

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

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 This application was withdrawn to be relodge at a later date.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>Construction Hours:</p> <p>Roster 1: 0700hrs to 1700hrs from Tuesday Morning 25th October through to Tuesday Afternoon 1st November 2022. Including Saturdays & Sunday (Full Rd Closures Required for 8 days) Detour route Via/ TGS used prior (Please view attached image)</p> <p>Road open (between rosters) for 6 days</p> <p>Roster 2: 0700hrs to 1700hrs from Tuesday Morning 8th November through to Tuesday Afternoon 15th November 2022. Including Saturdays & Sunday (Full Rd Closures Required for 8 days)</p> <p>Road open (between rosters) for 5 days</p> <p>Roster 3: 0700hrs to 1700hrs from Tuesday Morning 22nd November through to Tuesday Afternoon 29th November 2022. Including Saturdays & Sunday (Full Rd Closures Required 8 days)</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:**

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

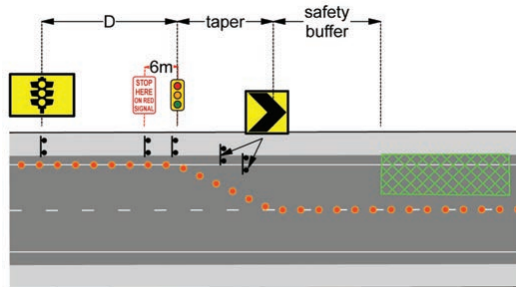


TGS Guidelines

* 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.

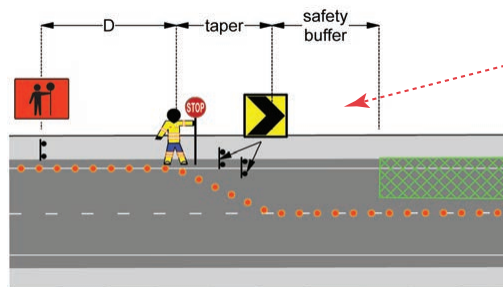
Traffic Control Types

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 greater than 76	9 12
Lateral shift tapers	55 to 75 greater than 76	12 18
Protecting freshly painted lines	55 to 75 greater than 76	24 60*
All other purposes	less than or equal to 55 56 to 75 greater than 76	4 12 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>The speed limit must be reduced to 80 km/h where:</p> <ul style="list-style-type: none"> Workers on foot, or operating plant, are between 3 m and 6 m of a traffic lane with no intervening physical barrier; There are changed traffic conditions on the site such as, reduction in the number or width of lanes and varying surfaces; or 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.
70 km/h	<p>The speed limit may be reduced to 70 km/h where:</p> <ul style="list-style-type: none"> A Variable Speed Limit Signage is in place; Integrated Speed Limit and Lane Use Signs (ISLUS) are in place; or VMS are used to display regulatory speed zone signage.
60 km/h	<p>The speed limit must be reduced to 60 km/h where:</p> <ul style="list-style-type: none"> Workers on foot, or operating plant, are between 1.5 m and 3 m of traffic with no intervening physical barrier; Traffic control is used; There is frequent interaction between work vehicles and through traffic; There is a reduced standard of alignment due to the works; or There is a loose surface such as gravel or a newly sprayed bitumen seal.
40 km/h	<p>The speed limit must be reduced to 40 km/h where:</p> <ul style="list-style-type: none"> Workers on foot, or operating plant, are closer than 1.5 m to traffic with no intervening physical barrier; There is a severe change in the alignment considering the surrounding speed environment; or A bridge deck has an inconsistent surface or there might be structural damage to the bridge by vehicles travelling at higher speeds.
30 km/h	<p>Traffic should be reduced to 30 km/h where:</p> <ul style="list-style-type: none"> Workers on foot, or operating plant, are closer than 1.5 m to traffic with no intervening physical barrier; The existing posted speed limit of a road is 45 km/h or less; or It has been identified by divisional procedures.

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.



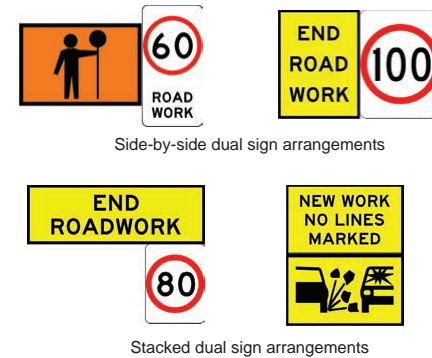
**"Carefulness costs you nothing.
Carelessness may cost you your life."**

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.



Activating an 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

