

TRAFFIC GUIDANCE SCHEMES

for

SPLENDOUR IN THE GRASS 2022

at

North Byron Parklands, Yelgun, NSW

DRAWING TABLE			
DRAWING NUMBER	TITLE	REVISION	IMPLEMENTATION PERIOD
J1176_TGSBSC_01	Title page	0	20 - 25 July (Wed-Mon)
J1176_TGSBSC_02	Pacific Motorway VMS board locations	0	20 - 24 July (Wed-Sun)
J1176_TGSBSC_03	Yelgun VMS board locations for advance warning	0	20 - 25 July (Wed-Mon)
J1176_TGSBSC_04	Directional signage plan - Brunswick route	0	20 - 24 July (Wed-Sun)
J1176_TGSBSC_05	TGS - no stopping	0	20 - 25 July(Wed-Mon)
J1176_TGSBSC_06	TGS - Tweed Valley Way edge line delineation	0	20 - 25 July(Wed-Mon)
J1176_TGSBSC_07	TGS - Jones Road	0	20 - 25 July(Wed-Mon)
J1176_TGSBSC_08	TGS - Gate B and Gate C	0	20 - 25 July(Wed-Mon)
J1176_TGSBSC_09	TGS - Gate D camper/day patron arrival	0	20 - 25 July(Wed-Mon)
J1176_TGSBSC_10	TGS - Yelgun Road and Billinudgel Road	0	20 - 24 July (Wed-Sun)
J1176_TGSBSC_11	TGS - Brunswick Valley Way	0	20 - 24 July (Wed-Sun)
J1176_TGSBSC_12	TGS - Yelgun Interchange	0	20 - 24 July (Wed-Sun)
J1176_TGSBSC_13	Contingency plan for queueing on Pacific Motorway	0	20 - 25 July(Wed-Mon)
J1176_TIMP_01	Traffic Incident Management Plan	0	
J1176_TIMP_02	Traffic Incident Management Plan	0	

BYRON SHIRE COUNCIL

DRAWING SET

							
REV:	DESCRIPTION:	DATE:	DRAWN:	REVIEWED:	APPROVED:	APPROVED BY: Michiel Kamphorst, MSC, BSc, RPEng, RPEQ, NER Prepare a Work Zone Traffic Management Plan 6052298287 Signed:  Date: 19 Nov 2021 	
0	Issued for approval	19/11/21	MK	MK	MK		
						Ingen Consulting Pty Ltd ACN: 623 948 112 a: Alstonville, NSW p: +614 1726 4987 e: michiel@ingenconsulting.com.au w: www.ingenconsulting.com.au	CLIENT: Secret Sounds 6/59 Centennial Circuit Byron Bay NSW 2481
						PROJECT: Traffic Guidance Schemes Splendour in the Grass 2022	
						DRAWING TITLE: Title Page	
						PROJECT NUMBER: J1176	ORIGINAL SIZE: A3
						DRAWING NUMBER: J1176_TGSBSC_01	REVISION: 0

TGS NOTES:

- 1. These Traffic Guidance Schemes (TGS's) are to be read in conjunction with the Traffic Management Plan (TMP) for Splendour in the Grass 2022 at North Byron Parklands.
- 2. This TGS is valid from 20 - 24 July 2022.
- 3. These TGS's are to be implemented only be TNSW certified traffic control contractors.
- 4. Installation of signs, barriers and other traffic control devices shall be in accordance with the AS1742 series and the TNSW Traffic Control at Work Sites version 6.0.
- 5. Adequate implementation of these TGS's is to be certified by the supervising traffic engineer prior to operation of the festival.
- 6. Spacing and location of VMS boards is approximate only, placement of VMS boards it such that the displays are not obscured by vegetation, and solar glare is not an issue.
- 7. All VMS boards are to be tested prior to installation to ensure proper functioning of and adequate contrast on each display.

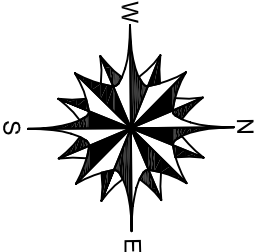


KEY:

VMS board display content

Approximate VMS board location

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REV:	DESCRIPTION:	DATE:	DRAWN:	REVIEWED:	APPROVED:	<div>APPROVED BY: Michiel Kamphorst, MSc, BSc, RPEng, RPEQ, NER Prepare a Work Zone Traffic Management Plan 0052298287</div> <div><div><div>INGEN CONSULTING</div><div>ENGINEERED WITH PURPOSE</div></div></div> <div>Signed:  Date: 19 Nov 2021</div> <div>Ingen Consulting Pty Ltd ACN: 623 948 112 a: Alstonville, NSW p: +614 1726 4987 e: michiel@ingenconsulting.com.au w: www.ingenconsulting.com.au</div> <div>CLIENT: Secret Sounds 6/59 Centennial Circuit Byron Bay NSW 2481</div> <div>PROJECT: Traffic Guidance Schemes Splendour in the Grass 2022</div> <div>DRAWING TITLE: Pacific Motorway VMS board locations</div> <div>PROJECT NUMBER: J1176</div> <div>ORIGINAL SIZE: A3</div> <div>DRAWING NUMBER: J1176_TGSBSC_02</div> <div>REVISION: 0</div>					
0	Issued for approval	19/11/21	MK	MK	MK						



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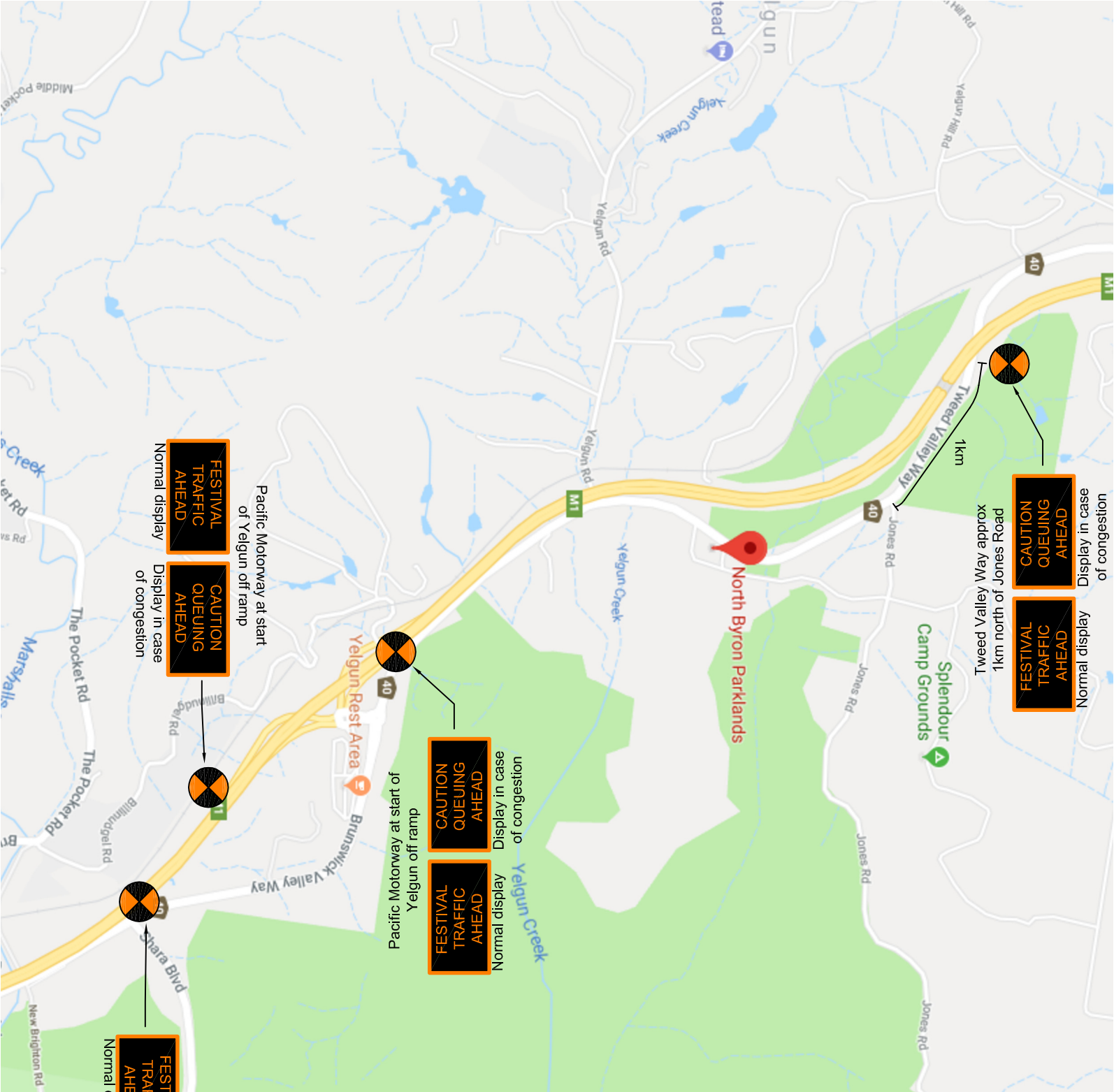
KEY:

2KM TO
SPLENDOUR
EXIT

VMS board display content

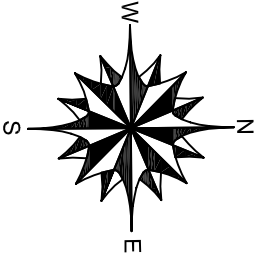
Approximate VMS board location

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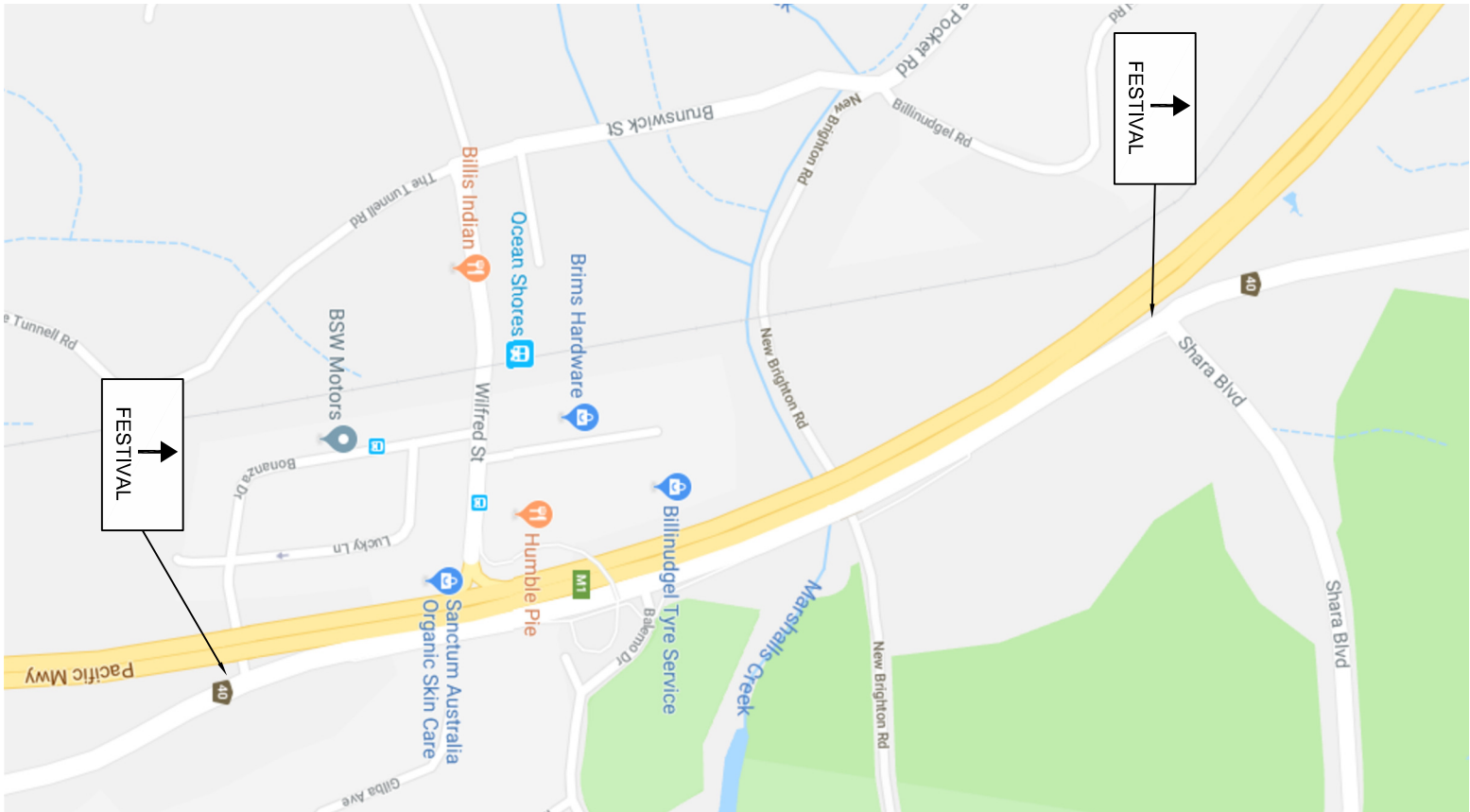
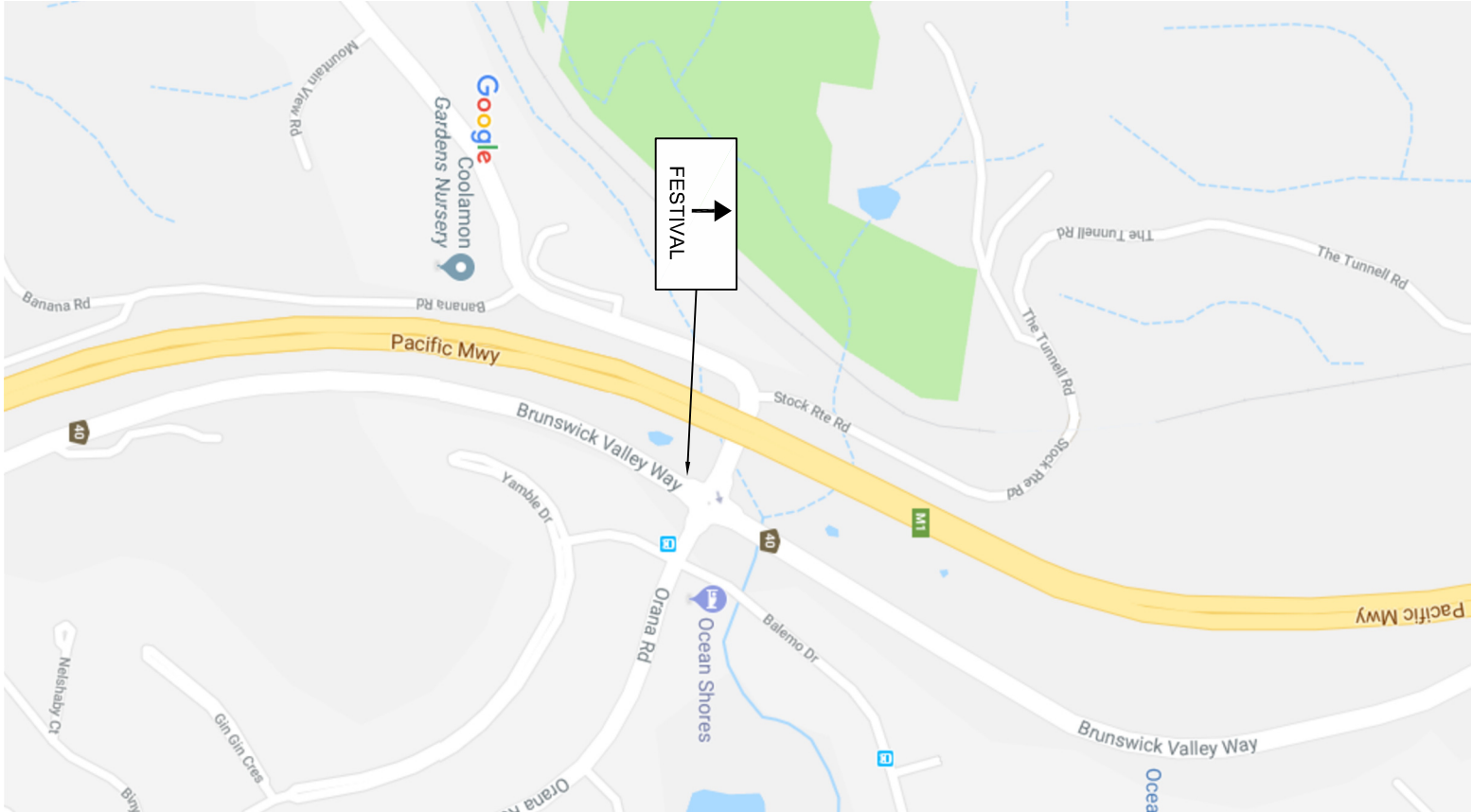
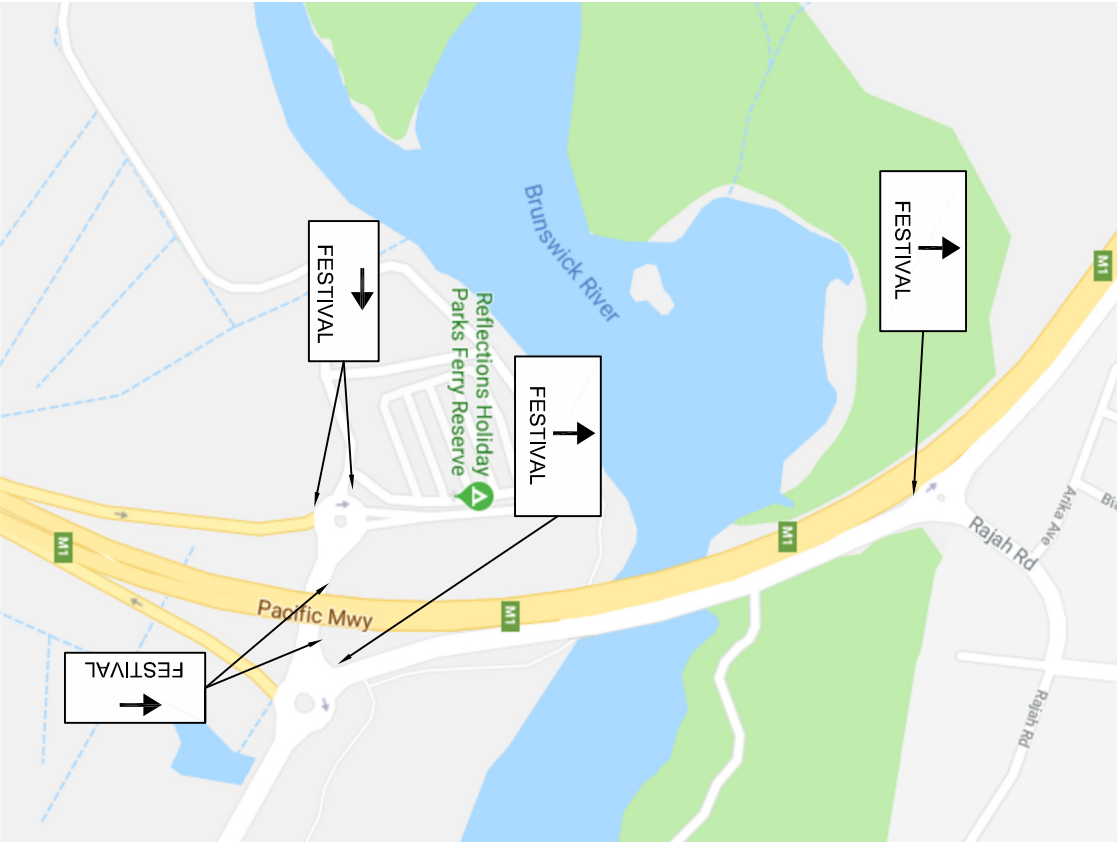
OVERVIEW PLAN

N.T.S.
Source of map: Google Maps 2018



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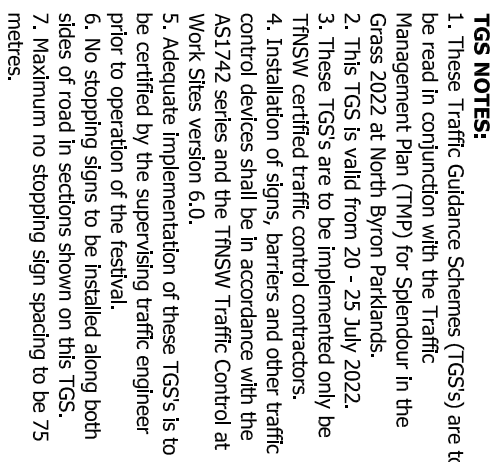
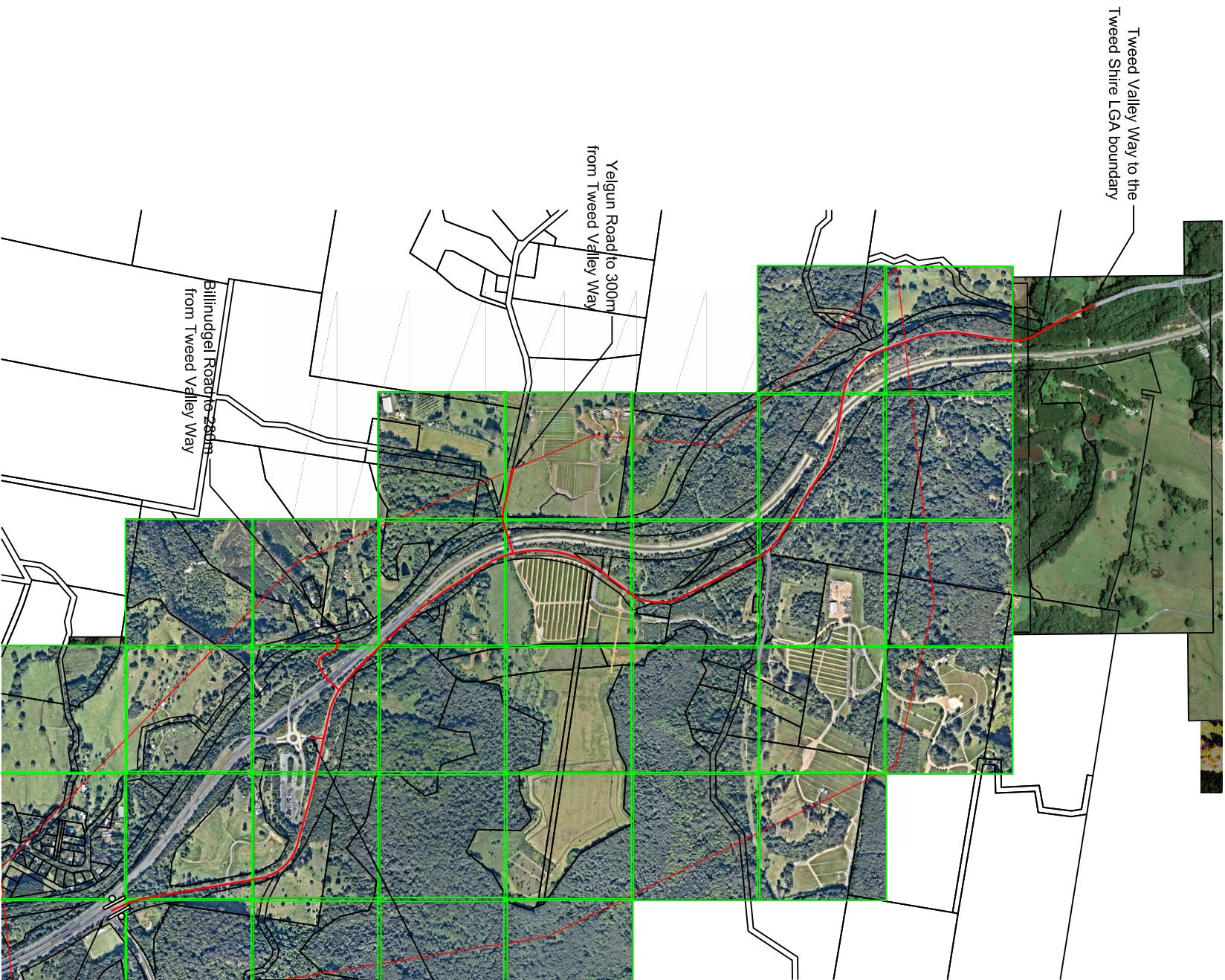




BRUNSWICK HEAD NORTH DIRECTIONAL
SIGNAGE (1)
N.T.S.
Source of map: Google Maps 2018

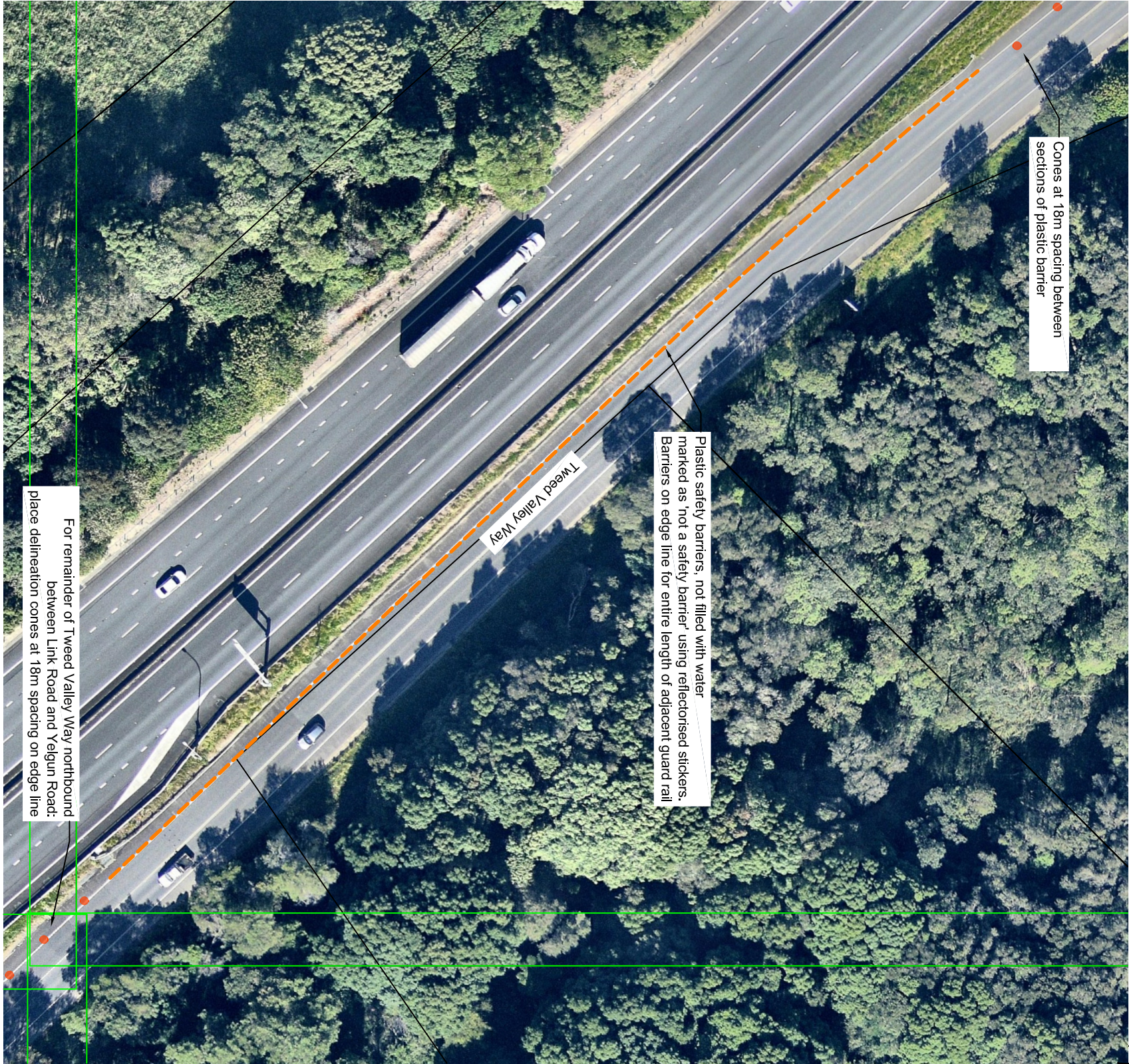
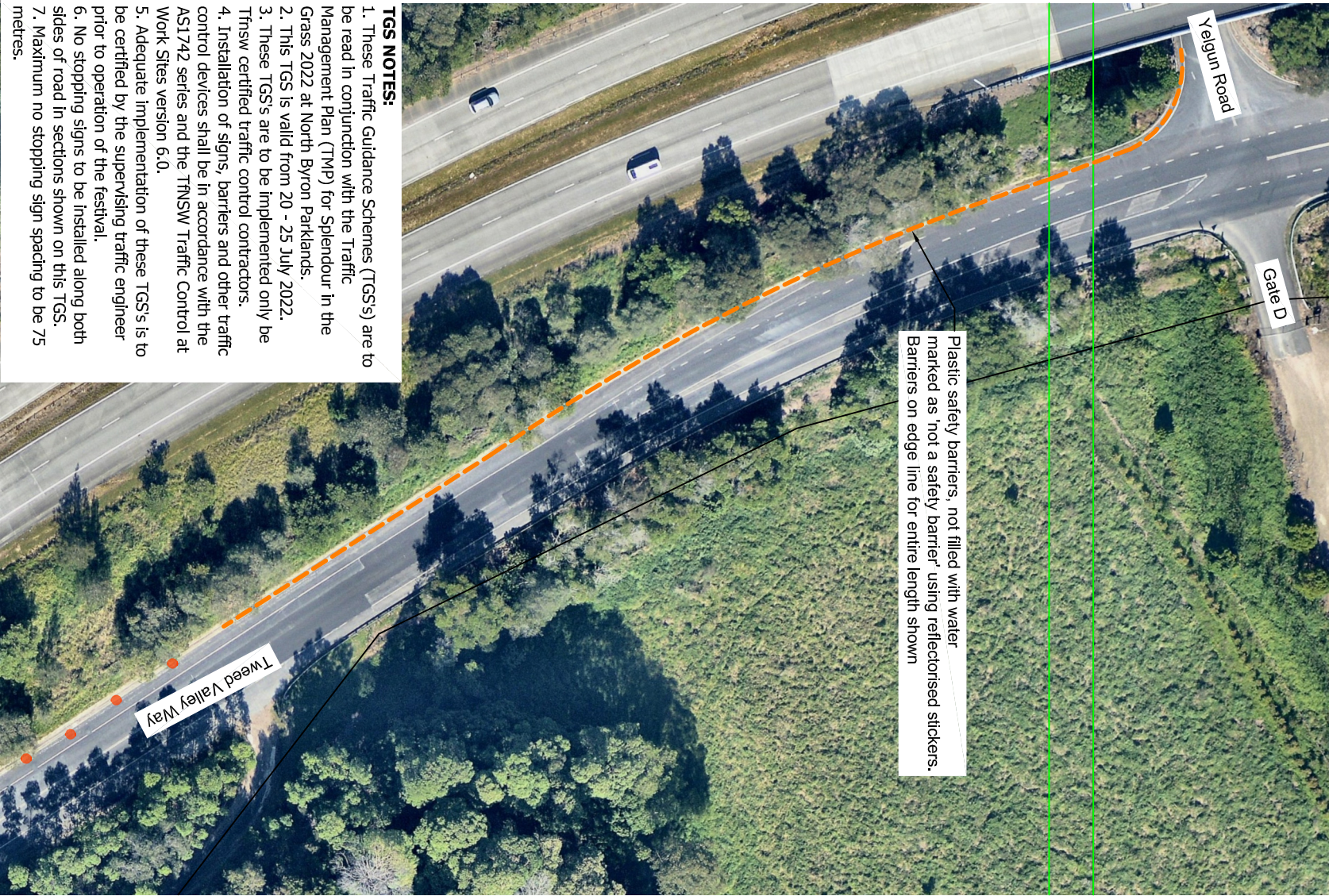
BRUNSWICK VALLEY WAY DIRECTIONAL
SIGNAGE (1)
N.T.S.
Source of map: Google Maps 2018

BRUNSWICK VALLEY WAY DIRECTIONAL
SIGNAGE (2)
N.T.S.
Source of map: Google Maps 2018

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Signed: _____ Date: 19 Nov 2021					
					
Ingen Consulting Pty Ltd ACN: 623 948 112 a: Alstonville, NSW p: +614 1726 4987 e: michiel@ingenconsulting.com.au w: www.ingenconsulting.com.au			CLIENT: Secret Sounds 6/59 Centennial Circuit Byron Bay NSW 2481		
			PROJECT: Traffic Guidance Schemes Splendour in the Grass 2022		
DRAWING TITLE: TGS - No stopping			PROJECT NUMBER: J1176		
ORIGINAL SIZE: A3			DRAWING NUMBER: J1176_TGSEBC_05		
REVISION: 0					



				APPROVED BY: Michiel Kamphorst, MSc, BSc, RPEng, RPEQ, NER Prepare a Work Zone Traffic Management Plan 0052298287 Signed:  Date: 19 Nov 2021			
REV: 0	DESCRIPTION: Issued for approval	DATE: 19/11/21	DRAWN: MK	REVIEWED: MK	APPROVED: MK	Ingen Consulting Pty Ltd ACN: 623 948 112 a: Alstonville, NSW p: +614 1726 4987 e: michiel@ingenconsulting.com.au w: www.ingenconsulting.com.au	
				CLIENT: Secret Sounds 6/59 Centennial Circuit Byron Bay NSW 2481		PROJECT: Traffic Guidance Schemes Splendour in the Grass 2022	
				PROJECT NUMBER: J1176		DRAWING TITLE: TGS - Tweed Valley Way edge line delineation	
				DRAWING NUMBER: J1176_TGSBSC_06		ORIGINAL SIZE: A3	
						REVISION: 0	

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5. Adequate implementation of these TGSs is to be certified by the supervising traffic engineer prior to operation of the festival.
6. No stopping signs to be installed along both sides of road in sections shown on this TGS.
7. Maximum no stopping sign spacing to be 75 metres.



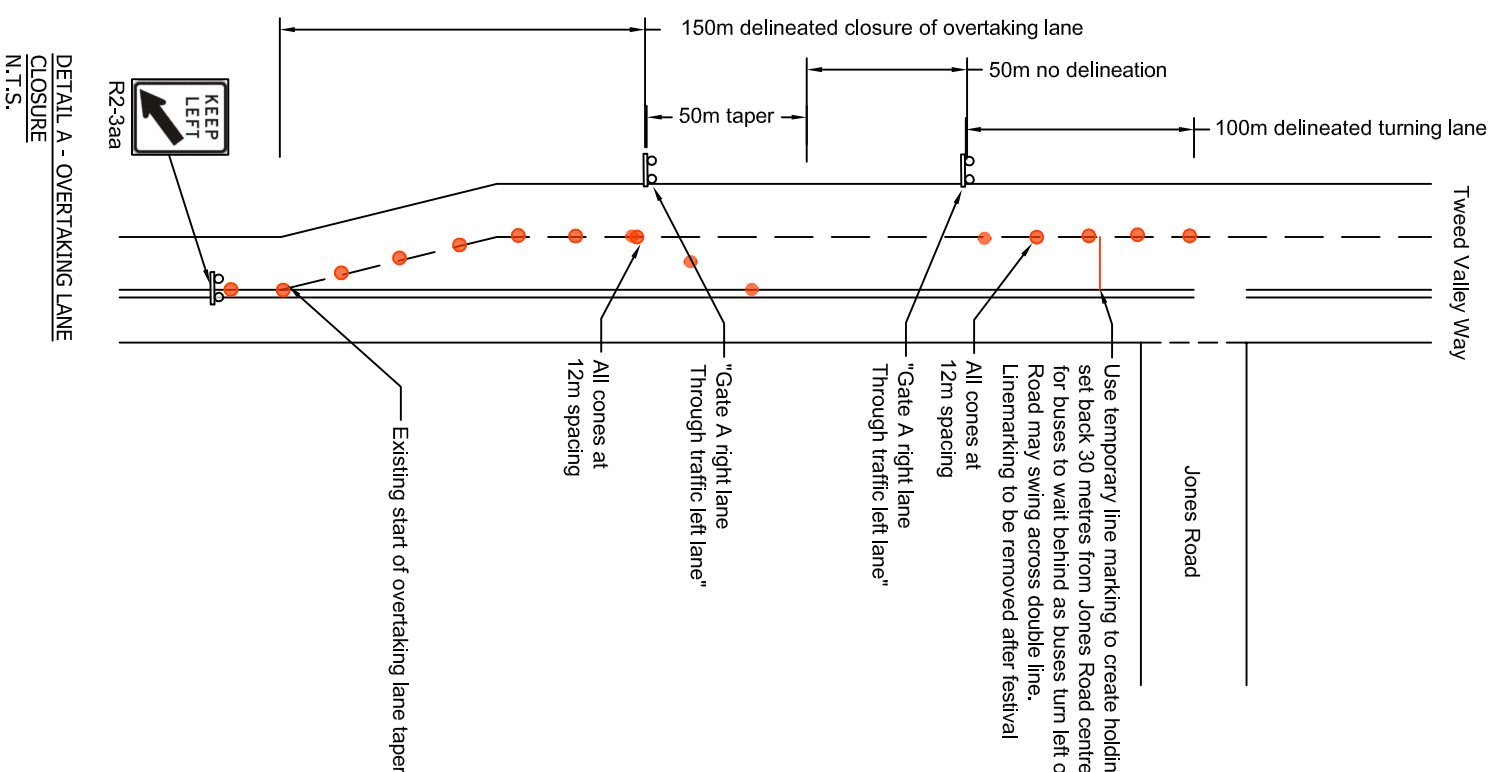
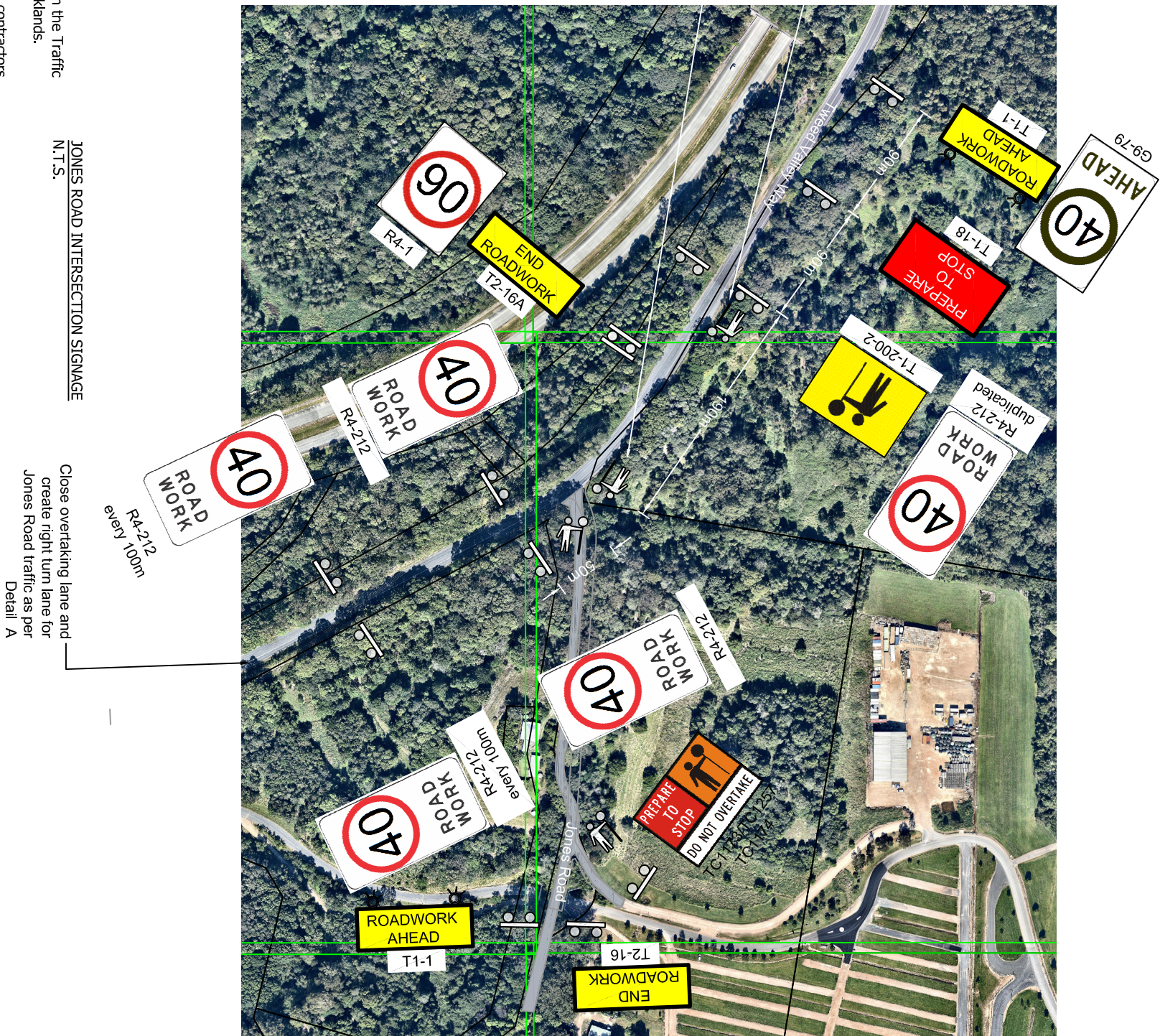
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Michiel Kamphorst,
MSc, BSc, RPeng, RPEQ, NER
Prepare a Work Zone Traffic
Management Plan 0052298287

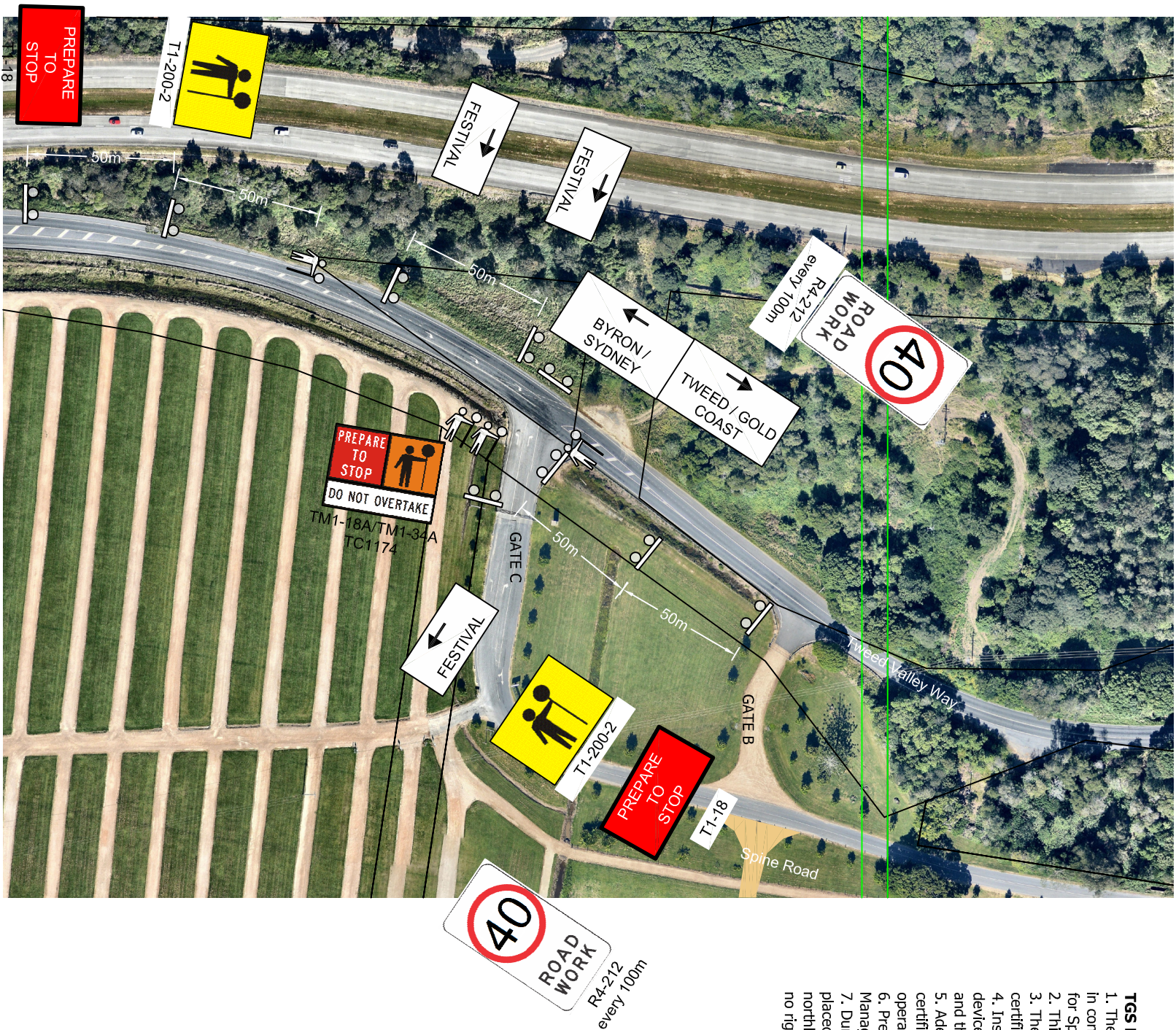
Signed:  Date: **19 Nov 2021**

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		PROJECT NUMBER: J1176	ORIGINAL SIZE: A3		
		DRAWING NUMBER: J1176_TGSBSC_07			
		REV/SION: 0			

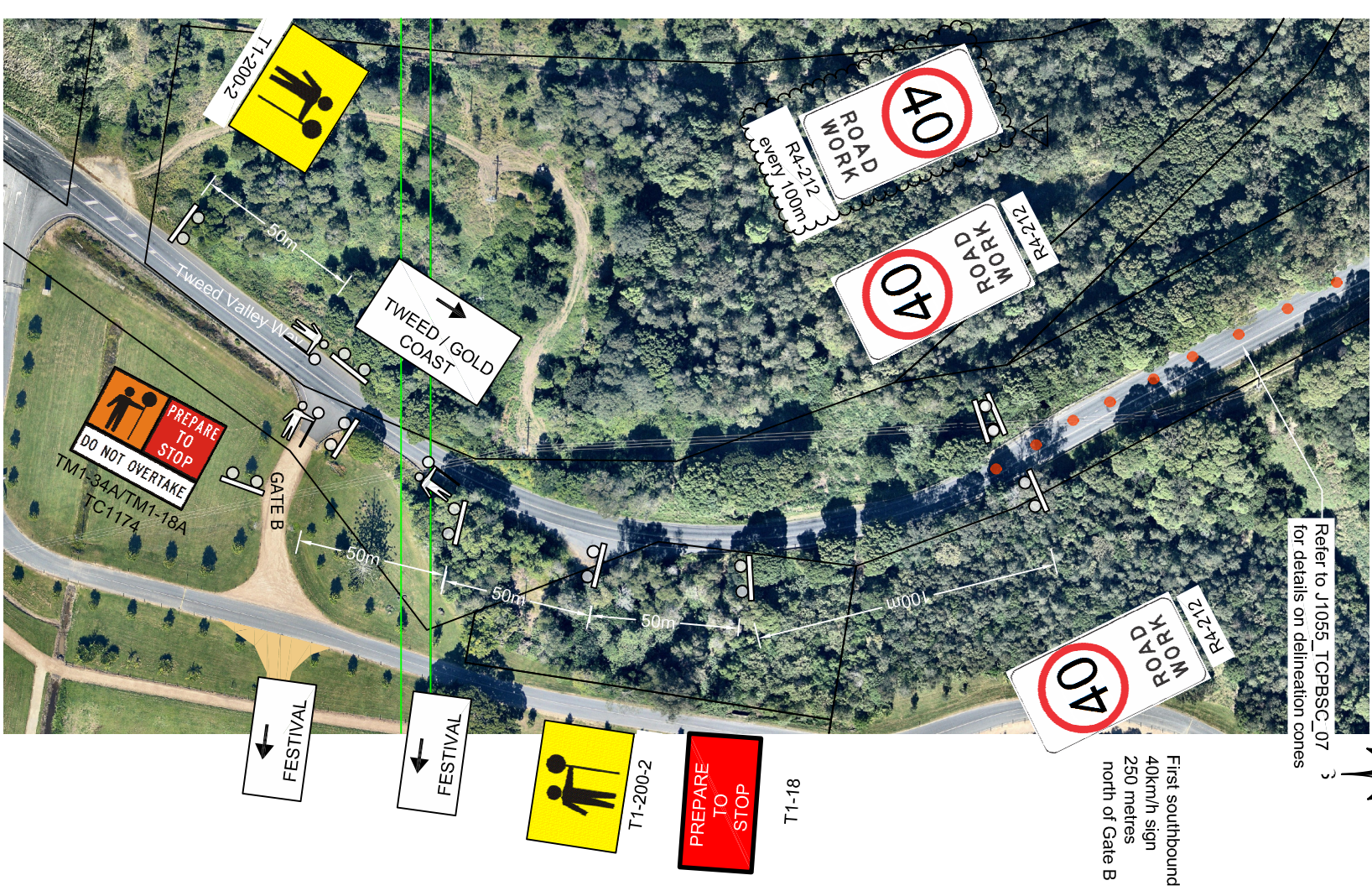
Advance warning
traffic controller
(‘slow’ side only)
Indicative location
subject to traffic
Regular
traffic controllers
(stop/slow sides)



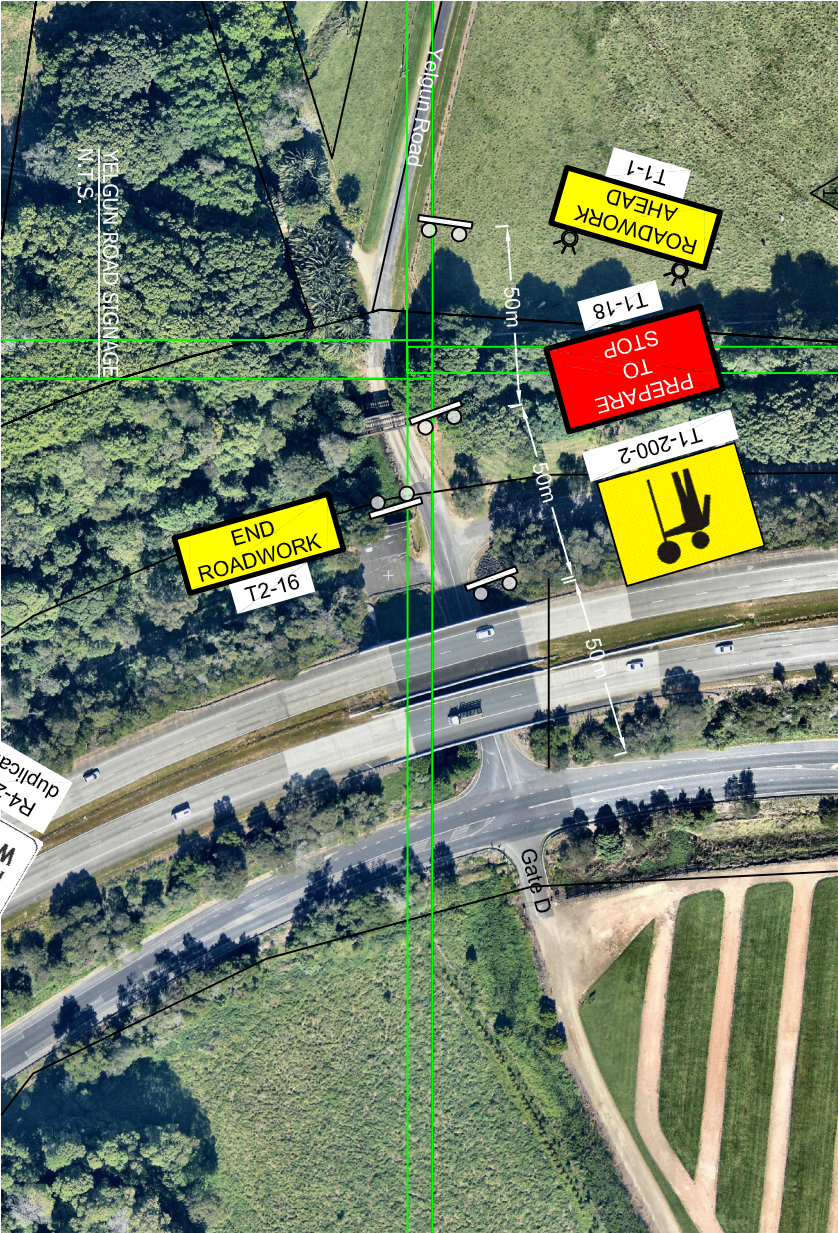


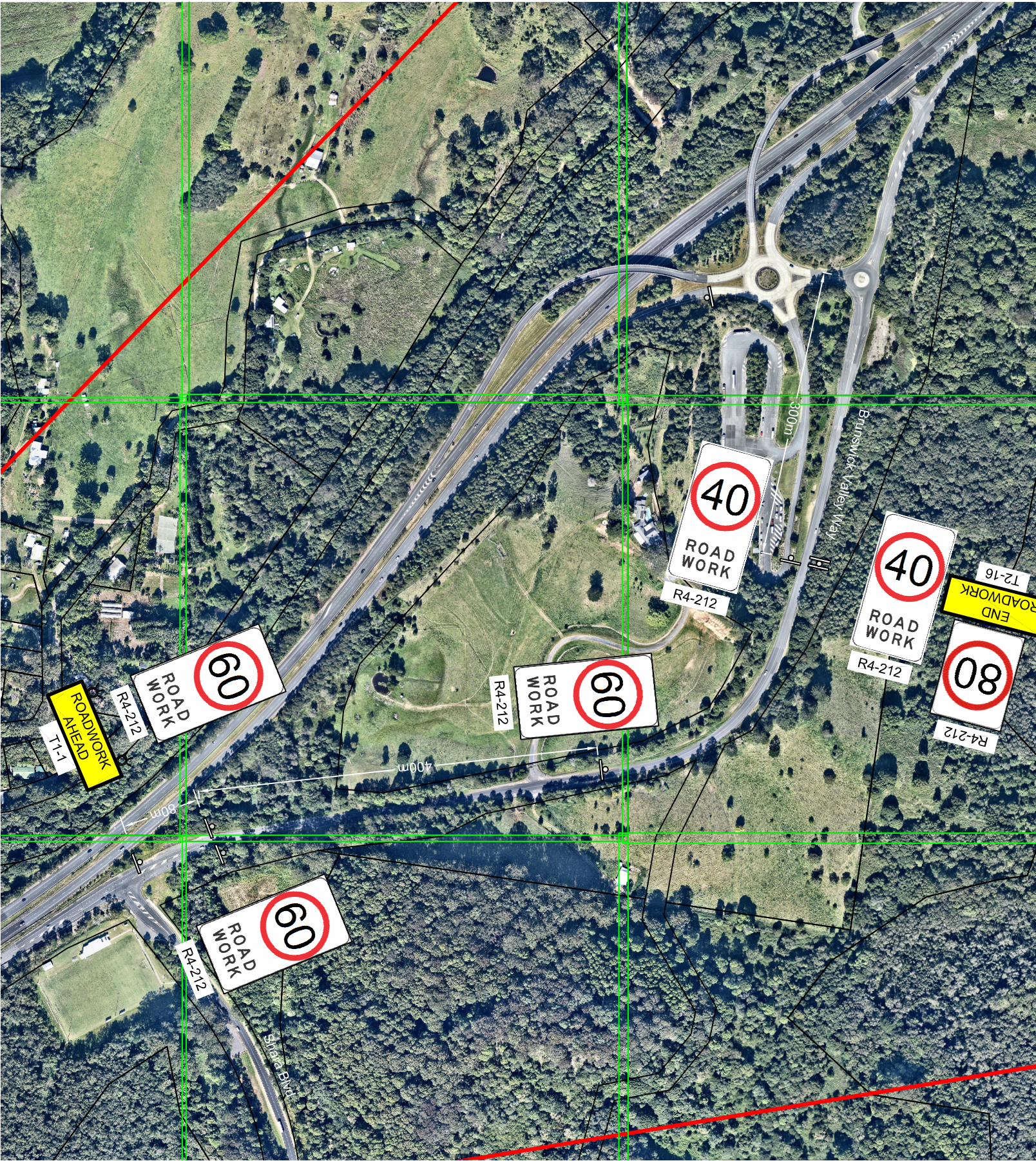
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6. Presence of traffic controllers as per direction of Traffic Manager.
7. During peak 'no entry' periods, delineation cones to be placed along line dividing northbound lane and northbound right turn lane, in combination with R2-6A(R) no right turn sign.



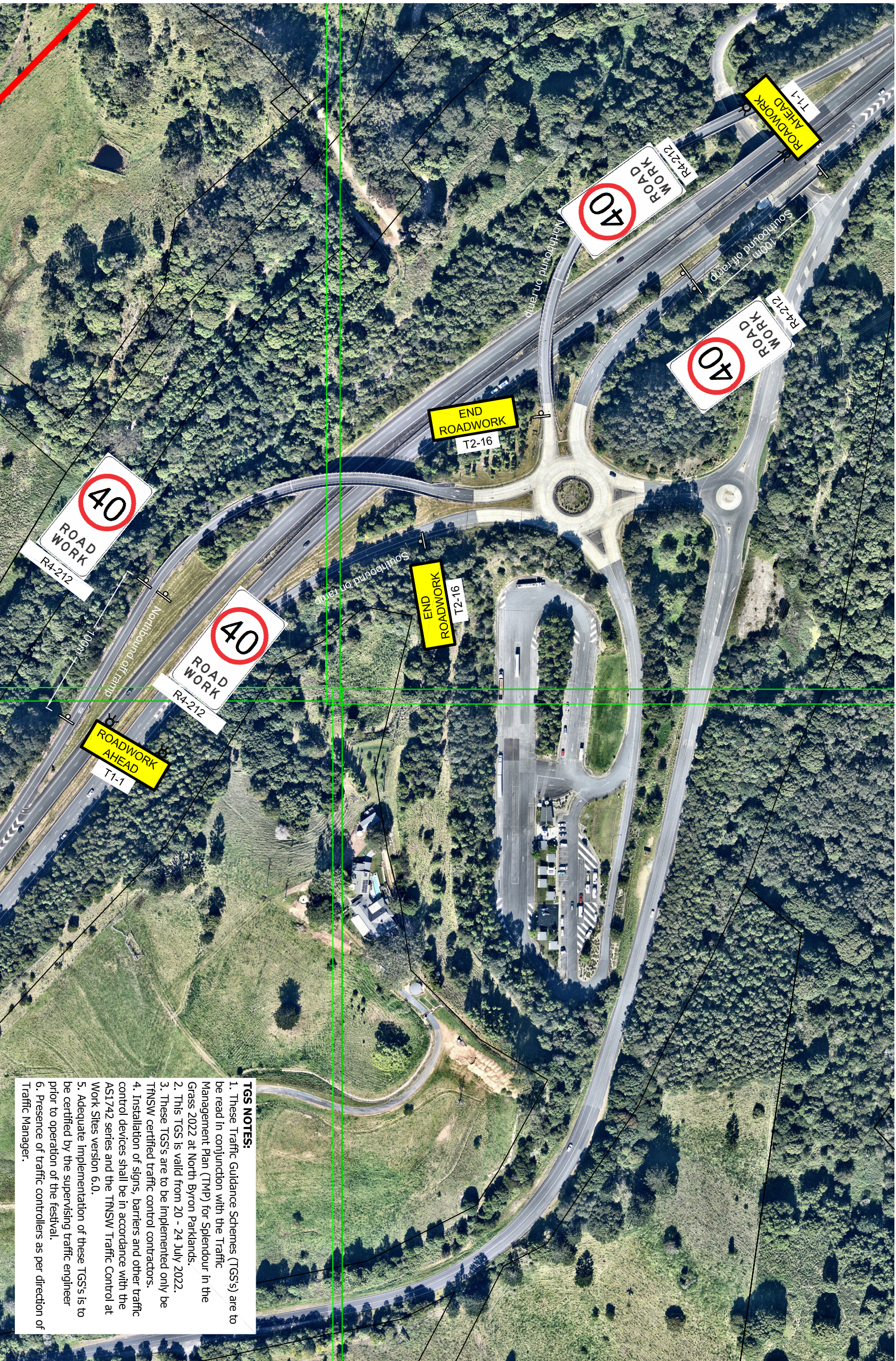
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DRAWING TITLE: TGS - Gate B and Gate C			PROJECT NUMBER: J1176		ORIGINAL SIZE: A3		
DRAWING NUMBER: J1176_TGSRSC_08			REVISION: 0				

[illegible]



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6. Presence of traffic controllers as per direction of Traffic Manager.

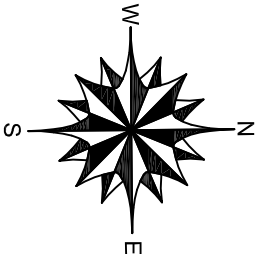
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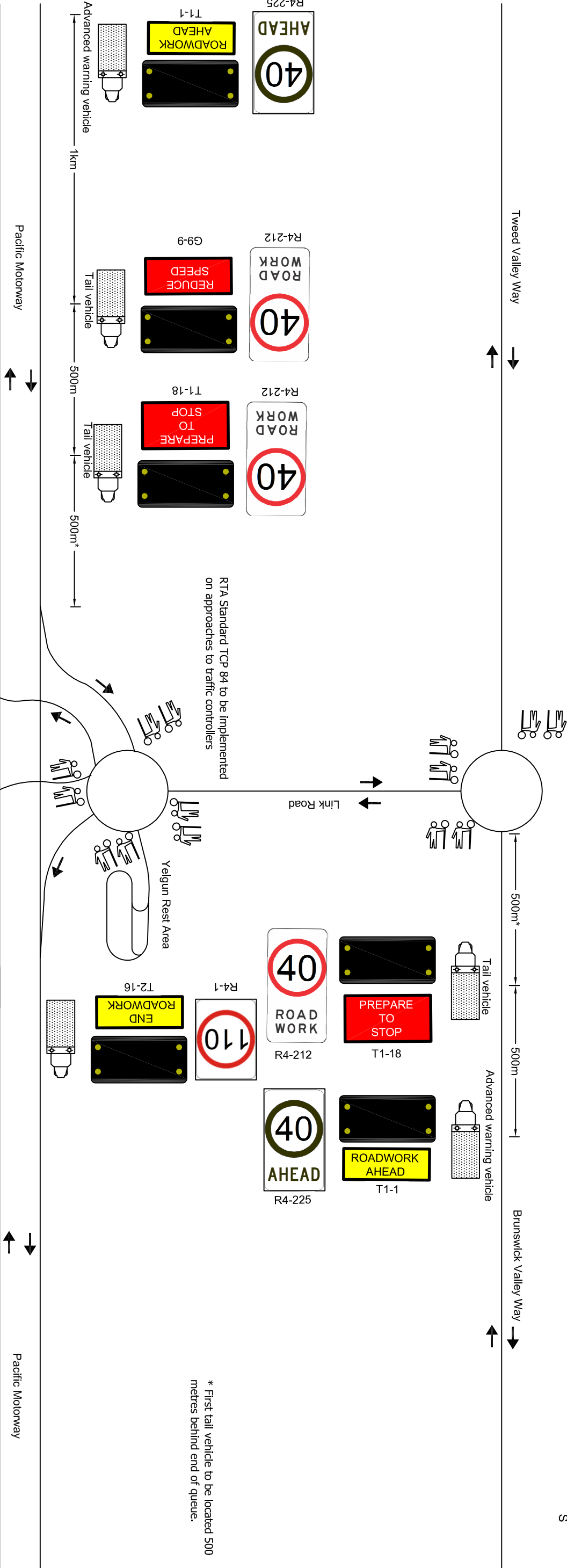
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Copyright in the drawings, information and data recorded in this document is the property of Ingen Consulting. This document and the information are solely for the use of the authorised recipient and this document may not be used, copied, or reproduced in whole or in part for any purpose than that for which it was supplied by Ingen Consulting. This document shall only be used for construction if stamped and approved for construction.			PROJECT: Traffic Guidance Schemes Splendour in the Grass 2022		
DRAWING TITLE: TGS - Yelgun interchange			DRAWING NUMBER: J1176_TGSBSC_12		
			ORIGINAL SIZE: A3		
REVISION: 0					



RTA Standard TCP 84 to be implemented on approaches to traffic controllers



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6. Presence of traffic controllers as per direction of Traffic Manager.
7. Traffic controllers to manage roundabout such as to minimise queuing on to the Pacific Motorway.
8. RTA Standard TCP 84 to be implemented on approaches to traffic controllers
9. Implementation of this TGS on various approaches dependent on direction of queue growth, and subject to confirmation by Traffic Engineer.



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						PROJECT: Traffic Guidance Schemes Splendour in the Grass 2022
						DRAWING TITLE: Contingency Plan for queuing on Pacific Motorway
						PROJECT NUMBER: 11176 ORIGINAL SIZE: A3
						DRAWING NUMBER: 11176_TGSBSC_13 REVISION: 0

TIMP NOTES:

1. This Traffic Incident Management Plan (TIMP) is to be read in conjunction with the Traffic Management Plan (TMP) for Splendour in the Grass 2022 at North Byron Parklands.
2. A traffic incident is defined as any event that can degrade safety and/or slow traffic, including disabled vehicles, crashes, maintenance activities, adverse weather conditions and debris on the roadway.
3. Management of traffic incidents is to always achieve the following:
- 3.1. Improve safety of crash victims, motorists and incident responders
- 3.2. Reduce incident duration and impact

EMERGENCY CONTACTS

Position / Organisation	Name	Number
Festival traffic manager / Splendour in the Grass	Matt Gillespie	0417 454 426
Traffic Control Manager / Workforce International	Matt Adams	0427 196 222
Venue Manager / North Byron Parklands	Mat Morris	0418 683 746
NSW Police contact	TBC	TBC
NSW Ambulance contact	TBC	TBC
Rural Fire Brigade contact	TBC	TBC
Traffic Engineer / Ingen Consulting	Michiel Kamphorst	0417 264 987

INCIDENT CLASSIFICATION

	Level 1	Level 2	Level 3	Level 4
Type/location of incident	- Car park - Shoulder	Vehicle in traffic lane	- Minor crash (no injuries) - Minor debris - Significant congestion on public road	- Serious crash - Injuries - Debris - Fire
Estimated duration	0 - 30mins	0 - 30 mins	30 - 60 mins	1 - 2 hrs
Typical responses	- Repair - Tow	- Tow - Traffic control	- Police - Traffic control - Clean up	- Police - Paramedics - Fire brigade - Fire - Traffic control - Tow truck - Clean up
Communication to patrons in transit	Nil	Nil	- SMS / E-mail: Expect delays, take an extra break	SMS, e-mail and social media statement: Serious traffic incident near festival, significant delays expected, don't travel to festival for next 2 hours
Messaging on mobile and overhead VMS boards	Nil	Nil	Congestion at Yeilgun, expect delays, avoid area if possible	Serious traffic incident at Yeilgun, significant delays expected, do not travel to Tweed Valley Way at Yeilgun

TRAFFIC INCIDENT MANAGEMENT PLAN (continued on next page)

Incident	Classification	Goals	Objectives	Procedures	Responders	Performance criteria			
						Response and verification time	Response dispatch time	Total incident duration	Injury severity management
Vehicle bogged in car park	Level 1	- Minimise congestion in car park - Have tractor available and ready	- Quick identification of location of bogged vehicle - Have tractor available and ready	Volunteer / staff member contacts venue manager over radio, who then directs the tractor operator	- First observer (staff/volunteer) - Venue manager - Tractor driver	< 5 mins	< 5 mins	< 15 mins	- NA
Vehicle in traffic lane broken down (flat tyre, engine failure, etc)	Level 2	- Minimise traffic congestion - Minimise queue lengths	- Quick identification of location - Determine if vehicle can be pushed or needs to be towed - Minimise queue lengths	- First responder staff to determine pushing or towing is appropriate - Traffic Control Manager notified by radio to send out crew - Tow vehicle directed if needed - Congestion monitored by other traffic controllers in the area and keep Traffic Control Manager updated	- First observer staff - Traffic Control Manager - Tow vehicle if required	< 2 mins	< 2 mins	< 10 mins	- NA
Patrons walking in vehicle travel lane	Level 1	- Avoid injury	- Quick response by first response staff	- First responders (security / traffic control) to verbally direct patrons to move off road - First responders to contact Traffic Control on radio to hold back vehicles - Police may need to be called if problem persists	- First response staff - Traffic Controller - Police (if needed)	< 2 mins	< 1 min	< 5 mins	- NA
Vehicle in wrong traffic lane opposing traffic flow at Gate D	Level 1	- Avoid crash	- Quick response by traffic controller	- Traffic controllers to radio colleagues to hold back traffic until problem resolved	- Traffic controllers	< 5 sec	< 10 sec	< 30 sec	- NA

REV: 0

DESCRIPTION: Issued for approval

DATE: 19/11/21

DRAWN: MK

REVIEWED: MK

APPROVED: MK

APPROVED BY: Michiel Kamphorst, MSC, BSc, RPEng, RPEQ, NER

Prepare a Work Zone Traffic Management Plan 0052298287

Signed: 

Date: 19 Nov 2021

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PROJECT: Traffic Guidance Schemes Splendour in the Grass 2022

DRAWING TITLE: Traffic Incident Management Plan

PROJECT NUMBER: J1176

DRAWING NUMBER: J1176_TIMP_01

ORIGINAL SIZE: A3

REVISION: 0

TRAFFIC INCIDENT MANAGEMENT PLAN (continued from previous page)

Incident	Classification	Goals	Objectives	Procedures	Responders	Performance criteria				
						Response and verification time	Response dispatch time	Total Incident duration	Injury severity management	Queue length
Conflict between traffic controller and driver	Level 1	- Avoid physical confrontation - Minimise delays for through traffic	- Traffic controller to avoid verbal communication with drivers - Adequately manage affected traffic	- Traffic controller to communicate in calm voice with driver - Other traffic controllers at the site to control traffic if need be and call in security guard if needed	- Traffic controllers	< 5 sec	< 10 sec	< 15 sec	- NA	< 50m
Congestion emanating from site	Level 3	- Queue not to grow onto Motorway	- Public road queue growth to be limited to Tweed Valley Way and Brunswick Valley Way	- Traffic Control Manager to deploy staff to Link Road roundabout - Traffic Control Manager to instruct Gate C and Gate D staff to give Northbound Tweed Valley Way traffic preference over Southbound traffic - Traffic Control Manager to instruct roundabout traffic controllers to give Link Road traffic preference over all other traffic - Traffic Control Manager to direct change on VMS boards to warn for congestion ahead - Festival Traffic Manager to work with festival staff to resolve cause of congestion and minimise queue spill onto Tweed Valley Way - First responder staff to determine pushing or towing is appropriate - Traffic Control Manager notified by radio to send out crew - Crew to manage traffic around incident - Police to be notified of incident - Tow vehicle directed if needed - Congestion monitored by other traffic controllers in the area and keep Traffic Control Manager updated - Roadway to be cleared of any debris by traffic control staff - Traffic control vehicle to remain present on road shoulder until road shoulder is clear of affected vehicles and people - Suitably qualified person to determine if first aid is sufficient or paramedics are required.	- Traffic controllers - Traffic Control Manager - Festival Traffic Manager	< 2 mins	< 5 mins	- Unknown, depends on time of day and severity of congestion	- NA	- Not to extend onto Pacific Motorway
Vehicle crash no injury	Level 3	- Minimise congestion	- Quick response and verification - Quick assessment of damage - Quick removal of vehicle from traffic lane	- Traffic Control Manager notified by radio to send out crew - Crew to manage traffic around incident - Police to be notified of incident - Tow vehicle directed if needed - Congestion monitored by other traffic controllers in the area and keep Traffic Control Manager updated - Roadway to be cleared of any debris by traffic control staff - Traffic control vehicle to remain present on road shoulder until road shoulder is clear of affected vehicles and people	- First response staff - Traffic Control Manager - Traffic controllers - Police - Tow truck	< 1 min	< 2 mins	< 30 mins	- NA	- Queue lengths to be minimised, no queuing on Pacific Motorway
Vehicle crash minor injury	Level 4	- Minimise injury severity - Minimise congestion	- Quick response and verification - Quick assessment of medical - Quick assessment of damage - Quick reinstatement of normal traffic conditions	- Paramedics to be called in if needed. - First responder staff to determine pushing or towing is appropriate - Traffic Control Manager notified by radio to send out crew - Crew to manage traffic around incident - Police to be notified of incident - Tow vehicle directed if needed - Congestion monitored by other traffic controllers in the area and keep Traffic Control Manager updated - Roadway to be cleared of any debris by traffic control staff - Traffic control vehicle to remain present on road shoulder until road shoulder is clear of affected vehicles and people	- First response staff - Traffic Control Manager - Traffic controllers - Paramedics - Police - Tow truck	< 1 min	< 2 mins	< 2 hrs	- Minimal worsening of injury following incident	- Queue lengths to be minimised, no queuing on Pacific Motorway
Vehicle crash serious injury / fatality	Level 5	- Minimise injury severity - Minimise congestion	- Quick response and verification - Quick assessment of medical - Quick assessment of damage - Quick reinstatement of normal traffic conditions	- Paramedics to be called in. - First responder staff to determine pushing or towing is appropriate - Traffic Control Manager notified by radio to send out crew - Crew to manage traffic around incident - Police to be called in to take control of scene - Tow vehicle directed if needed - Congestion monitored by other traffic controllers in the area and keep Traffic Control Manager updated - Roadway to be cleared of any debris by traffic control staff - Traffic control vehicle to remain present on road shoulder until road shoulder is clear of affected vehicles and people	- First response staff - Traffic Control Manager - Traffic controllers - Paramedics - Police - Tow truck	< 1 min	< 2 mins	- Unknown	- Minimal worsening of injury following incident	- Queue lengths to be minimised, no queuing on Pacific Motorway
Truck roll over on Link Road roundabout	Level 5	- Minimise congestion - Minimise environmental impact	- Quick response and verification - Quick assessment of medical - Quick assessment of damage - Quick reinstatement of normal traffic conditions	- Traffic Control Manager notified by radio to send out crew - Paramedics to be called in if needed. - Crew to manage traffic around incident - Police to be deployed to take control of situation - Recovery vehicle to be sent out - Hazmat to be sent out if needed - Cleaning crew to be sent out - Congestion monitored by other traffic controllers in the area and keep Traffic Control Manager updated - Roadway to be cleared of any debris by traffic control staff - Festival Traffic Manager to direct festival communications staff to issue communications to patrons to not travel to site until weather has cleared	- First response staff - Traffic Control Manager - Traffic controllers - Paramedics - Police - Recovery vehicle - Hazmat	< 2 mins	< 2 mins	- Unknown	- Minimal worsening of any injuries following event and effective injury treatment	- Queue lengths to be minimised, no queuing on Pacific Motorway
Severe weather (rain, hail, fog, lightning)	Level 3	- Minimise likelihood of crash - Minimise congestion	- Reduce amount of patron traffic in the traffic flow	- Traffic Control Manager to place VMS trucks in suitable locations - Traffic Control Manager to put crew in place if needed to manage congestion and queuing resulting from severe weather event	- Festival Traffic Manager - Traffic Control Manager	< 10 mins	< 10 mins	- Duration of severe weather event	- NA	- Queue lengths to be minimised, no queuing on Pacific Motorway

REV: 0	DESCRIPTION:	DATE:	DRAWN:	REVIEWED:	APPROVED:	Ingen Consulting Pty Ltd					
0	Issued for approval	19/11/21	MK	MK	MK	CLIENT: Secret Sounds 6/59 Centennial Circuit Byron Bay NSW 2481					
						PROJECT: Traffic Guidance Schemes Splendour in the Grass 2022					
						DRAWING TITLE: Traffic Incident Management Plan					
						PROJECT NUMBER: 11176					
						DRAWING NUMBER: 11176_TIMP_02					
						ORIGINAL SIZE: A3					
						REVISION: 0					
APPROVED BY: Michiel Kamphorst, MSC, BSc, RPEng, RPEQ, NER Prepare a Work Zone Traffic Management Plan 0052298287 ENGINEERED WITH PURPOSE Signed: Date: 19 Nov 2021						Copyright in the drawings, information and data recorded in this document is the property of Ingen Consulting. This document and the information are solely for the use of the authorised recipient and this document may not be used, copied, or reproduced in whole or in part for any purpose than that for which it was supplied by Ingen Consulting. This document shall only be used for construction if stamped and approved for construction.					