

# Extraordinary Local Traffic Committee Meeting

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

Venue	Conference Room, Station Street, Mullumbimby
Date	Monday, 4 April 2022
Time	11am

Phillip Holloway  
Director Infrastructure Services

I2022/300  
Distributed 28/03/22

## **BUSINESS OF MEETING**

- 1. APOLOGIES**
- 2. DECLARATIONS OF INTEREST – PECUNIARY AND NON-PECUNIARY**
- 3. ADOPTION OF MINUTES FROM PREVIOUS MEETINGS**
- 4. MATTERS ARISING**
- 5. OUTSTANDING ISSUES/RESOLUTIONS**
- 6. REGULATORY MATTERS**
  - 6.1 2022 Bluesfest - Traffic Management Plan ..... 3



REGULATORY MATTERS

**Report No. 6.1      2022 Bluesfest - Traffic Management Plan**

**File No:** I2022/297

5

Due to COVID 19, the 2020 and 2021 Bluesfest events were cancelled.

Bluesfest plans to run the 2022 event over the Easter Long Weekend: Thursday 14 April 2022 to Monday 18 April 2022.

10

DA10.2014.753.4 permits the event to run and Bluesfest have now submitted traffic management plans and traffic control plans in accordance with the conditions of consent for DA 10.2014.753.4.

15 Council's Development Engineer has reviewed the submitted TMP and TCP and confirms they meet the conditions of consent requirements. For reference the two specific traffic related conditions have been inserted below.

2022 Traffic Management Plan Summary

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The conditions of consent includes a number of KPI's set by TfNSW that must be met in regard to traffic management.

25 Typically the proposed TMP and TCP is the same as past events and designed to ensure the KPI's are met. The key change is the introduction of pay parking.

30 After the 2019 event a Traffic Evaluation Report by Greg Alderson & Associates was submitted to Council recommending the introduction of pay parking. The event organisers intend to implement pay parking for the 2022 event. This will be internal to their site and on private property. As such, the pay parking system itself is not required to be assessed by LTC.

35 Within the submitted 2022 TMP it is explained that patrons will be encouraged to pre purchase their parking tickets to speed up traffic management at the entrance. Those who do not pre purchase will be required to pay at the entrance via credit card tap n go or cash.

40 Given the introduction of pay parking may impact traffic management and queuing at the site entrance the TMP and TCP have been updated. Key TMP features include the use of traffic controllers to monitor the queue length and a Supervising Traffic engineer.

'Event Only' Park and Ride Offerings

The Bluesfest 2022 Traffic Management Plan does not propose any 'Event Only' park and ride facilities, thereby no assessment of off-site parking implications are considered. The event shall cater for conventional bus and taxi rank services as per last year.

**DA 10.2014.753.4 CONDITIONS**

**57A. Detailed Traffic Monitoring for the 2020 Easter Bluesfest Event**

A detailed traffic monitoring report to be undertaken of traffic associated with the 2020 Easter Bluesfest Event on the affected road network including the Pacific Motorway, Gulgan Road, Yarun, Tanners and Grays Lane for the duration of the event starting on Thursday Morning at 8am and ending on Tuesday 5pm. Any increase in traffic movements on the surrounding road network must be identified and mitigating/ management measures identified for implementation in future events and incorporation into the relevant traffic management plans. SIDRA modelling based on recent peak hour intersection traffic counts, two-way distributions, and calibrated to observed site conditions must be included in the report together with bus patronage and pick up / drop off data. Additional queuing of traffic on the Pacific Highway associated with the event cannot be supported. The report to be provided to the Roads and Maritime Service and a copy furnished to Council.

**61. Transport Management Plan**

The submission of a Transport Management Plan (TMP) prepared in accordance with the "Guide to Traffic and Transport Management for Special Events", to Council for approval at least 90 days prior to the commencement of the first event under Stage 1. The Transport Management Plan to be broken into three parts to delineate management measures for small, medium and large events. The plan to be robust to enable it to be used for a variety of small, medium and large events annually.

a) The Transport Management Plan must include, but not be limited to:

- i Details for the efficient management of parking, including provision for overflows from the southern parking area to the northern parking area. The management of overflow parking must ensure that the overflow vehicles exit the site from where they entered the site.
- ii. A contingency plan for unplanned incidents that may disrupt traffic and transport before, during or after the event. The contingency plan must be fully documented and include emergency contact names and phone numbers.

A copy of an approved Traffic Control Plan.

b) The Traffic Control Plan (TCP) must address the following matters:

- i. The TCP must be designed in accordance with the requirements of the Roads and Maritime Services' Manual, Traffic Control at Work Sites Version 2, and the current Australian Standards, Manual of Uniform Traffic Control Devices Part 3, 'Traffic Control Devices for Works on Roads'.
- ii. The TCP must be prepared by a suitably qualified and RMS accredited Work Site Traffic Controller.

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## LOCAL TRAFFIC COMMITTEE MEETING

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- 5      iii. The regulation of traffic must be authorised under the Roads Act 1993 and the use of traffic control devices authorised under the Road Transport (Safety & Traffic Management) Act 1999.
- 5      iv. Reduced speed zones must be approved by the Roads and Maritime Services.
- 10      v. There is to be no impact on through travel times on the Pacific Highway
- 10      vi. The TCP must incorporate a monitoring program to assess the traffic volumes and peak parking numbers associated with each event. Twenty four hour traffic counts are to be undertaken before, during and after the first two medium and large events (and as further required by Council or the Roads and Maritime Service) for the traffic on the frontage and surrounding roadways. Such report must include details demonstrating compliance with the conditions of consent relating to traffic management including the requirements of the RMS provided below. From time to time aerial
- 15      photography of the site and surrounds at regular intervals before during and after the event, including peak traffic and parking periods should be undertaken to support the traffic monitoring report.
- 15      vii. The TCP must provide for all relevant conditions of the Roads and Maritime Services.
- 20      viii. The TCP must be submitted to the Local Traffic Committee prior to approval under the Roads Act 1993 and adequate time must be allowed for this to occur and for the preparation of any necessary reports and amendments necessary to meet the Local Traffic Committee recommendations.
- 25      ix. The TCP must satisfactorily address any concerns or issues raised by the Council, Police and/or Roads and Maritime Services from previous events.
- 25      x. The TCP must ensure access to surrounding and neighbouring properties at all times including the wrecker and service station.
- 30      xi. The TCP must provide appropriate signage to prohibit parking in the surrounding road network and to prohibit access to the airport by festival patrons. Adequate provision must be made to allow residents of Grays Lane to park in Tanner Lane near the end of Grays Lane when through access is closed due to flood. Permanent "No Parking" signs in Grays Lane from the Pacific Highway to the Tyagarah Nature Reserve boundary will be considered as a permanent management arrangement.
- 35      xii. Entrance to Grays Lane East of Yarun Road to be restricted to residents and their guests for the duration of the festival to prevent the parking of vehicles in Grays Lane.
- 35      xiii. The TCP to factor in that local roads operate a Level of Service D or better between the hours of 8am and 8pm on event days. The ramps of the Gulgan Road Interchange with the Pacific Highway to operate at Level of Service C or better at event times (See Figure 3.1 Levels of Service Flow rates Austroads Guide to Traffic Management Part 3 and Highway Capacity Manual)
- 40      xiv. The TCP to include provision so that Traffic queuing on the Gulgan road off ramps does not exceed stopping sight distances for 110 km/h speeds. (See RMS supplements and Austroads Guide to road Design Part 3 Section 5.3.1 for stopping sight distances)
- 45      c) The Transport Management Plan and Traffic Control Plans to be reviewed on an annual basis and where required such plans to be updated accordingly taking into consideration changing traffic conditions, altered management arrangements and
- 50

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*other issues as identified by the Roads and Maritime Service, Council or the Regulatory Working Group to ensure the safety and efficiency of the road network.*

Note: Access/ Egress from, and to, the Pacific Highway to Grays Lane to be closed in the future by the TfNSW. The Transport Management Plan and Traffic Control Plan to reflect proposed changes to this intersection.

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### RECOMMENDATION:

1. That Council endorse the regulatory traffic management facilities and devices, including signs and traffic controller provisions proposed for the Council controlled public road network as outlined in attachments 1, 2 and 3 (E2022/29888, E2022/29889, E2022/29894) for the Byron Bay Bluesfest 2022 to be held on Thursday 14 April 2022 to Monday 18 April 2022. Subject to:
  - a) Separate approvals by NSW Police and TfNSW being obtained, noting that the event is on a state road or may impact the state road network;
  - b) The event be held through the implementation of the events Traffic Management Plan and Traffic Control Plan(s) as per attachments 1, 2 and 3 (E2022/29888, E2022/29889, E2022/29894).
  - c) The Traffic Management Plan is to include contingency measures in case the level of queuing fails to meet KPI requirements. It is noted that such queuing may be caused by the introduction of paid parking.
  - d) The Traffic Management Plan and the Traffic Control Plan(s) to be implemented by those with relevant and current TfNSW accreditation;
  - e) Traffic camera data recorders or similar be used to obtain an accurate record of traffic impacts at KPI queue locations;
  - f) That the impact of the event be advertised via a notice in the local weekly paper a minimum of one week prior to the operational impacts taking effect, noting it must include the event name, specifics of any traffic impacts or road closures and times, alternative route arrangements, event organiser, a personal contact name and a telephone number for all event related enquiries or complaints;
2. That the event organiser:
  - i) advertise the impact of the event via a notice in the local weekly paper a minimum of one week prior to the operational impacts taking effect, noting it must include the event name, specifics of any traffic impacts or road closures and times, alternative route arrangements, event organiser,

# BYRON SHIRE COUNCIL

## LOCAL TRAFFIC COMMITTEE MEETING

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a personal contact name and a telephone number for all event related enquiries or complaints;

ii) provide a copy of the advert for Council's web page;

iii) give consideration of any submissions received;

iv) inform community and businesses that are directly impacted (e.g. adjacent to the event) via written information which is delivered to the property in a timely manner so as to document, consider and respond to any concerns raised;

v) arrange for private property access and egress affected by the event;

vi) liaise with bus and taxi operators and ensuring arrangements are made for provision of services during conduct of the event;

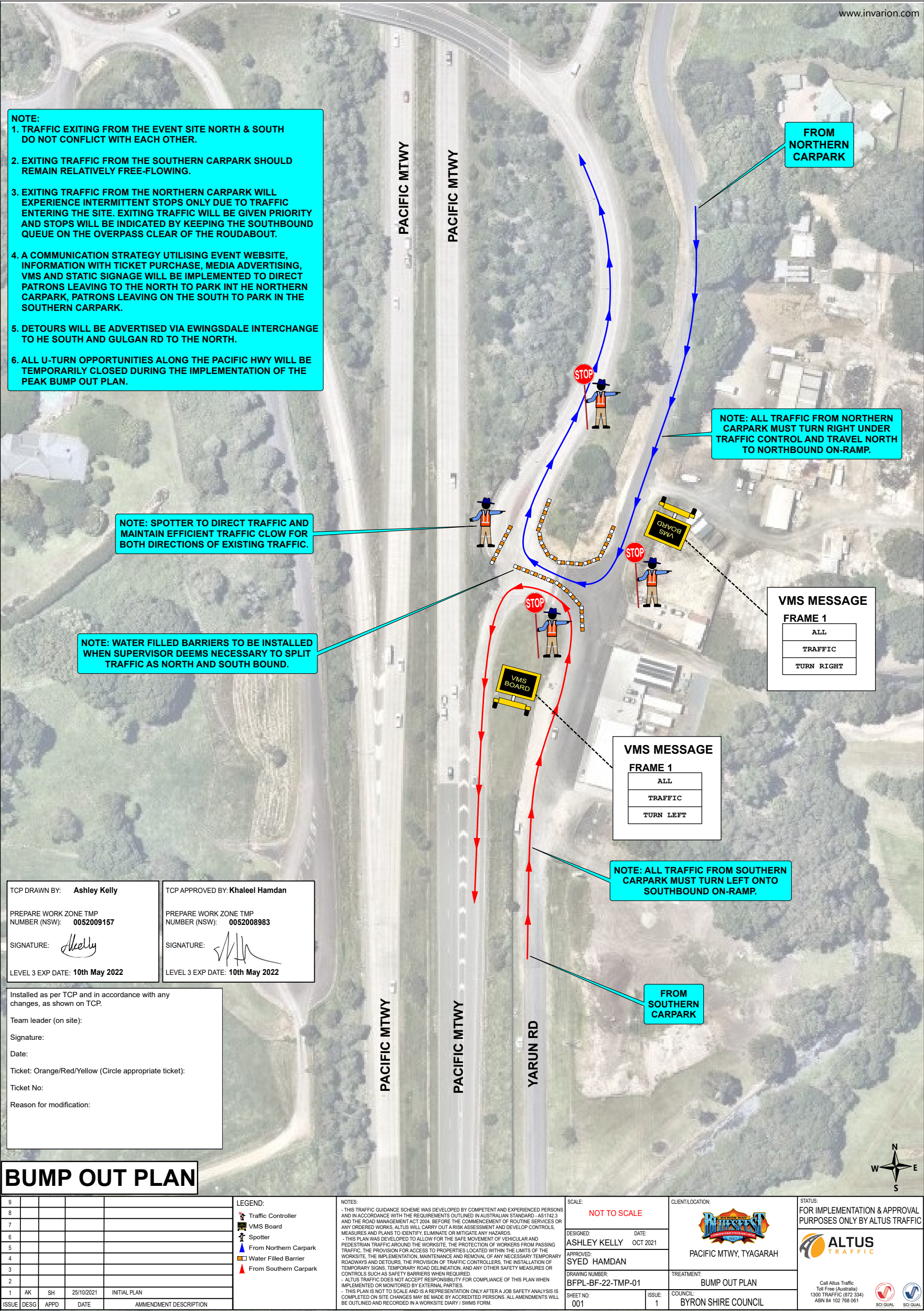
vii) consult with emergency services and any identified issues be addressed;

viii) holding \$20m public liability insurance cover which is valid for the event;

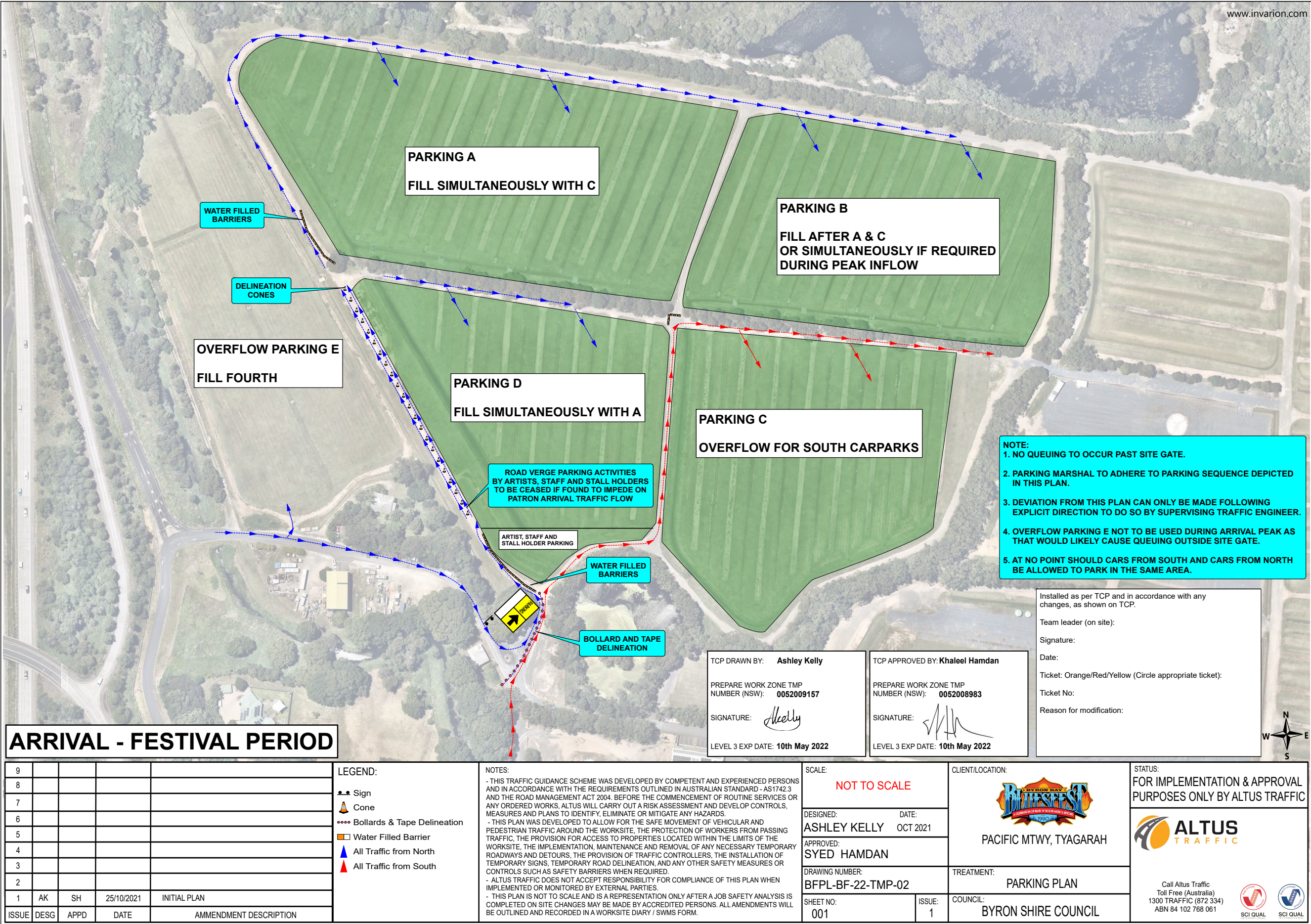
ix) paying of Council's Road Event Application Fee prior to the event.

### **Attachments:**

- 1 Bluefest 2022\_TCP\_V1.0\_Traffic Guidance Scheme (1), E2022/29888 , page 8[↓](#)
- 2 Bluesfest TMP 2022\_\_April\_08022022 Final (1), E2022/29889 , page 17[↓](#)
- 3 Updated Traffic Guidance Scheme\_Parking A and B now Camping\_31.03.2022, E2022/29894 , page 32[↓](#)

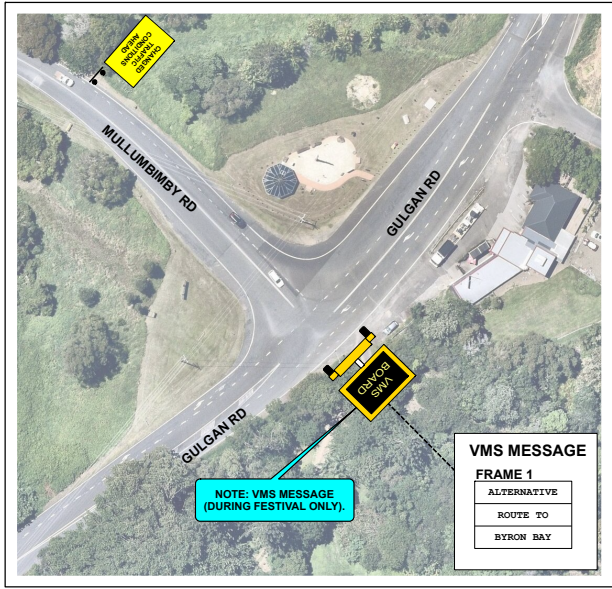




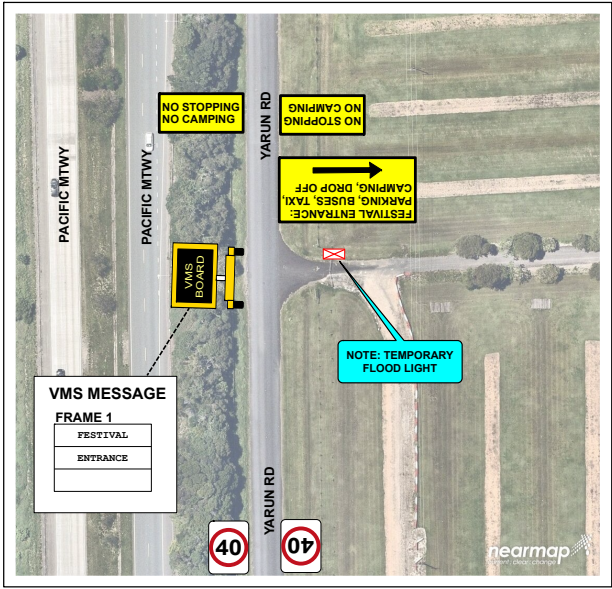




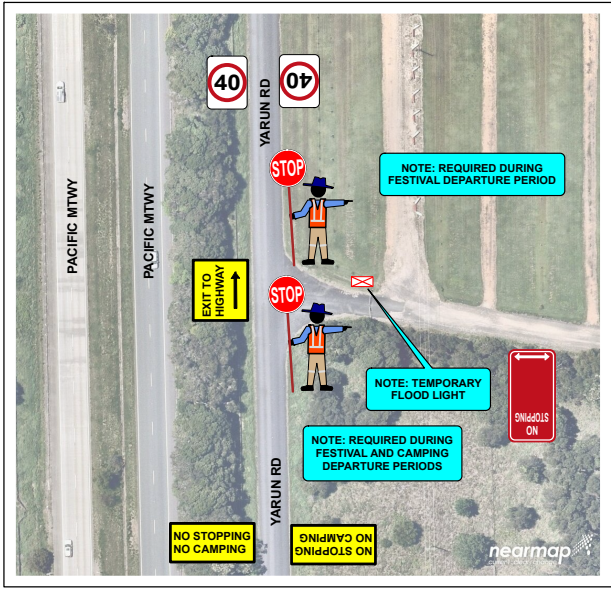
DETAIL 1 - GULGAN / MULLUMBIMBY RD INTERSECTION



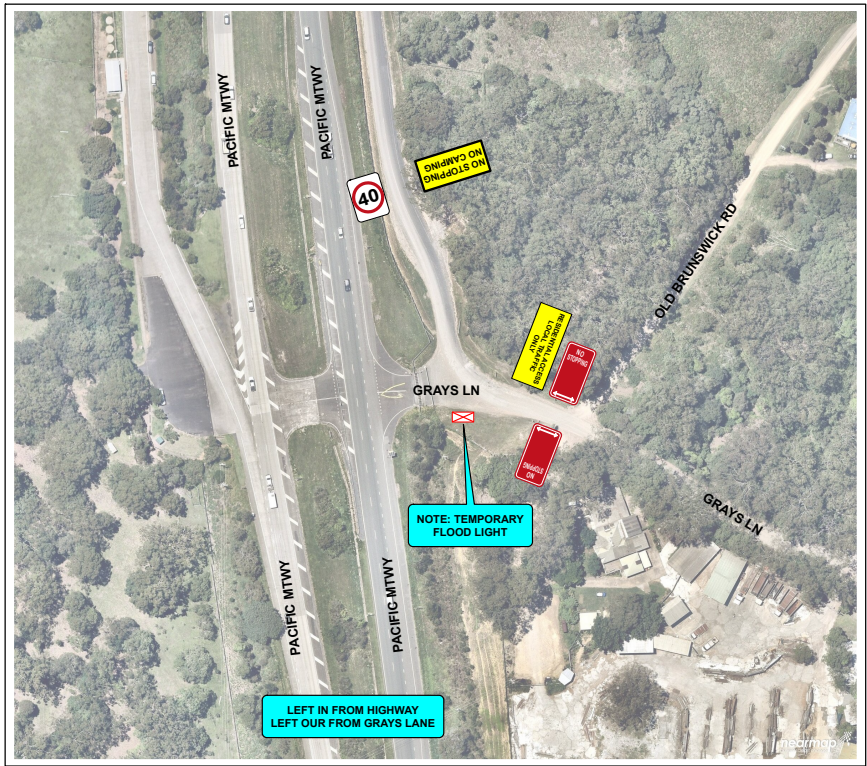
DETAIL 2 - ACCESS 3



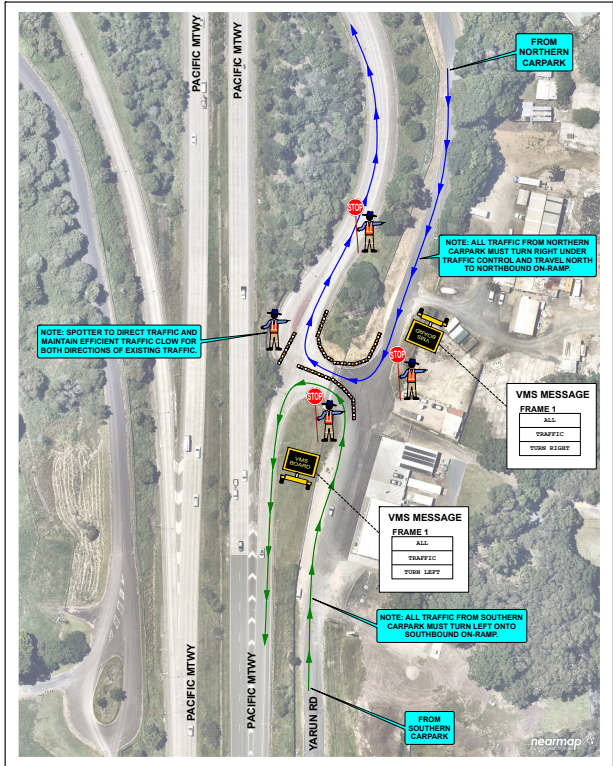
DETAIL 3 - ACCESS 4



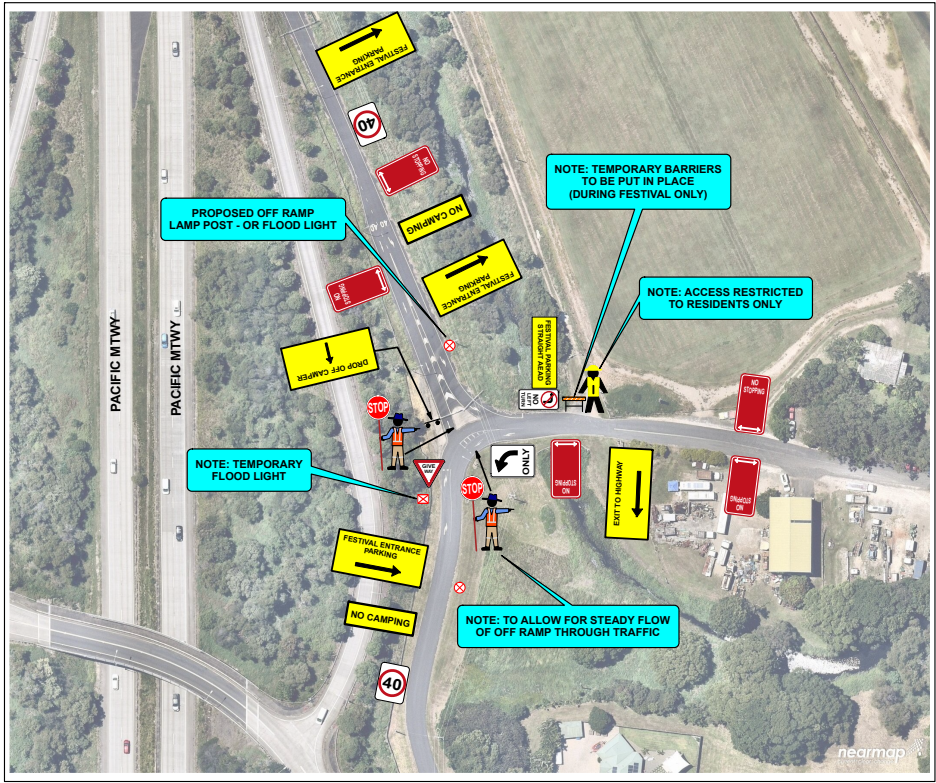
DETAIL 4 - GRAYS LANE - DURING FESTIVAL



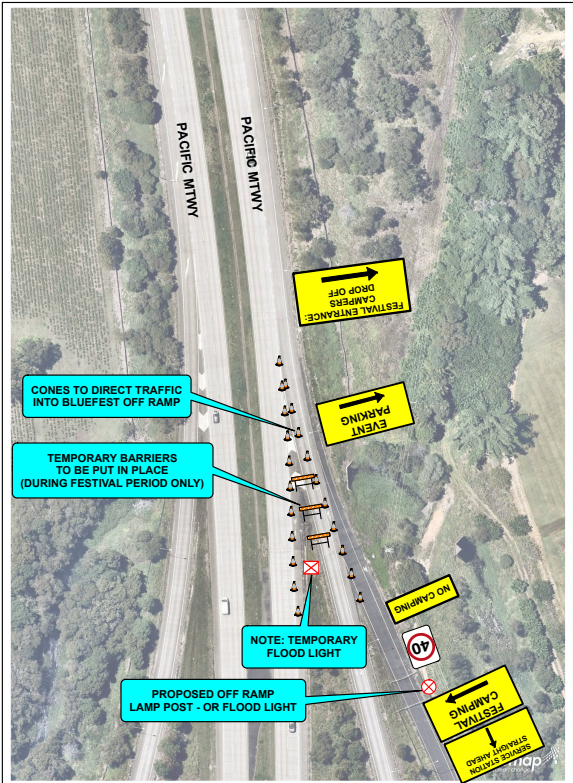
DETAIL 5 - SERVICE STATION & ROUNDABOUT



DETAIL 6 - ACCESS 1 SOUTH OFF RAMP



DETAIL 7 - OPENING OF BLUESFEST OFF RAMP



Installed as per TCP and in accordance with any changes, as shown on TCP.  
Team leader (on site):  
Signature:  
Date:  
Ticket: Orange/Red/Yellow (Circle appropriate ticket):  
Ticket No:  
Reason for modification:

DETAIL PLAN

ISSUE	DESIGN	APPD	DATE	AMMENDMENT DESCRIPTION
9				
8				
7				
6				
5				
4				
3				
2				
1	AK	SH	25/10/2021	INITIAL PLAN

- LEGEND:
- Traffic Controller
  - VMS Board
  - Spotter
  - From Northern Carpark
  - From Southern Carpark
  - Water Filled Barrier
  - Cone

NOTES:

- THIS TRAFFIC GUIDANCE SCHEME WAS DEVELOPED BY COMPETENT AND EXPERIENCED PERSONS AND IN ACCORDANCE WITH THE REQUIREMENTS OUTLINED IN AUSTRALIAN STANDARD - AS1742.3 AND THE ROAD MANAGEMENT ACT 2004. BEFORE THE COMMENCEMENT OF ROUTINE SERVICES OR ANY ORDERED WORKS, ALTUS WILL CARRY OUT A RISK ASSESSMENT AND DEVELOP CONTROLS, MEASURES AND PLANS TO IDENTIFY, ELIMINATE OR MITIGATE ANY HAZARDS.
- THIS PLAN WAS DEVELOPED TO ALLOW FOR THE SAFE MOVEMENT OF VEHICULAR AND PEDESTRIAN TRAFFIC AROUND THE WORKSITE, THE PROTECTION OF WORKERS FROM PASSING TRAFFIC, THE PROVISION FOR ACCESS TO PROPERTIES LOCATED WITHIN THE LIMITS OF THE WORKSITE, THE IMPLEMENTATION, MAINTENANCE AND REMOVAL OF ANY NECESSARY TEMPORARY ROADWAYS AND DETOURS, THE PROVISION OF TRAFFIC CONTROLLERS, THE INSTALLATION OF TEMPORARY SIGNS, TEMPORARY ROAD DELINEATION, AND ANY OTHER SAFETY MEASURES OR CONTROLS SUCH AS SAFETY BARRIERS WHEN REQUIRED.
- ALTUS TRAFFIC DOES NOT ACCEPT RESPONSIBILITY FOR COMPLIANCE OF THIS PLAN WHEN IMPLEMENTED OR MONITORED BY EXTERNAL PARTIES.
- THIS PLAN IS NOT TO SCALE AND IS A REPRESENTATION ONLY AFTER A JOB SAFETY ANALYSIS IS COMPLETED ON SITE CHANGES MAY BE MADE BY ACCREDITED PERSONS. ALL AMENDMENTS WILL BE OUTLINED AND RECORDED IN A WORKSITE DIARY / SWMS FORM.

TCP DRAWN BY: Ashley Kelly  
PREPARE WORK ZONE TMP NUMBER (NSW): 0052009157  
SIGNATURE: [Signature]  
LEVEL 3 EXP DATE: 10th May 2022

TCP APPROVED BY: Khaleel Hamdan  
PREPARE WORK ZONE TMP NUMBER (NSW): 0052008983  
SIGNATURE: [Signature]  
LEVEL 3 EXP DATE: 10th May 2022

SCALE: NOT TO SCALE  
DESIGNED: ASHLEY KELLY  
DATE: OCT 2021  
APPROVED: SYED HAMDAN

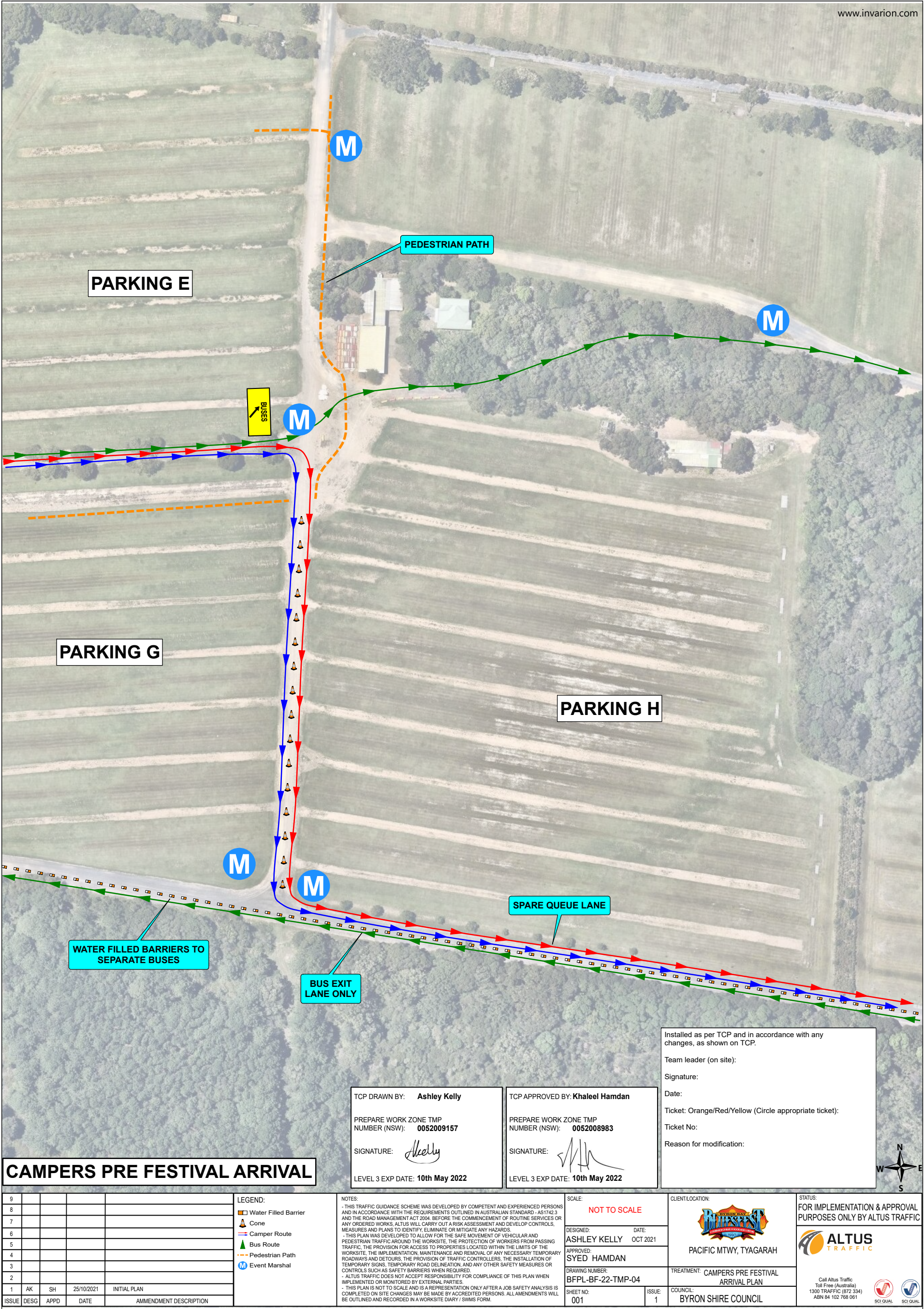
DRAWING NUMBER: BFPL-BF-22-TMP-03  
SHEET NO: 001

CLIENT/LOCATION: PACIFIC MTWY, TYAGARAH  
TREATMENT: DETAIL PLAN  
COUNCIL: BYRON SHIRE COUNCIL

STATUS: FOR IMPLEMENTATION & APPROVAL PURPOSES ONLY BY ALTUS TRAFFIC









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- NOTE:**
1. TYAGARAH ROAD CROSS OVER TO BE MONITORED AND MANAGED BY TRAFFIC CONTROL AND / OR POLICE RESOURCES DURING THE OPERATION OF THE DETOUR, VMS LOCATED ON APPROACH TO THE CROSS OVER WILL ADVISE THE DETOUR TO THE NORTH IS VIA EWINGSDALE INTERCHANGE.
  2. INSET A MAY NOT NEED TO BE IMPLEMENTED DUE TO THE LOWER CROWDS EXPECTED FOR THE 2022 EVENT.

VMS MESSAGE	
FRAME 1	FRAME 2
NO	USE
U-TURN	EWINGSDALE
	INTERCHANGE

DEPARTURE PERIOD

9				
8				
7				
6				
5				
4				
3				
2				
1	AK	SH	25/10/2021	INITIAL PLAN
ISSUE	DESIGN	APPROVED	DATE	AMMENDMENT DESCRIPTION

LEGEND:

- VMS Truck
- Police Vehicle

NOTES:

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SCALE:

**NOT TO SCALE**

DESIGNED: ASHLEY KELLY DATE: OCT 2021

APPROVED: SYED HAMDAN

DRAWING NUMBER: BFPL-BF-22-TMP-05

SHEET NO: 001

ISSUE: 1

CLIENT/LOCATION:

**BLUESFEST**

PACIFIC MTWY, TYAGARAH

TREATMENT: DEPARTURE PERIOD

COUNCIL: BYRON SHIRE COUNCIL

STATUS:

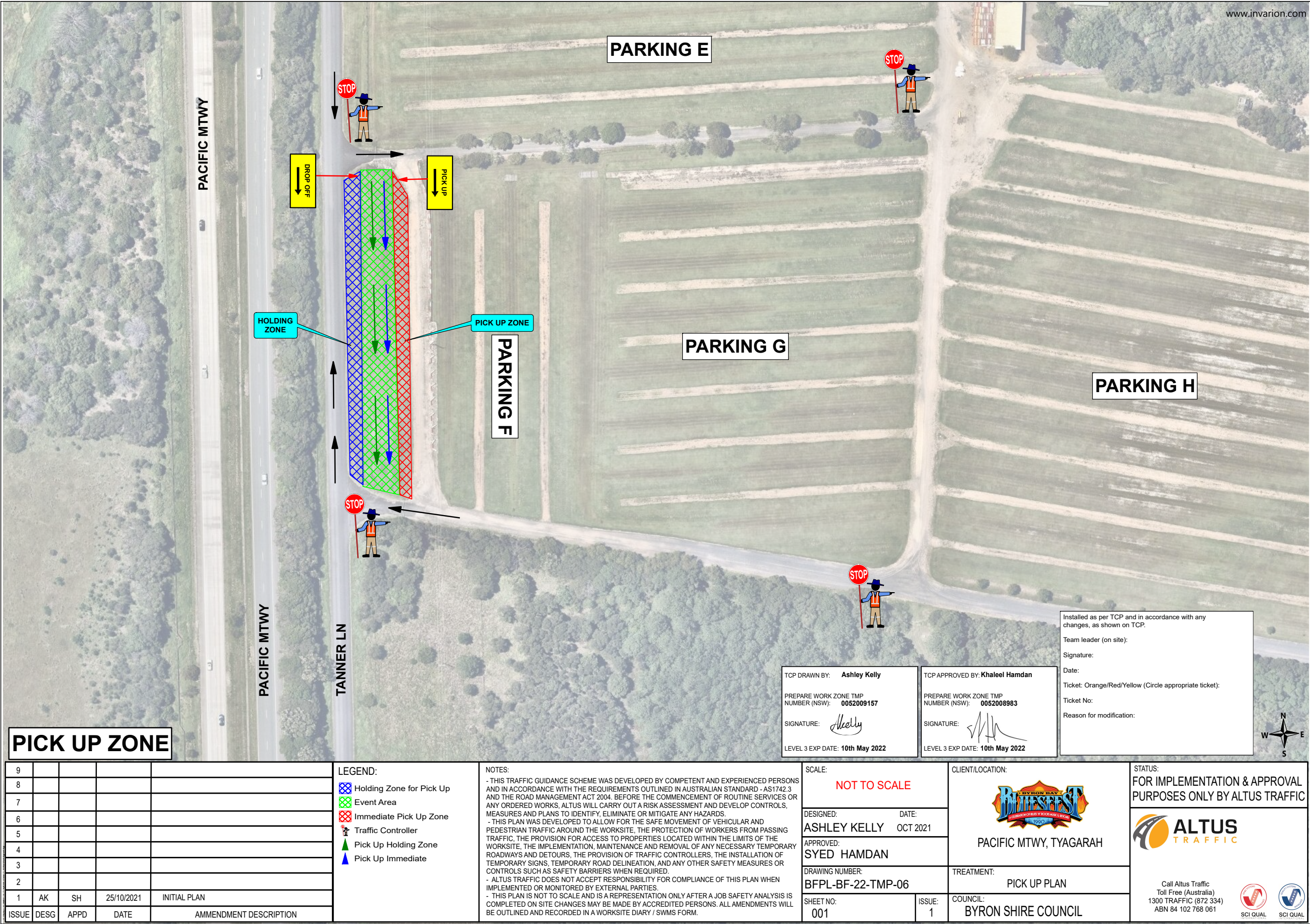
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**ALTUS TRAFFIC**

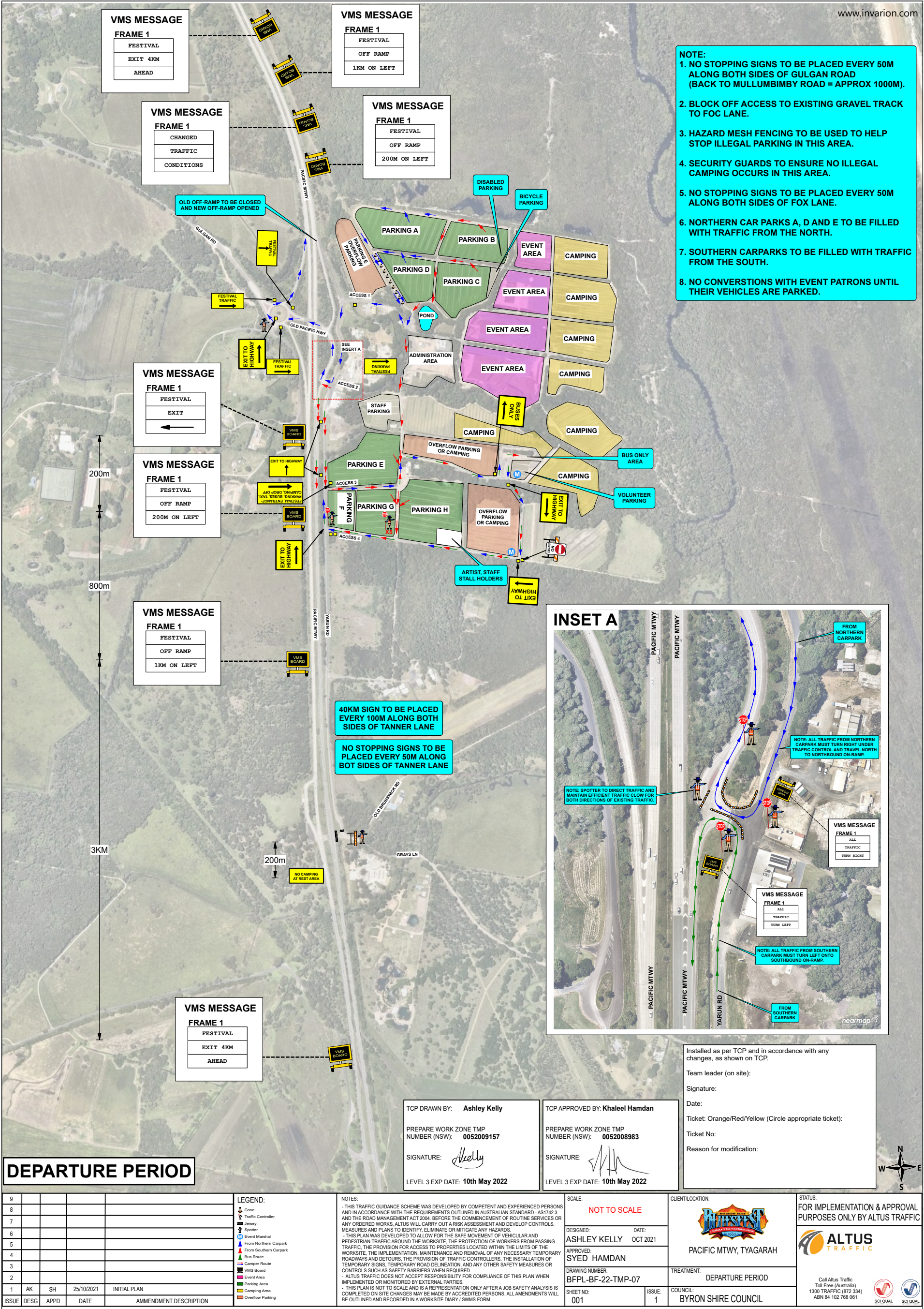
Call Altus Traffic  
Toll Free (Australia)  
1300 TRAFFIC (872 334)  
ABN 84 102 768 081

SCI QUAL SCI QUAL











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**NOTE:**  
1. INSET A MAY NOT NEED TO BE IMPLEMENTED DUE TO THE LOWER CROWDS EXPECTED FOR THE 2022 EVENT.

**VMS MESSAGE**

FRAME 1	FRAME 2
SOUTH	USE
BOUND	BRUNSWICK
TRAFFIC	INTERCHANGE

**VMS MESSAGE**

FRAME 1	FRAME 2
NORTH	USE
BOUND	EWINGSDALE
TRAFFIC	INTERCHANGE

**VMS PLAN**

9				
8				
7				
6				
5				
4				
3				
2				
1	AK	SH	25/10/2021	INITIAL PLAN
ISSUE	DESIGN	APPROVED	DATE	AMMENDMENT DESCRIPTION

**LEGEND:**

	VMS Board
	Event Area
	Parking Area
	Camping Area
	Overflow Parking

**NOTES:**

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**SCALE:**  
**NOT TO SCALE**

DESIGNED: **ASHLEY KELLY** DATE: **OCT 2021**  
APPROVED: **SYED HAMDAN**  
DRAWING NUMBER: **BFPL-BF-22-TMP-08**  
SHEET NO: **001** ISSUE: **1**

**CLIENT/LOCATION:**



**PACIFIC MTWY, TYAGARAH**

**TREATMENT:** VMS PLAN

**COUNCIL:** BYRON SHIRE COUNCIL

**STATUS:**

**FOR IMPLEMENTATION & APPROVAL PURPOSES ONLY BY ALTUS TRAFFIC**



Call Altus Traffic  
Toll Free (Australia)  
1300 TRAFFIC (872 334)  
ABN 84 102 768 061



Installed as per TCP and in accordance with any changes, as shown on TCP.

Team leader (on site):

Signature:

Date:

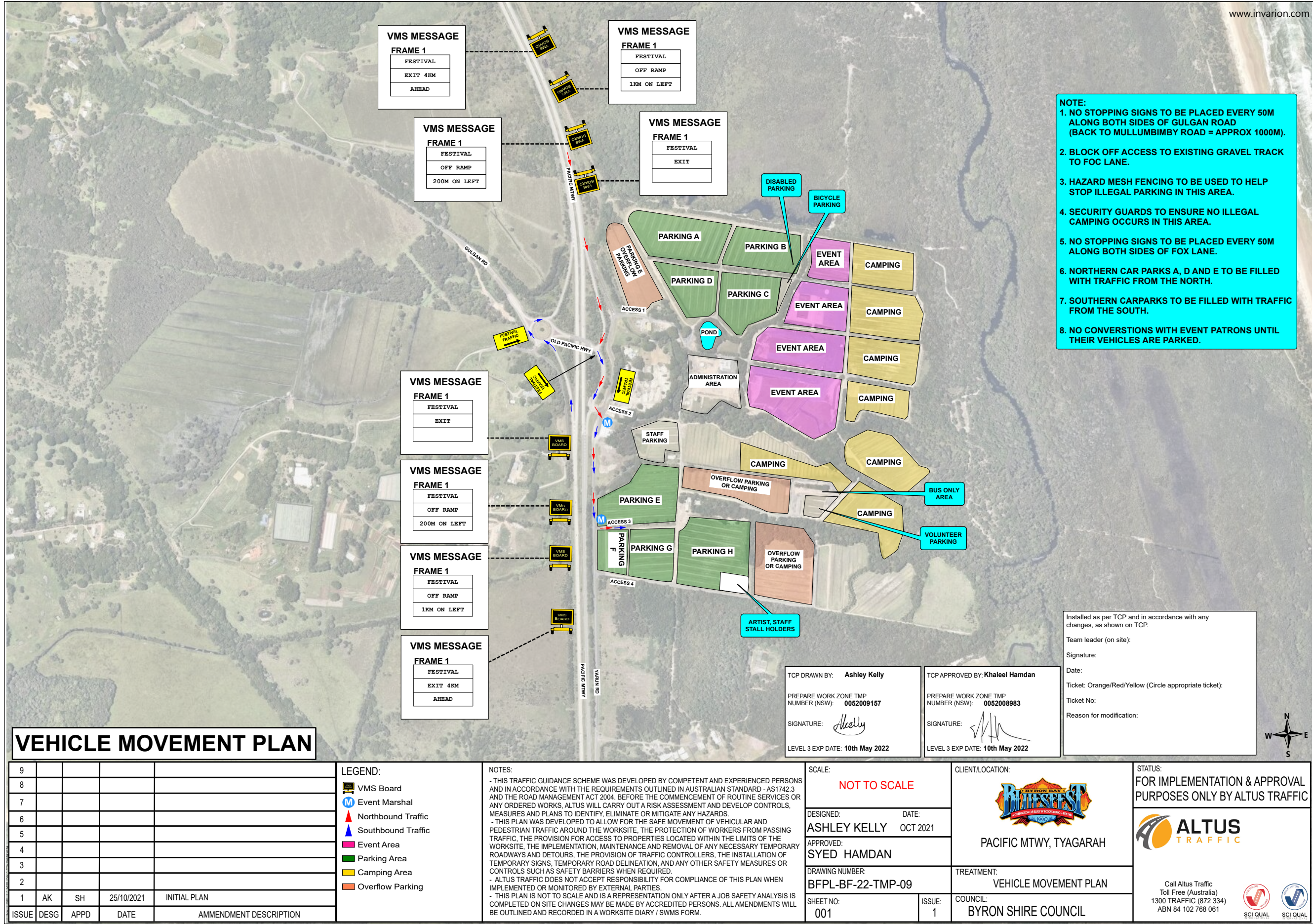
Ticket: Orange/Red/Yellow (Circle appropriate ticket):

Ticket No:

Reason for modification:











# **BLUESFEST 2022 TRAFFIC MANAGEMENT PLAN**

For  
Bluesfest Byron Bay Pty Ltd

**DOCUMENT CONTROL SHEET**

*Document title:* Bluesfest 2022 Traffic Management Plan

*Document reference:* Traffic Management Plan

*Revision:* Plan updated for 2022 event

*Client:* Bluesfest Byron Bay

*Client contact:* Peter Noble

*Original Authors:* Michiel Kamphorst,  
MEng, RPEng (Civil), RPEQ 15790  
RMS SM 7332054367  
RMS DI 06015 (cert no)

REVISION NUMBER	DATE OF ISSUE	AUTHOR		REVIEWED BY		APPROVED BY	
1	23/02/2016	GA	23/02/2016	BM	05/12/2017	PN	05/12/2017
2	24/8/2018	HK	24/8/2018	BM	03/09/2018	PN	03/09/2018
3	23/8/2019	HK	23/8/2019	BM	26/08/2019	PN	26/08/2019
4	03/02/2022	NK	03/02/2022	NK	03/02/2022	PN	03/02/2022



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## **1.0 INTRODUCTION**

The purpose of this Traffic Management Plan (TMP) is to summarise the traffic management procedures specified in the Traffic Control Plans and Traffic Monitoring Program for the Bluesfest 2022 event.

All traffic controllers are to be Roads and Maritime Services (RMS) certified controllers with two-way radio as required. Traffic controllers are not to verbally communicate with drivers of vehicles other than to move them through quickly. Any traffic controllers found causing delays by having conversations with drivers are to be replaced immediately after reasonable warning.

It is important to realise that this 2022 Bluesfest at Tyagarah will need to comply with key performance indicators as defined under the current development approval. These levels must not be breached and the traffic controls and parking marshals are the key components in achieving these performance levels. It is therefore paramount that the traffic is operated smoothly and safely within the constraints set by the State Government and Byron Shire Council. These constraints are called key performance indicators, (KPI) and are summarized as follows:

- Worst case Level of Service(LOS) on adjoining local roads: LOS D between 8am and 8pm event days, measured as follows:
  - Traffic flow on adjoining local roads not to exceed 800 vehicles per hour per lane where 40 km/h special speed limits apply;
  - Traffic flow on adjoining local roads not to exceed 1260 vehicles per hour per lane where 60 km/h special event limits apply;
- Worst case level of service on Gulgah Interchange: LOS C
- Maximum queue length northbound off ramp (measured from give way line): 215m;
- Maximum queue length existing southbound off ramp (measured from stop line): 248m;
- Maximum queue length new southbound off ramp (measured from end of off ramp): 162m;

Any traffic incidents resulting in non-compliance with any of the above conditions will have serious consequences for future events at this site. It is important that at all times, sufficient qualified staff is available to implement the traffic management plan including any contingencies. It is required that all traffic controllers are properly briefed giving them an appreciation of the bigger picture of the traffic management plan and an understanding of the impact that their specific role may have on the overall performance of the festival.

Of equal importance in the compliance with the above specifications is that there are no restrictions within the site which cause a queue of traffic back out the entrance gates onto Tanner Lane or Yarun Road.

The traffic control supervisor and parking supervisor are to liaise closely with each other before and during the festival. The supervising traffic engineer will also liaise with these two supervisors and other parties, such as RMS, Council, Bluesfest Management, NSW Police Force and the public both within and outside the site to ensure efficient operation overall. The operation of the traffic management is a team effort and regular coordination meetings will be held with all relevant stakeholder personnel.

## **2.0 TRAFFIC CONTROL AT TYAGARAH INTERCHANGE AND NEW BLUESFEST SOUTH BOUND OFF RAMP**

### **2.1 - Main purpose**

The main priorities of the traffic control measures at the Tyagarah Interchange are:

- No queuing onto the Pacific Highway Off-ramps;
- No interruption of through traffic on the Pacific Highway;
- Limit delay for local traffic on local roads

The traffic control plans (TCPs) detailing the required traffic control measures are prepared by Altus Road Services and adopted by Council. These plans form the statutory controls for traffic management on the public roads adjacent to the event site and along with the Road Occupancy License issued by the RMS serve to give the necessary authority to the Traffic Controllers to implement traffic management on and off the site. A set of approved traffic control plans will be issued to all stakeholders.

### **2.2 - General layout**

The traffic control plans show signage, barriers and other traffic control measures to offer a managed environment around the Bluesfest site.

Southbound motorway traffic seeking to attend the festival will be directed by signage to take the off ramp, completed by Bluesfest, and proceed directly without interruption to their parking areas, situated in the north of the event site.

Event traffic from the south will be directed by signage to exit the Pacific Highway at the existing Mullumbimby off-ramp. This traffic will cross the motorway using the existing Tyagarah interchange overpass. Then they travel south to the site entrance gate and park in the southern car parking areas. Event traffic from the north will use the newly constructed off ramp which will lead them straight into the site to park in the northern car parks.

Thus vehicles from either direction will be kept separate to reduce on-site congestion during both arrival and departure times.

The Grays Lane intersection has been closed by RMS in 2019 with normal access now via the interchange and Yarun Road. During Bluesfest 2019 RMS opened the access from Grays Lane to the motorway for the duration of the event.

Observers will be necessary on the Tyagarah over bridge and on the southbound off-ramp. These observers will be required to give advice to the traffic controllers as to the length of any significant queue. Adjustments may then be necessary on the site to give increased priority and avoid queues back to the highway.

The RMS Traffic Management Centre shall be notified immediately of any risk of queueing impacting the highway.

### **2.3 - Traffic controllers on the off-ramps**

Traffic controllers will not be placed on the off-ramps. These ramps are intended to operate without the need for traffic controllers. Note requirements above to monitor traffic at off-ramps and across the interchange.

#### **2.4 - Traffic controllers**

Traffic controllers shall be implemented as shown on the approved Traffic Control Plan and as directed by the traffic supervisor. Generally traffic controllers are provided:

- At the north and south site entrances/ exits to direct traffic into/ out of the site;
- At the service station intersection at peak times to manage traffic flow at the intersection so that Level of Service is maintained for vehicle flow/ delay control and to maintain road safety;
- At the interchange to observe and provide immediate feedback regarding any queuing incidents.

#### **2.5 – Traffic Control Plans**

The Traffic Control Plan designs aim to minimise the impact of traffic control on all road users and that patrons are encouraged to enter and exit the site in a safe and efficient manner.

The implementation of traffic management arrangements shall be done in accordance with the RMS TCAWS Manual, AS1742.3 and traffic control sub-contractor safe work procedures. Only those personnel who are competent for the task shall be engaged in the implementation of traffic management arrangements.

The approved traffic control plans to be implemented in support of this event are included in the Event Management Plan.

#### **2.6 – Traffic Control Implementation**

The duration of the Festival is from Thursday 14 April 2022 to Monday 18 April 2022 The traffic management for the event including pre-event site establishment and site close down will be as follows:

- **WEDNESDAY 6<sup>th</sup> APRIL**
  - Installation of no stopping signs at 75m maximum spacing along Gulgan Rd to Mullumbimby Rd. Erected under a standard RMS TCP 83/57 with a shoulder closure used under a standard RMS TCP 42/57 at locations where feasible.
  - Installation of static signage on Gulgan rd roundabout directing people to Festival entrance. Sign install to be implemented under a standard RMS TCP 42/57 shoulder closure.
- **THURSDAY 7<sup>th</sup> to FRIDAY 8<sup>th</sup> APRIL**
  - Two VMS boards to be installed on the Pacific Highway for northbound and southbound approaches stating “Bluesfest Exit 4kms on left” This is to give advance notification to the public. These VMS will be deployed using a TCP approved by the traffic control supervisor – such as VMS truck as a shadow vehicle displaying “Road Plant Ahead”, “Reduce Speed” and a tow vehicle with the VMS boards. The tow vehicle is to display flashing amber lights.
  - Installation of static signage on Gulgan Rd roundabout directing people to Festival entrance. Under a shoulder closure.
  - Commence internal signage erection
  - Hazard Mesh Fencing to be installed in Fox Lane area to prevent illegal parking and camping. No stopping signs and no camping signs also to be erected in this area at approx 50m segments. Closure of gravel access track in Fox Lane to help prevent illegal camping. Implemented under shoulder closure RMS TCP 42/57.
  - The erection of “NO STOPPING” to be placed at 75m maximum spacings along both

sides of Tanner Lane and Yarun Road and the erection of “40km/h” speed signs every 100m on both sides of Tanner lane and Yarun Road. This sign installation is undertaken pre-festival as Tanner Lane and Yarun Road experiences a higher volume of traffic during this time due to the arrival of equipment that is needed for the event and which can be managed. Implemented under a RMS TCP42/57 shoulder closure.

- **MONDAY 11<sup>TH</sup> to TUESDAY 12<sup>TH</sup> APRIL**
  - Installation of no stopping signs at 75m maximum spacing along Grays Lane to the intersection of Grays lane and Prestons lane. Erected under a speed reduction with a shoulder closure.
  - Detail 1,2,3,6 signage as per approved TCP are to be erected under shoulder closures.
  - Remaining VMS boards for the highway to be installed.
  - Light towers deployed ready for light check on Wednesday night.
  - Water-filled barriers to be put in place at service station intersection but still allowing normal traffic flow.
- **WEDNESDAY 13<sup>TH</sup> APRIL**
  - TC on site for the commencement of the campers arrivals at approximately 8am.
- **THURSDAY 14<sup>th</sup> APRIL 0600**
  - Opening of the Bluesfest Off Ramp and closure of the current Mullumbimby exit. This is performed under a rolling blockade mobile traffic control arrangement to minimize impact on the Pacific Highway and to avoid having traffic control on foot exposed to live traffic.
  - Traffic control on site from 8am for the first day of Festival.



Figure 1 - Southbound off-ramp – Bluesfest 2019, Source: GAA, 18/04/2019

- **HOURS OF WORK FOR ACTUAL EVENT – THURSDAY to MONDAY**
  - Traffic Control Day Shift Hours 0800 – 1700
  - Day Shift Supervisor – Matt Adams (Altus)
  - Traffic Control Night Shift Hours 1700 – 0130 or till last car has left the site.
  - Night Shift Supervisor – Matt Adams (Altus)
  - Traffic Control Supervisor (whole event) – Matt Adams (Altus)
- **TUESDAY 19<sup>TH</sup> APRIL**
  - Traffic control crews begin pack-up of Event using the same methodology as the implementation of set-up. The Mullumbimby off-ramp is to be re-opened and the Bluesfest off-ramp is to be closed by 6am Tuesday morning.

### **3.0 TRAFFIC CONTROL AT SITE GATES**

#### **3.1 Main purpose**

The main priorities of traffic control at the entries to the site are:

- 2.1.1 Quick entry to the site for event traffic,
- 2.1.2 Safe and efficient site entry and egress;
- 2.1.3 Traffic Controllers monitor for any internal queuing with the potential to cause queueing from the site onto Yarun Road;
- 2.1.4 Traffic Control Supervisor to implement contingency strategy if required to overflow cars into Access 4 (in addition to Access 3), during heavy arrival traffic flows from the south.
- 2.1.5 Traffic Control Supervisor to implement contingency strategy if required to overflow cars from the north into southern entries if required via Tanner Lane, during heavy arrival traffic flows from the north.
- 2.1.6 The Traffic Control Supervisor must be prepared to implement these strategies as required.

#### **3.2 Campers arrival**

Most campers are expected to arrive at the site on Wednesday, Thursday and Friday morning. Campers that arrive on Wednesday, either from the north or south, will be entering through the main southern gate. The new off-ramp access from the north does not open until Thursday morning at 6am.

From Thursday morning, campers approaching from the north will arrive at the site via the new off-ramp, and will be directed by signage, to the camping accreditation area. These campers will be directed by signage to continue along to enter via the southern main gate. If campers ignore the signage, an enter via the north gate an internal VMS board will direct them over the one lane bridge and to the campers check in station. This internal direction will be supported by traffic control located at key positions within the event site.

Campers from the south will access the site during the festival via the southern main gate similar to general patrons and will be directed by traffic control and VMS boards on how to proceed to the campers check in area.

**3.3 Day patrons arrival**

Day patrons will enter the site either from the north gate or the southern gate depending on their point of origin. Normally the majority of day patrons for the Bluesfest begin arriving about 1 hour before the Festival gates open.

Traffic controllers and the whole traffic control plan will be set up and in operation from the Wednesday before the first Festival gates opening. The traffic plan would remain operative until Wednesday morning, after the festival has finished.

Arrival profiles are included in Section 10 of this TMP from the 2019 event traffic data. These profiles indicate peak traffic times that can be expected for Bluesfest events. Generally the busiest arrival times for patrons is from 2pm to 5pm. Traffic controllers should be in place before festival doors open.

**3.4 Buses**

All buses and Taxis are to use the southern main entry and exit. There will be no Kiss & Ride facility in the northern area of the event site.

Buses from the north will use the Motorway and exit via Grays Lane or the Southbound Off-Ramp during peak departure times, to reduce the queuing at the Gulgan Road overpass. Each year, our buses are made aware of this process prior to the festival and comply accordingly.

Signage for the remaining traffic when departing the Bluesfest event site, will be promoting a right-hand turn onto the highway via Gulgan Road interchange to avoid the use of Grays Lane.

VMS boards situated on the highway prior to Grays Lane intersection will advise southbound travelers of merging traffic ahead, encouraging movement into the right-hand fast lane to avoid potential congestion.

Furthermore, during departure peak times, an Advanced Warning Vehicle will be positioned southbound on the highway, notifying of merging traffic ahead.

**3.5 Departure**

The departure of vehicles is to be divided as per the parking area. Those in the north parking areas will leave the site and join the highway via the service station intersection and the Tyagarah interchange bridge and travel north on the Pacific Highway. The departure for the northern car park patrons to exit to the north will be supported by variable message signs, static signage and traffic control. Any motorists that need to travel south from this point will be directed to turn around at the Gulgan Road north interchange.

Vehicles parking in the southern parking area will leave the site and turn left and travel south on the Pacific Highway. The departure for the southern car park patrons to exit to the north will be supported by variable message signs, static signage and traffic control. Any motorists that need to travel north from this point will be directed to turn around at the Ewingsdale Road interchange.

Exiting buses are to exit using the southern gate and then proceed to the service station, prior to entering the Pacific Highway.

Traffic control will be required to manage the exit from the site and the service station intersection to ensure no significant obstruction of northbound or southbound traffic. The peak bump-out period will be managed by physically separating the traffic from the south and north carparks at the service station

intersection with water-filled barriers located in the middle of the road. This will allow traffic exiting the site to the north and south without any conflict. Traffic control will manage the conflict with traffic coming from the Tyagarah overbridge to enter the site precinct and traffic exiting the north carpark.

#### **4.0 ON SITE TRAFFIC CONTROL**

##### **4.1 Main purpose**

Traffic control outside the event site can only operate effectively for incoming traffic, if the internal traffic and parking is managed properly. Any congestion on-site in the parking area or internal road network may result in queuing on Tanner Lane and Yarun Road and then onto the Pacific Highway.

The traffic control plans therefore require RMS certified traffic controllers at various key locations on site.

##### **4.2 Car parks**

The traffic controllers depicted on the TCPs at the entries and internal roads are there to assist festival guests. Internal/ Entry signage and VMS boards are also used to provide direction.

It is essential that the traffic controller does not engage in a discussion with the driver of the vehicle but gets the driver off the road, after which the driver is dealt with by festival parking staff. Any congestion at this point would quickly result in queuing onto the public road system, which is not acceptable.

##### **4.3 North-South Internal Road**

There are traffic controllers on this road, to provide the opportunity for a relief route, if issues arise at other locations.

Potentially, and based on previous festivals at this site, this road service to relieve the overflow of traffic, if one car park becomes full.

It is likely that south bound campers will be required to use this road along with bus and taxi, to get to the existing bus and taxi bays. Also for campers to get to the camp check out area. This will be required if no northern facilities for campers check in or bus and taxi set down and pick up are provided.

This traffic control of the north-south road does also affect the back-of-house operation and has to be managed well to keep the function of the festival and ensure that these traffic conflicts are managed such that no queuing appears onto the public road network.

##### **4.4 Bus and taxi ranks**

Traffic controllers at the bus and taxi ranks are not required other than to get buses and taxi in and out of the traffic line to ensure that these ranks are operated safely and congestion is prevented both in the ranks as well as on the internal road system.

##### **4.5 Role of On-site Supervising Traffic Engineer**

The Supervising Traffic Engineer shall consult the traffic, parking and camping controllers, as required, to ensure an efficient entry and exit from the site. This role will also incorporate decisions with respect to the use of overflow parking areas.



## **5.0 MONITORING**

The Supervising Traffic Engineer will undertake site monitoring in consultation and co-ordination with traffic control resources during the event to:

- ensure traffic management arrangements are installed in accordance with the approved TCPs;
- ensure traffic control implementation and operation is in compliance with RMS TCAWS manual and AS1742.3;
- observe driver behaviour on the external road network and internal car park access to assess the suitability of the traffic management arrangements associated with the event and recommend changes as necessary; and
- monitor compliance with DA conditions including end of queue management and traffic flow rates on local roads .

Traffic control observers will be utilized at key locations to monitor queue lengths against known markers and undertake spot traffic counts to measure traffic flows during peak traffic flow periods.

An evaluation report will be prepared following the event to assess the traffic management performance against the relevant standards and guidelines and key performance indicators.

## **6.0 PAID PARKING**

Bluesfest is introducing paid parking for the Event to offset the significant annual investment into parking infrastructure capital & recurrent, mounting costs of Traffic Management, increased User Pays Police contingent for Counter Terrorism including Hostile Vehicle Mitigation Measures. Paid parking will also assist with reducing traffic impacts by increasing car pooling, bus usage and drop-off.

The Paid Parking will not affect the previous points 1.0 through 5.0 of this Traffic Management Plan. Patrons will pre-purchase their parking tickets online and a new team of staff will be employed to scan and check patrons parking tickets for the correct days. Their tickets will be scanned by hand held devices. The parking team will only approach cars for their pre-paid ticket once they have been directed to a parking bay.

For the small number of patrons that have not pre-purchased a ticket before they arrive they will have the chance to purchase one on the spot from one of our paid parking staff. The method of collection will be a Credit Card Tap Device that will be indicated to our Patrons before they arrive. We will have campaigns around this message. Extra signage at entrance points to the Festival Site will also reinforce what to expect on parking their vehicles.

Staff and contractors will be supplied with a sticker and or identification pass that will allow them to park straight away and not incur the paid parking fee.

We will have ample information campaigns commencing before we go on sale, whilst we are on sale and during the festival. We will notify patrons of this new initiative of the festival via our online EDM's, Facebook page, Instagram page, SMS campaigns and side of stage screens. We will provide them with detailed information on how to pre-purchase and what occurs if they do not pre-purchase.

The Payment collection team will be under the direction of our experienced North and South Car Park Supervisors who will be monitoring queue lines and flow rates of traffic within the car parks. Through our website and social media platforms we will be engaging our patrons to notify them of the payment structure and to be ready with payment on arrival.

At any point during a peak flow period if the Paid Parking initiative impacts on the traffic flow it will be suspended until it is deemed practical to continue.

The safety of our Staff, Patrons and Traffic Flow on the Pacific Hwy is of the highest importance and will be considered first at all times. By introducing paid parking not only do we get the opportunity to offset the significant annual investment into parking infrastructure capital & recurrent it also gives our staff a chance to engage vehicle occupants before they enter the Festival area to assess any suspicious behavior and alert Security & Police.

We believe this initiative is beneficial for the smoother running, financial bottom line and safety of our festival.

## **7.0 RECOMMENDATIONS FROM 2019 TRAFFIC EVALUATION REPORT**

The 2019 Bluesfest Traffic Evaluation Report recommended that paid parking be implemented at the 2020 Bluesfest event.

## **8.0 CONTACT DETAILS**

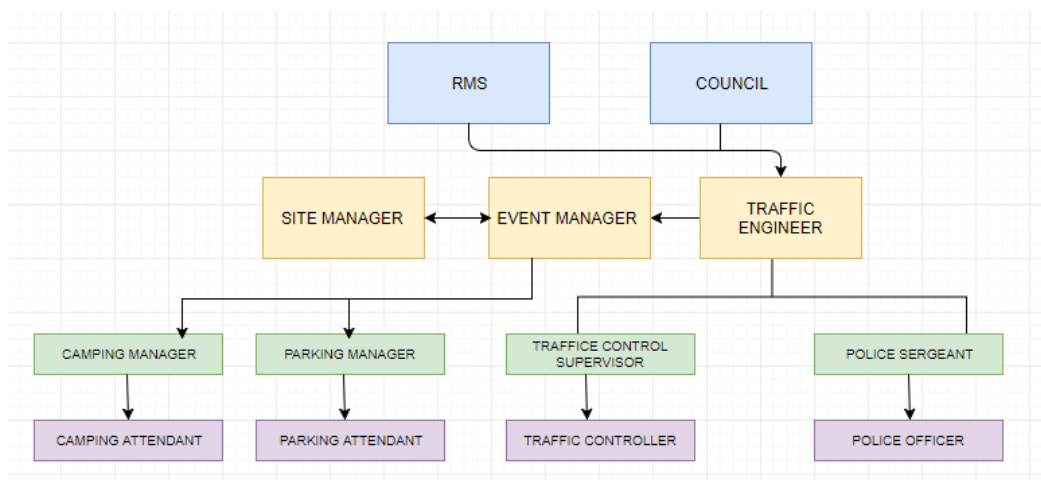
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Parking Control Supervisor:	Rex Butler
Mobile:	0412 814 823
Pick Up/Drop Off & Bus Stop Supervisor:	David Noferi (Bus)

Mobile: 0401 421 792

Dale La Boeuf (Pick Up)  
Mobile: 0403 524 657

Camping Control Supervisor: Andrew Sinclair  
Mobile: 0411 671 007

### 9.0 COMMAND STRUCTURE



### 10.0 2019 TRAFFIC ARRIVAL PROFILES

