

Design Directions following Public Exhibition

Burringbar Street Concept Design

#	Topic	What We Heard	Design Recommendations
1	Street Trees	<p>348 of 492 people surveyed were concerned about loss of palm trees, the impact this would have on the lorikeets and/or town character.</p> <p>93 of 492 people surveyed agreed with removal of the palms.</p> <p>More shade was generally considered desirable.</p> <p>Comments such as:</p> <p>The plans don't seem to integrate with the Stuart Street 'green spine'.</p> <p>Submissions included suggestions to keep the palm trees and plant an understory of native species beneath them to create a mixed urban forest on the main street. The palms could also be thinned and trimmed as needed rather than removed entirely.</p>	<p>Incorporate or reuse existing palms as much as possible in the street, while also adding new shade trees. Location of retained palms prioritised in key character/lorikeet locations and where risks from dropping fronds and seeds is able to be mitigated.</p> <p>Stage and stagger removal of any palms if needed. Aim is still to substantially increase shade along the street. Also consider better integration with 'green spine' on Stuart Street.</p> <p>Selection of additional shade trees to be carried out in collaboration with experienced community representatives. Selection to consider: Shade canopy; Contributing to amenity and character of the town and main street; Tree height (5-8m); visibility of business signage; Biodiversity value – bird and insect attracting; Maintenance (especially non-invasive and no large fruit); Local bush food; Heat tolerance; Views to historic buildings and vistas to Mt Chincogan.</p>
2	Car Parking	<p>331 of 492 people surveyed were concerned about loss of car parks. Car parking supply was noted as a priority for many, including businesses.</p> <p>91 of 492 people surveyed supported the changes to car parking.</p> <p>Many submissions had ideas about where additional car parking could be added near the main street.</p>	<p>Limit the loss of car parking as much as possible. Items that may assist include relocating bus stop outside of main street; public and outdoor space outside of IGA and the Middle Pub could be prioritised for parking; EV charging bays could be moved out of centre.</p> <p>Note that it is still expected that there will be some loss of car parks in the project area.</p>

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		Some noted that it was important to establish a broader plan for car parking supply and use in the town centre.	
3	Intersection of Station Street and Burringbar Street	<p>Comments such as:</p> <p>It's a good idea to try to allow traffic to flow better through this intersection and around town.</p> <p>Additional traffic on Station and Fern Streets may create additional risks for pedestrians on these streets as footpaths are limited and the corner is tight. This will affect residents and the preschool along Fern and Station streets.</p> <p>Speed of vehicles coming from Argyle onto Station Street has been an issue in the past.</p>	<p>Proceed with priority change proposal. Detail design to further consider:</p> <ul style="list-style-type: none"> • Vehicle speed moving through intersection • Banking of vehicles turning right into Burringbar Street • Vehicles navigating right-hand turn into Burringbar Street over a traffic lane and then a pedestrian crossing • Incorporating cycle lane into pedestrian crossing over Station Street <p><u>Broader considerations</u></p> <p>May need to upgrade line marking on Jubilee Avenue to formalise a right-hand turn lane into Fern Street. This is needed prior to or at the same time as intersection changes at Burringbar and Station Streets.</p> <p>Recommend that footpath connections along Station and Fern Streets should be improved prior to intersection changes at Burringbar and Station Streets.</p>
4	Central Intersection of Stuart Street and Burringbar Street	<p>Comments such as:</p> <p>Concern about potential significant slowing of traffic through the main street.</p> <p>Drivers are unlikely to adhere to the 10km/hr speed limit.</p>	<p>Proceed with proposal for raised intersection and 10km/hr speed shared zone.</p> <p>The design strategy aims to make it easier for vehicles to move around the main street. Under this proposal if vehicles choose to use Burringbar Street it will be a slow speed area and not as easy to move through as the surrounding streets. This slow vehicle speed will make it safer for pedestrians to use and cross the</p>

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			main street, which is a key objective of the design.
5	Intersection of Dalley Street and Burringbar Street	<p>Comments such as:</p> <p>Concern about the proposed new pedestrian crossing on Dalley Street.</p> <p>Need to ensure priority at this intersection is traffic flow.</p> <p>Consider formalising or prohibiting right-hand turn into Burringbar St from Dalley St.</p>	<p>Consider option to move pedestrian crossing to Burringbar Street between Post Office and NSW Police.</p> <p>Consider best way for pedestrians to cross safely whilst supporting traffic flow along Dalley Street.</p>
6	Traffic Lanes – Direction and Widths	<p>Comments such as:</p> <p>Close Burringbar Street fully or make it one-way.</p> <p>Need to check that enough width has been provided to meet standards. From centreline to kerb 10.3m is needed at a minimum, 11.3m needed where angled parking on both sides of street.</p>	<p>Proceed with proposal of two vehicle lanes for traffic in both directions, noting that heavy vehicles still need to use Burringbar Street currently.</p> <p>Proceed with proposal of centreline to kerb distance of 9.9m. This has been guided by swept path analysis as provided as Addendum A to this document. This will be confirmed in detailed design and approvals stage.</p>
7	Laneways	<p>Comments such as:</p> <p>Delivery and service vehicles are regularly struggling to access laneways due to cars illegally parked and blocking access.</p> <p>It is essential that any street improvements do not constrain large vehicle movements into the lanes.</p> <p>Make all laneways one-way off Burringbar Street with possible loading bays at the mouths of the lanes.</p>	<p>Incorporate laneways into the project scope as they are critical to the functioning of the town centre.</p> <p>Consider measures to change lanes to one-way off Burringbar Street and options to limit illegal parking at throat of lanes where they meet Burringbar Street.</p> <p>Ensure delivery and service vehicle turning movements are catered for and not constrained by footpath or garden bed extensions.</p>

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8	Loading Bays	<p>Comments such as:</p> <p>Loading in laneways is critical for businesses.</p> <p>Loading already functions adequately and we don't need more bays that might be predominately empty.</p> <p>Deliveries should occur in set hours in the morning only.</p>	<p>Proceed with proposal noting comments above regarding laneways.</p>
9	Bus Routes and Stops	<p>Comments such as:</p> <p>There is no problem with existing situation, preference is to keep as is.</p> <p>Buses are a heavy vehicle that if possible should not use the main street.</p> <p>Ideally, there should be one public transport hub for Mullumbimby that is safe and accessible to the main street (for all users).</p> <p>Proposed stop on Burringbar Street will add to congestion and heavy vehicle movements.</p>	<p>Strategy to be discussed with Transport for NSW.</p> <p>Routes should use alternative streets where possible.</p>
10	Taxi / Kiss & Ride Bays	<p>Removing or minimising taxi bays is generally supported given their limited use.</p> <p>However, it was also noted that people who get dropped into town (younger people, people with accessibility challenges) appreciate having a safe drop-off / pick-up spot.</p>	<p>Maintain 2 x Taxi / Kiss & Ride bays in the design. Or incorporate these with small loading bays.</p>
11	Wider Footpaths	<p>Comments such as:</p> <p>Wider paths will be well used.</p>	<p>Proceed with proposal to widen footpaths, remove cycle lane and narrow vehicle lanes.</p>

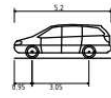
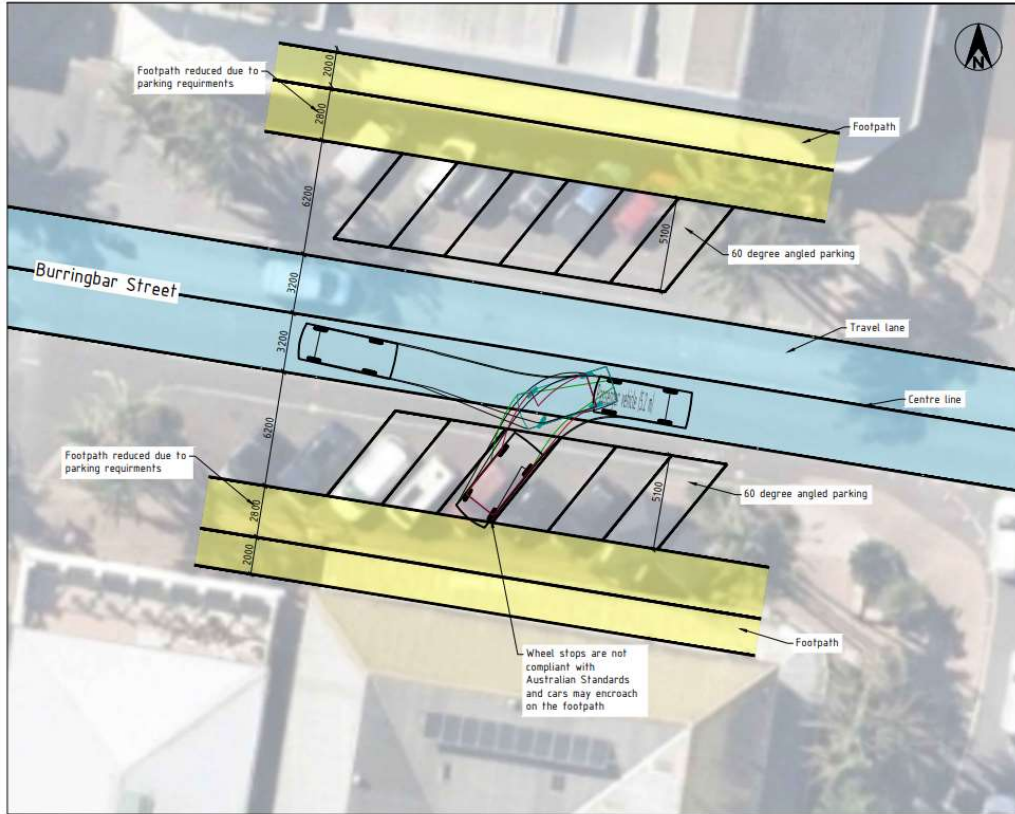
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		<p>Massive costs to achieve this widening with road camber and drainage.</p> <p>Open weather footpath space (out from under awnings) will require more maintenance.</p> <p>There is nothing wrong with the footpaths as they are.</p> <p>There will be less flexibility for cars to wait in the cycle lane for a car park to become available or for delivery and service vehicles to use the cycle lane while allowing traffic to continue to flow.</p>	<p>Note that although experience might be currently fine for majority of users, the plan is aiming to meet an accessibility standard for all users.</p> <p>Note that construction would need to be funded by a state or federal grant.</p> <p>Provide adequate delivery loading bays on street and improve use of laneways as per proposed Car Parking Strategy and Implementation Plan for Mullumbimby town centre.</p>
12	Raised Pedestrian Crossings	<p>Comments such as:</p> <p>Raising crossings will help with accessibility.</p> <p>There are too many crossings already. People cross wherever they want anyway. Raising the crossings will just slow traffic down further.</p>	<p>Proceed with proposal to raise pedestrian crossings in order to provide more accessible and safer street crossing point, noting that this is a key objective of the design.</p>
13	Cyclists	<p>Comments such as:</p> <p>Moving cyclists onto the road will be a safer outcome.</p> <p>Concern that there is no really safe movement option for cyclists in the main street.</p> <p>Moving cyclists into the lane is not a safer outcome and doesn't make sense.</p>	<p>Proceed with proposal to incorporate cyclists into traffic lanes.</p> <p>This is considered a safer option in a slow speed environment than directly behind parked cars.</p> <p><u>Broader considerations</u></p> <p>May need to consider project to repaint bike lanes on Daley Street as they are currently faded/unclear.</p>
14	Motorcycles	<p>Comments such as:</p> <p>There is a need to ensure no reduction in current number of motorbike parks as this will</p>	<p>Design to provide motorcycle parking in accordance with standards.</p>

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		<p>impact on other car spaces potentially if not accommodated.</p> <p>Motorcycle parking is not a priority outside IGA.</p>	
15	Accessible Car Parks	<p>Comments such as:</p> <p>There is a need for additional accessible car parks. However, the locations should be better considered in terms of safety, useability and connection to most needed services.</p> <p>The existing accessible spaces were not well used and therefore we shouldn't provide more.</p>	<p>Prioritise accessible car parks outside chemists, supermarket and community services, review locations in terms of road safety and review number required overall for the street.</p> <p>Also consider potential conflicts if located next to garden beds.</p>
16	Electric Vehicle Bays	<p>Comments such as:</p> <p>Including EV is forward thinking.</p> <p>These do not need to be so close to the main street. They take up parking for other vehicles.</p>	<p>Consider options to remove from the project area and/or future proof locations within the project area.</p>
17	Outdoor Dining and Public Spaces	<p>Comments such as:</p> <p>Place-making proposals including additional alfresco and public space are welcomed.</p> <p>Alfresco dining will impact on footpath space, parking and cycle lanes. Additional space for cafes isn't needed.</p> <p>Area in front of Milk and Honey is an opportunity for a nice entry to the main street area. It is also not a safe place for pedestrians as there is no buffer between traffic lane and footpath.</p> <p>Public seating area is not desirable in front of IGA as they</p>	<p>Proceed with proposal to provide additional alfresco and public spaces.</p> <p>Note that wider footpaths will support design of uncluttered pedestrian movement along the street.</p> <p>Consider landscape improvements to area in front of Milk and Honey on Station Street and remove public realm space in front of IGA.</p> <p>Public space design at intersection of Burringbar and Stuart Streets needs to be open, highly visible and discourage group seating. Crime Prevention Through Environmental Design principles to be used.</p>

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		<p>are open until 8:30pm and this area is likely to be misused.</p> <p>Additional public space risks being misused – e.g. the trial ‘parklets’ in Stuart Street 2021.</p>	
18	Garden Beds	<p>Comments such as:</p> <p>When next to carparks garden beds need to have clearance for door opening and people exiting the vehicle (not like in Stuart Street).</p> <p>Ensure that vehicle and pedestrian sight lines are not impacted.</p>	<p>Garden beds to have clearance from parked cars and consider sight lines.</p>
19	Events	<p>Comments such as:</p> <p>There is no mention of supporting events in the concept plan.</p>	<p>Central intersection design to better reflect potential to hold events and performances.</p> <p>Provide event supportive infrastructure in considered locations such as power, water and lighting.</p>
20	Public Art and Story Telling	<p>Comments such as:</p> <p>There is no mention of public art. Would be great if artwork was more than token decorative work.</p> <p>Art, sculptures and murals could be incorporated into garden beds and public spaces throughout.</p> <p>The Brunswick Valley Historical Society have been developing a Historical Story Trail (mainly auditory). The design should consider this.</p>	<p>Engage with local groups and Council Arts and Creative Industries Advisory Committee to identify art and place-making project opportunities in the street design.</p> <p>Collaborate with local Indigenous representatives.</p>
21	Design Statements	<p>Comments such as:</p> <p>More definition is needed in the design to celebrate Mullumbimby and the main street.</p>	<p>Detailed design to consider treatments for entries, central intersection and other nodes – for</p>

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		<p>The concept plan doesn't describe how the entries, central intersection and other nodes will be treated.</p>	<p>example lighting, banners, artworks, road markings etc.</p> <p>Also consider integration with 'green spine' on Stuart Street.</p> <p>Collaborate with local Indigenous representatives.</p>
22	Utilities	<p>Comments such as:</p> <p>Stormwater and drainage may dam where raised crossings are proposed.</p> <p>Would like to see rain gardens used in the street.</p> <p>Be careful of the underground water lines as they are under car parking in some locations.</p> <p>Lighting not shown on plans.</p> <p>Bin locations and rubbish truck servicing needs to be carefully considered.</p>	<p>Detailed design will consider water, sewerage, stormwater, lighting, power, rubbish collection etc.</p>

Addendum A – Swept Path Plan 60 Degree Angled Parking on Burringbar Street



Passenger vehicle (5.2 m)	
Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	1.804m
Min Body Ground Clearance	0.295m
Track Width	1.840m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6.300m

Note:

1. Concept plan based on aerial imagery and supplied dimensions. Survey required to confirm feasibility.
2. Concept Parking Layout complies with requirements stated in AS2890.5 - Table A.1