

# Notice of Meeting

## Local Traffic Committee Meeting

A Local Traffic Committee Meeting of Byron Shire Council will be held as follows:

|       |  |
|-------|--|
| Venue | Conference Room, Station Street, Mullumbimby |
| Date  | Tuesday, 4 October 2022                      |
| Time  | 10.30am                                      |

Phil Holloway  
Director Infrastructure Services

*I2022/1310  
Distributed 27/09/22*

**BYRON SHIRE COUNCIL**  
LOCAL TRAFFIC COMMITTEE MEETING

**BUSINESS OF MEETING**

**1. APOLOGIES**

**2. DECLARATIONS OF INTEREST – PECUNIARY AND NON-PECUNIARY**

**3. ADOPTION OF MINUTES FROM PREVIOUS MEETINGS**

3.1 Local Traffic Committee Meeting held on 16 August 2022

**4. MATTERS ARISING**

**5. OUTSTANDING ISSUES/RESOLUTIONS**

**6. REGULATORY MATTERS**

6.1 JHR- McAuleys Lane Overbridge Repairs works- Road Closure..... 3

REGULATORY MATTERS

**Report No. 6.1 JHR- McAuleys Lane Overbridge Repairs works- Road Closure**

5 **File No:** I2022/856

**Summary**

10 Council has received a s138 Roads Act application by UGL Regional Linx for the closure of McAuley's Lane Myocum railway overbridge for the purpose of 'renew defected components' throughout structure'. A Traffic Guidance scheme for the closure and repair works has been received

15 It is noted the applicant (State Rail) representative UGL Regional Linx made application for the closure in Nov 2021, however this was not supported by Council as the closure would limit local traffic movements as Council was undertaking significant roadworks at Possum Shoot Myocum. This application was withdrawn to be relodge at a later date.

**Proposed Road Closures**

20 The proposed works are schedule between 25.10.22 to 29.11.22. Road closures dates are shown in the table below. Due to the overbridge being approximately 10km from the eastern detour and 5km from the western detour, the TGS attached to this report has VMB at Mullumbimby Road and Myocum Road to alert road users to the closed road.

The VMB will be installed a minimum of 7 days prior to the first closure.

The applicant also proposes to letter box drop to affected residence along McAuley's Lane and affected side roads.

25 The below schedule has periods where the road will be re-opened for traffic for seven (7) days at a time during the repair works schedule. While this can be confusing for road users, the use of VMB will assist road users before entering McAuley's Lane.

30

# BYRON SHIRE COUNCIL

## LOCAL TRAFFIC COMMITTEE MEETING

6.1

| ROAD                             | SCHEDULE DATES  |
|----------------------------------|---|
| McAuley's Lane – Road Overbridge | <p><b>Construction Hours:</b></p> <p><b>Roster 1:</b> 0700hrs to 1700hrs from Tuesday Morning 25<sup>th</sup> October through to Tuesday Afternoon 1<sup>st</sup> November 2022. Including Saturdays &amp; Sunday ( <b>Full Rd Closures Required for 8 days</b>) Detour route Via/ TGS used prior ( Please view attached image )</p> <p><b>Road open (between rosters) for 6 days</b></p> <p><b>Roster 2:</b> 0700hrs to 1700hrs from Tuesday Morning 8<sup>th</sup> November through to Tuesday Afternoon 15<sup>th</sup> November 2022. Including Saturdays &amp; Sunday (<b>Full Rd Closures Required for 8 days</b>)</p> <p><b>Road open (between rosters) for 5 days</b></p> <p><b>Roster 3:</b> 0700hrs to 1700hrs from Tuesday Morning 22<sup>nd</sup> November through to Tuesday Afternoon 29<sup>th</sup> November 2022. Including Saturdays &amp; Sunday (<b>Full Rd Closures Required 8 days</b>)</p> |

Council will also advertise the road closure on its website for 7 days.

## Traffic Control

- 5 It is proposed to manage traffic during the above road closures through the implementation of Traffic Guidance Schemes (E2022/91131). See Attachment 1 for more details.

**RECOMMENDATION:**

**That:**

- 5     1.     **The Local Traffic Committee notes the road closures of McAuley's Lane which includes the following temporary road closures dates & times below:**

|  |   |
|--|---|
| <p><b>McAuley's Lane – Road Overbridge</b></p> | <p><b>Construction Hours:</b></p> <p><b>Roster 1:</b> 0700hrs to 1700hrs from Tuesday Morning 25<sup>th</sup> October through to Tuesday Afternoon 1<sup>st</sup> November 2022. Including Saturdays &amp; Sunday ( <b>Full Rd Closures Required for 8 days</b>) Detour route Via/ TGS used prior ( Please view attached image )</p> <p><b>Road open (between rosters) for 6 days</b></p> <p><b>Roster 2:</b> 0700hrs to 1700hrs from Tuesday Morning 8<sup>th</sup> November through to Tuesday Afternoon 15<sup>th</sup> November 2022. Including Saturdays &amp; Sunday (<b>Full Rd Closures Required for 8 days</b>)</p> <p><b>Road open (between rosters) for 5 days</b></p> <p><b>Roster 3:</b> 0700hrs to 1700hrs from Tuesday Morning 22<sup>nd</sup> November through to Tuesday Afternoon 29<sup>th</sup> November 2022. Including Saturdays &amp; Sunday (<b>Full Rd Closures Required 8 days</b>)</p> |
|--|---|

2.     **That the approval provided in Part 1 is subject to:**

- 10     a) **implementation of the Traffic Guidance Scheme by those with appropriate TfNSW accreditation and the holding of current and appropriate levels of insurance and liability cover;**
- b) **the Road closure be notified on Council's web page;**
- c) **That the UGL Regional Linx:**
- 15     • **inform the community and businesses that are directly impacted (eg with driveway access to McAuleys within 500m of Rail over bridge via written information which is delivered to the property in a timely manner so as to document, consider and respond to any concerns raised;**
- **liaising with bus, taxi and waste operators and ensuring arrangements are made for provision of services during conduct of the event;**
- 20     • **consulting with emergency services and any identified issues be addressed;**

# BYRON SHIRE COUNCIL


## LOCAL TRAFFIC COMMITTEE MEETING

6.1

- holding \$20m public liability insurance cover which is valid for the event;
- Road closures not occur during NSW School Holiday periods.

### **Attachments:**

5

1 117469 - UGL - McAuleys Ln Myocum -TGS(2), E2022/91131 , page 7 [↓](#) 

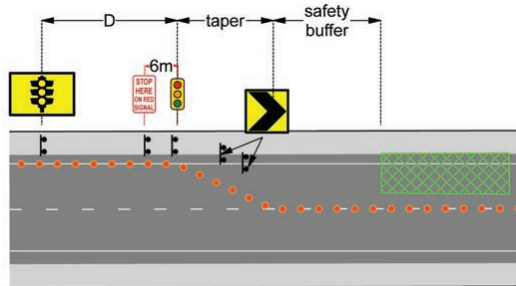


# TGS Guidelines

\* These TGS Guidelines are for reference purposes only & may not be suitable or applicable in all circumstances. If unsure of the setup required, contact your supervisor.

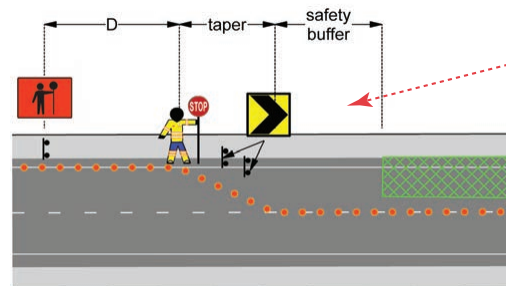
## Traffic Control Types

### PTCD (Portable Traffic Control Device)



A PTCD must be used instead of a manual traffic controller for all work sites under traffic control when the existing permanent speed limit is above 45km/h. This requirement is not applicable to instances and environments of emergency response.

### TC (Manual Traffic Controller)



A TC may be used provided all of the following conditions are met:

- Use of a PTCD is demonstrated to not achieve the safest outcome;
- The decision to use a manual traffic controller instead of a PTCD is documented in the TMP or supporting risk assessment; and
- Approval is granted by the one-up manager of the PWZTMP qualified person responsible for the works relevant TMP.

### Safety Buffer

A safety buffer is the unoccupied space between the taper and work areas, and allows for a driver of an errant vehicle to correct, slow or stop before entering the work area. When designing a TGS, a space of no less than 30 m must be provided prior to the work area for the safety buffer.

Safety buffers are not required on departure, however if road users are able approach the work area from either end, a safety buffer must be provided at both ends of the work area.

Roadworks and storage of vehicles, plant, equipment and stockpiled materials must not occur in safety buffers. Road workers must not occupy the safety buffer area except when accessing the work area.

## Tapers

### Recommended Taper Lengths

| Existing permanent speed limit (km/h) | Recommended taper length (m) |                     |             |
|---------------------------------------|------------------------------|---------------------|-------------|
|                                       | Traffic control taper        | Lateral shift taper | Merge taper |
| 45 or less                            | 15                           | 15                  | 15          |
| 46 to 55                              | 15                           | 15                  | 30          |
| 56 to 65                              | 30                           | 30                  | 60          |
| 66 to 75                              | N/A                          | 70                  | 115         |
| 76 to 85                              | N/A                          | 80                  | 130         |
| 86 to 95                              | N/A                          | 90                  | 145         |
| 96 to 105                             | N/A                          | 100                 | 160         |
| Greater than 105                      | N/A                          | 110                 | 180         |

Taper lengths should be increased at locations with poor sight distances or speed compliance, and supported by a site-specific risk assessment and documented in the TMP.

### Multiple Tapers

| Existing permanent speed limit (km/h) | Distance between tapers (m) |
|---------------------------------------|-----------------------------|
| 45 or less                            | 10                          |
| 46 to 55                              | 25                          |
| 56 to 65                              | 70                          |
| Greater than 66 - 75                  | 1.5D                        |

When installing multiple tapers, the minimum distance between each taper.

### Spacing of Cones & Bollards

| Purpose and usage  | Speed zone of device location (km/h)                    | Maximum spacing (m) |
|--|---|---------------------|
| On approach to a traffic controller position (centreline or edge line) | All cases   | 4                   |
| Merge tapers   | 55 to 75<br>greater than 76                             | 9<br>12             |
| Lateral shift tapers   | 55 to 75<br>greater than 76                             | 12<br>18            |
| Protecting freshly painted lines                                       | 55 to 75<br>greater than 76                             | 24<br>60*           |
| All other purposes   | less than or equal to 55<br>56 to 75<br>greater than 76 | 4<br>12<br>18       |

Where traffic volumes are high or other conditions warrant it, consideration should be given to reducing the spacing of cones to as close as 1 m to prevent traffic taking a wrong turn through cones or bollards.



# TGS Guidelines

\* These TGS Guidelines are for reference purposes only & may not be suitable or applicable in all circumstances. If unsure of the setup required, contact your supervisor.

## Speed Zones

| Speed Zone | Selection Criteria   |
|------------|--|
| 80 km/h    | <p><b>The speed limit must be reduced to 80 km/h where:</b></p> <ul style="list-style-type: none"> <li>Workers on foot, or operating plant, are between 3 m and 6 m of a traffic lane with no intervening physical barrier;</li> <li>There are changed traffic conditions on the site such as, reduction in the number or width of lanes and varying surfaces; or</li> <li>A transition zone is required in 110 km/h zones where a 60 km/h or a 40 km/h roadwork speed zone is used and the use of a Speed Limit AHEAD (G9-79) sign is considered inadequate.</li> </ul> |
| 70 km/h    | <p><b>The speed limit may be reduced to 70 km/h where:</b></p> <ul style="list-style-type: none"> <li>A Variable Speed Limit Signage is in place;</li> <li>Integrated Speed Limit and Lane Use Signs (ISLUS) are in place; or</li> <li>VMS are used to display regulatory speed zone signage.</li> </ul>   |
| 60 km/h    | <p><b>The speed limit must be reduced to 60 km/h where:</b></p> <ul style="list-style-type: none"> <li>Workers on foot, or operating plant, are between 1.5 m and 3 m of traffic with no intervening physical barrier;</li> <li>Traffic control is used;</li> <li>There is frequent interaction between work vehicles and through traffic;</li> <li>There is a reduced standard of alignment due to the works; or</li> <li>There is a loose surface such as gravel or a newly sprayed bitumen seal.</li> </ul>   |
| 40 km/h    | <p><b>The speed limit must be reduced to 40 km/h where:</b></p> <ul style="list-style-type: none"> <li>Workers on foot, or operating plant, are closer than 1.5 m to traffic with no intervening physical barrier;</li> <li>There is a severe change in the alignment considering the surrounding speed environment; or</li> <li>A bridge deck has an inconsistent surface or there might be structural damage to the bridge by vehicles travelling at higher speeds.</li> </ul>   |
| 30 km/h    | <p><b>Traffic should be reduced to 30 km/h where:</b></p> <ul style="list-style-type: none"> <li>Workers on foot, or operating plant, are closer than 1.5 m to traffic with no intervening physical barrier;</li> <li>The existing posted speed limit of a road is 45 km/h or less; or</li> <li>It has been identified by divisional procedures.</li> </ul>  |

Roadwork speed zones must be selected in accordance with the conditions provided above, and can be supported by using appropriate signs and devices as stated. A roadwork speed zone is only used for the duration of the need, and not used while work is not being undertaken or when road conditions have resumed to their normal operation.



"Carefulness costs you nothing.  
Carelessness may cost you your life."

## Dual Sign Arrangements

Dual sign arrangements are two independent signs displayed together at one position either side by side or 'stacked'.

Dual sign arrangements may be used, provided all of the following conditions are met:

- The size of both signs, including the legend, size of symbol or area occupied by the legend is unchanged from the standard sign;
- The lateral offset meets the Spacing of Sign requirements; and
- Where used in a dual sign arrangement, regulatory or detour signs must be located nearest to the travel edge of the lane.



Side-by-side dual sign arrangements



Stacked dual sign arrangements

## Activating an ROL

**ROAD OCCUPANCY LICENCE**

LICENCE NO: 1831968

ROADS & MARITIME SERVICES (NSW)

Phone: Monday To Friday 8.30 AM - 4.30 PM

To activate and deactivate your approved work shift(s) on your Road Occupancy Licence, please visit: [myrol.transport.nsw.gov.au](https://myrol.transport.nsw.gov.au). This licence is for the occupation of the road space only. If you are unable to access [myrol.transport.nsw.gov.au](https://myrol.transport.nsw.gov.au), please call TMC on 1800 675 752. For further assistance, please refer to the proponent's user manual here: [myrol.transport.nsw.gov.au/help.pdf](https://myrol.transport.nsw.gov.au/help.pdf)

|                                       |   |               |                          |
|---------------------------------------|---|---------------|--------------------------|
| NON DEVELOPMENT - UTILITY MAINTENANCE |   | LOCATION      |                          |
| Project:                              | None  | Subject Road: | NORTHCOOTE ST.           |
| This Activity:                        | Fulton Hogan Spray Seal                                       | From:         | FLORENCE ST. KURRI KURRI |
|                                       | Signs only on Northcoote St as works will be on Government Rd | To:           | APPLETON AV. KURRI KURRI |
|                                       |   | Council:      | CESSNOCK                 |

|                                       |                    |
|---------------------------------------|--------------------|
| LICENSEE                              | ONSITE CONTACT     |
| Organisation: Workforce Road Services | Name: Lisa Golding |
| Ref No:                               | Phone: 0249607555  |
| Name: Lisa Golding                    |                    |
| Phone:                                |                    |

https://myrol.transport.nsw.gov.au

myrol.transport.nsw.gov.au

NSW Transport for NSW

ROL verification

ROL #

1831968

Licensee contact number

0437835046

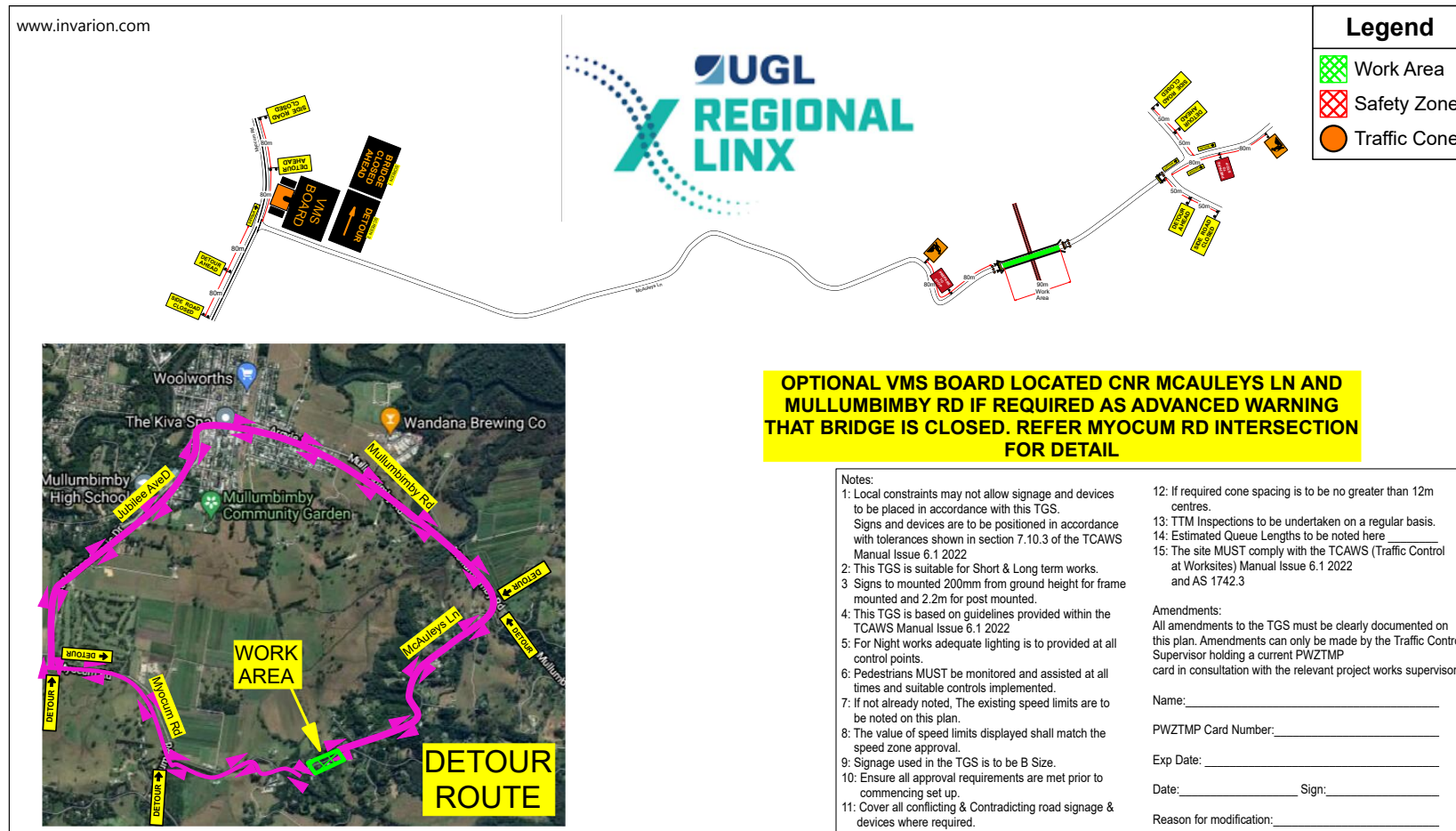
I'm not a robot

Verify ROL

To activate an ROL

- Log onto <https://myrol.transport.nsw.gov.au>
- Enter ROL no. and licensee contact no. from ROL.
- Tick "I'm not a robot" and then click "Verify ROL".
- Next screen click "Activate shift"
- Next screen complete your details and tick boxes.
- Click "Shift location and time" and complete details.
- Click "Request shift activation"
- Finished





| Revisions | No: | By:      | Date:                     | Description: | Appr: | Job Location:  | McAuleys Lane Myocum (Rail Overbridge) | TGS Designed by: | MARTIN MCDONALD PWZTMP Card        |
|-----------|-----|----------|---------------------------|--------------|-------|----------------|--|------------------|------------------------------------|
| 1         | MM  | 31/08/22 | Issued for Implementation | SD           |       | Client:        | UGL Regional Linx                      |                  | Martin McDonald PWZTMP TCT 0047517 |
| 2         |     |          |                           |              |       | Date:          | 31/08/22                               |                  |                                    |
| 3         |     |          |                           |              |       | Work Activity: | Electrical Work                        |                  |                                    |
| 4         |     |          |                           |              |       | TGS No:        | 117469                                 |                  |                                    |

Disclaimer: This guidance scheme is for Traffic Management purposes only. Workforce Road Services disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages & costs you might incur as a result of the information being inaccurate or incomplete in any way, and for any reason. The plan is drawn in accordance with the TCAWS manual

TGS Approved by: SIMONE HAMPTON

Simone Hampton PWZTMP TCT 0068675

Workforce Road Services