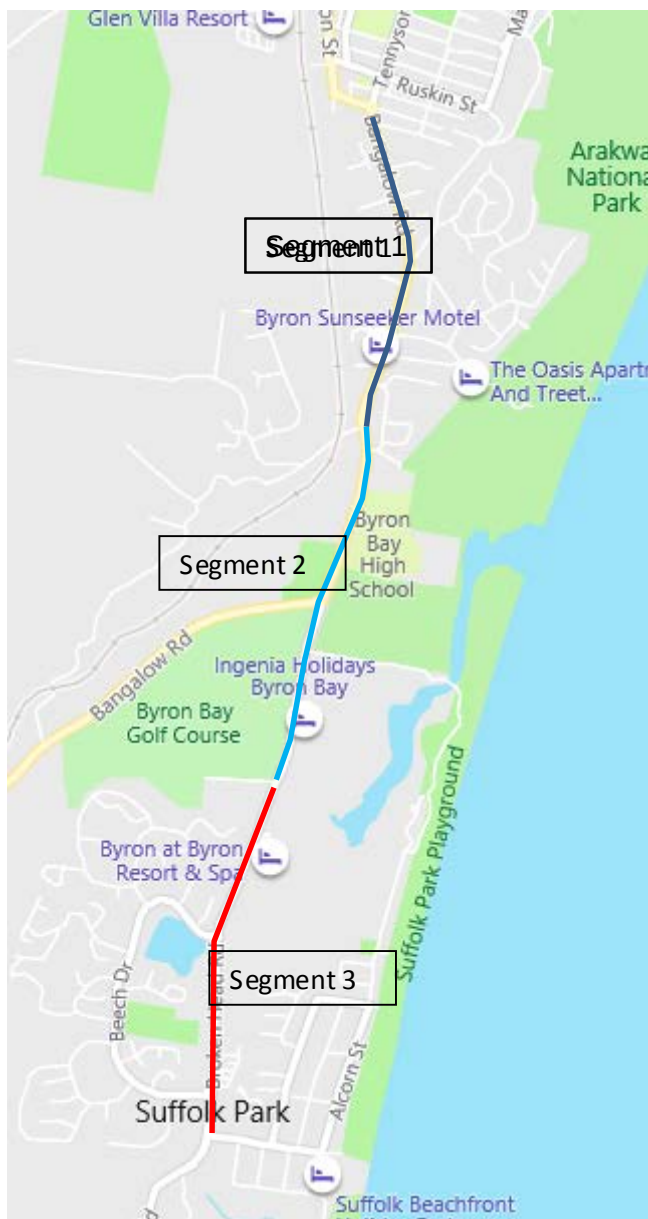


Figure 1. MR545 Traffic and Parking Management

Background

Council is upgrading our active transport network along M545, including a cycleway, between Clifford St, Suffolk Park, through to Browning St, Byron Bay. This stretch of road can be broken up into 3 distinct segments with each segment having different road side characteristics.

- Segment 1 is typically more urban with extensive kerb and gutter and smaller verges.
- Segment 2 has few driveways, virtually no kerb and gutter and wide vegetated verges.
- Segment 3 is more urban, high number of driveways, no kerb and gutter and wide flat grass verges.

As Council rolls out this cycleway a number of safety concerns have come to light. The images below show typical examples of cars that are pulling off the road, especially where there is no kerb and gutter, and parking in dangerous locations. This is resulting in several concerns, such as:

- Unsafe clearances between parked cars and cyclists
- Car park close to driveways making line of sight of cyclists and cars dangerous
- Parking conflicts with informal bus stops forcing buses to double park



Figure 2. Cars parked in this area have inadequate clearance when doors are opened.



Figure 3. Van significantly reduces the line of sight increase safety concerns for cyclists and egressing cars.

Staff have identified a number of solutions that could form part of a coherent traffic and parking management strategy for these sections of MR545. These solutions are a mix of regulatory and non-regulatory options and are summarised below. Both regulatory and non-regulatory options are listed to show what a final holistic strategy could include:

- Restricted Parking Area/s.
- Timed parking areas.
- No Parking (buses excluded).
- Advisory signage
- A combination of No Stopping signs and yellow lines in key locations.
- Installation of kerb and gutter or other suitable barrier in limited strategic places to make it harder for cars to roll off the carriageway and onto the verge. Given the higher cost of installing kerb and gutter this would be limited and only in strategic places to extend existing kerb and gutter over shorter distances.
- Widen specific driveways to push parked cars back so exiting cars have better visibility.
- Install bollards and / or guide posts adjacent to key driveways to push parked cars back from the driveways. This can be adopted in combination with the above dot point if desired.
- Undertake a public education & enforcement campaign. Currently parking on many sections of the verge along this section of road is potentially illegal and may be partially managed through an education and compliance campaign. This would require staff to monitor this section of road on a routine basis, hand out flyers and warnings. This could be followed up after a number of weeks with issuing infringements.
- Install non-regulatory signs in key locations warning people Council is targeting illegal parking along verges.
- Pedestrian management facilities, crossings, refuges, ramps and the like

LTC's support for incorporating all the above regulatory actions is sought in order to facilitate and complete detailed designs and layouts for signage and line marking implementation

Transport for NSW Consultation and Consent

A key part of the process is TfNSW consultation and consent given this section of M545 is a classified road. Once staff completes a detailed designs for this section of M545 and identify the most appropriate traffic and parking management strategies the design plans will be submitted to TfNSW for concurrence given.

Committee Comments

There were no committee comments.

Management Comments

No management comments.

Committee Recommendation:

That Council note the proposed regulatory actions and support implementing a traffic and parking management strategy for MR545 from Clifford Street, Suffolk Park to Browning Street, Byron Bay incorporating restricted parking areas, timed parking zones, No stopping,

No parking and other associated regulatory signs and line marking.

(Kehoe/Shanahan)

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

Report No. 6.5
File No:

Broken Head Rd - Informal Bus Stop Parking Conflicts
I2020/1206

The M545 Traffic and Parking Management LTC report highlights Council's approach in developing a holistic parking management strategy for a stretch of M545 between Clifford St, Suffolk Park, through to Browning Street, Byron Bay. The parking conflict around the informal bus stop discussed in this report is one specific example of the types of conflict occurring along this stretch of road. This example has been highlighted due to community concerns relating to child safety.

Council recently installed a shared path on the eastern side of Broken Head Road extending between Byron at Byron Resort and Clifford Street.

Prior to this in 2014, TfNSW (formerly RMS) provided concurrence for property access to a 6 lot community subdivision (159 Broken Head Road). A condition of consent imposed by TfNSW was the provision an informal bus stop. Consequently this condition was satisfied by the applicant as an asphalt extension from the traffic lane with a solid white line was installed outside the property as per Figure 1 below.



Figure 1: Previous location of informal bus stop outside 159 Broken Head Road, Suffolk Park

As a result of the shared path project, the above Figure 1 location can not longer function as an informal bus stop and Council has provided an alternate location 60m to the south.

Figure 2 below shows the alternate location provided for the informal bus stop.

At the original Figure 1 location community members highlighted there were frequent parking conflicts blocking the informal bus stop.

Community members have raised the reasonable expectation that similar parking conflicts will occur with the new location. As a result, Council is investigating parking management strategies to prevent school buses having to Double Park.



Figure 2: Informal bus stop to be relocated 60m south.

These solutions at this location are a mix of regulatory and non-regulatory options that could include:

1. A Restricted Parking Area
2. A combination of No Stopping signs and yellow lines in key locations.
3. No Stopping/Parking (buses excluded)
4. Advisory signage
5. Installation of bollards, traffic barriers, guide posts.

Committee Comments

Cameron: Do the bus companies use this stop? Does the shelter move?

Elford: School buses use the stop. There was no existing shelter.

Management Comments

No management comments.

Committee Recommendation:

1. That Council support the implementation of a Restricted Parking Area and /or No Stopping and other appropriate regulatory signage and line marking to manage pedestrian, traffic and parking conflicts associated with the use of the informal bus stop on Broken Head Rd, Suffolk Park.

(Cameron/Shanahan)

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

Nil voted against the motion.

Report No. 8.1**Ruskin Street, Byron Bay - Parking Modifications****File No:****I2020/1373**

Council is undertaking works to improve the eastern end of Ruskin Street, Byron Bay (Cowper Street to Massinger Street).

Figure 1 below shows the location of the works.



Figure 1 – Location of works extend from Cowper St to Massinger St.

Figure 2 & 3 show street view images of the works area, image taken July 2019.



Figure 2 – Western end of works looking to Cowper Street



Figure 3 – Eastern end of works looking to Massinger Street

Attachment 1 shows the proposed design.

The regulatory matters of note in Attachment 1 are:-

- The removal of 4P parking and introduction of No Stopping yellow lines on the northern side of Ruskin Street from the intersection of Cowper Street and extending to Massinger Street.
Note from Figure 3 there is no safe parking on the road shoulder.
This is outside the pay parking precinct.

These works are proposed as it is not considered safe to permit parking in this region of Ruskin

Street.

Committee Comments

Kehoe: Has community consultation taken place? Has that area been sealed?

Elford: Travel lanes have been sealed

Management Comments

No management comments.

Committee Recommendation:

That Council support the installation of “No Stopping” signs and/or yellow lines on the Northern side of the road of the eastern end of Ruskin Street, Byron Bay, with the extent of the yellow line to be generally from Cowper Street to Massinger Street, generally in accordance with Attachment 1(E2020/69866).

(Shanahan/Kehoe)

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

Nil voted against the motion.

Report No. 8.2

Byron Bay Traffic and Pedestrian Management Strategy

File No:

I2020/1387

This report seeks LTC support for Council endorsement of the implementation of traffic management and traffic control measures by and on behalf of Council, as required, at strategic locations within the Byron Bay township road network that Council considers appropriate to assist in managing events and holiday periods that generate large crowds such as Schoolies, protest marches and school holiday periods that generally occur annually.

An example of when such measures have been required in the past is during the lead up to New Years Eve Celebrations and in the days immediately following these celebrations and Council has found that traffic management is required at certain times during early December to late January.

Recent discussions with Police and other agencies indicate there are pressures growing for increase visitation to the Byron Shire as a consequence of the Covid -19 pandemic travel restrictions and Council wishes to ensure we are ready to take quick action when deemed necessary when normally an approval process of several months would be the norm.

Where additional events with corresponding surges in traffic and pedestrian movements are identified Council staff are seeking support to implement traffic management and control measures, as required and subject to the recommendations below.

The primary goals of this traffic management and control are:

- i. To ensure road user and pedestrian safety through appropriately managing interactions between vehicles and pedestrians.
- ii. Promote the efficient movement of vehicles within the township during a peak tourism periods and other events.

This will allow Council staff to extend some of the traffic control measures that are normally adopted for NYE when considered appropriate noting that any measures would still require the development of a suitable Traffic Control Plan by an accredited provider prior to implementation.

BYRON SHIRE COUNCIL

LOCAL TRAFFIC COMMITTEE MEETING MINUTES

8 SEPTEMBER 2020

Committee Comments

Cameron: Will this be consistent with Masterplan principles? Under the masterplan, Jonson St is to become pedestrian friendly.

Elford: This recommendation is more for things like event crowds, for example schoolies, marches. It will be used for traffic control where road works are not taking place.

Cameron: It opens up opportunities to trial or test principles of the Masterplan.

Shanahan: Council has been delegated authority to manage traffic, and under new Covid delegations, can manage traffic within whole Byron LGA without going to LTC.

Management Comments

No management comments.

Committee Recommendation:

That Council endorse the provision of traffic management facilities and traffic controllers within Byron Bay, when deemed necessary, to provide increased safety for road users and pedestrians and to manage the efficient movement of vehicles on the road network during the school holiday periods and at other times, subject to the development and implementation of Traffic Control Plans by those with relevant TfNSW accreditation.

(Cameron/Kehoe)

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

Nil voted against the motion.

DEVELOPMENT APPLICATIONS

Report No. 7.1

'No Stopping' signs - Mott Street DA 10.2020.124.1

File No:

I2020/1116

Council has received a development application for a staged development at 9 Mott St, Byron Bay. The development consists of:

- Stage 1; 2 dwellings (attached), and
- Stage 2; strata subdivision.

Consultation between Council staff (including Resource Recovery), Solo Waste and the developer has highlighted a safety risk in relation to waste collection for Mott St. Currently garbage trucks are required to stop on Bangalow Road then reverse up the length of Mott Street to collect the bins as the road is narrow, steep and has no cul-de-sac to turn around. Note, Mott Street is a 100m long * 3m wide local dead end street - refer to photos below.



Figure 1 – Aerial map showing location of subject site 9 Mott Street



Figure 2 – End of Mott Street



Figure 3 – Current parking situation at the end of Mott Street

The development application is currently under assessment and to address this safety concern Council advised the developer to provide a T or Y turning head at the end of Mott St. This will

enable garbage trucks to service Mott St in a forward direction, turn around safely at the turning head and then leave Mott St in a forward direction. Currently the garbage truck reverses up from Bangalow Road, for approximately 100m at a grade steeper than 15%, which is not good practice due to poor visibility, safety to pedestrians, and noise from the beeping noise made by the truck when reversing.

An additional concern is the reasonable expectation that residents will park in the turning head once constructed. This would prevent garbage trucks from being able to turn around. Given the grade, width and length of Mott St Solo waste, Council's Development Engineers and Resource Recovery team leader have flagged this is a significant safety issue and therefore propose 'No Stopping' signs in the turning head.

As a result, staff request consent to install No Stopping signs in the turning head, at the developer's expense. The installation of these signs will occur as part of the turning head construction works.

Figure 4 below shows the proposed extent of the No Stopping zone within the Turning Head area. This takes into account the required turning path for the garbage truck.

Many cars of the neighbouring properties currently park within this proposed turning area, and without enforcement of "No Stopping" signs the proposed concept will not work, it is essential for garbage truck turning paths.

As per the development related advice provided under 29.2019.55.1 Council's waste section advised that the existing recycling/garbage servicing arrangements for Motts Street is currently a safety risk and not desirable (E2019/82543). Further to this advice, plans were provided to the waste section of the proposed turning area. Council's waste section considered the turning facility together with Solo Waste and advised the applicant's consultants of the need to include signage to regulate parking (E2020/7474).

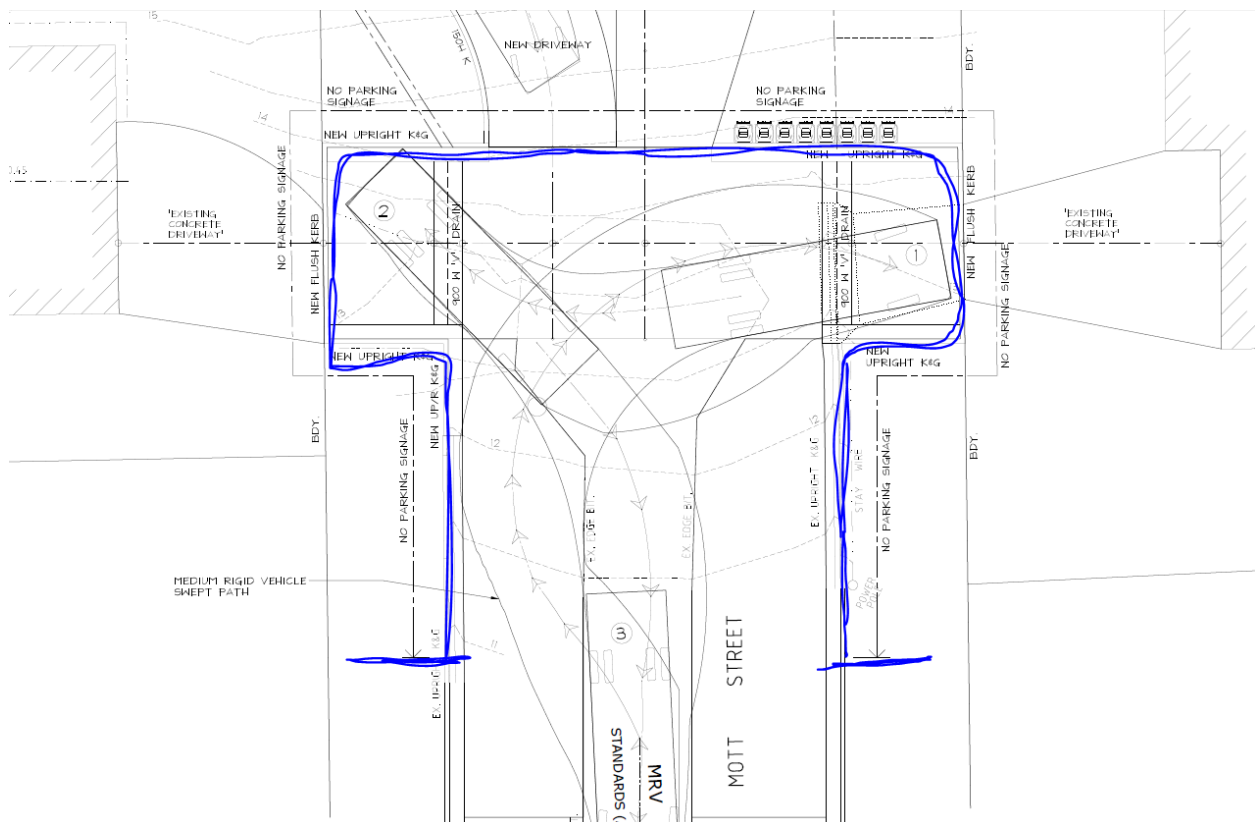


Figure 4 – Blue line shows extent of no stopping zone

The plans are to be in accordance with Lucena Engineers drawing: street & driveway layout CV1 Rev C (E2020/39145).

Committee Comments

There were no committee comments.

Management Comments

No management comments.

Committee Recommendation:

That Council support the installation of 'No Stopping' signs along the eastern end of Mott Street, Byron Bay, to provide a safe turning point for the garbage trucks.

(Cameron/Kehoe)

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

There being no further business the meeting concluded at 11:57am.