Notice of Meeting

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	Thursday, 14 July 2022
Time	11.30am

Phillip Holloway Director Infrastructure Services

I2022/870 Distributed 07/07/22



BUSINESS OF MEETING

1. APOLOGIES

2. DECLARATIONS OF INTEREST - PECUNIARY AND NON-PECUNIARY

- 3. MATTERS ARISING
- 4. OUTSTANDING ISSUES/RESOLUTIONS

5. REGULATORY MATTERS

5.1	New Intersection on Bangalow Road	. 3
	Traffic Management Plan - Splendour in the Grass Campground at Bluesfest,	
	35 Yarun Road, Tyagarah	12

6. MATTERS FOR TRAFFIC ENGINEERING ADVICE

6.1 Tennyson Street - No Parking Area Extension	6.1	Tennyson Street - No	Parking Area Extension	5	55
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LOCAL TRAFFIC COMMITTEE MEETING

REGULATORY MATTERS

Report No. 5.1New Intersection on Bangalow Road

File No: 12022/840

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This matter was considered at the Local Traffic Committee (LTC) Meeting of 14 June 2022, where the committee recommended deferring a decision until further reporting has been submitted to a future LTC meeting.

The LTC comments were:

10 1. Return report to show correct signage ("no stopping" R5400);

2. Consider left turn only and stop sign from new road onto Bangalow Road; and

3. Advise on the purpose of the no stopping signage and the consultation that had occurred.

The purpose of this LTC report is to gain support for the proposed <u>regulatory signage and</u> line markings shown in attachment 1.

In response and explanation to the committees comments above.

- 1. No stopping signs R5400 have been revised and updated on the drawing shown in attachment 1.(E2022/63543)
- Intersection design and review was undertaken as part of the development application assessment with comment from TfNSW, and conditioned accordingly, refer below. Further review was carried out on the detailed design submitted with the S138 Road Act application in consultation with TfNSW and TfNSW concurrence was granted 6.7.22, refer Attachment 2 (E2022/62991).
- Consultation occurred as part of TfNSW concurrence in regard to on-street parking within the functional area of the intersection to be identified on detailed plans, as provided in attachment 1, no stopping signs have been provided to achieve safe site distances when cars are leaving the site.

From previous report:

Council has received a Roads Act application associated with a development approval for
 Multi Dwelling Housing comprising five dwellings with plunge pools. Bangalow Road is a
 regional road MR545. As part of the approved D.A (10.2019.20.1) consent condition 11
 imposed the following requirement:

11. Consent required for works within the road reserve

Consent from Council must be obtained for works within the road reserve pursuant to Section 138 of the Roads Act 1993. Three (3) copies of engineering construction plans must accompany the application for consent for works within the road reserve. Roads and

5 Maritime's concurrence is required prior to Council's approval of works on classified (Regional) roads

Such plans are to be in accordance with Council's current Design & Construction Manuals, Austroads Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings and Australian Standard 2890.1 – Off Street Car Parking. The following are to be provided

10 for the following works:

Full Width Road Construction - Stub upgrade	Full width road and drainage construction from Bangalow Road and up to the development lot. The following must be provided:
	 a) 6.0m wide carriageway; b) Kerb & gutter on both sides; c) Footpath on one side d) Electrical & telecommunication services; and e) Drainage.
New intersection connection to the main carriageway of the Bangalow Road (Regional Road)	 Detailed design shall include:- a) construction design; b) sight distances; c) swept paths; d) treatments for turning traffic; and e) consideration given to pedestrians and cyclists, and connection to public transport. Given the proximity of Paterson Street the concept design should include both intersections and demonstrate integration of the proposed treatment with the existing intersection.

Conclusion

The purpose of this LTC report is to gain Council support for the proposed regulatory signage and line markings only shown in attachment 1.

There are no conditions of consent limiting access to only a left in left out arrangement.

15 TfNSW have granted concurrence for the intersection design as proposed.

Recommendation:

That the Local Traffic Committee endorses the proposed intersection plans as nominated in Attachment 1.

Attachments:

- 5
- 1 51.2019.20.1 LTC Proposed Intersection Plans, E2022/63543 , page 6 🗓 🛣
- 2 51.2019.20.1- NTH19/00040/05 TfNSW S138 Concurrence, E2022/62991 , page 8 🖞 🖾









Blunden, Gray

From:	Development North <development.north@transport.nsw.gov.au></development.north@transport.nsw.gov.au>
Sent:	Wednesday, 6 July 2022 9:09 AM
То:	Blunden, Gray
Subject:	NTH19/00040/05 - S138 Concurrence - DA 51.2019.20.1 - Multi Dwelling Housing
	Lot 14 DP 792128 Bangalow Road Byron Bay

Hi Gray

Thank you for contacting Transport for NSW.

TfNSW has reviewed the Intersection Arrangement & Line Marking plans prepared by Ardill Payne & Partners, Drawing No 11126_C19_ISSG.

TfNSW understands matters identified in TfNSW letter of 25 March 2022 have been addressed to Council's satisfaction, as such TfNSW provides is concurrence in accordance with S.138 of the Roads Act 1993.

If you have any further enquiries regarding the above comments please do not hesitate to contact Leisa Sedger, Development Services Case Officer on 1300 207 783 or via email at: <u>development.north@transport.nsw.gov.au</u>.

Regards

Liz Smith

Manager Development Services North Community and Place | Region North Regional and Outer Metropolitan Transport for NSW

T 1300 207 783 E development.north@transport.nsw.gov.au

W_transport.nsw.gov.au

Grafton Regional Office, Region North Level 1, 76 Victoria Street, Grafton NSW 2460 PO Box 576, Grafton NSW 2460



Transport for NSW



I acknowledge the Aboriginal people of the country on which I work, their traditions, culture and a shared history and identity. I also pay my respects to Elders past and present and recognise the continued connection to country.

From: Blunden, Gray <gblunden@byron.nsw.gov.au>
Sent: Monday, 4 July 2022 12:03 PM
To: Development North <Development.North@transport.nsw.gov.au>
Cc: Leisa Sedger <Leisa.SEDGER@transport.nsw.gov.au>
Subject: RE: ATTENTION MATT ADAMS: Multi Dwelling Housing Lot 14 DP 792128 Bangalow Road Byron Bay

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Hi Leisa, please find the attached amended plans for TfNSW to issue a final concurrence letter. I have just finished the second report for the LTC meeting, coming up. All outstanding items as per TfNSW letter dated 25.3.22 have now been addressed. Thanks Gray

Gray Blunden | Development Engineer | BYRON SHIRE COUNCIL

P: +61 2 6626 7050 | E: <u>gblunden@byron.nsw.gov.au</u> Bundjalung Country, PO Box 219, Mullumbimby NSW 2482 | <u>www.byron.nsw.gov.au</u> Find us on Facebook <u>www.facebook.com/byronshire.council</u>

Byron Shire Council acknowledges the Traditional Owners of this land, the Arakwal people, the Minjungbal people and the Widjabul people of the Bundjalung Nation, and pays our respects to Elders past and present.

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From: Development North <<u>Development.North@transport.nsw.gov.au</u>>

Sent: Friday, 6 May 2022 10:56 AM

To: arthurh@ardillpayne.com.au

Cc: Blunden, Gray <gblunden@byron.nsw.gov.au>; mark@propelinvest.com.au; Leisa Sedger <Leisa.SEDGER@transport.nsw.gov.au>; Development North <<u>Development.North@transport.nsw.gov.au</u>>; Subject: RE: ATTENTION MATT ADAMS: Multi Dwelling Housing Lot 14 DP 792128 Bangalow Road Byron Bay

Hi Arthur

Thank you for contacting Transport for NSW.

Please note that TfNSW has contacted Byron Shire Council to confirm any concerns with TfNSW advice of 25 March 2022. Please note that Council has not raised concerns with TfNSW advice and is in fact supportive of further consideration being given to the matters identified in our response to Council. Council has advised that the Applicant should engage directly with Council to discuss and demonstrate an appropriate solution. Council will then determine if further comment or a meeting is required with TfNSW prior to concurrence and approval being issued.

Any request for a meeting, further comment or final concurrence should be directed to TfNSW by Council. TfNSW is willing to engage and provide further advice or assistance in this matter on Council's request.

Please let me know if you have any questions.

Best Regards

Matt Adams Team Leader, Development Services Community and Place | Region North

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Regional and Outer Metropolitan Transport for NSW

M 0400 474 068 T 1300 207 783 E <u>development.north@transport.nsw.gov.au</u>

W transport.nsw.gov.au

Grafton Regional Office, Region North Level 1, 76 Victoria Street, Grafton NSW 2460 PO Box 576, Grafton NSW 2460



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 From: Arthur Hyde <arthurh@ardillpayne.com.au>

 Sent: Thursday, 5 May 2022 11:19 AM

 To: Development Northern <<u>Development.Northern@transport.nsw.gov.au</u>>

 Cc: Blunden, Gray <<u>gblunden@byron.nsw.gov.au</u>>; Mark Howard <<u>mark@propelinvest.com.au</u>>

 Subject: ATTENTION MATT ADAMS: Multi Dwelling Housing Lot 14 DP 792128 Bangalow Road Byron Bay

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Hi Matt

Just a quick email regarding the TfNSW concurrence for the approved multi dwelling housing development at Lot 14 DP 792128 Bangalow Road, Byron Bay. I have had a chat with Byron Shire Council regarding the advice provided by TfNSW in the letter for concurrence (Flie No. NTH19/00040/03) and they inform me that they have some concerns as to its suitability for the proposed development and site. A brief description of the views are described below.

1. The Basic Right (BAR) treatment needs to enable through traffic to pass a vehicle waiting to turn right into the new road. Bangalow Road is a busy arterial road and turning vehicles will need to wait for a gap in oncoming traffic whilst exposed to following traffic. The detailed plans should be updated to identify the functional area required for through traffic to pass a turning vehicle. Council should be satisfied that the design can accommodate relevant design vehicles travelling through the intersection and turning in all directions. Council may wish to obtain swept path drawings to inform this decision.

The intersection arrangement outlined in the plan '11126 SK01 version C' (attached) is capable of suitably conveying the design traffic without installation of a BAR or BAL. Further, Installation of a BAR / BAL would be impracticably above the existing intersection standard on Bangalow Road (Constellation Close, Wollumbin Street, Keats Street, Mott Street, Cumbebin Park, Oakland Court, Scott Street, Mackay Street, etc.) given it is only intended to

provide access to a total of 6 dwellings. This would create added complexity to the roadway including for the cycle path on the northern side of the road, which is not warrented given the scale of the proposed development.

2. The new road connection is located less than Safe Stopping Distance (SSD) and within the functional area of the Peterson Street and Cooper Street intersections on Bangalow Road. The succession of overlapping intersections increases complexity for turning vehicles and through traffic, increasing the risk of conflict between vehicles, cyclists and pedestrians. The design should provide continuity through the series of intersections and may require adjustments to on-street parking and bicycle lanes. Council should request updated plans demonstrating the transition through the intersections in both directions. Where appropriate an independent Road Safety Audit may also be requested to identify non-conformance/s to be closed out by the proposed design. Any matters identified under such process can then be formally closed out by the Designer prior to Council approval.

The potential for coflict between the proposed and surounding intersections is considered minimal given the small volume traffic generated by the development and the lack of non-residential destinations within the development and on both Paterson and Coopers Street. While some adjustments to signage and line marking on the southern side of Bangalow Road as outlined on '11126 SK01 version C' are considered appropriate further amendments are not warranted.

3. Any regulatory signage required to manage on-street parking within the functional area of the intersection should also be identified in the detailed plans. Any regulatory signs will require the endorsement of the Local Traffic Committee prior to Council approval.

Agreed.

Is TfNSW able to provide APP and Byron Shire Council with advice as to how the above concerns can be addressed given the advice from TfNSW.

Feel free to contact me with any questions. I will send a second email to set up a meeting between APP, Byron Shire Council, and TfNSW to discuss the above.

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Report No. 5.2 Traffic Management Plan – Splendour in the Grass Campground at Bluesfest, 35 Yarun Road, Tyagarah

File No:

12022/858

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Due to wet weather and floods at North Byron Parklands, part of the site is unsuitable for camping purposes associated with this year's Splendour in the Grass Festival. (SITG) As such camping is now proposed for up to 6000 patrons at the Bluesfest Site, 35 Yarun Road, Tyagarah. The Bluesfest site has approval for large events for up to 10 days with a maximum of 30,000 patrons, medium sized events for a further 10 days with a maximum

10 maximum of 30,000 patrons, medium sized events for a further 10 days with a maximum of 15000 patrons and 100 days of small events with a maximum of 2000 patrons per year under development consent DA10.2017.754.6.

A S4.55 modification application has been lodged to amend the Bluesfest Consent (DA10.2014.753.7) to enable this camping arrangement to occur this year. The applicants also belatedly amended the proposed modification on the 8 July 2022 to facilitate park and ride for day patrons totalling around 2750 people plus 1050 volunteers.

The applicants TIA suggests day patron traffic to and from the site will generate some 4,400 vehicle trips per day.

- Based on a total of 9800 people to be shuttled to SITG each day this equates to a
 minimum of 140 bus movements each way (assuming the buses are full 55 seated and 15 standing). The TIA indicates that the buses are unlikely to be full all the time so the maximum number is difficult to predict but could be up to 200 movements. Similarly, as the event comes to a close each evening an equivalent number of bus movements each way would be expected back to the Bluesfest site.
- 25 At the time of writing this report (8/7/22) the S4.55 assessment is yet to be completed, however due to time constraints and noting general sentiment from the elected Council to assist such development (See Res 22 228 point 3 dated 23/6/22), the TMP is put forward for LTC consideration accordingly. Further Resolution 22-325 Resolved at the same meeting the following specifically:

30 22-325 Resolved

That Council:

1. Upon receipt of a Traffic Control Plan/Traffic Management Plan from the applicant convenes an extraordinary Local Traffic Committee meeting to consider it as part of the supporting documents for DA10.2014.753.7 - 2 Tanner Lane Tyagarah 2481 - S4.55 to Modify Condition 13 to allow the Camping ground to be operated in support

of the Splendour in the Grass 2022 event and operate two days either side.

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LOCAL TRAFFIC COMMITTEE MEETING

- 2. Delegates to the General Manager pursuant to the Local Government Act 1993, the authority: a) to approve any Minutes issued following the extraordinary Local Traffic Committee referred to in 1. b) to determine DA10.2014.753.7 2 Tanner Lane Tyagarah 2481 S4.55 to Modify Condition 13 to allow the Camping ground to be operated in support of the Splendour in the Grass 2022 event and operate two days either side.
- 3. Communicates its desire for the most environmentally sensitive areas of the Bluesfest campgrounds not be used as part of this approval and that buses be used as part of the traffic management plan for the transport of patrons between the two sites. (Lyon)

As discussed, the S4.55 Assessment is yet to be completed, but it is likely conditions 13 and 61 are to be amended in the following manner with an additional condition 13A inserted into the consent (see yellow highlight) as per below. Should these conditions be updated and amended further prior to the LTC, an update will be provided prior to the meeting.

Proposed Amended Conditions of Consent

13. Camping ground

The camping ground to be operated in accordance with provisions of the Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2005. Section 68 Approval to be obtained under the Local Government Act 1993 from Council.

The camping ground for patrons is not to be opened for more than 5 days either side of large and medium sized events, and two days either side of smaller events. The camping ground and its operation to comply with the requirements of the Rural Fire Service and as conditioned under the Bushfire Safety Authority issued under Section 100B of the Rural Fires Act 1997.

Temporary Use of Camping Ground by the Splendour in the Grass Festival 2022

The camping ground can be utilised by the Splendour in the Grass Festival 2022 to accommodate a maximum of 6000 campers from the 20th July 2022 to 26th July 2022 all inclusive.

The camp ground is approved with up to twelve mobile food and beverage providers/ venders. Alcohol sales prohibited on site.

13AUse of Bluesfest Site for Park and Ride Parking by the Splendour in the Grass35Festival 2022

The Bluesfest Site can be used for park and ride by up to 2750 festival patrons and 1050 volunteers in addition to camping for 6000 patrons. Free shuttle buses to be provided in sufficient number and regularity to and from the Splendour in the Grass Festival site to ferry patrons and volunteers with delays of no more than 30 minutes.

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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

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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.
 - i. 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.
 - 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.
 - iv Reduced speed zones must be approved by the Roads and Maritime Services.
 - v There is to be no impact on through travel times on the pacific Highway
- 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 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.
 - vii The TCP must provide for all relevant conditions of the Roads and Maritime Services.
 - 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.
 - ix The TCP must satisfactorily address any concerns or issues raised by the Council, Police and/or Roads and Maritime Services from previous events.
 - x The TCP must ensure access to surrounding and neighbouring properties at all times including the wrecker and service station.
- 45 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

5		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.
		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.
10		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)
15		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)
20	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 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.
25	d)	The Transport Management Plan and Traffic Guidance Scheme for the temporary use of the camping ground in conjunction with the Splendour in the Grass Festival is to be reviewed at the end of the event and a report prepared by a suitably qualified traffic engineer to identify the effectivity and performance of the Traffic Management Plan including measures to improve the safety and efficiency of the surrounding road network. The report shall be submitted to Council and reviewed by the Splendour in the Grass/ North Byron Parklands Regulatory Working Group
30	Note):
	fu	ccess/ Egress from, and to, the Pacific Highway to Grays Lane to be closed in the iture by the RMS, and opened only to limited event traffic should approval be given. The ransport Management Plan and Traffic Control Plan to reflect proposed changes to this

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- Traffic management documents to be in accordance with current standards and terminology as stipulated by TfNSW.

2022 Traffic Management Plan Summary

intersection.

A S138 application has been submitted with a Traffic Management Plan for the campgrounds operation. A copy of the documentation can be found in Attachment 1. It is noted traffic from campers once they have arrived will predominantly be between the Bluesfest Camp Ground at Tyagarah and the SITG Festival Site at Yelgun to the north. Initial arrivals and departures of campers at the start and finish is assumed to be evenly split to the north and south of the camp ground.

45 Considering the site accommodates Bluesfest with more than 20,000 patrons with a similar number of campers as proposed, it is considered that traffic can be adequately managed

for only 6000 people plus the volunteers and day patrons. It is anticipated the bulk of these will move between the camp ground and the event site by shuttle bus operated by SITG.

It is assumed the operators of SITG have access to a suitable number of buses to move patrons between the two sites, as there is a risk that patrons if delayed in getting onto a bus will attempt to drive, walk or hitchhike to the festival site and or return by a similar

5 bus will attempt to drive, walk or hitchhike to the festival site and or return by a similar fashion as the event comes to a close each night back to the camp ground. Walking and hitchhiking on the highway at any time would not be encouraged or permitted. Proposed Condition 13 is aimed at addressing this issue.

The TMP and TGS is recommended for endorsement below. It is noted Council's role in
 this approval relates specifically to roads under its control. Separate approval will need to
 be obtained from NSW Police and TfNSW for signage on the state road network as per
 recommendation 1(a) below.

RECOMMENDATION:

- That Council endorses 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 (E2022/62160), for the use of the Bluesfest site as a Camp Ground and for park and ride in association with the Splendour in the Grass 2022 event from Wednesday 20 July 2022 to Tuesday 26 July 20 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 (E2022/62160);
 - c) The Traffic Management Plan and the Traffic Control Plan(s) to be implemented by those with relevant and current TfNSW accreditation;
- 30 d) Traffic camera data recorders or similar be used to obtain an accurate record of traffic impacts at KPI queue locations;
 - 2. That the event organiser:
- 35 i) inform community and businesses that are directly impacted (e.g. adjacent to the Bluesfest Site) via written information which is delivered to the property in a timely manner so as to document, consider and respond to any concerns raised;
 - ii) arrange for private property access and egress affected by the use of the proposed Bluesfest site from camping and Park and Ride;
 - iii) liaise with bus and taxi operators and ensuring arrangements are made for provision of services during conduct of the event;
- 45 iv) consult with emergency services and any identified issues be addressed;

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v) holding \$20m public liability insurance cover which is valid for the period of Camping and Park and Ride from the Bluesfest Site.

Attachments:

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- 1 Road Act 51.2014.753.1 J1176 TMP with TGS for use of Bluesfest Site for camping and park and ride for the SITG 2022 event, E2022/62160, page 18 🗓 🖫

REGULATORY MATTERS

BYRON SHIRE COUNCIL

5.2 - ATTACHMENT 1

SPLENDOUR IN THE GRASS 2022, BEF CAMPING AND SHUTTLE

1ST JULY 2022

TRAFFIC MANAGEMENT PLAN

INGEN CONSULTING ENGINEERED WITH PURPOSE

14 July 2022

REGULATORY MATTERS

BYRON SHIRE COUNCIL

5.2 - ATTACHMENT 1

SITG 2022 – BEF camping and shuttle Traffic Management Plan



DOCUMENT CONTROL

Revision number	Description	Prepared	Reviewed	Issued	Issue date
А	Draft for review	JN	MK	MK	28/06/22
В	Final for-construction	JN	MK	MK	01/07/22

Document title:	Traffic Management Plan
Document number:	J1176_TMP_BEF
Author:	Jordy Nasario da Silva, BEng, GradlEAust, Dip. Proj. Mng.,
	TCT1021878.
Client name:	Splendour in the Grass P/L
Client's representative:	David Mullen

Approved for use by:

Name: Michiel Kamphorst

Signature: M

Date: 1st July 2022

MSc, BSc, RPEng, RPEQ, NER, PWZTMP 0052298287

Ingen Consulting information

Ingen Consulting Pty Ltd, ABN 18 623 948 112

Alstonville NSW 2477

+61 4 1726 4987

michiel@ingenconsulting.com.au

www.ingenconsulting.com.au

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SITG 2022 – BEF camping and shuttle Traffic Management Plan



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1. INTRODUCTION

Ingen Consulting P/L has been engaged by Splendour in the Grass P/L to prepare a Traffic Management Plan (TMP) for the use of the Byron Events Farm at Tyagarah for overflow camping and a shuttle bus service for the Splendour in the Grass Festival, which is held at North Byron Parklands in Yelgun from the 22nd to the 24th of July 2022.

1.1. Scope

This TMP is prepared for the use of the Byron Events Farm (BEF) at Tyagarah for overflow camping and a shuttle bus service for the Splendour in the Grass Festival, which is held at North Byron Parklands in Yelgun from the 22nd to the 24th of July 2022. This TMP with associated TGS's will provide the optimum solution for traffic management associated with these activities. It should be noted that the Traffic Management Plan for the festival itself at North Byron Parklands (NBP) in Yelgun has been approved under a separate approval and is tied to NBP – thus the need for a separate TMP for the activities at BEF.

This TMP and associated TGS's have been prepared in accordance with the following standards, guidelines and policies:

- Traffic control at worksites version 6
- Contractor Brief requirements
- Austroads Guide to Traffic Management
- Guide to Traffic and Transport Management for Special Events (RMS)
- Australian Standard 1742 Manual of Uniform Traffic Control Devices

The TMP will address traffic management matters only. Traffic flow predictions and intersection analysis are assessed in the Traffic Impact Study that is prepared separately and submitted with the Development Application for this proposal

1.2. Site description

BEF is located adjacent Yarun Road, at Tyagarah, NSW. The project location is shown in Figure 1.

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Figure 1 | Site location, Source of the map: Byron Shire Council Online Maps 2022

1.3. Proposed works

This year Splendour in The Grass Festival will use the Byron Event Farm (BEF) (Figure 1) for the following activities:

- Camping of 6,000 patrons. These will arrive on Thursday and Friday and depart on Monday
- Shuttling of campers to and from North Byron Parklands from the bus area within the BEF site. This occurs on Thursday, Friday, Saturday and Sunday. This is a free shuttle service for the campers only and geographically separate from the day patron shuttle services

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- Staff and volunteer parking. Most staff and volunteers will leave their cars parked for the entirety
 of the festival and have accommodation at North Byron Parklands.
- Staff shuttle service from the hardstand area adjacent Yarun Road but within the subject site. This will commence on Wednesday
- Day patron parking on Friday, Saturday and Sunday
- Day patron shuttle service from the hardstand area adjacent Yarun Road but within the subject site. This will operate on Friday, Saturday and Sunday.

The proposed vehicle movement diagram is shown in Figure 2. The operating schedule for the BEF site is shown in Figure 3



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Figure 2 | Movement Vehicle Diagram, Source: RapidPlan software

Figure 3 | BEF schedule

1.4. Abbreviations and definitions

Short-term work – work requiring traffic control during work taking less than or equal to one work shift and where traffic control is not required when the work is complete and where road conditions are returned to normal when the shift ends.

Long-term work – work requiring traffic control taking longer than one work shift and where some form of traffic control must remain when the site is left unattended and may need to operate both day and night.

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2. KEY CONTACTS

Key persons for this project are as follows.

Traffic Control Contractor

Altus Traffic Matt Adams 0408 315 865 Matt.adams@altustraffic.com.au

Festival Promotor

Splendour in the Grass P/L David Mullen (Construction & External Event Manager) 0417 454 930 david@splendourintehgrass.com.au

Traffic Engineer

Ingen Consulting P/L Michiel Kamphorst 0417 264 987 michiel@ingenconsulting.com.au

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3. CONTRACTORS BRIEF

The Splendour in The Grass Festival will take place from the 22th of July to the 24th of July 2022 at North Byron Parklands at Yelgun. North Byron Parklands camper bump in commences on Wednesday the 20th, but BEF bump in commences on Thursday the 21st.

It is expected that 80% of BEF campers will arrive on Thursday with the remainder on Friday. Some campers may still arrive on the weekend, but that volume has traditionally be negligible when compared to other festival traffic flow.

Camper bump out will commence Monday morning 6am and will be completed before 2pm that afternoon.

Below is a description of key road network elements relevant to this proposal.

- M1 motorway: most of the patrons will come from north and south of the highway, and 6 (three from each direction) VMS boards will be used to direct the traffic to the BEF site. Messaging on these VMS boards will be key and needs to be aligned with messaging for campers directed to North Byron Parklands from the motorway at Brunswick Heads, Yelgun and Pottsville. Camping patrons for BEF will have BEF-specific tickets, which will be reflected in the VMS messaging.
- Gulgan Road roundabout: traffic coming to the festival from the south, are expected to use this
 roundabout. Direction signs and a spotter are required in this location to assist iway finding and
 to monitor traffic flow.
- The existing southbound off rmap will be closed during the Thursday and Friday off the event, the Bluesfest off ramp will be opened, and all traffic directed via Tanner Lane.
- Yagun Road intersection (service station): This crucial intersection will be used for all festival traffic. This area will have direction signs, speed signs, VMS, Spotters, and Traffic Controllers.
- Site access and exit: The site access and exit are in different locations. Signs, Traffic Controllers, and Spotters will be used to maintain the traffic flow in the right direction.

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4. DETAILED DESCRIPTION OF SITE

Important features of public road approaches to the worksites are listed below.

Northbound Pacific Highway Offramp

- Traffic volume: N/A
- The posted speed limit: Decelerating from 110 km/h to 60 km/h.
- There are no pedestrian movements.

Northbound Pacific Highway Onramp

- Traffic volume: N/A
- The posted speed: accelerating from 60 km/h to 110 km/h
- There are no pedestrian movements.

Southbound Pacific Highway Onramp

- Traffic volume: N/A
- The posted speed: accelerating from 60 km/h to 110 km/h
- There are no pedestrian movements.

Southbound Pacific Highway Offramp

- Traffic volume: N/A
- The posted speed limit: Decelerating from 110 km/h to 60 km/h.
- There are no pedestrian movements.

Gulgan Road Roundabout

- Traffic volume: N/A
- The posted speed limit varies between 60 km/hr and 80 km/h.
- There are no pedestrian movements.

Yagun Road

- Traffic volume: N/A
- The posted speed limit near the site entrance is 100 km/h.
- 8 meters sealed road.
- It is not expected to have pedestrian movements surroundings the area.

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5. TGS DESIGN CONSIDERATIONS

This chapter describes the concept design for the traffic guidance schemes. The key goals of traffic management in this area are:

- Adequate road safety
- Adequate level of service
- Wayfinding of patrons
- Minimal delays for local traffic

5.1. Traffic Guidance Scheme design principles

The TGS's have been designed using the requirements in Transport for NSW Traffic control at worksites version 6 Technical Manual, Guide to Traffic and Transport Management for Special Events (RMS), and Australian Standard 1742.

Portable Variable Message Sign (VMS)

VMS is required to direct and give advanced warnings to the traffic off the highway to the site area. Three VMS's will be placed for the northbound and southbound traffic. The VMSs location will start 4km away from the motorway offramp and they will be placed 2km spaced. VMSs will have two screens with 4 words maximum per screen.

The location of the displayed VMS boards can be found in the attached TGSs

Roadworks speed limits

For safety reasons, the speed will be reduced to 40km/h in the following areas:

- Gulgan Road overpass.
- Bluesfest southbound off-ramp.
- Yarun Road (near the exit gate).

Traffic Controller

TCs will be placed at the Yarun Road intersection with Gulgan Road, one each approach, to monitor and direct the traffic flow in this critical intersection. Also, one TC will stay at the BEF exit gate to stop festival traffic to let Yarun Road traffic through, and another will be needed in Yarun Road north intersection lane to ensure that access from there will be restricted to residents only.

The location of the TCs can be found in the attached TGSs\
Spotters

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Spotters are necessary for this festival to monitor the traffic flow and give advance warning to traffic controllers if there is an issue. There will be placed in the following locations:

- One spotter at the entry gate to monitor and direct the traffic flow.
- One spotter on the overpass.
- One spotter in Yarun Road, close to the exit gate, to inform the TC when to stop BEF traffic to let Yarun Road traffic through.

The location of the Spotter above can also be found in the attached TGSs

Signs

Signs will be used to inform the festival traffic and all road users of the presence of a traffic controller, to direct the traffic festival, and to warn of any change of conditions. The following temporary signs will be in place during the event:

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Sign Schedule					
29 x	Cone				
11 x	R5-400 NO STOPPING NSW				
7 x	VMS Board				
5 x	R4-212 (40) SPEED LIMIT 40 ROAD WORK				
5 x	R5-400 (R) NO STOPPING RIGHT NSW				
4 x	Festival traffic straight arrow				
4 x	R5-400 (L) NO STOPPING LEFT NSW				
4 x	T1-18 PREPARE TO STOP				
4 x	Traffic Controller				
3 x	Barrier				
3 x	Festival traffic rigth arrow				
3 x	Spotter				
3 x	T1-31 ROAD WORK AHEAD				
3 x	T1-34 TRAFFIC CONTROLLER AHEAD				
2 x	R2-14 (R) ALL TRAFFIC RIGHT ONLY				
2 x	R4-12 (40) END SPEED LIMIT 40				
2 x	T2-17 END ROAD WORK				
2 x	T5-5 (L) HAZARD WARNING MARKER LEFT				
2 x	T5-5 (R) HAZARD WARNING MARKER RIGHT				
1 x	Exit to highway north right arrow				
1 x	Exit to highway south left arrow				
1 x	Festival traffic left arrow				
1 x	G9-40-1 LOCAL TRAFFIC ONLY				
1 x	G9-79 (40) SPEED LIMIT 40 AHEAD				
1 x	No camping and no park				
1 x	R4-212 (60) SPEED LIMIT 60 ROAD WORK				
1 x	Splendour shuttle drop off and satellite camping only left arrow				
1 x	Splendour shuttle drop off and satellite parking straight arrow				

Figure 4 | Sign schedule

The location of the displayed signs above can be found in the attached TGSs.

Night conditions

The following shall be adhered to for traffic management infrastructure implemented at night:

- Flashing lamps to be used on advance signs
- Any temporary hazards shall be illuminated
- 5.2. Bus routes

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The work zone will affect the existing bus services see Figure 5. However, the proposed traffic control plan will monitor and ensure the flow of the traffic, so we don't expect any delays to the existing bus service.



Figure 5 | Mullumbimby to Ballina bus route 640, Source of image: TfNSW website June 2022

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6. GUIDE TO THE TRAFFIC AND TRANSPORT MANAGEMENT FOR

SPECIAL EVENTS

This chapter details the information required as stipulated in the 2018 RMs Guide to Traffic and Transport Management for Special Events (TTMSE).

6.1. Special event classification

The proposed use of the BEF site for SITG 2022 is classified as a Class 3 Special Event, as defined in clause 3.4 of the TTMSE.

6.2. Event details

The event details are listed below:

- Patron numbers: 6,000 campers, 2,750 day patrons
- Event name: Splendour in the Grass 2022 campers and shuttle buses at Byron Events Farm
- Event description: Splendour in the Grass is an annual music festival held at North Byron Parklands in Yelgun, NSW. It is proposed that additional camping for this event is achieved at the Tyagarah-based Byron Events Farm, together with a campers shuttle and day-patron parking and shuttle service to North Byron Parklands
- Event location: Byron Events Farm
- BEFt dates: Wednesday 19 July Monday 25 July)
- Road network impacted: Yarun Lane
- Event organiser: Splendour in the Grass
- Venue manager: Bluesfest Pty Ltd
- Traffic Manager: Matt Gillespie
- Byron Shire Council contact: Chris Larkin

6.3. Risk management

A risk assessment for the traffic and transport component of this event is provided in the next chapter. The risk assessment is a guide, in the anticipation that individual parties (such as festival management, traffic controllers and emergency services) will establish ther own risk assessment and mitigation methodologies.

6.4. Contingencies and emergency evacuation

This TMP has been designed to ensure efficient operation during varying conditions and differing times of day. Contingencies should be in place to allow for the effects of adverse weather and altering traffic characteristics and suitable plans are to be in place for emergency evacuations. Existing emergency/incident response plans are in place for the subject site.

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Incidents that would potentially require emergency evacuations at this venue include bush fires and flooding. Emergency evaculation plans for such incidents are in place and held on record by the festival management. The NSW Police have the authority to take control of the site in case of an emergency.

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7. RISK ASSESSMENT

7.1. Definitions

The following definitions (as provided in section 2.10 of the Traffic Control at Worksites technical manual) apply to the risk assessment.

Table 1 | Risk matrix – Consequence descriptions

Rating	Description				
Insignificant	Illness, first aid, or injury not requiring medical treatment. No lost time.				
Minor	Minor injury or illness requiring medical treatment. No lost time post				
	medical treatment.				
Moderate	Minor injuries or illnesses resulting in lost time.				
Major	1 to 10 serious injuries or illnesses resulting in lost time or potential				
	permanent impairment.				
Severe	Single fatality or 11 to 20 serious injuries or illnesses resulting in lost				
	time or potential permanent impairment.				
Catastrophic	Multiple fatalities or more than 20 serious injuries or illnesses resulting				
	in lost time or potential permanent impairment.				

Table 2 | Risk matrix – Likelihood descriptions

Rating	Description
Almost certain	• Expected to occur multiple times (10 or more time) during any
	given year
	• Expected to occur at least 1 in every 4 times the event or action
	occurs ie more than 25% chance of occurrence.
	 The risk is known to occur frequently
Very likely	 Expected to occur occasionally ie 1 to 10 times during any given
	year
	• Expected to occur between 1 in 4 and 1 in 10 times the event
	or action occurs ie 10 to 25% chance of occurrence
	 The risk is known to occur often
Likely	 Expected to occur once during any given year
	• Expected to occur between 1 in 10 and 1 in 100 times the event
	or action occurs ie 1 to 10% chance of occurrence

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Unlikely	 Expected to occur once every 1 to 10 years
	• Expect to occur between 1 in 100 and 1 in 1000 times the event
	or action occurs ie a 0.1 to 1.0% chance of occurrence
	 The risk could occur but not often
Very unlikely	 Expected to occur every 10 to 100 years
	• Expected to occur between 1 in 1000 and 1 in 10,000 times the
	event or action occurs, ie 0.01 to 0.1% chance of occurrence
	 It is unusual that this risk occurs but it has happened
Almost unprecedented	• Not expected to occur in the next 100 years ie less than once
	every 100 years
	• Expected to occur less than1 in 10,000 times ie if ever the event
	or action occurs ie less than 0.01% chance of occurrence
	• Any risk can occur but it is very improbable that this risk will
	occur within a large number of events.

Table 3 | Risk evaluation matrix

			Consequence					
			Insignificant	Minor	Moderate	Major	Severe	Catastrophic
			C6	C5	C4	C3	C2	C1
	Almost certain	L1	М	н	н	VH	VH	VH
	Very likely	L2	М	М	н	н	VH	∨н
	Likely	L3	L	М	М	н	н	VH
	Unlikely	L4	L	L	М	М	н	н
-	Very unlikely	L5	L	L	L	М	М	н
Likelihood	Almost unprecedented	L6	L	L	L	L	М	М

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Table 4 | Risk matrix – Risk rating and required response or action

Risk rating	Definition	Response or action			
VH	Very high	Significant and urgent action is required to eliminate the safety ris			
		or reduce the consequence or likelihood of the risk and the overall			
		risk exposure.			
		Activities exposed to this level of safety risk cannot proceed without			
		the approval of the executive director.			
н	High	Immediate action is required and effort must be made to ensure that			
		the safety risk is eliminated so far as is reasonably practicable			
		(SFAIRP) or minimised SFAIRP if elimination is not reasonably			
		practicable.			
М	Medium	Action is required and effort must be made to ensure that the safety			
		risk is eliminated SFAIRP or minimised SFAIRP if elimination is not			
		reasonably practicable. Activities exposed to this level of safety risk			
		cannot proceed without the approval of the responsible line manager			
		or the change, project, or program manager.			
L	Low	A level of safety risk that requires monitoring and review to ensure			
		that the safety risk remains at this level.			

7.2. Crash history

TfNSW crashes data show 2 crashes in the arrival and departure paths, the classification is a serious injury and a moderate injury as shown in Figure 6 below.



Figure 6 | Crash history, Source: Transport for NSW, Centre for Road Safety website 2022

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7.3. Risk identification

Based on the crash data provided above and knowledge of the site and proposed works and traffic management measures, the following potential hazards can be identified for the purpose of the risk assessment.

- R1: Exposure and proximity of TCs and Spotters to live traffic.
 - O Rating without traffic control in place: Unlikely.
 - Mitigation: TCs and Spotters need to be well trained and briefed. Signs warning the presence of a Traffic Controller for the road users.
 - O Rating with traffic control in place: Almost unprecedented.
 - O Consequence: Major.
- R2: High volume traffic at Yarun Road intersection generating queued traffic.
 - O Rating without traffic control in place: Unlikely.
 - O Mitigation: TCs in each approach to monitor and direct the traffic flow.
 - O Rating with traffic control in place: Very unlikely.
 - O Consequence: Minor.
- **R3**: High volume traffic at exit gate generating queued traffic in Yarun Road and impacting the local road users.
 - O Rating without traffic control in place: Likely.
 - O Mitigation: TC will be located at the exit gate and a Spotter in Yarun Road, the instruction here is to stop the festival traffic and let Yarun Road traffic through.
 - Rating with traffic control in place: Very unlikely.
 - O Consequence: Minor.
- **R4**: Festival traffic parking along Yarun Road, it can generate a rear end collision and queued traffic.
 - Rating without traffic control in place: Unlikely.
 - Mitigation: No stop sign along the verge, direction signs to the festival traffic, and existing speed limit dropped to 40km/h.
 - O Rating with traffic control in place: Almost unprecedented.
 - O Consequence: Major.

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7.4. Risk assessment

The risk assessment is carried out in the table below. All residual risks are satisfactory.

	No mitigation			With mitigation as per TMP			
Risk ID	Likelihood	Consequence	Risk score	Likelihood	Consequence	Risk score	Satisfactory
R1	L4	C3	М	L6	C3	L	Yes
R2	L4	C5	L	L5	C2	L	Yes
R3	L3	C5	L	L5	C3	L	Yes
R4	L4	C3	М	L6	C3	L	Yes

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8. DRIVER CODE OF CONDUCT

All haulage truck drivers are to comply with the road rules when on the public road, and site rules when driving within private property.

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9. MONITORING PROGRAM

Traffic monitoring activities are:

- Pre-event audit of TGS installation
- Traffic engineers on site during peak times to monitor traffic and advise traffic control company on any changes required.
- Traffic surveys throughout to assist with future planning at the site



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REFERENCES

Australian Standard Manual of Uniform Traffic Control Devices Part 3: Traffic control for works on roads, Council of Standards Australia, Sydney, 11 December 2019

Traffic Control at Work Sites, Roads and Maritime Services, version 6.0, 14 September 2020

Guide to Traffic Management Part 10: Traffic Control and Communication Devices, Austroads, Sydney 2019

Guide to Traffic and Transport Management for Special Events, NSW Government, Version 3.5, July 1 2018.

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APPENDIX A – TRAFFIC GUIDANCE SCHEMES

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es	DRAWING TITLE: Traffic guidance schemes - Bluesfest site camping route - Sign schedule				
		ORIGINAL SIZE: A3			
	DRAWING NUMBER: J1176_BEF_TGS10	REVISION: 1			

PROJECT:

Traffic Guidance Schem

plendour in The Grass

LOCAL TRAFFIC COMMITTEE MEETING

MATTERS FOR TRAFFIC ENGINEERING ADVICE

Report No. 6.1 Tennyson Street - No Parking Area Extension

5 **File No:** I2022/721

As part of the Tennyson Street – Shared Path works in Byron Bay, several pedestrian crossings have been upgraded with addition of pedestrian refuges and new lines and signs.

10 Current No Parking areas on both sides of road at the crossing on Tennyson Street near Ruskin Lane, need to be extended to comply with AS1742 and the Technical direction TDT 2011/01a Pedestrian Refuges. The technical direction recommends at least 20 metres of no parking in both directions on both sides of the road.

Attachment 1 (E2022/55546) provides details of the proposed change for Local Traffic Committee review and support.

RECOMMENDATION:

That the Local Traffic Committee supports the No Parking areas proposed in Attachment 1 (E2022/55546) associated with the new pedestrian crossing on Tennyson Street adjacent to Ruskin Lane.

Attachments:

1 Tennyson St - Shared Path - Pedestrian Refuge (Ruskin Ln), E2022/55546, page 56 🗓 🛣

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