



# BLUESFEST 2020 TRAFFIC MANAGEMENT PLAN

For  
Bluesfest Services Pty Ltd



# Bluesfest 2020 Traffic Management Plan

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## DOCUMENT CONTROL SHEET

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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 2020 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 2020 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 Gulgan 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 Workforce 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 Licence 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 9 April 2020 to Monday 13 April 2020 The traffic management for the event including pre-event site establishment and site close down will be as follows:

- **WEDNESDAY 1<sup>ST</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 2<sup>ND</sup> to FRIDAY 3<sup>RD</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 6<sup>TH</sup> to TUESDAY 7<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 8<sup>TH</sup> APRIL**

- TC on site for the commencement of the campers arrivals at approximately 8am.

- **THURSDAY 9<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 – Matthew Adams (Workforce)
  - Traffic Control Night Shift Hours 1700 – 0130 or till last car has left the site.
  - Night Shift Supervisor – Matthew Adams (Workforce)
  - Traffic Control Supervisor (whole event) – Matthew Adams (Workforce)
  
- **TUESDAY 14<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.

### **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 2020 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 combination of a Credit Card Tap Device or a cash payment and that will be indicated to our Patrons before they arrive. Card will be encouraged, and 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.

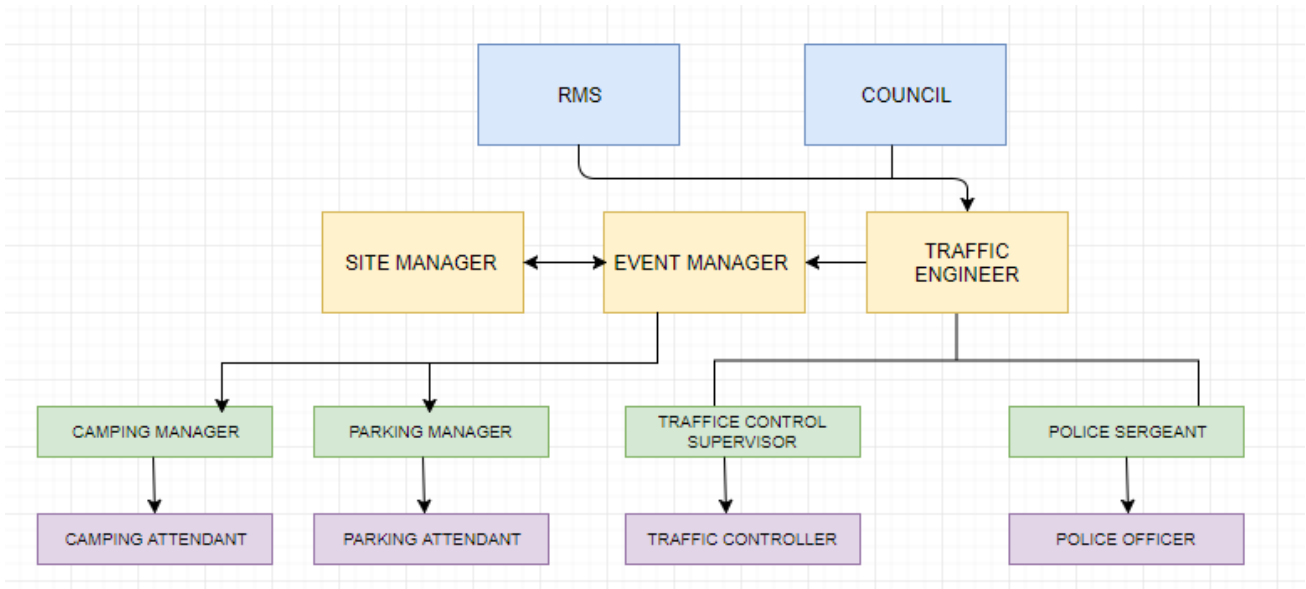
## 7.0 RECOMMENDATIONS FROM 2019 TRAFFIC EVALUATION REPORT

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

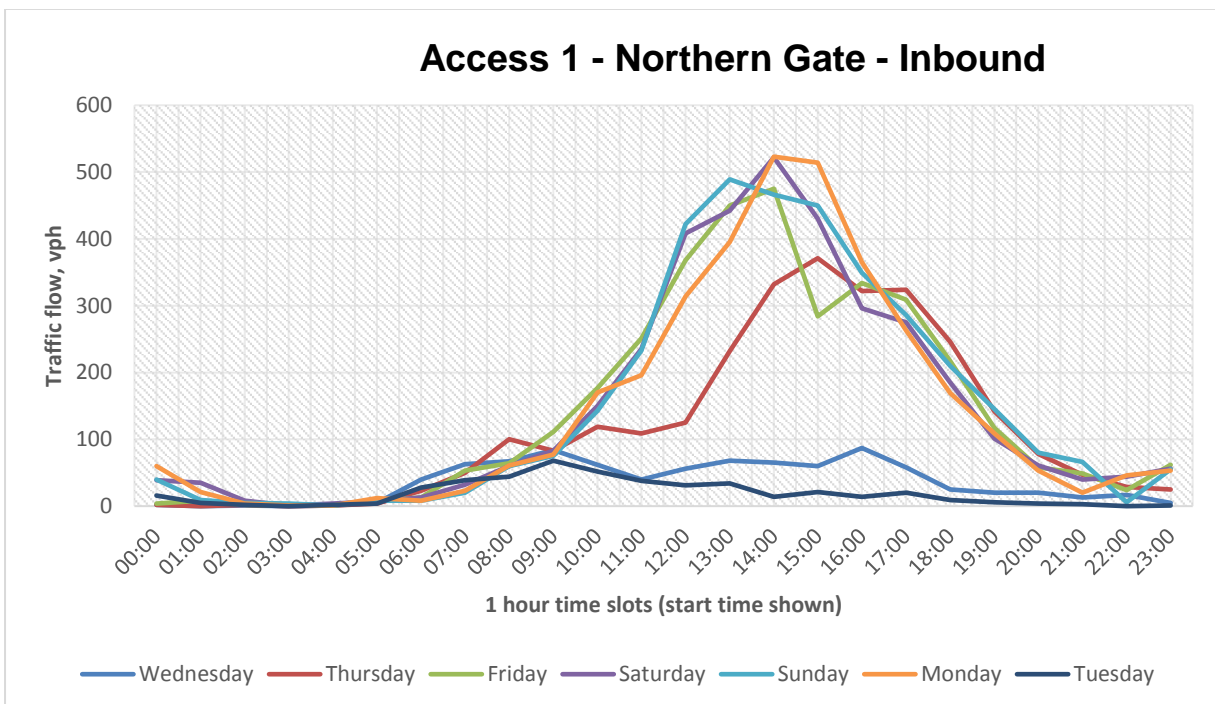
## 8.0 CONTACT DETAILS

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Mobile:	0459 912 959

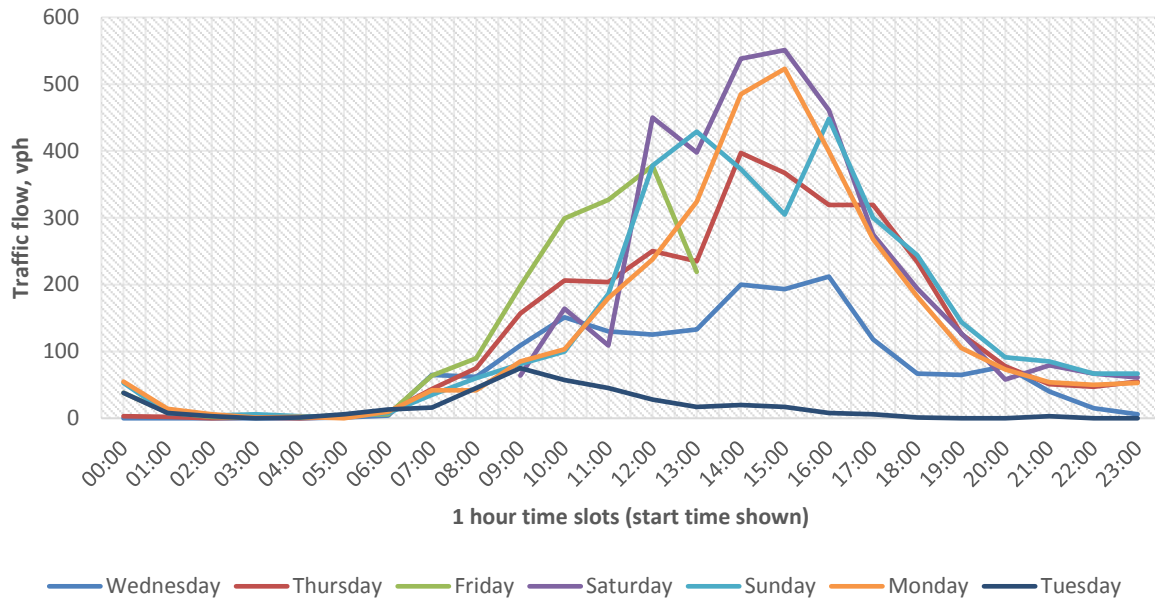
## 9.0 COMMAND STRUCTURE



## 10.0 2019 TRAFFIC ARRIVAL PROFILES



### Access 3 - Central Gate - Inbound



### Access 4 - Southern Gate- Inbound

