

# MINUTES OF MEETING



## LOCAL TRAFFIC COMMITTEE MEETING

Venue	Conference Room, Station Street, Mullumbimby
Date	Tuesday, 10 March 2020
Time	10.30am
Committee Members	Ian Shanahan – Transport for NSW Snr Constable Chris Davis – Police Cr Basil Cameron Tamara Smith MP



# BYRON SHIRE COUNCIL

## LOCAL TRAFFIC COMMITTEE MEETING MINUTES

10 MARCH 2020

### REPORT OF THE LOCAL TRAFFIC COMMITTEE MEETING HELD ON TUESDAY, 10 MARCH 2020

File No: I2020/300

MEETING COMMENCED: 10:35am

PRESENT:

Councillor: Cr Basil Cameron

Transport for NSW: Ian Shanahan

Police: DI Matt Kehoe

Staff: Andrew Pearce

APOLOGIES:

Tamara Smith MP

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 Meetings held on 19 November 2019 and 28 January 2020 be confirmed.**

(Cameron/Shanahan)

*The recommendation was put to the vote and declared carried.*

MATTERS ARISING

There were no matters arising.

OUTSTANDING ISSUES/RESOLUTIONS

None.

REGULATORY MATTERS

**Report No. 6.1**

**No Stopping - Suffolk Park Cul-de-Sacs**

**File No:**

I2020/65

Council's waste collection provider has advised Council that garbage collection at the end of a number of Cul-de-sacs in Suffolk Park and Byron Bay has become a problem due to parked cars. The table below summarises the specific streets, days on which collection occurs and the proposed number and wording of signs.

<b>Cul-de-Sac</b>	<b>Collection Day</b>	<b>Number of Signs</b>	<b>Sign Wording</b>
Korau Place, Suffolk Park	Friday	3	No Stopping Friday
Oceanside Place, Suffolk Park	Friday	3	No Stopping Friday
Azolla Place, Suffolk Park	Friday	3	No Stopping Friday
Paterson Lane, Byron Bay	Monday	4	No Stopping

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It is proposed to install No Stopping Fridays for the first 3 lanes as collection only occurs on Fridays. However, Council is willing to amend this subject to LTC recommendations. Paterson Lane is narrow, varying between 3.7 to 5.5m wide. It is recommended to install No Stopping along the full length of one side due to the narrowness of the lane. Strata residences will also be able to present their multiple bins along this side of the lane.

The figures below show the general proposed sign locations. The exact locations to be determined during installation and may vary due to unknown site constraints.



Figure 1 – Oceanside Place

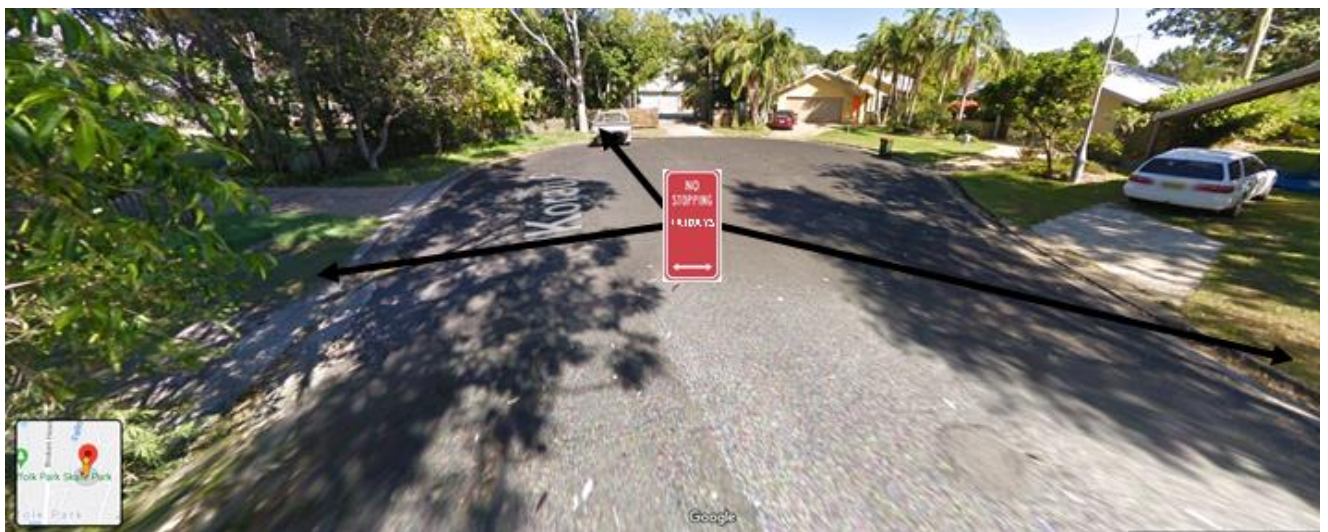


Figure 2 - Korau Place





Figure 4 – Azolla Place



Figure 5 – Paterson Lane

### Budget

The installation of 13 No Stopping sign with posts and footings is typically \$120 each. This amounts a cost estimate of approximately \$1600.

It is anticipated the signs will be funded out of GL 3145.017 (Regulatory & Warning Signs 29 Plan). There are sufficient funds in this GL.

### Committee Comments

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TfNSW: other shires prefer No Parking during certain hours as No Stopping all day Friday is onerous.

Police: Residents need to be consulted.

Cr Cameron: Is this request primarily from Waste collection or Residents?

Council consider a review of the development control plans to ensure better access to cul-de-sacs in future.

Pearce: Waste Collection

Police: No problems with No Stopping on Paterson Lane given how narrow it is, subject to community consultation

TfNSW: Is there a problem with the narrow width of Paterson at all times? May as well make it No Stopping full time.

### **Committee Recommendation:**

**1. That Council support the investigation of No Parking signs in Korau, Oceanside, Azolla and No Stopping in Paterson Lane to assist with waste collection at the end of the following cul-de-sacs:**

<b>Cul-de-Sac</b>	<b>Collection Day</b>	<b>Number of Signs</b>	<b>Sign Wording</b>
Korau Place, Suffolk Park	Friday	3	No Parking (time limited -investigate times)
Oceanside Place, Suffolk Park	Friday	3	No Parking (time limited -investigate times)
Azolla Place, Suffolk Park	Friday	3	No Parking (time limited -investigate times)
Paterson Lane, Byron Bay Northern Section	N/a	4	No Stopping (full time)

**2. That the matter be referred back to LTC after further investigations.**

(Shanahan/Cameron)

The recommendation was put to the vote and declared carried. *Shanahan, Cameron and Kehoe voted in favour of the motion.*

*Nil voted against the motion..*

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### **Report No. 6.2**

#### **File No:**

### **No Stopping - Daniels St, Byron Bay**

I2020/71

Daniels Street, Byron Bay is a 6m wide local road close to Clarkes Beach. Refer to the photo below for its location.

Cars frequently park along both sides of the street causing various problems with access. It is believed the main causes for these problems are:

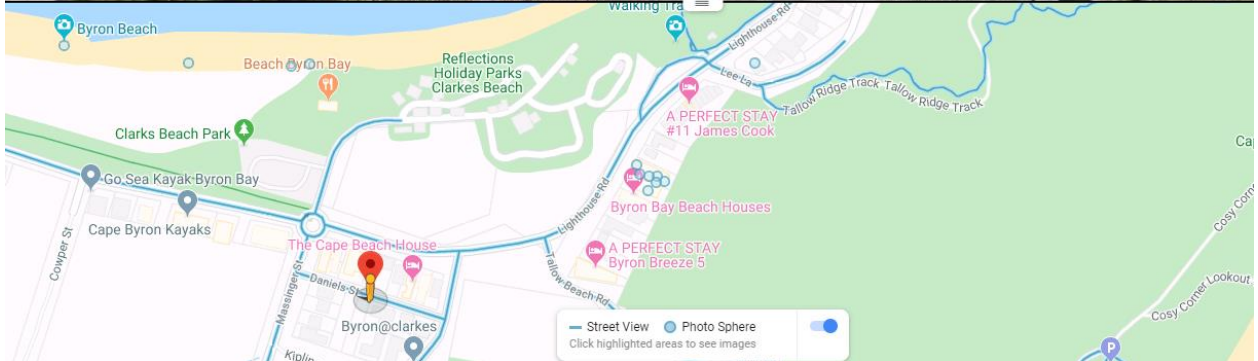
- i. Close proximity to the beach;
- ii. No pay parking in Daniels St, and
- iii. Ongoing residential works along the street;



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Below are photos submitted by a local resident showing typical traffic congestion over the 2019/2020 summer holidays.





To help regulate traffic and parking it is recommended to install No Stopping along the northern side of Daniels St. It is recommended to put the No Stopping on the northern edge of Daniel St as more cars are able to park along the southern edge. The intent is to ensure there is adequate room for cars to access the street, whilst not significantly reducing street parking.

**Budget**

It is anticipated 4 signs, posts and footing will be required as Daniel Street is approximately 140m long.

This amounts to approximately \$500. It is anticipated the signs will be funded out of GL 3145.017 (Regulatory & Warning Signs 29 Plan). There are sufficient funds in this GL.

**Committee Comments**

Shanahan: Does council use yellow lines with the signs? Council should consider using both. Relatively inexpensive linemarking equipment is available.



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Pearce: Linemarking costs are not included in this report.

### Committee Recommendation:

**That Council support the installation of No Stopping signs along the entire northern edge of Daniels Street, Byron Bay.**

(Kehoe/Shanahan)

The recommendation was put to the vote and declared carried. *Shanahan, Cameron and Kehoe voted in favour of the motion.*

*Nil voted against the motion..*

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### **Report No. 6.3**

### **Byron Bay Bypass Stage 4 Signage**

#### **File No:**

I2020/140

This report seeks LTC concurrence and endorsement for the proposed regulatory signs and line marking for Stage Four of the Byron Bay Bypass construction project.

Detailed pavement marking and signage plans are attached and will be brought to the meeting in hardcopy.

Construction works are expected to begin in winter 2020, subject to finalisation of design.

Council sought feedback from Ian Shanahan of Transport for NSW, with the following comments provided and incorporated into the design (responses in italics):-

“Shirley/Butler/Lawson:-

1) Right turn out of Wordsworth Street – suggest that the central storage bay be deleted - too small and could cause issues with vehicles stored in central median.

*Right turn storage was deleted and the chevron island extended.*

2) R5-35 no stopping signs not used in NSW, use R5-400 series.

*Signage was be updated to R5-400 series.*

3) Keep left signs and bollards required on pedestrian refuge in Shirley Street

*Signs and bollards were added.*

4) With some lane operations the lane line separating the lanes could be a solid line as flow paths are separate through the roundabout and vehicles can't / shouldn't cross lane line, you may also like to review hold line as it would not be necessary for the turn lane and vehicles will merge away from the roundabout over C1 line, need to check turn paths for HV.

*The hold line for the left turn out of Lawson was removed*

*The lane line was made solid for exit to Butler Street.*

*Solid lane lines were added on approaches.*

5) Not sure if lane priority for eastbound on Shirley Street should be for Butler Street or Lawson Street? Modelling?

*Modelling was reviewed and storage switched on Shirley approach.*

6) Bollards required at pedestrian refuge in Lawson Street.

*This refuge is not part of the scope of works.*

Feedback was sought from the NSW Police however was not received in time for inclusion in the agenda and report.

### Committee Comments

Cameron: This was presented to councillors at the Strategic Planning Workshop where the

following issues were raised: Inadequate provision for pedestrian crossings. Inconsistent with Byron Town Centre Masterplan objectives to promote increased pedestrianisation.

Shanahan: It is not a good situation to have pedestrian refuges with dual lanes. You need to take pedestrians away from the roundabout, as pedestrians and roundabouts don't work well.

Cameron: Situation would be improved with the activation of the rail corridor for pedestrians, cycling, and commuter traffic.

Kehoe: Police have raised concerns with Council's Project Manager re: exit from Police station into edge of roundabout construction. Police vehicles exiting the station need to use the southern driveway. May need extension to width of driveway exit.

**Committee Recommendation:**

- 1. That Council address the southern exit from the Police station to ensure safe egress.**
- 2. That Council review pedestrian access provisions with a view to improving pedestrian access points and safety.**
- 3. That Council note the attached Pavement Marking and Signage Plans for Stage Four of the Byron Bay Bypass project (#E2020/13820).**
- 4. The amended design plans (further amendments to E2020/13820) be referred to LTC for concurrence (electronic concurrence).**

(Cameron/Shanahan)

The recommendation was put to the vote and declared carried. *Shanahan, Cameron and Kehoe voted in favour of the motion.*

*Nil voted against the motion.*

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**Report No. 6.4**

**Events - Anzac Day 2020 - Road Closures in Byron, Mullumbimby, Brunswick Heads, Bangalow**

**File No:**

I2020/157

**BACKGROUND**

Each year the RSL sub-branches of Byron Bay, Mullumbimby, Bangalow and Brunswick Heads arrange their respective annual ANZAC Day street parade.

All four have confirmed that little to no change to previous years is sought. The route of each parade is shown below, noting that:-

- Byron Bay :
- As per previous years, the Dawn Service requires closure of the Tennyson Street and Marvell Street intersection between 4.30am and 5.30am and then again (approximately at 11am) when the parade reaches the gates to conduct the main service.

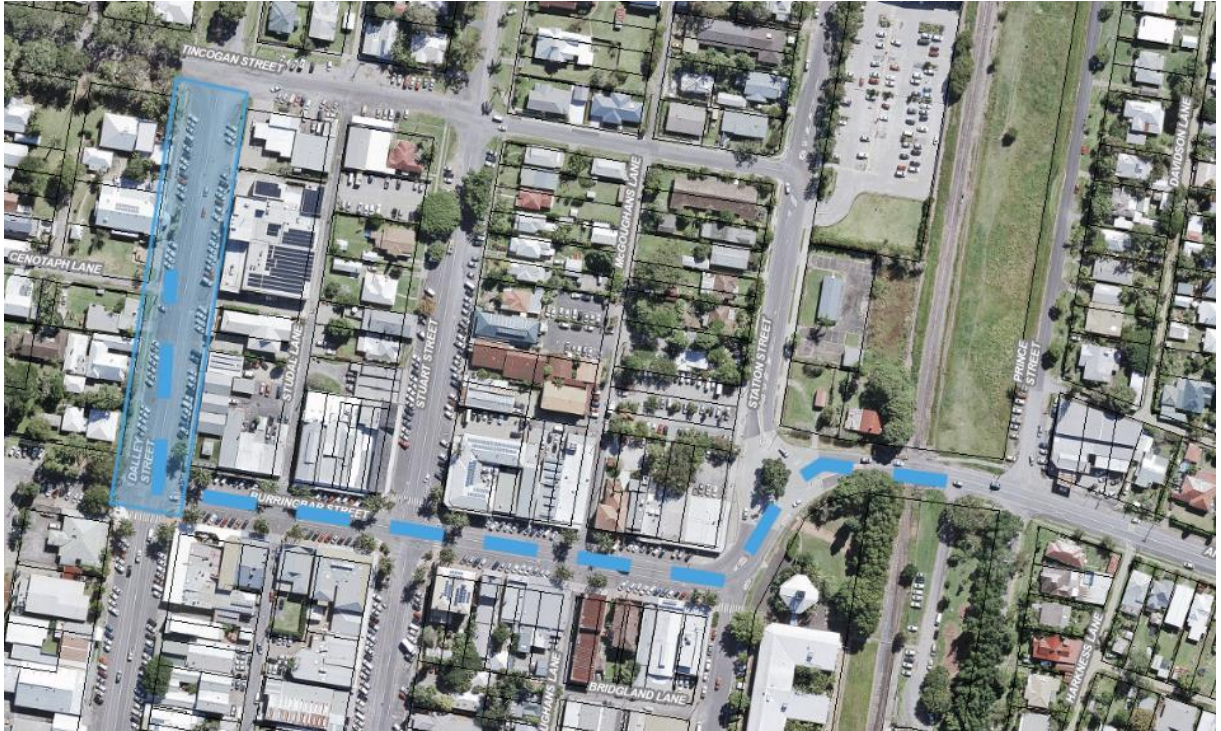
Council implements such measures including signed detours at the intersections of Marvell and Middleton Street and at both the Kingsley Street and Carlyle Street intersections on Tennyson Street.

As for the parade, it is held under Police escort after it gathers at 10:15am off-road (Beach Hotel) at Bay and Jonson Street, then at 10.30am proceeds south down Jonson Street, left into Marvell Street to its end at the Memorial Gates on Tennyson Street.



- Mullumbimby:
- The parade will again be held under Police escort commencing this year at 10.50am from Apex Park via Burringbar Street to concluding at the cenotaph on Dalley Street and that Council is to close Dalley Street to traffic between Burringbar Street and Tincogan Street between 8am and 12noon with signed detours in place.





- Brunswick Heads :
- Police involvement with both an escort and closing of the road on Fawcett Street between 430am and 630am. No Council involvement requested.



- Bangalow :
- The sub branch have confirmed the parade forms by 10.45am in front of the Bangalow Hotel in Byron Street, and sets out by 11am east to the intersection at Station Street, then turns left (north) to the front of the RSL Memorial Hall on Station Street for wreath laying and ceremony through to 11.45am. Council therefore are to implement the following:



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- by 10.40am through to end of event, close:
  - Station Street north of Byron Street,
  - Byron Street west of Station Street, and
  - provide signed detours south along Station Street to and via Deacon Street.
- by 10.45am, close:
  - Byron Street at the east bound leg of the Granuaille Road and Lismore Road roundabout.
- Once parade has departed Byron Street remove the two Byron Street closures.



In general it should be noted previous year's events have not resulted in any reported safety concern, and the road closures are typically less than one hour duration and signed detours are implemented.

Therefore given the above, and that the local events are part of a well known and anticipated nation wide annual tradition, the usual conditions imposed on road events (for example event organisers to notify local residents and emergency providers, etc) is not typically applied, hence their omissions from the recommendation now tabled.

### KEY ISSUES

1. Police are involved in all except the Bangalow parade.
2. Council will implement a TCP, where a parade does not occur under police escort.

### COUNCIL IMPLICATIONS

- Budget/Financial

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The event organisers have been invoiced \$0.00 as they are exempt from the relevant Approval of Road Events pursuant to s144 of the Roads Act fee as per the Fees & Charges 2016/17.

- **Asset Management**

Not applicable.

- **Policy or Regulation**

TCP's as per RMS (TfNSW) - Traffic Control at Work Sites, Version 5  
Road Signs as per AS1742 series

- **Consultation**

A condition of the endorsement of this event is that appropriate consultation is undertaken, including:

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**

Were parades are occurring under police escort police approval must be obtained and Council consent not required.

Where a parade does not occur under police escort the parade is to be undertaken under Council implement traffic control.

The Bangalow road closure directly affects TfNSW controlled asset - Lismore to Bangalow Road (B62) and TfNSW controlled Granville Road. TfNSW Traffic Engineering Department is to separately approve the TMP and TCP.

### Committee Comments

Cameron: With the Bangalow parade, is there an alternative for eastbound traffic?

Pearce: I will confirm if they will permit two way on Deacon St for the day - using traffic control.

Police: The impact on Byron St will only be minimal. Not aware of any issues in the past. Police have given approvals to all the committees for the Brunswick Heads, Bangalow and Byron parades. Police will be present at Mullumbimby.

Shanahan: Other councils are putting in a three year request for approval where there is no change. LTC to consider this to save paperwork.

### **Moved:**

#### **1. That Council:-**

- a) endorse the ANZAC Day Parades for 2020-2022 for the Return Services League sub branches of Byron Bay, Mullumbimby, Bangalow and Brunswick Heads / Billinudgel, subject to there being no changes to the current TCPs and road closures;
- b) assists, where requested and required, with implementing the necessary temporary road closures and detours;
- c) place advertisements in a local weekly newspaper 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;
- d) Notify the event on Council's webpage.



2. That the event organiser:
  - a) obtain separate approvals by NSW Police and TfNSW, noting that the Bangalow event is on a state road or may impact the state road network;
  - b) undertake consultation with community and affected businesses including adequate response/action to any raised concerns;
  - c) undertake consultation with emergency services and any identified issues addressed;
  - d) holding \$20m public liability insurance cover which is valid for the event.
3. That the approvals provided above are subject to NSW Police approval being obtained and that each event is undertaken either or both under Police escort or traffic control and/or Council's implemented traffic control.

(Cameron/Kehoe)

*Shanahan, Cameron and Kehoe voted in favour of the motion.  
Nil voted against the motion.*

**Report No. 6.5**

**Events - Bangalow Billycart Derby 2020 - Byron Street Road Closure  
17 May 2020**

**File No:**

I2020/230

### SUMMARY

Council has received an event application from the Bangalow Lions Club for the annual Bangalow Billy Cart Derby to be held on Sunday 17 May 2020.

### BACKGROUND

The format will be the same as previous years, with traffic diverted via Deacon Street. The Figure below summarises the area of road closure and proposed detour around the road closure adopted for all past events.



### KEY ISSUES

While the TCP has not been finalised yet the following items were noted from past years:

1. The proposed TCP places signage on Lismore to Bangalow Road (B62) and TfNSW controlled Granuaille Road.
2. The western end of Deacon Street is a laneway not suitable to Heavy Vehicles as a detour to the Pacific Highway. However, the volume of HV on Sunday's is very limited and not been a concern for previous years.

**COUNCIL IMPLICATIONS****▪ Budget/Financial**

The event organisers have been invoiced \$356.00 for the relevant Approval of Road Events pursuant to s144 of the Roads Act fee as per the Fees & Charges 2018/19.

**▪ Asset Management**

Not applicable.

**▪ Policy or Regulation**

All traffic control plans are to be developed and implement by people with the appropriate level and type of accreditation.

**▪ Consultation**

A condition of the endorsement of this event is that appropriate consultation is undertaken, including:

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**

This road closure directly affects TfNSW controlled asset – Lismore to Bangalow Road (B62) and TfNSW controlled Granuaille Road. TfNSW Traffic Engineering Department requires separate approval of the TMP and TCP.

**Committee Comments**

There were no committee comments.

**Committee Recommendation:**

**1. That Council endorse the Bangalow Billy Cart Derby to be held on Sunday 17 May 2020, that includes the temporary road closure below:**

- a. **Byron Street, Bangalow between Ashton Street and Granuaille Road, between 6am and 4pm on Sunday 17 May 2020.**

2. That the approval provided in Part 1 is subject to:
- a. Separate approvals by NSW Police and TfNSW being obtained, noting that the event is on a state road or may impact the state road network;
  - b. Traffic Control Plan(s) to be developed by people with the appropriate TfNSW accreditation;
  - c. Traffic Control Plan(s) to be implemented by people with appropriate accreditation;
  - d. That the impact of the event be advertised via a notice in the local weekly paper 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.
  - e. The event notified on Council's webpage.
3. That the event organiser:
- i) Undertake consultation with community and affected businesses including adequate response/action to any raised concerns.
  - ii) Undertake consultation with emergency services and any identified issues addressed.
  - iii) Holding \$20m public liability insurance cover which is valid for the event.
  - iv) Pays Council's Road Event Application Fee prior to the event.

(Shanahan/Kehoe)

The recommendation was put to the vote and declared carried. *Shanahan, Cameron and Kehoe voted in favour of the motion.*

*Nil voted against the motion.*

#### DEVELOPMENT APPLICATIONS

**Report No. 7.1**

**Events - 2020 Splendour in the Grass Music Festival**

**File No:**

I2020/189

#### **SUMMARY**

Consent condition D29 (b) for Splendour in the Grass requires the event to submit a Traffic Control Plan (TCP) to Council's LTC for endorsement:

*D29. At least two months prior to any medium or large event, the Applicant must prepare a Traffic Control Plan (TCP) for the development. The Plan must:*

- a) be prepared by a suitably qualified and TfNSW accredited Work Site Traffic Inspection;*
- b) be submitted to the Byron and Tweed Local Traffic Committees for endorsement and submitted to BSC and TSC for approval on road under their control;*
- c) be designed in accordance with the requirements of the TfNSW's Manual, Traffic Control and Work Site Version 2, and the current Australian Standards, Manual of Uniform Traffic Control Devices Part 3, 'Traffic Control Devices for Works on Roads',*



- d) *include details on reduced speed zones and special event clearways and signage to prohibit parking in the surrounding road network and in the Yelgun rest area;*
- e) *include a Traffic Incident Management Plan that details a range of approved contingency measures capable of avoiding significant impacts on the level of service. The contingency plan must be fully documented and include emergency contact names and phone numbers; and*
- f) *be designed to achieve the traffic key performance indicators under Condition D16.*

*Following approval of the TPC, a copy of the TPC must be submitted to TFNSW and Planning Secretary.*

Council has received a TCP for Splendour in the Grass (SITG) 2020 to be held 24 to 26 July 2020. Refer to Attachment 2.

It is noted that TCP's are typically not endorsed by LTC. Instead it is typically recommended that Council condition a TCP be developed by a suitably qualified person. In contrast TMP's are typically reviewed and endorsed by the LTC. However, as seen in the condition consent D27 below the TMP is to be approved by the Planning Secretary of the Independent Planning Commission.

*D27. The Applicant must prepare a Traffic Management Plan for the development to the satisfaction of the Planning Secretary. The Plan must:*

- a) *be prepared by a suitably qualified and experienced person(s);*
- b) *be prepared in consultation with BSC, TSC and TFNSW;*
- c) *detail the measures to be implemented to ensure road safety and network efficiency, including:*
  - i. *ensuring no queuing on Tweed Valley Way and Yelgun Interchange off-ramps;*
  - ii. *details of traffic diversion strategies;*
  - iii. *ensuring Gate A is only used by trucks or other heavy vehicles (including buses) on the event days and shoulder days associated with large and medium events; and*
  - iv. *ensuring local traffic movements, including residents of Jones Road and Yelgun Road, are given priority and can access their properties;*
- d) *include demand management strategies to reduce private car use while promoting alternatives forms of transport; and*
- e) *contain a Traffic Monitoring Program to monitor the impact of increased traffic generation on the amenity of the area and the effectiveness of the traffic management measures implemented, including but not limited to:*
  - i. *data collection of vehicle arrival and departure times, occupancy rates and directions of travel for staff, campers and day patrons;*
  - ii. *patronage of bus services, including bus occupancy rates, arrival and departure times*
  - iii. *modal share by vehicle type, including comparison with the modal share as described in the EIS and RTS;*
  - iv. *queues monitoring, background travel counts on the Pacific Highway and Tweed Valley Way and vehicle volumes on the Yelgun Interchange; and*
  - v. *procedures and protocols for monitoring, including frequency.*

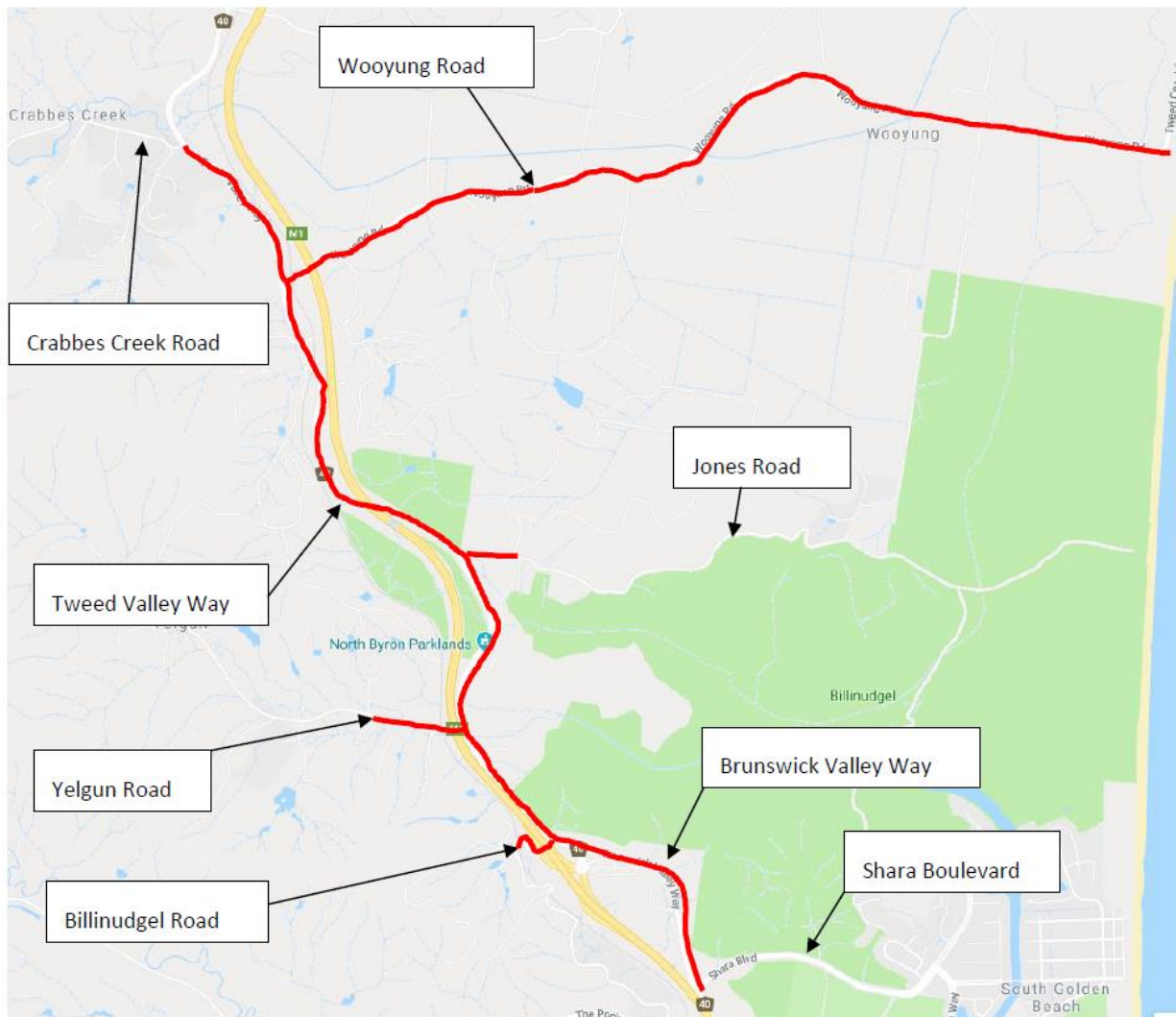
## **OFFICER RECOMMENDATION**

That Council note the Traffic Control Plans for Splendour in the Grass to be held 24 to 26 July 2020, which includes:

1. The installation of No Stopping signs between 6am and 6pm along the roads shown in red

on the map below.

2. Traffic control as per Attachment 2
3. A temporary bus stop in Brunswick Heads as per attachment 1.



## BACKGROUND

No concerns were raised after the 2019 event and no changes have been made for this year's event in regards to the TMP and TCP. It is noted that last years event had a strict policy (only advertised on the web page) for no drop off/pick up at the parklands. Parking was at Mullumbimby leagues club, with a free shuttle bus to the event. This location has no approval for this land use for parking and no Traffic impact study was undertaken.

Splendour has been liaising with Mullumbimby Leagues Club and Bluesfest site regarding off-site pick up and parking for this year's event. This will require separate council approvals to operate with SITG 2020.

The applicant also proposes to continue the use of the temporary bus stop pick up / drop off at Brunswick Heads War Memorial on the corner of Fawcett St and Mona Lane.

## KEY ISSUES

1. Congestion caused by the event may directly affect a TFNSW controlled asset – Pacific Highway. Applicant to Provide confirmation the 2019 event meet the K.P.I's as set out in condition D16 as part of the S138 application.

**COUNCIL IMPLICATIONS****▪ Budget/Financial**

The event organisers are required to pay for the relevant S138 application fees as per the Fees & Charges 2018/19.

**▪ Asset Management**

Not applicable.

**▪ Policy or Regulation**

Speed Limit (as required) ROAD WORK (R4-212) - Delegated to council for authorisation in conjunction with NSW Road Rules 21 and AS 1742.4 (Speed Controls) Clause 3.1.2, AS 1742.3 (Roadworks).

**▪ Consultation**

A condition of the endorsement of this event is that appropriate consultation is undertaken, including the following recommendations:

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.

**Committee Comments**

Cameron: Council moved a resolution last year regarding a report for the use of rangers for enforcement of No Stopping. And another resolution regarding relocating the temporary bus stop in Brunswick Heads. Has that been actioned?

Pearce: The final decision of which bus stop to adopt will rest with the organiser who should consult with local businesses and relevant stakeholders..

Cameron: The issue has been raised of the use of public resources (particularly the rangers) for a commercial event, without compensation from the event organisers. (Using council rangers) is a drain on resources needed at a busy time.

Cameron: Council Resolution 19-201 remains un-actioned regarding resourcing of parking enforcement for the event and use of public space for the Bus Stop if it is located in Memorial Park.

Cameron: The TCP states that it should be read in conjunction with the TMP however no TMP is provided for the LTC to read.

Cameron: Condition D27 does not appear to preclude the necessity of the TMP being endorsed by the LTC.

With the installation of No Stopping signs, who pays for that?

Pearce: The event organisers provide their own signs and pay installation

Kehoe: Last year the traffic flowed well on the M1 and there were no major traffic issues.

**Committee Recommendation:**

**1. That Council note the Traffic Control Plans for the 2020 Splendour in the Grass to be held between 22<sup>nd</sup>-27<sup>th</sup> July, 2020. This includes:**



- a) The installation and enforcement of No Stopping signs every 75m on:-
  - i) Tweed Valley Way through to the shire boundary in the north;
  - ii) Brunswick Valley Way from Shara Blvd intersection in the south through to Tweed Valley Way intersection;
  - iii) Yelgun Road, from Tweed Valley Way and extending for 300m;
  - iv) Billinudgel Rd from Tweed Valley Way and extending for 280m.
- b) An alternate temporary pick up and drop off Bus Zone (with associated signage and works) on the northern side of Fawcett St, between Mona Lane and the War Memorial, Brunswick Heads.

**2. That the event organisers are to undertake the following:**

- a) Separate approvals by NSW Police and TfNSW being obtained, noting that the event is on a state road or may impact the state road network;
- b) The Traffic Control Plan(s) to be developed by someone with appropriate and relevant accreditation.
- c) The Traffic Management Plan and Traffic Control Plans to be implemented by those with appropriate accreditation;
- d) That the impact of the event be advertised via a notice in the local weekly paper 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.
- e) The event be notified on Council's webpage with event details supplied to Council by the event organiser.

**3. That the event organiser:**

- i) undertake consultation with community and affected businesses including adequate response/action to any raised concerns.
- ii) undertake consultation with emergency services and any identified issues addressed.
- iii) holding \$20m public liability insurance cover which is valid for the event.
- iv) paying Council's Road Event Application Fee prior to the event.
- v) the holding of an event debrief within one month following the festival which includes but is not limited to Council, TfNSW and Police representatives;

(Shanahan/Kehoe)

The recommendation was put to the vote and declared carried . *Shanahan and Kehoe voted in favour of the motion.*

*Cr Cameron voted against the motion.*

**Summary**

Council has received an event application, Traffic Management Plan (TMP) and Traffic Control Plan (TCP) for the 2020 Byron Writers Festival to be held between Friday, 7 August and Sunday 9th August 2020.

**BACKGROUND**

The event site is located on Bayshore Drive. The majority of traffic to the site will be via the Bayshore Drive Roundabout on Ewingsdale Road. (See attached for the 2020 TCP and TMP, prepared by Ingen Consulting.)

**ISSUES**

Ewingsdale Road is susceptible to queuing which can build up congestion on the Pacific Motorway leading up to the Byron Bay exit, particularly the southbound lane of the motorway.

Previously, Council's post event report has suggested Thursday to Sunday traffic control. The current TMP does not specify the dates or times for traffic control. It is recommended that traffic control plans be implemented from Thursday to Sunday.

**Pedestrian:**

It is proposed to retain pedestrian traffic within the parking area as much as possible and provide a pedestrian road crossing over the existing drain opposite the site entry.

North of the car park entrance, Bayshore Drive is proposed to be a 10km/hr Shared Zone to increase pedestrian safety.

**Parking:**

No changes are proposed to car park entrance.

Bus drop off area is proposed at the end of Bayshore Dr within the cul-de-sac.

A dedicated taxi and Uber drop off area is proposed within the car park area located at the SE corner of the car park.

People With Disabilities (PWD) parking is proposed within the Share Zone in the same location as last year. It is noted the applicant is currently exploring an option of a valet service for PWD to potentially provide increased PWD parking.

With respect to the TCP, Council makes the following recommendations:

- Document who can change and approve the TCP on the day for unforeseen circumstances.
- Implement the traffic control plan between Thursday to Sunday as the minimum time frame.

**Pacific Motorway**

Given that congestion in the southbound lane of the Pacific Motorway leading up to the Byron Bay

exit is a regular occurrence, the Byron Writers Festival is only a contributor of traffic on the Pacific Motorway.

#### Bayshore Drive roundabout

The TCP directs traffic exiting the site and heading for Byron Town Centre to turn left into Sunrise Blvd. This helps to reduce congestion at the Bayshore Dr Roundabout. A VMS board located at Sunrise Blvd intersection is proposed to direct this traffic.

Traffic heading west along Ewingsdale Rd from Byron Town Centre is directed to turn right at the Bayshore Dr Roundabout. As a contingency, it is recommended that if significant traffic congestion occurs at the Bayshore Drive Roundabout with east bound traffic backing up towards *The Farm* and the Motorway then west bound traffic arriving from Byron Town Centre is to be directed towards the event via Sunrise Blvd. This is expected to relieve some traffic congestion at the Bayshore Drive Roundabout.

#### Speed zones

Following Council's recommendations, a 40km/h speed zone from the rail crossing to the car park entrance on Bayshore Drive, and 10km/h from the car park entry to the end of Bayshore Drive will be implemented.

The latter is expected to improve the pedestrian safety on Bayshore Drive in the vicinity of the pedestrian crossing. These speed zones are depicted on the attached Traffic Control Plans.

#### Traffic Control Plans

The attached traffic control plans reflect the above discussions.

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### **COUNCIL IMPLICATIONS**

#### ▪ **Budget/Financial**

▪

The event organisers have a Council Memorandum of Understanding (Item 2.1 Councils role and responsibilities) which waives fees for the relevant Approval of Road Events pursuant to s144 of the Roads Act fee.

All traffic control costs are to be born by the event organisers.

#### ▪ **Asset Management**

Not applicable.

#### ▪ **Consultation**

▪

A condition of the endorsement of this event is that appropriate consultation is undertaken, including:

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**

▪

If vehicles cause congestion on Bayshore Drive then this could directly impact a Regional Road – Ewingsdale Road. TfNSW Traffic Engineering Department requires separate approval of the TMP and TCP.

Committee Comments

The Committee discussed existing traffic problems on Ewingsdale Rd.

Kehoe: This will not coincide with the market day which will help. There was some congestion on Ewingsdale Rd last year as it coincided with market day.

Cameron: TCP states that it should be read in conjunction with the TMP however the TMP was not provided to the LTC to read.

Cameron: Traffic management and congestion on Ewingsdale Rd could be better managed with activation of the rail corridor as a multi-use transport alternative, and with provision of park and ride.

Shanahan: The 10km/h roadworks signage is not standard, 20km/h roadworks is the minimum. It will need to be 10km/h shared zone, or 20km/h roadworks.

Committee Recommendation:

1. **That Council endorse the Byron Bay Writers Festival 7-9 August 2020 and submitted Traffic Management Plan.**
2. **That the approval provided in Part 1 is subject to:**
  - a. **separate approvals by NSW Police and TfNSW being obtained**
  - b. **The traffic control plan is to operate Thursday 6th August to Sunday 9<sup>th</sup> August.**
  - c. **West bound event traffic arriving from Byron Town Centre is to be directed down Sunrise Blvd, as a contingency, if east bound traffic on Ewingsdale Rd is queued back onto the Motorway.**
  - d. **Document within the TCP, TMP persons who can change and approve the TCP on the day for unforeseen circumstances.**
  - e. **The development of a Traffic Control Plan(s) by those with relevant TfNSW accreditation. Traffic control plan(s) to be generally in accordance with the endorsed TMP.**
  - f. **The Traffic Control Plan to be implemented by those with relevant and current TfNSW accreditation.**
3. **That the event organiser must:**
  - i. **Advertise the impact of the event via a notice in the local weekly paper a minimum of one week prior to the operational impacts taking effect. The notification 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,**

- ii. Notify the public of event details on Council's webpage. Details to be supplied to Council by the event organisers,**
- iii. Undertake consultation with community and affected businesses including adequate response/action to any concerns raised,**
- iv. Undertake consultation with emergency services and any identified issues addressed,**
- v. Hold \$20m public liability insurance cover which is valid for the event.**

(Shanahan/Cameron)

The recommendation was put to the vote and declared carried. *Shanahan, Cameron and Kehoe voted in favour of the motion.*  
*Nil voted against the motion.*

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**Report No. 7.3**  
**File No:**

**Event - Byron Triathlon**  
**I2020/231**

### **Summary**

Council has received an event application for the 2020 Byron Bay Triathlon to be held on Saturday 9<sup>th</sup> May 2020. The event organisers are seeking support for the proposed road closures.

### **Background**

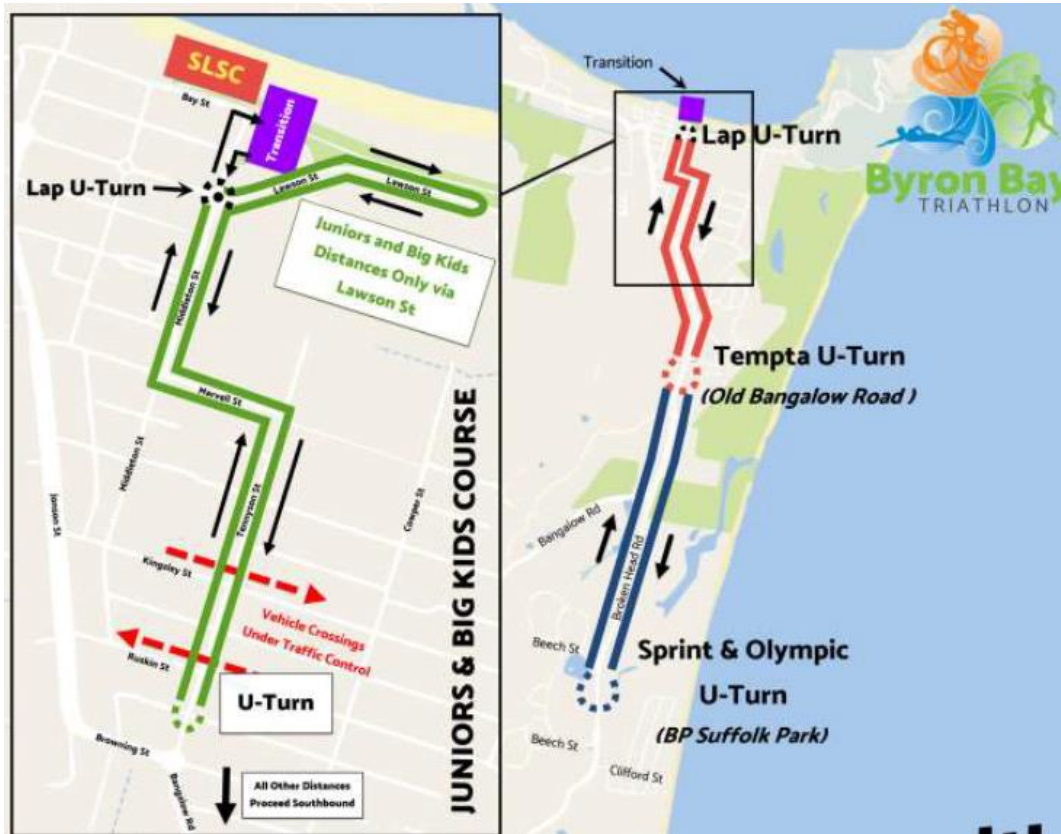
A previous submission went to the January 2020 LTC meeting. At that time, limited information had been submitted to Council and a number of LTC members raised concerns with the apparent extent of road closures. As a result the submission was not endorsed by the LTC.

A subsequent meeting was held with representatives from the Byron Bay Triathlon, Tweed-Byron Police District and Council (Andrew Pearce) to clarify the extent of proposed road closures and confirm if the Tweed-Byron Police District would support the road closures.

It was identified the course will remain unchanged from the 2019 event. The following information has, therefore, been taken from the 2019 submission.

### **Event Course**

**Figure 1** presents the event course and roads required to be closed for bike course. **Figure 2** presents the event course and roads required to be closed for the run course



**Figure 1**



**Figure 2**

### Proposed Road Closures

The proposed road closures and the time of the closures is shown below. These details are taken from the following weblink listed in the submitted Community & Transit Management Plan:  
<https://www.google.com/maps/d/viewer?mid=1rd14qlsxDXUiP8pBzyrSYqJThzPk3Kzy&z=16>.

# BYRON SHIRE COUNCIL

## LOCAL TRAFFIC COMMITTEE MEETING MINUTES

10 MARCH 2020

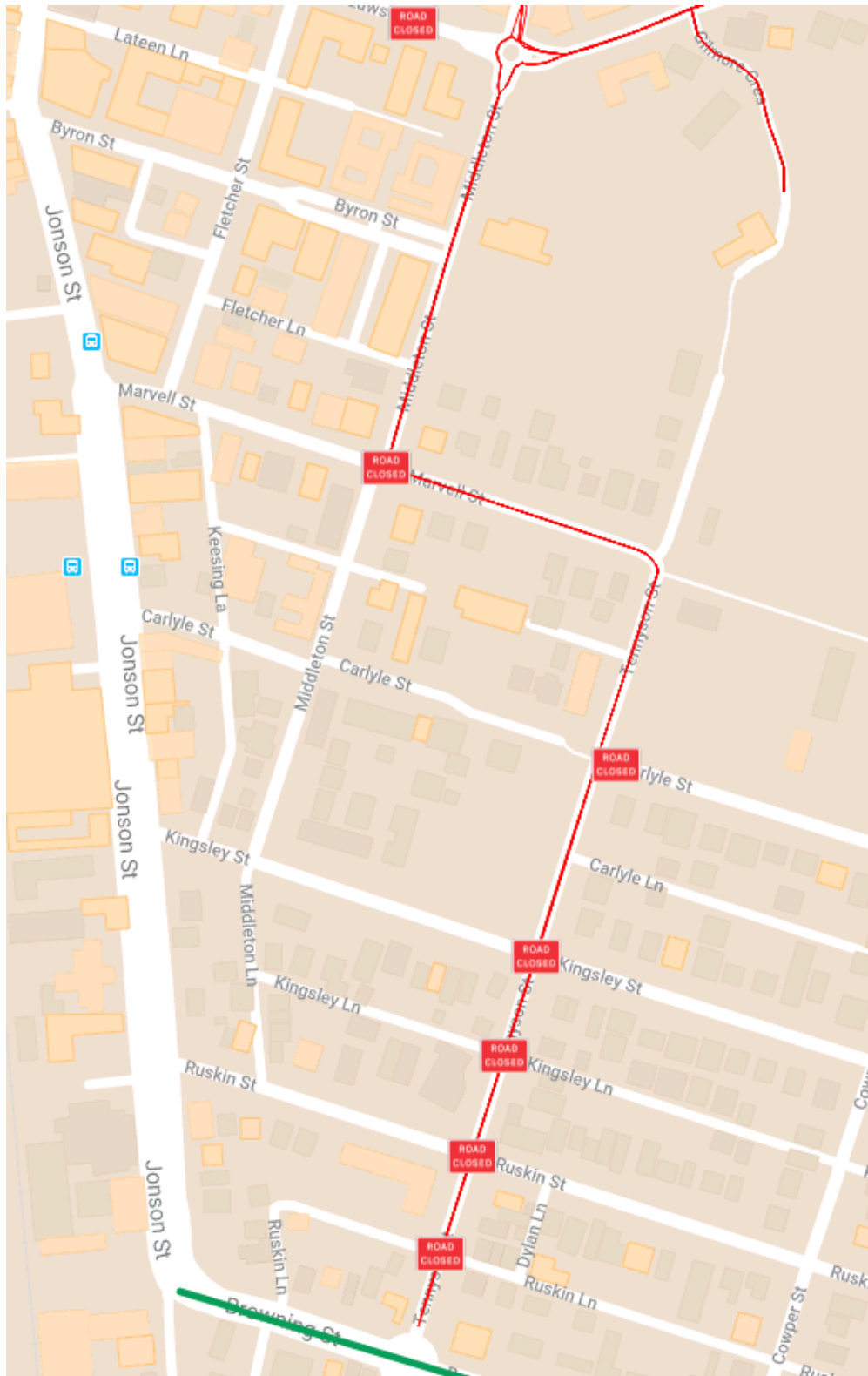
The following roads coloured red are proposed to be closed between 5am-5pm. These roads include:

- Bay St - from the Surf Club to Middleton St.
- Middleton St - from Bay St to Lawson St.
- Lawson St - from Middleton St to Massinger St
- Gilmore Crescent – full length



The following roads are proposed to be closed from 10.30 – 3.00pm. These roads include:

- Middleton St - from Lawson St to Marvel St
- Marvel St - from Middleton St to Tennyson St
- Tennyson St - from Marvell St to Browning



The following roads are proposed to be closed from 11.30 – 3.00pm. These roads include:

- |                |  |
|----------------|--|
| Bangalow Rd    | - from Browning St to Broken Head Rd     |
| Broken Head Rd | - from Bangalow Rd to 166 Broken Head Rd |





Traffic Control

It is proposed to manage traffic during the above road closures through the implementation of Traffic Control Plans and the support of police from the Tweed-Byron District.

The police at the subsequent meeting indicated their support for the propose closures as they were based on the 2019 plan and had been agreed upon in consultation with the event organisers.

### **COUNCIL IMPLICATIONS**

- **Budget/Financial**

- 

The event organisers to be invoiced for the relevant Approval of Road Events pursuant to s144 of the Roads Act fee as per the Fees & Charges 2018/19.

All Traffic Control costs to be born by the event organisers.

- **Asset Management**

- 

N/A

- **Policy or Regulation**

- 

TCP to be developed and implemented by suitably accredited people.

- **Consultation**

- 

After the 2019 event the applicant undertook a post event review with key stakeholders. The 2020 event has been modified to take into account feedback from these stakeholders.

- **Legal and Risk Management**

- 

A risk assessment has been undertaken as part of the attached Community & Transit Management Plan.

### **Committee Comments**

Kehoe: Police and Council's Traffic Engineer met with NxSports Representative. The cycleway is going north and south so contraflow would not be applicable as there would not be enough room for cyclists and cars. So the previous recommendation to have a contraflow was incorrect. The event organisers will be using Police (user pays) and the support of the Traffic and Highway Patrol THP.

Cameron: Traffic management, congestion, and resident access could be better managed with activation of the rail corridor as a multi-use transport alternative, and with the provision of park and ride.

Kehoe: Another recommendation is for the event organisers to have a complaint hotline.

### **Committee Recommendation:**

**That:**

1. **That Council endorse the Byron Bay Triathlon to be held on Saturday 9th May 2020, which includes the following temporary road closures below:**

# BYRON SHIRE COUNCIL

## LOCAL TRAFFIC COMMITTEE MEETING MINUTES

10 MARCH 2020

STREET	EXTENT	CLOSURE TIMES
Bay St	- from the Surf Club to Middleton St.	5am - 5pm
Middleton St	- from Bay St to Lawson St.	5am - 5pm
Lawson St	- from Middleton St to Massinger St	5am - 5pm
Gilmore Crescent	- full length	5am - 5pm
Middleton St	- from Lawson St to Marvel St	10.30am - 3pm
Marvel St	- from Middleton St to Tennyson St	10.30am - 3pm
Tennyson St	- from Marvell St to Browning	10.30am - 3pm
Bangalow Rd	- from Browning St to Broken Head Rd	11.30am - 3pm
Broken Head Rd	- from Bangalow Rd to 166 Broken Head Rd	11.30am - 3pm

**2. That the approval provided in Part 1 and Part 2 is subject to:**

- a) separate approvals by NSW Police and TfNSW being obtained;
- b) the event organiser provide council with an updated Traffic Management Plan and Traffic Control Plan for the 2020 event, if required by the Police and TfNSW;
- c) development and implementation of a Traffic Management Plan and Traffic Control Plan(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 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;
- e) the event be notified on Council's web page with the event organiser supplying Council with the relevant information;

**3. That the event organisers:**

- inform the community and businesses that are directly impacted (eg within road closure zones) via written information which is delivered to the property in a timely manner so as to document, consider and respond to any concerns raised;
- arranging for private property access and egress affected by the event;
- liaising with bus, taxi and waste operators and ensuring arrangements are made for provision of services during conduct of the event;
- consulting with emergency services and any identified issues be addressed;
- holding \$20m public liability insurance cover which is valid for the event;
- paying Council's Road Event Application Fee prior to the event.



# BYRON SHIRE COUNCIL

## LOCAL TRAFFIC COMMITTEE MEETING MINUTES

10 MARCH 2020

(Kehoe/Shanahan)

The recommendation was put to the vote and declared carried. *Shanahan, Cameron and Kehoe* voted in favour of the motion.

*Nil voted against the motion..*

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*There being no further business the meeting concluded at 11:48am.*