

Notice of Meeting

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, 18 April 2023
Time	10.30am

Phil Holloway
Director Infrastructure Services

I2023/560
Distributed 11/04/23
Amended 17/04/2023

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 14 March 2023

4. MATTERS ARISING

5. OUTSTANDING ISSUES/RESOLUTIONS

6. REGULATORY MATTERS

6.1	A new Pedestrian Refuge at 23 Bayshore Drive, Byron Bay	3
6.2	2023 Splendour in the Grass Music Festival	9
6.3	Market Parking - Somerset Street, Byron Bay	51
6.4	No Parking Area - Scanlons Road (Devines Hill, Lookout)	53
6.5	Extension of No Parking Area - Bayshore Drive, Byron Bay.....	55

REGULATORY MATTERS

Report No. 6.1 A new Pedestrian Refuge at 23 Bayshore Drive, Byron Bay

5 **File No:** I2023/406

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

10 Council has received a Roads Act application associated with a development approval for a Proposed Educational Establishment (TAFE NSW Connected Learning Centre) at 23 Bayshore Drive, Byron Bay. As part of the approved D.A (10.2021.234.1) consent condition 7 imposed the following requirement:

7. 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.

Such plans are to be in accordance with Council's current Design & Construction Manuals and are to provide for the following works:

Driveway

A driveway in accordance with Council's standard "Northern Rivers Local Government Development Design & Construction Manuals and AS2890.2.

The driveway layout and width of the access/driveway must be in accordance with Figure 3.1 and Table 3.1 of AS2890.2 respectively to accommodate the maximum design vehicle accessing the site.

15 The footpath crossing must be designed to provide a cross

BYRON SHIRE COUNCIL

LOCAL TRAFFIC COMMITTEE MEETING

6.1


	fall of 1 % or 1:100 (maximum 2.5% or 1 in 40) for a width of at least 2.4 metres to provide for pedestrians with access disabilities.
1.5 m wide footpath	Provision must be made to provide a pedestrian ramp on the northern and southern sections of the driveway 1.5m wide foot paving south of the driveway up to the southern boundary of the site at a crossfall of 1 % or 1:100 (maximum 2.5% or 1 in 40). The footpath must be located 1.5m from the back of kerb.
2.5m wide footpath	2.5m wide footpath/cycleway heading north in accordance with Amber drawing 1 at a crossfall of 1 % or 1:100 (maximum 2.5% or 1 in 40). The footpath must be located 1.5m from the back of kerb.
Pedestrian refuge	A pedestrian refuge in accordance with Amber drawing 1 in Bayshore Dr. The pedestrian refuge is to be designed in accordance with Australian Standard 1742.10 – Manual of Uniform Traffic Controls – Pedestrian Control and Protection and Traffic Authority of New South Wales Guidelines for Traffic Facilities, Part 4.2 – Pedestrian Refuges. The design is to address siting, signs, linemarking, parking restrictions and night-time visibility.
Raised Island	<p>The following must also be included in the design</p> <ul style="list-style-type: none">• Provision of 4m ramp on both sides of Bayshore Dr• Pedestrian refuge to accommodate 4m width x 2m long area• Streetlighting in accordance with AS1158 <p>Raised island in accordance with Amber drawing 1 in Bayshore Dr. The raised island must include the following:</p> <ul style="list-style-type: none">• minimum lane width of 3.5m• left-in and left-out manoeuvres of all design vehicles• right turning movement of HRV coming from IGA driveway• The configuration of the raised island must be checked and designed using the following design vehicles servicing the development:<ul style="list-style-type: none">➢ MTU including the towing vehicle➢ Largest MTU without towing requirement➢ Refuse Collection Vehicle (RCV)➢ MRV• chevron treatment north of the raised island/pedestrian refuge• Associated signage and linemarking

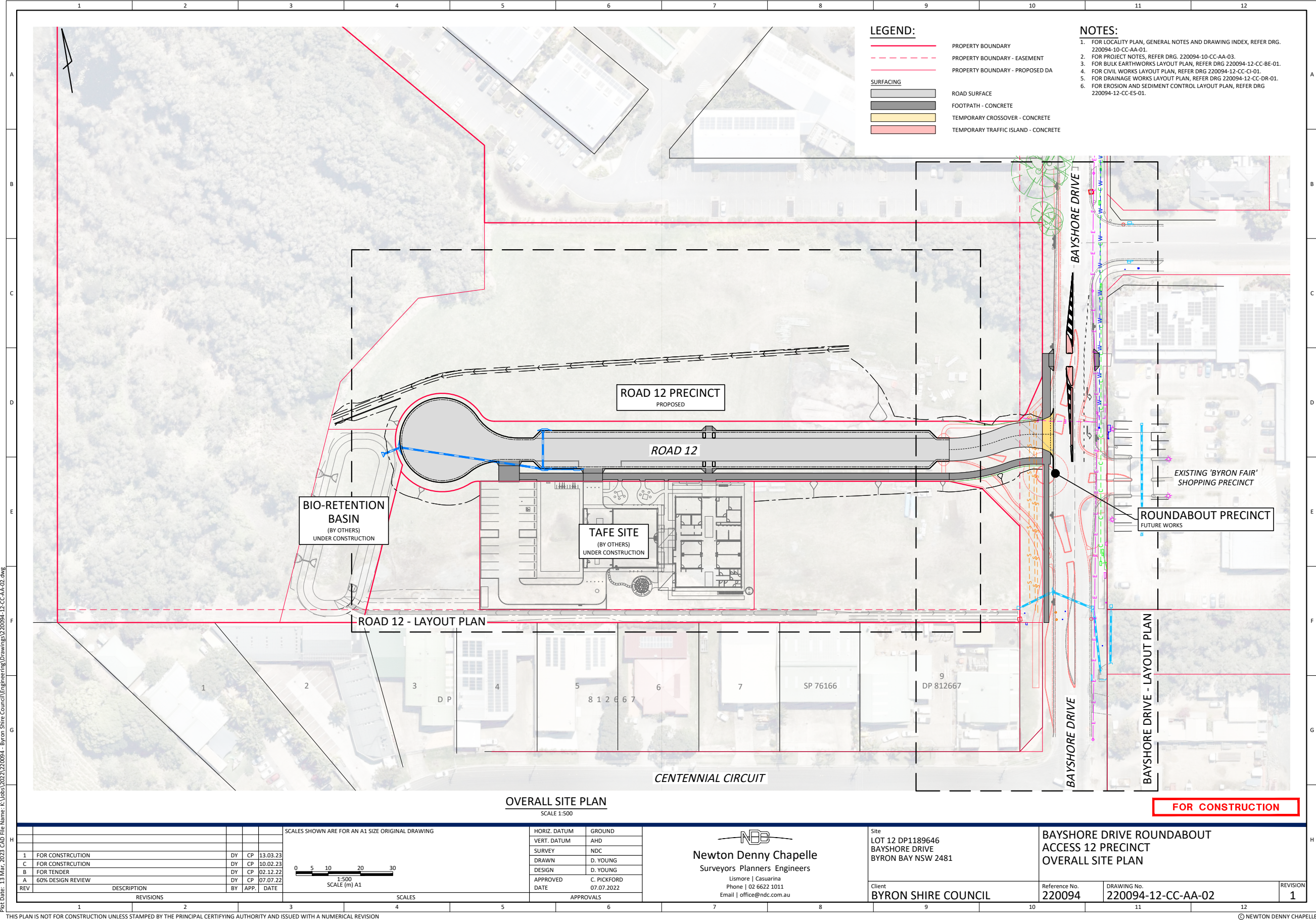
As seen in attachment 1, a future roundabout is proposed in this location at a later date.

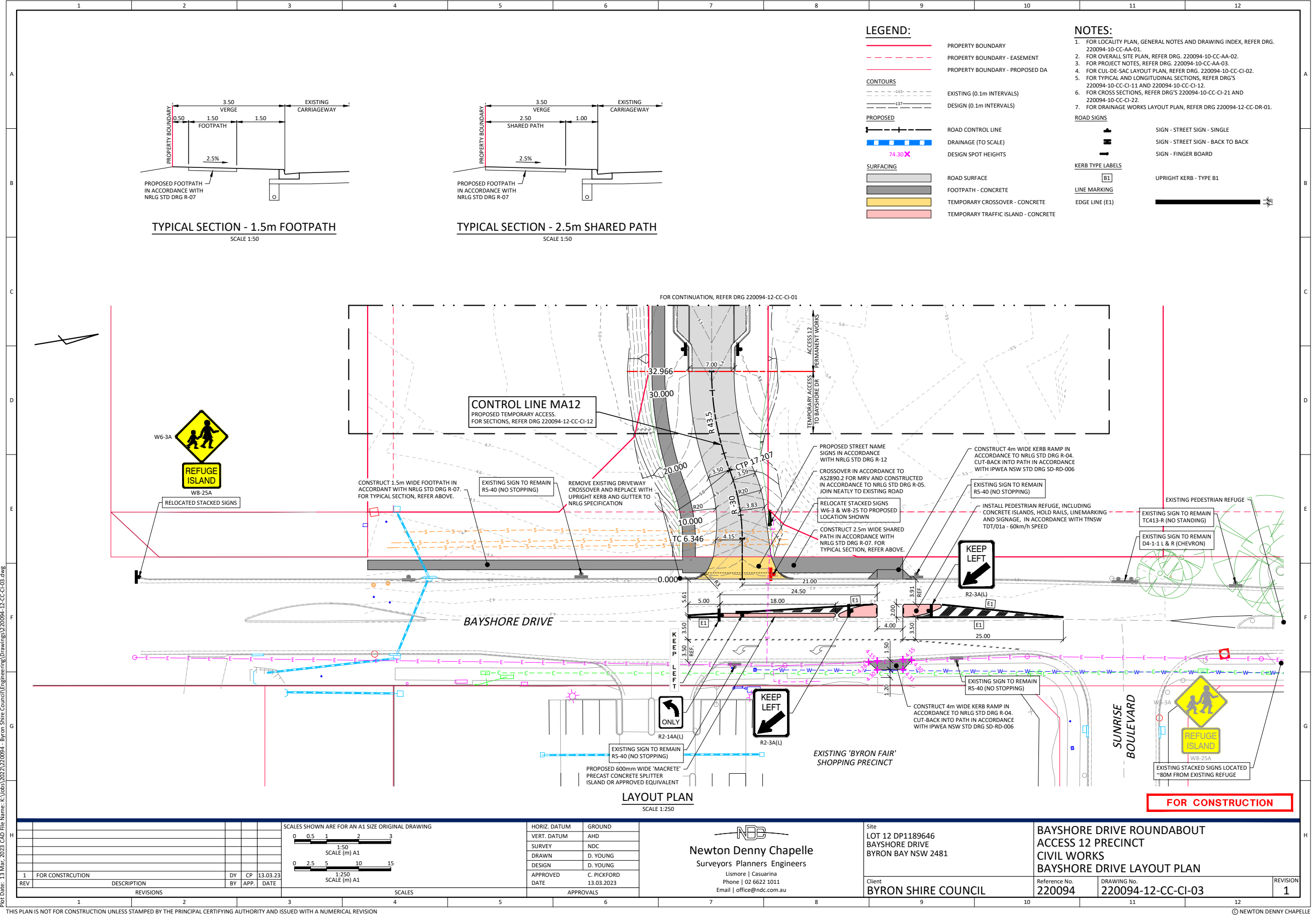
RECOMMENDATION:

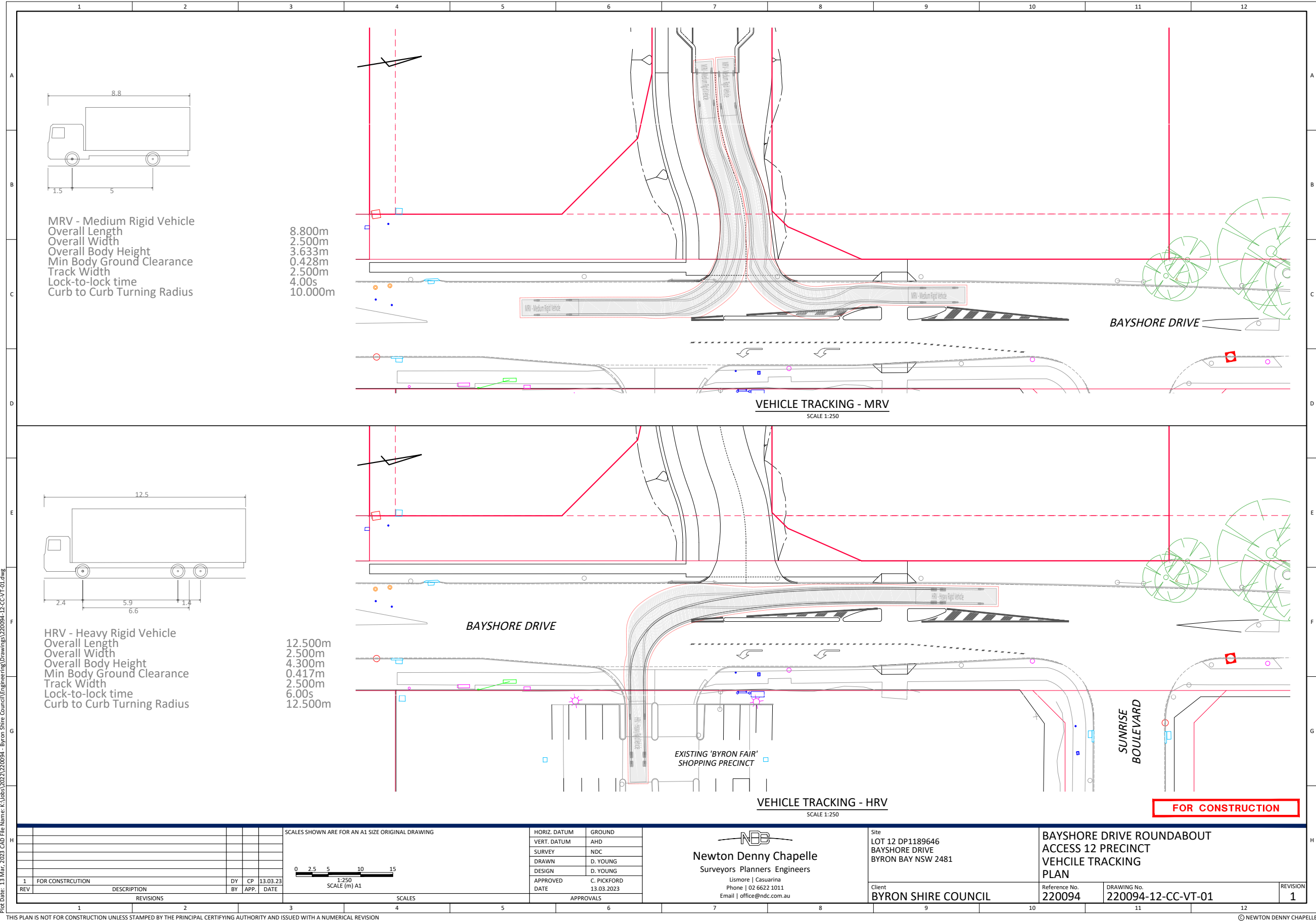
- 5 **That Council supports the regulatory signage and line markings associated with the New Pedestrian Refuge on Bayshore Drive , as shown in Attachment 1 (E2023/28327)**

Attachments:

- 10 1 51.2021.234.1 LTC documentation, E2023/28327 , page 6 [↓](#) 







Report No. 6.2 2023 Splendour in the Grass Music Festival

File No: I2023/495

SUMMARY

- 5 The 2023 Splendour in the Grass Music Festival Traffic Guidance Scheme requires Local Traffic Committee for endorsement.

Consent condition D29 (b) of the development consent, numbered SSD 8169 issued by the Independent Planning Commission on 13 March 2019 (Council reference 10.2017.756.1) for
10 Splendour in the Grass requires the applicant to submit a Traffic Control Plan (TCP or now named Traffic Guidance Scheme (TGS)) to Council's Local Traffic Committee for endorsement:

- D29. At least two months prior to any medium or large event, the Applicant must prepare a Traffic Control Plan (TCP) for the development. The Plan must:*
- 15 a) *be prepared by a suitably qualified and TfNSW accredited Work Site Traffic Inspection;*
b) *be submitted to the Byron and Tweed Local Traffic Committees for endorsement and submitted to BSC and TSC for approval on road under their control;*
c) *be designed in accordance with the requirements of the TfNSW's Manual, Traffic Control and Work Site Version 2, and the current Australian Standards, Manual of Uniform*
20 *Traffic Control Devices Part 3, 'Traffic Control Devices for Works on Roads';*
d) *include details on reduced speed zones and special event clearways and signage to prohibit parking in the surrounding road network and in the Yelgun rest area;*
e) *include a Traffic Incident Management Plan that details a range of approved contingency measures capable of avoiding significant impacts on the level of service. The*
25 *contingency plan must be fully documented and include emergency contact names and phone numbers; and*
f) *be designed to achieve the traffic key performance indicators under Condition D16.*

30 *Following approval of the TCP, a copy of the TCP must be submitted to TfNSW and Planning Secretary.*

Council has received a TGS (formerly TCP) for Splendour in the Grass (SITG) 2023 to be implemented between the 19th to 24th July 2023 – refer Attachment 1 (E2023/32302). The actual
35 event being held on the 21st – 23rd July.

It is noted that TGS's are typically not endorsed by LTC. Instead it is typically recommended that Council condition a TGS be developed by a suitably qualified person. In contrast Traffic Management Plans (TMP) are typically reviewed and endorsed by the LTC. However, condition
40 consent D27 below requires the TMP is to be approved by the Planning Secretary.

- D27. The Applicant must prepare a Traffic Management Plan for the development to the satisfaction of the Planning Secretary. The Plan must:*
- 45 a) *be prepared by a suitably qualified and experienced person(s);*
b) *be prepared in consultation with BSC, TSC and TfNSW;*
c) *detail the measures to be implemented to ensure road safety and network efficiency, including:*
i. *ensuring no queuing on Tweed Valley Way and Yelgun Interchange off-ramps;*
ii. *details of traffic diversion strategies;*

BYRON SHIRE COUNCIL

LOCAL TRAFFIC COMMITTEE MEETING

6.2

- iii. ensuring Gate A is only used by trucks or other heavy vehicles (including buses) on the event days and shoulder days associated with large and medium events; and
- iv. ensuring local traffic movements, including residents of Jones Road and Yelgun Road, are given priority and can access their properties;
- d) include demand management strategies to reduce private car use while promoting alternatives to TfNSW of transport; and
- e) contain a Traffic Monitoring Program to monitor the impact of increased traffic generation on the amenity of the area and the effectiveness of the traffic management measures implemented, including but not limited to:
 - i. data collection of vehicle arrival and departure times, occupancy rates and directions of travel for staff, campers and day patrons;
 - ii. patronage of bus services, including bus occupancy rates, arrival and departure times
 - iii. modal share by vehicle type, including comparison with the modal share as described in the EIS and RTS;
 - iv. queues monitoring, background travel counts on the Pacific Highway and Tweed Valley Way and vehicle volumes on the Yelgun Interchange; and
 - v. procedures and protocols for monitoring, including frequency.

BACKGROUND

The 2020 and 2021 events were cancelled due to COVID19.

Significant traffic issues occurred during the 2022 event, with long queues on the M1 Pacific Motorway and local roads for hours. TfNSW and the Planning Secretary concerns were raised after the 2022 event, and amendments made for this year's event and a contingency plan has been prepared in consultation with TfNSW - refer Attachment 2 (E2023/32303). The summary of the changes are listed below:

1. All site access via Gate C only. No access through Gate D.
2. TfNSW and the Planning Secretary have approved an update to the North Byron Parklands Traffic Management Plan to create additional contingency plans.
3. If Gate C on Tweed Valley Way is blocked, traffic to divert to Gate E on Wooyung Road and vice versa.
4. Further contingency plans apply to the Pacific Motorway.

KEY ISSUES

Congestion caused by the event may directly affect a TfNSW controlled asset (M1 Pacific Motorway). The applicant has provided an amended TGS and contingency plan to achieve compliance with the K.P.I's as set out in condition D16.

BYRON SHIRE COUNCIL

LOCAL TRAFFIC COMMITTEE MEETING

6.2

- D16. The Applicant must address the KPIs in Table 6 in a PER required under Condition D17. The Planning Secretary may amend the KPIs identified in Table 6 for future events after considering the results of the PER required in Condition D17.

Table 6 Key performance indicators for a large event

Issue	Key Performance Indicators
Traffic Management	<ul style="list-style-type: none">• A minimum level of service (LoS) C is to be maintained at the Yelgun interchange including merges and diverges.• The level of service for local traffic and through traffic on the Tweed Valley Way should not fall below a LoS D, with a maximum of LoS E for no more than 4 hours a day.• Queue lengths on the link road between Tweed Valley Way and the Yelgun interchange must be limited to a maximum of 60 metres.• Queue lengths on the interchange ramps must not be within 210 metres of the start of the ramp.• On-site queuing is not to extend onto the Pacific Highway or the Tweed Valley Way at any time.
Noise Management	<ul style="list-style-type: none">• Overall compliance with the noise limits in Table 8 for the duration of a large event.• Effectiveness of noise mitigation, management and response measures, including monitoring results contained within the Noise Impact Report required under Condition D46.

COUNCIL IMPLICATIONS

- 5
- **Budget/Financial**
The event organisers are required to pay for the relevant S138 application fees as per councils current Fees and Charges.
- 10
- **Asset Management**
Not applicable.
- **Policy or Regulation**
Speed Limit (as required) ROAD WORK (R4-212) - Delegated to council for authorisation in conjunction with NSW Road Rules 21 and AS 1742.4 (Speed Controls) Clause 3.1.2, AS 1742.3 (Roadworks).
- 15
- **Consultation**
A condition of the endorsement of this event is that appropriate consultation is undertaken, including the following recommendations:
- 20
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.
- 25

RECOMMENDATION:

1. That Council notes the Traffic Guidance Schemes for the 2023 Splendour in the Grass to be held between 21st-23rd July, 2023. This includes:

- a) The installation and enforcement of No Stopping signs every 75m on:-
i) Tweed Valley Way through to the shire boundary in the north;
ii) Brunswick Valley Way from Shara Blvd intersection in the south through to Tweed Valley Way intersection;
iii) Yelgun Road, from Tweed Valley Way and extending for 300m;
iv) Billinudgel Rd from Tweed Valley Way and extending for 280m.
- b) An alternate temporary pick up and drop off Bus Zone (with associated signage and works) on the northern side of Fawcett St, between Mona Lane and the War Memorial, Brunswick Heads.



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

- 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 Traffic Management Plan and Traffic Guidance Schemes be implemented by those with appropriate accreditation and the holding of current and appropriate levels of insurance and liability cover;
- 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 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.

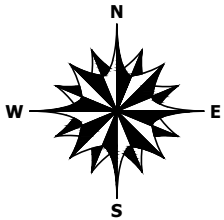
3. That the event organiser:

- a) inform the community and businesses that are directly impacted (e.g. within road closure zones) via written information which is delivered to the property in a timely manner so as to document, consider and respond to any concerns raised;
- b) undertake consultation with emergency services and address any identified issues/concerns.
- c) arranging for private property access and egress affected by the event;
- d) liaising with bus, taxi and waste operators and ensuring arrangements are made for provision of services during conduct of the event;
- e) holds \$20m public liability insurance cover which is valid for the event.
- f) not place any signage on the road related area of the Pacific Highway.
- g) undertake an event debrief within one month following the festival which includes but is not limited to Council, TfNSW and Police representatives.

Attachments:

- 5 1 Ingen Consulting Pty Ltd 51.2023.1013.1 J1240_TGS - BSC Rev0_RA-2023-2126,
E2023/32302 , page 14 [↓](#) 
- 2 Ingen Consulting Pty Ltd 51.2023.1013.1 J1240_Contingency plans_RA-2023-2126,
E2023/32303 , page 29 [↓](#) 
- 10

TRAFFIC GUIDANCE SCHEMES
for
SPLENDOUR IN THE GRASS 2023
at
North Byron Parklands, Yelgun, NSW



DRAWING TABLE

DRAWING NUMBER	TITLE	REVISION	IMPLEMENTATION PERIOD
J1176_TGSBSC_01	Title page	0	19 - 24 July (Wed-Mon)
J1176_TGSBSC_02	Pacific Motorway VMS board locations	0	19 - 24 July (Wed-Mon)
J1176_TGSBSC_03	Yelgun VMS board locations for advance warning	0	19 - 24 July (Wed-Mon)
J1176_TGSBSC_04	Directional signage plan - Brunswick route	0	19 - 24 July (Wed-Mon)
J1176_TGSBSC_05	TGS - no stopping	0	19 - 24 July (Wed-Mon)
J1176_TGSBSC_06	TGS - Tweed Valley Way edge line delineation	0	19 - 24 July (Wed-Mon)
J1176_TGSBSC_07	TGS - Jones Road	0	19 - 24 July (Wed-Mon)
J1176_TGSBSC_08	TGS - Gate B and Gate C	0	19 - 24 July (Wed-Mon)
J1176_TGSBSC_09	TGS - Yelgun Road and Billinudgel Road	0	19 - 24 July (Wed-Mon)
J1176_TGSBSC_10	TGS - Brunswick Valley Way	0	19 - 24 July (Wed-Mon)
J1176_TGSBSC_11	TGS - Yelgun Interchange	0	19 - 24 July (Wed-Mon)
J1176_TGSBSC_12	Contingency plan for queueing on Pacific Motorway	0	19 - 24 July (Wed-Mon)
J1176_TIMP_01	Traffic Incident Management Plan	0	19 - 24 July (Wed-Mon)
J1176_TIMP_02	Traffic Incident Management Plan	0	19 - 24 July (Wed-Mon)
J1176_TGSBBB01	Brunswick Heads bus bay setout plan	0	19 - 24 July (Wed-Mon)

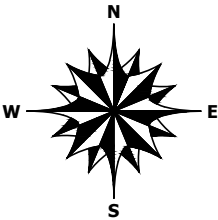
BYRON SHIRE COUNCIL
DRAWING SET



REV:	DESCRIPTION:	DATE:	DRAWN:	REVIEWED:	APPROVED:	APPROVED BY:		Ingen Consulting Pty Ltd ACN: 623 948 112 a: Alstonville, NSW p: +614 1726 4987 e: michiel@ingenconsulting.com.au w: www.ingenconsulting.com.au	CLIENT: Secret Sounds 6/59 Centennial Circuit Byron Bay NSW 2481	PROJECT: Traffic Guidance Schemes Splendour in the Grass 2023	DRAWING TITLE:	
0	Issued for approval	07/03/23	MK	MK	MK	Michiel Kamphorst, MSc, BSc, RPEng, RPEQ, NER					Title Page	
											PROJECT NUMBER:	ORIGINAL SIZE:
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											DRAWING NUMBER:	REVISION:
						Signed: Date: 07/03/23		J1240_TGSBSC1	0			
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- TGS NOTES:**
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 - 2. This TGS is valid from 19 - 24 July 2023.
 - 3. These TGS's are to be implemented only by TfNSW certified traffic control contractors.
 - 4. Installation of signs, barriers and other traffic control devices shall be in accordance with the AS1742 series and the TfNSW Traffic Control at Work Sites version 6.0.
 - 5. Adequate implementation of these TGS's is to be certified by the supervising traffic engineer prior to operation of the festival.
 - 6. Spacing and location of VMS boards is approximate only, placement of VMS boards it such that the displays are not obscured by vegetation, and solar glare is not an issue.
 - 7. All VMS boards are to be tested prior to installation to ensure proper functioning of and adequate contrast on each display.



First VMS at start of north Brunswick Heads northbound off ramp

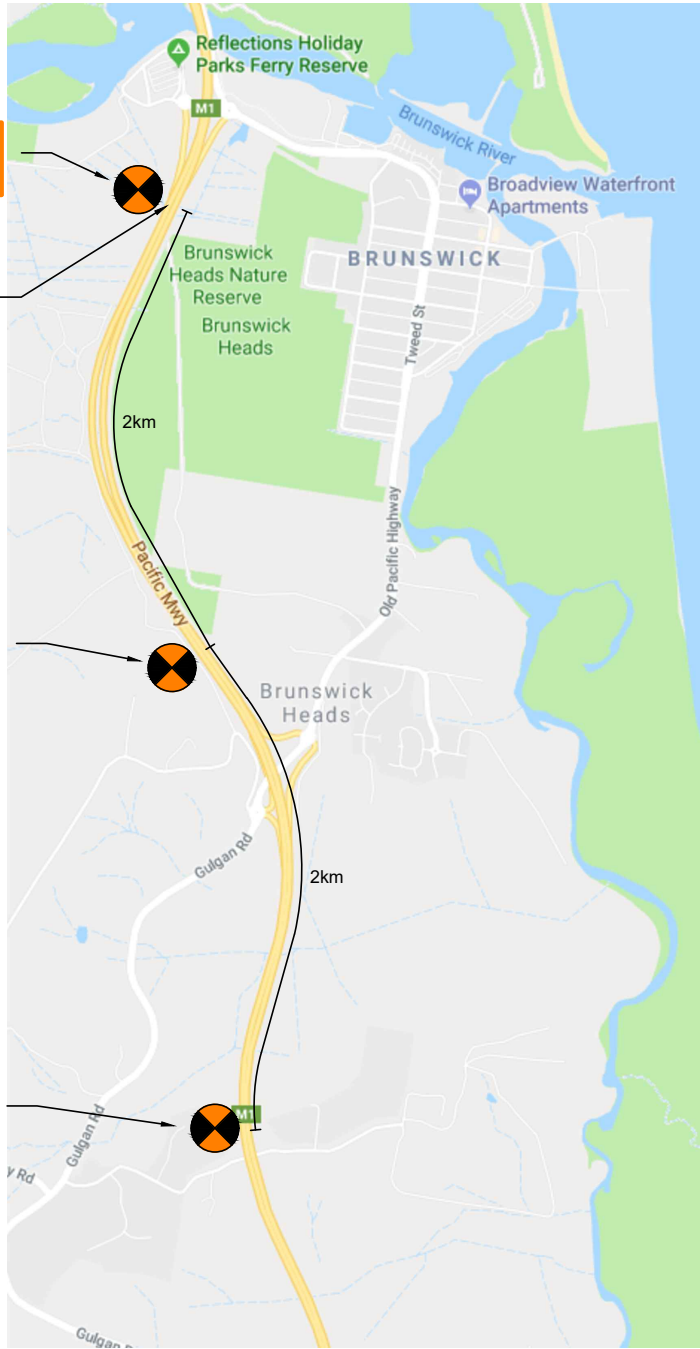


KEY:

2KM TO SPLENDOUR EXIT

VMS board display content

Approximate VMS board location



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



REV:	DESCRIPTION:	DATE:	DRAWN:	REVIEWED:	APPROVED:
0	Issued for approval	07/03/23	MK	MK	MK

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

Signed: Date: **07/03/23**



Ingen Consulting Pty Ltd ACN: 623 948 112 a: Alstonville, NSW p: +614 1726 4987 e: michiel@ingenconsulting.com.au w: www.ingenconsulting.com.au	CLIENT: Secret Sounds 6/59 Centennial Circuit Byron Bay NSW 2481	PROJECT: Traffic Guidance Schemes Splendour in the Grass 2023	DRAWING TITLE: Pacific Motorway VMS board locations
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DRAWING NUMBER: J1240_TGSBSC2			ORIGINAL SIZE: A3
REVISION: 0			

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

KEY:

2KM TO SPLENDOUR EXIT

VMS board display content

Approximate VMS board location



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APPROVED BY:
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Signed: Date: 07/03/23



Ingen Consulting Pty Ltd
ACN: 623 948 112
a: Alstonville, NSW
p: +614 1726 4987
e: michiel@ingenconsulting.com.au
w: www.ingenconsulting.com.au

CLIENT:
Secret Sounds
6/59 Centennial Circuit
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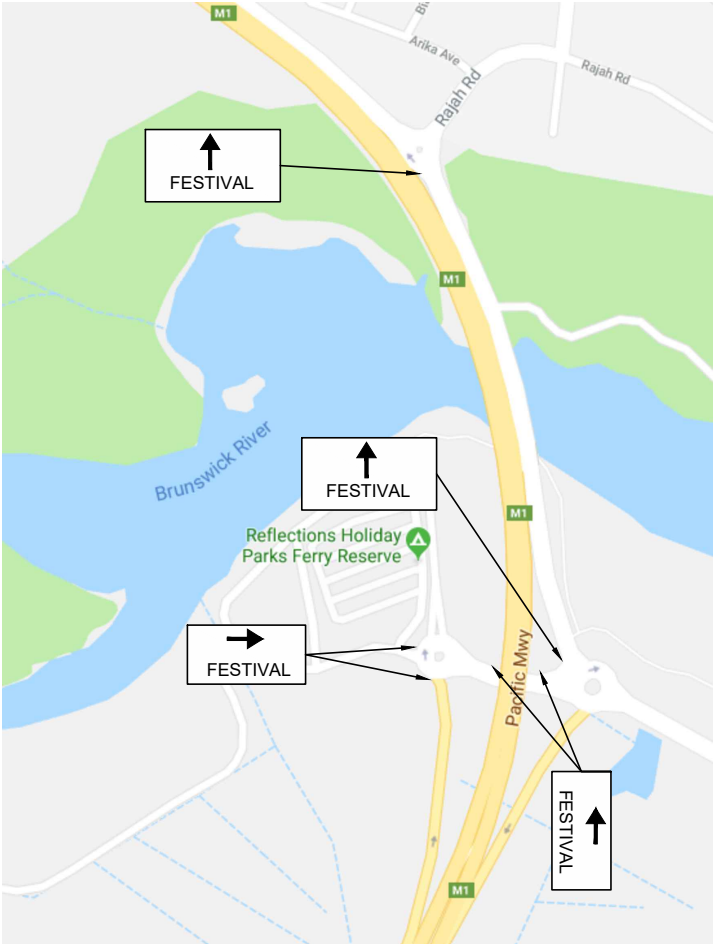
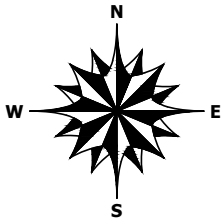
PROJECT:
Traffic Guidance Schemes
Splendour in the Grass 2023

DRAWING TITLE:
Yelgun VMS board locations for advance warnin

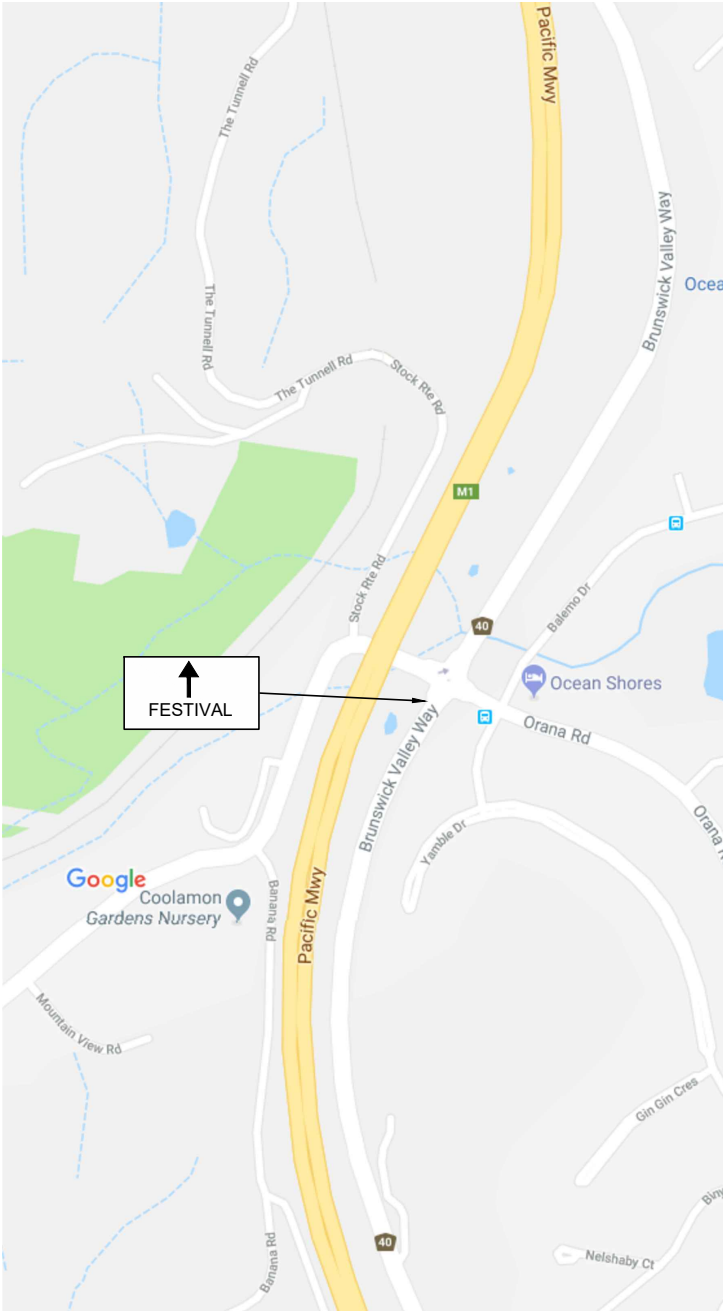
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DRAWING NUMBER: J1240_TGSBSC3	REVISION: 0

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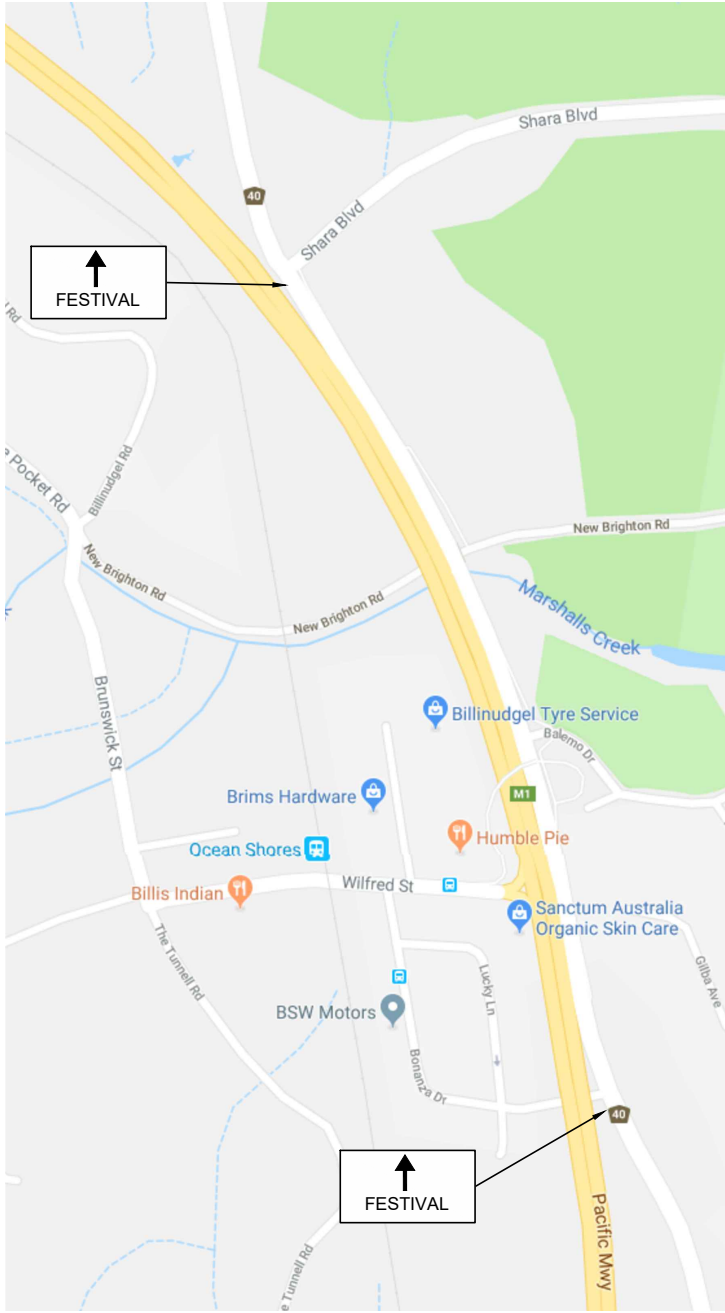
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BRUNSWICK HEAD NORTH DIRECTIONAL
SIGNAGE
N.T.S.
Source of map: Google Maps 2018



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



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



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

Signed:  Date: **07/03/23**



Ingen Consulting Pty Ltd
ACN: 623 948 112
a: Alstonville, NSW
p: +614 1726 4987
e: michiel@ingenconsulting.com.au
w: www.ingenconsulting.com.au

CLIENT:
Secret Sounds
6/59 Centennial Circuit
Byron Bay NSW 2481

PROJECT:
Traffic Guidance Schemes
Splendour in the Grass 2023

DRAWING TITLE:
Directional signage plan - Brunswick route

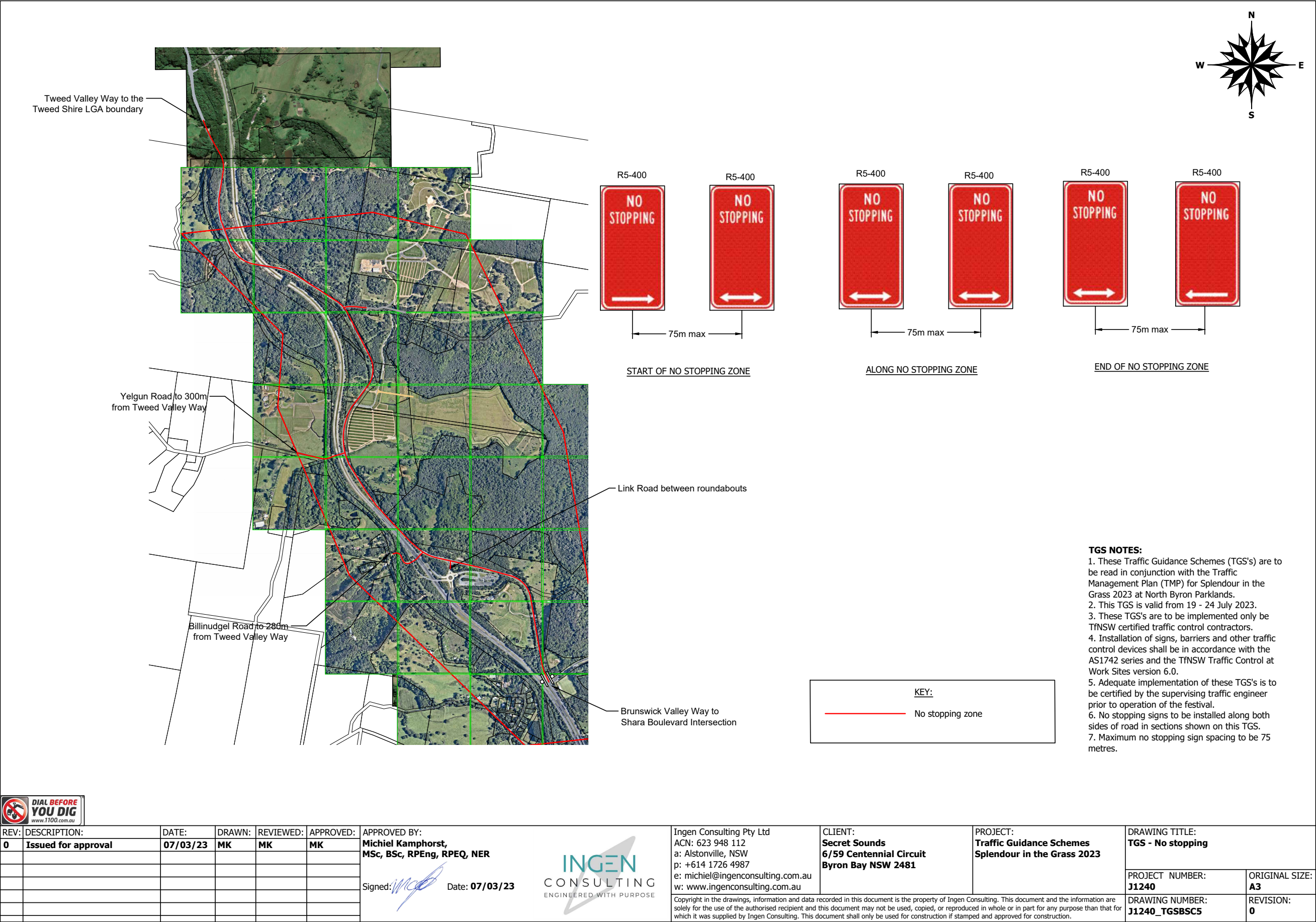
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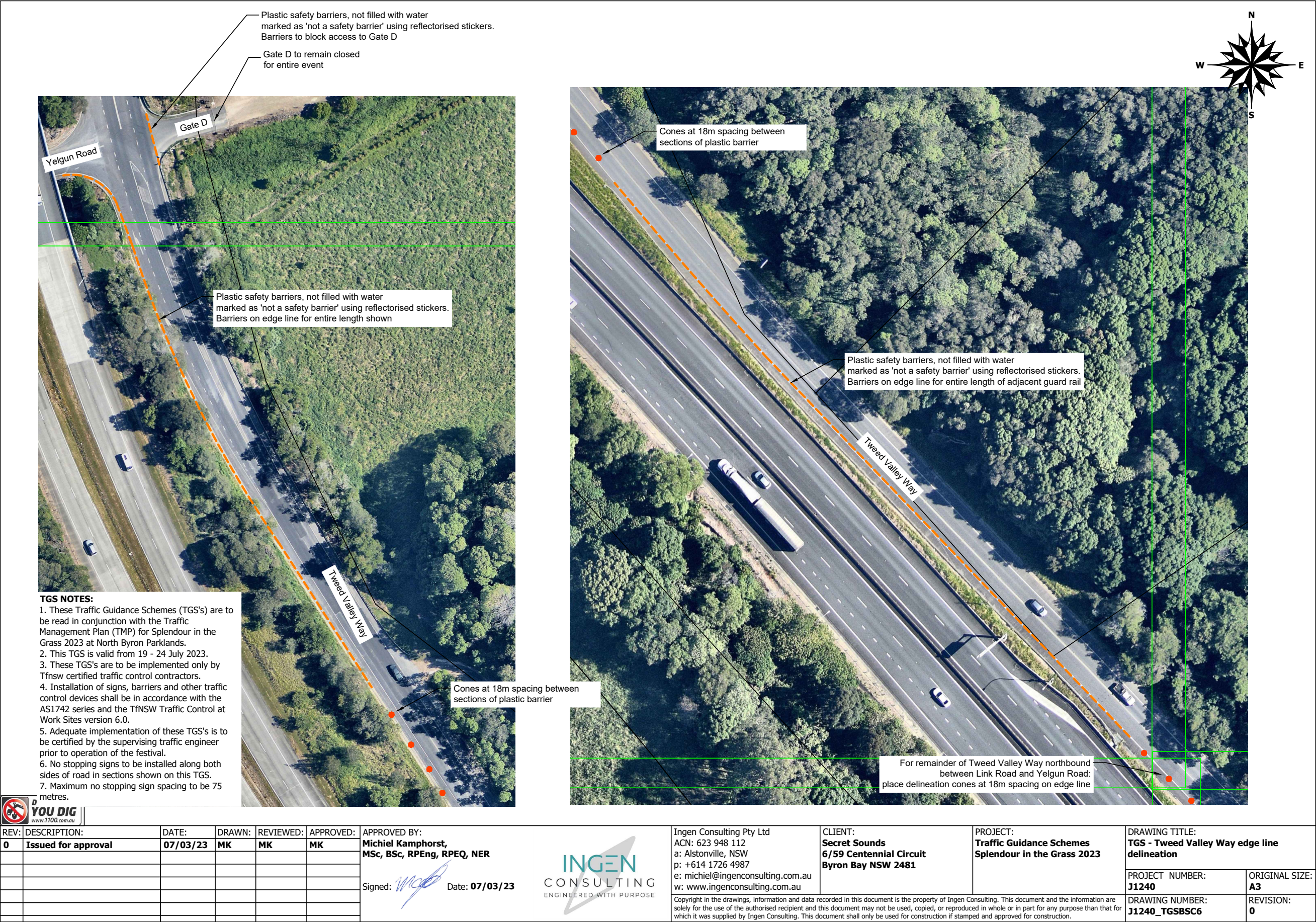
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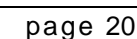
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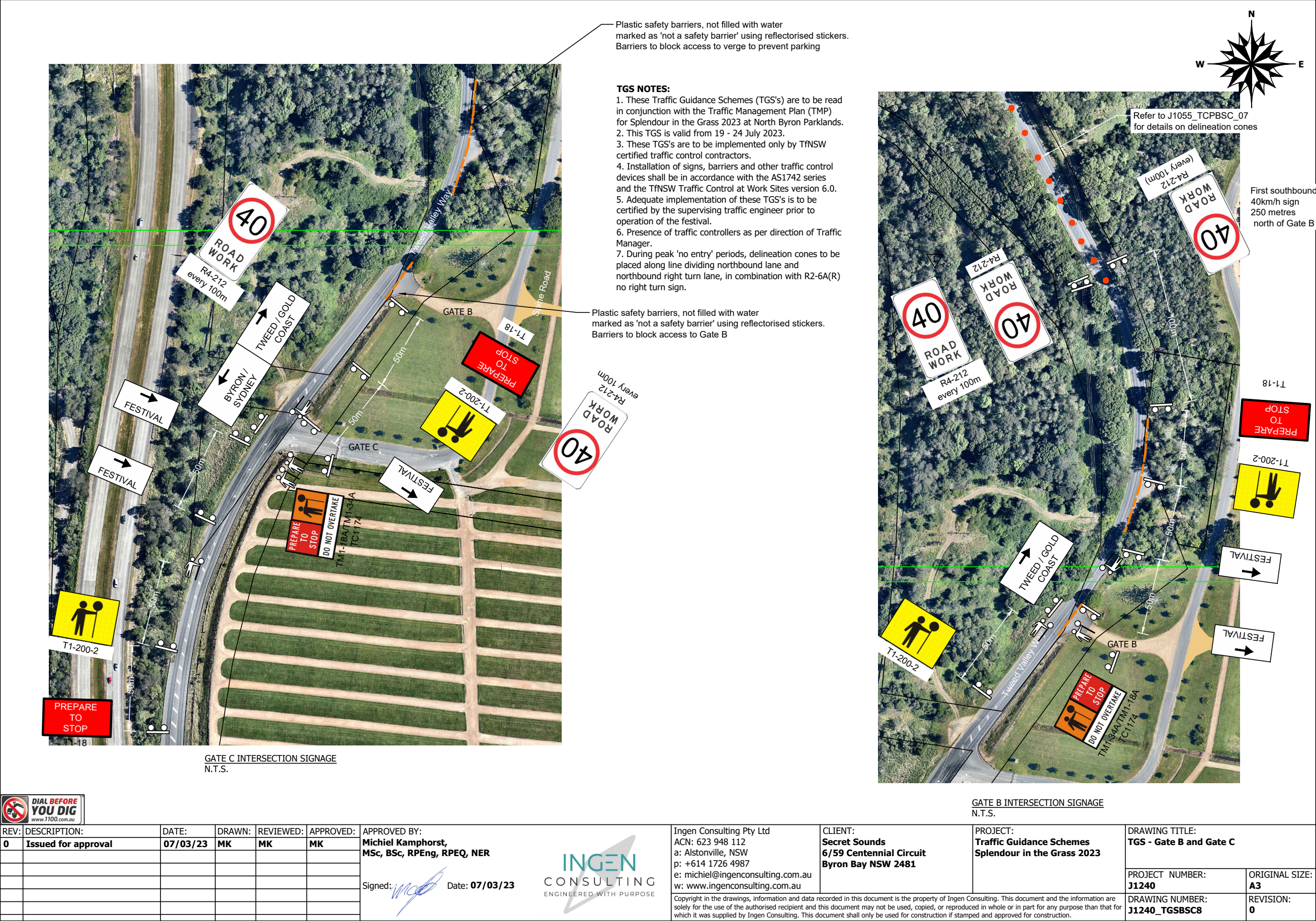
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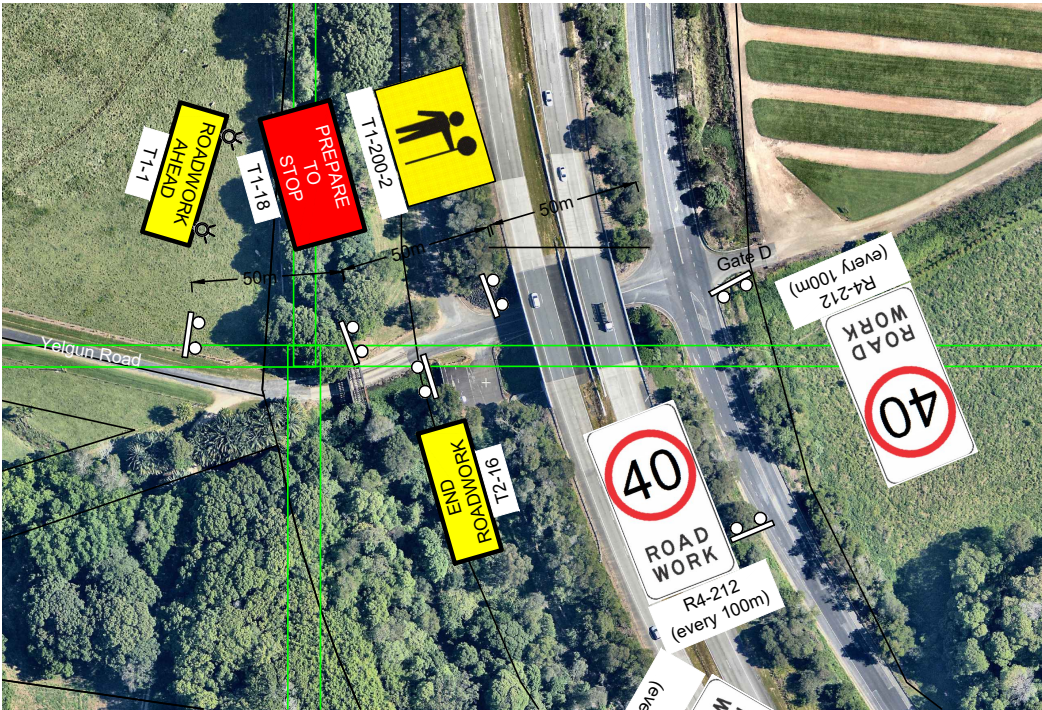
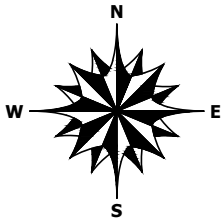
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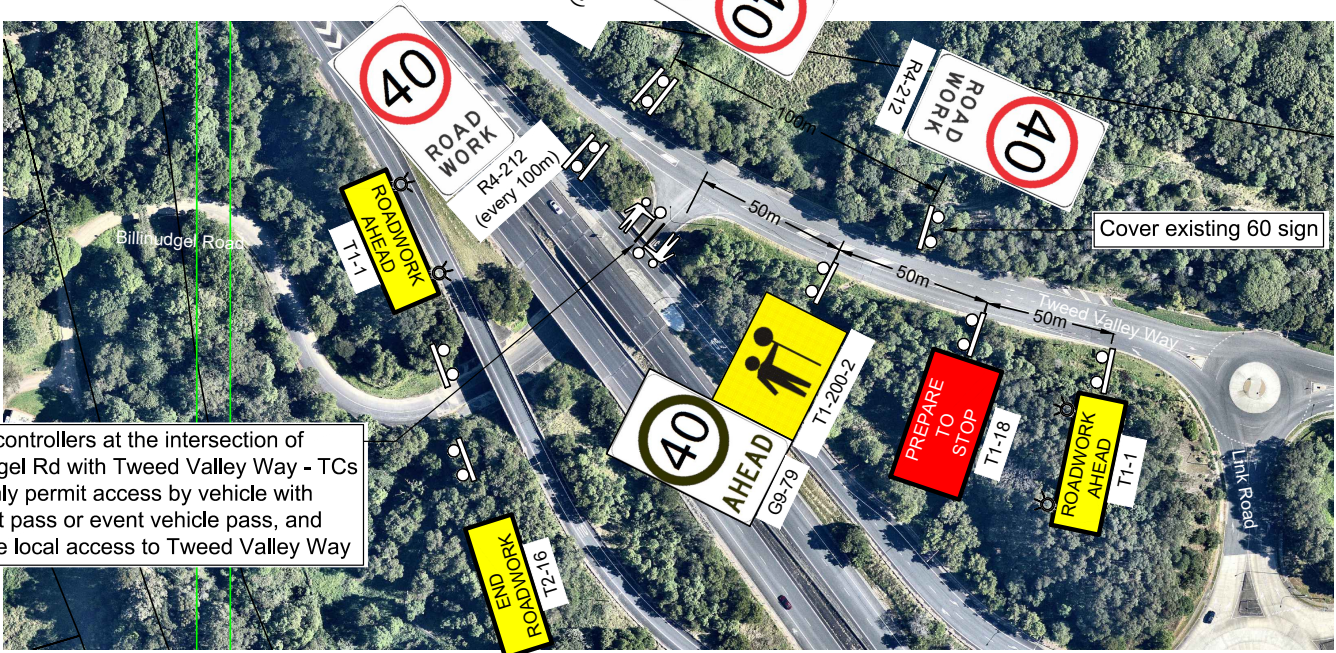








YELGUN ROAD SIGNAGE
N.T.S.



BILLINUDGEL ROAD SIGNAGE
N.T.S.

- TGS NOTES:**
- 1. These Traffic Guidance Schemes (TGS's) are to be read in conjunction with the Traffic Management Plan (TMP) for Splendour in the Grass 2023 at North Byron Parklands.
 - 2. This TGS is valid from 19 - 24 July 2023.
 - 3. These TGS's are to be implemented only by TfNSW certified traffic control contractors.
 - 4. Installation of signs, barriers and other traffic control devices shall be in accordance with the AS1742 series and the TfNSW Traffic Control at Work Sites version 6.0.
 - 5. Adequate implementation of these TGS's is to be certified by the supervising traffic engineer prior to operation of the festival.
 - 6. Presence of traffic controllers as per direction of Traffic Manager.



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0	Issued for approval	07/03/23	MK	MK	MK

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

Signed:  Date: **07/03/23**



Ingen Consulting Pty Ltd
ACN: 623 948 112
a: Alstonville, NSW
p: +614 1726 4987
e: michiel@ingenconsulting.com.au
w: www.ingenconsulting.com.au

CLIENT:
Secret Sounds
6/59 Centennial Circuit
Byron Bay NSW 2481

PROJECT:
Traffic Guidance Schemes
Splendour in the Grass 2023

DRAWING TITLE:
TGS - Yelgun Road and Billinudgel Road

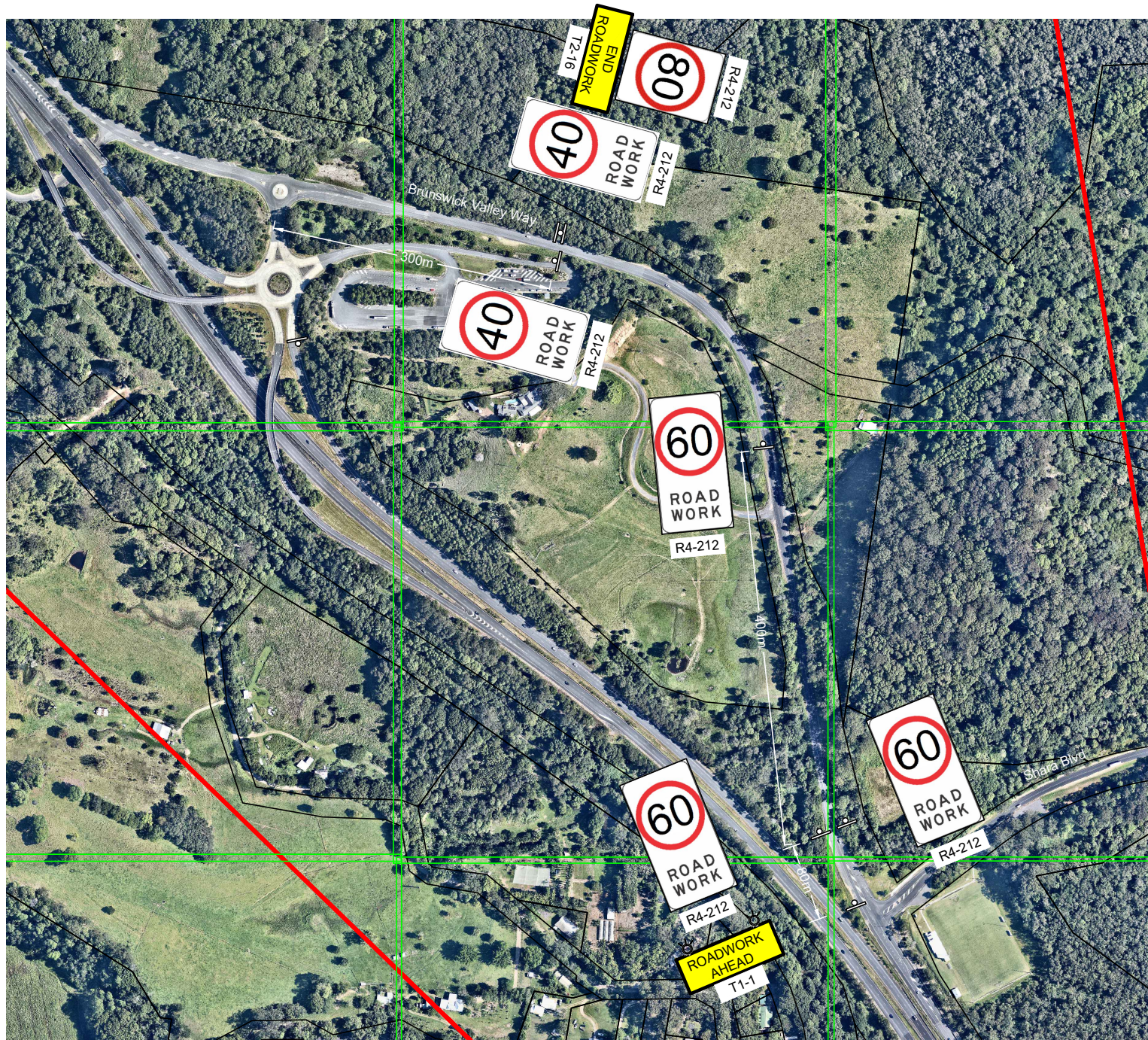
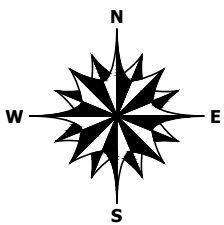
PROJECT NUMBER:
J1240

ORIGINAL SIZE:
A3

DRAWING NUMBER:
J1240_TGSBSC09

REVISION:
0

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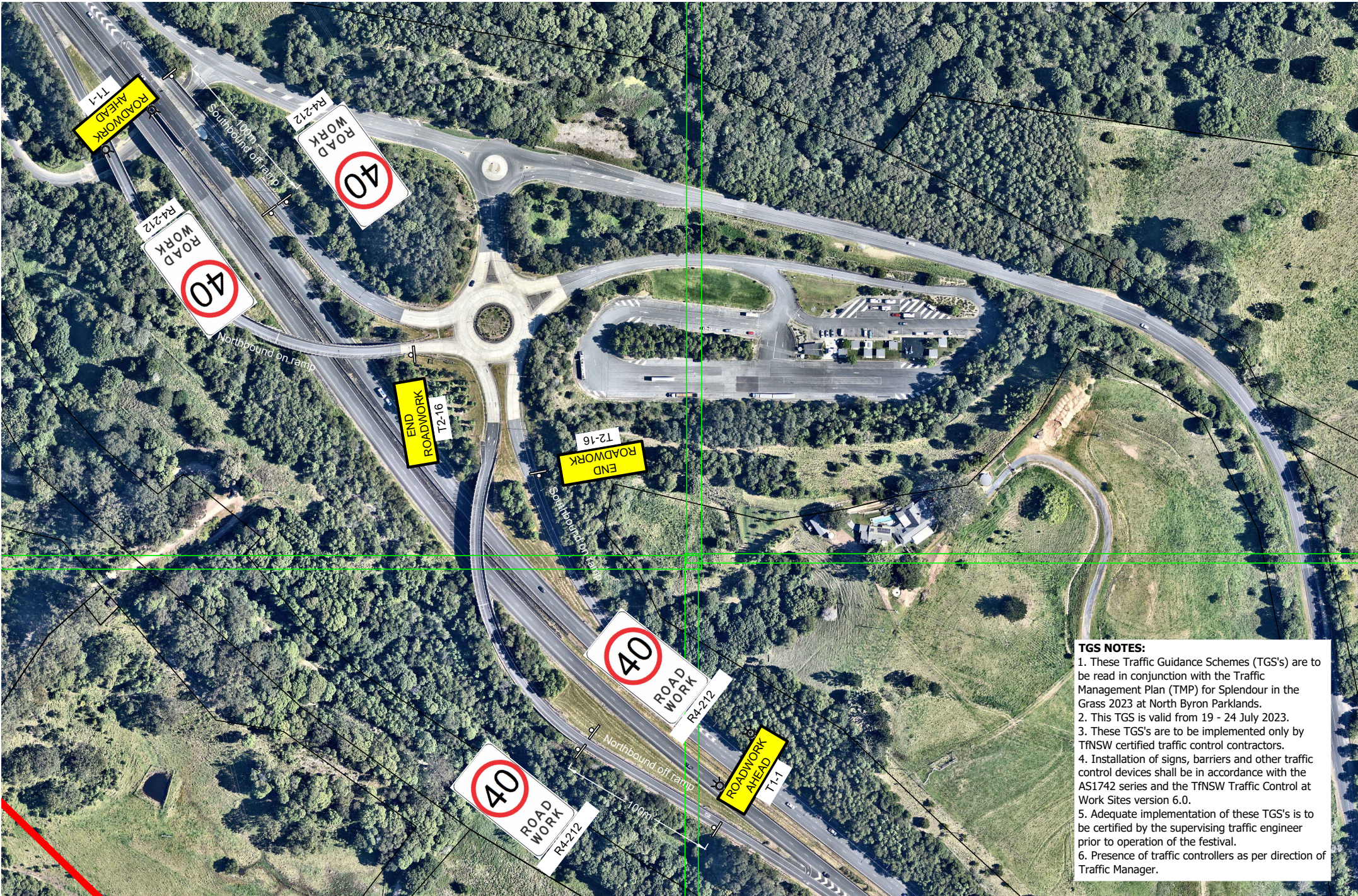
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ACN: 623 948 112
a: Alstonville, NSW
p: +614 1726 4987
e: michiel@ingenconsulting.com.au
w: www.ingenconsulting.com.au

CLIENT:
Secret Sounds
6/59 Centennial Circuit
Byron Bay NSW 2481

PROJECT:
Traffic Guidance Schemes
Splendour in the Grass 2023

DRAWING TITLE: TGS - Brunswick Valley Way	
PROJECT NUMBER: J1240	ORIGINAL SIZE: A3
DRAWING NUMBER: J1240_TGSBSC10	REVISION: 0

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TGS NOTES:

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



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Signed:  Date: 07/03/23



Ingen Consulting Pty Ltd
ACN: 623 948 112
a: Alstonville, NSW
p: +614 1726 4987
e: michiel@ingenconsulting.com.au
w: www.ingenconsulting.com.au

CLIENT:
Secret Sounds
6/59 Centennial Circuit
Byron Bay NSW 2481

PROJECT:
Traffic Guidance Schemes
Splendour in the Grass 2023

DRAWING TITLE:
TGS - Yelgun interchange

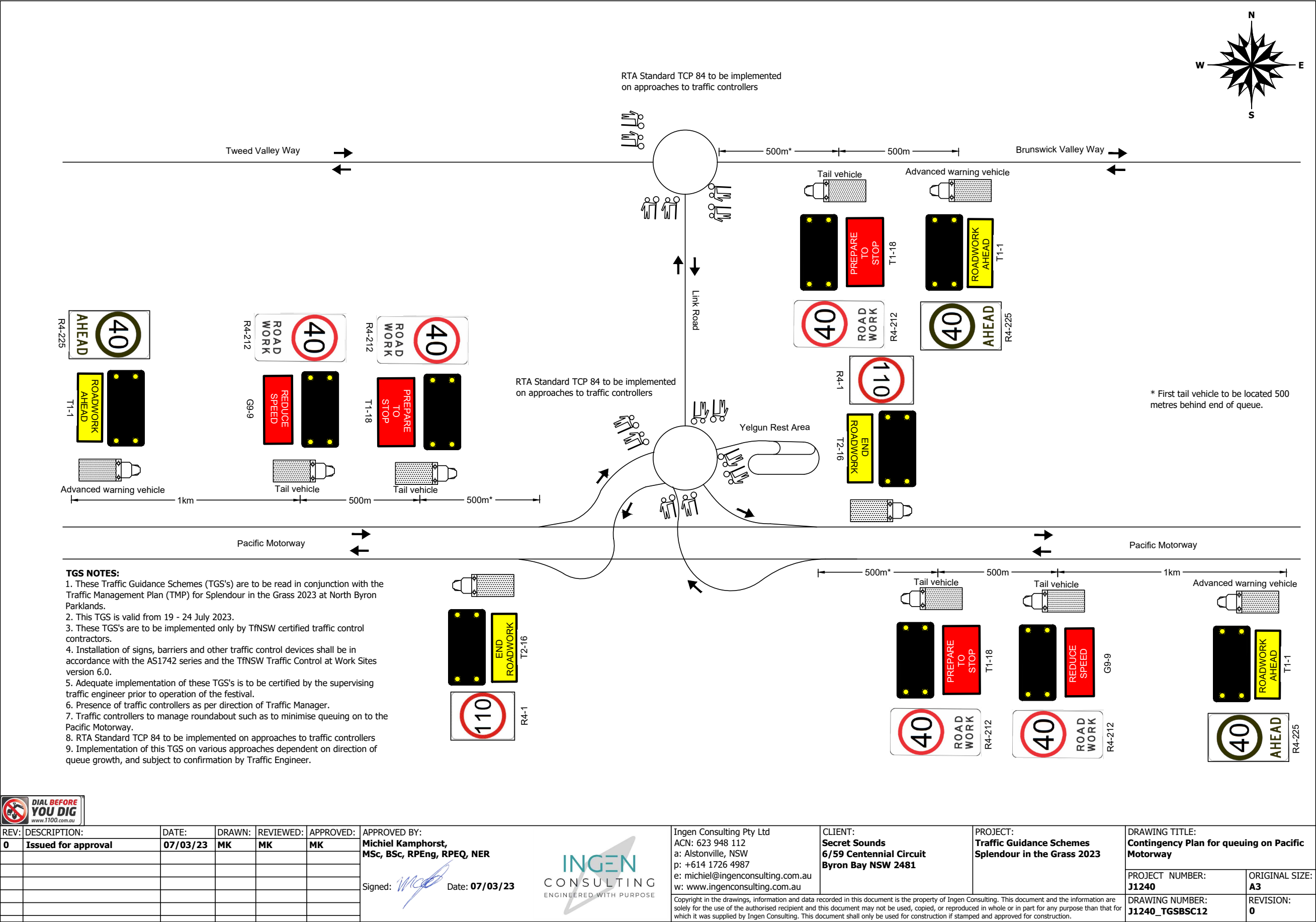
PROJECT NUMBER:
J1240

ORIGINAL SIZE:
A3

DRAWING NUMBER:
J1240_TGSBSC11

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TIMP NOTES:

1. This Traffic Incident Management Plan (TIMP) is to be read in conjunction with the Traffic Management Plan (TMP) for Splendour in the Grass 2023 at North Byron Parklands.
2. A traffic incident is defined as any event that can degrade safety and/or slow traffic, including disabled vehicles, crashes, maintenance activities, adverse weather conditions and debris on the roadway.
3. Management of traffic incidents is to always achieve the following:
 - 3.1. Improve safety of crash victims, motorists and incident responders
 - 3.2. Reduce incident duration and impact

EMERGENCY CONTACTS



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

INCIDENT CLASSIFICATION



	Level 1	Level 2	Level 3	Level 4	Level 5
Type/location of incident	- Car park - Shoulder	Vehicle in traffic lane	- Minor crash (no injuries) - Minor debris - Significant congestion on public road	- Serious crash - Injuries - Debris - Fire	- Major injuries crash - Fatality - Hazmat - Debris - Fire
Estimated duration	0 - 30mins	0 - 30 mins	30 - 60 mins	1 - 2 hrs	> 2 hrs
Typical responses	- Repair - Tow	- Tow - Traffic control	- Police - Traffic control - Tow - Clean up	- Police - Paramedics - Fire brigade - Traffic control - Tow truck - Clean up	- Police - Paramedics - Fire brigade - Hazmat - Coroner - Traffic control - Tow truck - Clean up
Communication to patrons in transit	Nil	Nil	- SMS / E-mail: Expect delays, take an extra break	SMS, e-mail and social media statement: Serious traffic incident near festival, significant delays expected, don't travel to festival for next 2 hours	SMS, e-mail and social media statement: Major traffic incident near festival site, significant delays expected, don't travel to festival until further notice
Messaging on mobile and overhead VMS boards	Nil	Nil	Congestion at Yelgun, expect delays, avoid area if possible	Serious traffic incident at Yelgun, significant delays expected, do not travel to Tweed Valley Way at Yelgun	Major traffic incident at Yelgun, significant delays expected, do not travel to Tweed Valley Way at Yelgun

TRAFFIC INCIDENT MANAGEMENT PLAN (continued on next page)

Incident	Classification	Goals	Objectives	Procedures	Responders	Performance criteria				
						Response and verification time	Response dispatch time	Total incident duration	Injury severity management	Queue length
Vehicle bogged in car park	Level 1	- Minimise congestion in car park	- Quick identification of location of bogged vehicle - Have tractor available and ready	Volunteer / staff member contacts venue manager over radio, who then directs the tractor operator	- First observer (staff/volunteer) - Venue manager - Tractor driver	< 5 mins	< 5 mins	< 15 mins	- NA	< 50m
Vehicle in traffic lane broken down (flat tyre, engine failure, etc)	Level 2	- Minimise traffic congestion	- Quick identification of location - Determine if vehicle can be pushed or needs to be towed - Minimise queue lengths	- First responder staff to determine pushing or towing is appropriate - Traffic Control Manager notified by radio to send out crew - Tow vehicle directed if needed - Congestion monitored by other traffic controllers in the area and keep Traffic Control Manager updated	- First observer staff - Traffic Control Manager - Tow vehicle if required	< 2 mins	< 2 mins	< 10 mins	- NA	< 300m
Patrons walking in vehicle travel lane	Level 1	- Avoid injury	- Quick response by first response staff	- First responders (security / traffic control) to verbally direct patrons to move off road - First responders to contact Traffic Control on radio to hold back vehicles - Police may need to be called if problem persists	- First response staff - Traffic Controller - Police (if needed)	< 2 mins	< 1 min	< 5 mins	- NA	< 100m
Vehicle in wrong traffic lane opposing traffic flow at Gate D	Level 1	- Avoid crash	- Quick response by traffic controller	- Traffic controllers to radio colleagues to hold back traffic until problem resolved	- Traffic controllers	< 5 sec	< 10 sec	< 30 sec	- NA	< 50m

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						Signed:  Date: 07/03/23				PROJECT NUMBER: J1240
										ORIGINAL SIZE: A3
										DRAWING NUMBER: J1240_TIMP1
										REVISION: 0

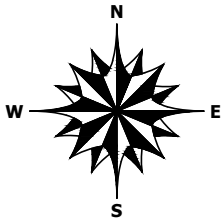
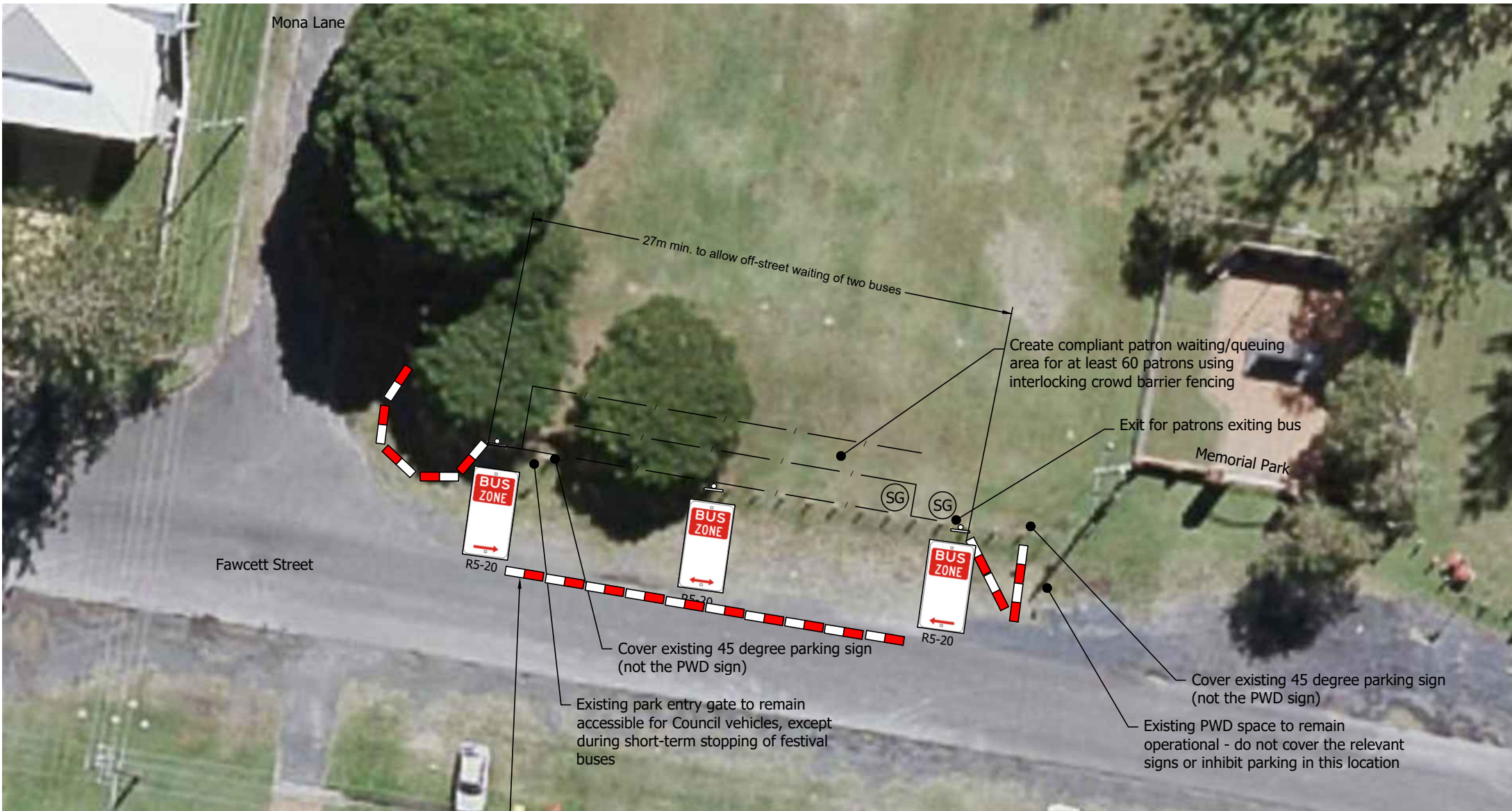
TRAFFIC INCIDENT MANAGEMENT PLAN (continued from previous page)												
Incident	Classification	Goals	Objectives	Procedures	Responders	Performance criteria						
						Response and verification time	Response dispatch time	Total incident duration	Injury severity management	Queue length		
Conflict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

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									PROJECT NUMBER:	ORIGINAL SIZE:
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						Signed:  Date: 07/03/23					DRAWING NUMBER: J1240_TIMP2	REVISION: 0

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- TCP NOTES:**
1. These Traffic Guidance Scheme (TGS) is to be read in conjunction with the Traffic Management Plan (TMP) for the temporary bus bay.
 2. These TGS is only valid from 19 - 24 July 2023.
 3. These TGS is to be implemented only by TfNSW certified traffic control contractors.
 4. Installation of signs, barriers and other traffic control devices shall be in accordance with the AS1742 series and the RTA Traffic Control at Work Sites version 4.0.

BRUNSWICK BUS BAY LAYOUT
1:250
Source of aerial image: NSW Planning Portal 2019

Install plastic safety barriers (not water filled) along edge of seal to prevent cars from parking in bus bay. Barriers to be marked with "not a safety barrier" markings

KEY:

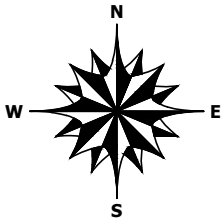
- Plastic road safety barrier, not filled with water, but marked reflectorised sticker stating "not a safety barrier"
- Security guard
- Barrier fencing
- Traffic control sign



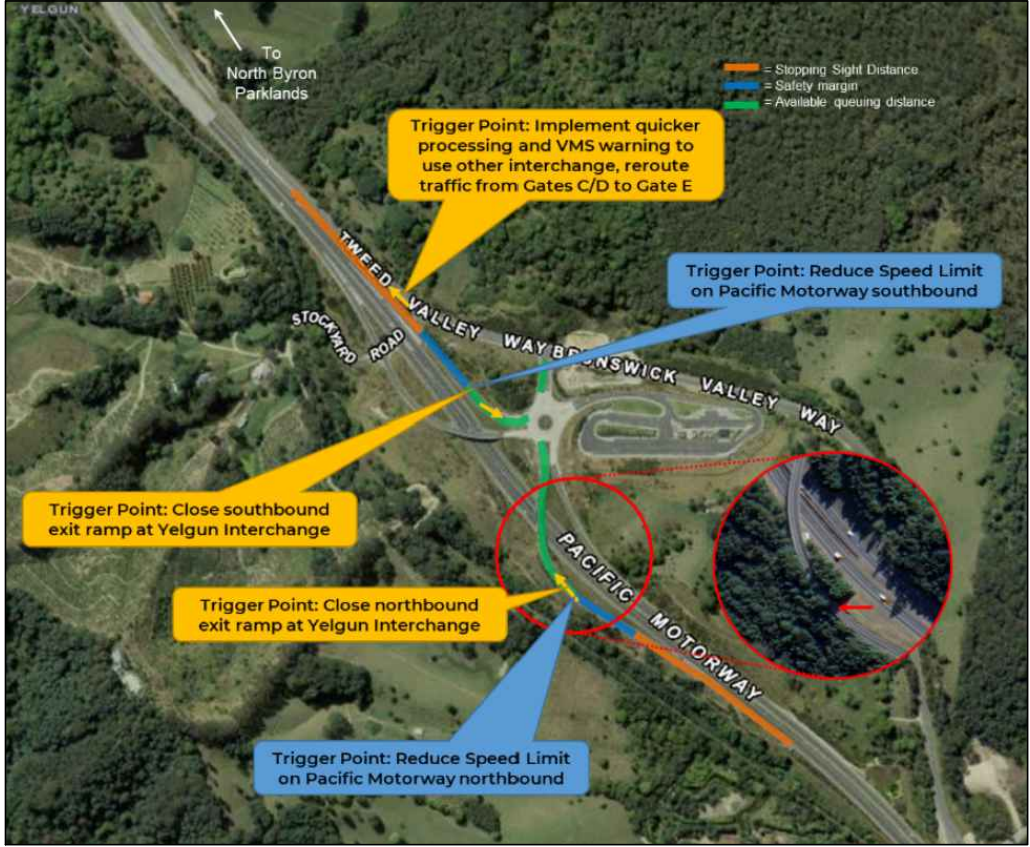
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						Signed: _____ Date: 07/03/23					PROJECT NUMBER: J1240	ORIGINAL SIZE: A3
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CONTINGENCY PLANS
for
SPLENDOUR IN THE GRASS 2023
at
North Byron Parklands, Yelgun, NSW

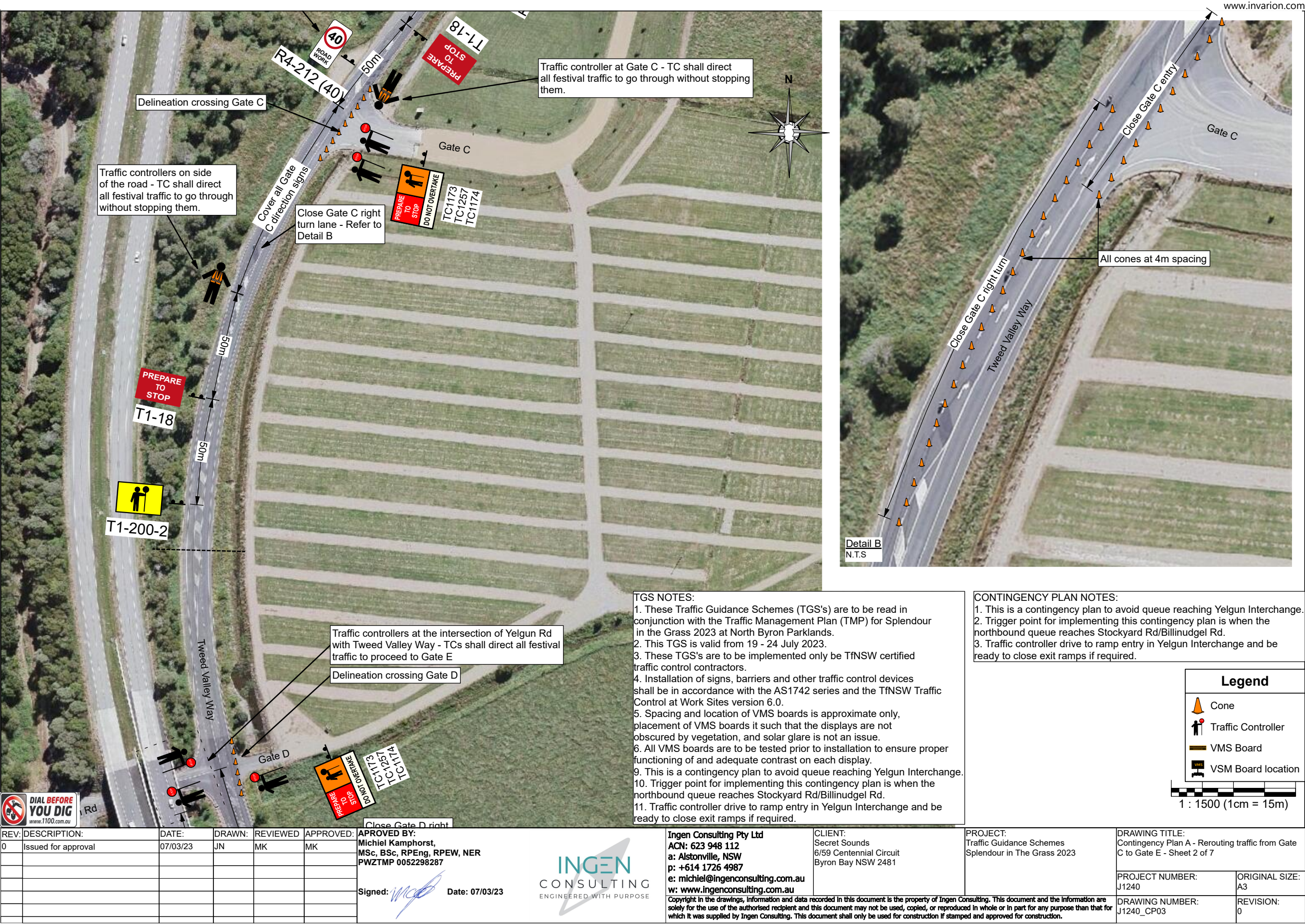


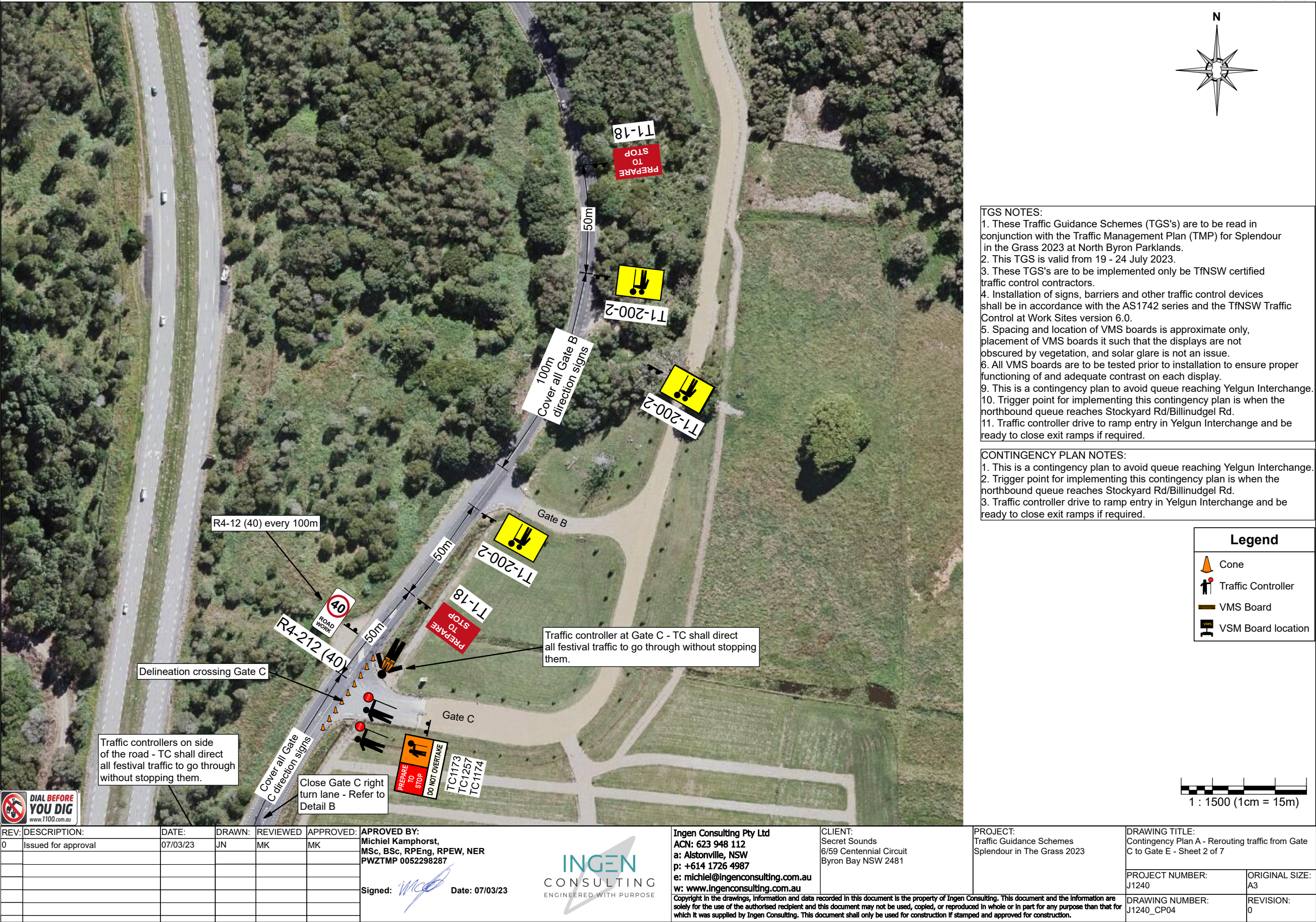
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N/A	J1240_CP01	Title page	0
When northbound queue reaches Billinudgel Rd	J1240_CP02	Contingency Plan A - Rerouting traffic from Gate C to Gate E - Sheet 1 of 7	0
	J1240_CP03	Contingency Plan A - Rerouting traffic from Gate C to Gate E - Sheet 2 of 7	0
	J1240_CP04	Contingency Plan A - Rerouting traffic from Gate C to Gate E - Sheet 3 of 7	0
	J1240_CP05	Contingency Plan A - Rerouting traffic from Gate C to Gate E - Sheet 4 of 7	0
	J1240_CP06	Contingency Plan A - Rerouting traffic from Gate C to Gate E - Sheet 5 of 7	0
	J1240_CP07	Contingency Plan A - Rerouting traffic from Gate C to Gate E - Sheet 6 of 7	0
	J1240_CP08	Contingency Plan A - Rerouting traffic from Gate C to Gate E - Sheet 7 of 7	0
When the queue on the northbound ramp reaches the end of the trees between the ramp and the Pacific Highway	J1240_CP09	Contingency Plan B - Ramp closure at Yelgun Interchange - Sheet 1 of 4	0
	J1240_CP10	Contingency Plan B - Ramp closure at Yelgun Interchange - Sheet 2 of 4	0
When the queue on the southbound ramp reaches the end of the left-turn bay.	J1240_CP11	Contingency Plan B - Ramp closure at Yelgun Interchange - Sheet 3 of 4	0
	J1240_CP12	Contingency Plan B - Ramp closure at Yelgun Interchange - Sheet 4 of 4	0
When Gate E queue reaches Wooyung Rd	J1240_CP13	Contingency Plan C - Rerouting traffic from Gate C to Gate E - Sheet 1 of 7	0
	J1240_CP14	Contingency Plan C - Rerouting traffic from Gate C to Gate E - Sheet 2 of 7	0
	J1240_CP15	Contingency Plan C - Rerouting traffic from Gate C to Gate E - Sheet 3 of 7	0
	J1240_CP16	Contingency Plan C - Rerouting traffic from Gate C to Gate E - Sheet 4 of 7	0
	J1240_CP17	Contingency Plan C - Rerouting traffic from Gate C to Gate E - Sheet 5 of 7	0
	J1240_CP18	Contingency Plan C - Rerouting traffic from Gate C to Gate E - Sheet 6 of 7	0
	J1240_CP19	Contingency Plan C - Rerouting traffic from Gate C to Gate E - Sheet 7 of 7	0
When any queue reaches the Pacific Hwy	J1240_CP20	Contingency Plan D - Queue at the Pacific Highway - Sheet 1 of 4	0
	J1240_CP21	Contingency Plan D - Queue at the Pacific Highway - Sheet 2 of 4	0
	J1240_CP22	Contingency Plan D - Queue at the Pacific Highway - Sheet 3 of 4	0
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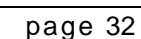


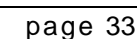
TRIGGER POINT LOCATIONS
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Source of map: Traffic Management Plan for SITG 2023

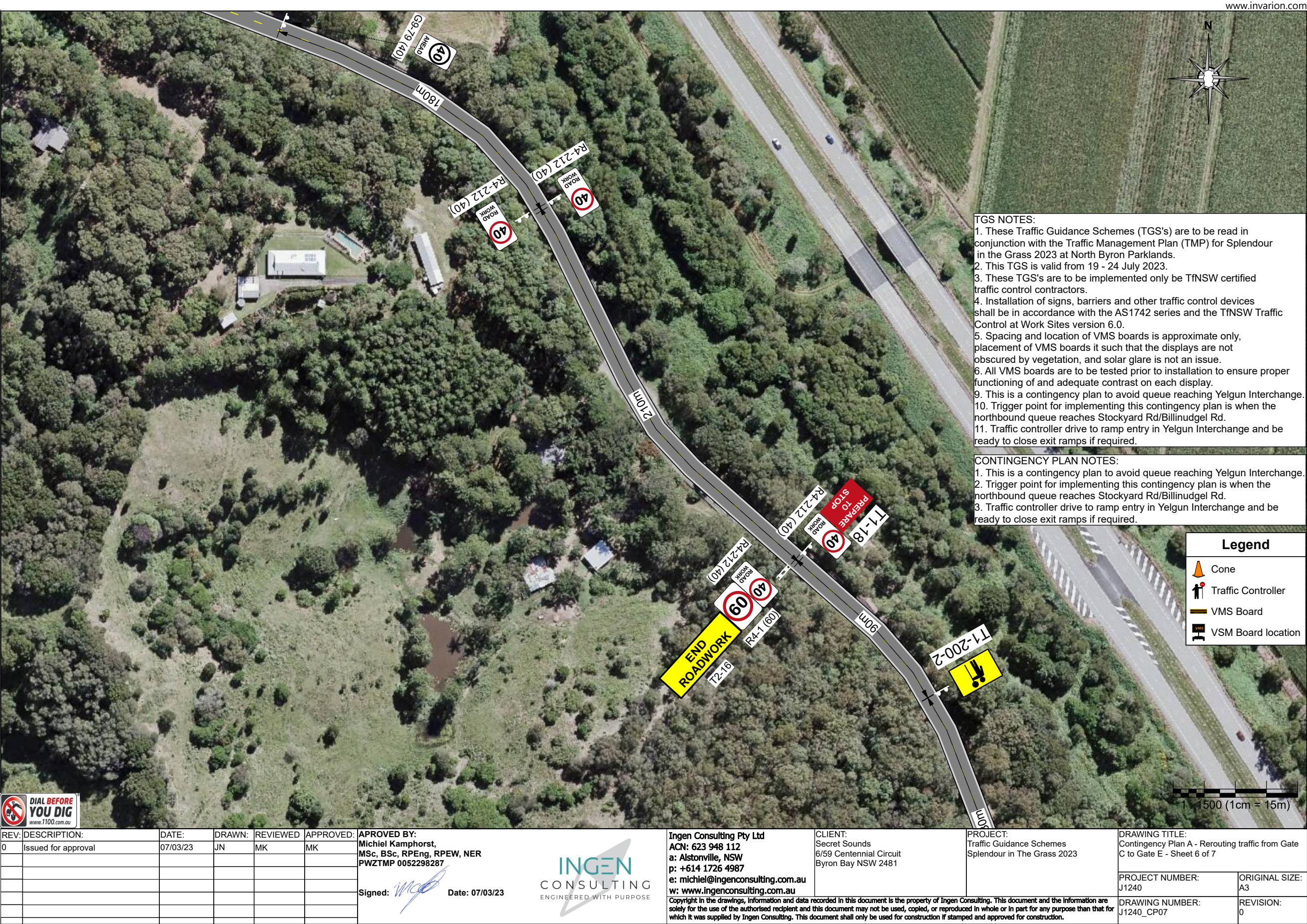
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						Signed:  Date: 07/03/23					

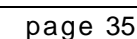


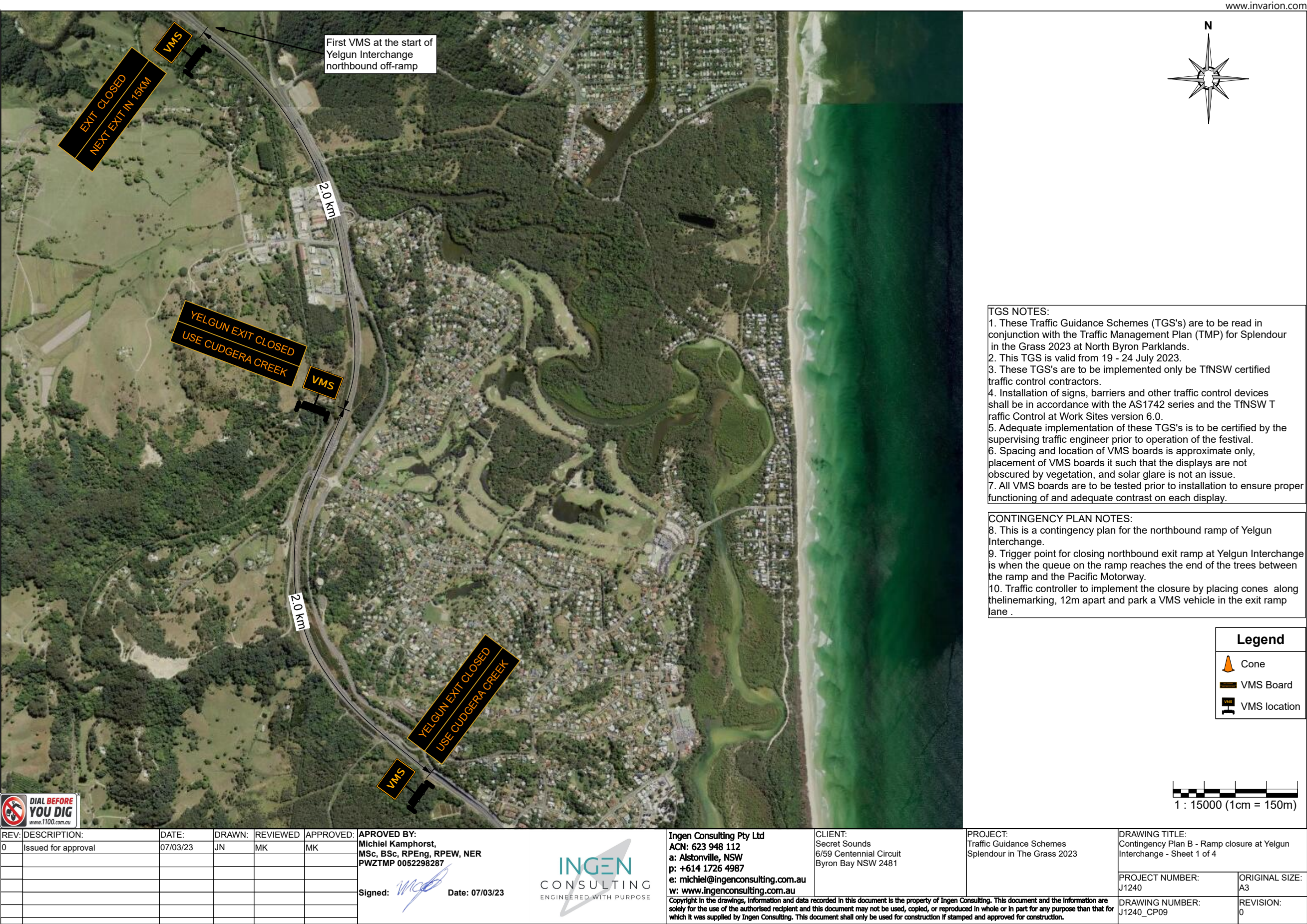


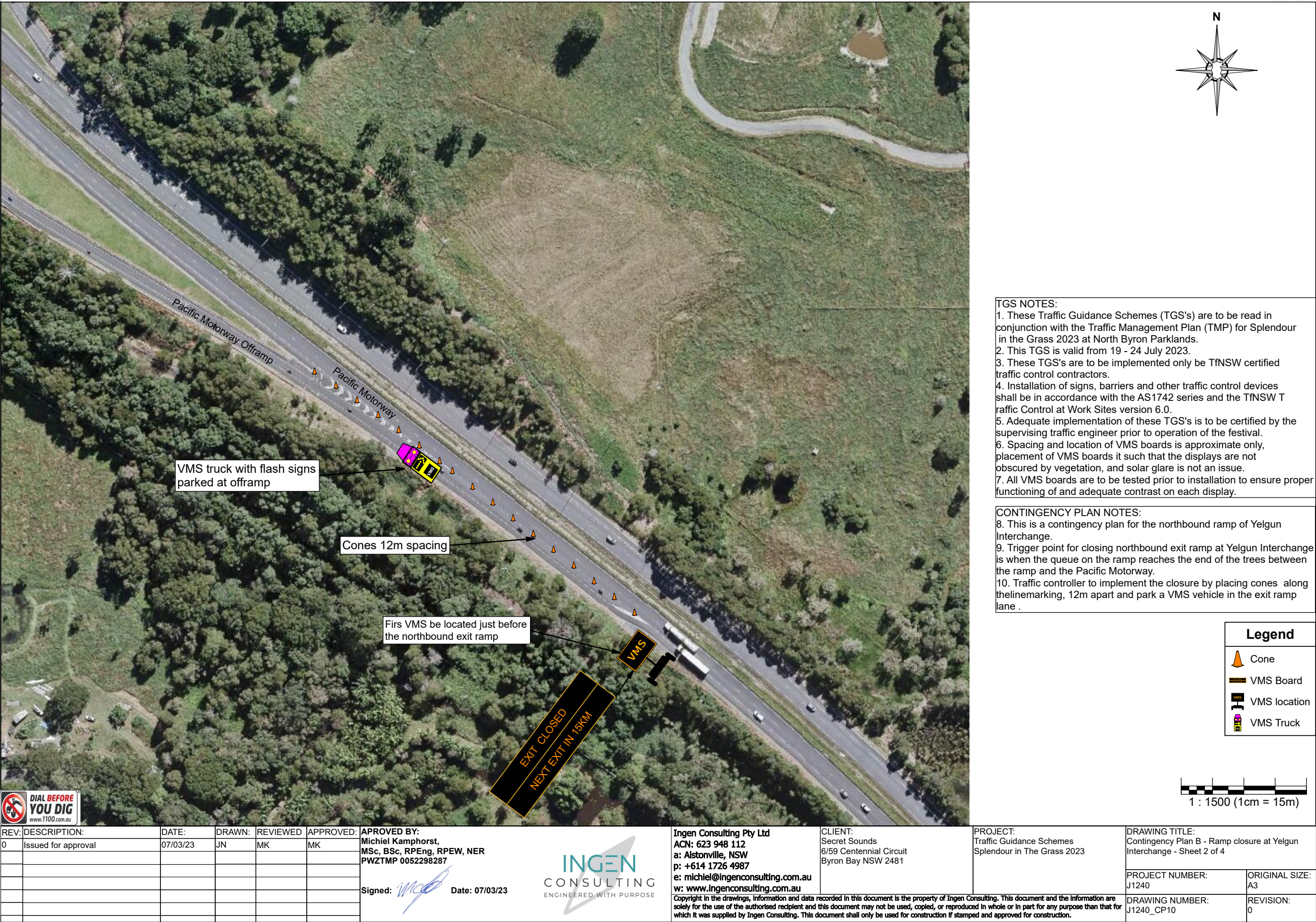


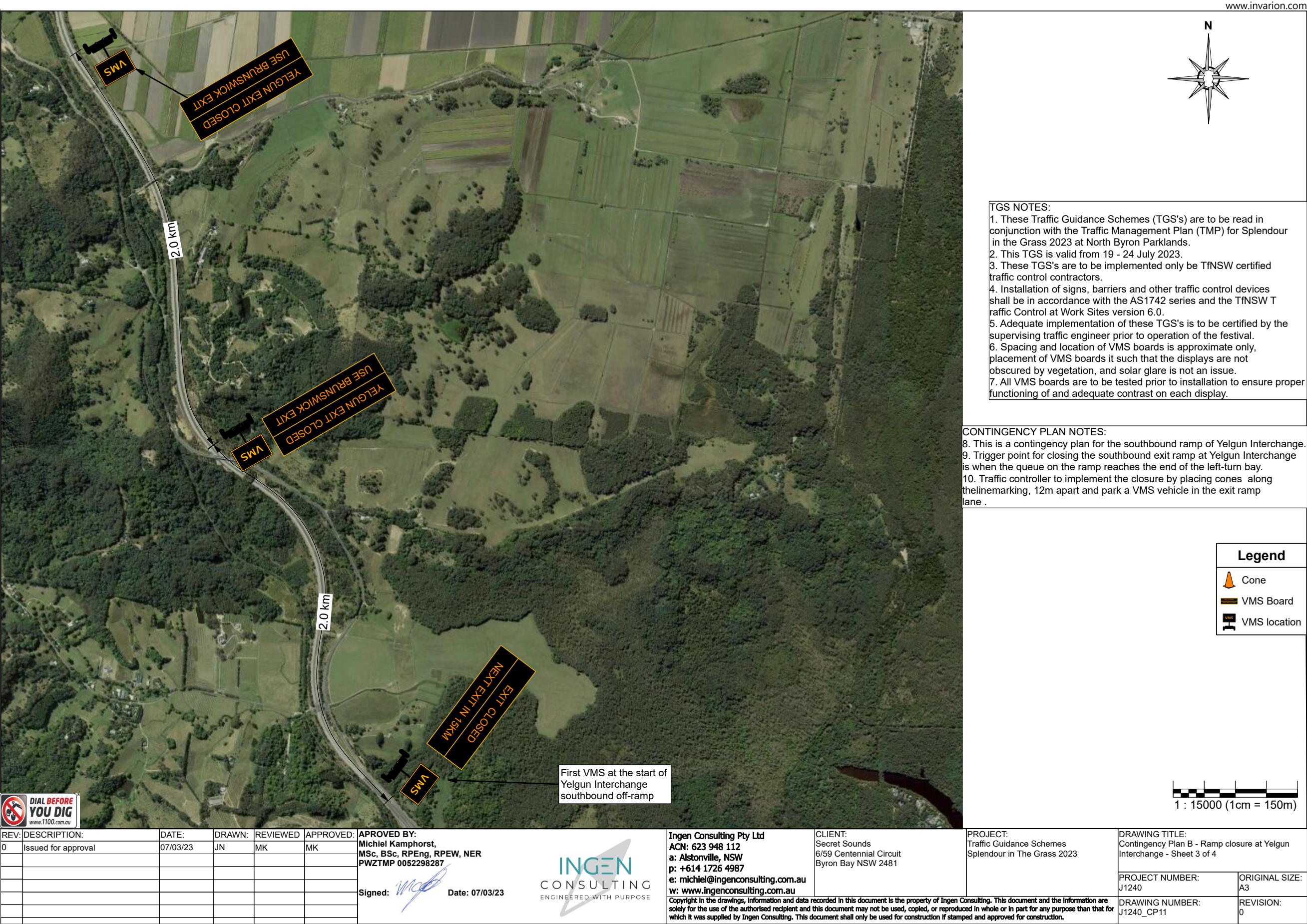


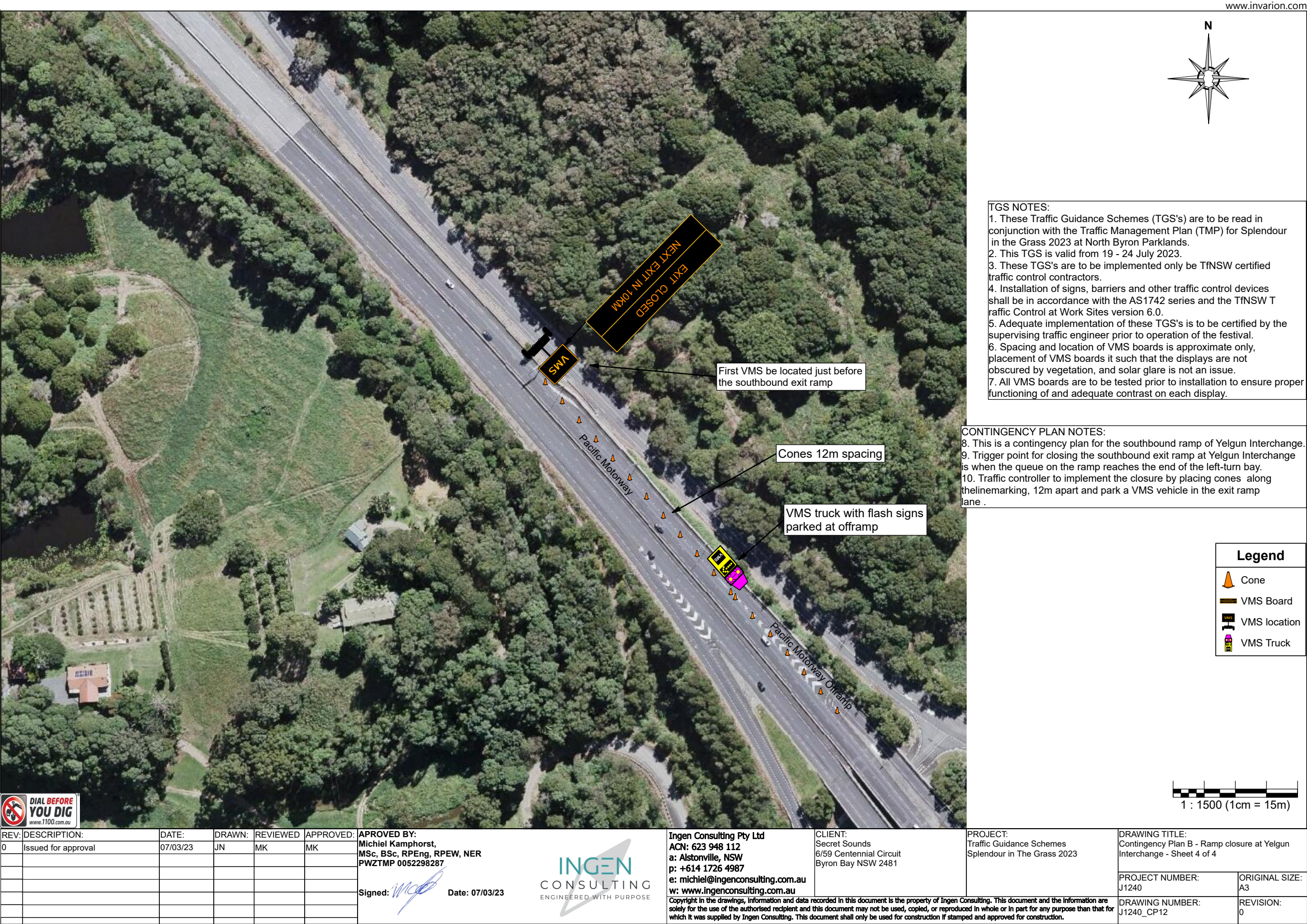


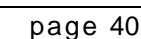


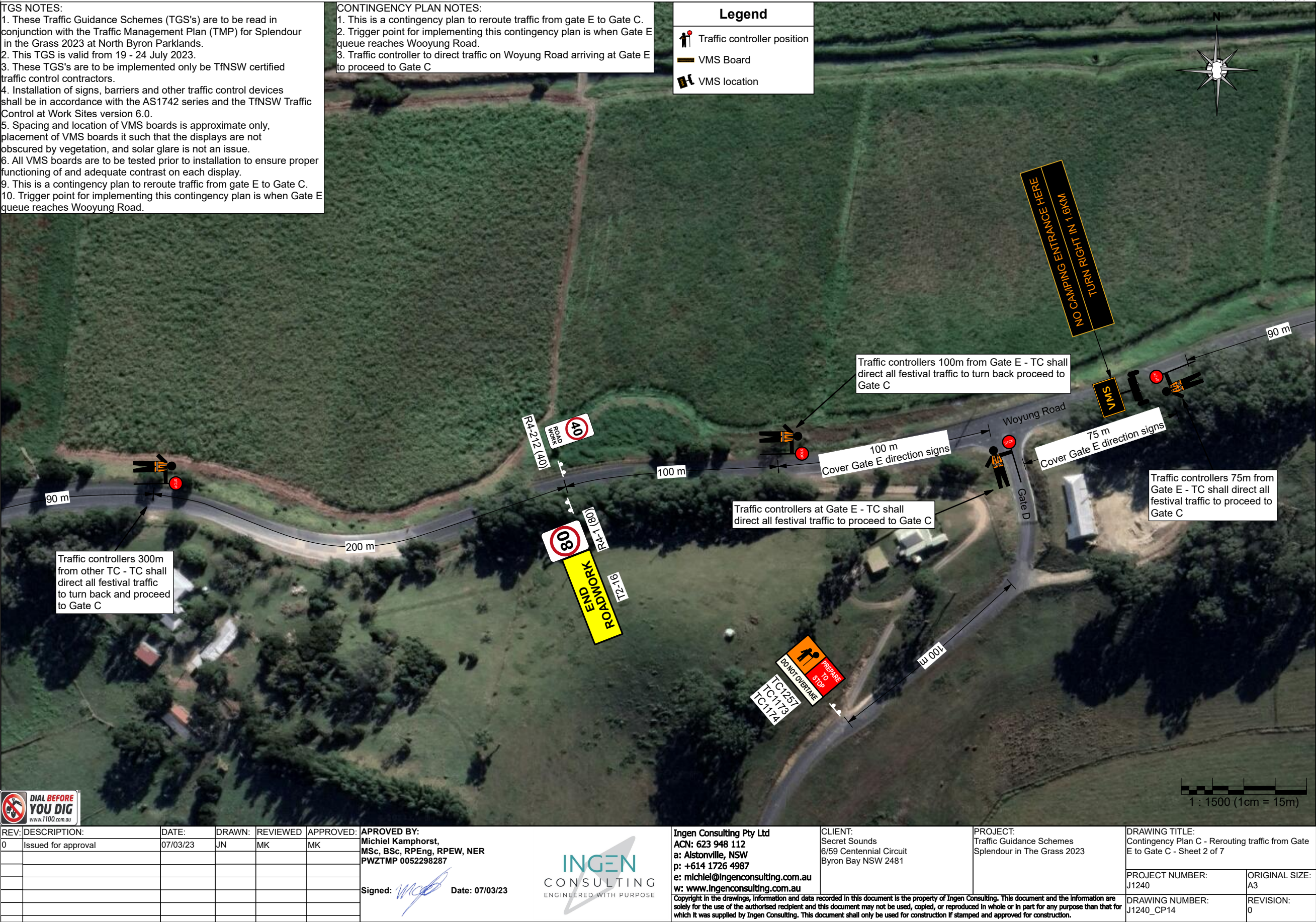


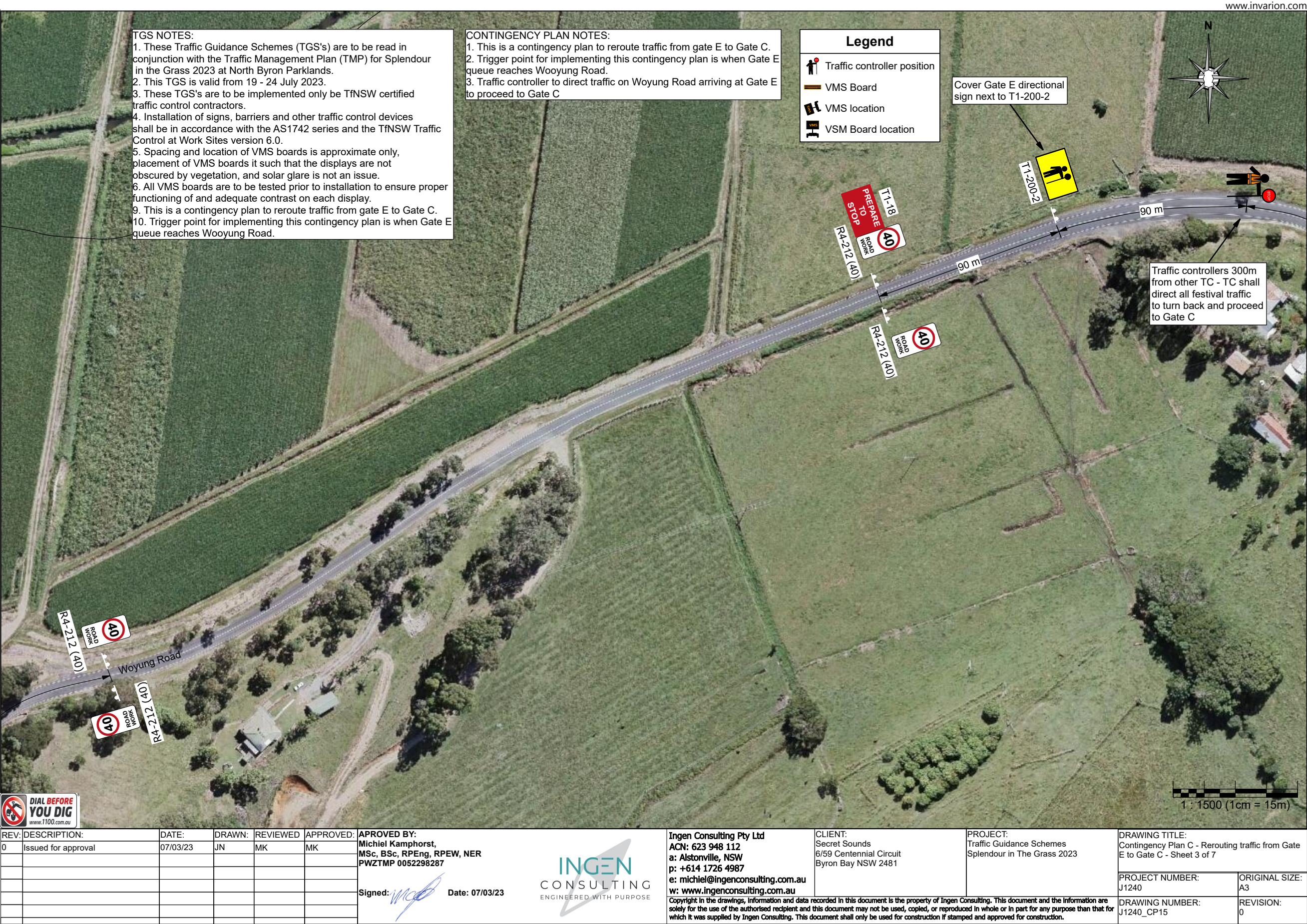




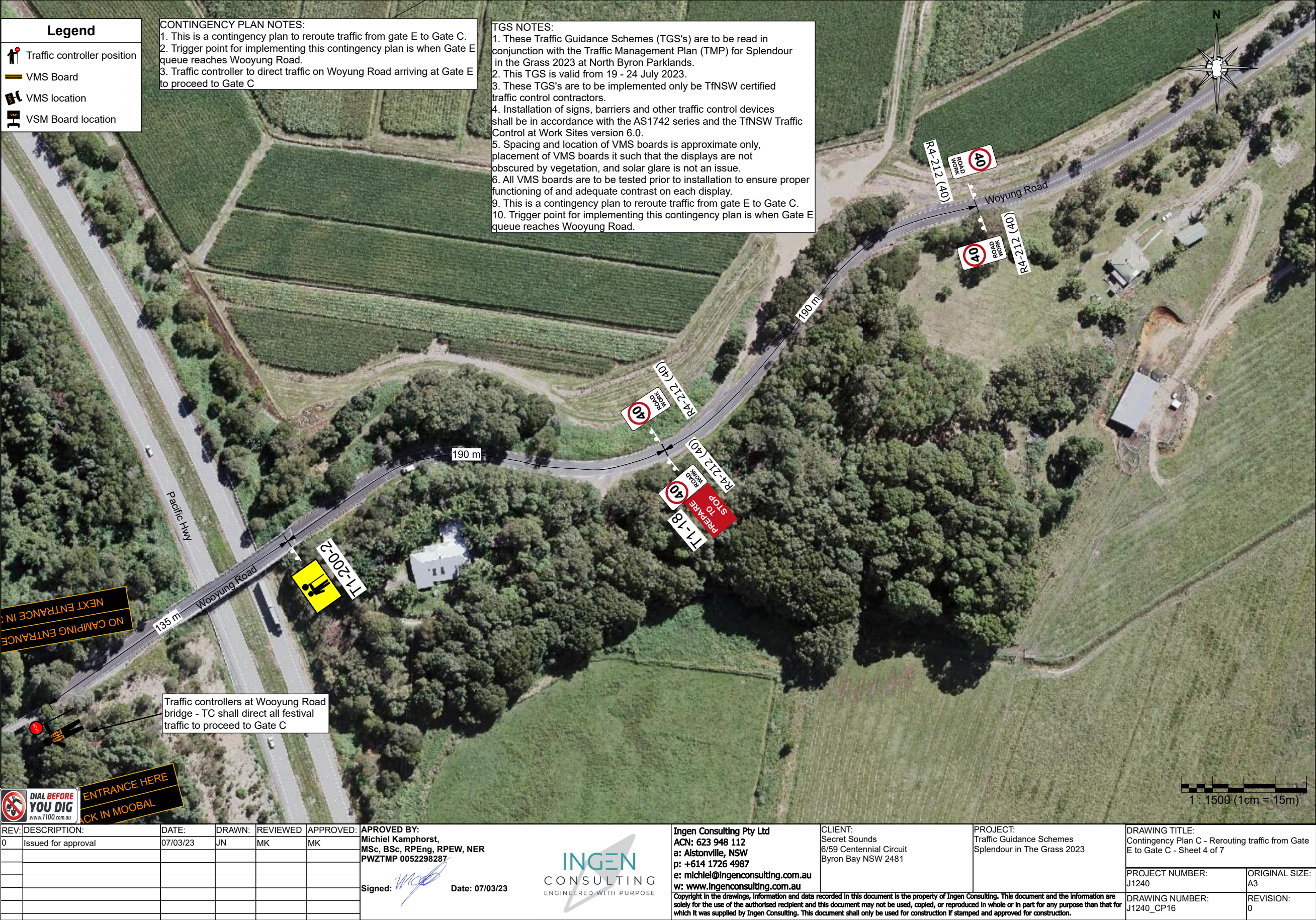


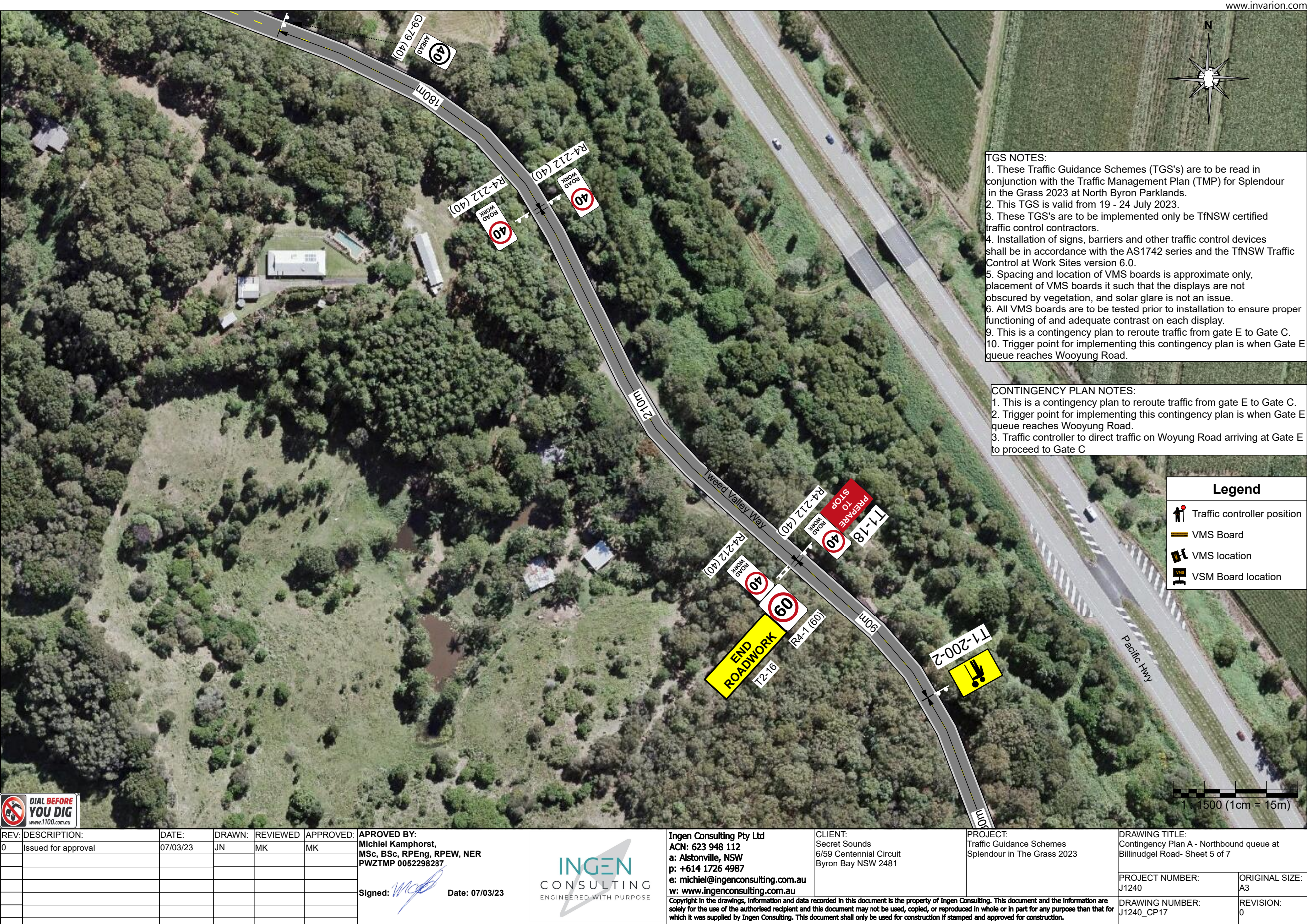


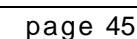


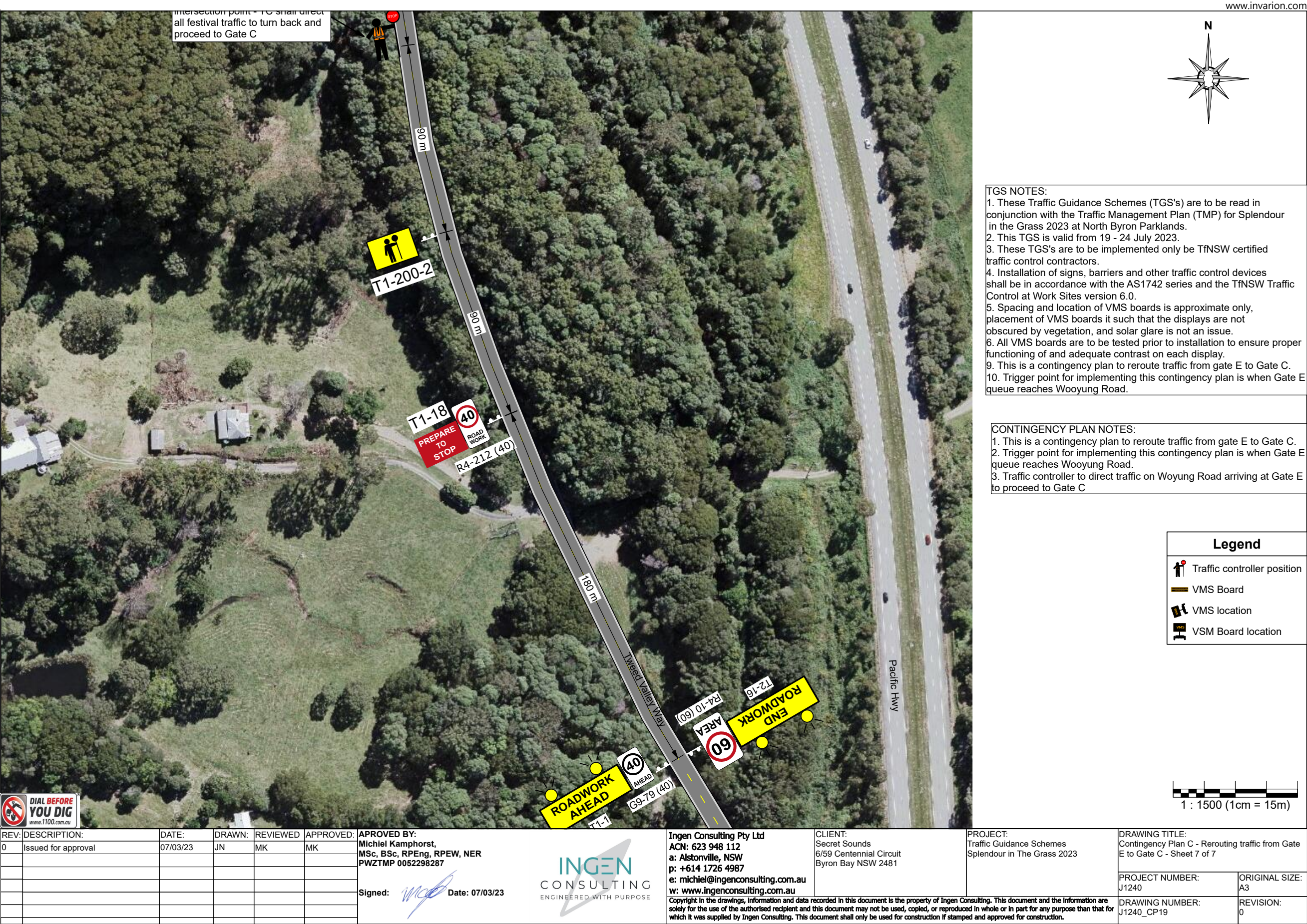


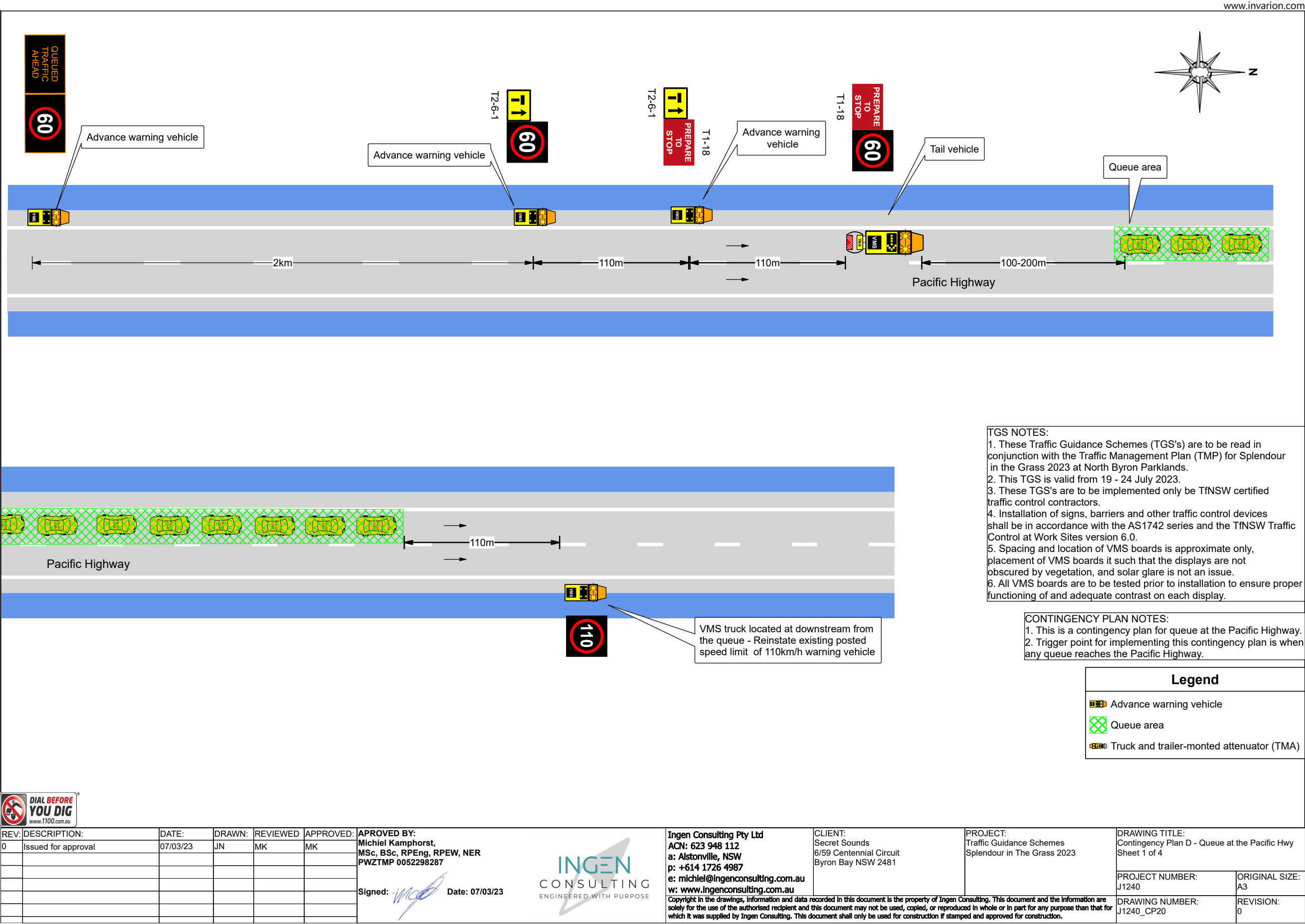
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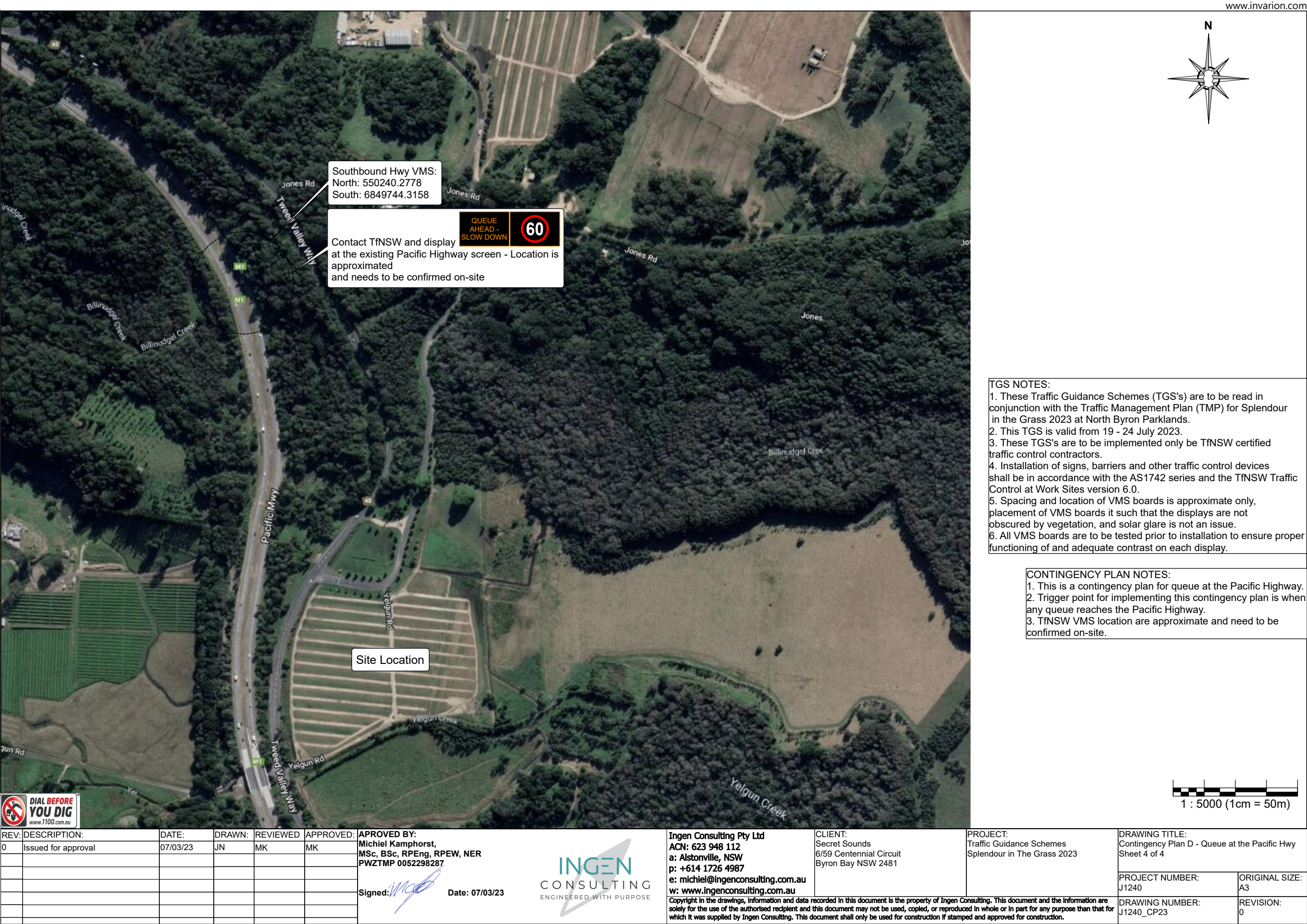












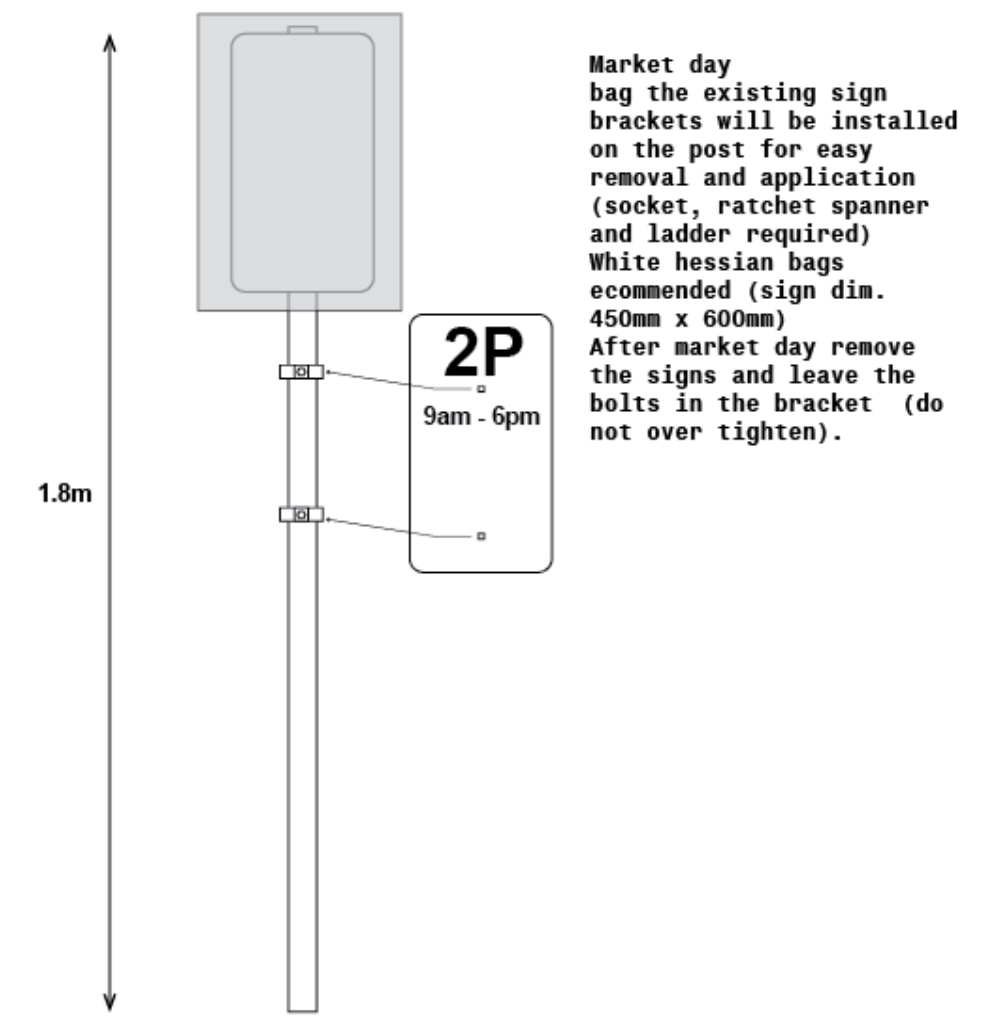
Report No. 6.3 Market Parking - Somerset Street, Byron Bay

File No: I2023/522

- 5 Council staff are seeking approval from the Local Traffic Committee to provide a two-hour parking area to help facilitate turn over for the Byron Community Markets.

The proposed location for this 2P area (Somerset Street, Byron Bay) is currently multi-use restrictions with up to three panels per post.

- 10 To avoid confusion it is proposed that the market organisers will bag the existing signage on Market days and install the Market Day 2P signage (5am – 6pm) only for the operational times of the markets. The current restrictions would then be re-established (un-bagged and the 2P market signage would be removed). The Markets run on the first Sunday of every month.



15 Figure 1: 2P market signage implementation diagram

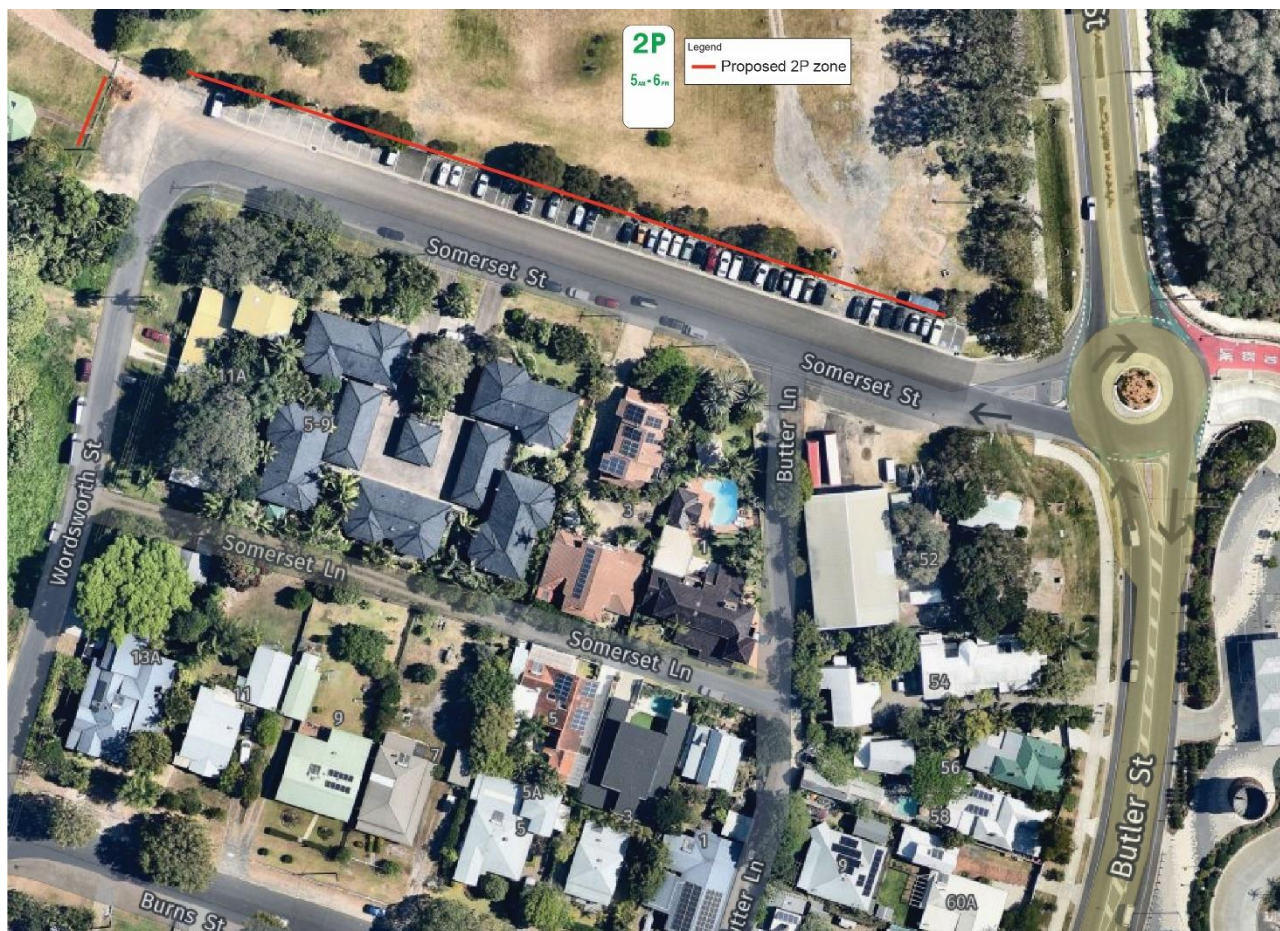


Figure 2: Proposed Market Day 2P area

5

RECOMMENDATION:

10 That the Local Traffic Committee support the implementation of the Byron Bay Community Markets two-hour parking area implementation for market days only in Somerset Street, Byron Bay.

15

Report No. 6.4 No Parking Area - Scanlons Road (Devines Hill, Lookout)

File No: I2023/523

- 5 Council staff are seeking endorsement from the Local Traffic Committee to implement a no parking area on Scanlons Road/Devine Hill Road to help enforcement issues regarding nuisance camping.

10 Scanlons Rd/Devine Hill Road is a short local access road (≈150m) with parking area at the top of the road where it ends. Campers are taking advantage of this location, however the area does not have the facilities to support this type of use.

The proposed restrictions, sign plan is shown in the figure 1 (below)



Figure 1: Devine Hill no parking signage plan

RECOMMENDATION:

That the Local Traffic Committee support the implementation of a No Parking Area for the access road for Devine Hill (Scanlons Road) to help prevent/enforce nuisance camping.

5

Report No. 6.5 Extension of No Parking Area - Bayshore Drive, Byron Bay

File No: 12023/527

- 5 Council staff are seeking endorsement from the Local Traffic Committee to extend the existing no parking area on Bayshore Drive, Byron Bay to capture all the kerb side parking between Wallum Place and the end of the road. This will help mitigate nuisance camping on Bayshore Dr which has no provision for this type of use (e.g. toilet facilities, etc).

Proposed extension and signage plan below.

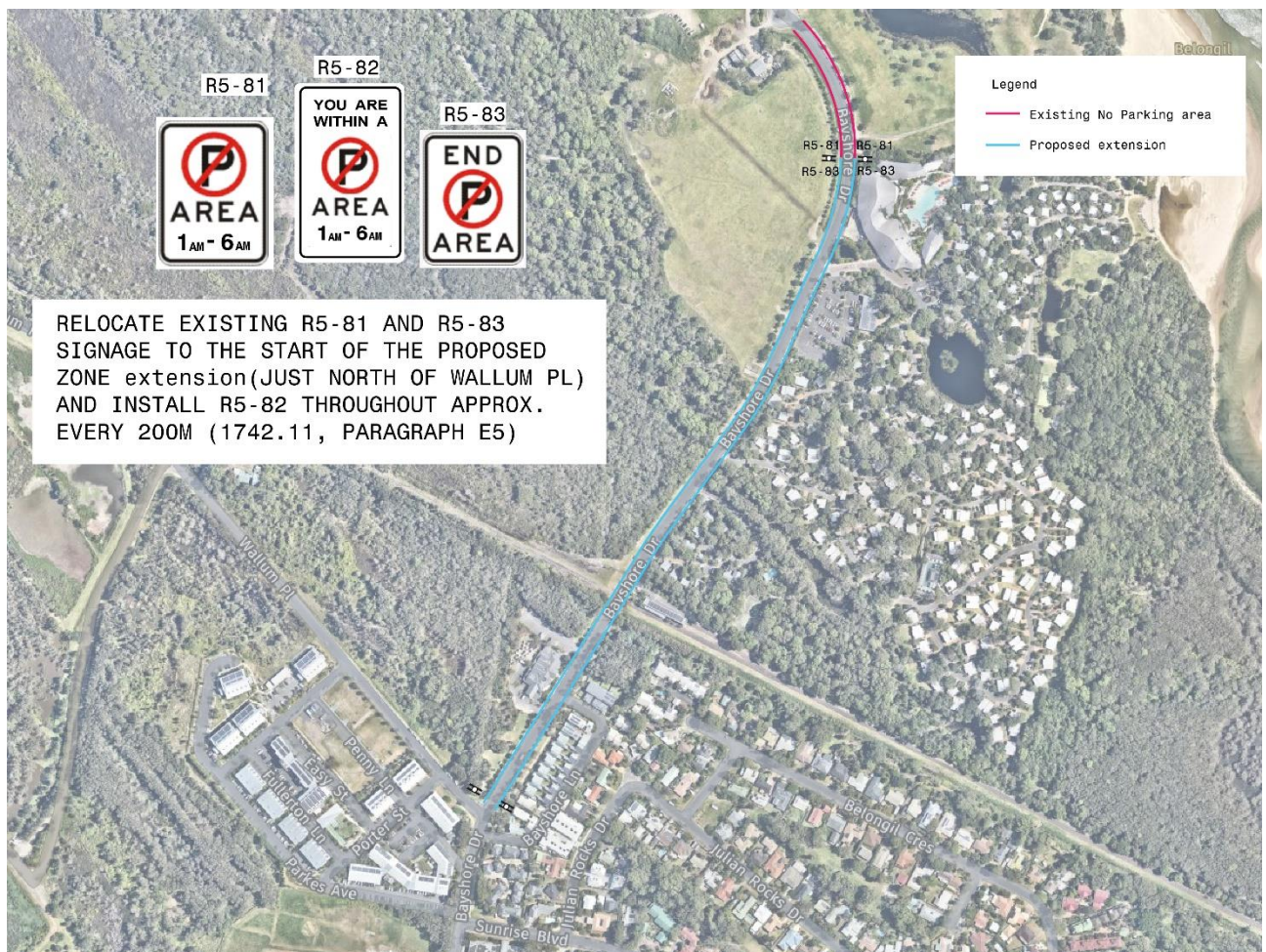


Figure 1: Bayshore Dr - No Parking Signage Plan

BYRON SHIRE COUNCIL

LOCAL TRAFFIC COMMITTEE MEETING

6.5

RECOMMENDATION:

That the Local Traffic Committee endorse the proposed extension of the existing no stopping area in Bayshore Drive from Wallum Place to the end of Bayshore Drive.