

Draft Concept Design

Burringbar Street, Mullumbimby

Exhibition Report February 2024



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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

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 [Council's website](#).

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.

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

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



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



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

Project Objective	Site Observation
To prioritise pedestrian safety and connectivity	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Strong community cultural expression opportunity • Opportunity to improve street event delivery
To develop a design that is implementable	<ul style="list-style-type: none"> • Look to incorporate works with scheduled water upgrades • Most interventions will move the kerb and be substantial change

Consultation

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

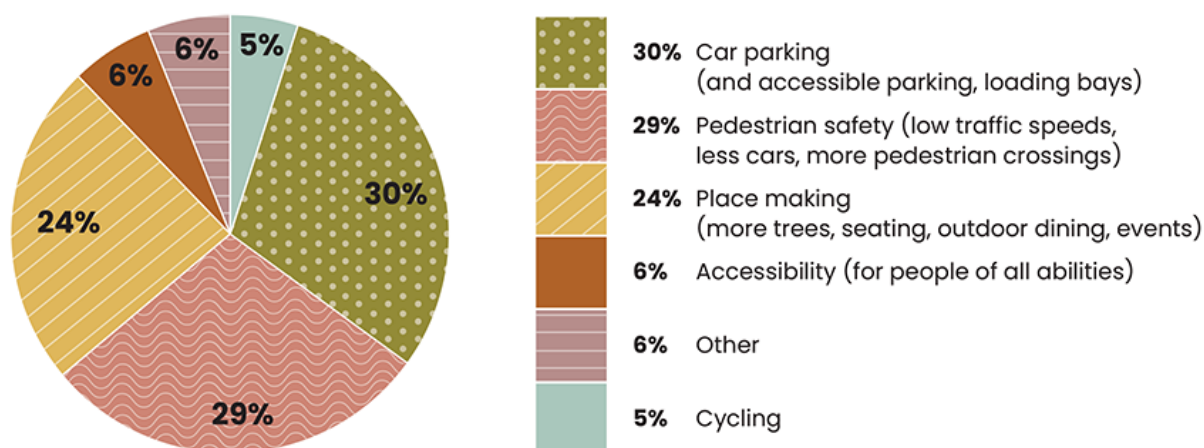
Online Survey

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.

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



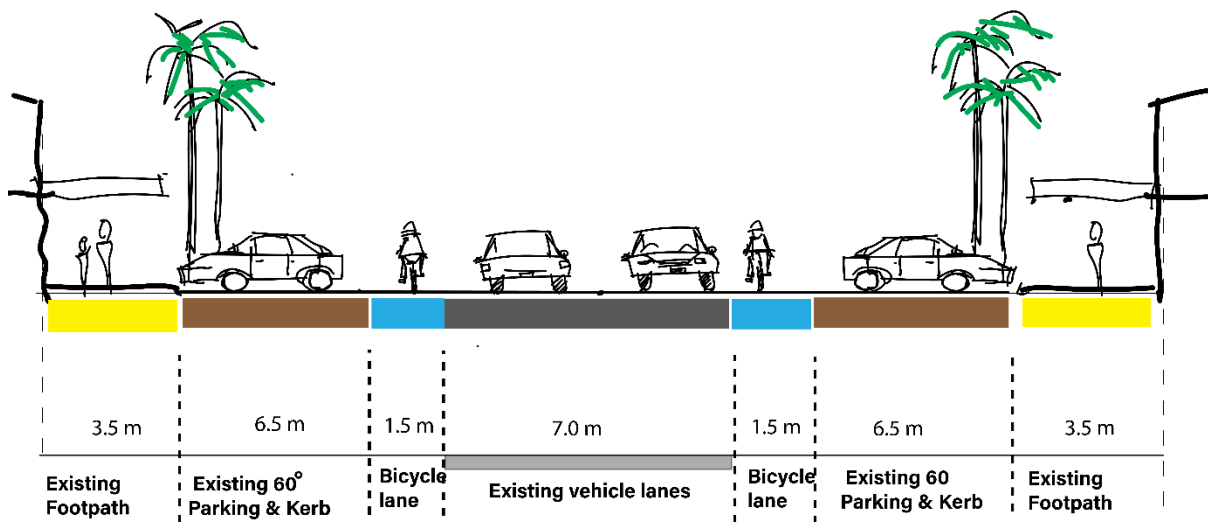
Draft Concept Design

The following pages present the Draft Concept Design.

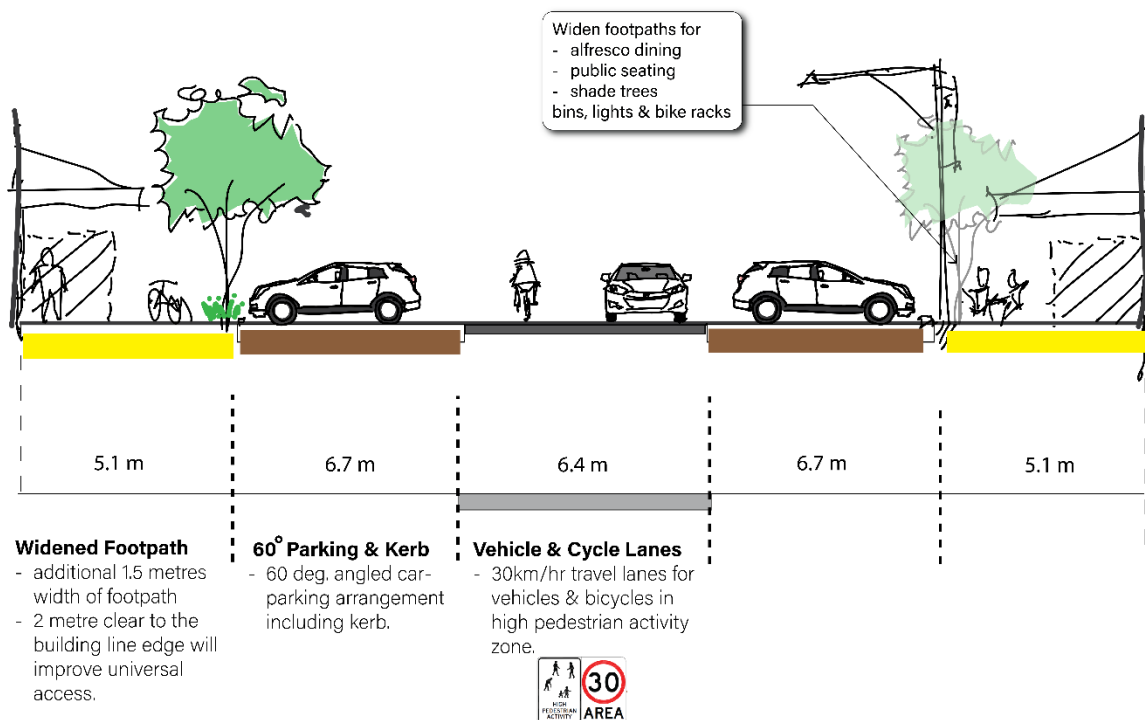
The draft design has been informed by the project objectives, background, site analysis and consultation as presented in this report.

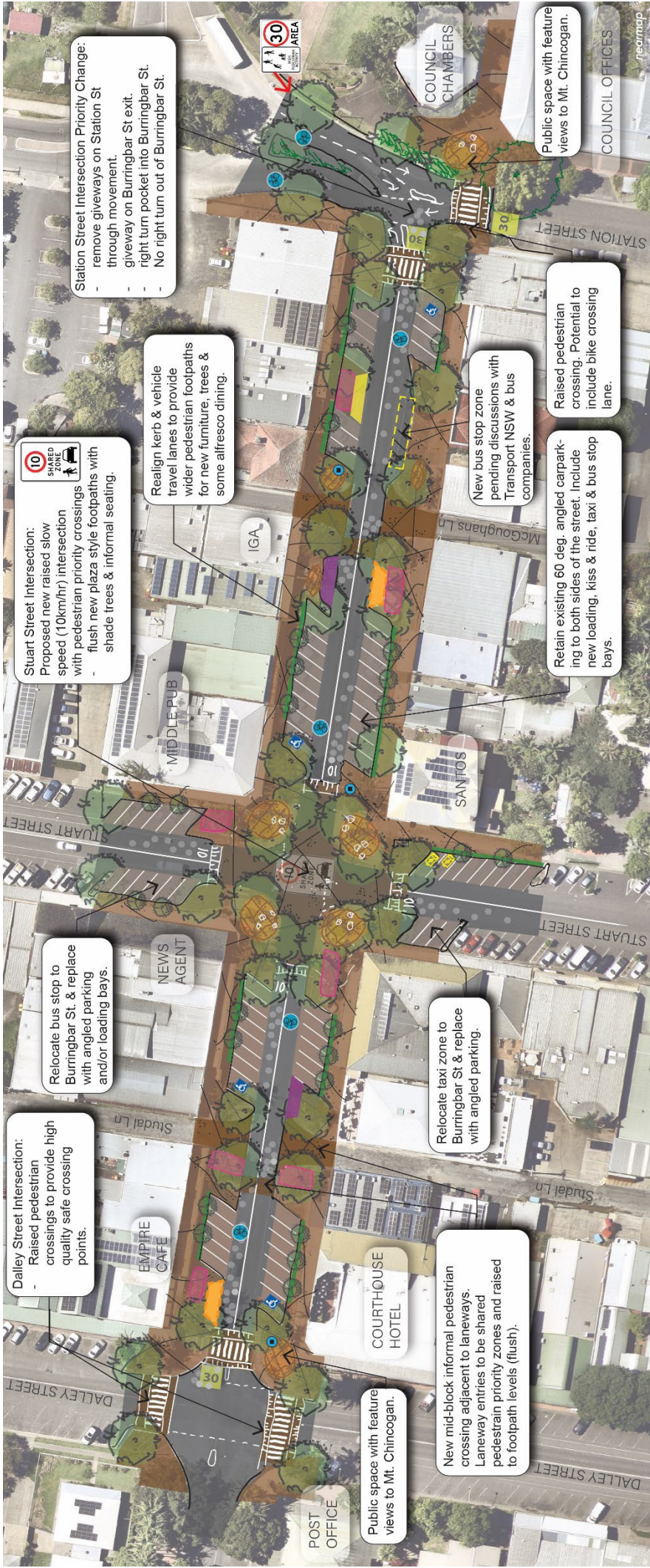
TYPICAL SECTIONS

Existing Street Section



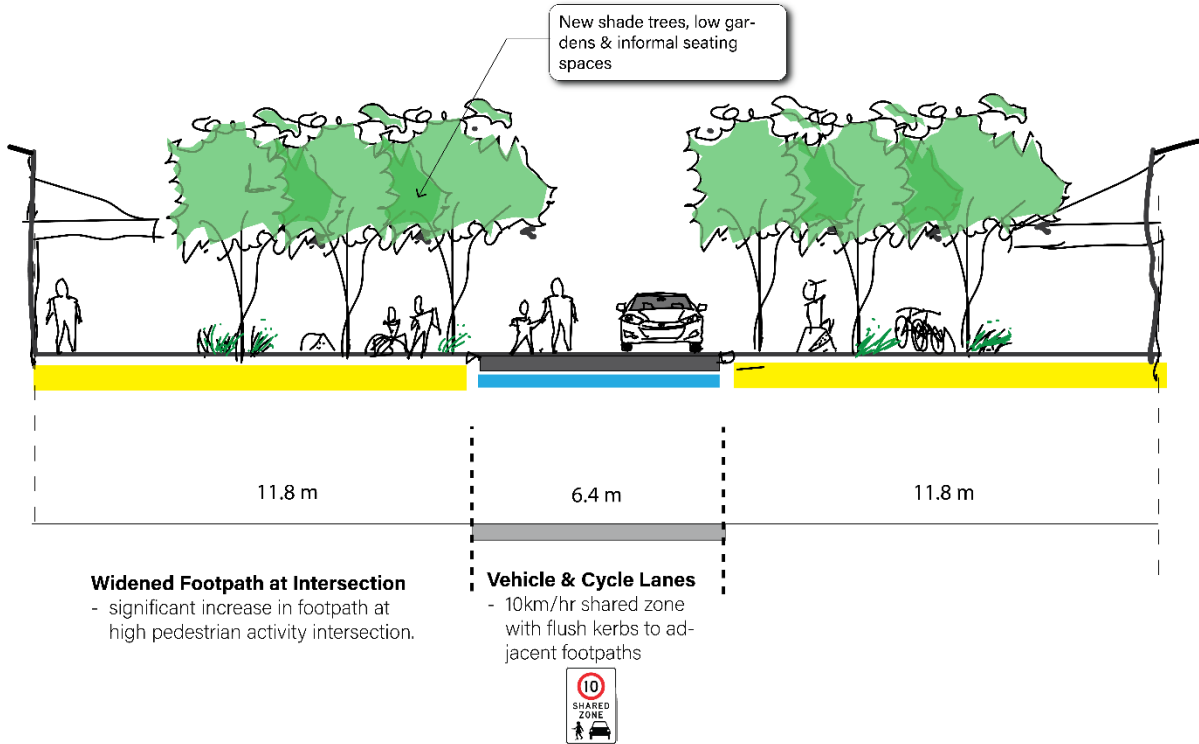
Proposed Street Section



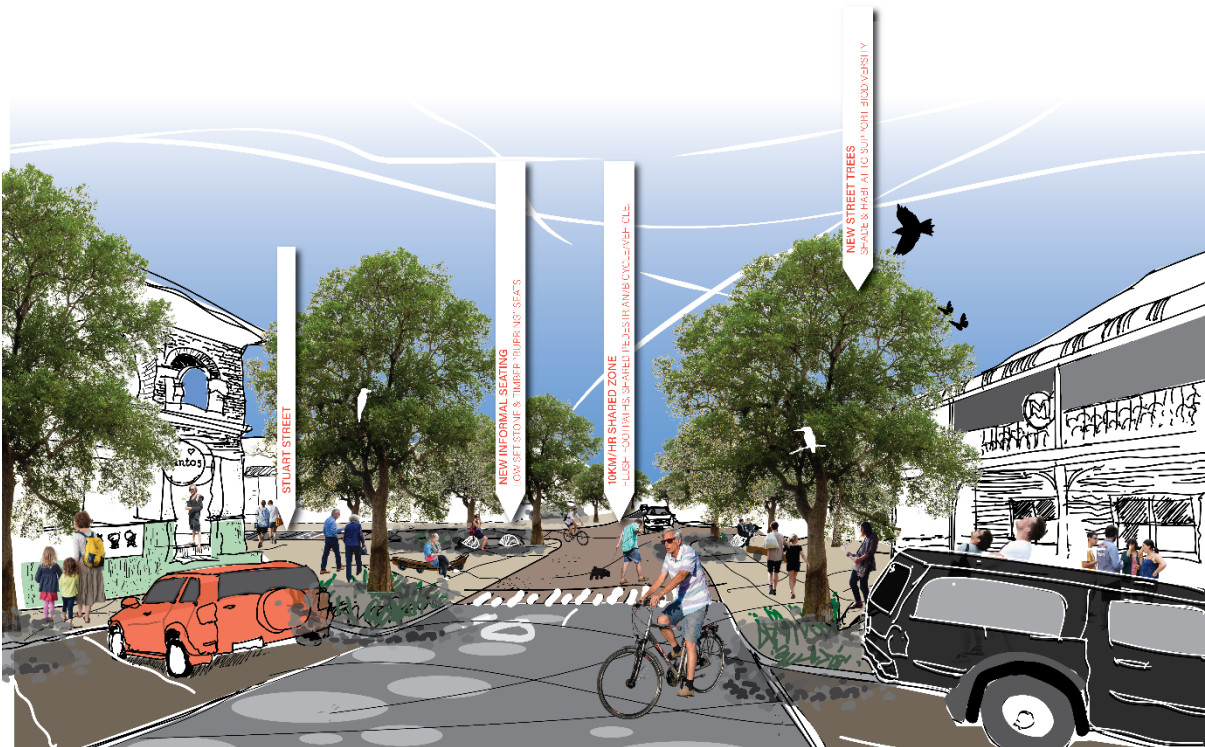


CENTRAL INTERSECTION – BURRINGBAR AND STUART STREET

Proposed Street Section at Burringbar near Stuart Street intersection

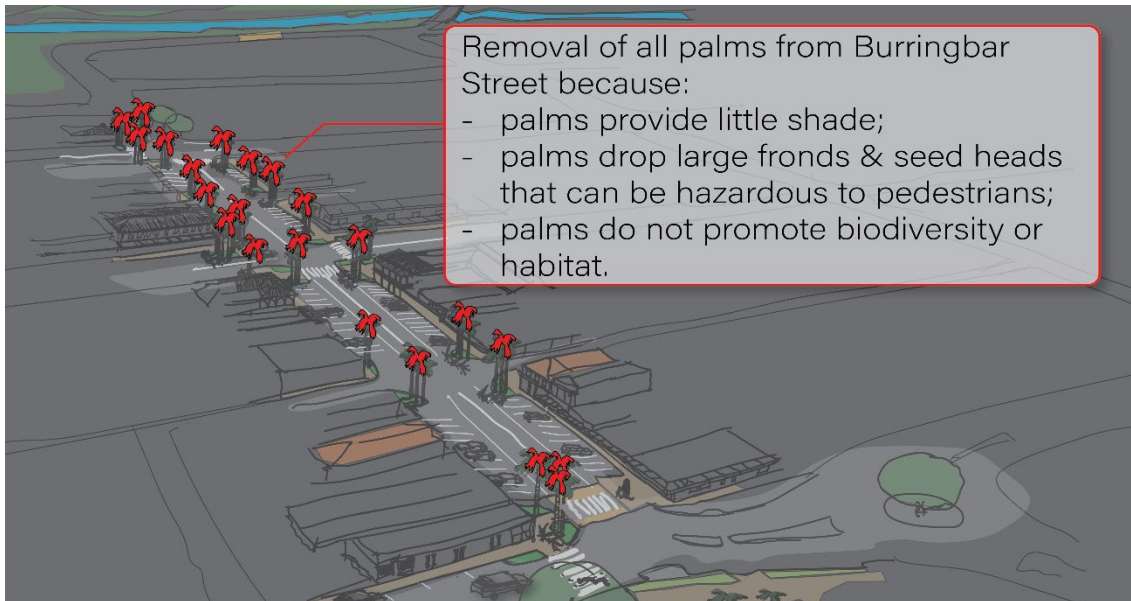


Artist sketch looking west on Burringbar Street to Stuart Street intersection



STREET TREES

Shade Tree Strategy



				<p>Shade Tree Design Criteria</p> <ul style="list-style-type: none">  Bird & insect attracting.  Tree Height : 5-8M with spread for shade.  Character : local, interest as flower or foliage.  Maintenance : non-invasive, no large or hairy fruit.  Local bush food.
<p><i>Stenocarpus sinuatus</i> Firewheel Tree</p>	<p><i>Eleaocarpus reticulatus</i> Blueberry Ash</p>	<p><i>Backhousia citriodora</i> Lemon Scented Myrtle</p>	<p><i>Sterculia quadrifida</i> Native Peanut Tree</p>	

LANDSCAPE TREATMENT IDEAS

Figure: Hardscape ideas



Figure: Garden planting ideas



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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> All options sought to increase footpath width and improve pedestrian crossings at intersections
Stakeholders Feedback	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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

Project Objective	To prioritise pedestrian safety and connectivity
Proposed Design Response	<ul style="list-style-type: none"> • 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

ACCESSIBILITY FOR ALL

Project Objective	To improve accessibility for all users
Consultation Results	<ul style="list-style-type: none"> • Over 65% of people 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	<ul style="list-style-type: none"> • Improved footpath levels and crossings were included in all designs
Stakeholders Feedback	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • The street has many different levels impacting accessibility • Footpath crossfalls and surface quality could be improved • Physical items along building frontages impacts accessibility

Project Objective	To improve accessibility for all users
Proposed Design Response	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Over 70% of people 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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

Proposed Design Response	<ul style="list-style-type: none"> • 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.
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ACTIVE AND PUBLIC TRANSPORT - CYCLISTS AND BUSES

Project Objective	To support safer active travel – especially for cyclists
Consultation Results	<ul style="list-style-type: none"> • Less than 45% of people 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	<ul style="list-style-type: none"> • All options had cyclists sharing the lane with vehicles • One option included transport hub on Burringbar Street outside the post office
Stakeholders Feedback	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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

CAR PARKING AND VEHICLE MOVEMENT

Project Objective	To consider impacts on key elements in the street such as car parking
Consultation Results	<ul style="list-style-type: none"> Over 70% of people 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	<ul style="list-style-type: none"> All options sought to increase footpath width and improve pedestrian crossings at intersections
Stakeholders Feedback	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Refer to Place Making survey results

Design Workshop Comments	<ul style="list-style-type: none"> • All options sought to increase amount of shade trees • Some options included community gardens in public spaces
Stakeholders Feedback	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Not part of survey data specifically
Design Workshop Comments	<ul style="list-style-type: none"> • View lines to surrounding landmarks noted • Opportunities for bush food in streetscape discussed • History of street used for events and marches
Stakeholders Feedback	<ul style="list-style-type: none"> • 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 multi-functional

Site Analysis & Healthy Streets Assessment Findings	<ul style="list-style-type: none"> • Strong community cultural expression opportunity • Potential to link design elements to Brunswick River theme
Proposed Design Response	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Not part of survey data specifically
Design Workshop Comments	<ul style="list-style-type: none"> • All options sought to increase footpath width – changing the kerb line will have budget implications
Stakeholders Feedback	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Look to incorporate works with scheduled sewer upgrades • Most interventions will move the kerb and be substantial change with budget implications
Proposed Design Response	<ul style="list-style-type: none"> • Integration with other service upgrades • Potential to stage works – focusing on intersections first

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

Appendix A – Design Workshop Concepts

CONCEPT 1



CONCEPT 2



CONCEPT 3





BYRON
SHIRE
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