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, 12 March 2024
Time	10.30am

Phil Holloway Director Infrastructure Services

l2024/355 Distributed 05/03/24



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 13 February 2024

4. MATTERS ARISING

5. OUTSTANDING ISSUES/RESOLUTIONS

6. REGULATORY MATTERS

6.1	375 Coorabell Road Intersection Upgrade	.3
6.2	Bayshore Drive Upgrade	. 5
6.3	Council Depot Bayshore Drive - Permit Holders Only Parking Signage For	
	Staff Parking	56

7. MATTERS FOR TRAFFIC ENGINEERING ADVICE

7.1	Belongil - Kendall Street to Childe Street Local Traffic Management	60
7.2	Police Station Street Parking- Bangalow	79
7.3	Bangalow Weir Parklands - Illegal Camping	81
7.4	Burringbar Street Draft Concept Design	83

8. EVENTS

8.1	Mullum Laneways 2024 - Kaleido Mullumbimby	. 116	3
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LOCAL TRAFFIC COMMITTEE MEETING

REGULATORY MATTERS

Report No. 6.1 375 Coorabell Road Intersection Upgrade

File No: 12024/261

5

The purpose of this report is to gain Council support for the proposed line markings and regulatory signs shown in Attachment 1 (E2024/18185).

Council has received a Subdivision Works Certificate and Roads Act applications associated with a development approval for a Community title subdivision to create sixteen

10 (16) lots inclusive of the neighbourhood management lot of an approved multiple occupancy comprising fifteen (15) dwelling sites at 375 Coorabell Road, Coorabell

A standard Austroads BAL & BAR intersection is required.

Conditions 7 a) of development consent 10.2021.675.1 state:

Access/Intersection Construction

15 Access/intersection, road shoulder, pavement widening and associated drainage construction, including any necessary relocation of services in accordance with the approved drawings. Refer NDC drawings 17550-01-CC-CI-23 to CI-27 Rev B

Note: Any removal of trees requires separate approval.

20

RECOMMENDATION:

That Council supports the signage and line markings associated with the Coorabell Road intersection works, as shown in Attachment 1 (E2024/18185)

25 Attachments:

1 14.2021.657.1 LTC submission, E2024/18185 , page 4 🗓 🛣





LEGEND:

ROAD SIGNS 4 LINE MARKING - AS1742.2 DOUBLE TWO-WAY BARRIER LINE (BL2) EDGE LINE (EL1)

GIVE WAY LINE (TB)

PROPERTY BOUNDARY

SIGN - STREET SIGN - SINGLE

- NOTES: 1. BAL/BAR INTERSECTION TO BE PROVIDED IN ACCORDANCE WITH AUSTROADS PART 4 REFER DWG 17550-01-C-C-23. 2. UINEMARKING TO BE PROVIDED IN ACCORDANCE WITH TFNSW R145. 3. ALL UNEMARKING TO BE SEFOUT BY SURVEYOR TO CONFIRM POSITIONING AND WIDTHS AND CONFIRMED BY BSC PRIOR TO INSTALLATION.

Ref No. 17550 Design CT Rev 18 - C27 Corabel Int Plan lines Project : PLAN OF INTERSECTION C27 LINEMARKING COORABELL ROAD Drawing No 17550-01-CC-CI-27-F

LOCAL TRAFFIC COMMITTEE MEETING

Report No. 6.2 Bayshore Drive Upgrade

File No:

12024/262

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

This work will be from the roundabout at the intersection of Centennial Circuit and Grevillea Street, to just beyond the second intersection of Centennial Circuit near the IGA. This tie into the TAFE roundabout design which was completed by the same consultancy.

The proposed works will improve parking, drainage, the bus stop, and the poor condition road surface, creating a safer road environment.

Work will include:

- Renewing the existing road pavement
- Angle and parallel parking
- Stormwater infrastructure
- 15 Service relocations
 - An upgraded bus stop.

The project has undergone consultation with the community at two drop-in sessions in February 2024 and over 2,000 letters and flyers being distributed to the local community. Construction has been advertised on the radio, Council website and Facebook.

20 The project is designed in two stages with the first stage consisting of the road and parking upgrades and the second stage including a cycleway and footpath. Stage 2 also includes crossings and further improvements to the bus stop. Stage 2 is currently shovel ready but unfunded.

Plans for both Stages have been attached to this report (Attachment 1 and Attachment 2).

25 A Safety in Design report and Review of Environmental Factors has been completed for the proposed work.

LOCAL TRAFFIC COMMITTEE MEETING

RECOMMENDATION:

That Council supports the signage, line markings, bus stops and traffic control devices associated with the Bayshore Drive works as shown in Attachment 1 (E2023/127977)

Attachments:

- 1 PM20_1201 Bayshore Drive Upgrade Stage 1 IFC Drawings, E2023/127977 , page 7 🗓 🛣
- 10 2 J7553 BAYSHORE STAGE 2 IFC, E2024/18387 , page 33 🗓 🛣

BAYSHORE DRIVE UPGRADE

STAGE 1 - PAVEMENT WORKS DETAILED DESIGN



	DRAWING REGISTER	
DRAWING NUMBER	TITLE	REVISION
1000	COVER SHEET & DRAWING REGISTER	0
1010	GENERAL NOTES	0
1050	EXISTING CONDITIONS AND DEMOLITION PLAN - SHEET 1 OF 2	0
1051	EXISTING CONDITIONS AND DEMOLITION PLAN - SHEET 2 OF 2	0
1100	EROSION AND SEDIMENT CONTROL PLAN	0
1110	EROSION AND SEDIMENT CONTROL DETAILS	0
1300	OVERALL ROAD WORKS AND KEY PLAN	0
1301	ROAD WORKS PLAN - SHEET 1 OF 5	0
1302	ROAD WORKS PLAN - SHEET 2 OF 5	0
1303	ROAD WORKS PLAN - SHEET 3 OF 5	0
1304	ROAD WORKS PLAN - SHEET 4 OF 5	0
1305	ROAD WORKS PLAN - SHEET 5 OF 5	0
1310	BANKSIA DRIVE INTERSECTION PLAN	0
1320	TYPICAL SECTIONS - SHEET 1 OF 2	0
1321	TYPICAL SECTIONS - SHEET 2 OF 2	0
1330	CONSTRUCTION DETAILS	0
1340	ROAD LONGITUDINAL SECTIONS - SHEET 1 OF 2	0
1341	ROAD LONGITUDINAL SECTIONS - SHEET 2 OF 2	0
1350	CROSS SECTIONS - SHEET 1 OF 4	0
1351	CROSS SECTIONS - SHEET 2 OF 4	0
1352	CROSS SECTIONS - SHEET 3 OF 4	0
1353	CROSS SECTIONS - SHEET 4 OF 4	0
1410	STORMWATER LONGITUDINAL SECTIONS	0
1400	STORMWATER CATCHMENT PLAN	0
1600	WATER MAIN DIVERSION PLAN	A
1620	WATER MAIN DETAILS - SHEET 1 OF 2	A
1621	WATER MAIN DETAILS - SHEET 2 OF 2	A
1700	SIGNAGE AND LINE MARKING PLAN - SHEET 1 OF 2	0
1701	SIGNAGE AND LINE MARKING PLAN. SHEET 2 OF 2	0



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													-

REGULATORY MATTERS

GENERAL

- 1. THESE DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE FOLLOWING DOCUMENTS:
- OTHER PROVIDED ENGINEERING DRAWINGS:
- TECHNICAL SPECIFICATIONS;
- SUPPLEMENTARY SPECIFICATIONS; AND
- WRITTEN INSTRUCTIONS.
 CURRENT LOCAL AUTHORITY STANDARD DETAILS ARE TO BE
- ADOPTED UNLESS STATED OTHERWISE.
- ALL CONSTRUCTION MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE RELEVANT SPECIFICATION FOR THE WORKS TOGETHER WITH THE REQUIREMENTS OF ALL THE RELEVANT CODES OF PRACTICE REFERRED TO THEREIN AND THE REQUIREMENTS OF CURRENT LOCAL AUTHORITY STANDARDS AND SPECIFICATIONS.
- THE CONTRACTOR IS RESPONSIBLE FOR THE DESIGN AND PROVISION OF ANY TEMPORARY BRACING, PROPPING ETC. TO DRAINAGE PIPES DURING CONSTRUCTION. STRUCTURES SHALL BE MAINTAINED IN A STABLE POSITION AND NO PART SHALL BE OVERSTRESSED.
- ANY PERMITS AND APPROVALS REQUIRED FOR CONSTRUCTION OF PERMANENT OR TEMPORARY WORKS SHALL BE OBTAINED BY THE CONTRACTOR
- THE SURVEYS FOR THIS PROJECT THAT THE DESIGN IS FOUNDED ON IS DRAWING NUMBER HM21096-1 DATED 14/10/2022 BY HEATH AND MCPHAIL SURVEYING WITH ADDITIONAL SURVEY BY BYRON BAY SURVEYING DATED 02/05/2023.
- 7. EXISTING SURFACE LEVELS ON THE DRAWINGS ARE INDICATIVE ONLY.
- DO NOT OBTAIN DIMENSIONS FROM SCALING.
 ALL LOCATIONS, ORIENTATION AND LEVELS SHALL BE VERIFIED ON SITE BEFORE COMMENCING ANY WORK, DISCREPANCIES SHALL BE REFERRED TO THE SITE SUPERINTENDENT.

EXISTING SERVICES

- 1. SERVICES SHOWN HAVE BEEN DETERMINED BY ELECTRONIC MEANS AND SOME POT HOLING SAMPLING HAS BEEN UNDERTAKEN. THE LOCATION OF UNDERGROUND SERVICES SHOWN ON THESE DRAWINGS ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE DETERMINED ON SITE BY THE CONTRACTOR, NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.
- THE CONTRACTOR SHALL OBTAIN THE LOCATION OF ALL SERVICES AND PROTECT THESE SERVICES PRIOR TO WORKING IN THE VICINITY. ANY DAMAGE WILL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
- 3. WORK TO ANY SERVICES SHOULD BE DONE IN CONSULTATION WITH THE APPROPRIATE SERVICE PROVIDER.

SETTING OUT

- DIGITAL DATA WILL BE PROVIDED FOR THE SETTING OUT OF THIS PROJECT. DATA INCLUDES 3D STRINGS AND A TRIANGULATION OF THE DESIGN SURFACE.
- NOT ALL KERB RAMPS AND VEHICLE CROSSOVERS ARE MODELLED IN THE DIGITAL DATA. WHERE THEY DO NOT FORM PART OF THE MODEL THEY ARE TO BE CONSTRUCTED TO THE STANDARD AS SPECIFIED ON THE DRAWINGS.

EROSION AND SEDIMENT CONTROL

- 1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE
- IMPLEMENTATION OF THE EROSION AND SEDIMENT CONTROL PLAN. 2. ALL CONTROL MEASURES SHALL BE IN ACCORDANCE WITH "NORTHERN RIVERS LOCAL GOVERNMENT DEVELOPMENT DESIGN
- SPECIFICATION D7 EROSION CONTROL AND STORMWATER MANAGEMENT".
- 3. SEDIMENT AND EROSION CONTROL MEASURES ARE INDICATIVE ONLY AND SHALL BE CONFIRMED BY THE CONTRACTOR.
- THE CONTRACTOR SHALL INFORM ALL STAFF AND SUB-CONTRACTORS OF THEIR OBLIGATIONS UNDER THE EROSION AND SEDIMENT CONTROL PLAN.
- 5. CONTROL MEASURES SHALL BE IN PLACE PRIOR TO EACH SITE DISTURBANCE.
- 6. ALL WORKS ARE TO BE INSPECTED, AND MAINTAINED WHERE
- NECESSARY, ON A WEEKLY BASIS AND AFTER EACH RAIN EVENT. 7. ADEQUATE MEASURES SHALL BE TAKEN TO PREVENT DUST FROM AFFECTING THE AMENITY OF THE NEIGHBOURHOOD DURING CONSTRUCTION. WATER SITE AS REQUIRED TO PREVENT DUST
- GENERATION. USE TEMPORARY SPRINKLERS AS REQUIRED. 8. ALL WORKS ON SITE SHALL STOP WHEN WIND SPEEDS REACHES 35km/th
- 9. CLEANING OF FOOTPATHS AND ROADWAYS SHALL BE CARRIED OUT REGULARLY

- 10. TURF AND VERGE AREAS TO BE REINSTATED WHEN DISTURBED DURING CONSTRUCTION.
- 11. STOCKPILES TO BE AWAY FROM OVERLAND FLOW PATHS AND TO BE IN ACCORDANCE WITH JXXXX-0110.
- 12. ALL DISTURBED AREAS ARE TO BE LEFT IN A STABLE CONDITION. SLOPES SHOULD BE STABILISED USING APPROPRIATE EROSION CONTROL MEASURES.
- 13. ALL TURF/PLANTINGS WILL NEED TO BE MAINTAINED THROUGHOUT THE ESTABLISHMENT PHASE.

EARTHWORKS

- THE GEOTECHNICAL REPORT FOR THE PROJECT REFERRED TO IN THE NOTES IS 23042-00-REP-001 REV 0 DATED 19/04/2023 BY CIVIL CONSULT.
- ALL EARTHWORKS SHALL BE CARRIED OUT IN ACCORDANCE WITH AS3798 AND SUPERVISION TO LEVEL 1 SHALL BE SUPPLIED BY THE CONTRACTOR.
- 3. TOPSOIL AND OTHER ORGANIC MATTER IS TO BE STRIPPED FROM GROUNDWORK AREAS PRIOR TO COMMENCING GROUNDWORKS AND SHALL BE STOCKPILED ON SITE. EARTH STOCKPILES SHALL BE SUITABLY PROTECTED FROM EROSION AND WEED INFESTATION BY COVERING WITH WEED MAT OR OTHER MEANS. RESPREAD TOPSOIL TO FINISHED SURFACE LEVELS AND VEGETATE TO SPECIFICATION PRIOR COMPLETION. EXCESS TOPSOIL TO BE REMOVED FROM SITE
- NON SUITABLE SITE WON MATERIAL (E.G. SILTY SANDS, REACTIVE, DISPERSIBLE MATERIAL) ARE NOT TO BE USED WITHIN ENGINEERING FILL UNLESS ASSESSED AND CERTIFIED AS SUITABLE FOR USE BY THE LEVEL 1 GEOTECHNICAL ENGINEER. ALL IMPORTED (IF ANY) FILL IS TO BE 'CLEAN' AND FREE OF ANY
- CONTAMINATION. 6. UNLESS DIRECTED OTHERWISE IN THE GEOTECHNICAL REPORT
- FOR THE PROJECT, BY THE GEOTECHNICAL ENGINEER ON SITE OR BY THE RELEVANT LOCAL AUTHORITY SPECIFICATION (FOR WORKS SUBJECT TO APPROVAL/ADOPTION BY THE LOCAL AUTHORITY) FILLING SHALL BE COMPACTED IN ACCORDANCE WITH TABLE 5.1 OF AS3708.
- V. UNLESS DIRECTED OTHERWISE IN THE GEOTECHNICAL REPORT FOR THE PROJECT, OR BY THE GEOTECHNICAL ENGINEER ON SITE, FILLING AND SUBGRADE AREAS SHALL BE COMPACTED IN MAXIMUM LIFTS OF 300mm LOOSE THICKNESS
- SUITABILITY AND TREATMENT OF ALL BATTERS STEEPER THAN 1 IN 4 TO BE CONFIRMED BY A SUITABLY QUALIFIED GEOTECHNICAL ENGINEER FRIOR TO CONSTRUCTION. THE GEOTECHNICAL ENGINEER SHALL PROVIDE THE APPROPRIATE LEVEL OF SUPERVISION DURING CONSTRUCTION IN ACCORDANCE WITH AS3798 AND CERTIFY THE COMPLETED WORKS PRIOR TO THE REMOVAL OF ANY TEMPORARY STABILISATION MEASURES.

ROADWORKS

- NOTWITHSTANDING THE DETAILS SHOWN ON THE DRAWINGS ALL WORKS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CURRENT LOCAL AUTHORITY STANDARD SPECIFICATIONS AND DRAWINGS.
- SIDE DRAINS SHALL BE CONSTRUCTED UNDER ALL NEW KERBS AS SPECIFIED WITHIN THESE DRAWINGS AND AS DIRECTED BY THE SUPERINTENDENT. REFER CURRENT LOCAL AUTHORITY STANDARD DRAWING.
- 3. FLUSHING POINTS SHALL BE PROVIDED FOR SIDE DRAINS AT THE REQUIRED SPACING IN ACCORDANCE WITH CURRENT LOCAL AUTHORITY STANDARD DRAWINGS AND SPECIFICATIONS.
- EXISTING DRIVEWAYS WITHIN THE LIMITS OF THE CONSTRUCTION WORKS SHALL BE PROTECTED FROM DAMAGE. ANY DAMAGE TO DRIVEWAYS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE
 ENTRY INTO EXISTING PROPERTIES SHALL BE MAINTAINED AT ALL
- TIMES. 6. TEMPORARY WARNING SIGNS TO BE ERECTED AS PER TRAFFIC
- CONTROL PLAN, CURRENT EDITION. 7. SEAL TO BE A.C. SURFACING - AS SPECIFIED.
- 8. KERB ADAPTERS ARE TO BE INSTALLED FOR ALL LOTS THAT FALL TO THE ROAD.

PAVEMENTS

- GEOTECHNICAL TEST RESULTS ARE TO BE FORWARDED TO THE SUPERINTENDENT PRIOR TO FINAL BOXING. TESTS SHALL INCLUDE SOAKED CBR AND/OR OTHER TESTS AS REQUESTED BY THE SUPERINTENDENT. THESE TESTS SHALL BE USED TO CONFIRM THE PAVEMENT DESIGN SHOW ON THESE DRAWINGS.
 THE PAVEMENT DESIGN ON THE DRAWINGS IS NOT FOR
- CONSTRUCTION UNTIL FINAL CBR TESTS ARE REVIEWED AND APPROVED BY THE SITE SUPERINTENDENT. CONSTRUCTION OF THE PAVEMENT TO THE DESIGN SHOWN ON THE DRAWINGS PRIOR TO

RECEIPT OF THE FINAL CBR TEST SHALL BE UNDERTAKEN AT THE CONTRACTOR'S OWN RISK.

- . GRANULAR PAVEMENT MATERIAL TO BE IN ACCORDANCE WITH CURRENT LOCAL AUTHORITY CONSTRUCTION SPECIFICATIONS AND ALL DOCUMENTS REFERENCED WITHIN THESE SPECIFICATIONS.
- THE PAVEMENT SEAL IS TO BE IN ACCORDANCE WITH CURRENT LOCAL AUTHORITY CONSTRUCTION SPECIFICATIONS AND ALL
- DOCUMENTS REFERENCED WITHIN THESE SPECIFICATIONS. GEOTECHNICAL TESTING IS TO BE UNDERTAKEN AT 100m INTERVALS AT MINIMUM AT COMPLETION OF THE BULK
- EARTHWORKS. 6. SAMPLING SHALL BE CARRIED OUT IN ACCORDANCE WITH CURRENT LOCAL AUTHORITY GUIDELINES.
- 7. TRAFIC NUMBERS ARE BASED ON CURRENT LOCAL AUTHORITY GUIDELINES.
- FINAL PAVEMENT DESIGN IS SUBJECT TO RECEIPT OF THE GEOTECHNICAL TEST RESULTS AND MAY RESULT IN AN AMENDMENT TO THE PAVEMENT DESIGN SHOWN ON THIS DRAWING.
- PAVEMENT DESIGN HAS BEEN PROVIDED BY CIVIL CONSULT. REFER 23042-00-REP-001 REV 0 DATED 19/04/2023.

SIGNAGE & LINE MARKING

- 1. ALL SIGNAGE AND LINE MARKING SHALL BE IN ACCORDANCE WITH AS 1742.2 'MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES PART
- FINAL SIGN LOCATIONS TO BE DETERMINED ON SITE BY THE
- SUPERINTENDENT.
- 3. ALL TRAFFIC SIGNS TO BE SIZE 'A' U.N.O.
- FOR GUIDE POST INSTALLATION AND DETAILS, REFER CURRENT LOCAL AUTHORITY.
 FOR TRAFFIC SIGN SUPPORT DETAILS. REFER CURRENT LOCAL
- AUTHORITY.
- 6. ALL SIGN MATERIAL TO BE CLASS 1.
- ALL SIGNAGE, LINE MARKING & RRPMs ARE TO BE PREPARED IN ACCORDANCE WITH CURRENT LOCAL AUTHORITY REQUIREMENTS.

STORMWATER

- ALL DRAINAGE STRUCTURES ARE TO BE INSTALLED IN
- ACCORDANCE WITH THE FOLLOWING DOCUMENTS:
- CURRENT LOCAL AUTHORITY DRAWINGS AND SPECIFICATIONS;
 ANY MANUFACTURER'S STANDARD DRAWINGS AND SPECIFICATIONS.
- ALL CONSTRUCTION MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE RELEVANT SPECIFICATION FOR THE WORKS TOGETHER WITH THE REQUIREMENTS OF ALL THE RELEVANT CODES OF PRACTICE REFERRED TO THEREIN AND THE REQUIREMENTS OF THE STATUTORY AUTHORITIES WHERE APPLICABLE
- STRUCTURES HAVE BEEN DESIGNED FOR OPERATIONAL LOADS ONLY. THE CONTRACTOR IS RESPONSIBLE FOR THE ASSESSMENT OF CONSTRUCTION LOADS AND PROVISIONS OF ANY TEMPORARY BRACING, PROPPING ETC. REQUIRED DURING CONSTRUCTION. STRUCTURES SHALL BE MAINTAINED IN A STABLE CONDITION AND NO PART SHALL BE OVERSTRESSED.
- PRECAST REINFORCEMENT CONCRETE PIPES ARE TO BE MANUFACTURED IN ACCORDANCE WITH AS 4058 AND AS 1992.
 ALL STORMWATER PIPES SHALL BE CLASS '4' RCP. U.N.O.
- ALL STORMWATER PIPES SHALL BE CLASS '4' RCP. U.N.O.
 ALL PIPES UP TO AND INCLUDING Ø600 ARE TO BE RUBBER RING
- JOINTED. ALL PIPES ABOVE Ø600 ARE TO BE FLUSH JOINTED U.N.O. 7. HEADWALL END STRUCTURES TO BE TYPE A, CAST IN SITU
- CONCRETE WITH CONCRETE APRONS (INCLUDING CUT OFF WALLS) U.N.O. REFER TO CURRENT LOCAL AUTHORITY STANDARD DRAWINGS FOR DETAILS.
- EXISTING STORMWATER DRAINAGE PIPES AND MANHOLES WITHIN THE LIMIT OF WORK SHALL BE PROTECTED, REMOVED OR MODIFIED AS SPECIFIED.
- WHERE A CONNECTION IS MADE TO AN EXISTING DRAINAGE PIPE OR PIT, THE LEVEL OF THAT ELEMENT MUST BE SURVEYED PRIOR TO CONSTRUCTION. THE SURVEYED LEVELS SHALL BE PROVIDED TO THE SITE SUPERINTENDENT TO CONFIRM THE CONNECTION AND LEVELS PRIOR TO CONSTRUCTION.
- BACKFILL AND BEDDING TO PIPE TO BE IN ACCORDANCE WITH CURRENT LOCAL AUTHORITY STANDARD DRAWINGS AND SPECIFICATIONS.
- . UNSUITABLE FOUNDING MATERIAL FOR PIPES AND STRUCTURES SHALL BE REMOVED OR IMPROVED IN ACCORDANCE WITH CURRENT LOCAL AUTHORITY SPECIFICATIONS.
- 12. ALL TRENCH BACK FILL MATERIAL UNDER THE PAVEMENT SHALL BE CBR 15 OR APPROVED EQUIVALENT.
- 13. STEEL GRATES AND FRAMES ARE TO BE FABRICATED FROM MILD
- STEEL AND HOT DIP GALVANISED. ALL GRATES ARE TO BE CLASS D

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U.N.O. AND BICYCLE SAFE IN ACCORDANCE WITH AS 3996 U.N.O. GRATE SUPPORT TO BE CONSTRUCTED LEVEL TO ENSURE THAT THE GRATE DOES NOT ROCK AFTER INSTALLATION

 ALL LEVELS ARE APPROXIMATE ONLY AND ARE SUBJECT TO FULL DETAIL SURVEY OF THE EXISTING STRUCTURE.

CONCRETE

1. COMPLY WITH AS 3600.

TO SECTION 20 OF AS 3600.

APPROVAL OF THE ENGINEER.

VIBRATORS

9.

- 2. FORM CONSTRUCTION JOINTS ONLY WHERE APPROVED BY THE ENGINEER.
- SUPPORT REINFORCEMENT IN ITS CORRECT POSITION DURING CONCRETING BY APPROVED BAR CHAIRS, SPACERS OR SUPPORT BARS SUITABLE FOR THE EXPOSURE CONDITIONS.
 LAP MESH REINFORCEMENT BY ONE COMPLETE MESH.
- DO NOT WELD OR SITE BEND REINFORCEMENT UNLESS SHOWN IN THE DRAWINGS OR OTHERWISE SPECIFIED BY THE ENGINEER.
- EINFORCEMENT IS REPRESENTED DIAGRAMMATICALLY AND IS
 NOT NECESSARILY SHOWN IN TRUE PROJECTION.
 SAMPLE TEST AND ASSESS CONCRETE COMPLIANCE IN
 ACCORDANCE WITH PROJECT ASSESSMENT OF STRENGTH GRADE

ADMIXTURES SHALL NOT BE USED WITHOUT THE WRITTEN

THE CONCRETE SHALL BE COMPACTED USING HIGH-FREQUENCY

6.2 - ATTACHMENT 1

FOR CONSTRUCTION

PROJECT: BAYSHORE DRIVE UPGRADE DRAWING TITLE: STAGE 1 GENERAL NOTES ORIGINAL SIZE: PLANIT JOB NO.: A1 J7553 DRAWING NO.: REV: 01010 0





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DP812667 RETAIN EXISTING UPRIGHT KERB RM - - - -- - SW -SW ____ SW ___ S REFER 1310 FOR CONSTRUCTION BAYSHORE DRIVE UPGRADE DRAWING TITLE ROAD WORKS PLAN SHEET 4 OF 5 IGINAL SIZE: PLANIT J7553 1304 0 A1



REGULATORY MATTERS





FOR CONSTRUCTION

	A1	J7553	1320	0
	ORIGINAL SIZE:	PLANIT JOB No.:	DRAWING No.:	REV:
Council	DRAWING TITLE: STAGE 1 TYPICAL SE SHEET 1 OF	CTIONS 2		
	PROJECT: BAYSHO	RE DRIVE U	PGRADE	

REGULATORY MATTERS



BYRON SHIRE COUNCIL



6.2 - ATTACHMENT 1

ASPHALT WEARING COURSE

BASE

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SUB-BASE

SUBGRADE

FOR	CO	NS	IRU	ІСТ	ION	l
						•

	ORIGINAL SIZE: A1	PLANIT JOB №.: J7553	DRAWING No.: 1330	REV: 0
re Council	DRAWING TITLE: STAGE 1 CONSTRUC	TION DETAILS	GRADE	
	PROJECT:			

BYRON SHIRE COUNCIL

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PLANIT CONSULTING SUITE 9A, 80/34 BALLINA STREET PO BOX 161 LENNOX HEAD NSW 2478 HI: 20 059 261 711	JNCIL
PLANIT CONSULTING SUITE 94, 80-84 BALLINA STREET PO BOX 161 LENNOX HEAD NSW 2478 PH: 00 669 7466 ABN: 20 099 261 711 C O N S U L T I N G	SHIRE COL SHIRE COL





6.2 - ATTACHMENT 1

FOR CONSTRUCTION

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BYRON SHIRE COUNCIL

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6.2 - ATTACHMENT 1

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BAYSHORE DRIVE UPGRADE

STAGE 2 - PATH WORKS DETAILED DESIGN

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DRAWING NUMBER	TITLE	REVISION					
2000	COVER SHEET & DRAWING REGISTER	0					
2050	EXISTING CONDITIONS AND DEMOLITION PLAN	0					
2300	OVERALL ROAD WORKS AND KEY PLAN	0					
2301	ROAD WORKS PLAN - SHEET 1 OF 6	0					
2302	ROAD WORKS PLAN - SHEET 2 OF 6	0					
2303	ROAD WORKS PLAN - SHEET 3 OF 6	0					
2304	ROAD WORKS PLAN - SHEET 4 OF 6	0					
2305	ROAD WORKS PLAN - SHEET 5 OF 6	0					
2306	ROAD WORKS PLAN - SHEET 6 OF 6	0					
2310	TYPICAL SECTIONS	0					
2320	CONSTRUCTION DETAILS - SHEET 1 OF 2	0					
2321	CONSTRUCTION DETAILS - SHEET 2 OF 2	0					
2340	CROSS SECTIONS - SHEET 1 OF 5	0					
2341	CROSS SECTIONS - SHEET 2 OF 5	0					
2342	CROSS SECTIONS - SHEET 3 OF 5	0					
2343	CROSS SECTIONS - SHEET 4 OF 5	0					
2344	CROSS SECTIONS - SHEET 5 OF 5	0					
2400	STORMWATER DETAIL PLAN A	0					
2401	STORMWATER DETAIL PLAN B	0					
2410	STORMWATER LONGITUDINAL SECTIONS & OUTLET DETAILS	0					
2700	SIGNAGE AND LINE MARKING PLAN - SHEET 1 OF 3	0					
2701	SIGNAGE AND LINE MARKING PLAN - SHEET 2 OF 3	0					
2702	SIGNAGE AND LINE MARKING PLAN - SHEET 3 OF 3	0					

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REGULATORY MATTERS



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BYRON SHIRE COUNCIL



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REGULATORY MATTERS

BYRON SHIRE COUNCIL



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REGULATORY MATTERS



6.2 - ATTACHMENT 2



4.0 ----- DESIGN SURFACE CONTOURS MAJOR (0.5m) SHARED PATH 2.5m WIDE - REFER TO NRLG STD DRG R-07 LANDSCAPING - REFER LANDSCAPE ARCHITECTS DRAWINGS

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6.2 - ATTACHMENT 2

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REGULATORY MATTERS











LOCAL TRAFFIC COMMITTEE MEETING

Report No. 6.3 Council Depot Bayshore Drive - Permit Holders Only Parking Signage For Staff Parking

File No: 12024/351

5

The purpose for this report is to gain support for an internal exception inside Council's Depot Parking Area requesting the implementation of "Permit Holders Only" beyond this point. This point is to ensure appropriate staff parking is provided to Byron Shire Depot staff and visitors.

- 10 A review of the Council's Bayshore Drive Depot has highlighted some concerns as the number of vehicles and staff growth within the premises. It has been observed several recurring issues regarding parking, including but not limited to:
 - Limited parking space leading to congestion and inconvenience.
 - Unauthorized vehicles occupying designated spots, causing frustration among staff.
 - Vehicles parked in restricted areas, hindering the movement of essential equipment.

Please refer to signage plan in Attachment 1 (E2024/22953) for the proposed signs and locations, as per Figure 1 below. Signage dimensions to be in accordance with R5 82A and R5-83A at the exits.

LOCAL TRAFFIC COMMITTEE MEETING



Figure 1: Proposed Parking signage

Current signage in place is as per Figure 2, this is to ensure appropriate enforcement can be undertaken beyond this point.

LOCAL TRAFFIC COMMITTEE MEETING



Figure 2: Current Parking signages

5 **RECOMMENDATION:**

That the Local Traffic Committee endorse the permit holder only exception for Depot Staff and Visitors at Council Depot on Bayshore Drive.

Attachments:

- 10
- 1 3037_DEPOT PARKING_SP01 (Rev1), E2024/22953 , page 59 🗓 🖺

REGULATORY MATTERS

6.3 - ATTACHMENT 1



Signage Plan Scale 1:400 (A3)

Notes. Type of signage to be confirmed at a later date and accurate location to be determined on site.

LOCAL TRAFFIC COMMITTEE MEETING

MATTERS FOR TRAFFIC ENGINEERING ADVICE

Report No. 7.1 Belongil - Kendall Street to Childe Street Local Traffic Management

5 **File No:** I2024/226

The purpose of this report is to gain Local Traffic Committee endorsement for the implementation of line-marking and no stopping restrictions throughout the Belongil area from Kendall Street through to Childe Street to manage driver behaviour.

10 Background

Council previously gained endorsement for the installation of Local Area Traffic Management devices through the subject area (refer to attachments 1 and 2). However, following the installation there was issues with driver compliance (refer to figure 1). Drivers were commonly observed to proceed in a straight line through the chicane into the

15 path of on-coming drivers avoiding the need to slow down. These devices also removed a significant amount of parking adjacent residential properties.

Due to the safety issues associated with these devices staff removed the devices and associated restrictions.



LOCAL TRAFFIC COMMITTEE MEETING

Figure 1: Safety issue Kendall St and Childe St traffic management device

Proposed Solution

Following the removal of the chicanes staff are proposing a less invasive speed management treatment for the area. This proposal includes line-marking the travel lanes
to provide a narrowing effect which can reduce the likelihood of speeding. Currently the road is un-marked, and due to the width (11m) people are willing to drive further to the right of the road due to the lack of channelisation. Line-marking the area should channelise most drivers further to the left while providing a narrower travel path while potentially slowing vehicle speeds (refer to attachment 3).

10

RECOMMENDATION:

That the Local Traffic Committee endorse the line-marking traffic management treatments proposed in Attachment 3 (E2024/20677) of this report for installation.

15

Attachments:

- 1 Minutes 30/11/2022 Local Traffic Committee Extraordinary, I2022/1779, page 62 🗓 🛣
- 2 Belongil Parking Changes, E2022/117545, page 69 🗓 🛣

20 3 3068 Belongil Line Marking, E2024/20677, page 71 🗓 🛣

Minutes of Meeting Extraordinary Local Traffic Committee Meeting

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



7.1 - ATTACHMENT 1

BYRON SHIRE COUNCIL

EXTRAORDINARY LOCAL TRAFFIC COMMITTEE MEETING MINUTES 30 N 2022

30 NOVEMBER

MINUTES OF THE EXTRAORDINARY LOCAL TRAFFIC COMMITTEE MEETING HELD ON WEDNESDAY, 30 NOVEMBER 2022

File No: 12022/1779

MEETING COMMENCED:1.02pm

PRESENT:

Councillor: Michael Lyon

Transport for NSW: Alexie Miller

NSW Police: Detective Chief Inspector Matt Kehoe

Siobhan Foley on behalf of Tamara Smith MP

Staff: Judd Cornwall (Traffic Engineer), James Flockton (Coordinator Infrastructure Planning), Shelley Flower (Minute Taker).

APOLOGIES:

None.

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 15 November 2022 be confirmed.

The recommendation was put to the vote and declared carried.

(Kehoe/Miller)

7.1 - ATTACHMENT 1

BYRON SHIRE COUNCIL

EXTRAORDINARY LOCAL TRAFFIC COMMITTEE MEETING MINUTES 2022

30 NOVEMBER

MATTERS ARISING

None.

OUTSTANDING ISSUES/RESOLUTIONS

None.

REGULATORY MATTERS

Report No. 6.1Tincogan Street/Dalley Street Reprioritisation (including zebra
pedestrian crossing facility)File No:12022/1735

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)

MATTERS FOR TRAFFIC ENGINEERING ADVICE

7.1 - ATTACHMENT 1

30 NOVEMBER

BYRON SHIRE COUNCIL

EXTRAORDINARY LOCAL TRAFFIC COMMITTEE MEETING MINUTES 2022

Total 85th Modal Minimum Maximum Standard Avgerage Hour Start Vehicles Speed percentile Speed Speed Speed 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 19.7 59.6 32 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 27.4 6.0 6.4 230 32.7 28 66.8 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 25.6 3.3 73.9 397 31.4 26 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 26.8 376 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 27.1 28 82.0 462 32.8 3.2 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 32.9 56.2 62 37.9 32 18.1 5.6 22:00 33.5 38.8 33 18.7 48.9 29 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.

7.1 - ATTACHMENT 1

BYRON SHIRE COUNCIL

EXTRAORDINARY LOCAL TRAFFIC COMMITTEE MEETING MINUTES 30 NOVEMBER 2022



Figure 1: Tincogan St road user with seeing eye dog

<u>Committee Comments</u> TfNSW: TfNSW met with Byron Shire Council staff on 29 November to discuss this design in detail and are happy with the layout. <u>Management Comments</u> None.

Committee Recommendation:

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

(Lyon/Kehoe)

The recommendation was put to the vote and declared carried.

page 6

7.1 - ATTACHMENT 1

BYRON SHIRE COUNCIL

EXTRAORDINARY LOCAL TRAFFIC COMMITTEE MEETING MINUTES 2022

30 NOVEMBER

Report No. 6.2Belongil Parking Scheme Review - New parking limitsFile No:12022/1537

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.

<u>Committee Comments</u> TfNSW: TfNSW met with Byron Shire Council staff on 29 November to discuss this design in detail and are happy with the layout. <u>Management Comments</u> None.

Committee 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).

The recommendation was put to the vote and declared carried.

(Kehoe/Miller)

There being no further business the meeting concluded at 1.34pm.







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7.1 - ATTACHMENT 3

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7.1 - ATTACHMENT 3



7.1 - ATTACHMENT 3

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LOCAL TRAFFIC COMMITTEE MEETING

Report No. 7.2 Police Station Street Parking- Bangalow

File No:

12024/276

Bangalow police station has contacted council in regard to parking management concerns and to request the dedication of two on street parking spaces for police vehicles.

The Byron Street on-street parking for the police in Bangalow will need to be in front of the adjacent house due to the taper of the road before the bend and intersection.

It should be noted that the Police station and the adjacent dwelling is located on the same lot and is owned by Property NSW.

10 The markup below illustrates (Fig. 2) the location of the proposed parking spaces and their required dimensions in line with AS-NZS 2890.1.

The signage required would be two narrow parking panels "No Stopping Police vehicles excepted" located on either ends of the parking spaces having the arrows pointing in towards the parking spaces. (see Fig. 1 below).



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Figure 1: Narrow parking panels "No Stopping Police vehicles excepted".

LOCAL TRAFFIC COMMITTEE MEETING



RECOMMENDATION:

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That Council support the installation of signage and line marking required to provide two on streetcar parking spaces allowing police to have parking available on Byron Street.

<u>7.2</u>

LOCAL TRAFFIC COMMITTEE MEETING

Report No. 7.3 Bangalow Weir Parklands - Illegal Camping

File No:

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12024/279

Police in Bangalow have become aware that illegal camping is on the rise in the
5 Bangalow Wier Parklands and hence have requested that no parking signs (between 1am-5am) be placed at the Bangalow Weir carpark.

Therefore, it's proposed that no camping signs be placed at the entrance of the Bangalow Weir Parklands Carpark as well as a secondary no camping sign with in the parking lot supported with no parking signs (between 1am -5am) placed at approximately 25m centre to centre within the parking lot, see Figure 2 below.



Figure 1- Bangalow Weir Parklands Location (Lat:28.6875° S Lon:153.5267° E)

LOCAL TRAFFIC COMMITTEE MEETING



Figure 2 - Bangalow Weir Parklands Carpark-Proposed Signage

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RECOMMENDATION:

That Council supports the installation of no camping and no parking signs (between 1am-5am) within the Bangalow Weir Parklands Carpark to allow enforcement officers to fine/move on illegal camping.

LOCAL TRAFFIC COMMITTEE MEETING

Report No. 7.4 Burringbar Street Draft Concept Design

File No: I2024/323

Following site analysis, consultation and workshops held in 2023, Council have developeda Draft Concept Design for Burringbar Street, Mullumbimby.

The Concept Design looks at ways to make Burringbar Street more:

- Accessible
- Safe for pedestrians
- Vibrant
- Enjoyable.

The Draft Concept Design is shown on the following page and attached at Attachment 1 (E2024/16870).

Key changes to Burringbar Street proposed in this design include:

- Widen existing footpaths from 3.5m to 5.1m to improve access and allow for afresco dining and public seating.
 - Raised 10km/hr shared zone at Burringbar and Stuart Street intersection where people have priority to cross in any direction.
 - Additional pedestrian crossings at Dalley Street and adjacent to laneways.
 - Station Street Intersection priority change.
- Informal pedestrian crossings across Burringbar Street near Studal Lane and McGoughans Lane.
 - **Remove dedicated cycle lanes** on Burringbar Street and integrate cyclists with vehicle lane.
 - **Net loss of car parks** in project area is kept to a minimum (10)
- **Retain existing 60-degree angled carparking** to both sides of the street and include new loading, kiss and ride, taxi and bus stop bays.
 - **Relocate taxi zone on Stuart Street** to Burringbar Street and replace with angled parking.
 - **Relocate bus stop zone** pending discussions with Transport NSW and bus companies.

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LOCAL TRAFFIC COMMITTEE MEETING

- Additional mobility parking spaces increased from 3 to 4.
- Loading bays added.

An Exhibition report providing detailed site analysis, background information and further details of the design features is provided at Attachment 2 (E2024/3881).

5 Council is seeking engineering feedback and advice on this Draft Concept Design to support a final Concept.

LOCAL TRAFFIC COMMITTEE MEETING





LOCAL TRAFFIC COMMITTEE MEETING

The following images present the current street section and the proposed sections for the length of Burringbar Street and the Burringbar Street/Stuart Street intersection (proposed 10km Shared Zone).



SECTIONS - Existing Burringbar Street

BURRINGBAR STREET CONCEPTIDESIGN



LOCAL TRAFFIC COMMITTEE MEETING



SECTIONS - Proposed Intersection of Burringbar & Stuart St. BURRINGBAR STREET CONCEPT DESIGN



LOCAL TRAFFIC COMMITTEE MEETING

5 **RECOMMENDATION:**

That the Local Traffic Committee note the Draft Concept Design (E2024/16870) and Street Sections for Burringbar Street and provide advice.

Attachments:

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- 1 Burringbar Street Draft Concept Design, E2024/16870, page 89 🗓 🛣
- 2 Burringbar Street Concept Design Exhibition Report, E2024/3881, page 90 🗓 🖾

MATTERS FOR TRAFFIC ENGINEERING ADVICE

7.4 - ATTACHMENT 1



7.4 - ATTACHMENT 2

Draft Concept Design

Burringbar Street, Mullumbimby

Exhibition Report February 2024





Draft Concept Design – Burringbar Street, Mullumbimby

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Process and Next Steps	23
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Draft Concept Design – Burringbar Street, Mullumbimby

Introduction

We are developing a Concept Design for Burringbar Street, Mullumbimby.

This report presents a draft design for community to review and provide feedback on.

A Concept Design is a visual plan that considers streetscape elements such as placemaking, accessibility, pedestrian safety, public space, landscaping, cyclists, vehicle movement and parking.

It looks at ways to make Burringbar Street a more accessible, safe, inclusive, vibrant, and enjoyable place to be.

The aim is to develop a Concept Design that reflects what local businesses and the wider community want for this street in the future.

The Concept Design will support State and Federal funding grant applications to develop further detailed design and construction.



Figure: Project Scope Area - Burringbar Street, Mullumbimby

Project Objectives

The project objectives for the Concept Design of Burringbar Street are as follows.

- To prioritise pedestrian safety and connectivity
- To improve accessibility for all users
- To include place making initiatives that support social and commercial life
- · To consider impacts on key elements in the street such as car parking
- To support safer active travel especially for cyclists
- To support a green street and sustainability objectives
- To set the basis for a design that celebrates the cultural landscape
- To develop a design that is implementable especially in terms of budget

Draft Concept Design - Burringbar Street, Mullumbimby

Background

OUR MULLUMBIMBY MASTERPLAN

The Concept Design project aligns with the Our Mullumbimby Masterplan 2019 document which identifies refreshing the main street as the priority project for the town. The Masterplan can be found on <u>Council's website.</u>

A key objective of the Our Mullumbimby Masterplan is for traffic to move around the main street – primarily utilising Station Street, Fern Street, Tincogan Street and Dalley Street.

This objective has been supported recently with the completion of intersection priority changes along Tincogan Street. Road and footpath upgrades are also planned for Station Street and Fern Street.

Another supporting project within the Masterplan is to develop Stuart Street as a 'green spine', with a focus on pedestrians, cyclists and environment.

Figure: Mullumbimby town centre and key movement paths



HEALTHY STREETS REPORT

Transport for New South Wales undertook a 'Healthy Streets' Assessment of Burringbar Street in August 2023.

The Healthy Streets assessment references ten indicators to be prioritised and balanced to improve the social, economic, and environmental sustainability of a street.

The assessed scores are presented in the following table.

Draft Concept Design – Burringbar Street, Mullumbimby

Healthy Streets Assessment Indicator	Score (out of 100)
Everyone feels welcome	41
Easy to cross	33
Shade and shelter	33
Places to stop and rest	53
Not too noisy	27
People choose to walk and cycle	41
People feel safe	39
Things to see and do	58
People feel relaxed	28
Clean air	0
Healthy Streets Score Overall	37

The assessment identified the following elements that impact the overall health of the street.

- Too many vehicles and too many heavy vehicles
- Speed issues at times
- Reducing through traffic is important for pedestrian safety
- Better treatments needed to reduce pedestrian and cyclist safety risks at intersections
- Lack of crossing facilities for pedestrians mid-block
- Good footpath widths but they are often cluttered
- Better buffers needed between footpaths and road lanes
- Seating opportunities should be spaced regularly along the street
- Need to implement a more consistent approach to cycling
- Step-free cycle parking is needed

Draft Concept Design - Burringbar Street, Mullumbimby

TALKING STREET TRIAL PROJECT

This Concept Design draws on learnings from the Burringbar Talking Street Trial project conducted in 2021 which was funded by the New South Wales 'Streets as Shared Spaces' Grant Program.

The trial included the following elements aiming to improve pedestrian safety and access and create more shared spaces.

- Speed zone reduction to 30km/hour pedestrian priority zone
- Pedestrian crossing installed on Burringbar Street near Station Street intersection
- Narrowing of Burringbar and Stuart Street intersection with bollards and road paint to slow traffic and improve pedestrian safety
- Entrance painting at each crossing either end of Burringbar Street
- Installation of two mini public space 'parklets' on Stuart Street
- Installation of eight sandstone seats
- Mural art at two corners of the central intersection depicting stories sacred to Country
- Wheel stops installed to create more space for pedestrians on footpaths
- Removal of cycling lanes at central intersection

More information about this project can be found in the Council report from 23 June 2022.

Figure: Photo of narrowing of Burringbar and Stuart Street intersection during the trial



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Draft Concept Design – Burringbar Street, Mullumbimby

Site Analysis

Burringbar Street plays an important role for the town and its surrounds as a place to conduct daily shopping, business and socialise. The structure of the street with its wide road reserve, awnings and heritage buildings provides a great platform for future improvement.

Issues to be considered include narrow footpaths, limited safe crossings for pedestrians and efforts to foster more areas for people to meet, chat, express themselves and host events.

A Site Analysis was conducted for the project area.

Figure: Perspective illustration of Burringbar Street



Draft Concept Design – Burringbar Street, Mullumbimby

The follow table provides a summary of observations during the site analysis.

Project Objective	Site Observation
To prioritise pedestrian safety and connectivity	 Car movements and speed can make it difficult for pedestrians to move freely and safely Footpath condition impacts pedestrian safety Footpaths are cluttered and more space would be preferable
To improve accessibility for all users	 The street has many different levels impacting accessibility Footpath crossfalls and surface quality could be improved Activity along building frontages impacts accessibility
To include place making initiatives that support social and commercial life	 There are limited opportunities for gathering and chatting Alfresco dining areas are limited Shaded seating and relaxing spaces are limited
To consider impacts on key elements in the street such as car parking	 Car parking is highly sought after and desired by businesses Minimal dedicated loading and operational bays Public transport stop on Stuart street functioning poorly A parking survey in 2017 concluded that there are over 800 car parks within 5 minutes of the project area, and that there was always availability, even at peak times during weekends and school holidays
To support safer active travel – especially for cyclists	 Dedicated bike lane existing but in dangerous location behind parking Uncertain cyclist movements around intersections Limited footpath space – not suitable to share with cyclists
To support a green street & sustainability objectives	 Palms provide minimal shade and there are no shade or canopy trees Limited garden bed water capture infrastructure
To set the basis for a design that celebrates the cultural landscape	 Strong community cultural expression opportunity Opportunity to improve street event delivery
To develop a design that is implementable	 Look to incorporate works with scheduled water upgrades Most interventions will move the kerb and be substantial change

Draft Concept Design - Burringbar Street, Mullumbimby

Consultation

The following consultation has been carried out to date to inform the draft Concept Design.

Online Survey

Council ran an online survey in September 2023 which asked community, what is most important for your street? We received over 200 responses.

We heard that car parking, pedestrian safety, and place-making were among the key concerns for users of Burringbar Street.

We also discussed the project and survey at an 'On Street Discussion' on 28 September 2023.



Figure: Number one priority selected by survey respondents.

Stakeholder Briefings

Council staff have also had direct briefing sessions with the following stakeholders to inform them about the project and get any initial feedback:

- Mullumbimby Chamber of Commerce Executive
- Transport for New South Wales
- New South Wales Police
- Council's Access Consultative Working Group
- Local bus company representatives
- Mullumbimby High School students

Note that we will be engaging these stakeholders again during the formal exhibition period.

Draft Concept Design - Burringbar Street, Mullumbimby

Concept Design Workshop

On Friday 13 October, the Concept Design Workshop took place with community, staff and state representatives. At the workshop the project objectives and site analysis were shared, and we heard from attendees who provided their insights into opportunities and constraints to inform the design.

The key themes to come out of the workshop were increased pedestrian safety, improved accessibility and inclusion, greater placemaking (such as seating, amenities, trees and greenery) and the desire to make the street a safer and more inclusive space. The day concluded with three potential concepts for a revitalised Burringbar Street, with varying levels of intervention required.

The options from the Concept Design Workshop are included at Appendix A.

Figure: Photo of stakeholders at the Concept Design Workshop



7.4 - ATTACHMENT 2

Draft Concept Design - Burringbar Street, Mullumbimby

Draft Concept Design

The following pages present the Draft Concept Design.

The draft design has been informed by the project objectives, background, site analysis and consultation as presented in this report.

TYPICAL SECTIONS

Existing Street Section



Proposed Street Section



MATTERS FOR TRAFFIC ENGINEERING ADVICE

7.4 - ATTACHMENT 2



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Draft Concept Design – Burringbar Street, Mullumbimby

CENTRAL INTERSECTION – BURRINGBAR AND STUART STREET

Proposed Street Section at Burringbar near Stuart Street intersection



Artist sketch looking west on Burringbar Street to Stuart Street intersection



Draft Concept Design – Burringbar Street, Mullumbimby

STREET TREES

Shade Tree Strategy



7.4 - ATTACHMENT 2

Draft Concept Design – Burringbar Street, Mullumbimby

LANDSCAPE TREATMENT IDEAS

Figure: Hardscape ideas



Figure: Garden planting ideas



Draft Concept Design – Burringbar Street, Mullumbimby

Addressing the Project Objectives

The following tables summarise how each project objective has been addressed within the draft concept design, noting the various inputs from consultation, stakeholder feedback and site analysis.

PEDESTRIAN SAFETY & CONNECTIVITY

Project Objective	To prioritise pedestrian safety and connectivity
Consultation Results	 Over 70% of people agreed with our understanding that the community want a street that is safer for pedestrians. This means: low traffic speeds, less cars using the street as a through route, more opportunities to safely and easily cross Burringbar Street 29% of people ranked pedestrian safety as their top priority
Design Workshop Comments	 All options sought to increase footpath width and improve pedestrian crossings at intersections
Stakeholders Feedback	 Stakeholders consistently told us that people should be prioritised over other transport modes Daley Street intersection is a particularly unsafe crossing. Some suggestions to improve safety include extending the 30km/hr further past this intersection
Site Analysis & Healthy Streets Assessment Findings	 Car movements and speed can make it difficult for pedestrians to move freely and safely Number of vehicles and heavy vehicles using the street impacts on pedestrian safety - reducing through traffic important to reducing risks for people Better treatments needed to reduce pedestrian and cyclist safety risks at intersections Lack of crossing facilities for pedestrians mid-block Good footpath widths but they are often cluttered Better buffers for footpaths to road and parking needed

17

Draft Concept Design – Burringbar Street, Mullumbimby

Project Objective	To prioritise pedestrian safety and connectivity
Proposed Design Response	 Footpath widths increased from 3.5m to 5.1m Raised 10km/hr shared zone at Burringbar and Stuart Street intersection where people have priority to cross in any direction Informal pedestrian crossings across Burringbar Street near Studal Lane and McGoughans Lane Footpaths are one level for whole length of street including across laneway entries Raised pedestrian crossings at Burringbar and Dalley Street intersection and Burringbar and Station Street intersection

ACCESSIBILTY FOR ALL

Project Objective	To improve accessibility for all users
Consultation Results	 Over 65% of peopled agreed with our understanding that improving accessibility on the street is a priority. This means, creating a more inclusive environment that is easier for all people to move around and hang out in the street, regardless of their age, ability or mobility aids they use Only 6% of people ranked user accessibility as their top priority
Design Workshop Comments	Improved footpath levels and crossings were included in all designs
Stakeholders Feedback	 Some areas of the street feel unsafe Some pedestrian crossings feel unsafe – adding refuges would improve this Need to consider invisible disabilities, for example neuro-divergent needs and sensory sensitivities Less cluttered footpaths would really help
Site Analysis & Healthy Streets Assessment Findings	 The street has many different levels impacting accessibility Footpath crossfalls and surface quality could be improved Physical items along building frontages impacts accessibility

Draft Concept Design – Burringbar Street, Mullumbimby

Project Objective	To improve accessibility for all users
Proposed Design Response	 Refer Design Responses in Pedestrian Safety and Connectivity section Additional mobility parking spaces increased from 3 existing to 4 and spaced regularly along the street Kiss and ride zones provided to allow for easier drop-off/pick-up options Planting along parking edge to reduce visual noise Quieter small public space areas where users can rest

PLACE MAKING

Project Objective	To include place making initiatives that support social and commercial life
Consultation Results	 Over 70% of peopled agreed with our understanding that community and businesses would like Burringbar Street to be a nicer place to spend time, socialise, relax and enjoy. This means considering things like: increased street trees and shade, more alfresco café/restaurant dining opportunities, more public places to sit and meet, a street that better supports local on-street events 24% of people ranked place making as their top priority
Design Workshop Comments	 All options sought to provide more public space around the central intersection of Burringbar and Stuart Street Options looked at additional alfresco dining spaces and potential for improved public realm at either end of Burringbar Street
Stakeholders Feedback	 It is a business hub for the region, it needs to be functional and accessible There are not enough places to sit and meet School kids felt there was not enough public places for them to gather safely in small groups
Site Analysis & Healthy Streets Assessment Findings	 There are limited opportunities for gathering and chatting Alfresco dining areas outside cafes are limited Public shaded seating and relaxing spaces are limited Footpaths could also be space for people to meet and chat informally but at the moment footpath width and clutter constrain this Public seating opportunities should be spaced regularly along the street

Draft Concept Design – Burringbar Street, Mullumbimby

Proposed Design Response	Alfresco dining areas in key locations
	Shaded public realm areas with garden beds and seating
	Wider footpaths for gathering and chatting along whole street
	Improvements to street levels
	• Laneway entrance treatments allow for further laneway activation in the future.

ACTIVE AND PUBLIC TRANSPORT - CYCLISTS AND BUSES

Project Objective	To support safer active travel – especially for cyclists
Consultation Results	 Less than 45% of peopled agreed with our understanding that cyclists want their own dedicated lane for the entire length of Burringbar Street rather than being integrated with the traffic Only 5% of people ranked cyclist provision as their top priority
Design Workshop Comments	 All options had cyclists sharing the lane with vehicles One option included transport hub on Burringbar Street outside the post office
Stakeholders Feedback	 People need safe cycle routes to the main street Bus stop on Stuart Street is difficult for buses to access and the central intersection of Burringbar and Stuart is very congested and difficult for bus movements Other vehicles often park in bus stop on Stuart Street
Site Analysis & Healthy Streets Assessment Findings	 Dedicated bike lane existing but in dangerous location behind parking - better treatments needed to reduce pedestrian and cyclist safety risks at intersections and along the street Limited footpath space – not suitable to share with cyclists Step-free cycle parking needed Integrating with future rail trail cycle network important No bus stops on Burringbar Street – ideally support buses to also move around main street while still servicing the centre
Proposed Design Response	 Remove dedicated cycle lanes on Burringbar Street Bikes to share lane with vehicles in low speed 30km/hr setting Move bus stop from Stuart Street to better location for buses and users
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Draft Concept Design – Burringbar Street, Mullumbimby

CAR PARKING AND VEHICLE MOVEMENT

Project Objective	To consider impacts on key elements in the street such as car parking			
Consultation Results	 Over 70% of peopled agreed with our understanding that it is important to have the right number of car parks in the street as well as in adjacent streets. We've also heard we should prioritise accessible parking and make sure that there are well located loading bays for deliveries 30% of people ranked car parking as their top priority 			
Design Workshop Comments	 All options sought to increase footpath width and improve pedestrian crossings at intersections 			
Stakeholders Feedback	 People should be prioritised over cars Businesses would benefit from more loading bays on or nearby Burringbar Street Car parking is highly sought after and desired by businesses. 			
Site Analysis & Healthy Streets Assessment Findings	 Minimal dedicated loading and operational bays Public transport stop on Stuart Street functioning poorly Over 800 car parks are within a 400m / 5 minute walk up to Burringbar Street 			
Proposed Design Response	 Additional mobility car parking added along the street to increase business accessibility Loading bays added to support Business operations Car parking added to Stuart Street in old bus stop location Two Electric Vehicle charging stations added to project area Net loss of car parks in project area is kept to a minimum (10) 			

GREEN STREET

Project Objective	To support a green street and sustainability objectives	
Consultation Results	Refer to Place Making survey results	

Draft Concept Design – Burringbar Street, Mullumbimby

Design Workshop Comments	 All options sought to increase amount of shade trees Some options included community gardens in public spaces
Stakeholders Feedback	 Reports of palm seed heads creating a slip hazard for pedestrians – especially in wet weather Stormwater retention in street to be considered Should be no worsening of potential flood impacts
Site Analysis & Healthy Streets Assessment Findings	 Palms provide minimal shade and there are no shade or canopy trees Palms require a lot of maintenance and do not promote biodiversity Limited garden bed water capture infrastructure
Proposed Design Response	 Removal of palms New street trees to bring significant increase in shade improving climate resilience Local tree selection to bring habitat, biodiversity and character to the street Public spaces could provide for community gardens in detailed design stage Stormwater capture in gardens beds and tree grates

CULTURAL LANDSCAPE

Project Objective	To set the basis for a design that celebrates the cultural landscape			
Consultation Results	Not part of survey data specifically			
Design Workshop Comments	 View lines to surrounding landmarks noted Opportunities for bush food in streetscape discussed History of street used for events and marches 			
Stakeholders Feedback	 Direct consultation with Arakwal to occur as part of exhibition period to discuss proposed design ideas Design should allow for cultural expression, for example more artwork, sculptures, platforms or flexible spaces that are multifunctional 			

22

Draft Concept Design – Burringbar Street, Mullumbimby

Site Analysis & Healthy Streets Assessment Findings	 Strong community cultural expression opportunity Potential to link design elements to Brunswick River theme
Proposed Design Response	 Public spaces identified with views to Mount Chincogan as a culturally significant landmark Street design to accommodate event delivery (eg road closures, alfresco dining) Dedicated areas for cultural expression Integrated place making through street furniture, footpath treatments etc

IMPLEMENTABLE

Project Objective	To develop a design that is implementable				
Consultation Results	Not part of survey data specifically				
Design Workshop Comments	 All options sought to increase footpath width – changing the kerb line will have budget implications 				
Stakeholders Feedback	• The gravity sewer main on southern side of Burringbar Street may require replacement (not relining) within the next 3 years				
Site Analysis & Healthy Streets Assessment Findings	 Look to incorporate works with scheduled sewer upgrades Most interventions will move the kerb and be substantial change with budget implications 				
Proposed Design Response	 Integration with other service upgrades Potential to stage works – focusing on intersections first 				

Draft Concept Design - Burringbar Street, Mullumbimby

Process and Next Steps

The table below outlines the project stages and activities. We are currently on public display of the draft design and are aiming to have a final design reported to Council by June 2024.

Additional detailed design and construction is subject to funding.

Project Stage	Activities		
Background (2019-2023)	Our Mullumbimby Masterplan (complete)		
	Talking Street Trial (complete)		
	Other projects (complete or ongoing)		
Concept Plan (2023-2024)	Site Analysis (complete)		
	Community Survey (complete)		
	Stakeholder Briefings (complete)		
	Stakeholder Design Workshop (complete)		
	Draft Design Development (complete)		
	Public Display of Draft < We Are Here		
	Design Refinement		
	Report Final Concept Design to Council (by June 24)		
Delivery (2024-2026)	Secure additional funding for Detailed Design		
Subject to funding	Staging and Feasibility		
	Detailed Design – will include additional consultation and reporting		
	Grant Allocation		
	Construction		

24

Draft Concept Design – Burringbar Street, Mullumbimby

Appendix A – Design Workshop Concepts



CONCEPT 2



7.4 - ATTACHMENT 2

Draft Concept Design – Burringbar Street, Mullumbimby

CONCEPT 3





FOR MORE INFORMATION

PO Box 219 Mullumbimby NSW 2482 (70 Station Street) E: <u>council@byron.nsw.gov.au</u> P: 02 6626 7000 | F: 02 6684 3018 <u>www.byron.nsw.gov.au</u>

LOCAL TRAFFIC COMMITTEE MEETING

EVENTS

Report No. 8.1 Mullum Laneways 2024 - Kaleido Mullumbimby

5 **File No:** I2024/135

Council has received an Event Application for Mullum Laneways Festival, an event to be held on 5 May 2024.

Previous Event presented to LTC was under the name of Blues on Burringbar. The organisers are hoping to do similar event each year.

RECOMMENDATION:

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- 1. That Council supports Mullum Lane Ways Festival to be held 5 May 2024 10am to 10.00pm.
 - 2. That Council support in Part 1 is subject to:
 - a) separate approvals by NSW Police and TfNSW being obtained;
 - b) the event organiser providing council with an updated Traffic Management Plan and Traffic Guidance Scheme/s for the event;
- c) development and implementation of a Traffic Management Plan and Traffic Guidance Scheme/s by those with appropriate TfNSW accreditation and the holding of current and appropriate levels of insurance and liability cover;
 - d) the impact of the event be advertised, and charged at cost to the organisers, via a notice in the local weekly paper and appropriate variable message signage a minimum of one week prior to the operational impacts taking effect, noting it must include the event name, specifics of any traffic impacts or road closures and times, alternative route arrangements, event organiser, a personal contact name and a telephone number for all event related enquiries or complaints;
- 30 e) the event be notified on Council's web page with the event organiser supplying Council with the relevant information.
 - 3. The event organiser to:
 - a) inform the community and businesses that are directly impacted (e.g. within road closure zones) via written information which is delivered to the property

LOCAL TRAFFIC COMMITTEE MEETING

in a timely manner so as to document, consider and respond to any concerns raised;

- b) arranging for private property access and egress affected by the event;
- c) liaising with bus, taxi and waste operators and ensuring arrangements are made for provision of services during conduct of the event;
- d) consulting with emergency services and any identified issues be addressed;
- e) holding \$20m public liability insurance cover which is valid for the event;
- f) paying Council's Road Event Application Fee prior to the event;
- g) not place any signage on the road related area of the Pacific Highway.
- 10 **4.** That provisions are made for safe access for heavy vehicles at the intersections of Stuart Street/Burringbar Street, and Stuart Street/Tincogan Street.

Attachments:

- 15 1 Event Mullum Lane Way Fest 2024 TGS Burringbar St Mullumbimby, E2024/9367, page 120 J
 - 2 Event Mullum Laneways Festival 2024 Summary, E2024/9369, page 123
 - 3 Event LTC Mullum Laneway Festival Burringbar St Mullumbimby (showing detour), E2024/11496, page 127 🗓 🖫

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LOCAL TRAFFIC COMMITTEE MEETING

Background

Byron Shire Council received an application in 2023 through the Events & Festivals Sponsorship Program from Mullum Lane Ways Festival (Kaleido-Mullumbimby). The program is aimed at supporting community events.

5 The event, under the auspice of Mullumbimby Chamber of Commerce, were a recipient of this funding. Their program allows a series of creative producers to bring together the arts, music, creative workshops, puppetry, and family-kids interactive activities.

The Mullumbimby Chamber of Commerce have experience with a similar event (Biggest Little Banquet) they used to run, that was successfully run for several years and a similar concept to this Blues on Burringbar in 2023.

Event Overview

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This community event will bring locals together in a day of free musical entertainment and family fun activities.

The event will temporarily close a section of Burringbar Street between Stuart Street and
Daley Street from 10am to 10pm. Traffic will be detoured around Stuart Street and Whian
Street and Tincogan Street both linking back up with Daley Street.

The Traffic Guidance Scheme for the event is provided at attachment 1.

The event overview is provided at attachment 2.

The event detour layout is provided at attachment 3.

20 Key Issues

While the proposal closes the road it will not prevent pedestrian access to businesses and will support bringing more people to local businesses, therefore, the closure is not seen as being a negative for local business or those using the town centre.

Council Implications

25 **Financial Considerations**

Nil, costs borne by applicant.

Asset Management

Not applicable.

Policy or Regulation

30 All TGS's are to be developed and implemented by people with the appropriate level and type of accreditation.

LOCAL TRAFFIC COMMITTEE MEETING

Consultation

A condition of the endorsement of this event is that the event organisers conduct appropriate community consultation, including:

- 5
- 1. Advertising the impact of the event in the local newspaper and on the Council website.
- 2. Informing community and business that are directly impacted.
- 3. Liaising with bus and taxi operators.
- 4. Consulting with emergency services.

Legal and Risk Management

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8.1 - ATTACHMENT 1



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
 multiple responsible for the works relevant TMP

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

	Recommended taper length (m)			
Existing permanent speed limit (km/h)	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.

EVENTS

EVENTS

8.1 - ATTACHMENT 1



TGS Guidelines

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Speed Zones

S	peed Zone	Selection Criteria			
80) km/h	 The speed limit must be reduced to 80 km/h where: 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	The speed limit may be reduced to 70 km/h where: 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	 The speed limit must be reduced to 60 km/h where: 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	 The speed limit must be reduced to 40 km/h where: 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	 Traffic should be reduced to 30 km/h where: 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.



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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.





Stacked dual sign arrangements

END

ROADWORK



8. Finished

EVENTS

8.1 - ATTACHMENT 1





Executive Summary

Kaleido Mullumbimby, is a Community Arts and Creative Festival, held on the first weekend of May each year in the Northern Rivers town of Mullumbimby.

Mullumbimby is a town at the centre of a region that is abundant with artists and creatives with a passion for what drives them. This festival serves to showcase their ideas, talents and outcomes.

Kaleido Mullumbimby, serves to build a stronger community and build a better place by bringing people together, sparking creativity, joy and openness through the arts.

At the core of the festival is a FREE 4 hour Sunday afternoon / evening event, held on Burringbar Street in the centre of town, the street will be transformed in a magical place of music, dance, theatre, art, food and fun. A place that is engaging for all the family.

In addition to the creative Sunday, there are additional events and workshops, some of which are free and others are ticketed.

Our core priority is to provide as many events as possible without charge as we believe that experiencing and making "ART" (the expression or application of human creative skill and imagination) should be accessible for everyone, helping to build strength, resilience and cohesion within the community.

As an entirely volunteer-run and non-profit event, sponsorship, grants and donations make this event possible by supporting all operational costs from insurance to art supplies and fair pay for artists.

Event Concept Summary

Concept

Kaleido-Mullumbimby is a vibrant, eclectic community arts and culture festival, held annually on the first weekend in May in the Northern Rivers town of Mullumbimby.

The festival transforms the town into a celebration of art, music, food, and community.

The event gathers local artists, established, emerging and the parttimers, to perform, to exhibit, engage and perform for and with the community.

Street Event

The culmination of the festival is a street event held on the Sunday afternoon in the centre of town. This free event transforms Burringbar Street, centring on the intersection of Burringbar and Stuart Streets and the adjacent laneways, into a magical multifaceted and surprising world of engagement, wonder and community gathering.

A stage at the Dalley Street end provides the platform for the key musical entertainment and dance zone.

The Burringbar Stuart intersection becomes a stage set where theatre, circus and game play are focussed, a centre point where engagement and wonder abound.

The laneways off Burringbar are transformed into enchanted worlds where magic happens, children's happenings, cross generational activities where the young and young at heart can make art together. The local cafes and restaurants, create menus specifically for Kaleido, patrons are invited to eat in the street, bring picnic blankets or tables and chairs or book seating in the designated eating areas interspersed throughout the venue.

There are stages and sets in strategic locations for any community members to perform or engage.From buskers to soap boxes to impromptu theatre all are invited to participate.

Leading up to the event auditions will be held.

Associated events

Side events will be held from the Friday evening, through Saturday and Saturday night as well as Sunday morning.

These events will offer a diverse range of art experiences, for example, masterclasses, paint workshops, wine and paint, uke workshops, cooking classes, magic tutoring, jazz concerts etc etc.

Some of these will be free while others will be ticketed. All will be designed to showcase the arts community centred around Mullumbimby

8.1 - ATTACHMENT 3





TGS Guidelines

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Traffic Control Types

PTCD (Portable Traffic Control Device)



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EVENTS

8.1 - ATTACHMENT 3



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Stacked dual sign arrangements

END

ROADWORK



8. Finished

EVENTS

8.1 - ATTACHMENT 3



