

NOTICE OF MEETING



LOCAL TRAFFIC COMMITTEE MEETING

A Local Traffic Committee Meeting of Byron Shire Council will be held as follows:

Venue	Conference Room, Station Street, Mullumbimby
Date	Tuesday, 13 April 2021
Time	10.30am
Committee Members	Ian Shanahan – Transport for NSW Detective Chief Inspector Matt Kehoe – Police Cr Basil Cameron Tamara Smith MP

BYRON SHIRE COUNCIL
LOCAL TRAFFIC COMMITTEE MEETING

BUSINESS OF MEETING

1. APOLOGIES

2. DECLARATIONS OF INTEREST – PECUNIARY AND NON-PECUNIARY

3. ADOPTION OF MINUTES FROM PREVIOUS MEETINGS

- 3.1 Local Traffic Committee Meeting held on 16 February 2021
- 3.2 Extraordinary Local Traffic Committee Meeting held on 16 March 2021

4. MATTERS ARISING

5. OUTSTANDING ISSUES/RESOLUTIONS

6. REGULATORY MATTERS

- 6.1 Azalea St Interseccion Upgrade 3
- 6.2 Brunswick Heads Parking Limit Review..... 13
- 6.3 Traffic Management for Festival of the Stone 20
- 6.4 Event - Byron Triathlon - 9 May 2021 46

REGULATORY MATTERS

Report No. 6.1 Azalea St Interseccion Upgrade

File No: I2021/372

5

The purpose of this report is to gain LTC and Council support for regulatory changes to the Azalea Street / Jubilee Avenue intersection as outlined below.

10 Works associated with this intersection were taken to the previous 16th February LTC meeting and comments were provided to the developer. Amended plans to address the issues raised by LTC' where applicable' have now been submitted.

Committee Comments

The following committee comments were made at the February LTC meeting and noted in the minutes:

15 *Questions about whether Jubilee Ave will be widened to provide for cyclists. Further construction of the intersection will be required in future if additional residential developments occur in Tallowood Estate. The committee discussed the requirement of Coral Ave to be sealed, which will result in a southwest link (linking Main Arm Rd, Coral Ave, Clays Rd, Plover Parkway, Tuckeroo Ave, Left Bank Rd, Azalea St) and will create additional traffic movements at this intersection.*

20 *Cameron: Has there been any assessment on impacts on bus movements in this area? Concerns about cyclist safety on both sides of Jubilee Ave (at Mullumbimby Rural Co-op) where there is not sufficient shoulder for cyclists and pedestrians.*

25 *Blunden: No allowance has been made for pedestrian movements. As with most shire roads there will be between 500-1000mm room for cyclists. Boundary of Rural Co-op to be established. Drainage will be as existing.*

Committee discussed the issue of carpark driveway and bus turning circle, looking to formalise right turn out of Co-op.

The barrier fence between the bus lanes and Jubilee Ave will remain, possibly be extended.

30 *Shanahan: 1. There needs to be gap in the chevron line-marking so that buses can exit.*

35 *2. Council should consider removing the bus-sized rectangle line marking (bus waiting area near centre of road). 3. The three arrows (indicating traffic lane is for vehicles going straight ahead) adjacent to the co-op are not required, and will only create more line maintenance work for council.*

Shanahan: Reminder that LTC cannot impose DA conditions, LTC is for technical review only.

Design Amendments

5 In response to the above comments, there is an existing footpath & bike path located on the northern side of Jubilee Avenue. The Byron Shire Council 10 Year Bike Plan adopted in 2019 does not require any additional provision for cyclists in the area of the proposed intersection upgrade.

10 Pedestrians and Cyclists are to be encouraged to use the existing path on the northern side of Jubilee Avenue. Encouraging pedestrians and cyclists to use the southern side of the road would increase points of conflict with the bus turnaround and traffic entering and leaving the service station.

In regards to Bus movements, the following design changes have been made:

- 15 • A gap in the chevron line marking for the bus turnaround and service station traffic has been provided. This has been shifted west to allow for easier access in and out of the service centre.
- Guide posts are to be provided to formalise a single entry and exit point for the service station. These posts will prevent vehicle access from the station into the bus turning area.
- 20 • The bus parking line marking rectangle will be removed.
- The 3 west bound through arrows have been removed.
- No Entry signs and Buses Excepted signs are to be provided to the bus turnaround area.
- Extending the median and barrier fence is not required.

25 Council's Development Engineer has confirmed Attachment 1 has incorporated the above conditions into the design.

Background Information

To help with background information the following explains the project history.

30 Council received a Construction Certificate application associated with stage 7 of the Tallwood estate development in Mullumbimby for 32 new residential lots. As part of the approved D.A (10.2018.305.1) consent condition 9 imposed the following requirement:

9. Engineering Construction Plans

35 Three (3) copies of engineering construction plans and specifications must accompany the Construction Certificate application demonstrating compliance with Council's standards for the required engineering works.

BYRON SHIRE COUNCIL

LOCAL TRAFFIC COMMITTEE MEETING

6.1

Each set of drawings must be accompanied by a Certification Report which must be signed by a suitably qualified Civil Engineer or Registered Surveyor. The Certification Report will comprise the certificate and check lists set out in Annexure DQS-A of the Northern Rivers Local Government Development & Design Manuals.

5 The information shown on the drawings must be logically collected on discrete sheets generally in accordance with Annexure DQS-B and the Sample Drawings of the Northern Rivers Local Government Development & Designs. The drawings are to provide for the following works:

a) Azalea St & Jubilee St Intersection upgrade

10 The intersection shall be upgraded to provide a Channelised Right Turn Treatment in accordance with Figure A3 of Austroads Guide to Road Design.

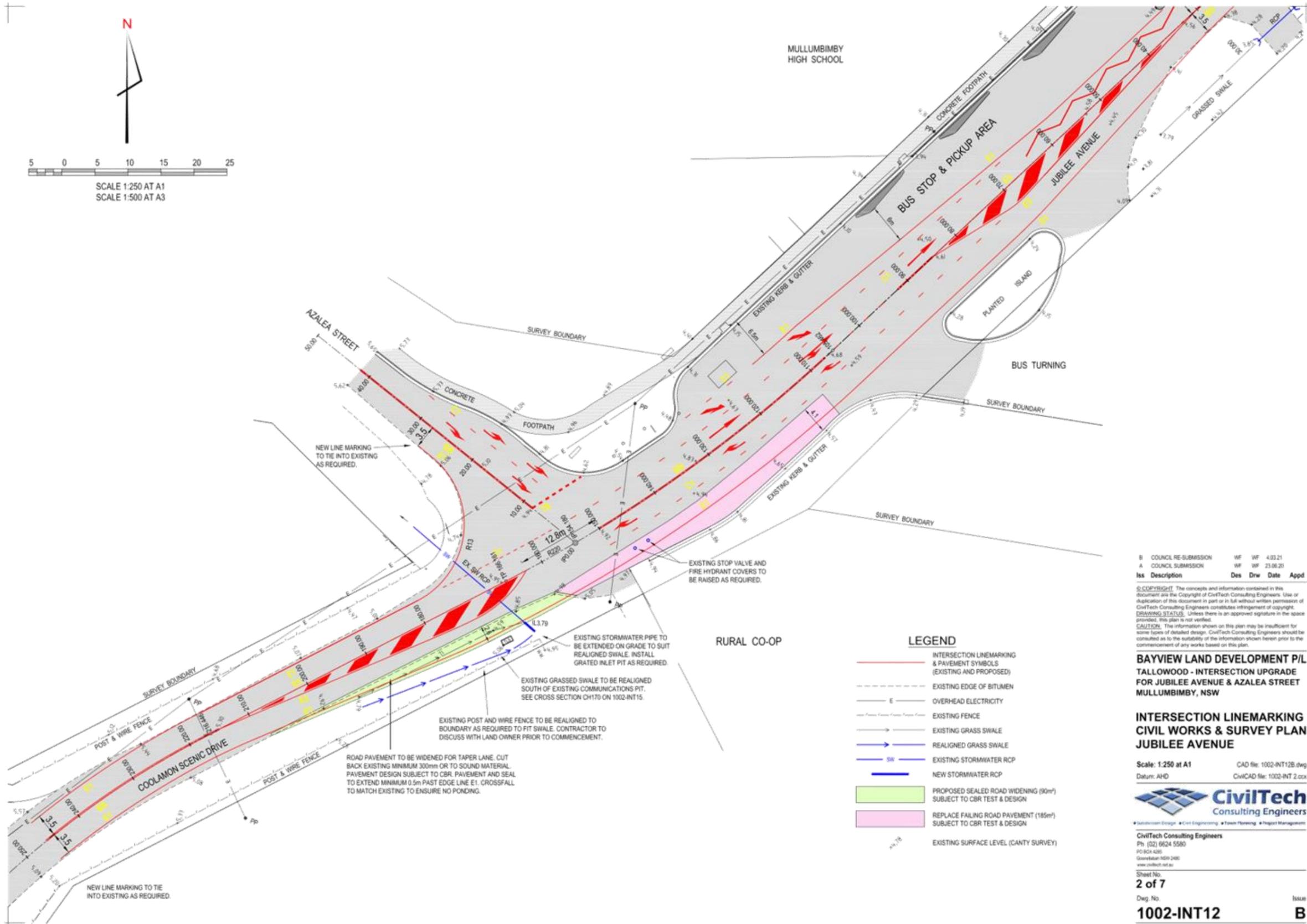
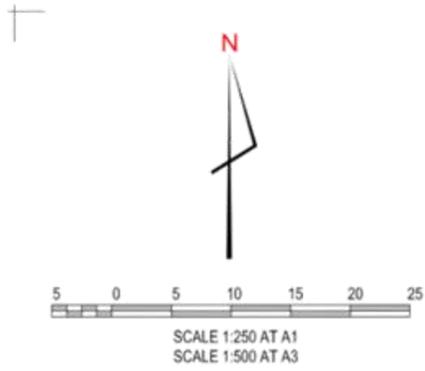
15 **RECOMMENDATION:**

That Council support the proposed regulatory signs, lines and devices presented in Attachment 1 (E2021/51345) for works associated with the Azalea St / Jubilee Ave, Mullumbimby intersection.

Attachments:

20

1 1002 - Jubilee Avenue Intersection Upgrade - Issue B, E2021/51345 , page 6 [↓](#)



B	COUNCIL RE-SUBMISSION	WF	WF	4.03.21	
A	COUNCIL SUBMISSION	WF	WF	23.08.20	
Iss	Description	Des	Drw	Date	Appd

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**BAYVIEW LAND DEVELOPMENT P/L
 TALLOWOOD - INTERSECTION UPGRADE
 FOR JUBILEE AVENUE & AZALEA STREET
 MULLUMBIMBY, NSW**

**INTERSECTION LINEMARKING
 CIVIL WORKS & SURVEY PLAN
 JUBILEE AVENUE**

Scale: 1:250 at A1 CAD file: 1002-INT12B.dwg
 Datum: AHD CIVCAD file: 1002-INT 2.cox



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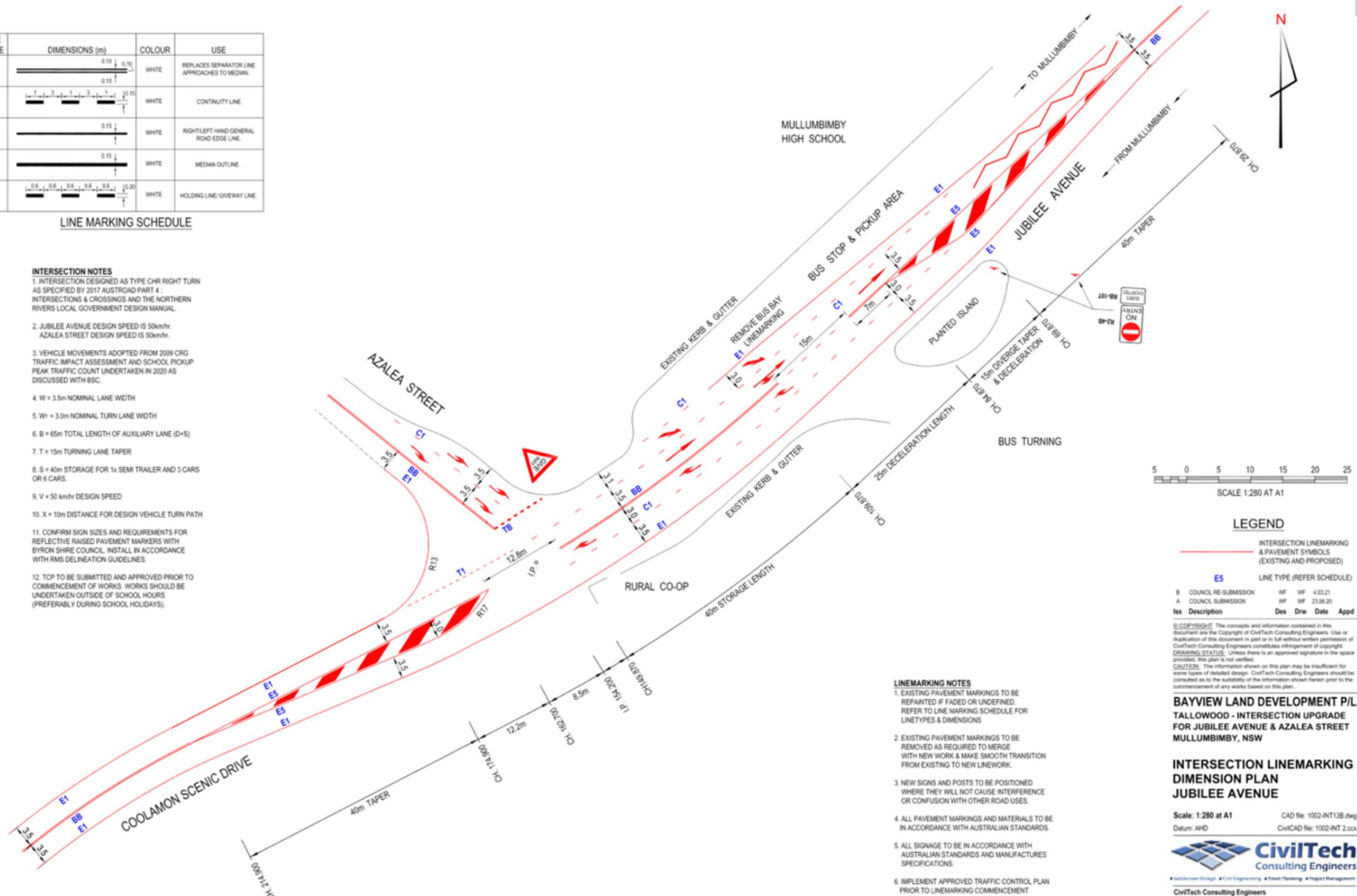
Sheet No.
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 Draw No.
1002-INT12
 Issue
B

LINE TYPE	DIMENSIONS (m)	COLOUR	USE
BB		WHITE	REPLACES SEPARATOR LINE APPROACHES TO MEDIAN.
C1		WHITE	CONTINUITY LINE.
E1		WHITE	RIGHT/LEFT HAND GENERAL ROAD EDGE LINE.
E5		WHITE	MEDIAN OUTLINE.
TB		WHITE	HOLDING LINE/GIVEWAY LINE.

LINE MARKING SCHEDULE

INTERSECTION NOTES

- INTERSECTION DESIGNED AS TYPE CHR RIGHT TURN AS SPECIFIED BY 2017 AUSTRROAD PART 4: INTERSECTIONS & CROSSINGS AND THE NORTHERN RIVERS LOCAL GOVERNMENT DESIGN MANUAL.
- JUBILEE AVENUE DESIGN SPEED IS 50km/hr. AZALEA STREET DESIGN SPEED IS 50km/hr.
- VEHICLE MOVEMENTS ADOPTED FROM 2009 CRG TRAFFIC IMPACT ASSESSMENT AND SCHOOL PICKUP PEAK TRAFFIC COUNT UNDERTAKEN IN 2020 AS DISCUSSED WITH BSC.
- W = 3.5m NOMINAL LANE WIDTH
- Wt = 3.0m NOMINAL TURN LANE WIDTH
- B = 65m TOTAL LENGTH OF AUXILIARY LANE (D+S)
- T = 15m TURNING LANE TAPER
- S = 40m STORAGE FOR 1x SEMI TRAILER AND 3 CARS OR 6 CARS.
- V = 50 km/hr DESIGN SPEED
- X = 10m DISTANCE FOR DESIGN VEHICLE TURN PATH
- CONFIRM SIGN SIZES AND REQUIREMENTS FOR REFLECTIVE RAISED PAVEMENT MARKERS WITH BYRON SHIRE COUNCIL, INSTALL IN ACCORDANCE WITH RMS DELINEATION GUIDELINES.
- TCP TO BE SUBMITTED AND APPROVED PRIOR TO COMMENCEMENT OF WORKS. WORKS SHOULD BE UNDERTAKEN OUTSIDE OF SCHOOL HOURS (PREFERABLY DURING SCHOOL HOLIDAYS).



- LINEMARKING NOTES**
- EXISTING PAVEMENT MARKINGS TO BE REPAINTED IF FADED OR UNDEFINED. REFER TO LINE MARKING SCHEDULE FOR LINTYPES & DIMENSIONS
 - EXISTING PAVEMENT MARKINGS TO BE REMOVED AS REQUIRED TO MERGE WITH NEW WORK & MAKE SMOOTH TRANSITION FROM EXISTING TO NEW LINENWORK.
 - NEW SIGNS AND POSTS TO BE POSITIONED WHERE THEY WILL NOT CAUSE INTERFERENCE OR CONFUSION WITH OTHER ROAD USES.
 - ALL PAVEMENT MARKINGS AND MATERIALS TO BE IN ACCORDANCE WITH AUSTRALIAN STANDARDS.
 - ALL SIGNAGE TO BE IN ACCORDANCE WITH AUSTRALIAN STANDARDS AND MANUFACTURES SPECIFICATIONS.
 - IMPLEMENT APPROVED TRAFFIC CONTROL PLAN PRIOR TO LINEMARKING COMMENCEMENT



LEGEND

- INTERSECTION LINEMARKING & PAVEMENT SYMBOLS (EXISTING AND PROPOSED)
 - E5 LINE TYPE (REFER SCHEDULE)
- | Iss | Description | Des | Drw | Date | Appd |
|-----|-----------------------|-----|-----|----------|------|
| B | COUNCIL RE-SUBMISSION | WF | WF | 4.03.21 | |
| A | COUNCIL SUBMISSION | WF | WF | 23.08.20 | |

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BAYVIEW LAND DEVELOPMENT P/L TALLOWOOD - INTERSECTION UPGRADE FOR JUBILEE AVENUE & AZALEA STREET MULLUMBIMBY, NSW

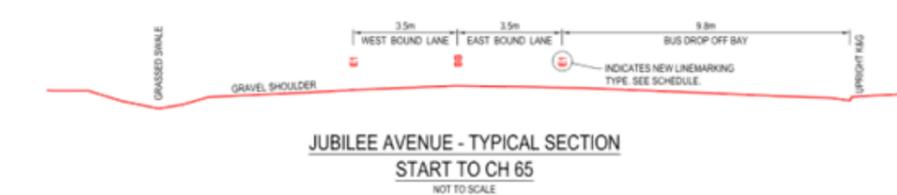
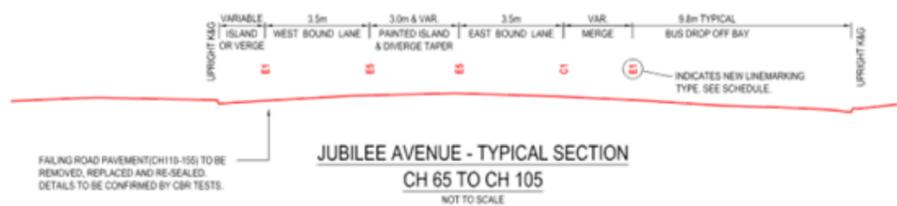
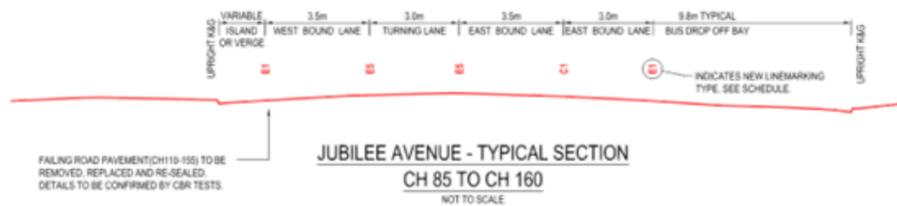
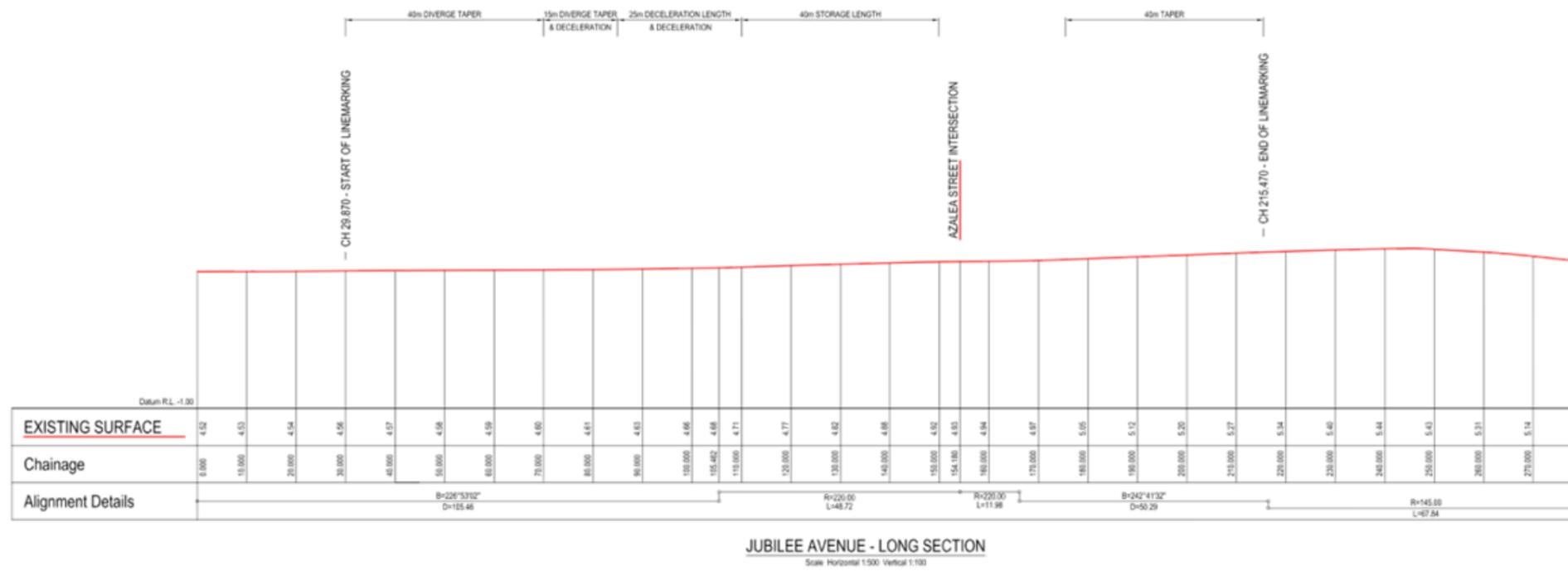
INTERSECTION LINEMARKING DIMENSION PLAN JUBILEE AVENUE

Scale: 1:280 at A1 CAD file: 1002-INT13B.dwg
Datum: AHD CivilCAD file: 1002-INT 2.ccx



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Iss	Description	Des	Drw	Date	Appd
B	COUNCIL RE-SUBMISSION	WF	WF	4.03.21	
A	COUNCIL SUBMISSION	WF	WF	23.08.20	

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**BAYVIEW LAND DEVELOPMENT P/L
TALLOWOOD - INTERSECTION UPGRADE
FOR JUBILEE AVENUE & AZALEA STREET
MULLUMBIMBY, NSW**

**JUBILEE AVENUE
LONG SECTION & TYPICAL
SECTIONS**

Scale: As Shown at A1 CAD file: 1002-INT14B.dwg
Datum: AHD CivilCAD file: 1002-INT 2.ccx



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1002-INT14
Issue
B

GENERAL NOTES:

- G1. ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH THE CONDITIONS OF CONSENT, COUNCILS STANDARD SPECIFICATION FOR ENGINEERING WORKS (NORTHERN RIVERS LOCAL GOVERNMENT CONSTRUCTION MANUAL) AND THE APPROVED PLANS.
- G2. THE CONTRACTOR SHALL VERIFY THE LOCATION AND LEVEL OF ALL EXISTING SERVICES, REGARDLESS OF WHAT IS SHOWN ON THESE DRAWINGS, PRIOR TO COMMENCING CONSTRUCTION AND MAKE ARRANGEMENTS WITH THE SUPERINTENDENT AND THE RELEVANT AUTHORITY TO PROTECT, RELOCATE AND/OR ADJUST AS NECESSARY.
- G3. THE CONTRACTOR SHALL NOT ENTER UPON NOR DO ANY WORK WITHIN ADJACENT LANDS WITHOUT THE WRITTEN PERMISSION OF THE SUPERINTENDENT & THE LAND OWNER.
- G4. THE CONTRACTOR SHALL ENSURE THAT NO NUISANCE OR INTERFERENCE WITH THE AMENITY OF THE AREA IS CREATED BY REASON OF ANY PROCESS OR OPERATION DURING THE WORK, CAUSING THE EMISSION OF NOISE, DUST, SMOKE OR ANY POLLUTED DISCHARGE WHATSOEVER. THE CONTRACTOR SHALL MAINTAIN SERVICES AND ALL WEATHER ACCESS AT ALL TIMES TO ADJACENT AND ADJOINING PROPERTIES.
- G5. THE CONTRACTOR SHALL DISPOSE OF ANY SURPLUS EXCAVATED MATERIAL AS DIRECTED BY THE SUPERINTENDENT.
- G6. THE CONTRACTOR SHALL GIVE 14 DAYS WRITTEN NOTICE, TO COUNCIL IN THE REQUIRED FORM, OF THE COMMENCEMENT OF WORK AND SUCH NOTICE SHALL BE ACCOMPANIED BY EVIDENCE OF CURRENT PUBLIC LIABILITY & WORKERS COMPENSATION INSURANCES.
- G7. ALL WORK SHALL BE RESTRICTED TO THE WORKING HOURS NOMINATED BY COUNCIL.
- G8. THE CONTRACTOR SHALL OBSERVE REQUIREMENTS OF THE OCCUPATIONAL HEALTH AND SAFETY ACT, THE ENVIRONMENTAL PLANNING AND ASSESSMENT ACT AND ANY OTHER ACTS AND REGULATIONS PERTAINING TO THE WORKS. THE PRINCIPAL AND THE SUPERINTENDENT ACCEPT NO RESPONSIBILITY FOR ANY FINES OR LEGAL ACTION THAT MAY BE INSTIGATED BY ACTIONS OF THE CONTRACTOR OR SUB CONTRACTORS.
- G9. THE CONTRACTOR AND THEIR SUBCONTRACTOR SHALL PROVIDE THEIR SAFETY PLAN TO THE SUPERINTENDENT BEFORE THE COMMENCEMENT OF ANY WORKS.
- G10. THE CONTRACTOR SHOULD NOTE CAREFULLY THAT THE SITE IS SURROUNDED BY BUILT ASSETS OF THE COUNCIL AND OTHER SERVICE PROVIDERS. THE CONTRACTOR IS TOTALLY RESPONSIBLE FOR THE PROTECTION OF THESE ASSETS DURING CONSTRUCTION. THE PRINCIPAL AND SUPERINTENDENT ACCEPT NO RESPONSIBILITY FOR DAMAGE CAUSED BY THE CONTRACTOR OR THEIR SUBCONTRACTORS TO THESE ASSETS.
- G11. ALL WORK CARRIED OUT IN CONFINED SPACES IS TO BE DONE BY PERSONNEL SPECIFICALLY QUALIFIED FOR CONFINED SPACES WORK.
- G12. CONTRACTOR MUST KEEP CLEAR RECORDS OF ALL SERVICES INSTALLED AND PROVIDE COPIES TO THE SUPERINTENDENT FOR WORK AS EXECUTED PURPOSES.
- G13. ALL WORKMANSHIP AND MATERIALS TO BE IN ACCORDANCE WITH ALL RELEVANT AUSTRALIAN STANDARDS CURRENT EDITION WITH AMENDMENTS, EXCEPT WHERE VARIED BY THE CONTRACT DOCUMENTS.
- G43. ALL WORKMANSHIP AND MATERIALS TO BE IN ACCORDANCE WITH THE NORTHERN RIVERS LOCAL GOVERNMENT CONSTRUCTION MANUAL AS AMENDED.

WARNING NOTES:

- A1. THESE PLANS ARE NOT TO BE USED FOR CONSTRUCTION UNLESS THEY HAVE BEEN STAMPED "APPROVED FOR CONSTRUCTION" BY THE CONSENT AUTHORITY.
- A2. A FULL SET OF APPROVED PLANS AND A COPY OF THE RELEVANT DEVELOPMENT CONSENT AND CONSTRUCTION CERTIFICATE ARE TO BE NOTED BY THE CONTRACTOR AND ARE TO BE RETAINED ON SITE BY THE CONTRACTOR AT ALL TIMES WHEN WORK IS BEING CARRIED OUT.
- A3. SET OUT DIMENSIONS OF ALL DRAINAGE LINES, CENTRE LINES, RECOVERY MARKS AND BENCH MARKS SHOULD BE VERIFIED AND CONFIRMED BY THE CONTRACTOR AND ANY DISCREPANCIES SHOULD BE CLARIFIED IN WRITING WITH THE SUPERINTENDENT PRIOR TO COMMENCEMENT OF THE WORK.
- A4. THE CONTOURS SHOWN ON THESE PLANS ARE SUITABLE ONLY FOR THE PURPOSES OF THIS DESIGN AND MAY CHANGE WITH CONSTRUCTION. NO RELIANCE SHOULD BE PLACED UPON SUCH CONTOURS FOR ANY PURPOSE OTHER THAN FOR THE PURPOSE OF THESE DRAWINGS.
- A5. SERVICES ON THESE PLANS WERE LOCATED WHERE POSSIBLE BY FIELD SURVEY, IF NOT ABLE TO BE SO LOCATED, KNOWN SERVICES HAVE BEEN PLOTTED FROM THE RECORDS OF RELEVANT AUTHORITIES WHERE AVAILABLE AND HAVE BEEN NOTED ACCORDINGLY ON THESE PLANS, WHERE SUCH RECORDS EITHER DO NOT EXIST OR ARE CONSIDERED TO BE INADEQUATE A NOTATION HAS BEEN MADE HEREON. PRIOR TO ANY RECONSTRUCTION, EXCAVATION OR CONSTRUCTION ON THE SITE, THE RELEVANT AUTHORITY SHOULD BE CONTACTED FOR POSSIBLE LOCATION OF FURTHER UNDERGROUND SERVICES AND DETAILED LOCATIONS OF ALL SERVICES. NOTWITHSTANDING ANYTHING SHOWN OR IMPLIED ON THESE PLANS, LOCATION OF SERVICES IS THE RESPONSIBILITY OF THE CONTRACTOR.
- A6. NO SHEET OF THESE PLANS MAY BE REPRODUCED UNLESS THE REPRODUCTION INCLUDES THESE NOTES. THESE NOTES ARE AN INTEGRAL PART OF THESE PLANS.
- A7. CIVILTECH ACCEPTS NO RESPONSIBILITY FOR ANY LOSS OR DAMAGE SUFFERED HOWSOEVER ARISING TO ANY PERSON OR CORPORATION WHO MAY USE OR RELY ON ANY PART OF THESE PLANS IN CONTRAVENTION TO THE TERMS OF THESE NOTES OR COPYRIGHT.

TRAFFIC CONTROL PLAN:

- T1. THE TRAFFIC CONTROL PLAN IS TO BE IMPLEMENTED AT THE CONSTRUCTION SITE ENTRY.
- T2. IT IS THE CONTRACTORS RESPONSIBILITY TO:
 - ASSUME THE ROLE OF WORKS SUPERVISOR IN ACCORDANCE WITH THE RMS "TRAFFIC CONTROL AT WORKSITES" MANUAL (TCWS) AND TO:
 - ENSURE THAT ALL PERSONNEL EMPLOYED ON TRAFFIC CONTROL ARE APPROPRIATELY TRAINED AND HOLD CERTIFICATES FOR THE DUTIES PERFORMED.
 - ENSURE THAT THE TRAFFIC CONTROL PLAN IS IMPLEMENTED, THE REQUIRED CHECKS & AUDITS ARE CARRIED OUT AND RECORDED ON FORMS AS SHOWN IN APPENDIX 'E' OF THE MANUAL.
 - INFORM THE RESIDENTS INSIDE THE TRAFFIC CONTROL AREA OF THE CHANGED CONDITIONS AND ASSIST WITH VEHICLE MOVEMENTS IN AND OUT OF DRIVEWAYS.
 - INFORM THE LOCAL AUTHORITIES AND/OR POLICE AS REQUIRED OF THE LOCATION AND DURATION OF THE TRAFFIC CONTROL TO BE IMPLEMENTED
 - ENSURE THAT THE REQUIREMENTS OF TRAFFIC CONTROL AT WORK SITES SECTION 3.6, SAFE CLEARANCES BETWEEN WORKERS AND THROUGH TRAFFIC, ARE MET FOR THE PEDESTRIANS.
- T3. ALL SIGNS TO BE REFLECTIVE AND DESIGNED FOR DAY AND NIGHT USE.

EROSION NOTES:

- WORKS ON THE SITE SHALL BE CARRIED OUT IN THE FOLLOWING SEQUENCE:
- INSTALL BARRIER AND SILT FENCES DOWNSLOPE OF DISTURBED AREAS
 - STRIP AND STOCKPILE TOPSOIL
 - UNDERTAKE UPGRADE WORKS
 - REHABILITATE SITE, CLEANUP & REMOVE RUBBISH DEBRIS
 - REMOVE TEMPORARY SOIL AND WATER MANAGEMENT WORKS ONCE APPROVED TO DO SO BY COUNCIL.
- E1. THE PURPOSE OF THE SOIL AND WATER MANAGEMENT PLAN IS TO PROTECT THE DEVELOPMENT AREA AND THE SURROUNDING AREA FROM SOIL EROSION AND SUBSEQUENT POLLUTION AND SEDIMENTATION OF WATERWAYS.
 - E2. THE PRINCIPAL STRATEGY IS: TO PROVIDE "SILT" FENCES, STRAW BALE FENCES OR SOIL BERMS DOWNSLOPE OF ALL UNPROTECTED DISTURBED AREAS TO CAPTURE ANY SEDIMENT PASSING FROM THE SITE.
 - E3. ALL WORKS TO BE IMPLEMENTED AND INSTALLED IN ACCORDANCE WITH LANDCOM & HOUSING NSW'S "BLUE BOOK", MANAGING URBAN STORM WATER, SOILS AND CONSTRUCTION AND ANY SPECIFIC DIRECTIONS OF COUNCIL.
 - E4. THIS PLAN IS TO BE READ IN CONJUNCTION WITH THE OTHER ENGINEERING PLANS AND ANY WRITTEN INSTRUCTIONS THAT MAY BE ISSUED. REFER TO THE EROSION AND SEDIMENT CONTROL PLAN FOR DETAILS.
 - E5. LAND DISTURBANCE SHALL BE LIMITED TO THAT NECESSARY FOR IMPLEMENTATION OF THE PLANS OF WORKS. BUFFER ZONES AND LANDS NOT TO BE DISTURBED SHALL BE CLEARLY MARKED WITH BARRIER FENCES. "SILT" FENCES OR STRAW BALE SEDIMENT TRAPS SHALL BE PLACED IMMEDIATELY DOWNSLOPE OF ALL UNPROTECTED DISTURBED LANDS.
 - E6. THE CONTRACTOR SHALL MAINTAIN DAILY ALL WATER AND SOIL MANAGEMENT DEVICES.
 - E7. ALL VEGETATION SHALL BE RETAINED BEYOND LIMIT OF WORKS.
 - E8. 80% GRASS COVER IS ACHIEVED ON ALL EXPOSED SURFACES PRIOR TO REMOVAL OF EROSION AND SEDIMENT CONTROL DEVICES.
 - E9. INSTALL TURF TO DRAINAGE LINES WHERE REQUIRED.

CONSTRUCTION NOTES:

- C1. INSTALL EROSION CONTROL MEASURES PRIOR TO COMMENCEMENT OF EARTHWORKS AND KEEP FUNCTIONAL THROUGH THE PROJECT AND UNTIL THE SITE HAS BEEN STABILISED.
- C2. ALL EXISTING SERVICE COVERS TO BE ADJUSTED TO NEW FINISHED SURFACES AS REQUIRED.
- C3. STRIP TOPSOIL OF ALL EARTHWORKS AREAS, STOCKPILE AND RESPREAD ON BATTERS AND LANDSCAPE AREAS.
- C4. PLACE 100mm MIN THICK TOPSOIL ON ALL BATTERS & EARTHWORK AREAS AND GRASS WITHOUT DELAY. 80% GRASS COVER TO BE ACHIEVED BY END OF PROJECT.
- C5. EXISTING FENCES TO BE PRESERVED, RELOCATED AND/OR REMOVED AS DIRECTED BY THE SUPERINTENDENT.
- C6. CONTRACTOR WILL BE HELD RESPONSIBLE FOR DAMAGE TO EXISTING ROADS AND OTHER ASSETS CAUSED BY CONSTRUCTION EQUIPMENT.
- C7. SURFACES OF EXISTING ROADS THAT ARE USED AS ACCESS BY CONTRACTOR SHALL BE KEPT FREE OF OBSTRUCTION MATERIALS, DIRT AND OTHER FOREIGN MATTER AT ALL TIMES.
- C8. THE CONTRACTOR SHALL REINSTATE AND/OR MAKE GOOD ANY DISTURBED AREAS ASSOCIATED WITH THE WORK TO THE SATISFACTION OF THE SUPERINTENDENT.
- C9. THE CONTRACTOR IS TO IMPLEMENT AN APPROVED TRAFFIC CONTROL PLAN (TCP) FOR WORK IN ROAD RESERVES.
- C10. DUST SUPPRESSION MEASURES TO BE IMPLEMENTED DURING CONSTRUCTION.
- C11. DISTURBED AREAS TO BE STABILIZED WITHOUT DELAY TO AVOID DUST GENERATION.
- C12. ALL NEW WORKS SHALL MAKE A SMOOTH JUNCTION/TRANSITION TO EXISTING.
- C13. ALL FINISHED SURFACES TO BE SELF DRAINING AND SHAPED TO AVOID PONDING OF SURFACE WATER.

SITE NOTES:

- S1. CBR TESTING OF THE SOUTHERN VERGE IS TO BE UNDERTAKEN AND PAVEMENT DESIGN CONFIRMED WITH CTCE AND BSC PRIOR TO COMMENCEMENT OF CONSTRUCTION.
- S2. CONTRACTOR TO ADVISE ADJOINING LAND HOLDERS OF PROPOSED WORKS AT LEAST ONE WEEK PRIOR TO COMMENCEMENT OF WORKS.
- S3. INTERSECTION UPGRADE AND LINE MARKING WORKS TO BE UNDERTAKEN OUTSIDE OF SCHOOL HOURS.

LINEMARKING NOTES:

- L1. EXISTING PAVEMENT MARKINGS TO BE REPAINTED IF FADED OR UNDEFINED. REFER TO LINE MARKING SCHEDULE FOR LINETYPES & DIMENSIONS
- L2. EXISTING PAVEMENT MARKINGS TO BE REMOVED AS REQUIRED TO MERGE WITH NEW WORK & MAKE SMOOTH TRANSITION FROM EXISTING TO NEW LINEWORK.
- L3. NEW SIGNS AND POSTS TO BE POSITIONED WHERE THEY WILL NOT CAUSE INTERFERENCE OR CONFUSION WITH OTHER ROAD USES.
- L4. ALL PAVEMENT MARKINGS AND MATERIALS TO BE IN ACCORDANCE WITH AUSTRALIAN STANDARDS.
- L5. ALL SIGNAGE TO BE IN ACCORDANCE WITH AUSTRALIAN STANDARDS AND MANUFACTURES SPECIFICATIONS.
- L6. IMPLEMENT APPROVED TRAFFIC CONTROL PLAN PRIOR TO LINEMARKING COMMENCEMENT



The Essential First Step.

B	COUNCIL RE-SUBMISSION	WF	WF	4.03.21	
A	COUNCIL SUBMISSION	WF	WF	23.08.20	
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TALLOWOOD - INTERSECTION UPGRADE
FOR JUBILEE AVENUE & AZALEA STREET
MULLUMBIMBY, NSW

INTERSECTION LINEMARKING CONSTRUCTION NOTES

Scale: - CAD file: 1002-INT17B.dwg
 Datum: - CivilCAD file: 1002-INT 2.ccx



Subdivision Design • Civil Engineering • Town Planning • Project Management

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Dwg No.
1002-INT17

Issue
B

Report No. 6.2 Brunswick Heads Parking Limit Review

File No: I2021/482

5 At the Council Meeting of 25th March 2021, Council resolved to implement changes to parking time limits in Brunswick Heads, as per Council Resolution 21-099:

1. That Council adopts the Preferred Layout, Figure 4 (as per attachment 2 - E2021/34931) and with the adjustments in 2, 3, and 4 below and implements the proposed parking time limits once approved by the Local Traffic Committee.

10 *2. That Council allocates 4 car parking spaces adjacent to the Brunswick Heads SLSC for club use and 4 parking permits once approved by the Local Traffic Committee.*

3. The 2P limit in Zone 1 on Tweed Street should be extended to Booyun Street. This is due to demand for parking in this area surrounding the IGA

15 *4. The 4P Zone 2 should be extended north on Tweed Street adjacent to the real estate agent's office*

Current Parking Arrangement

20 Figure 1 below illustrates the location of each time zone and current time limits within each zone. It has been identified through a recent parking scheme review of Brunswick Heads and feedback from the local community that parking management is highly congested a requires improved management. The proposed time limit changes are designed to improve parking management.

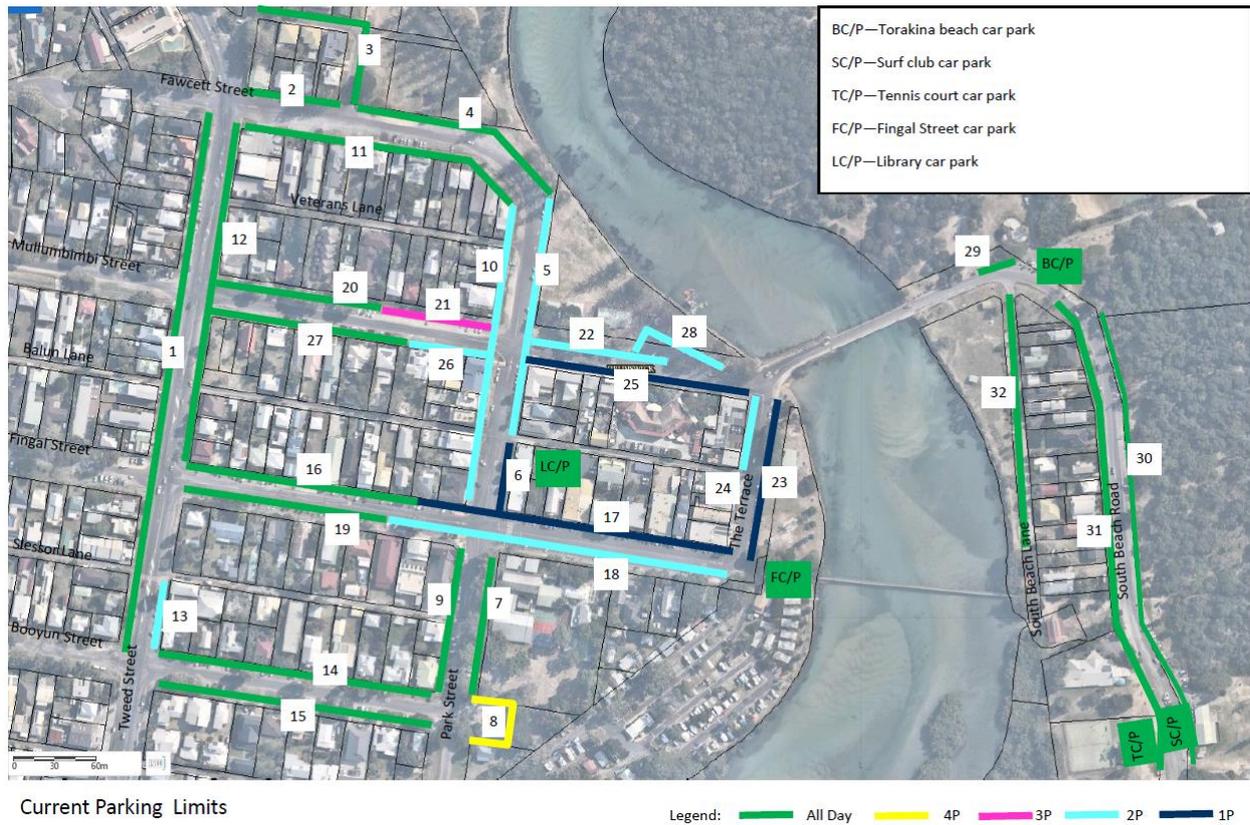


Figure 1. Current Parking Limits

Issues with the current parking layout include consistently high occupancy rates in the CBD, Beach and School Precincts. The majority of carparks in these areas exceed an average of 80% capacity over the study period.

The Compliance Team has reported issues with illegal camping in the Beach Precinct. Staff indicated that unrestricted parking in the Beach Precinct enables campers to establish patterns of gathering in carparks and remaining for extended periods of time.

Recommended Changes

The updated parking limits shown in the above resolution and below Figure 2 (see also Attachment 1) are based on advice received from parking consultants TPS and modified slightly based on community surveys, staff and councillor feedback.

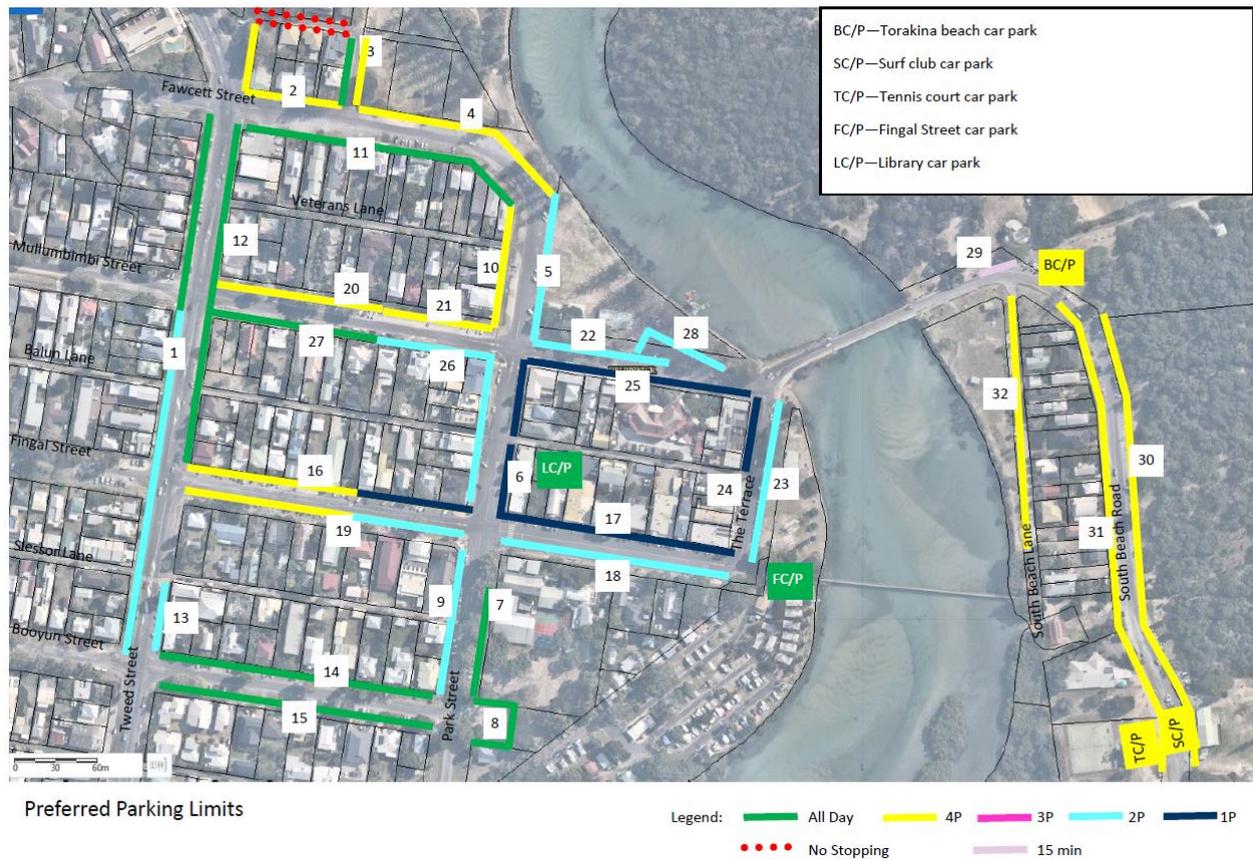


Figure 2. Proposed Parking Limits

The peak high demand locations are around the CBD block and along the beach front areas. The aim is to manage time limits more closely in these areas and encourage longer term parking towards the fringes of the CBD.

The proposed time limits can be summarised as;

- 1P around the CBD block
- 2P immediately surrounding the CBD block
- 4P on the fringes of the CDB block, including:
 - Along the beach front area as this matches the expected recreational uses
 - Western fringes of the CBD (Fawcett Street, Mullumbimbi Street, Tweed Street, Park Street and Fingal Street).
- A 15 minute drop off zone introduced at Torakina Beach.
- No Stopping introduced on Mona Lane.

This plan promotes consistency of limits, minimises multiple changes in limits in each precinct.

BYRON SHIRE COUNCIL

LOCAL TRAFFIC COMMITTEE MEETING

6.2

The Compliance Team support minimising the changes in parking limits at mid-block locations. Keeping parking limits consistent for whole blocks where possible leads to less confusion of time limits. For consistency Council staff also recommend removing the existing 3hr parking on Mullumbimbi Street.

- 5 Higher turnover parking is planned adjacent to highly frequented park and riverside locations to encourage parking adjacent to recreation areas and minimise frequent road crossings by pedestrians.

- 10 No parking is recommended on Mona Lane as parking on the verges of this narrow lane represents a safety risk. The carriageway is too narrow to allow two-way traffic and parking.

Additional Requests

Council also resolved to provide 4 allocated spaces to the Brunswick Head Surf Life Saving Club and an additional 4 parking permits.

15

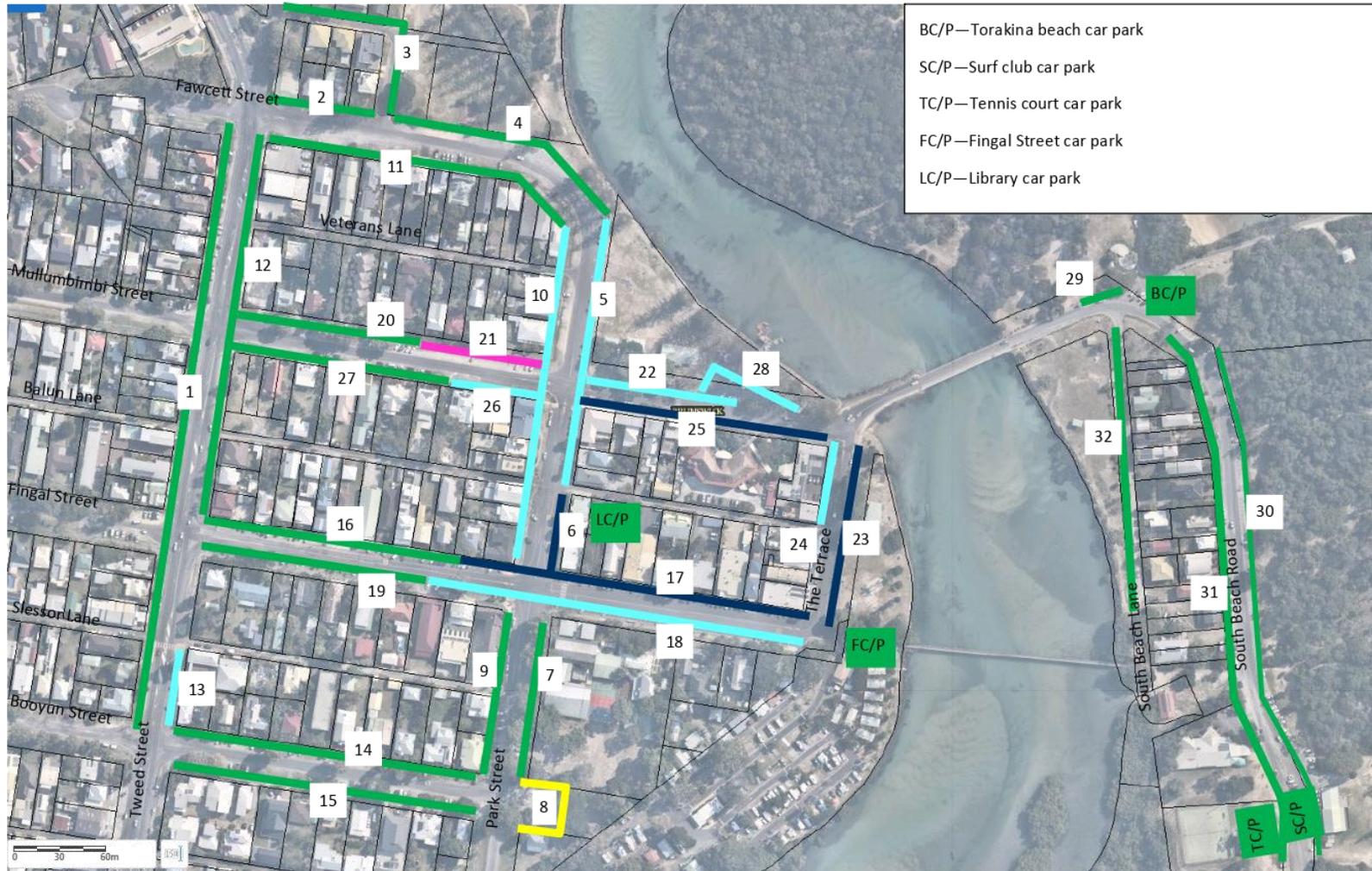
RECOMMENDATION:

That Council note LTC's endorsement of resolution 21-099.

Attachments:

20

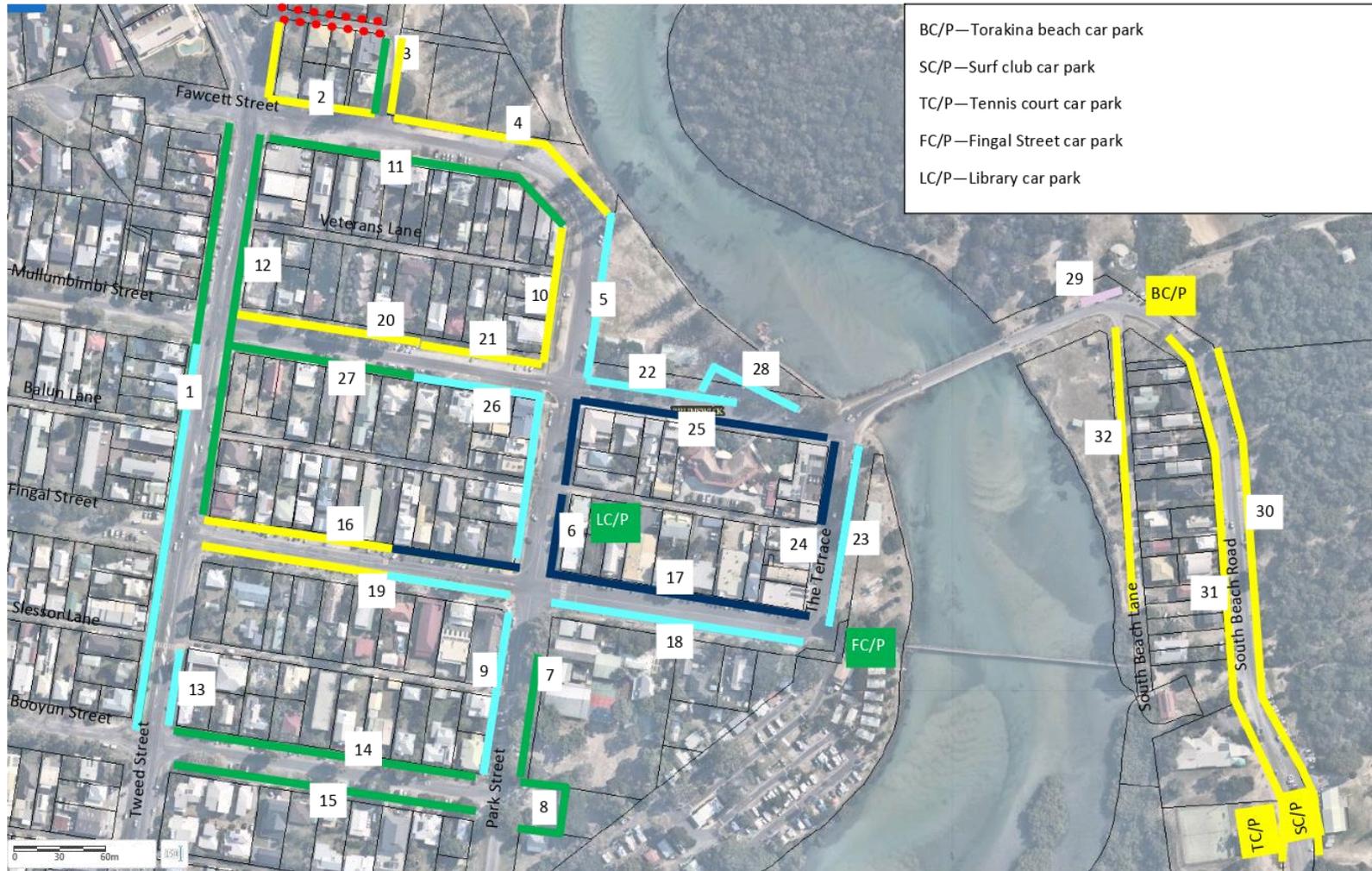
- 1 Brunswick Heads Expanded Parking Limits Final Council Resolved, E2021/50167 , page 17 [↓](#)



BC/P—Torakina beach car park
 SC/P—Surf club car park
 TC/P—Tennis court car park
 FC/P—Fingal Street car park
 LC/P—Library car park

Current Parking Limits

Legend: █ All Day █ 4P █ 3P █ 2P █ 1P



Preferred Parking Limits

- Legend:
- █ All Day
 - █ 4P
 - █ 3P
 - █ 2P
 - █ 1P
 - No Stopping
 - █ 15 min

BYRON SHIRE COUNCIL

REGULATORY MATTERS

6.2 - ATTACHMENT 1

Zone	Time Limits	No. of Parks in Each Zone
01 - Tweed Street (Booyun St - Fawcett St)	ALL DAY PARKING MON-SUN	30
02 - Fawcett St (Tweed St - Mona Ln)	ALL DAY PARKING MON-SUN	8
03 - Mona Ln (Fawcett St - Tweed St)	ALL DAY PARKING MON-SUN	15
04 - Fawcett St (Mona Ln - Park St)	ALL DAY PARKING MON-SUN	30
05 - Park St (Fawcett St - Balun Ln)	2P MON-SUN 9:00AM 5:00PM	28
06 - Park St (Balun Ln - Fingal St)	1P MON-SUN 9:00AM 5:00PM	4
07 - Park St (Fingal St - Booyun St)	ALL DAY PARKING MON-SUN	17
08 - Booyun St C/P(Park St - Dead End)	4P MON-SUN 9:00AM 5:00PM	15
09 - Park St (Booyun St - Fingal St)	ALL DAY PARKING MON-SUN	17
10 - Park St (Fingal St - Fawcett St)	2P MON-SUN 9:00AM 5:00PM	27
11 - Fawcett St (Park St - Tweed ST)	ALL DAY PARKING MON-SUN	36
12 - Tweed Street (Fawcett St - Fingal St)	ALL DAY PARKING MON-SUN	16
13 - Tweed Street (Fingal St - Booyun St)	2P MON-SUN 9:00AM 5:00PM	11
14 - Booyun St - (Tweed St - Park St)	ALL DAY PARKING MON-SUN	34
15 - Booyun St - (Park St - Tweed St)	ALL DAY PARKING MON-SUN	31
16 - Fingal St (Tweed St - Park St)	ALL DAY PARKING MON-SUN	45
17 - Fingal St (Park St - The Terrace)	1P MON-SUN 9:00AM 5:00PM	42
18 - Fingal St (The Terrace - Tweed St)	2P MON-SUN 9:00AM 5:00PM	36
19 - Fingal St (Park St - Tweed St)	ALL DAY PARKING MON-SUN	44
20 - Mullumbimbi St (Tweed St - Park St)	ALL DAY PARKING MON-SUN	19
21 - Mullumbimbi St (Tweed St - Park St)	3P MON-SUN 9:00AM 5:00PM	31
22 - Mullumbimbi St (Park St - The Terrace)	2P MON-SUN 9:00AM 5:00PM	14
23 - The Terrace (Mullumbimbi St - Fingal St)	1P MON-SUN 9:00AM 5:00PM	19
24 - The Terrace (Fingal St - Mullumbimbi St)	2P MON-SUN 9:00AM 5:00PM	4
25 - Mullumbimbi St (The Terrace - Park St)	1P MON-SUN 9:00AM 5:00PM	16
26 - Mullumbimbi St (Park St - Tweed St)	2P MON-SUN 9:00AM 5:00PM	7
27 - Mullumbimbi St (Park St - Tweed St)	ALL DAY PARKING MON-SUN	19
28 - Mullumbimbi St (Car Park)	2P MON-SUN 9:00AM 5:00PM	23
29 - South Beach Rd (The Terrace - Torakina)	ALL DAY PARKING MON-SUN	4
30 - South Beach Rd (Torakina - Dead End)	ALL DAY PARKING MON-SUN	98
31 - South Beach Rd (Dead End - South Beach Ln)	ALL DAY PARKING MON-SUN	27
32 - South Beach Ln (South Beach Rd - Dead End)	ALL DAY PARKING MON-SUN	34
BC/P—Torakina beach car park	ALL DAY PARKING MON-SUN	29
SC/P—Surf club car park	ALL DAY PARKING MON-SUN	54
TC/P—Tennis court car park	ALL DAY PARKING MON-SUN	27
FC/P—Fingal Street car park	ALL DAY PARKING MON-SUN	12
LC/P—Library car park	ALL DAY PARKING MON-SUN	12

Report No. 6.3 Traffic Management for Festival of the Stone

File No: I2021/562

5 Council has granted consent to Development Application (DA) 10.2019.154.1, as amended by 10.2019.154.2, for a one-day festival over three consecutive years from 2020 to 2022 at the Stone and Wood micro-brewery site in the Byron Arts and Industrial Estate.

10 Up to 2,000 persons are expected to attend each event inclusive of patrons and staff. Food and entertainment will be provided along with alcoholic beverages in accordance with liquor licencing requirements. Gates are proposed to open at 3 pm and close at 10 pm.

Council previously approved a modification of the development consent (10.2019.154.2) to enable shuttle bus services to utilise the closed road/drop off zone in Centennial Circuit in front of the site, subject to approval of a Traffic Management Plan (TMP) and Traffic Control Plan (TCP).

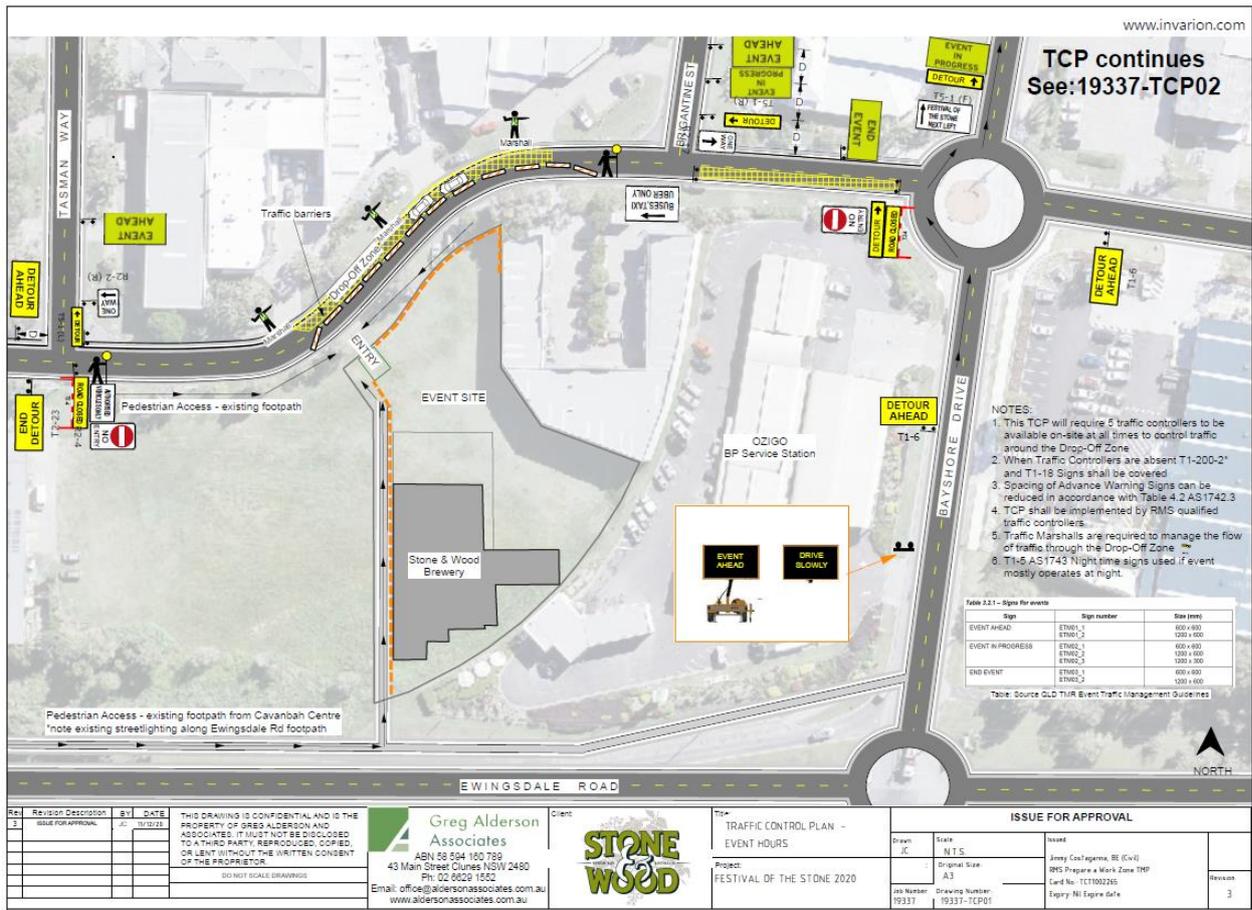
15 Council is currently assessing an application to further modify the development consent to enable taxi and Uber drop-off and pickup in front of the brewery in addition to shuttle bus and elderly and people with disability.

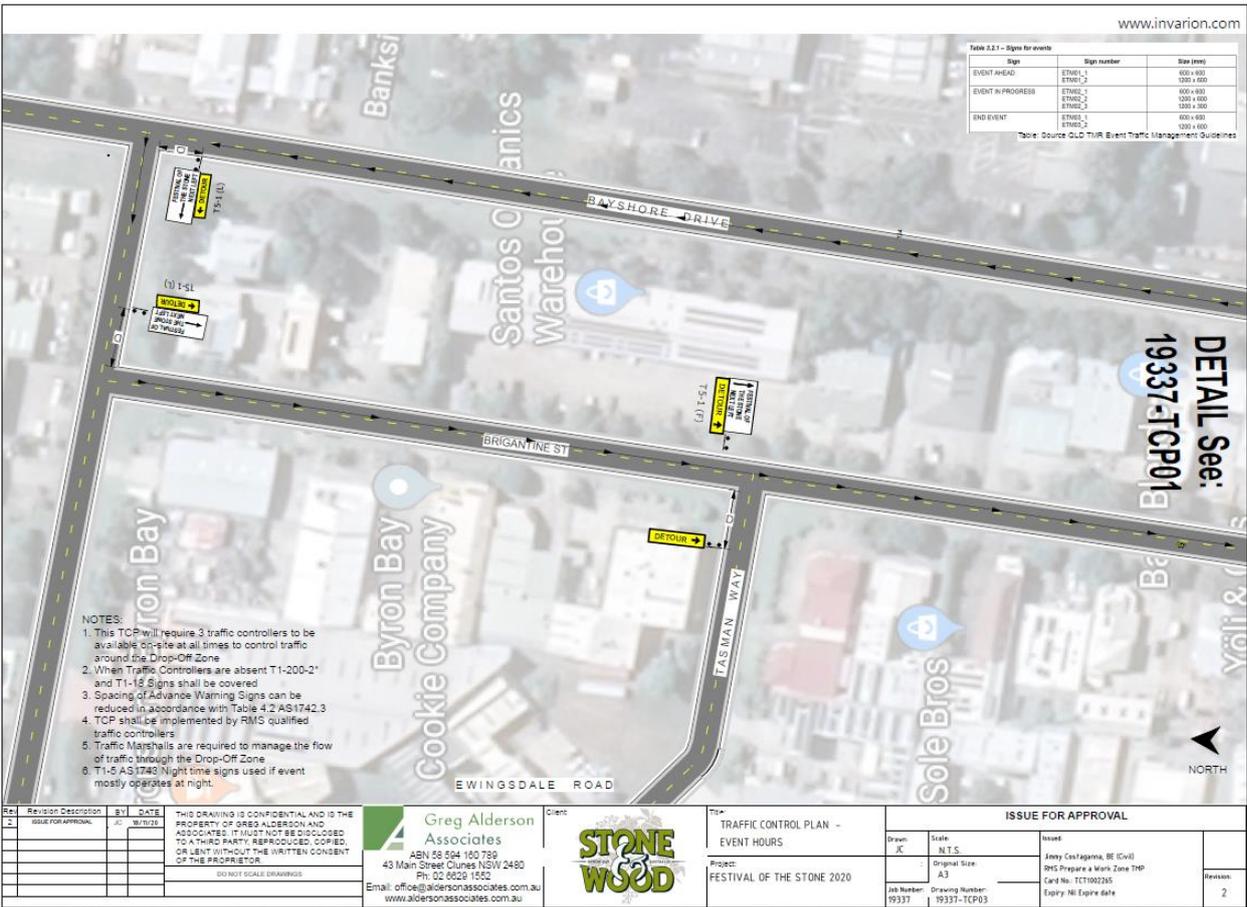
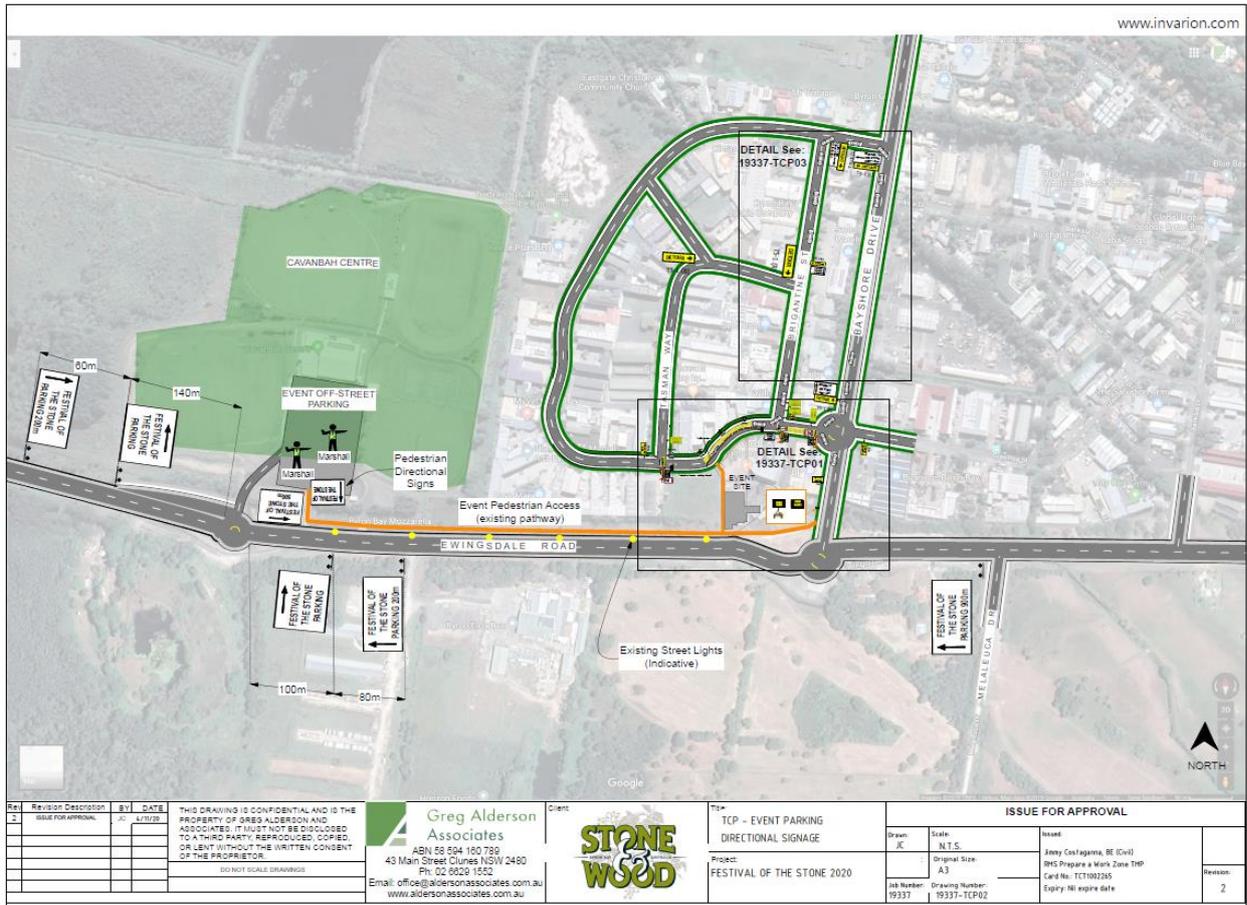
The applicant has submitted a TMP with relevant TCPs for approval. Please refer to Attachment 1 (E2021/50419).

20 The TMP proposes the following mitigation measures to address impacts on traffic and pedestrian safety:

- Temporary road closure at drop-off zone/ site frontage/ partial road closure of Centennial Crt between Brigantine St and Bayshore Dr;
- Event car parking to be permissible on-street in the industrial area, and off-street parking be provided at the Cavanbah Centre;
- Disabled access be provided by vehicle drop-off at the designated drop-off zone;
- Parking at the Cavanbah Centre to be controlled by event parking marshalls;
- Shuttle Bus and taxi set down and pick up of patrons is to occur in Centennial Circuit;
- Temporary signage to be erected as shown in the Traffic Control Plan to assist traffic flows.
- Event traffic marshalls and traffic controllers to be provided to assist in controlling the site drop-off point and queueing of pedestrians;
- Provision of temporary traffic barriers in accordance with hostile vehicle mitigation guidelines;
- Traffic and parking monitoring be undertaken during the event by a suitably qualified civil engineer to evaluate the traffic performance of the event.

The TCP propose regulatory signage and road closures requiring Local Traffic Committee approval as indicated in the attachment and following images.





RECOMMENDATION:

- 5 **That Council approve the Traffic Management Plan and Traffic Control Plan for the 2021 Festival of the Stone in Attachment 1 (E2021/50419).**

Report writer: Have you mentioned an attachment in your recommendation? If so, include the TRIM number in brackets eg "...Attachment 1 (E2017/1234)..." It's necessary for the minutes document.

Attachments:

10

- 1 TMP and TCPs for 2020 Festival of the Stone, E2021/50419 , page 24 [↓](#)



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Traffic Management Plan *“Festival of the Stone”* Stone & Wood Brewery, Centennial Circuit, Byron Bay 2021 - 2022

Author: Jimmy Costaganna
Date: 04/03/2021
Revision: Rev_0

Greg Alderson & Associates

Chartered Professional Engineers and Scientists

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Document Information

Document title Traffic Management Plan for
Festival of the Stone 2021-2022
at Stone & Wood Brewery, Byron
Bay NSW

Reference **19337 TMP FOTS 2021 Rev0**
Job number 19337

Revision summary 0

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Greg Alderson & Associates

Chartered Professional Engineers and Scientists

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1.0 Introduction

Greg Alderson Associates have been engaged by Stone & Wood to undertake a Traffic Management Plan (TMP) and associated Traffic Control Plan's (TCPs) for a proposed annual one-day event - 'Festival of the Stone', at the Stone & Wood Brewery, 96-100 Centennial Circuit, Byron Bay.

This TMP forms part of an application to Byron Shire Council for the use of the brewery and Cavanbah Centre carpark at 249 Ewingsdale Road, Byron Bay for the event to be held over three consecutive years (2020-2022) on the June long weekend (Queens Birthday long weekend).

1.1 Relevant standards, specifications and guidelines

This TMP will be prepared generally in accordance with the following standards, specifications and guidelines:

- NSW Government Guide to Traffic and Transport Management for Special Events Version 3.5
- QLD TMR Event Traffic Management Design Guidelines July 2018
- RMS Traffic Control at Worksites manual Version 5.0
- Australian Standards (in particular AS1742.3-2009 Traffic Control for Works on Roads)
- Quality Assurance specifications
- Austroads Guide to Traffic Management

1.2 Site location

The event site is located in Centennial Circuit, in the Byron Bay Industrial Estate, approximately 3 kilometres west of Byron Bay town centre.

The vehicular entrance/s to the event site are via the existing brewery driveways at 96-100 Centennial Circuit. It is proposed that service vehicles, artist and stall holders would use these existing entrances during bump-in and bump out.

During the event, patrons will enter the site on foot via a temporary entry (using the concrete driveway) from Centennial Circuit. Emergency access is proposed to be provided at the same location (Refer site plan Appendix B).

During event times it is proposed to implement a temporary road closure fronting the site to provide full separation of external vehicle traffic from pedestrian traffic at the site frontage. Centennial Circuit intersecting Bayshore Drive also has a road closure for traffic wanting to turn left into Centennial Circuit from Bayshore Drive, the purpose of this is to ensure no queuing of traffic occurs out on Ewingsdale Road. Traffic entering the festival will be directed by signage to Brigantine Street in order to enter the festival.

The below Figure 1 depicts the location of the site with respect to its locality.

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Figure 1 - Site locality, Source of map: Byron Shire Council online Maps

1.3 Event description

The event is proposed to operate under the following parameters:

- Event dates: Saturday 5th June 2021
- Operating Times: 3.00pm – 10.00pm (assumed from previous years)
- Total attendees: 2,000 patrons and staff
- Entertainment: Family activities (face painting etc)
D.J.'s / Bands

Set up of the internal event site (bump in) will mostly be carried out during the morning of the event (Saturday) with some low impact activities/ deliveries during the week leading up to the event. Generally entry to and from the site during this time would be by normal turning movements into and out of the existing driveways on Centennial Circuit. **No Vehicle Movement Plan is required for bump-in and bump-out at this low speed location.**

Saturday is not a working/trading day for all businesses in the area, hence the traffic impact of the bump in is considered minor and site movements would be managed by the events staff or contractors as required. Bump out will commence after the event on the night (subject to noise recommendations), and be completed on Sunday. Sunday would not be a normal working/trading day for most businesses in the area.

It is recommended that businesses in the immediate area are notified of the proposed temporary road closure, event bump-in and patron arrival times as there may be an impact on their access, local travel times and on-street parking availability during these hours.

In addition it is recommended that access to off-street parking by event traffic is prevented to business premises that will be operating during these times.

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Events staff would manage workplace safety and vehicle movements during bump-in and bump-out to reduce the risk of pedestrian and vehicle conflict. All deliveries and loading/ unloading activities should be undertaken on site where feasible at this location. The bump-in and bump-out vehicle movements are not included in this traffic impact assessment and the traffic management plan. The traffic impact of bump-in and bump-out at this location is expected to be minimal, subject to undertaking notifications as indicated above.

1.4 Existing Traffic Conditions

The event site is accessed from Centennial Circuit which is the main circulation road within the Byron Bay Industrial Estate for the west side of Bayshore Drive. Centennial Circuit is a local road under the control of Byron Shire Council.

Centennial Circuit is a 2 way street with a sealed width of approximately 9 metres. Other connecting streets within the industrial estate, including Tasman Way, Brigantine Street and Wollongbar Street also have sealed widths of approximately 9 metres. Footpath areas are generally grass surface.

Parallel parking is generally permissible in the streets of the industrial estate on both sides. There are some areas however that have No Stopping zones and some time limited parking on Bayshore Drive.

We have previously carried out a site inspection at 8:30am on Thursday April 20th 2017. Along Banksia Drive where vehicles were parked along both sides at the time of inspection, there was between 5m to 6m trafficable width between parked vehicles. This width allows for slow speed passing of vehicles, with some drivers electing to give way to oncoming vehicles over short segments. Figure 4 shows an example of the existing parking conditions during the inspection. Event parking on-street around Centennial Circuit has been observed to be similar.



Figure 2 - Banksia Drive Parallel Parking

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The speed limit in the industrial area is 50km/h. When vehicles are parked on both sides of Centennial Circuit vehicle operating speed is estimated at less than 40 km/h.

1.4 Public Transport

A shuttle system is being arranged with local bus operators to provide transport for patrons from Byron Bay township to the site and return. Patrons from other areas including Suffolk Park to the south will need to arrange transport by other means either to Byron Bay for shuttle or to the event.

The shuttle buses will set-down and pick-up in a temporary drop-off zone created using the temporary traffic control plan.

1.5 Pedestrian Network

The main pedestrian flow in the vicinity of the subject site will be in Centennial Circuit itself where patrons will congregate at the event entry. It will be critical that the proposed road closure is implemented and event staff process the entry of patrons efficiently in order to manage the external queue length in the closed road area. Event security may be required to control and manage the queueing if necessary.

It was observed in 2019 that the arrival profile of patrons was spread over a number of hours without any external queuing problems. The event catered for families during the afternoon, and to adult entertainment later in the evening. This event schedule was a good way to avoid a significant peak flow occurring during the arrival period.

At closing time, however there was a significant crowd of patrons waiting for transport to leave the event. This issue can be mitigated for future events by:

- Providing additional shuttle services to reduce patron waiting times;
- Implementing the proposed road closure to fully separate pedestrian traffic from vehicle traffic at the site frontage;
- Consider event scheduling options that may spread the departure period over a few hours.

Patrons parking on-street and then arriving by foot would use the existing unsealed footpath areas as do workers and customers during normal work days in the area. Due to the low speed environment of the streets, during the event no formal temporary pedestrian facilities or traffic controllers are proposed specifically for pedestrian management.

Patrons parking at the Cavanbah Centre will walk to the event using the existing off-road pathway along Ewingsdale Road. A temporary path link is proposed for connection to the site from Ewingsdale Road as depicted in Figure 3. The proposed link crosses a lot owned by Byron Shire Council. Owners Consent may be required for this temporary work.

The temporary pathway can be created using suitable rubber matting or similar.

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Figure 3 – Temporary footpath link from Ewingsdale Road footway

It was observed in 2019 that the number of cars parked in the Cavanbah Centre and around the industrial area was significantly less than expected and the impact was minor. It was observed that a majority of patrons were arriving by being “dropped off” at the event, and leaving by arranging a “pick-up” or using the shuttle bus service.

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2. Proposed Development (Event)**2.1 Description**

The proposed development, 'Festival of the Stone' events, will be held on Saturday of the June long weekend from 2020 to 2022. Gates are proposed to open at 3 pm and close at 10 pm.

The total attendees is 2000 patrons and staff. The event staff on site, including performers and security, is estimated for the purpose of the traffic report at 100.

Event patron vehicle access to/ and from the off-street parking site at the Cavanbah Centre, will be under the management of the traffic control plan (event directional signage) and parking marshalls.

A temporary road closure will be implemented under an approved traffic control plan at the site frontage on Centennial Circuit during the event times to separate pedestrians from external vehicle traffic.

2.2 Access

Vehicle access to the event shuttle bus and taxi drop off zone at the site will be within the proposed temporary road closure on Centennial Circuit fronting the site. Event marshalls will be provided to assist with managing pedestrians and vehicle drop-offs at the site frontage.

There is a need for service vehicles, performer's vehicles, food stall operators, and officials to enter and exit the site. These movements are planned to be undertaken before and after gates are open/shut for the event and all patrons have left the site. Emergency vehicles will be able to access the site at the entry location. Opening of these gates would be under the control of event staff.

2.3 External and Internal Circulation at the Site

No vehicles (other than in an emergency) will be permitted to enter the site during the event. Refer to the Emergency Response and Evacuation Procedure for further details.

Unlike other larger events that are generally adjacent to arterial roads, it is not proposed to implement 'no stopping' areas along roadsides to prevent drop-off and pick-up of patrons on roadsides. Due to the smaller scale of the proposed event, its timing and the type of roads surrounding the site, it is considered that patrons can be dropped off safely in the area and make their way by foot to the gate. If this becomes an issue at the first event the TCP would be revised for future events.

The largest vehicles, which will access the site, are small/ medium trucks and towed food vans, which will be used to transport equipment for the bands performing at the Event, deliver site toilets and set up food vendors. Equipment and food vans will be set up prior to the Event and removed after the conclusion of the Event.

2.4 Parking

The event is proposed to include up to 1900 patrons and approximately 100 staff and others. There is sufficient parking for the event with provision of off-street parking at the Cavanbah Centre and on-street parking spaces in the industrial estate west of Bayshore Drive. The arrival of patrons by shuttle bus, taxi and other drop-off will reduce the impact of on-street parking.

In 2019, a total of 1020 tickets were sold/issued for the event for patrons and staff.

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We carried out some brief traffic observations after 7pm and found that approximately 20 cars were parked at the Cavanbah Centre and approximately 50 cars were parked in the industrial area near the event.

We were advised by other event staff that most patrons were being dropped off at the site, and that the arrivals were spread over a number of hours throughout the afternoon and evening. There was no obvious peak in the arrivals profile based on these observations.

It is estimated that approximately 20% of ticket holders arrived in vehicles that parked near the event (210 persons in 70 cars based on an assumed 3 persons per vehicle). The remaining ticket holders are expected to arrive by "drop-off", using the shuttle service, by taxi/uber and private vehicles.

Actual attendance at the event based on event-brite check-ins was 853 persons. So it is estimated that approximately 643 patrons arrived by "drop-off".

Using the above observations, an event of 2000 persons would require:

- Up to 150 car spaces;
- "drop-off" of up to 1300 patrons over the afternoon and evening.

Parking spaces available for patrons include approximately 200 spaces on-street parking in the industrial area west of Bayshore Drive, and at least 300 spaces at the Cavanbah Centre parking area. Additional on-street overflow parking is available to the east of Bayshore Drive. Supply of parking spaces is not an issue with the proposed event.

Disabled access is proposed to be provided at the shuttle bus/ taxi drop-off area. Disabled patrons would be set-down on Centennial Circuit in front of the event entry.

3. Impact of the Proposed Development (Event)

3.1 Impact on Traffic and Pedestrian Safety

These are proposed to be addressed with the following mitigation measures:

- **Event traffic marshalls and traffic controllers** controlling entry to the site drop-off zone and pedestrian queueing in Centennial Circuit for the duration of the event;
- **Traffic controllers** managing road closures for the duration of the event;
- **Directional signage** be provided on Ewingsdale Road to assist vehicles finding the event parking area at the Cavanbah Centre;
- Minor queuing and delays can be expected for non-event traffic;
- **Event parking marshalls** managing the parking of vehicles at the off-street parking site;
- **Contingency TCP including traffic controllers** be available to be implemented as required.
- **Implement temporary road closure on Centennial Circuit between Brigantine Street to Tasman Way** to provide safe pedestrian access and queueing areas at the event entry
- It is anticipated that the speed environment of the streets in the industrial area during the event would reduce the general speed of vehicles allowing pedestrians to manage crossing of roads and footpaths safely without provision of formal temporary crossing facilities;
- **Traffic Barriers** for temporary hostile vehicle mitigation to provide physical barrier to areas where patrons will gather;
- **Shuttle Bus Service** to and from the event. Shuttle service efficiency will be increased at departure times to reduce the risk of patrons leaving the event site on foot and reduce crowding at the end of the night.

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3.2 Proposed Mitigation

While having a small impact on the traffic in the local road network surrounding the site, can proceed with the following mitigation works are proposed:

- Provide traffic control measures in accordance with TCPs to this report. Please see Appendix A
- That businesses in the immediate area are notified of the proposed temporary road closure, event bump-in and patron arrival times as there may be an impact on their property access, local travel times and on-street parking availability during these hours.
- That access to off-street parking is prevented at businesses that will be operating during bump-in and patron arrival times to prevent nuisance event parking.

Works include:

- Temporary road closure at drop-off zone/ site frontage/ partial road closure of Centennial Crt between Brigantine St and Bayshore Dr;
- Event car parking to be permissible on-street in the industrial area, and off-street parking be provided at the Cavanbah Centre;
- Disabled access be provided by vehicle drop-off at the designated drop-off zone;
- Parking at the Cavanbah Centre to be controlled by event parking marshalls;
- Shuttle Bus and taxi set down and pick up of patrons is to occur in Centennial Circuit;
- Temporary signage to be erected as shown in the Traffic Control Plan to assist traffic flows.
- Event traffic marshalls and traffic controllers to be provided to assist in controlling the site drop-off point and queueing of pedestrians;
- Provision of temporary traffic barriers in accordance with hostile vehicle mitigation guidelines;
- Traffic and parking monitoring be undertaken during the event by a suitably qualified civil engineer to evaluate the traffic performance of the event.

4. Risk Assessment

An example risk assessment for the traffic operation of this event is described in this chapter. The risk assessment is set up such to identify potential risks to public health as a result of the event traffic operations.

It is noted that it is the combined responsibility of event management and government authorities to ensure that there is sufficient funding available and personnel in place for adequate implementation of the traffic control plans, infrastructure and risk mitigation measures.

The example risk assessment proposed in this report is provided as a guide.

We recommend that after all relevant staff, consultants and contractors have been engaged by the Event Manager, that a risk management meeting is held prior to the event. During this risk management meeting a final risk assessment shall be established which would be included in the event management manual.

The classification of risks for the purpose of this risk assessment is depicted in 4 and associated definitions are provided in Table 1.

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Figure 4 - Risk classification matrix

		LIKELIHOOD OF OCCURANCE			
		1. Very likely (could happen anytime)	2. Likely (could happen sometime)	3. Unlikely (could happen, but only rarely)	4. Very Unlikely (could happen but probably never will)
CONSEQUENCE	A. Death or permanent disability	1	1	2	3
	B. Long term illness or serious injury	1	2	3	4
	C. Medical attention or several days off work	2	3	4	5
	D. First aid needed	3	4	5	6

Table 1 - Risk definitions

Risk Class	Time Frame for Corrective Action	Role/Responsibility
Class 1 – Extreme risk	Immediate action required	Senior management – Executive
Class 2 – Very high risk	Immediate action required	Senior management
Class 3 – High risk	Immediate action required	Senior management
Class 4 – Medium risk	Close-of-business of current day	Management responsibility must be specified
Class 5 – Low risk	Within 24 hours	Manage by routine procedures
Class 6 – Very low risk	Within 48 hours	Manage by routine procedures

The risk assessment is provided below.



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RISK ASSESSMENT													
Activity	Hazard description	Direct consequence	Potential indirect consequence	Initial Risk Rating			Method for risk mitigation	Responsible person for mitigation implementation	Person responsible for ensuring sufficient funding to enact mitigation	Residual Risk Rating			
				L	C	Risk Class				L	C	Risk Class	
Traffic control on public road	Traffic controller hit by car	Injury or death	Traffic congestion and queue growth	3	A	2	Ensure proper implementation of traffic control plan	Traffic control manager	Festival General Manager	4	A	3	
							Ensure TC staff compliance with WHS regulations and other relevant legislation	Supervisors and overseers	Festival General Manager				
On-site vehicle processing	Insufficient rate at which vehicles are processed	Traffic congestion and queue growth	Collision on public road	2	A	1	Ensure sufficient staff for vehicle processing	Parking manager	Festival General Manager	4	A	3	
							Ensure adequate equipment to enable staff to process vehicles safely and efficiently	Parking manager	Festival General Manager				
							Enactment of snake in southern car park to create additional vehicle storage	Event traffic manager	Festival General Manager				
							Traffic controllers on public road to control back of queue	Traffic control manager	Festival General Manager				
Patron arrival, departure and additional festival traffic generation throughout event	Higher patron arrival flow than anticipated	Traffic congestion	Collision on public road	2	A	1	Traffic management plan to allow for sufficient contingency	Traffic Engineer	Festival General Manager	4	A	3	
							Contingency plans available for enactment if needed	Traffic Engineer and traffic control manager	Festival General Manager				
	More concentrated arrival peak than anticipated	Traffic congestion	Collision on public road	2	A	1	Queue warning vehicle implementation	Traffic control manager	Festival General Manager	4	A	3	
							Traffic management plan to allow for sufficient contingency	Traffic Engineer	Festival General Manager				
	Crash on critical intersection or traffic lane	Injury or death	Traffic congestion and queue growth	Collision on public road	3	A	2	Secure crash site	Police	NSW Police Force	4	A	3
								Provide required aid to persons involved	Emergency services	NSW Ambulance Service			
								Manage traffic at crash site	Police	NSW Police Force			
								Manage back of queue	Traffic control manager	Festival General Manager			
	On-site crash	Injury or death	Traffic congestion and queue growth	Collision on public road	2	A	1	Ensure adequate on-site road network	NBP General Manager	NBP shareholders	3	C	4
								Ensure sufficient visibility through corners	NBP General Manager and Event Traffic Manager	NBP shareholders and Festival General Manager			
Ensure low speed environment								Event traffic manager	Festival General Manager				
Prevent occurrence of sudden stopping								Event traffic manager	Festival General Manager				
Secure crash site								Police	NSW Police Force				
Provide required aid to persons involved								Emergency services	NSW Ambulance Service				
Manage traffic at crash site								Police	NSW Police Force				
Manage back of queue	Traffic control manager	Festival General Manager											
On-site vehicle break down	Traffic congestion and queue growth	Collision on public road	2	A	1	Remove vehicle from traffic lane	Event traffic manager	Festival General Manager	4	B	4		
						Enactment of snake in southern car park to create additional vehicle storage	Event traffic manager	Festival General Manager					
						Traffic Management Plan to include low speed zones in high risk areas	Traffic Engineer	Festival General Manager					
Queue on motorway, motorway off ramp or arterial road	Traffic congestion and queue growth	Potential back of queue crash	3	A	2	Traffic controllers on public road to control back of queue	Traffic control manager	Festival General Manager	4	A	3		
						Contingency plans available for enactment if needed	Traffic Engineer and traffic control manager	Festival General Manager					
On-site fire or bush fire	Panic by drivers	Potential collisions on site and public road	2	A	1	Queue warning vehicle implementation	Traffic control manager	Festival General Manager	2	D	4		
						Fire prevention by site planning, vegetation maintenance and crowd control	NBP General Manager and Event Manager	NBP shareholders and Festival General Manager					
Severe wind, rain and/or hail	Sudden stop of traffic flow and uncontrolled placing of vehicles on traffic lane and road shoulder	Collision	2	A	1	Fire identification and fighting	RFS and Event manager	RFS and Festival General Manager	3	B	3		
						Monitor weather and issue severe weather warnings to staff, contractors and patrons	Event manager	Festival General Manager					
							Queue warning vehicle implementation	Traffic control manager	Festival General Manager				
							VMS text to be changed to warn drivers of severe weather and traffic congestion	Traffic control manager	Festival General Manager				



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5. Copies of the Traffic Management Plan & TCPs

Copies of the Traffic Management Plan, after signature by the relevant persons nominated in the plan, shall be forwarded to the following authorities as a reference should there be any need for contact, such as in the case of an emergency.

- Byron Bay Police Force,
- The Byron Bay Ambulance Service,
- The Rural Fire Service & Fire and Rescue NSW, and
- Byron Shire Council.

6. Audit Checklist

Any Traffic Controllers shall complete the TCP Audit Check list as included in this report, before the start of the Event and immediately prior to the closure of the Event. The aim of this audit is to ensure that all the requirements of the TCP have been in place for the full duration of the event.

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AUDIT CHECKLIST				
Date:		Time:		Auditor:
Office/Company:			Site Supervisor:	
Location:				
Nature of Activity:				
Duration of Activity:				
Road Configuration:				
1	Provision for Activity	YES	NO	N/A
1.1	Has an approved TCP been provided			
2	Implementation			
2.1	Are all signs & devices installed in accordance with TCP?			
2.2	Are there any contradictory, distracting or superfluous signs or markings?			
2.3	Are signs suitably placed with regard to:			
2.3.1	Sight distance			
2.3.2	Motorists approaching at high speed			
2.3.3	Queue lengths			
2.3.4	Visibility, shade, light glare?			
2.4	Are all signs displayed appropriate for the current conditions?			
2.5	Are there any damaged or defective signs?			
2.6	Have the needs of pedestrians been considered?			
2.7	Have the needs of cyclists been considered?			
2.8	Are safety barriers required?			
2.9	Are safety barriers installed correctly?			
2.10	Has access to the site been provided?			
3	Documentation Sighted			
3.1	TCP, including details & modifications			
3.2	Direction to Restrict (DTR)			
3.3	Traffic controllers certification			
4	Has the Signage been covered for non RTA Controllers operation as specified on the TC Plan			
Comments/Findings				
Recommendations/Corrective Action				
Auditor (signed)			Site Supervisor:	

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7. Responsible Organisations Contact Persons and Signatures

The following persons have read and understand this Traffic Management Plan prepared for 'Festival of the Stone' event, to be conducted at Stone and Wood Brewery, Centennial Circuit, Byron Bay, and will implement this plan.

Traffic Control Supervisor:

Name of responsible person who can be contacted on the following phone numbers:

Name: Signature:

Phone: Mobile Phone:

Event Site Manager:

Name of responsible person who can be contacted on the following phone numbers:

Name: Signature:

Phone: Mobile Phone:

Event Promoter:

Name of responsible person who can be contacted on the following phone numbers:

Name: Signature:

Phone: Mobile Phone:

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REFERENCES

Traffic Control at Worksites, Roads and Traffic Authority NSW, version 5.0, 27 July 2018

Guide to Traffic and Transport Management for Special Events, NSW Government, version 3.5 July 2018

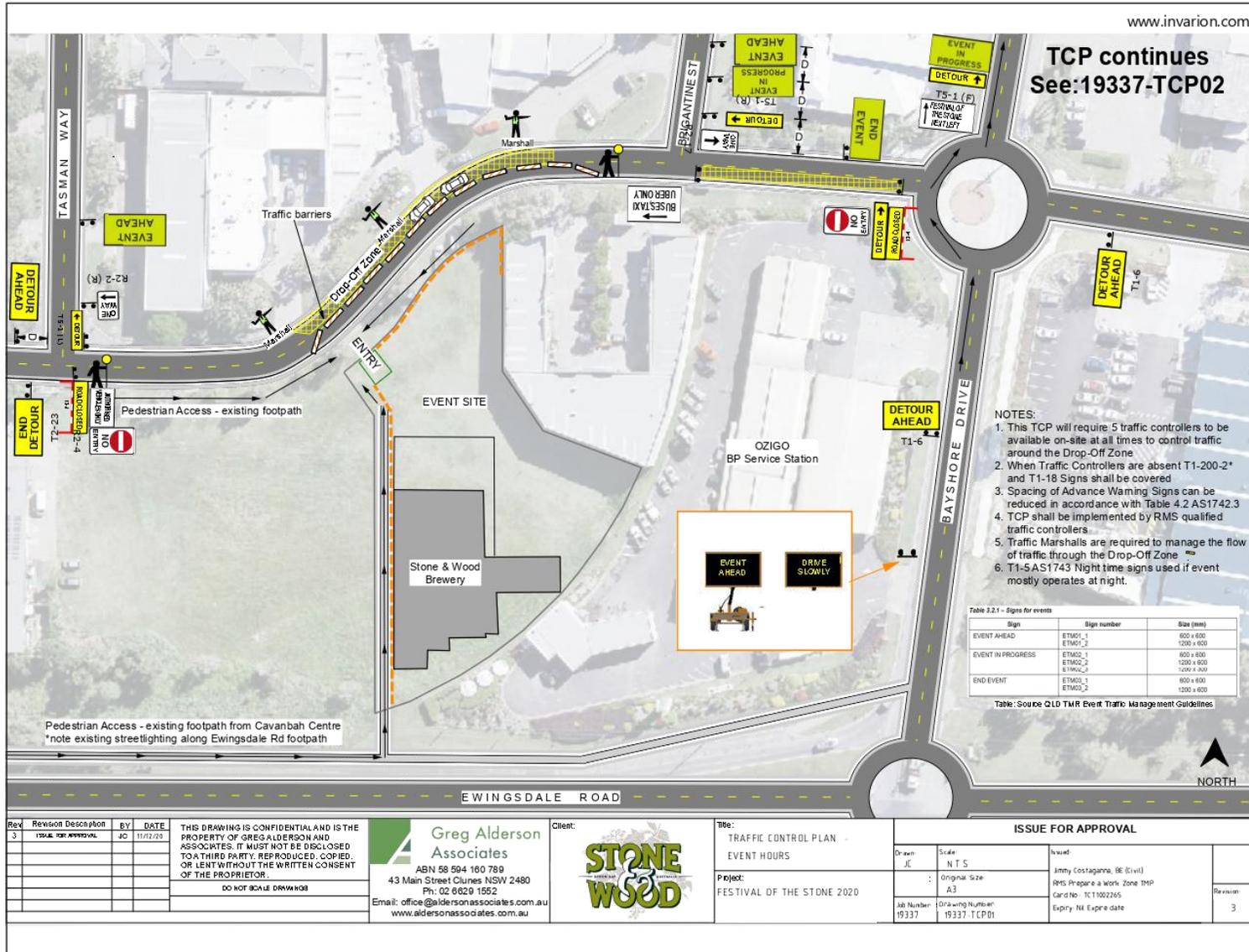
Event Traffic Management Design Guidelines, QLD Department of Transport and Main Roads, July 2018

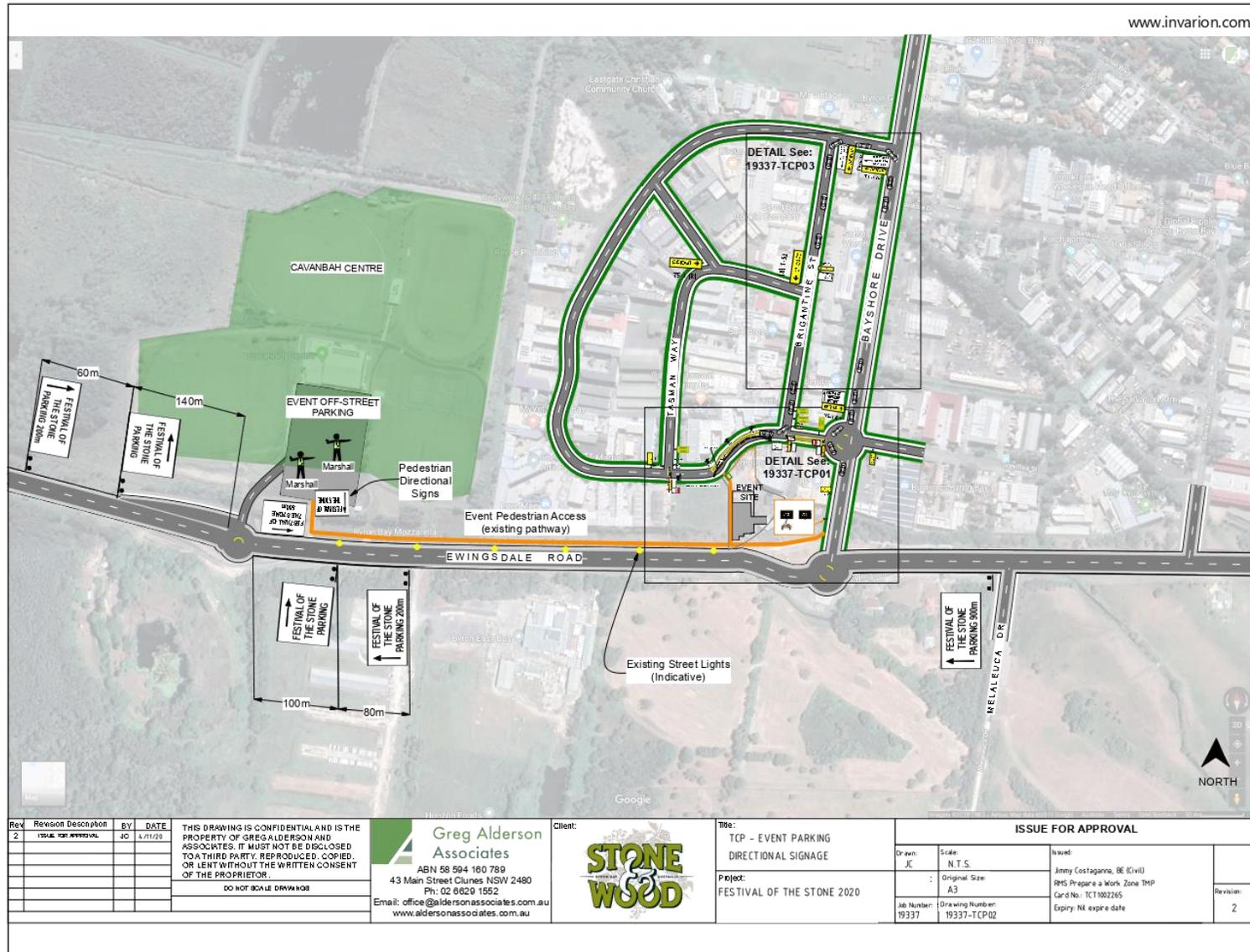
AS1742.3-2009 Manual of Uniform Traffic Control Devices Part 3: Traffic Control for Works on Roads, Standards Australia, January 2009

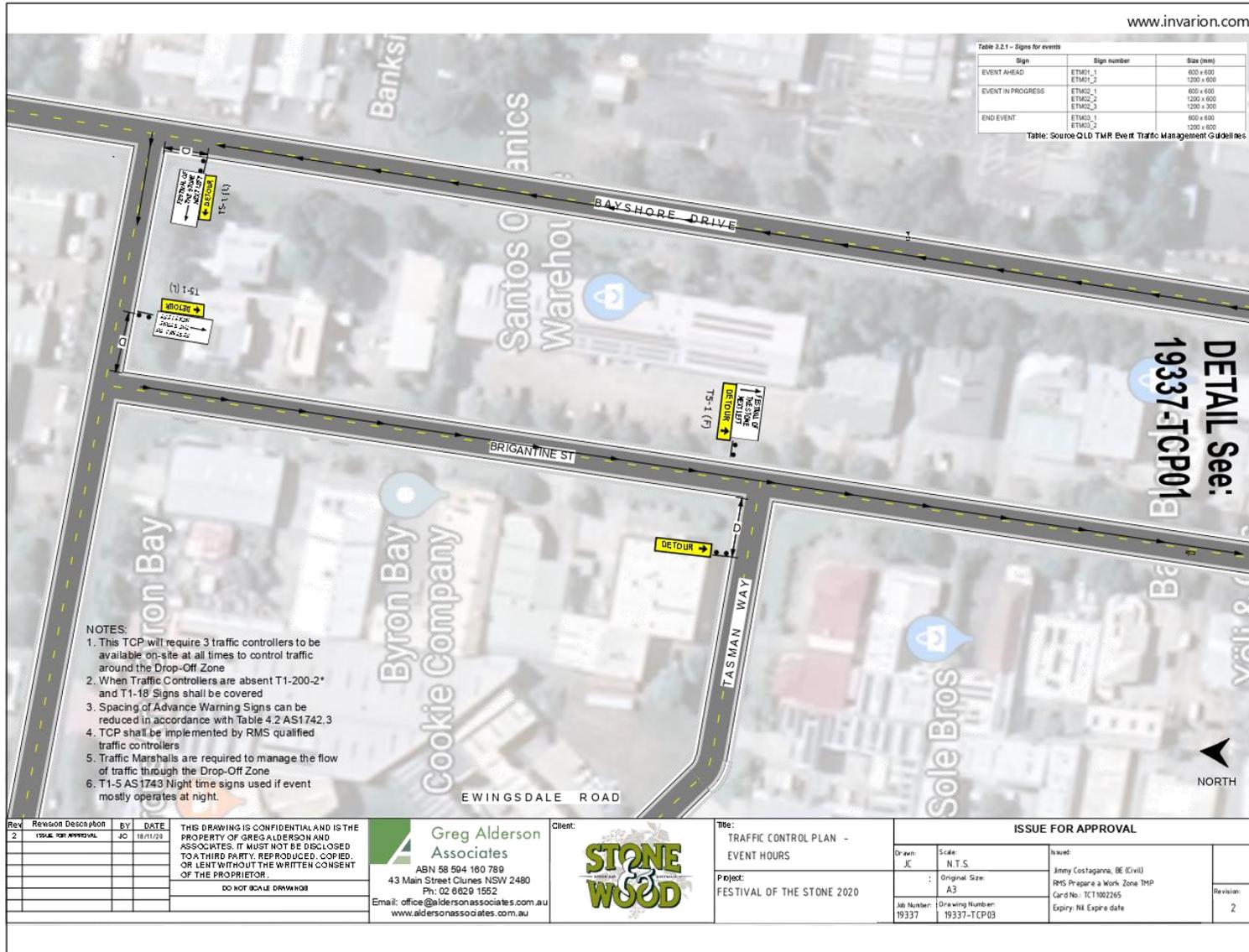
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APPENDIX A – Traffic Control Plans

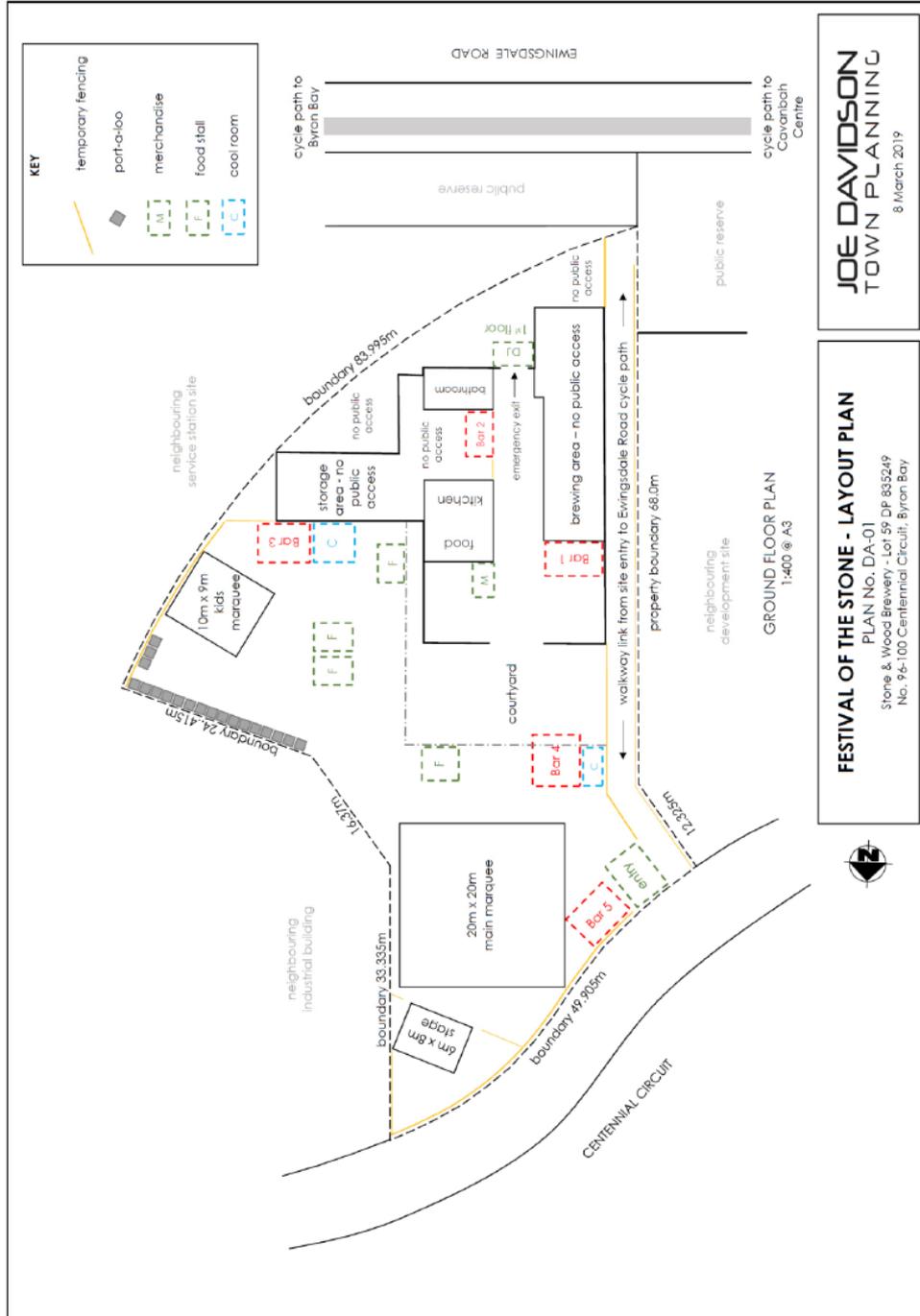






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APPENDIX B – Event Site Plan



19337 TMP FOTS 2021 Rev0

19

Report No. 6.4 Event - Byron Triathlon - 9 May 2021

File No: I2021/588

Summary

5 The Local Traffic Committee considered a report on this event on the 16 February 2021 meeting and adopted staff recommendations, with an additional requirement of VMS board. LTC minutes were adopted by Council at the 25 March 2021 meeting. (Res **21-091**)

10 This report is being presented to the committee as the event date has changed from Saturday 8 May to Sunday 9 May 2021. This matter is also being reported to the 22 April 2021 Council meeting as the minutes of the committee will not be ratified by Council on time for the event to take place. There are no other changes to the event as previously considered.

15 A copy of the report that was presented to the 16 February 2021 meeting is replicated below with date change to the Sunday 9 May 2021.

Copy of report to 16 February meeting with dates changed:

Council has received an event application for the 2021 Byron Bay Triathlon to be held on Sunday 9 May 2021. The course used by the swim, run and cycling legs are the same as previous years. The event organisers are seeking support for the proposed road closures.

20 1,375 participants are expected as part of the event.

25 It is noted the following the 2019 event concerns were raised with extent and duration of road closures created by this event. Byron Bay continues to grow as a town, which is resulting in more traffic on the roads, therefore the impacts of this event will be greater each year. Discussions were held at this time; however, a solution for the traffic impacts was not forthcoming.

30 The Byron Bay Bypass is proposed to open in February 2021. The potential impact of the new bypass on the proposed road closures and circuits is unknown. Therefore, it is recommended that the proposed event be approved. However, should further complaint be received post the 2021 event, the event organisers will be advised they need to investigate an alternate route or less road closures for future events.

2021 Event Course

The run leg of the triathlon will require traffic control within Lawson Street. Refer to Figure 1 for the Run leg.

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LOCAL TRAFFIC COMMITTEE MEETING

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The cycle leg will require significant traffic control. Refer to Figure 2 for a map of the cycle leg.

The Middleton Street car park will be closed and used as a Transition zone, as per previous years.

5



Figure 2 – Cycle leg

Proposed Road Closures

The proposed road closures and the time of the closures are shown in the table below. These details are taken from the following weblink listed in the submitted Community & Transit Management Plan:

5 <https://www.google.com/maps/d/viewer?mid=1rd14qlsxDXUiP8pBzyrSYqJThzPk3Kzy&z=16>.

10 It is noted in the table provided in the application, the proponents proposed that Bay Street is to be closed between the surf club and Fletcher St. This would prevent the use of Main Beach Car Park and Lawson St North car parks as there would be no exit route. It is considered the closure of Bay Street between the surf club and Fletcher St is a typographic error and should be that Bay St is closed between Fletcher St and Middleton Street, with access to the Main Beach Car Park not closed. The table below, from the application, has been modified to reflect that change which has also been included in the recommendations.

ROAD	CLOSED BETWEEN	START TIME	END TIME
Bay St	Fletcher St – Middleton St (both ways)	9 May 2021, 05.00	9 May 2021, 17.00
Middleton St	Bay St – Marvell St (both ways)	9 May 2021,05.00	9 May 2021, 15.00
Lawson St	Fletcher St – Massinger St (both ways)	9 May 2021,05.00	9 May 2021, 17.00
Marvell St	Middleton St – Tennyson St (both ways)	9 May 2021, 10.30	9 May 2021, 15.00
Tennyson St	Marvell St – Browning St (both ways)	9 May 2021, 10.30	9 May 2021, 15.00
Bangalow Rd	Browning St – Old Bangalow Rd (both ways)	9 May 2021, 11.30	9 May 2021, 15.00
Broken Head Rd	Old Bangalow Rd – Beech St, north roundabout (both ways)	9 May 2021, 11.30	9 May 2021, 15.00

15 To summarise the table above, the following roads are proposed to be closed from 5am to 5pm:

- Bay St - from Fletcher St to Middleton St
- Lawson St - Fletcher St to Massinger St

The following requirements have been included in the recommendation:

- 20
- Access from main beach car park to Fletcher St to be unrestricted at all times

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- Access to Lawson St between Fletcher St and Middleton St to be permitted at all times.

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

- 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:

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

10 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.

- 15 The police at the previous meetings indicated their support for the proposed closures as they were based on the 2019 plan and had been agreed upon in consultation with the event organisers.

RECOMMENDATION:

That:

- 20 **1. That Council endorse the Traffic Management and Traffic Control Plans for the Byron Bay Triathlon to be held on Sunday 9th May 2021, which includes the following temporary road closures below:**

CLOSED STREETS	BETWEEN	TIMES
Bay St	Fletcher St to Middleton St (both directions)	5am-5pm
Middleton St	Bay St to Marvel St (both directions)	5am-3pm
Lawson St	Middleton St to Massinger St (both directions)	5am-5pm
Marvell St	Middleton St to Tennyson St (both directions)	10.30am-3pm
Tennyson St	Marvell St to Browning St (both directions)	10.30-3pm
Bangalow Rd	Browning St to Old Bangalow Rd (both directions)	11.30am-3pm
Broken Head Rd	Old Bangalow Rd to BP Service Station Beech Drive (both directions)	11.30am-3pm

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

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- a) separate approvals by NSW Police and RMS being obtained;
- b) the event organiser provide council with an updated Traffic Management Plan and Traffic Control Plan for the 2021 event, if required by the Police and RMS;
- 5 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;
- 10 d) the impact of the event be advertised, and charged at cost to the organisers, via a notice in the local weekly paper and VMS boards 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;
- 15 f) Access from main beach car park to Fletcher St is to be unrestricted at all times.
- g) Access to Lawson St between Fletcher St and Middleton St to be permitted at all times.

3. That the event organisers:

- 20 a) 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;
- b) arranging for private property access and egress affected by the event;
- 25 c) liaising with bus, taxi and waste operators and ensuring arrangements are made for provision of services during conduct of the event;
- d) consulting with emergency services and any identified issues be addressed;
- e) holding \$20m public liability insurance cover which is valid for the event;
 - paying Council's Road Event Application Fee prior to the event.