

Local Traffic Committee Meeting

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

Venue	Conference Room, Station Street, Mullumbimby
Date	Tuesday, 14 June 2022
Time	10.30am

Phillip Holloway
Director Infrastructure Services

I2022/664
Distributed 07/06/22

BYRON SHIRE COUNCIL
LOCAL TRAFFIC COMMITTEE MEETING

BUSINESS OF MEETING

1. APOLOGIES

2. DECLARATIONS OF INTEREST – PECUNIARY AND NON-PECUNIARY

3. ADOPTION OF MINUTES FROM PREVIOUS MEETINGS

3.1 Local Traffic Committee Meeting held on 10 May 2022

4. MATTERS ARISING

5. OUTSTANDING ISSUES/RESOLUTIONS

6. REGULATORY MATTERS

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REGULATORY MATTERS

Report No. 6.1 Deacon Street Sight Distance

File No: I2022/579

5

A customer request to investigate traffic safety concerns at the Bangalow Parklands access from Deacon Street has been received.

10 Drivers entering Deacon Street from Bangalow Parklands are having difficulty seeing eastbound traffic when vehicles are parked on the western corner of the access (refer to figure 2). This parking arrangement is formalised with 45-degree angle parking signage. The parking area is unsealed road shoulder with no marked bays (four spaces).

15 The sight constraints caused by these parked vehicles has been investigated for compliance with the Australian Standards. This investigation has revealed that the access (Bangalow Parklands) does not meet the current standard while vehicles are permitted to park on the western corner. It is also considered that if the parking spaces were not to be removed for compliance there is plenty of available kerbside, and off-street parking (Ashton Street carpark) to handle the current demand.

20 Therefore, staff propose to remove the existing 45-degree parking on the western corner of the access and mark yellow "No stopping line" -marking around both corners of the intersection and along Deacon Street (refer to figure 3).

Further "No Parking" signs will be a physical deterrent for non-compliant parking. The signs may also help with clarification for the no stopping area as the line-marking may get covered with mud when drivers leave the unsealed section of the carpark. (refer to figure 3).

25 Other Options Considered

- Do nothing (not recommended) – This option would present an ongoing risk to road users with non-compliant access sight distance (refer to figure 2), and poor surface quality of parking spaces (potential trip/slip hazard),

30 The limited sight distance increases the likelihood for fatal or serious injury crashes should a crash occur. The relationship between the angle of the impact, crash severity and speed are shown in figure 2.

- Retain a single 90 degree parking space (not recommended) – This option (refer to figure 4) would comply with the Minimum SSD of 45m as shown in figures 1 & 4.

The parking space pavement should be constructed and sealed. "No Stopping" signs to be installed to prevent parking near the driveway access.

This option would present ongoing maintenance issues caused by the large trees/tree roots where the area is to be sealed (pavement destruction) and may cause stress to the trees themselves (root damage and coverage).

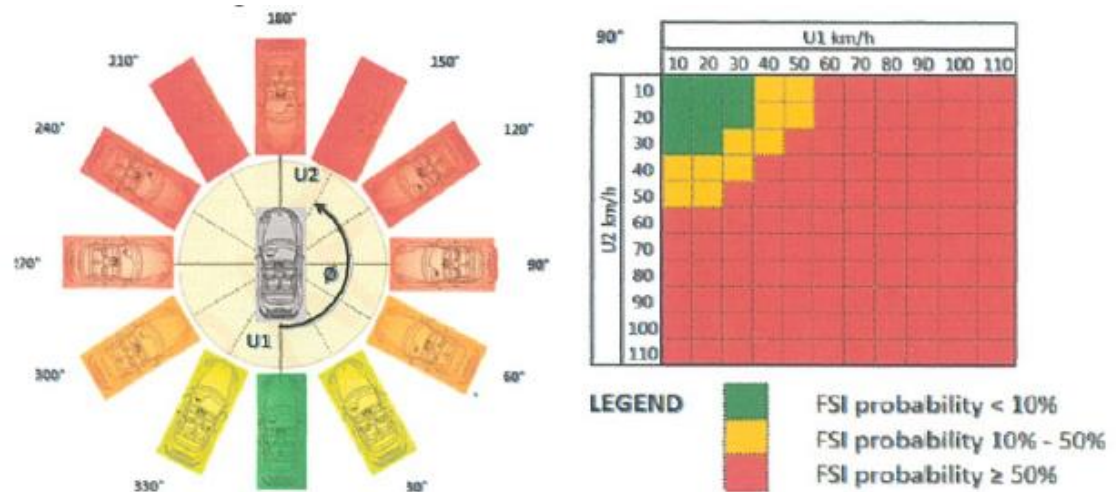


Figure 1: Crash angle, speed, and severity relationship

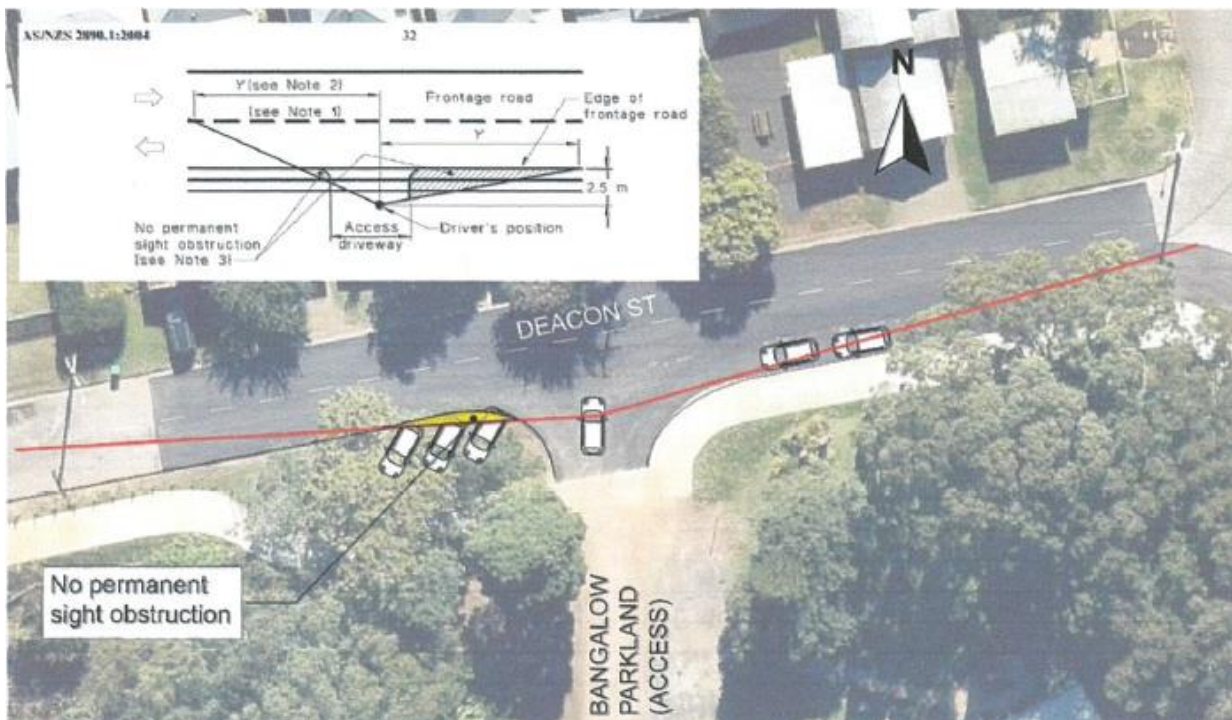


Figure 2: Deacon St, minimum sight distance



Figure 3: Option 3 Proposed option (signs and lines)



5 Figure 4: Sight distance Option 2

RECOMMENDATION:

That Council:-

- 5 1. Support “No stopping” treatments around the corners of the access into Bangalow Parklands from Deacon Street, Bangalow;
2. The proposed treatments include:-
 - 10 a. Line-marking (yellow), marked up to the existing footpath crossing the Bangalow Parklands access and will extend around the corners for approximately 24 metres on the eastern approach, and 12 metres on the western approach of Deacon Street (as per figure 2 in the LTC report); and
 - 15 b. “No stopping” signs installed on the western corner of the access as shown in figure 2 (as per figure 2 in the LTC report).

Report No. 6.2 Events - Bangalow Billycart Derby 18 September 2022

File No: I2022/580

5 Summery

The Bangalow Billycart Derby has previously been reported to the 15 February Local Traffic Committee (LTC) meeting, the LTC recommendations where then adopted at the 24 March 2022 Council Meeting (Res **22-086**).

The new proposed date is Sunday 18 September 2022.

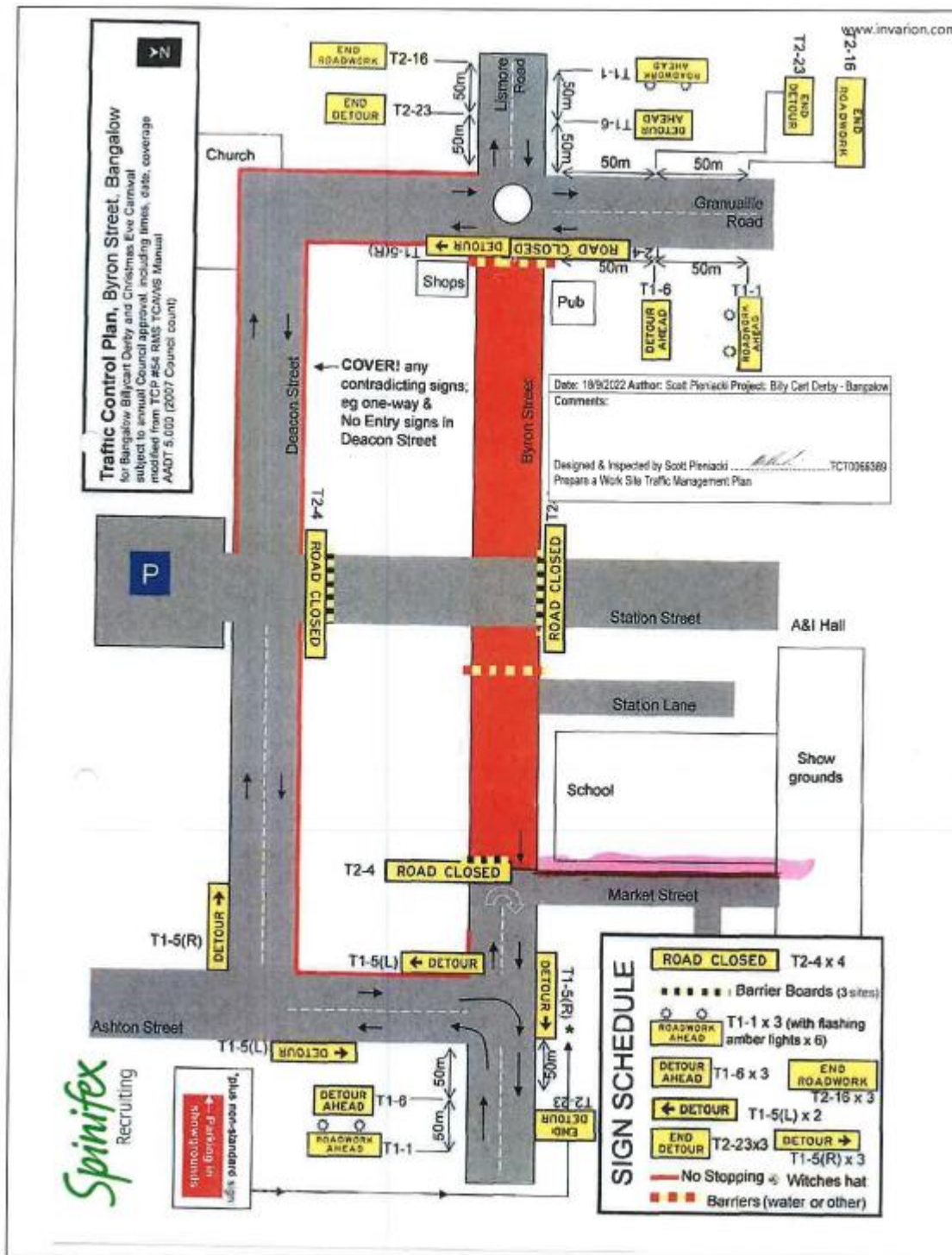
10 There have been no other changes to the road closures.

Copy of 15 February meeting report with amended dates, updated information, and Traffic Guidance Scheme

15 The format for the temporary road closure will be the same as in previous years, with traffic diverted via Decan Street. The figure below summarises the area of the of road closure and proposed detour.



Traffic Guidance Scheme



Key Issues

1. The proposed TGS places signage on Lismore to Bangalow Road (B62) and TfNSW controlled Granuaille Road.

5

2. The western end of Deacon Street is a laneway not suitable to Heavy Vehicles as a detour to the Pacific Highway. However, the volume of HV on Sunday's is very limited and not been a concern for previous years.

Council Implications

- **Budget/Financial**

The event organisers have been invoiced \$356.00 for the relevant Approval of Road Events pursuant to s144 of the Roads Act fee as per the Fees & Charges 2018/19.

- **Asset Management**

Not applicable.

- **Policy or Regulation**

All TGS's are to be developed and implement by people with the appropriate level and type of accreditation.

- **Consultation**

A condition of the endorsement of this event is that appropriate consultation is undertaken, including:

1. Advertising the impact of the event in the local newspaper and on the Council website.
2. Informing community and business that are directly impacted.
3. Liaising with bus and taxi operators.
4. Consulting with emergency services.

- **Legal and Risk Management**

This road closure directly affects TfNSW controlled asset – Lismore to Bangalow Road (B62) and TfNSW controlled Granuaille Road. TfNSW Traffic Engineering Department requires separate approval of the TMP and TGS.

RECOMMENDATION:

1. That Council endorse the change of date for the Bangalow Billy Cart Derby to be held on Sunday 18 September 2022 for the temporary road closure below:

- a. Byron Street, Bangalow between Ashton Street and Granuaille Road, between 6am and 5pm on the event day.

2. That the approval provided in Part 1 is 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. Traffic Guidance Scheme(s) to be developed by people with the appropriate TfNSW accreditation;
- c. Traffic Guidance Scheme(s) to be implemented by people with appropriate accreditation;

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- 5 d. 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; and
- e. The event notified on Council's webpage.
- 3. That the event organiser:-
- 10 a. Undertake consultation with community and affected businesses including adequate response/action to any raised concerns;
- b. Undertake consultation with emergency services and any identified issues addressed;
- c. Holding \$20m public liability insurance cover which is valid for the event; and
- 15 d. Pays Council's Road Event Application Fee prior to the event.

Report No. 6.3 Writers Festival 2022

File No: I2022/587

SUMMARY

5 A Traffic Management Plan (TMP) (Attachment 1) and associated Traffic Guidance Scheme (TGS) (Attachment 2) has been submitted to Council for the 2022 Byron Writers Festival to be held at North Byron Parklands Cultural Event Site in Yelgun.

10 The festival dates are 25 August 2022 (Secondary School Day/Special Event) and 26 – 28 August 2022 (Byron Writers Festival) with “Bump in” on 17 – 24 August 2022 and “Bump out” on 29 August – 2 September 2022. The maximum number of patrons is 2,500 per day and maximum staff, volunteers and contractors is 250 per day.

15 The North Byron Parklands was granted development consent (Application No. SSD 8169 - Council ref. 10.2017.756.1) by the Independent Planning Commission to carry out large, medium, small community and minor community events.

20 The 2022 Byron Writers Festival meets the development consent definition for a Small Community Event (i.e. outdoor event with a capacity of between 1,501 and 5,000 patrons per event day).

Speed limit reductions on Tweed Valley Way and Variable Message Signs (VMS) on the Pacific Motorway and Tweed Valley Way are proposed as identified on the TGS Drawings (Attachment 2) requiring consideration of the Local Traffic Committee and endorsement by Council.

RECOMMENDATION:

30 That Council endorse the Traffic Guidance Scheme Plans for Writers Festival to be held 26 to 28 August 2022, in accordance with the following Local Traffic Committee recommendations:-

1. That the endorsement provided is subject to:

a) The installation and enforcement of signage on:-

35 i) Tweed Valley Way reduced speed limits around Gate C;
ii) Tweed Valley Way, Brunswick Valley Way and Pacific Motorway VMS directional signage be installed

2. That the event organisers are to undertake the following:

40 a) Separate approvals from NSW Police and TfNSW being obtained, noting that the event is on a state road or may impact the state road network;

b) The Traffic Management Plan and Traffic Guidance Schemes be implemented by those with appropriate accreditation;

45 c) 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

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

- d) The event be notified on Council's webpage with event details supplied to Council by the event organiser.

5

3. That the event organisers:

- i) undertake consultation with community and affected businesses including adequate response/action to any raised concerns.
ii) undertake consultation with emergency services and address any identified issues/concerns.
iii) holds \$20m public liability insurance cover which is valid for the event.
iv) pay Council's Road Event Application Fee prior to the event.





10

4. Within 3 months after the 2022 Byron Writers Festival a report must be submitted to Council from the original TGS designer with comments of the effectiveness of the traffic control arrangements during the event and list recommendations if required for consideration by Council and other authorities for future events.

15

Attachments:

20

- 1 10.2017.756.1 writers festival TMP 2022, E2022/48735 , page 13  
2 10.2017.756.1 writer festival TGS 2022, E2022/48736 , page 37  

BYRON WRITERS FESTIVAL 2022

6TH MAY 2022

TRAFFIC
MANAGEMENT
PLAN

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DOCUMENT CONTROL

Revision number	Description	Prepared	Reviewed	Issued	Issue date
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Approved for use by:**Name:** Michiel Kamphorst**Signature:** **Date:** 6th May 2022*MSc, BSc, RPEng, RPEQ, NER, PWZTMP 0052298287***Ingen Consulting information**

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1. INTRODUCTION

Ingen Consulting P/L has been engaged by the Byron Writers Festival to prepare a Traffic Management Plan (TMP) with associated Traffic Guidance Schemes (TGS) for the 2022 festival at North Byron Parklands in Yelgun, NSW.

1.1. Scope

This TMP and associated TGS's are prepared for the 2022 Byron Writers Festival at North Byron Parklands in Yelgun, NSW. This TMP with associated TGS's will provide the optimum solution for traffic management throughout this project.

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

- Manual Of Uniform Traffic Control Devices (MUTCD) Part 3 – Works on Roads (AS1742.3-2019)
- Traffic control at worksites version 6
- Contractor Brief requirements

The TMP will address traffic management matters only. For all other, refer to the Construction Environmental Management Plan relevant to this project, if any.

1.2. Site description

The festival is held at North Byron Parklands (Figure 1) with traffic management including the Yelgun Interchange. Shuttle bus stops at the North Byron Hotel and the Byron Bus Interchange will be at existing bus stops and therefore do not require any traffic management. The shuttle bus bay at the North Byron Hotel will primarily be used for festival patrons requiring transfers from accommodation at Elements and surrounds to and from the festival site.

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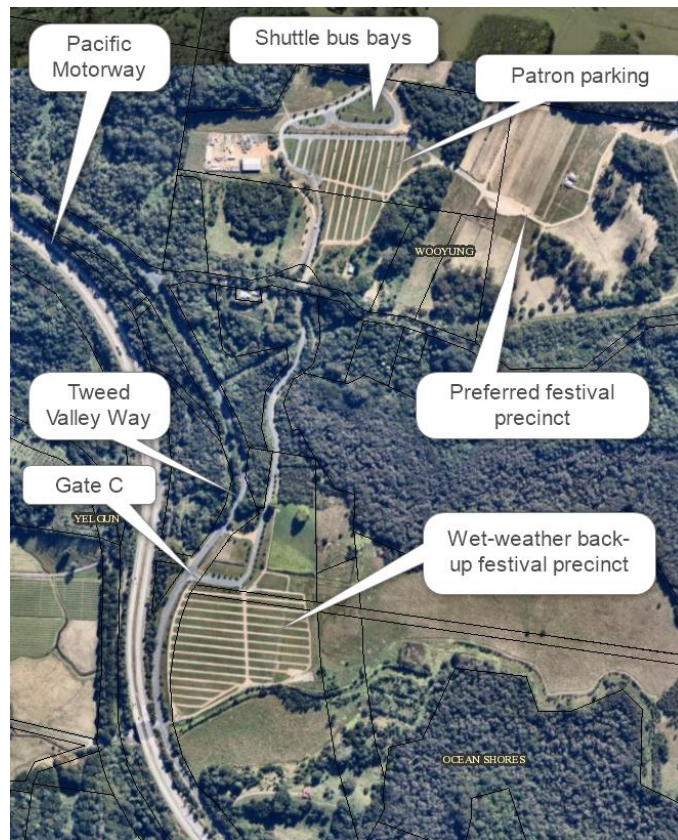


Figure 1 | North Byron Parklands, Image source: Byron Online Maps 2022

1.3. Proposed works

Travel to and from the site will comprise of a combination transport modes. The transport modes are listed below together with an estimate of percentage use:

- Shuttle bus: 15%
- Pick up / drop off: 5%
- Private vehicle parked on site: 80%.

The shuttle bus route commences at the Byron Bus interchange (no works required), via Bayshore Drive at the North Byron Hotel (no works required) to North Byron Parklands. The shuttle bus will run throughout the festival to allow festival patrons to visit Byron Bay during the day and travel to and from accommodation in Byron Bay.

Other relevant parameters are:

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- Total patrons per day: 2,500
- Staff, volunteers and contractors per day: 250
- Estimated percentage patrons from the North: 15%
- Estimated percentage patrons from the south: 85%
- Bump in: 17-24 August 2022
- Bump out: 29 August – 2 September 2022
- Festival dates: 25 August (Secondary School Day / Special Event), 26-28 August 2022 (Byron Writers Festival)

No traffic management will be required for the bump in and out periods.

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.

Principal

Byron Writers Festival
PO Box 1846
Byron Bay NSW 2481

Operations Manager

Shien Chee
0411 079 882
Shien@byronwritersfestival.com

Traffic Control contractor

Spinifex

Traffic Engineer

Michiel Kamphorst (Ingen Consulting)
0417 264 987
michiel@ingenconsulting.com.au

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3. CONTRACTORS BRIEF

The festival will operate from Friday the 26th of August 2022 to Sunday the 28th of August 2022.

No physical works will be required on the public road – directional signage and speed zones will be employed to enhance road safety during the festival..

No special arrangements will be required at the North Byron Hotel bus stop or the Byron Bus Interchange.

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4. DETAILED DESCRIPTION OF SITE

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

Tweed Valley Way:

- Traffic volume: Friday: 5,000 vpd approx.; Saturday: 4,000 vpd approx ; Sunday: 4,000vpd approx.
- Posted speed limit in the work area: 80 km/h (90km/h zone commences approximately 500m to the north of Gate C)
- 7m sealed road (2 traffic lanes) with 2m wide sealed shoulders.

Link Road:

- Traffic volume: Friday: 7,000 vpd approx.; Saturday: 6,000 vpd approx. ; Sunday: 6,000 vpd approx.
- Posted speed limit in the work area: 60 km/h
- 15m sealed road, 4 lanes

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5. TGS DESIGN CONSIDERATIONS

This chapter describes the concept design for the traffic guidance schemes for the two areas.

The TGS's have been designed using the following principles.

Delineation

Delineation using cones will be used in the following situations:

- To delineate the shuttle bus stop at Elemens, to physically prevent cars from parking in the existing car park spaces.

Containment fencing

No containment fencing required

Roadworks speed limits

A roadworks speed limit of 60 km/h will be implemented on Tweed Valley Way near Gate C, to reduce collision risk for patrons driving in and out of the site, colliding with a car coming down the hill from Jones Road. This would significantly reduce likelihood and severity of a crash.

Lane closures

No lane closures are required.

Night conditions

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

- Delineation devices shall comprise or incorporate retroreflectors
- Flashing lamps to be used on advance signs
- Any temporary hazards shall be illuminated

Way finding

Variable Message Signs will be installed at Yelgun, to improve way finding for patrons as this is the first time the festival is held at North Byron Parklands. This is done as a risk mitigation measure as drivers may not be sure where they need to go, which increases collision risk.

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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 Byron Writers Festival at North Byron Parklands 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: 2,500 per day
- Event name: Byron Writers Festival
- Event description: The annual Byron Writers Festival is Australia's largest and leading regional celebration of story telling, literature and ideas. The event presents more than 150 sessions during Festival Weeks.
- Event location: North Byron Parklands
- Secondary Schools Day / Special Event: 25 August 2022
- Byron Writers Festival dates: 26-28 August 2022 (Friday, Saturday and Sunday)
- Road network impacted: Tweed Valley Way, Yelgun Interchange, Bayshore Drive
- Event organiser: Byron Writers Festival
- Venue manager: Mat Morris (North Byron Parklands)
- Traffic Manager: Shien Chee
- Byron Shire Council contact: Jess Gilmore

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 their 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.

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In case of wet weather, it is likely that the traffic volume capacity on site reduces. North Byron Parklands typically has plant on site that can be used to fix potholes and tow bogged vehicles.

Incidents that would potentially require emergency evacuations at this venue include bush fires and flooding. Emergency evacuation 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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 0.1 to 1.0% chance of occurrence The risk could occur but not often
Very unlikely	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Not expected to occur in the next 100 years ie less than once every 100 years Expected to occur less than 1 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 the large number of events.

Table 3 | Risk evaluation matrix

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

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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 risk 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.
H	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.
M	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

2016 to 2022 crash history obtained from the website of the Centre for Road Safety is shown in Figure 2 below. Our focus is on crashes that occurred at the Yelgun Interchange and on Tweed Valley Way.

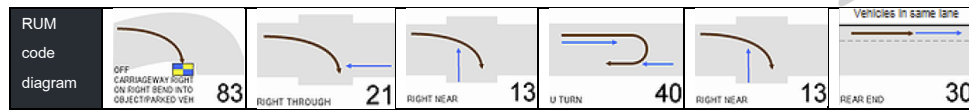
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Figure 2 | Crash history, Source: Transport for NSW, Centre for Road Safety website 2022

Crash ID	1197688	1110760	1111000	1245735	1191020	1191653
Location	Tweed Valley Way, North of Jones Road	Tweed Valley Way, just north of Gate C	Unclear, location type is roundabout but mapping shows on Tweed Valley Way just north of Gate C	TVW and Link Road intersection	TVW and Link Road intersection	Link Road roundabout
Reporting year	2019	2016	2016	2020	2018	2019
Degree of Crash	Moderate injury	Moderate injury	Non-casualty (towaway)	Moderate injury	Moderate injury	Minor/moderate injury
RUM code	83	21	13	40	13	30
RUM description	Off rt/rt bnd => obj	Right through	Right near	U turn	Right near	Rear end
Type of location	2-way undivided	2-way undivided	Roundabout	2-way undivided	Roundabout	Roundabout
Natural lighting	Daylight	Daylight	Darkness	Daylight	Daylight	Daylight
Longitude	153.506063	153.515015	153.514665	153.520361	153.520759	153.520468
Latitude	-28.468796	-28.481458	-28.481872	-28.490823	-28.490899	-28.491787
Number killed	0	0	0	0	0	0
Number injured	1	3	0	1	1	1

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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 specifically for the purpose of this risk assessment.

- **R1:** Rear-end collision on approach to TVW roundabout, coming from Yelgun interchange, due to hesitation on behalf of driver to festival, potentially making last minute lane changes
- **R2:** Incident between through traffic and vehicle turning right from TVW into Gate C.
- **R3:** Incident between through traffic and vehicle leaving Gate C, turning onto TVW.

7.4. Risk assessment

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

Risk ID	No mitigation			Mitigation measure	With mitigation as per TMP			Satisfactory
	Likelihood	Consequence	Risk score		Likelihood	Consequence	Risk score	
R1	L4	C4	M	VMS board for directional way finding	L5	C4	L	Yes
R2	L4	C2	H	VMS board for directional way finding and road works speed limit	L5	C4	L	Yes
R3	L4	C2	H	Road works speed limit	L5	C4	L	Yes

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8. DRIVER CODE OF CONDUCT

It is assumed drivers will follow road rules in an ordinary fashion.

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9. MONITORING PROGRAM

Given the low impact of the works, the preparation of a detailed monitoring program is not warranted.

The Principal Contractor and Traffic Control Supervisor will be given the contact details of the traffic Engineer, to discuss any changes that may be required to the TCP's once the site is operational. Inspections of the implementation of this plan will be at the discretion of the traffic engineer.

Given this is the first Writers Festival at NBP, we recommend the traffic management measures are reviewed after the event and recommendations made for any changes for future Writers festivals at this site.

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Traffic Management Plan



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

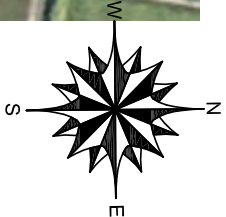
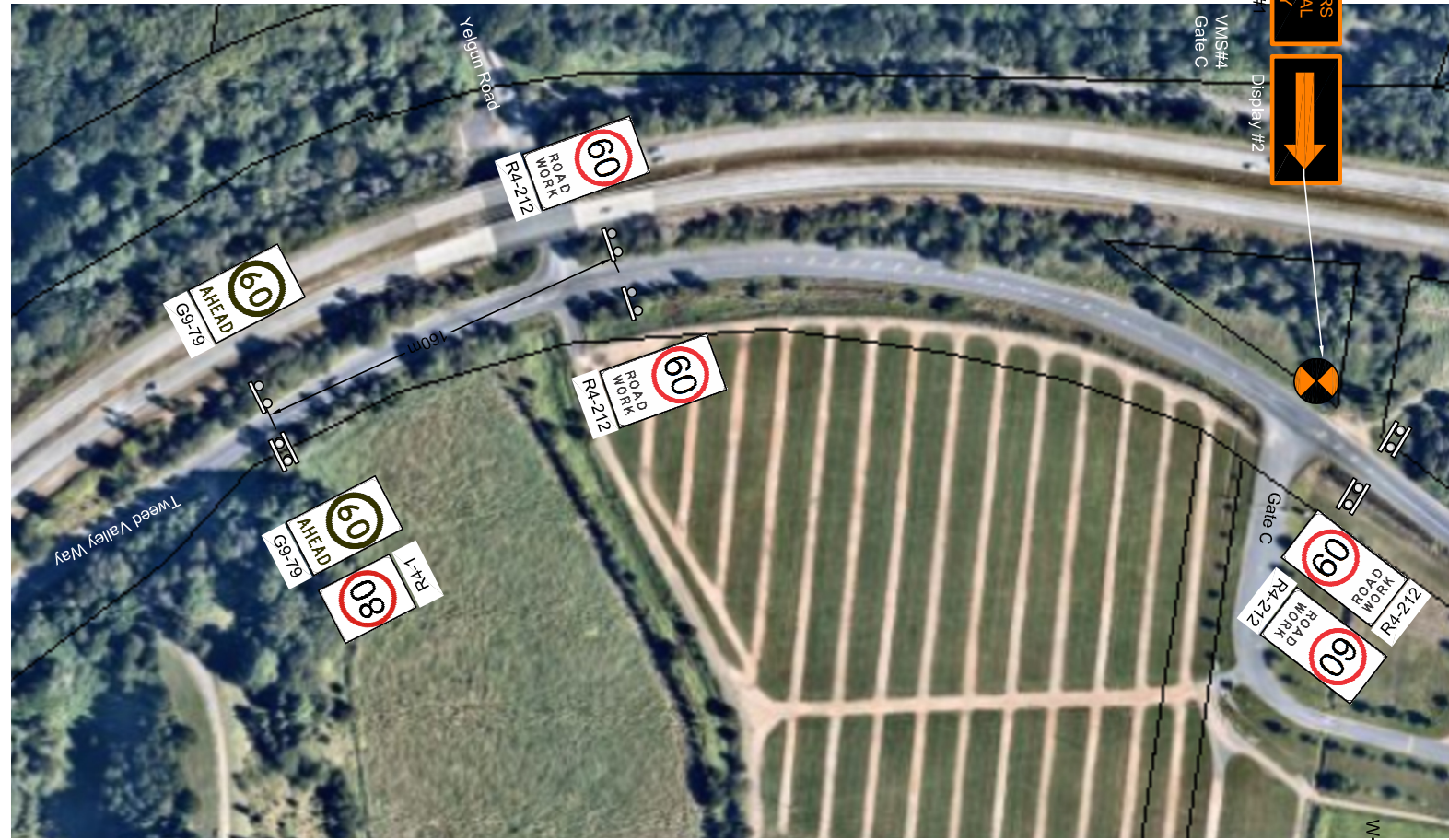
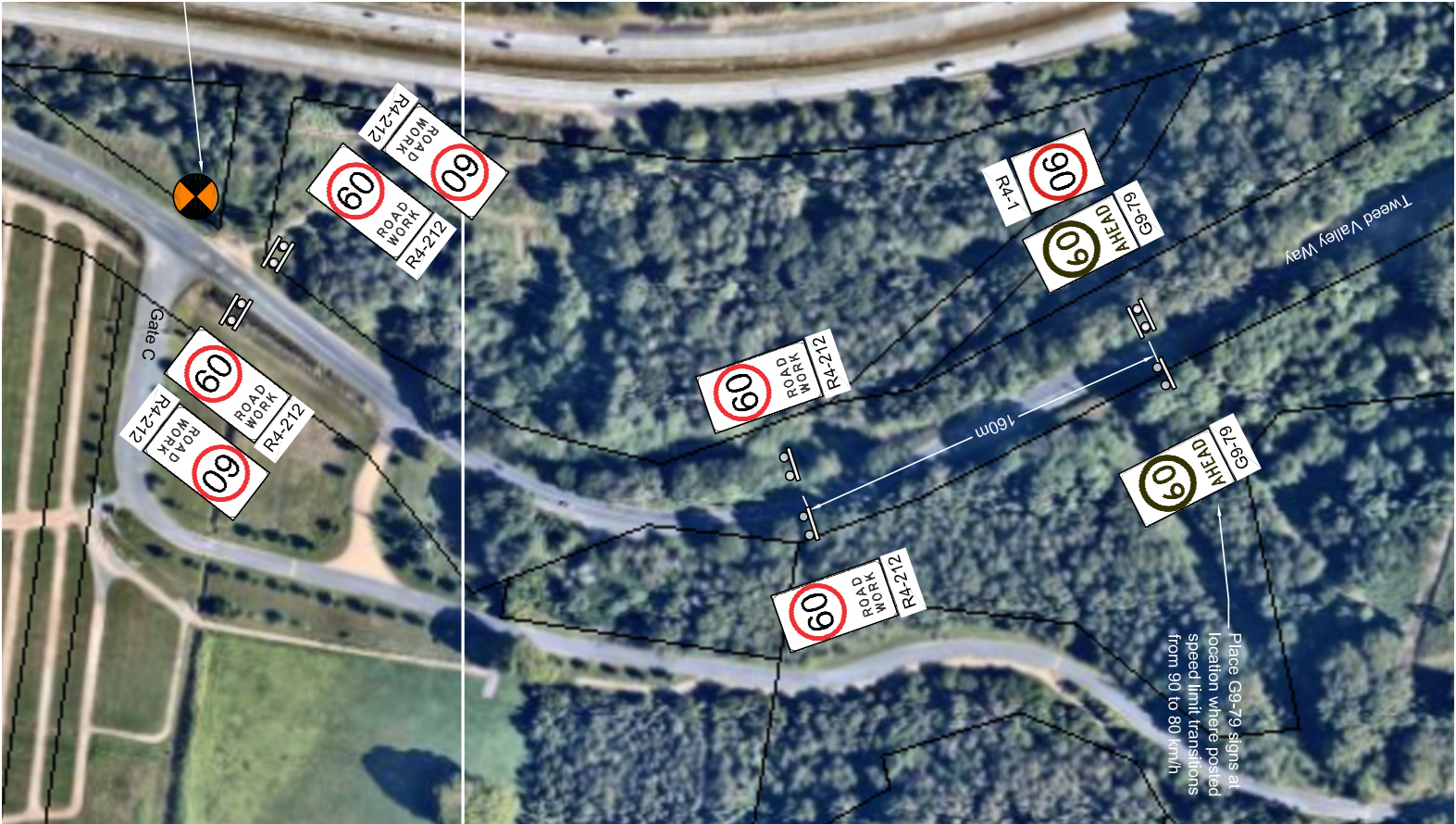
Guide to Traffic and Transport Management for Special Events, NSW Government, Version 3.5, July 1 2018.

Byron Writers Festival
Traffic Management Plan



APPENDIX A – TRAFFIC GUIDANCE SCHEMES

- TGS NOTES:**
- 1. These Traffic Guidance Schemes (TGSs) are to be read in conjunction with the Traffic Management Plan for this project.
 - 2. These TGSs are to be implemented only by SafeWork NSW certified traffic control contractors.
 - 3. Contractor to contact our office in a timely fashion if any issues are encountered for setout or if changes are to be made. All changes to be noted and signed off prior to execution.
 - 4. Installation of signs, barriers and other traffic control devices shall be in accordance with the AS1742 series and the TTNMSW Traffic Control at Work Sites version 6.0.
 - 5. All unnecessary signs are to be covered in between shifts.
 - 6. TCP type: long term work.
 - 7. Cover existing speed signs within roadwork speed limit zone.



REV: 0	DESCRIPTION: For Construction	DATE: 6/5/22	DRAWN: MK	REVIEWED: MK	APPROVED: MK	APPROVED BY: Michael Kamphorst, MSc, BSc, RPEQ, NER Prepare a Work Zone Traffic Management Plan 0052298287 Signed: Date: 6th May 2022	Ingen Consulting Pty Ltd ACN: 623 948 112 a: Alstonville, NSW p: +614 1726 4987 e: michael@ingenconsulting.com.au w: www.ingenconsulting.com.au	CLIENT: Byron Writers Festival PO Box 1846 Byron Bay NSW 2481	PROJECT: Byron Writers Festival 2022 at North Byron Parklands, Yelgun, NSW	DRAWING TITLE: Traffic Guidance Scheme - Gate C approaches	PROJECT NUMBER: J1200	ORIGINAL SIZE: A3
											DRAWING NUMBER: J1200_TGS01	REVISION: 0

NORTH APPROACH
1:2,500
Source of map: Byron Shire Online Mapping 2022

SOUTH APPROACH
1:2,500
Source of map: Byron Shire Online Mapping 2022

page 36

TGS NOTES:

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- 7. Cover existing speed signs within roadwork speed limit zone.

WRITERS FESTIVAL ENTRY

Display #1

Display #2

VMS#4
Gate C



NORTH APPROACH
1:2,500
Source of map: Byron Shire Online Mapping 2022



SOUTH APPROACH
1:2,500
Source of map: Byron Shire Online Mapping 2022



REV:	DESCRIPTION:	DATE:	DRAWN:	REVIEWED:	APPROVED:
0	For Construction	6/5/22	MK	MK	MK

APPROVED BY:
Michiel Kamphorst,
MSc, BSc, RPEng, RPEQ, NER
Prepare a Work Zone Traffic
Management Plan 0052298287
Signed: Date: 6th May 2022



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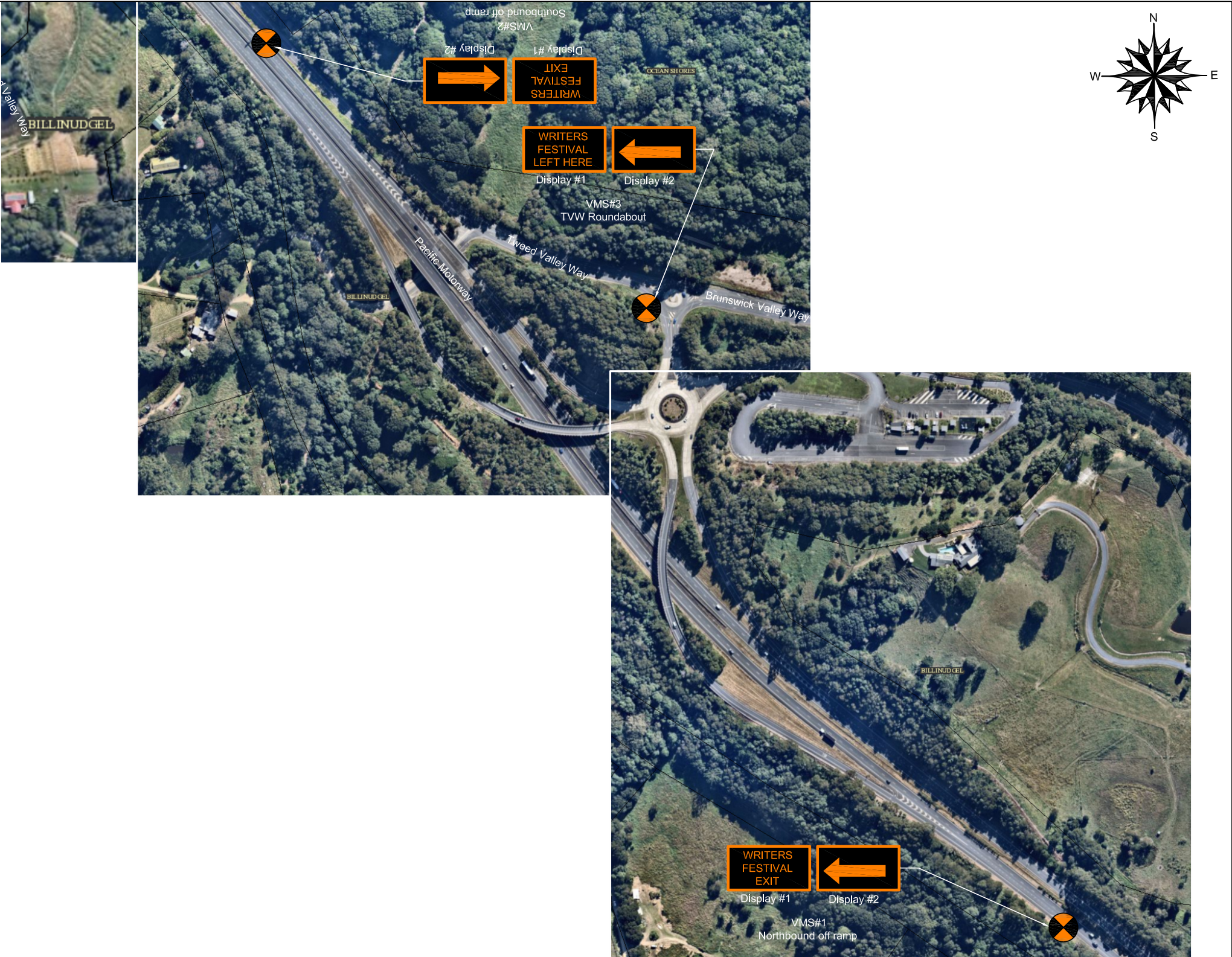
CLIENT:
Byron Writers Festival
PO Box 1846
Byron Bay NSW 2481

PROJECT:
Byron Writers Festival 2022
at
North Byron Parklands, Yelgun,
NSW

DRAWING TITLE: Traffic Guidance Scheme - Gate C approaches	
PROJECT NUMBER: J1200	ORIGINAL SIZE: A3
DRAWING NUMBER: J1200_TGS01	REVISION: 0

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YELGUN INTERCHANGE
N.T.S.
Source of map: Byron Shire Online Mapping 2022



REV:	DESCRIPTION:	DATE:	DRAWN:	REVIEWED:	APPROVED:
0	For Construction	6/5/22	MK	MK	MK

APPROVED BY:
Michiel Kamphorst,
MSc, BSc, RPeng, RPEQ, NER
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Signed: Date: **6th May 2022**



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CLIENT:
Byron Writers Festival
PO Box 1846
Byron Bay NSW 2481

PROJECT:
Byron Writers Festival 2022
at
North Byron Parklands, Yelgun,
NSW

DRAWING TITLE:
Traffic Guidance Scheme -
VMS directional signage

PROJECT NUMBER:
J1200

ORIGINAL SIZE:
A3

DRAWING NUMBER:
J1200_TGS02

REVISION:
0

Report No. 6.4 New intersection on Bangalow Road

File No: I2022/593

- 5 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

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

- 15 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 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

BYRON SHIRE COUNCIL

LOCAL TRAFFIC COMMITTEE MEETING

6.4

with the existing intersection.

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

5

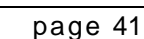
RECOMMENDATION:

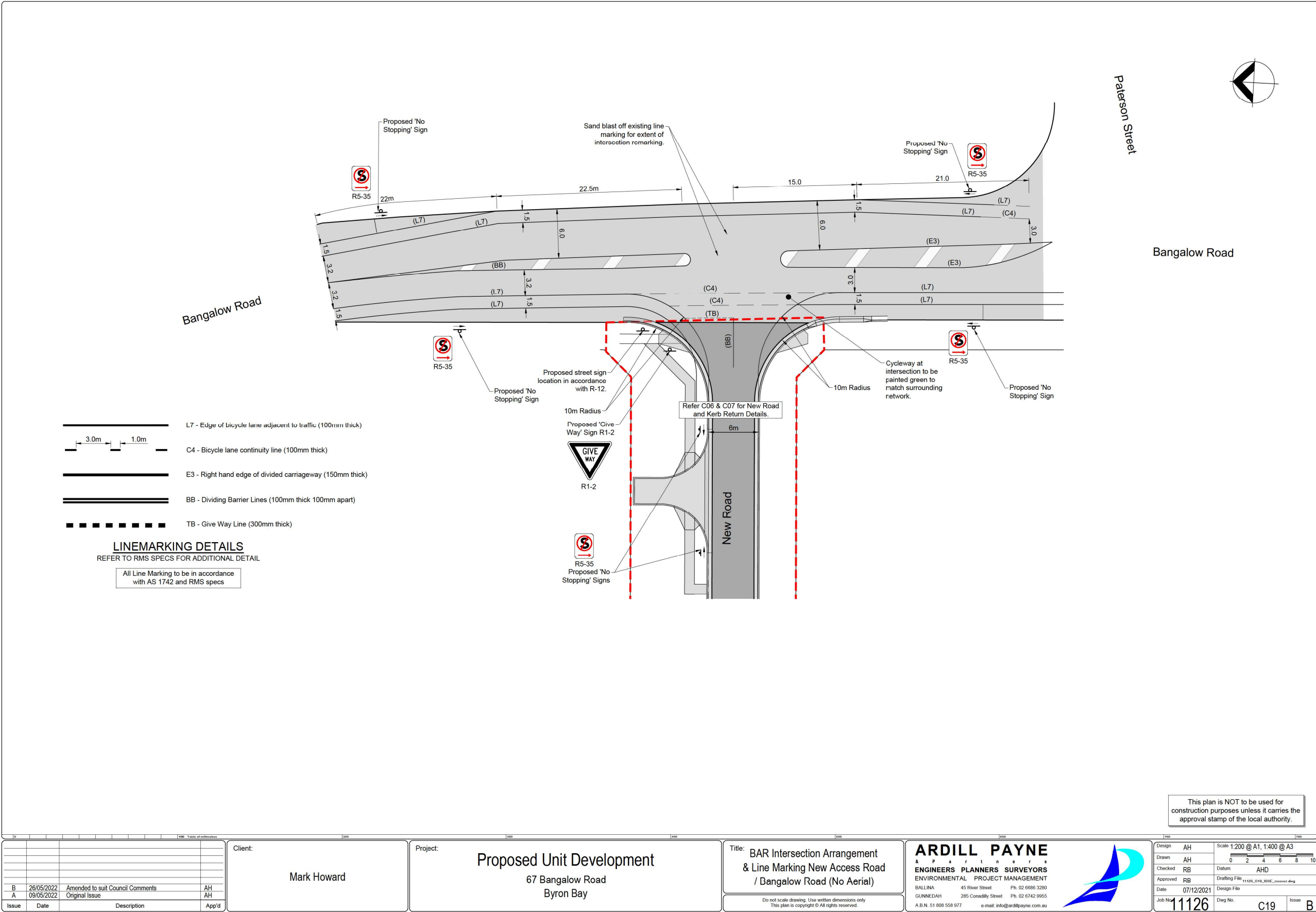
That council support the regulatory signage and line markings associated with the New intersection on Bangalow Road , as shown in attachment 1 (E2022/48964)

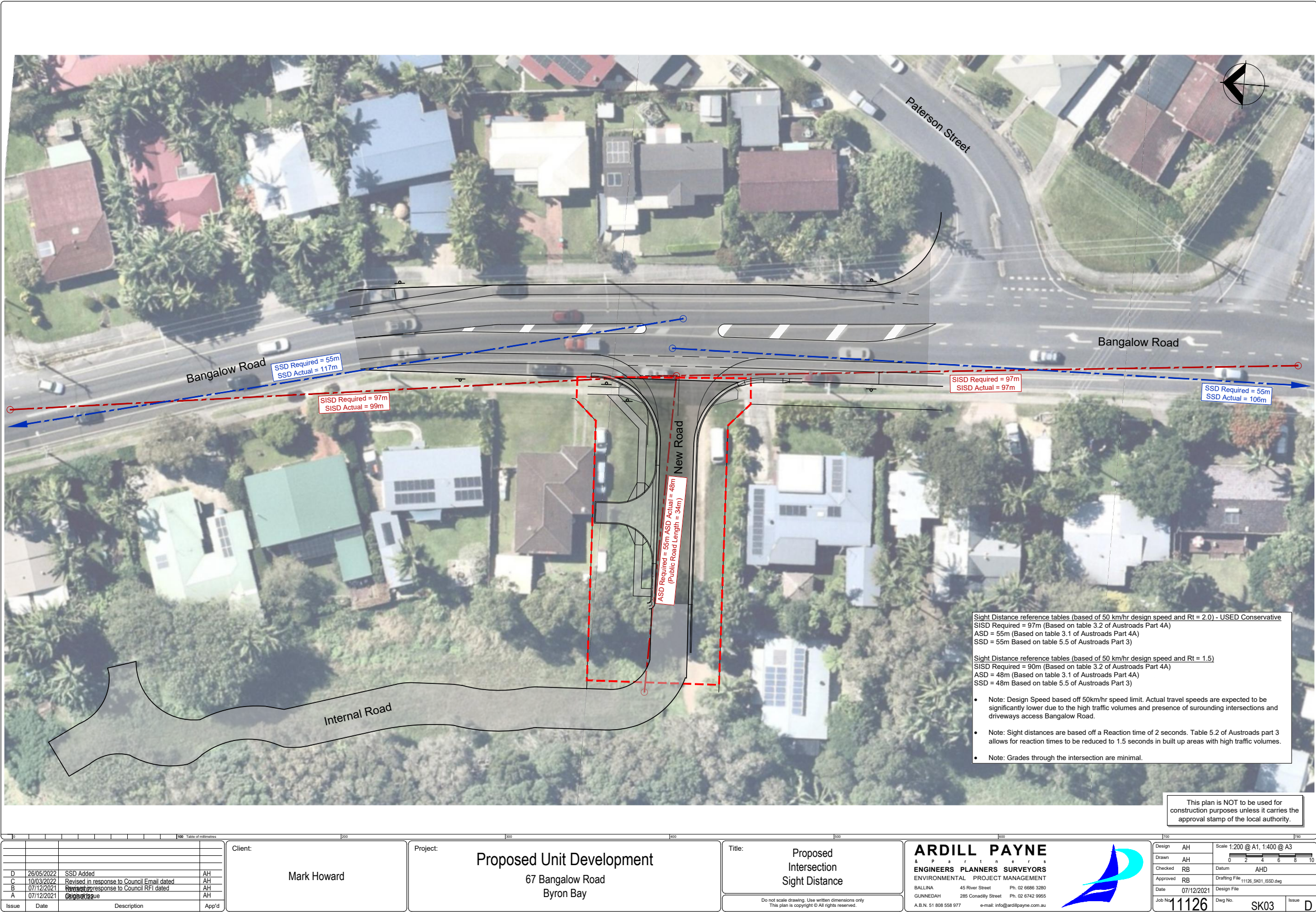
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Attachments:

1 51.2019.20.1 LTC submission, E2022/48964 , page 41 [↓](#) 





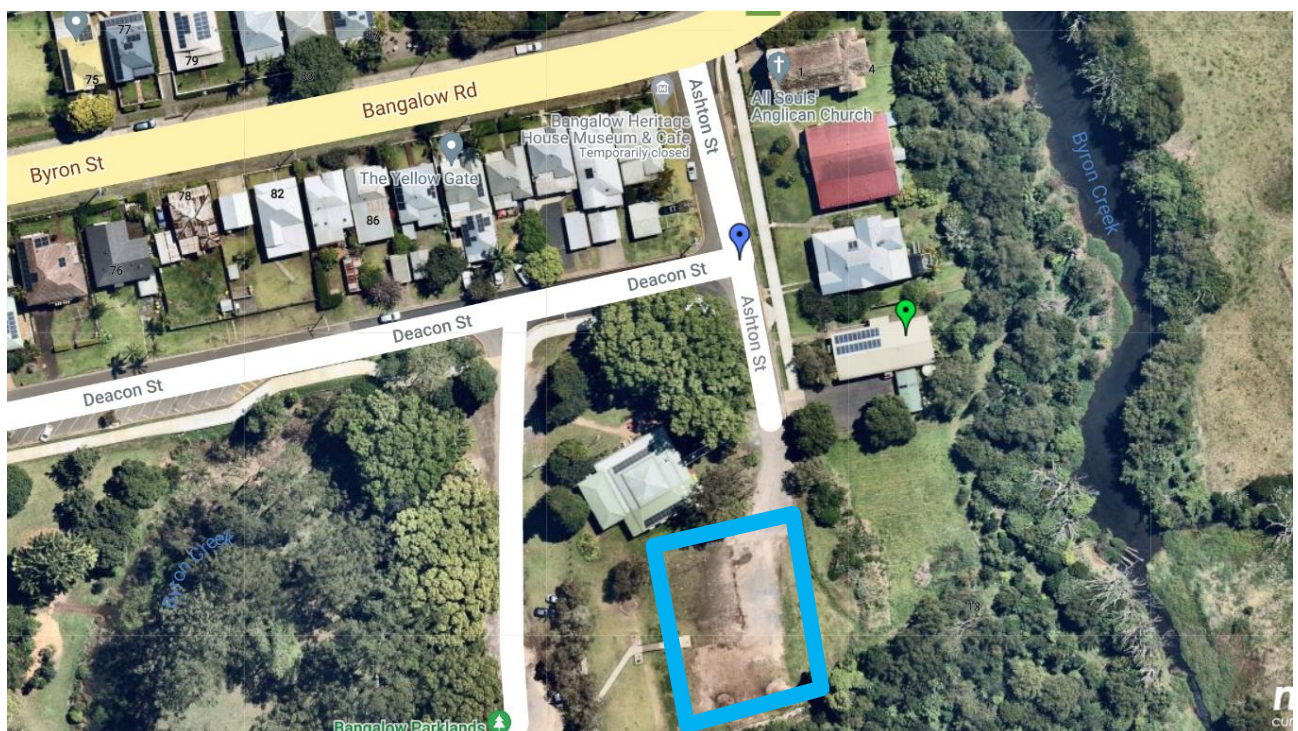


Report No. 6.5 No Overnight Parking - Bangalow Heritage House

File No: I2022/629

- 5 Council staff have been made aware that illegal camping is occurring adjacent Heritage House and Ashton Street, Bangalow.

The current informal parking arrangement and lack of regulatory parking signage makes the issuing of infringement notices in this area difficult for Council's Enforcement Team.



10 *Figure 1 - Approximate location of illegal camping*

The following signage recommendations (refer Figure 2) are proposed to deter people from illegal camping and to assist Council's Enforcement Team in effectively carrying out their duties:

- 15
- The installation of "No Parking Area 1am – 6am" and "prohibitive activities" signs at the entrance to the informal carparking area adjacent Bangalow Heritage House on Ashton Street, Bangalow.
 - The removal of the existing "all day free parking" sign at the entrance to the informal carparking area adjacent Bangalow Heritage House on Ashton Street.



Figure 2 - Proposed signage to address illegal camping

Report Background

The above report was presented at the 12 April 2022 committee. The following comments were made by the committee:

John TfNSW - support the recommendation.

Siobhan - Parliament – Concerns for people camping in the area having nowhere to go.

Matt – Police – suggest Council follow up with homeless officer and defer to next meeting.

Management Comments Staff - Council follow up with homeless officer and defer to next meeting and report to next LTC meeting. Committee Recommendation: That Council acknowledge the comments of the committee and note the matter is deferred to the next available LTC meeting.

Committee Recommendation: That Council acknowledge the comments of the committee and note the matter is deferred to the next available LTC meeting.

Following the April LTC meeting the following comments were provided by **Council's Rough Sleeping Officer**:

It is unlikely that people sleeping in vehicles at this site will be able to access any accommodation options in the short term. Post-flood feedback from homelessness/housing service providers is that there is a critical shortage of housing options for people in the region, including emergency/temporary accommodation. For

example, those accessing emergency accommodation via the state funded Link2Home service are having to relocate significant distances from the region.

5 If possible, my first recommendation would be to delay installation of signage during this early stage of flood recovery until there is more clarity about the local response to the increasing housing crisis and the critical shortage of temporary accommodation options.

10 If this is not possible and the Committee decide to go ahead with the installation of signage, I would recommend liaising with Council's Public Space Liaison Officers (PSLOs) as soon as possible. PSLO's can engage directly with people camping at the site, providing them with adequate notice about the changes in parking arrangements and helping to refer to appropriate supports. Knowing the vulnerability of these community members, I would also recommend communication with PSLOs prior to issuing any infringement notices.

15

RECOMMENDATION:

That Council:

- 20
1. **Support the installation of “No Parking Area 1am – 6am” and “prohibitive activities” signs at the entrance to the informal carparking area adjacent Bangalow Heritage House on Ashton Street, Bangalow.**
 2. **Support the removal of the existing “all day free parking” sign at the entrance to the informal carparking area adjacent Bangalow Heritage House on Ashton Street.**

25

 3. **Public Space Liaison Officers directly engage with people camping at the site, providing them with adequate notice about the changes in parking arrangements and helping to refer to appropriate supports prior to implementing proposed signage changes.**