

Minutes of Meeting

Local Traffic Committee Meeting

Venue	Conference Room, Station Street, Mullumbimby
Date	Tuesday, 19 November 2024
Time	9.00am



BYRON
SHIRE
COUNCIL

BYRON SHIRE COUNCIL

LOCAL TRAFFIC COMMITTEE MEETING MINUTES

19 NOVEMBER 2024

MINUTES OF THE LOCAL TRAFFIC COMMITTEE MEETING HELD ON TUESDAY, 19 NOVEMBER 2024

File No: I2024/1542

MEETING COMMENCED: 9:00am

PRESENT:

Councillor:	Cr J Dods	Zoom
Transport for NSW:	Greg Aitken	Present
NSW Police:	Detective Sergeant Donna Tutt & Anthony Brown	Present
Staff:	Phillip Holloway (Director Infrastructure Services/Chairperson)	Present
	Samuel Frumpui (Manager Works)	Present
	Shelley Currie (Road Safety Officer)	Present
	Isabella Avelino Gianelli (Project Engineer)	Present
	Euan Rose (Infrastructure Planning Coordinator)	Present
	Katie Hughes (Infrastructure Recovery Project Officer)	Present
	Gray Blunden (Development Engineer)	Zoom

APOLOGIES:

Apologies were received from Audrey Warren and Alexie Miller.

DECLARATIONS OF INTEREST

Cr Jack Dods declared non-pecuniary interest in Report No. 6.2. The nature of the interest being that Cr Dods family residence back onto Slessor Lane. Cr Dods elected to remain in the Meeting and will participate in discussion and the vote.

Cr Jack Dods declared non-pecuniary interest in Report No. 6.3. The nature of the interest being that Cr Dods worked as a consultant on the DA at 53 McAuleys Ln, which is affected by, and relates to the intersection of McAuleys Ln and Mullumbimby Rd (which is part of this upgrade design). Cr Dods elected not participate in any discussion relating to the McAuleys Ln intersection, however this item deals with a broader scope, and he will participate in discussion around the other areas in the item.

ADOPTION OF MINUTES FROM PREVIOUS MEETINGS

Committee Recommendation:

That the minutes of the Local Traffic Committee Meeting held on 15 October 2024 be confirmed.

(Holloway/Aitken)

The recommendation was put to the vote and declared carried.

REGULATORY MATTERS

Report No. 6.1 119-123 Jonson Street, Byron Bay - new line marking and signage
File No: I2024/1369

The purpose of this report is to gain Council support for new regulatory signage and line marking for a proposed development at 119-123 Jonson Street, Byron Bay as shown in Attachment 1 (E2024/121173).

Council has received a Roads Act application associated with a development approval (10.2023.235.1) to Demolish existing development and clear the site, construction of mixed-use development comprising basement parking, ground floor courtyard with commercial premises, food and drink premises, two levels of shop top housing (total of

21), rooftop terraces and pool.

The Roads Act application is for the associated external works, which requires roadworks within Middleton Lane, Kingsley St and Jonson Street. The new on-street parking will be in accordance with AS2890.5. Middleton Lane, requires a full road reconstruction that will need a “Road Closure” and a detour in place during this construction period.

A Public Safety Management Plan (PSMP) and Traffic Management Plan (TMP) have also been submitted to address the 3 different stages of construction required and meets the associated conditions of the D.A consent – refer Attachment 2 (E2024/121172)

Condition 18 of development consent 10.2023.235.1 state:

18.

Consent required for Works within Road Reserve

Consent from Council must be obtained for works within the road reserve pursuant to Section 138 of the Roads Act 1993. Three (3) copies of engineering construction plans must accompany the application for consent for works within the road reserve.

Such plans are to be in accordance with Council’s current Design & Construction Manuals and are to provide for the following works:

a) Roadworks in Middleton Lane

- (i) A driveway in accordance with Council’s standard “Northern Rivers Local Government Development Design & Construction Manuals and Standard Drawings” and approved plans.
- (ii) Full road reconstruction including upright kerb and gutter, road pavement and associated drainage construction and any necessary relocation of services as follows:

- across the full frontage of the site, extending across the full frontage of 125 Jonson St and the intersection of Middleton Lane and Kingsley St (including any driveway upgrading to the existing driveway of 14 Kingsley St;
- retaining walls;
- upgrade existing driveways;
- electrical infrastructure in accordance with service providers requirement
- streetlighting in accordance with AS1158;
- underground drainage;
- other services utilities upgrading requirement; and
- linemarking & signage.

b) Roadworks in Kingsley St

- (i) Roadworks including the design and construction of on-street parking generally in accordance with the approved plans;

- (ii) Footpath design to meet part D4.2.13 of Chapter D4 of BDCP 2014;
- (iii) Ramps in accordance with Council's standard drawing R-04;
- (iv) Redundant driveway to be removed;
- (v) Walkway and ramps gradient to meet the accessible requirement in AS1428 and must transition with the existing footpath levels with neighbouring sites in Kingsley St and Jonson St;
- (vi) Crossfall of 1 % or 1:100 (maximum 2.5% or 1 in 40);
- (vii) Redesign the 45° metered parking to 90° metered parking to accommodate a minimum of 11 parking spaces including 1 accessible parking;
- (viii) Parking design in accordance with Table 3.3 of AS2890.5;
- (ix) Accessible parking design to address all parts of clause 4.5 of AS2890.5;
- (x) Stormwater drainage upgrade;
- (xi) Electricity & streetlighting in accordance with AS1158; and
- (xii) Linemarking and signage including markings to guide traffic in accordance with Figure 2.1 typical end clearances of AS2890.5.

c) Roadworks in Jonson St

- (i) Roadworks generally in accordance with the approved plans;
- (ii) Footpath design to meet part D4.2.13 of Chapter D4 of BDCP 2014;
- (iii) Ramps in accordance with Council's standard drawing R-04;
- (iv) Walkway and ramps gradient to meet the accessible requirement in AS1428 and must transition with the existing footpath levels with neighbouring sites in Jonson St;
- (v) Crossfall of 1 % or 1:100 (maximum 2.5% or 1 in 40);
- (vi) Redundant driveways to be removed and replace kerb & gutter to match the existing;
- (vii) Re-linemark the 45° metered parking bays in accordance with the approved plans;
- (viii) Parking design in accordance with Table 3.3 of AS2890.5;
- (ix) Accessible parking design to address all parts of clause 4.5 of AS2890.5;
- (x) Linemarking and signage including markings to guide traffic in accordance with Figure 2.1 typical end clearances of AS2890.5.

d) Local Traffic Committee requirements

All works associated with the provisions of regulatory signage and linemarking are subject to Local Traffic Committee Recommendation.

Committee Recommendation:

That the Local Traffic Committee support the new signage, line markings and traffic control devices associated with the 119-123 Jonson St, Byron Bay development as shown in Attachment 1 (E2024/121173)

(Holloway/Aitken)

The recommendation was put to the vote and declared carried.

Report No. 6.2 **Slessor Lane, Brunswick Heads - No Stopping area**
File No: I2024/1373

Purpose

This report proposes new parking signage and line marking on Slessor Lane to prevent driver confusion and avoid conflicts between vehicles and pedestrians. The proposed changes also aim to improve the safety of residents, businesses, workers, emergency services, Council Staff, and other road users.

This is in response to the Notice of Motion raised by Cr Michael Lyon during the Council Planning meeting held on 1 August 2024 and resolved under Council resolution 24-364, which states that Council:

- 1. Investigates, through the Local Traffic Committee, changes to Slessor Lane in Brunswick Heads, where recent development activity on the corner of Tweed Street is causing conflicts between patrons and residents, including investigating changing it to one-way out to Tweed Street.*
- 2. Investigates other laneways in Brunswick Heads that may benefit from changes to traffic conditions.*

Note – Part 2 of the above resolution will be dealt with separately.

Information/background

Three tenancies have been created in the building where the former mechanic used to operate on the corner of Tweed Street and Slessor Lane in Brunswick Heads. These include a retail store, a café and a proposed gym which is under construction. These tenancies have all been operated independently and all relied on provisions relating to existing use under a SEPP. Staff have done a great job of attempting to bring this into compliance and a DA is expected to be lodged shortly to deal with the change of uses and the increase in parking that is needed to service them.

Council has recently received numerous requests from the community for investigations of traffic impacts which have been caused by changes in land use, typically approved as a new development application with council, or utilising existing development consent. Traffic impacts on Slessor Lane associated with the development of 38 Tweed Street are displayed in Figure 1 below.



Figure 1 – Construction traffic using Slessor Lane for parking

Vehicles are currently parking in Slessor Lane to access the tenancies within the development at 38 Tweed Street. This is creating confusion and safety hazards between residents, patrons and pedestrians.

Vehicles parking on Slessor Lane also increases the difficulty of refuse collection and servicing, given the narrow roadway.

Council staff recommend installation of yellow line marking and 'No Stopping' signs on both sides of Slessor Lane adjacent to the 38 Tweed Street development. See Figure 2 below for locations.



Figure 2: Map showing no parking area on Slessor Lane, Brunswick Heads

Installing new signs and new line marking will reduce the likelihood of vehicles parking at the corner of the laneway and conflicts between patrons and residents, while a permanent solution including one-way laneways is investigated for the wider Brunswick Heads area.

It is anticipated that Council enforcement officers and Police officers would use their discretion when enforcing this signage.

See Figure 3 for an example of the signage type.

The proposed signage would replace existing in the same location.



Figure 3: Example of No Stopping sign

Committee Recommendation:

That the Local Traffic Committee support installation of yellow line marking and “No Stopping” signage on Slessor Lane where it meets Tweed Street, Brunswick Heads (refer to attachment Figure 2).

(Holloway/Aitken)

The recommendation was put to the vote and declared carried.

Report No. 6.3 Mullumbimby Road Upgrade
File No: I2024/1439

The purpose of this report is to gain Local Traffic Committee and Council support for the proposed changes to Mullumbimby Road.

The proposed works will improve road widths, turning lanes, drainage and the poor condition road surface, creating a safer road environment.

Pavement repair works will be undertaken from Mullumbimby to Gulgan Road while pavement widening and drainage improvements will be focused around the stretch of Mullumbimby Road from McAuleys Lane to Gulgan Road.

The funding for this project is divided into two Stages. Stage 1A is Blackspot, Council and R2R funding for improvements at McAuleys Lane. Stage 1B is Betterment and EPAR funding for the pavement repairs to the full length of the road and drainage improvements centred around Gulgan Road. Draft plans for both Stages have been attached to this report (Attachment 1 E2024/130657 and Attachment 2).

Design is currently being finalised on the project, however, lines and signs will generally be in accordance with the attached plans. Approval is sought in principle and should any significant changes occur to the proposed signs and linemarking then the plans will be resubmitted to LTC for approval.

The main changes to the road layout are as follows:

- Road widening to maintain minimum lane widths of 3.5m and standard shoulder widths of 1.75m and an absolute minimum width of 0.5m where highly constrained.
- Introduction of a left turn deceleration lane for McAuleys Lane and a protected right turn lane.
- The Saddle Road and the residential driveway located between The Saddle Road and McAuleys Lane will formally signed and linemarked as left in left out only. This is due to the dangerous and inadequate stopping sight distance, manoeuvre sight distance, minimum gap sight distance, and safe intersection sight distance at these

accesses.

A meeting was held with Transport to discuss the possibility of lowering the speed limit on Mullumbimby Road to address the sight distance issues at the Saddle Road and McAuleys Lane intersections. At this time Transport was not supportive of lowering the speed limit from 80km/hr in this location.

Committee Recommendation:

That the Local Traffic Committee supports the signage, line markings and traffic control devices associated with the Mullumbimby Road works generally in accordance with Attachment 1 (E2024/130657) and Attachment 2 (E2024/130677).

(Holloway/Aitken)

The recommendation was put to the vote and declared carried.

**Report No. 6.4 Lighthouse Road - Shared path - 'Get NSW Active' Grant
Application**
File No: I2024/1459

The purpose of this report is to gain Local Traffic Committee and Council support for the proposed changes to Lighthouse Road, Byron Bay.

The project entails construction of a footpath commencing at the intersection of Brooke Road, extending toward the lighthouse, for 852m. Inclusive of three new crossings, new signage, and line marking, as per attachment 1.

The width of the footpath varies along the alignment of Lighthouse Road, primarily due to the steep topography of the land and limited available space. The following describes the footpath alignment along the road:

CH0 - 33 = 1.8m path | Footpath Type 1, Approach to intersection crossing with Brooke Road, also have a width limitation due to an existing bus stop that will be maintained. There is a 2.5m buffer zone which is used as the width for the bus to pull over. Road speed limit of 50km/hr – likely to be reduced to 30km/h, or at a maximum to 40km/h, as per TfNSW speed limit review of Lighthouse Road - awaiting TfNSW formal support letter.

CH33 - 210 = 2.5m = Shared path | Footpath Type 2, Raised boardwalk due to steep embankment for the length adjacent to Lighthouse Road. There is a 0.5m buffer zone with either bollards or a cycle friendly railing. Road speed limit of 50km/hr - likely to be reduced to 30km/h, or at a maximum to 40km/h as per TfNSW speed limit review of Lighthouse Road - awaiting TfNSW formal support letter.

CH210 - 842 = 1.5m = pedestrian path (uphill cyclists directed to continue along Lighthouse Rd, downhill cyclists to use one-way vehicle lane) | Footpath Type 1, buffer zone of 0.25m with guide-posts adjacent to one way traffic with a posted 10km/hr shared zone speed limit.

Staff is now working on the 'Get NSW Active' FY2025/25 Grant application to fund

construction.

Staff has applied for the same Grant FY2024/25 which was unsuccessful. As a result of that, staff has worked to improve the application based on TfNSW feedback.

Based on the project specific feedback, staff has consulted with TfNSW regarding the speed limit of the road and it happened to be at the same time, TfNSW was already undertaking a speed limit review for Lighthouse Road.

The speed limit is being proposed to reduce from 50km/h to 30km/h, and the 10km/h shared space to continue.

A Review of Environmental Factors and a Safety in Design Report have been completed for the proposed work.

Committee Recommendation:

That the Local Traffic Committee endorses the detail design of the Lighthouse Road footpath extension project, as per drawings (E2024/126445) in attachment 1 subject to further enhancements to emphasise place planning elements and review from regional Transport representative. (Tutt/Aitken)

The recommendation was put to the vote and declared carried.

Report No. 6.5 **Byron Street shared path – Bangalow - 'Get NSW Active' Grant Application**
File No: I2024/1499

The purpose of this report is to gain Local Traffic Committee and Council support for the proposed changes to Byron Street, Bangalow.

Works will include the construction of a 2.5m wide concrete path with associated drainage, landscaping, crossings, signs, lines and retaining walls. The existing handrail on the pedestrian bridge over Byron Creek will be replaced with a bike safe full barrier fence, as per plan in attachment 1.

Staff is now working on the 'Get NSW Active' FY2025/26 Grant application to fund construction.

Staff has applied for the same Grant FY2024/25 which was unsuccessful. As a result of that, staff has worked to improve the application based on TfNSW feedback, attachment 2.

Review of Environmental Factors and a Risk Register Report have been completed for the proposed work.

Committee Recommendation:

That the Local Traffic Committee endorses the detail design of the Byron Street footpath extension project, as per drawings (E2024/129370) in attachment 1 consideration of regional Transport. (Tutt/Holloway)

The recommendation was put to the vote and declared carried.

FOR INFORMATION ONLY

Report No. 7.1 **Brunswick Heads Pay Parking - Notification of Completion**
File No: I2024/1325

Purpose:

This report is in accordance with the Transport for NSW Traffic Management and Pedestrian Works Temporary Delegation to Councils No. 2 and the requirement to notify of works completed under this delegation.

Attached is a record of parking signage and line marking works completed in Brunswick Heads in relation to the introduction of paid parking.

Communicate to:

- Transport for NSW
- NSW Police

An urgent matter was discussed concerning the Soul Street New Year's Eve 2024 Traffic Management Report, which is set to be presented to the LTC on December 10. It was agreed that the report should be circulated to committee members via email, with a decision made to endorse the recommendation

There being no further business the meeting concluded at 9:52am.