Notice of Meeting

Extraordinary Local Traffic Committee Meeting

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

Venue	**Zoom**
Date	**Wednesday, 30 November 2022**
Time	**1:00pm**

Phil Holloway
Director Infrastructure Services

I2022/1778
Distributed 30/11/22

BYRON SHIRE COUNCIL

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 15 November 2022

4. MATTERS ARISING

5. OUTSTANDING ISSUES/RESOLUTIONS

6. REGULATORY MATTERS

REGULATORY MATTERS

Report No. 6.1 Tincogan Street/Dalley Street Reprioritisation (including zebra pedestrian crossing facility)

File No: I2022/1735

The purpose of this report is to gain endorsement for the provision of a pedestrian crossing at the Tincogan / Dalley Street intersection, Mullumbimby.

This intersection was endorsed by LTC on 15 November 2022, however it did not include a zebra crossing at the refuge shown in the previous LTC report (Attachment 1, I2022/1632).

Existing situation

Tincogan Street does not function as an arterial road as defined by Austroads glossary:

- Arterial road (rural) - A general term for the main road carrying mostly long-distance traffic, as distinct from a local road.
- Arterial road (urban) – A general term for a main traffic route, but specifically referring to certain streets so designated in a local authority's district scheme.

Byron Shire Council's road hierarchy identifies Tincogan Street as a collector road (carrying a residential function but also higher volumes of traffic from lower order streets). Based on the road function and the 85th percentile speeds on Tincogan Street, the proposed crossing will meet the requirements set out in AS1742.1 and in Austroads Guide to Road Design, part 4.

Table 1: Tincogan Street, Traffic Survey Data Summary (speed)

Hour Start	Total Vehicles	Avgerage Speed	85th percentile	Modal Speed	Minimum Speed	Maximum Speed	Standard Deviation
00:00	4	32.9	35.2	33	22.1	54.7	3.2
01:00	5	32.3	34.0	31	20.3	48.8	2.3
02:00	4	35.1	38.0	35	25.6	47.3	3.6
03:00	3	32.7	34.5	31	18.5	43.3	2.0
04:00	9	32.4	35.4	32	19.7	59.6	3.8
05:00	35	30.9	36.0	30	14.0	69.3	5.5
06:00	113	29.2	34.4	29	9.3	62.3	5.6
07:00	230	27.4	32.7	28	6.0	66.8	6.4
08:00	386	26.7	32.3	28	3.4	71.8	6.9
09:00	409	26.4	32.1	27	4.1	71.7	6.8
10:00	397	25.6	31.4	26	3.3	73.9	6.9
11:00	395	25.5	31.3	26	4.4	75.6	6.9
12:00	397	25.7	31.5	27	5.2	69.0	6.7
13:00	376	26.8	32.6	28	4.9	67.6	6.7
14:00	391	26.8	32.6	28	3.7	65.3	6.6
15:00	462	27.1	32.8	28	3.2	82.0	6.6
16:00	434	27.7	33.3	28	4.5	67.7	6.4
17:00	389	28.8	34.6	29	6.3	62.7	6.4
18:00	227	30.4	36.1	30	8.2	60.7	6.1
19:00	127	31.3	37.0	31	12.8	55.5	5.8
20:00	82	32.1	37.4	31	16.4	59.2	5.8
21:00	62	32.9	37.9	32	18.1	56.2	5.6
22:00	29	33.5	38.8	33	18.7	48.9	6.0
23:00	10	32.3	37.7	31	8.4	62.5	6.0
Summary	**4976**	**29.7**	**34.6**	**30**	**3.2**	**82.0**	**5.6**

Table 2: Tincogan Street, traffic survey data (pedestrian and vehicle volumes)

				Year 8		
Hor Ending	Ped. Volume	Veh. Volume	Product	Ped	Veh	Product
9:00:00 AM	68	606	41208	86	768	66127
4:30:00 PM	73	524	38252	92	664	61383
5:30:00 PM	52	500	26000	66	633	41722

Pedestrians that are crossing Tincogan Street at the proposed crossing location are doing so with extreme difficulty. It is also recognised that a significant number of these users are aged or accessibility impaired and have brought the need for a zebra crossing to Council and gained support for the installation.

The Shire's Place and Planning strategy for the Mullumbimby town centre is to promote Burringbar Street as a high pedestrian activity centre. The proposed crossing will provide more equitable opportunity for vulnerable members of the community to access the town centre.

Figure 1: Tincogan St road user with seeing eye dog

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5 **RECOMMENDATION:**

That the Local Traffic Committee support the installation of the zebra (pedestrian) crossing shown in Attachment 2 (E2022/117476).

Attachments:

10 1 Report 15/11/2022 Local Traffic Committee Intersection Reprioritisation - Tincogan Street at Dalley Street and Stuart Street, I2022/1632 , page 6⇩
2 2833_PRELIMINARY ISSUE, E2022/117476 , page 12⇩

Report No. 6.7 Intersection Reprioritisation - Tincogan Street at Dalley Street and Stuart Street

File No: I2022/1632

Current situation

Burringbar Street, which runs through the centre of Mullumbimby has been identified as a high pedestrian activity zone, as such the speed limit has been reduced to 30km/h.

Consequently, Tincogan Street has been identified by most drivers as the northern, east-west through movement corridor around the town centre of Mullumbimby. This redistribution of traffic was anticipated by the Shires Place and Planning Strategy and Infrastructure Services.

The reprioritisation of the intersections of Dalley / Tincogan Street and Stuart / Tincogan Street is part of a larger scheme to manage the impacts from the Burringbar Street place making treatments, while providing a safe movement corridor around the centre of town.

Another key factor for the reprioritisation of Tincogan Street is that Dalley Street and Stuart Street are currently the only two intersecting streets on Tincogan Street that maintain priority (Tincogan Street gives way).

See locality map in figure 1 below.

Figure 1: Locality Map

Purpose

The purpose of this report is to obtain Local Traffic Committee endorsement for the proposed priority change to the intersections of Tincogan / Dalley Street and Tincogan / Stuart Street.

A concept for each intersection is shown below, this concept is for visualisation purposes only and will be designed to conform with all the relevant standards and guidelines should endorsement be received. Further detail can be found in attachment 1 and 2 contained within this document.

Figure 2: Concept layout Tincogan Street and Dalley Street

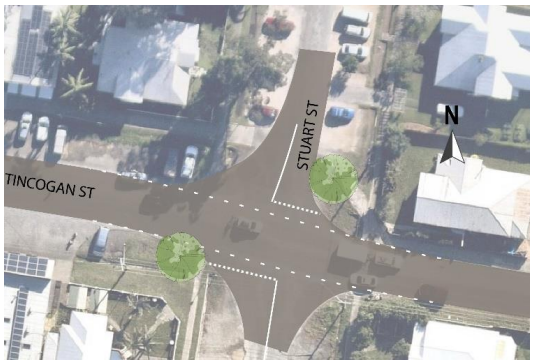

Figure 3: Concept layout Tincogan St and Stuart St

Figure 4: Current intersection layout

The intersection reprioritisation concepts contained within attachment 1 and 2 of this report were modelled (Sidra intersection analysis) with a 10-year design life. Analysis has indicated that there is adequate capacity extending beyond 10 years should the change occur.

A detailed traffic study undertaken by Stantec Consulting has also taken place which included a microsimulation model. This modelling did not include the concept scenarios contained within this report. The model only considered straight reprioritisation without any additional lanes or median storage potential for right turning drivers from the minor legs.

This microsimulation model indicated there would be no net worsening in terms of performance following 10 years of traffic growth. This report can be found in attachment 3 (E2022/90532) of this report.

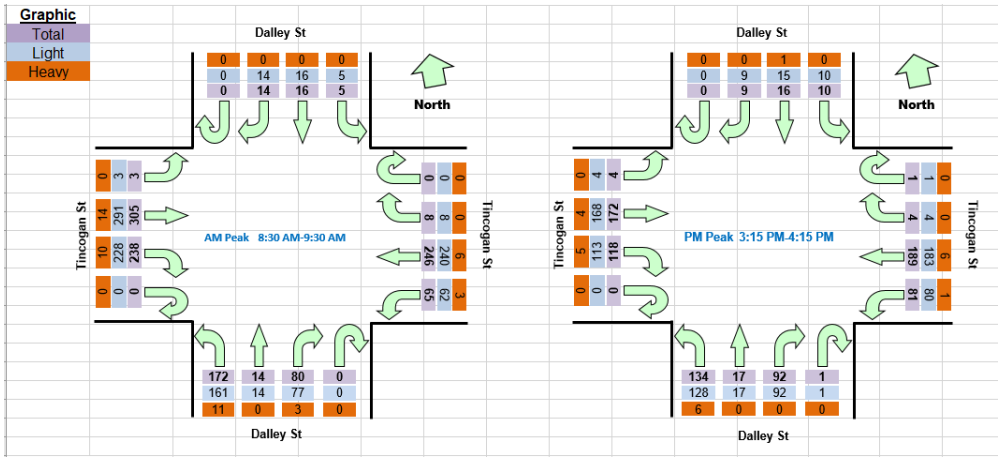

Figure 5: Traffic survey data (intersection count) Dalley St/Tincogan St, 17 June 2021

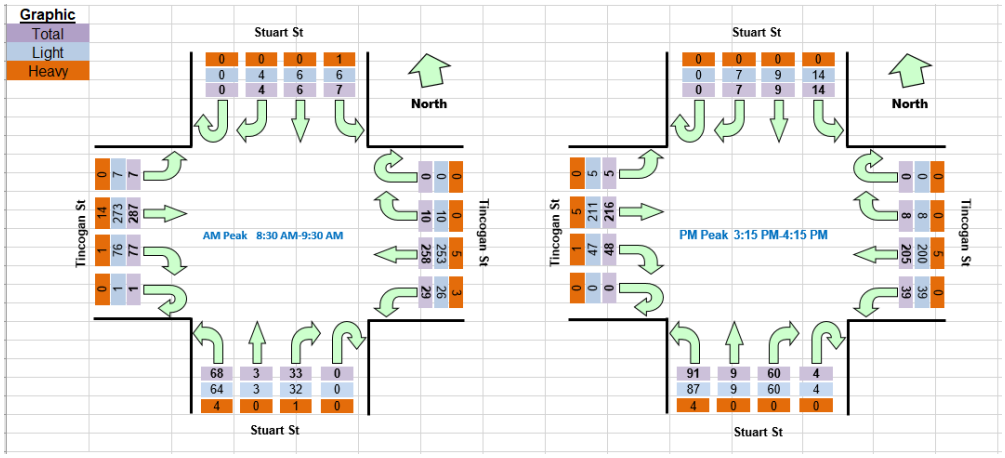

Figure 6: Traffic survey data (intersection count) Stuart St/Tincogan St, 17 June 2021

Safety (Current situation)

An investigation of the available crash data has indicated that there have been no reported crashes in the last 5-years at either of the subject intersections. However, there are significant perception issues at both intersections. When travelling on Tincogan Street drivers have been seen to give-way to through traffic on Tincogan Street from Dalley Street and Stuart Street.

Anecdotally, one reason for this is that the road functionality significantly changes on the northern side of Tincogan, Dalley and Stuarts Streets become residential access streets rather than minor collectors. Consequently, the intersections almost feel like “T” intersections with Dalley and Stuart Streets forming the minor approaches (south). This issue is also exacerbated by the fact that on both approaches all other intersections give way to Tincogan Street.

Figure 7: Tincogan St, westbound approach to Dalley St

Associated works

There are a number of works that will be undertaken to facilitate the reprioritisation at the intersection of Tincogan / Dalley Street, these works will include but not be limited to:

- Removal of the existing kerb ramps north-south on the westbound approach (Tincogan Street)
- Link new crossing points with footpath and kerb extensions
- Provide tactile footpath/crossing treatments
- Provide advanced warning signage (Changed traffic conditions)

- Pedestrian chanelisation (e.g., fencing, gardening, street furniture)

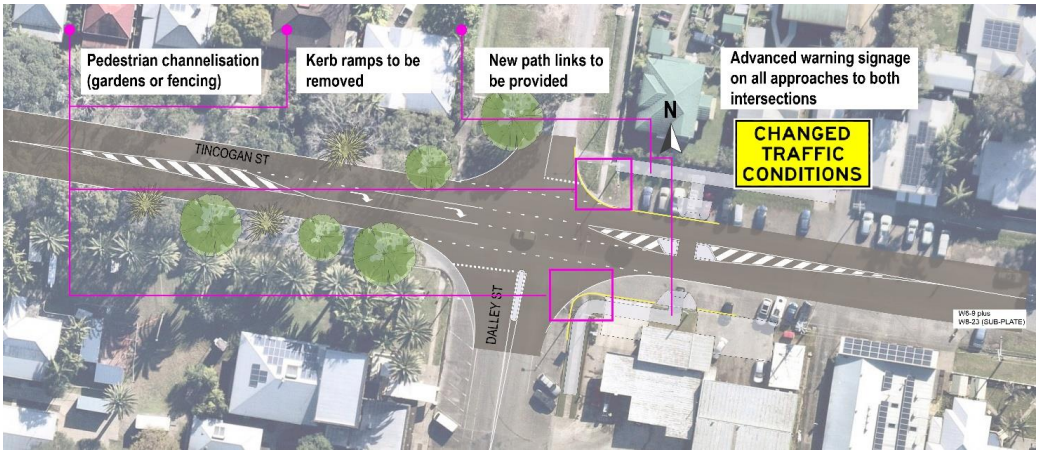

Figure 7: Associated works (Tincogan St/Dalley St intersection

5

RECOMMENDATION:

That the Local Traffic Committee endorse the reprioritisation of the intersections of Stuart / Tincogan Street and Dalley / Tincogan Street based on the layout contained
10 **within attachment 1 (E2022/108371) and 2 (E2022/108372) of this report.**

Attachments:

1 Dalley St_Tincogan St _Concept_Sketch_(reprioritisation)_LTC_6_November_2022, E2022/108371
15 2 Stuart St_Tincogan St_Concept_Sketch_LTC__Novemebr_2022, E2022/108372
3 Mullumbimby Traffic and Transport Draft Report 15 September 2022, E2022/90532

Tincogan Street
Dalley Street and Stuart Street Intersection Priority Changes
Mullumbimby

BYRON SHIRE COUNCIL

Locality sketch

Index

Description	DWG No.	Issue
Index and Locality Sketch	2833-01	A
General Notes	2833-02	A
Sheet Layout Plan	2833-03	A
Line Marking and Signage Plan	2833-04	A
Road Works, Drainage, Line Marking and Signage Plan	2833-05	A
Line Marking and Signage Plan	2833-06	A

Legend

Issue A, B, C, etc. = Preliminary approvals / tender drawings (NOT FOR CONSTRUCTION)
Issue 1, 2, 3, etc. = Construction issue drawings

Preliminary
not for construction

☐ Project has been constructed in accordance with these plans

OR

☐ Project has been constructed with departures from these plans as shown marked in red

.....
Construction Engineer

Date: .....

Approval
on behalf of the General Manager

.....
Director Infrastructure Services

Date: .....

Project Pulse Number: PM20_1208	
Plan Register Number: 2833	
Drawing number	Issue
2833-01	A

ACAD FILE No: G:\Engineer\CAD\2800-2899\2833 Tincogan St Priority Changes, Mullumbimby\Civil Design\DWG\PRELIMINARY\2833_TINCOGAN PRIORITY CHANGE_BASE.dwg

General

1. These drawings shall be read in conjunction with the relevant Northern Rivers Local Government development design and construction manuals and standard drawings.
2. This note and the following notes form an integral part of this drawing set.
3. All dimensions are in metres unless shown otherwise.
4. Dimensions shall not be scaled from the drawings.
5. Materials and workmanship shall be in accordance with the specifications, together with the requirements of all applicable codes of practice, Australian standards and statutory authorities.
6. Survey data has been compiled from field pick-ups and office records. The project manager should ensure that sufficient data is shown to enable construction without disturbance to features that are not shown on the drawings.
7. Services shown hereon have been located where visible on the site, from information received from relevant authorities and from historical records held by Byron shire council, and potholed and visually located where indicated.
8. Prior to any demolition, excavation or construction on site, the relevant authorities should be contacted for location of all existing and planned services (Before You Dig - www.byda.com.au) within the works area. Services that may be impacted must be potholed, visually located and protected from any damage.
9. The title boundaries shown hereon were not field investigated or marked at the time of survey and have been determined by plan dimensions only.
10. The origin of co-ordinates is MGA.
11. The datum for levels is AHD.

Site works

1. All soils containing organic matter (e.g. roots, grass etc.) must be stripped from the construction site prior to filling / building works and must not be used as fill material.
2. All exposed surfaces shall be grassed or paved to prevent scour and erosion damage.
3. The constructor is responsible for implementing all necessary sedimentation and erosion control measures specified or deemed necessary to protect the works and adjacent areas.
4. The constructor is responsible for the maintenance and management of a temporary and / or permanent erosion and sedimentation controls during the construction and maintenance period.
5. All oversized material, which may impede compaction, must be removed from the fill platform.
6. Fill is to be uniformly compacted in up to 200-300mm horizontal layers and must achieve a minimum standard of compaction of greater than 95% standard compaction to AS 1289 for cohesive soils, or a density index of greater than 65% for cohesionless soils. Benching of the natural ground will be required on sloping ground prior to commencement of fill operations.
7. Clays of high plasticity or high in-situ moisture content are not to be used as fill.
8. An imported granular fill with a plasticity index preferably less than 15%, with no excessive oversized material, may be used.
9. Field density tests, or equivalent, should be carried out to verify that the standard of compaction is achieved. Field density tests are to be taken over the full depth of the layer or from the bottom of the layer.

Restoration of surfaces

1. The constructor shall clean pavements, lawns and other improved areas and leave them in the same order as they were at the commencement of the works. The constructor shall restore any fencing removed during construction and shall restore lawns with turf cut and set aside from the original surface and with imported turf from a source approved by the construction engineer. (WSA 02 2002 Part 3, Section 25).
2. Immediately after backfilling of a trench excavated through a pavement has been completed, the constructor shall temporarily restore the pavement. Where the trench crosses bitumen or concrete pavement, the surface is to be protected from deterioration. A pre-mixed asphaltic material may be used for such temporary restoration. the constructor shall maintain the temporary restoration until final restoration is carried out. Final restoration of the pavement shall be carried out to restore the pavement and its sub-base to no less than the original condition. Final restoration may include, if required by the construction engineer, the removal of temporary restoration.
3. In other than roadways, the constructor shall place the backfill sufficiently high to compensate for expected settlement and further backfilling shall be carried out or the original backfill trimmed at the end of the defects liability period in order that the surface of the completed trench may then conform with the adjacent surface. Surplus material shall be removed and disposed of to areas arranged by the constructor. Where dry weather conditions have persisted after the original backfilling, including during the defects liability period, the constructor shall take all necessary steps to consolidate the trench before removing surplus materials from the site.
4. In locations where, in the opinion of the construction engineer, surplus material left in the vicinity of the trench would not be objectionable, the surplus material may be disposed by spreading neatly in the vicinity of the trench to the satisfaction of the construction engineer in such a way as to avoid future erosion of the backfill and adjacent ground surfaces. The constructor shall maintain the backfill and adjacent ground until the expiry of the defects liability period.
5. Where, within public or private property, the reasonable convenience of persons will require such, the construction engineer may order the constructor to level trenches at the time of backfilling. The constructor shall make good any subsequent settlement, as required by placing additional fill.
6. The constructor shall immediately restore any damaged or disturbed private property and services.
7. Should the constructor elect to tunnel under paving, kerb and gutter or other improved surfaces in lieu of trenching, backfilling shall be so carried out as to restore full support to those surfaces. The constructor shall remain responsible for the repair of the improved surfaces, if subsequently damaged due to subsidence of the backfill, until the end of the defects liability period.
8. The constructor shall provide notice to affected property owners of any pending works.

Driveways

1. All existing driveways affected by new works are to be cut back, removed & reconstructed using material to match existing.
2. The constructor shall liaise with the property owners regarding any variation to the above.
3. Reconstruction of existing concrete driveway or pathway is to be in accordance with Northern Rivers Local Government D1.37 AND D1.38 "Handbook for driveway access to property" and relevant standard drawings .
4. Reconstruction of existing bitumen sealed driveway shall be of similar construction to that of the existing with a compacted gravel base course

Existing services

1. The constructor shall be responsible for the location of existing services prior to commencing with the works.
2. The constructor shall be responsible for the replacement of any existing services damaged during construction with new services of equivalent type and specifications.
3. The constructor shall be responsible for liasing with telecommunications and electrical supply authorities with supply and fitment of replacement telecommunications and electricity pits and/or lids to suit his works program
4. When constructing or working near existing pressure mains it should be expected that there are concrete thrust blocks located at bends or other fittings on the existing main. It is very important not to disturb the bearing soil behind the thrust block to avoid failure of the existing pressure main. If excavation around existing thrust blocks can not be avoided then the existing pressure main shall be taken off line during the excavation works.

Concrete

All workmanship and materials shall be in accordance with A.S.3600, current edition with amendments

1. Concrete quality (unless otherwise shown) shall be as follows
   - course aggregate - maximum size 20mm
   - cement - type "A" Portland cement.
   - concrete shall have the following slump during placement
     - beams ,slabs and footings 80mm
     - columns and walls 80mm
3. Slab joints shall be placed as follows
   - footpaths - as per Northern Rivers Local Government standard drawing R-07
   - Slabs and walls - refer to slab jointing plan within this drawing set
   - Slab sawn joints shall be cut within 24 hours of slab pouring in a neat and straight cut.
4. All splatter to surrounding surfaces shall be cleaned up immediately
5. Cover to reinforcement shall be obtained by the use of plastic bar chairs with maximum spacing of 800mm in any direction
6. All concrete shall be compacted using high frequency vibrators.
7. Curing of concrete surfaces shall commence immediately after surfaces are finished and shall continue to cure for a minimum of 7 days
8. Slabs with specific rough finishes shall be kept free of bleed water and floated to prevent the formation of plastic shrinkage cracks.

Proposed services

1. After laying and jointing of a pipeline has been completed the constructor shall present the laid and jointed pipes for inspection by the construction engineer prior to commencement of trench backfilling. (WSA 02 2002, section 21).
2. Backfill shall not be placed until the construction engineer has given approval.
3. Material for the side support and overlay of the pipe shall be as for pipe bedding specified in clause C402.23. The material shall be compacted in layers of not more than 150mm to 95 per cent of the standard maximum dry density of the material used when determined in accordance with AS 1289.5.7.1. 4.
4. The constructor shall backfill the remainder of the excavation and compact the backfill in layers of not more than 150mm thick in accordance with WSA 02-2002 Part 3, Section 21.1.
5. Where the trench is within a roadway, proposed roadway, or footpath area, the remainder of the trench shall be: backfilled with a non-cohesive granular material, with a grading falling generally within the limits shown in Table C402.3, and compacted to density index of 70 when determined in accordance with AS 1289.5.4.1 for cohesionless materials

A. Below 0.5m of the road surface

B. In the road reserve, but excluding the road pavement - backfilled with excavated material, and compacted to 100 per cent of the standard maximum dry density of the material when determined in accordance with AS 1289.5.7.1, to within 0.5m of the road surface, but excluding the pavement layers.
- Backfilled with road base and sub-base material as per existing or proposed pavement layers and compacted to 100 per cent of the standard maximum dry density of the material when determined in accordance with AS 1289.5.7.1
- Elsewhere, unless stated otherwise, the remainder of the trench shall be backfilled with ordinary excavated backfill material. Where suitable material is not available, granular material may be used for the full depth of backfilling. the material shall be compacted to a density index of 70 when determined in accordance with AS 1289.5.4.1 for cohesionless materials or 98 per cent of the standard maximum dry density of the material when determined in accordance with AS 1289.5.7.1 for cohesive materials.

6. The constructor shall carry out backfilling and compaction without damaging the pipe or its external coating or wrapping or producing any movement of the pipe.
7. The constructor shall carry out compaction tests 75mm to 100mm below the level being tested (WSA 02-2002 Part 3, Section 22.3).
8. The constructor may compact backfill by trench flooding only where: (A) The ground and backfill material is cohesionless and (B) Water for flooding has been sourced at the site. (C) The process will not create mud which would be moved off site by vehicles or construction plant. (D) Additives are not used.

PRELIMINARY
NOT FOR CONSTRUCTION

Issue	Amendment details	Drawn	Check	Date
A	Preliminary issue	J.B.	J.C.	28.11.22

Use figured dimensions only. Do not scale.

Infrastructure Services
Council offices
70-90 Station Street,
Mullumbimby NSW 2482.
Phone 02 66267000
Fax 02 66843018
Website www.byron.nsw.gov.au

BYRON SHIRE COUNCIL

Approved on behalf of the General Manager
..... Date .....

Designed	J.B.	28.11.22
Drawn	J.B.	28.11.22
Checked	J.C.	28.11.22
Horizontal datum		MGA
Vertical datum		AHD

Project: Tincogan Street Dalley Street and Stuart Street Intersection Priority Changes Mullumbimby

Plan title: General notes

Project Pulse Number: PM20-1208
Plan Register Number: 2833
Drawing number: 2833-02
Issue: A

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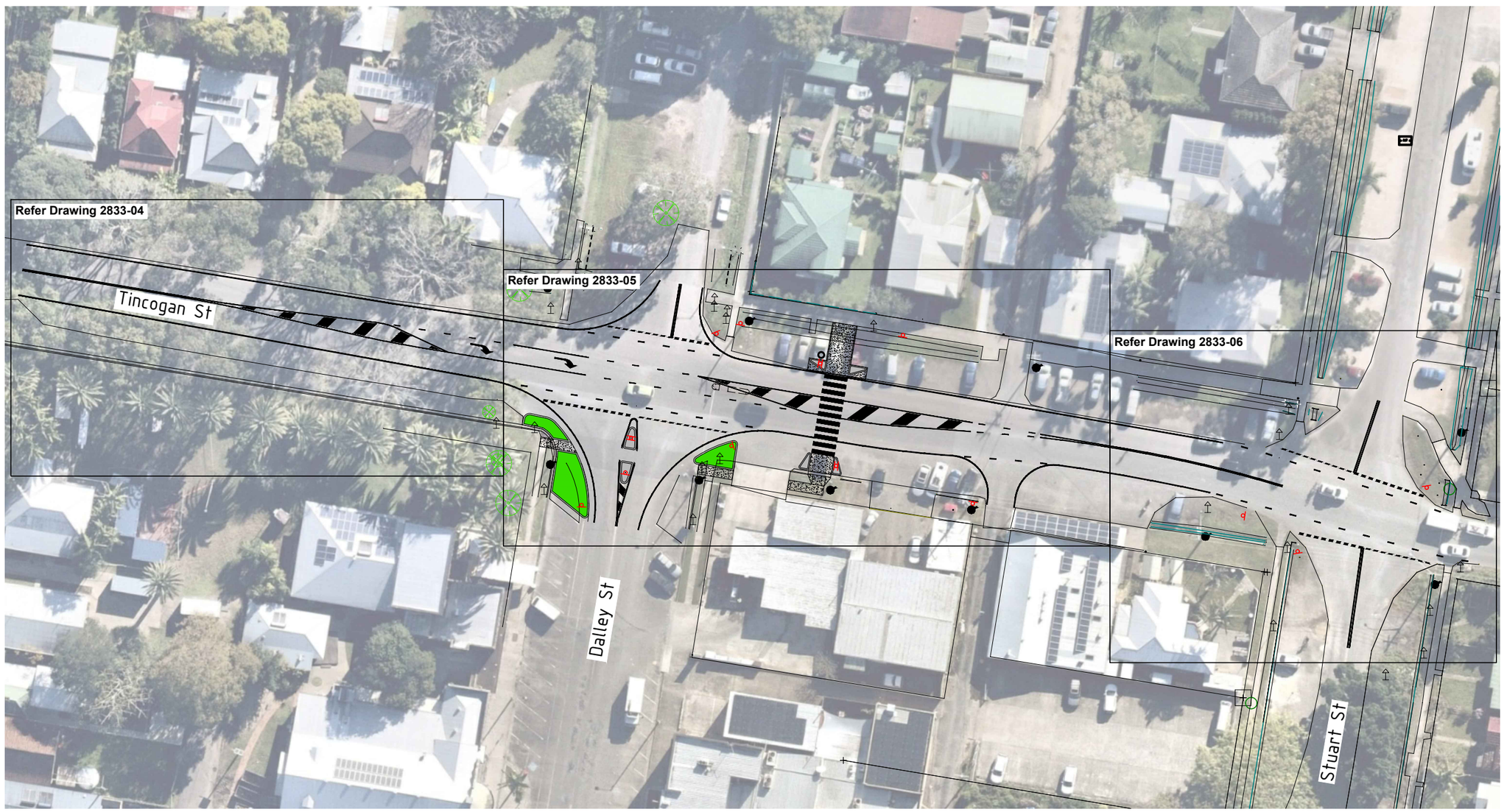

Sheet Layout Plan

Scale 1:600 (A3)

PRELIMINARY
NOT FOR CONSTRUCTION

Issue	Amendment details	Drawn	Check	Date
A	Preliminary issue	J.B.	J.C.	28.11.22

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Approved on behalf of the General Manager

..... Date .....

Designed	J.B.	28.11.22
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Checked	J.C.	28.11.22
Horizontal datum		MGA
Vertical datum		AHD

Project: **Tincogan Street Dalley Street and Stuart Street Intersection Priority Changes Mullumbimby**

Project Pulse Number: PM20-1208

Plan Register Number: 2833

Plan title: **Sheet Layout Plan**

Drawing number: **2833-03**

Issue: **A**

ACAD FILE No: G:\Engineer\CAD\2800-2899\2833 Tincogan St Priority Changes, Mullumbimby\Civil Design\DWG\PRELIMINARY\2833_TINCOGAN PRIORITY CHANGE_BASE.dwg

Legend

BB dividing barrier line — 12m — 100 100 100 — WHITE

E1 general edge line — 12m — Travel Lane → — 150 — WHITE

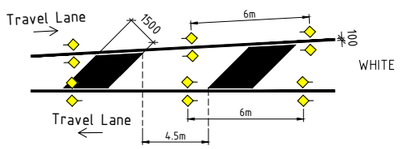
L3 lane line — 100 — WHITE

C1 continuity line — 1m 3m 1m 3m 1m 3m 1m — 150 — WHITE

TB give way line — 600 600 600 600 600 600 600 — 300 — WHITE

TB1 give way line (right side) — 600 600 600 600 600 600 600 — 150 — WHITE

Painted median island



Uni-directional RRPM - White
- Yellow
- Red

Bi-directional RRPM - Yellow

NOTES.
1. Refer to TfNSW deliniation section 15 for placement of RRPM's.
2. Existing services not shown for clarity.

Existing power / light pole

Existing sign

Proposed sign

Line Marking Plan

Scale 1:250 (A3)

PRELIMINARY
NOT FOR CONSTRUCTION

SCALE: A1 SHEET 1:125, A3 SHEET 1:250
0 2.5 5 7.5 10 12.5m

Issue	Amendment details	Drawn	Check	Date
A	Preliminary issue	J.B.	J.C.	28.11.22

Use figured dimensions only. Do not scale.

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BYRON SHIRE COUNCIL

Approved on behalf of the General Manager
..... Date .....

Designed	J.B.	28.11.22
Drawn	J.B.	28.11.22
Checked	J.C.	28.11.22
Horizontal datum		MGA
Vertical datum		AHD

Project: **Tincogan Street Dalley Street and Stuart Street Intersection Priority Changes Mullumbimby**

Plan title: **Line Marking and Signage Plan**

Project Pulse Number: PM20-1208
Plan Register Number: 2833
Drawing number: **2833-04**
Issue: **A**

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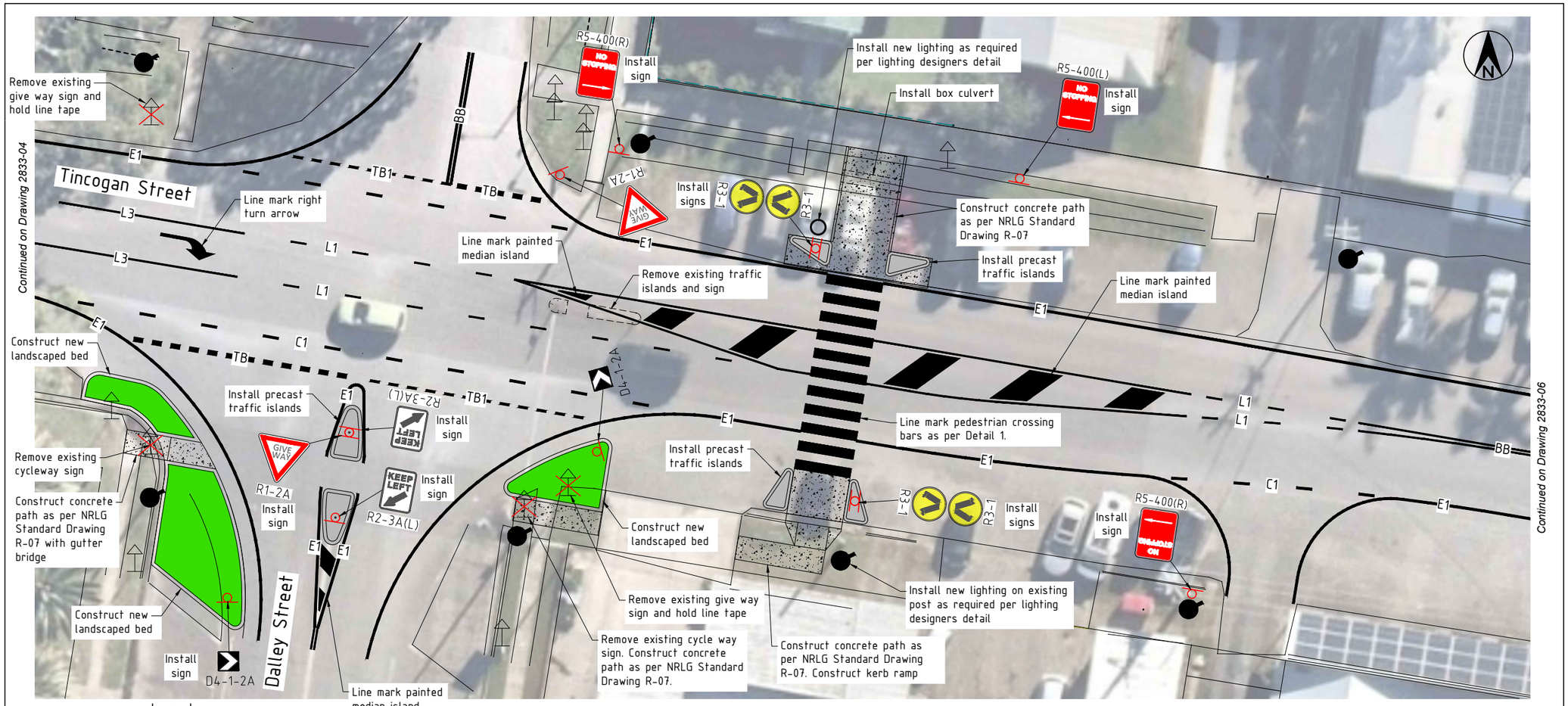


Legend

BB dividing barrier line — 12m — 100 100 100 WHITE

E1 general edge line — 12m — Travel Lane → — 150 WHITE

L1 lane line — 1m 3m 1m 3m 1m 3m 1m — 100 WHITE

L3 lane line — 100 WHITE

C1 continuity line — 1m 3m 1m 3m 1m 3m 1m — 150 WHITE

TB give way line — 600 600 600 600 600 600 600 — 300 WHITE

TB1 give way line (right side) — 600 600 600 600 600 600 600 — 150 WHITE

Painted median island — Travel Lane — 1500 — 6m — 100 WHITE — Travel Lane — 6m — 4.5m

Uni-directional RRPM - White
- Yellow
- Red

Bi-directional RRPM - Yellow

Existing power / light pole

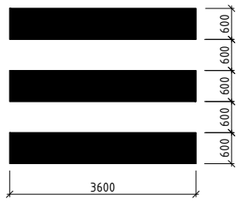
Existing sign

Proposed sign

NOTES.
1. Refer to TfNSW deliniation section 15 for placement of RRPM's.
2. Existing services not shown for clarity.

Road Works, Drainage, Line Marking and Signage Plan

Scale 1:250 (A3)



Detail - Pedestrian Crossing Line Marking 1:100 (A3) — 1

PRELIMINARY
NOT FOR CONSTRUCTION

SCALE: A1 SHEET 1:125, A3 SHEET 1:250
0 2.5 5 7.5 10 12.5m

Issue	Amendment details	Drawn	Check	Date
A	Preliminary issue	J.B.	J.C.	28.11.22

Use figured dimensions only. Do not scale.

Infrastructure Services
Council offices
70-90 Station Street,
Mullumbimby NSW 2482.
Phone 02 66267000
Fax 02 66843018
Website www.byron.nsw.gov.au

BYRON SHIRE COUNCIL

Approved on behalf of the General Manager
..... Date .....

Designed	J.B.	28.11.22
Drawn	J.B.	28.11.22
Checked	J.C.	28.11.22
Horizontal datum		MGA
Vertical datum		AHD

Project: **Tincogan Street Dalley Street and Stuart Street Intersection Priority Changes Mullumbimby**

Project Pulse Number: PM20-1208

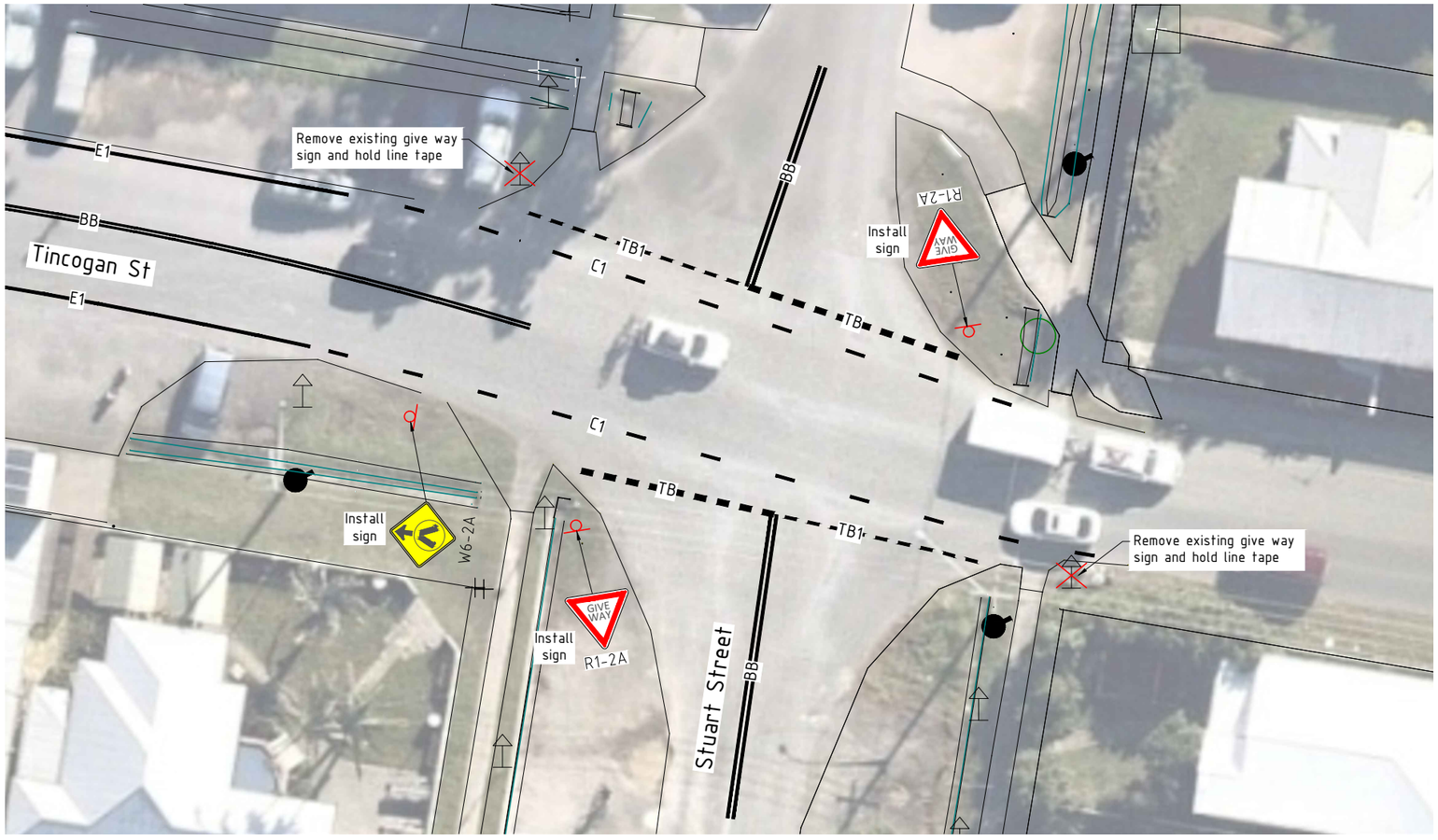
Plan Register Number: 2833

Plan title: **Roadworks, Drainage, Line Marking and Signage Plan**

Drawing number: **2833-05**

Issue: **A**

ACAD FILE No: G:\Engineer\CAD\2800-2899\2833 Tincogan St Priority Changes, Mullumbimby\Civil Design\DWG\PRELIMINARY\2833_TINCOGAN PRIORITY CHANGE_BASE.dwg



Line Marking and Signage Plan

Scale 1:250 (A3)

Legend

BB dividing barrier line — 12m — 100 100 100 — WHITE

E1 general edge line — 12m — Travel Lane → — 150 — WHITE

C1 continuity line — 1m 3m 1m 3m 1m 3m 1m — 150 — WHITE

TB give way line — 600 600 600 600 600 600 600 — 300 — WHITE

TB1 give way line (right side) — 600 600 600 600 600 600 600 — 150 — WHITE

Uni-directional RRPM - White
- Yellow
- Red

Bi-directional RRPM - Yellow

NOTES.
1. Refer to TfNSW deliniation section 15 for placement of RRPM's.
2. Existing services not shown for clarity.

Existing power / light pole

Existing sign

Proposed sign

PRELIMINARY
NOT FOR CONSTRUCTION

Issue	Amendment details	Drawn	Check	Date
A	Preliminary issue	J.B.	J.C.	28.11.22

SCALE: A1 SHEET 1:125, A3 SHEET 1:250
0 2.5 5 7.5 10 12.5m

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Project: Tincogan Street Dalley Street and Stuart Street Intersection Priority Changes Mullumbimby

Project Pulse Number: PM20-1208

Plan Register Number: 2833

Plan title: Line Marking and Signage Plan

Drawing number: 2833-06

Issue: A

ACAD FILE No: G:\Engineer\CAD\2800-2899\2833 Tincogan St Priority Changes, Mullumbimby\Civil Design\DWG\PRELIMINARY\2833_TINCOGAN PRIORITY CHANGE_BASE.dwg

Report No. 6.2 Belongil Parking Scheme Review - New parking limits

File No: I2022/1537

Council completed a parking scheme review for Belongil Beach on Childe, Border and Kendall Streets, and Council supported the recommendations when they were reported to Council on 25 Nov 2021 under resolution number 21-562.

Subsequently, Council's Infrastructure Advisory Committee endorsed the proposed works in report no 4.4 on 7 Oct 2022. This was also adopted by Council on 27 October 2022 under resolution number 22-594.

The drawing attached shows the proposed regulatory signage, line marking and pedestrian crossing for Childe, Border and Kendall Streets that are a result of the above resolutions. Upon Local Traffic Committee support and Council endorsement these changes will be put in place.

RECOMMENDATION:

That the Local Traffic Committee supports proposed regulatory items for Belongil Beach on Childe, Border and Kendall Streets as shown in Attachment 1 (E2022/117545)

Attachments:

1 Belongil Parking Changes, E2022/117545 , page 19

REV	DESCRIPTION	DATE	DRAWN	DESIGN	CHECK	APPROVED
A	PRELIMINARY ISSUE	08.11.22	JM	JM	MP	MP
B	SIGNAGE AMENDED	15.11.22	JM	JM		
C	SIGNAGE AMENDED	22.11.22	JM	JM		

SCALES: 0 5 10 20 30
Full Size 1:500 ; Half Size 1:1000
Scale (m)
DO NOT SCALE FROM DRAWING

DRAWN BY: J.MCDONAGH
DESIGN BY: J.MCDONAGH
APPROVED BY:
DATE:
THIS DRAWING MUST NOT BE USED FOR CONSTRUCTION UNLESS SIGNED AS APPROVED

PLANIT CONSULTING
SUITE 9A, 80-84 BALLINA STREET
PO BOX 161
LENNOX HEAD NSW 2478
TELEPHONE: 02 6687 4666
ABN: 20 099 261 711
EMAIL: administration@planitconsulting.com.au

CLIENT: BYRON BAY COUNCIL
LOCAL GOVERNMENT AUTHORITY: BYRON BAY COUNCIL

PROJECT: CHILDE STREET BELONGIL
DRAWING TITLE: PEDESTRIAN CROSSING & TRAFFIC CALMING MEASURES PARKING SIGNAGE PLAN

ORIGINAL SIZE:	PLANIT JOB No.:	DRAWING No.:	REV:
A1	J7618	0100	C

CAD FILE: C:\12DS\DATA\PLANITSYNJ7618 - BELONGIL PED CROSSING_60917 - ENGINEERING\7.4 DRAFTING\J7618 - PARKNG SIGNAGE PLAN.DWG PLOTTED BY: PE.JAMES PLOT DATE: 22/11/2022 9:07:14 AM

REV	DESCRIPTION	DATE	DRAWN	DESIGN	CHECK	APPROVED
A	SHEET ADDED TO SET	15.11.22	JM	JM		
B	SIGNAGE UPDATED	22.11.22	JM	JM		

SCALES: 0 5 10 20 30
Full Size 1:500 ; Half Size 1:1000
Scale (m)

DO NOT SCALE FROM DRAWING

DRAWN BY: J.MCDONAGH
DESIGN BY: J.MCDONAGH
APPROVED BY:
DATE:
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PLANIT CONSULTING
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PROJECT: CHILDE STREET BELONGIL

DRAWING TITLE: PEDESTRIAN CROSSING & TRAFFIC CALMING MEASURES PARKING SIGNAGE PLAN

ORIGINAL SIZE:	PLANIT JOB No.:	DRAWING No.:	REV:
A1	J7618	0110	B

CAD FILE: C:\12DS\DATA\PLANITSYNJ7618 - BELONGIL PED CROSSING_609\7 - ENGINEERING\7.4 DRAFTING\J7618 - PARKNG SIGNAGE PLAN.DWG PLOTTED BY: PE.JAMES PLOT DATE: 22/11/2022 9:07:24 AM