

Stakeholder Feedback

Transport for NSW

Transport have reviewed the concept plans with comments on each plan below. While the concept plan is good so we can see what is intended to be built Transport would need to see the detailed design to ensure that everything suggested can be installed in the environment.

- Plan 1
 - Mini roundabouts are not always the best option to control vehicle speeds and provide gap exception from a side road. Vehicles will drive over them especially 4x4's. A bus may not be able to do a u-turn so the size of the mini roundabout will be a factor. Transport will need to see the detailed design.
 - If the on-road threshold is a 'raised' threshold (which Transport would support as an entry statement) it will need to be designed in accordance to Austroads guidelines.
 - New 1.5m footpath on the shop side of Federal Rd may be a bit narrow considering the amount of pedestrians likely to walk along this side of the road. Suggest Council see if they can widen it by removing the grass verge and install concrete from the kerb to the building alignment. They can always colour stencil it to make it more attractive.
 - Any crossing point such as the mid-block informal crossing, and the marked crossing must have a tree canopy that will be above 2.0 m in height, and any low growing shrubs must be below 1.0 m in height. Suggest council provide TfNSW with the Landscaping plans.
 - For councils information. Any recommended 'Small Informal Meeting Spaces' as identified on the concept plans can create a 'cluster' of people next to a marked crossing. It can place the driver in a 'confusing' situation not knowing if a pedestrian is about to leave the group and cross the road. Suggest extending the suggested 'retaining wall' around this area which will 'corral' people into one area. Park benches could also be provided in this space.
 - Only one disabled parking space. Suggest council see if they can install another one at the southern end of this 90 degree parking area where they have identified a streetscape garden next to the mid-block crossing
 - Proposed marked (zebra) crossing will need to have street lighting above it. Lighting will need to meet Australian Standards. Width of marked crossing at 6.0 m is a good idea.
 - Any areas in the road boundary that cannot accommodate a vehicle it is recommended that council consider providing space for motorbikes. This will reduce the amount of lost vehicle parking space that a single motorbike can take up. Areas to investigate are proposed gardens or an area too small for a vehicle. This will also reduce some garden maintenance costs.
- Plan 2
 - New footpath on shop side. Same comment as in Plan 1
 - Informal meeting place. Same comment as in Plan 1
 - Small scale mini roundabout will remove on street parking for residents opposite Roses Rd. Currently there is on-street parking. Council should consult with them, they may have already done so.
 - Small scale mini roundabout comment same as in Plan 1

- Proposed new footpath on northern side of Federal Dr that connects to Roses Rd should be moved slightly away from the proposed roundabout to provide greater separation from turning vehicles. The current width of Roses Rd is approximately 7.8 m wide. Is it possible for council to investigate installing a narrow centre median, say 1.0 to 1.5 m wide to provide safe standing place for pedestrians when crossing Roses Rd. This could be undertaken as part of the mini roundabout design.
- Landscaping comment same as in Plan 1
- Plan 3
 - Informal crossing point adjacent to Federal Hall. Landscaping comments same as in Plan 1. Transport support installing bollards to assist in providing safety for people congregating outside the hall, especially on market days.
 - On road threshold comment same as in Plan 1
 - Installing of a u-turn facility at Coachwood Crt should be prioritised and supported by a road safety audit. Should a mini roundabout be recommended the design will need to satisfy the it can accommodate a bus, or a larger ridged delivery truck.

Plus:

- All regulatory devices must go to the LTC for recommendation to Council
- 30km/h speed limits do not currently fit within the NSW Speed Zoning Guidelines. However, additional guidance on installing 30km/h speed limits will be sent to us in the next few weeks. I will send the advice on to you.

Northern Rivers Bus company comments

- Thinks it works for cars and pedestrians but not helpful for buses.
- 3 buses that park on park side at present and 1 that parks at shop
- Cars are always parked outside the shop
- Informal gathering space near Roses road (opposite consolidated zone) would be a perfect spot for a bus zone
- Currently 2 buses do a 3 point turn on binna burra road
- Likes the idea of moving things away from the shop
- Kids go to shop while bus is stopped- moving them away from the shop might minimise kids crossing the road for this
- Cars parking in bus zone currently – can we stop this
- All buses meet at the same time and then transfers occur at the same time – hence need for 4 buses at one time
- 12-14m buses ++ extra room for pulling in
- Current signage not sufficient for people not parking
- Half people using street at peak times are connecting with bus
- Connections with buses in Lismore to go to other schools
- Thinks it's likely it will get busier
- Ideal - circular area for 4 buses to drive in and out front ways, off road
- Biggest problem was cars parked in bus zones.
- School lights/zones might be helpful.
- Happy to talk to Engineers about turning circles if that's useful.

Access Consultative Working Group

- Accessible parking: it is essential that all accessible parking spots have both rear and side access that is safe and appropriate. Cars and vans may have rear or side entry/exit points and cannot safely access the vehicle if unloading into traffic.
- Pathway lighting: low-level lighting is preferred, and a key part of safe wayfinding, especially when using mobility aids. We heard from a community member that lives in Federal and uses mobility aids – at night she cannot safely access main street as she cannot hold a torch and her cane. Sensor lighting, or low-level lighting is preferred as it deters insects and wildlife.
- Power poles: removing power poles and moving power underground was supported, for both aesthetic and safety reasons.
- Additional crossing infrastructure at Roses Road to join the footpaths: Even if a full pedestrian crossing is not possible, some ramps and crossing aids to indicate a crossing - point and join the footpath sections would be useful.
- Bus stop: Low-gradient ramps at bus stop to allow access to kneeling buses are required. This should be future-focussed even if the accessible bus does not yet stop here, it should be fitted so that it can in future.
- Crossing at Coachwood Circuit: some crossing infrastructure here to join footpaths would also be helpful.
- Bus turning circle: the suggestion was made to investigate possible funding and requirements with the Fire Service, as they also use the road.