

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, 13 February 2024
Time	11.30am

Phil Holloway
Director Infrastructure Services

I2024/166
Distributed 07/02/24

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 31 December 2023

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5. OUTSTANDING ISSUES/RESOLUTIONS

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REGULATORY MATTERS

**Report No. 6.1 Event - Anzac Day 2024 - Road Closures in
Byron Bay, Mullumbimby, Brunswick Heads and
Bangalow**

5

File No: I2024/86

BACKGROUND

10 Each year the RSL sub-branches of Byron Bay, Mullumbimby, Bangalow and Brunswick Heads arrange their respective annual ANZAC Day street parade.

At this stage it is expected that little to no change to previous years will occur. The route of each parade is shown below, noting that:

Byron Bay:

15 As per previous years, the Dawn Service requires closure of the Tennyson Street and Marvell Street intersection between 4.30am and 5.30am and then again (approximately at 11am) when the parade reaches the gates to conduct the main service.

Council implements such measures including signed detours at the intersections of Marvell and Middleton Street and at both the Kingsley Street and Carlyle Street intersections on Tennyson Street.

20 The parade, is held under Police escort after it gathers at 10:15am off-road (Beach Hotel) at Bay and Jonson Street, then at 10.30am proceeds south down Jonson Street, left into Marvell Street to its end at the Memorial Gates on Tennyson Street.

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Mullumbimby:

The parade will again be held under Police escort commencing this year at 10.50am from Apex Park via Burringbar Street to concluding at the cenotaph on Dalley Street and that Council is to close Dalley Street to traffic between Burringbar Street and Tincogan Street between 8am and 12noon with signed detours in place.

5



Brunswick Heads:

Police involvement with both an escort and closing of the road on Fawcett Street between 4.30am and 6.30am. No Council involvement requested.



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Bangalow:

The sub branch have confirmed the parade forms by 10.45am in front of the Bangalow Hotel in Byron Street, and sets out by 11am east to the intersection at Station Street, then turns left (north) to the front of the RSL Memorial Hall on Station Street for wreath laying and ceremony through to 11.45am. Council therefore are to implement the following:

5

- by 10.40am through to end of event, close:
 - Station Street north of Byron Street,
 - Byron Street west of Station Street, and
 - provide signed detours south along Station Street to and via Deacon Street.
- by 10.45am, close:
 - Byron Street at the east bound leg of the Granuaille Road and Lismore Road roundabout.
- Once parade has departed Byron Street remove the two Byron Street closures.

10

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In general it should be noted previous year's events have not resulted in any reported safety concern, and the road closures are typically less than one hour duration and signed detours are implemented.

- 5 Therefore given the above, and that the local events are part of a well known and anticipated nation wide annual tradition, the usual conditions imposed on road events (for example event organisers to notify local residents and emergency providers, etc) is not typically applied, hence their omissions from the recommendation now tabled.

10 **RECOMMENDATION:**

1. That the Local Traffic Committee:

- a) endorse the ANZAC Day Parades for 25 April 2024 for the Return Services League sub branches of Byron Bay, Mullumbimby, Bangalow and Brunswick Heads / Billinudgel for 3 years.
- 15 b) assists, where requested and required, with implementing the necessary temporary road closures and detours;
- d) Notify the event on Council's webpage.

2. That the event organiser:

- 20 a) obtain separate approvals by NSW Police and TfNSW, noting that the Bangalow event is on a state road or may impact the state road network;
- b) undertake consultation with community and affected businesses including adequate response/action to any raised concerns;
- c) undertake consultation with emergency services and any identified issues addressed;
- 25 d) holding \$20m public liability insurance cover which is valid for the event.

3. That the approvals provided above are subject to NSW Police approval being obtained and that each event is undertaken either or both under Police escort or traffic control and/or Council's implemented traffic control.

30

Report No. 6.2 Blues Festival 2024 Traffic Management Plan

File No: I2023/2081

5 Bluesfest plans to run the 2024 event over the Easter Long Weekend: Thursday 28th March 2024 to Monday 1 April 2024 in accordance with DA10.2014.753.7.

Access to the camp grounds will be available from Wednesday 27th March until the 2nd April 2024.

10 Bluesfest have submitted a traffic management plan (TMP) and traffic guidance scheme (TGS) in accordance with the conditions of consent for DA 10.2014.753.7. The TMP includes a trigger point to be enforced to open Grays Lane in the south, only if ticket sales are greater than 18000 a day with gates to be open from 9pm-2am ONLY.

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

20 Contingency plans (refer table 1 in the TMP) have been designed to manage the flow of traffic in the event of an incident or if traffic queues appear as though they may breach KPIs. These contingency plans have been designed with the intent of increase traffic flow from the public roads onto the site before any of the KPIs are breached. These contingency plans are to be implemented by festival management, with notification of any contingency implemented to be given to the relevant parties (traffic control supervisor, 25 police, safety advisor, traffic engineer, etc.).

DA 10.2014.753.7 CONDITIONS

The following conditions are relevant:

61. Transport Management Plan

30 *The submission of a Transport Management Plan (TMP) prepared in accordance with the "Guide to Traffic and Transport Management for Special Events", to Council for approval at least 90 days prior to the commencement of the first event under Stage 1. The Transport Management Plan to be broken into three parts to delineate management measures for small, medium and large events. The plan to be robust to 35 enable it to be used for a variety of small, medium and large events annually.*

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

40 *i Details for the efficient management of parking, including provision for overflows from the southern parking area to the northern parking area. The management of overflow parking must ensure that the overflow vehicles exit the site from where they entered the site.*

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- ii. *A contingency plan for unplanned incidents that may disrupt traffic and transport before, during or after the event. The contingency plan must be fully documented and include emergency contact names and phone numbers.*
- iii. *A copy of an approved Traffic Control Plan.*

5

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

- i. *The TCP must be designed in accordance with the requirements of the Roads and Maritime Services' Manual, Traffic Control at Work Sites Version 2, and the current Australian Standards, Manual of Uniform Traffic Control Devices Part 3, 'Traffic Control Devices for Works on Roads'.*
- 10 ii. *The TCP must be prepared by a suitably qualified and RMS accredited Work Site Traffic Controller.*
- 15 iii. *The regulation of traffic must be authorised under the Roads Act 1993 and the use of traffic control devices authorised under the Road Transport (Safety & Traffic Management) Act 1999.*
- iv. *Reduced speed zones must be approved by the Roads and Maritime Services.*
- v. *There is to be no impact on through travel times on the Pacific Highway*
- 20 vi. *The TCP must incorporate a monitoring program to assess the traffic volumes and peak parking numbers associated with each event. Twenty four hour traffic counts are to be undertaken before, during and after the first two medium and large events (and as further required by Council or the Roads and Maritime Service) for the traffic on the frontage and surrounding roadways. Such report must include details demonstrating compliance with the conditions of consent relating to traffic management including the requirements of the RMS provided below. From time to time aerial photography of the site and surrounds at regular intervals before during and after the event, including peak traffic and parking periods should be undertaken to support the traffic monitoring report.*
- 25 vii. *The TCP must provide for all relevant conditions of the Roads and Maritime Services.*
- 30 viii. *The TCP must be submitted to the Local Traffic Committee prior to approval under the Roads Act 1993 and adequate time must be allowed for this to occur and for the preparation of any necessary reports and amendments necessary to meet the Local Traffic Committee recommendations.*
- 35 ix. *The TCP must satisfactorily address any concerns or issues raised by the Council, Police and/or Roads and Maritime Services from previous events.*
- x. *The TCP must ensure access to surrounding and neighbouring properties at all times including the wrecker and service station.*
- 40 xi. *The TCP must provide appropriate signage to prohibit parking in the surrounding road network and to prohibit access to the airport by festival patrons. Adequate provision must be made to allow residents of Grays Lane to park in Tanner Lane near the end of Grays Lane when through access is closed due to flood. Permanent "No Parking" signs in Grays Lane from the Pacific Highway to the Tyagarah Nature Reserve boundary will be considered as a permanent management arrangement.*
- 45 xii. *Entrance to Grays Lane East of Yarun Road to be restricted to residents and their guests for the duration of the festival to prevent the parking of vehicles in Grays Lane.*
- xiii. *The TCP to factor in that local roads operate a Level of Service D or better between the hours of 8am and 8pm on event days. The ramps of the Gulgan Road*

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Interchange with the Pacific Highway to operate at Level of Service C or better at event times (See Figure 3.1 Levels of Service Flow rates Austroads Guide to Traffic Management Part 3 and Highway Capacity Manual)

5 xiv. *The TCP to include provision so that Traffic queuing on the Gulgan road off ramps does not exceed stopping sight distances for 110 km/h speeds. (See RMS supplements and Austroads Guide to road Design Part 3 Section 5.3.1 for stopping sight distances)*

10 c) *The Transport Management Plan and Traffic Control Plans to be reviewed on an annual basis and where required such plans to be updated accordingly taking into consideration changing traffic conditions, altered management arrangements and other issues as identified by the Roads and Maritime Service, Council or the Regulatory Working Group to ensure the safety and efficiency of the road network.*

15 d) *The Transport Management Plan and Traffic Guidance Scheme for the temporary use of the camping ground in conjunction with the Splendour in the Grass Festival is to be reviewed at the end of the event and a report prepared by a suitably qualified traffic engineer to identify the effectivity and performance of the Traffic Management Plan including measures to improve the safety and efficiency of the surrounding road network. The report shall be submitted to Council and reviewed by the Splendour in the Grass/ North Byron Parklands Regulatory Working Group*

20 *Note: Access/ Egress from, and to, the Pacific Highway to Grays Lane to be closed in the future by the TfNSW. The Transport Management Plan and Traffic Control Plan to reflect proposed changes to this intersection. Traffic management documents to be in accordance with current standards and terminology as stipulated by TfNSW*

25

RECOMMENDATION:

30 1. **That Council endorse the regulatory traffic management facilities and devices, including signs and traffic controller provisions proposed for the Council controlled public road network as outlined in attachment 1 (E2023/135660) for the Byron Bay Bluesfest 2024 to be held on Thursday 28 March 2024 to Monday 1 April 2024, subject to:**

- 35 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;**
- 35 b) **The event be held through the implementation of the events Traffic Management Plan and Traffic Control Plan(s) as per attachment 1 (E2023/135660) The Traffic Management Plan is to include contingency measures in case the level of queuing fails to meet KPI requirements. It is noted that such queuing may be caused by the introduction of paid parking.**
- 40 c) **The Traffic Management Plan and the Traffic Control Plan(s) to be implemented by those with relevant and current TfNSW accreditation;**
- 40 d) **Traffic camera data recorders or similar be used to obtain an accurate record of traffic impacts at KPI queue locations;**
- 45 e) **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**

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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;

5

2. That the event organiser:

- 10
- a) advertise the impact of the event via a notice in the local weekly paper a minimum of one week prior to the operational impacts taking effect, noting it must include the event name, specifics of any traffic impacts or road closures and times, alternative route arrangements, event organiser, a personal contact name and a telephone number for all event related enquiries or complaints;
- 15
- b) provide a copy of the advert for Council's web page;
- c) give consideration of any submissions received;
- d) inform community and businesses that are directly impacted (e.g. adjacent to the event) via written information which is delivered to the property in a timely manner so as to document, consider and respond to any concerns raised;
- 20
- e) arrange for private property access and egress affected by the event;
- f) liaise with bus and taxi operators and ensuring arrangements are made for provision of services during conduct of the event;
- g) consult with emergency services and any identified issues be addressed;
- 25
- h) holding \$20m public liability insurance cover which is valid for the event;
- i) paying Council's Road Event Application Fee prior to the event.

Attachments:

- 30
- 1 51.2023.1065.1 - Bluesfest 2024 TMP, E2023/135660 , page 13 



TRAFFIC MANAGEMENT PLAN

Bluesfest 2024
Tyagarah, NSW

For: Bluesfest Byron Bay Pty Ltd
Report no: 23566-TMP-C
Date: 20-Dec-23



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Revision C

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1.0 Introduction

1.1 Event Description & Calendar

Bluesfest is a 5-day blues and roots Australian music festival that is held at the Byron Events Farm in the Byron Bay region of Northern NSW. Bluesfest is held over the Easter long weekend. Although the actual music portion of the festival spans from Thursday to Monday, campers are allowed to arrive at the festival on Wednesday prior and leave the site on Tuesday following the festival.

The 2024 Bluesfest event calendar is summarised as follows:

Wednesday 27 th March 2024	Campgrounds open/camper arrivals
Thursday 28 th March 2024	Event Day 1
Friday 29 th March 2024	Event Day 2
Saturday 30 th March 2024	Event Day 3
Sunday 31 st March 2024	Event Day 4
Monday 1 st April 2024	Event Day 5
Tuesday 2 nd April 2024	Campgrounds close/camper departure

1.2 Scope of Works

Greg Alderson Associates (GAA) have been engaged by Bluesfest Byron Bay Pty Ltd to provide a Traffic Management Plan (TMP) for the 2024 Bluesfest event at the Byron Events Farm in Tyagarah, NSW.

The primary function of this TMP is to prescribe traffic management and control procedures, including a Traffic Guidance Scheme (TGS) for Bluesfest 2024 to ensure the safety of both the general public and staff throughout the event and to satisfy the conditions of consent for the festival. This TMP will focus on the main aspects of the project that will affect public road users.

Specific community consultation, communication, publicity, heritage, environmental, cultural, and social impact reports have been prepared for the event separate to this report.

1.3 Site Locality

The subject site is formally known as Lots 103, 104, 105 DP 1023126, Tanner Lane, Tyagarah. The location of the site with respect to its locality is shown in Figure 1, while the site access plan is shown in Figure 2.



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As seen in Figure 2, the site has two main entries: Access 1, which is the northernmost entry typically for vehicles travelling southbound on the Pacific Motorway; and Access 3, which is the southernmost entry typically reserved for vehicles travelling northbound on the Pacific Motorway. Access 1 is also used as an exit for vehicles on the north of the site while Access 4 is used as an exit for vehicles on the south of the site. Access 2 is reserved for emergency vehicles and festival organisers.

As also indicated in Figure 2, a special off-ramp from the Pacific Motorway onto Tanner Lane is used throughout the festival to minimise conflict points and streamline traffic entering the site.

The Bluesfest 2024 site plan is included as Appendix A of this report while the TGS for the event is included as Appendix B of this report.



Figure 1 - Site locality (SIX Maps, 2023)



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Figure 2 - Site access plan

1.4 Standards, Specifications & Guidelines

This TMP has been prepared in accordance with the following standards, specifications and guidelines:

- Guide to Traffic and Transport Management for Special Events Version 3.5 (TMC in conjunction with other NSW state agencies);
- Transport for NSW (TfNSW) Traffic Control at Worksites Technical Manual (TCWS) Version 6.1;
- Australian Standards (AS1742 in particular);
- Quality Assurance specifications;
- Austroads Guide to Traffic Management.



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1.5 Summary of Key Performance Indicators (KPIs)

The modified consent DA 10.2014.753.7 provides a set of Key Performance Indicators (KPIs) that were created to ensure acceptable traffic conditions on the public road during the event. The consent condition from this modified consent stipulating the traffic KPIs is shown below in consent condition 61:

Consent Condition 61

- b) The Traffic Control Plan (TCP) [also known as TGS] must address the following matters:
 - v. There is to be no impact on through travel times on the Pacific Highway.
 - xiii. The TCP is to factor in that local roads are to operate a Level of Service (LoS) D or better between the hours of 8am and 8pm on event days. The ramps of the Tyagarah Interchange with the Pacific Highway to operate at Level of Service C or better at event times (See Figure 3.1 Levels of Service Flow rates Austroads Guide to Traffic Management Part 3 and Highway Capacity Manual).
 - xiv. The TCP is to include provision so that traffic queuing on the Gulgan Road off-ramps do not exceed stopping sight distances for 110 km/h speeds (see RMS supplements and Austroads Guide to road Design Part 3 Section 5.3.1 for stopping sight distances).

Based on consent condition 61 shown above, the KPIs for the Bluesfest 2024 event are summarised as follows:

1. No queuing or impact in through travel times on the Pacific Motorway.
2. The requirement for local roads to operate a LoS D or better between the hours of 8am and 8pm on event days can be measured by ensuring traffic flow rates do not exceed the following flow rates:
 - a. 800 vehicles per hour per lane when 40 km/h special event speed limits apply
 - b. 1,260 vehicles per hour per lane when 60 km/h special event speed limits apply
3. The requirement for the Gulgan Road off-ramps to operate at LoS C or better at event times can be satisfied by ensuring the average delay on the off-ramps is less than or equal to 42 seconds.
4. Traffic queuing on the Tyagarah Interchange off-ramps must not exceed stopping sight distance for 110 km/h speeds as follows:
 - a. Maximum back of queue location on northbound off-ramp: 200 metres from start of diverge taper.
 - b. Maximum back of queue location on southbound off-ramp: 210 metres from start of diverge taper.

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



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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.

1.6 Definitions

AADT	Average Annual Daily Traffic; average traffic volume per day after application of correction factors
ADT	Average Daily Traffic; average traffic volume per day, based on a limited survey period, typically 1 week
Background Traffic	Traffic composition as would typically exist without superposition of event traffic
BEF	Byron Events Farm
BSC	Byron Shire Council
Heavy Vehicle	For the purposes of this report; anything other than a pedestrian, cyclist, motorbike or car
KPI	Key Performance Indicator; as defined in the conditions of consent for the development
LoS	Level of Service; Service level of roads based on certain traffic statistics as defined in other documents
Peak Flow Rate	Hourly volume of vehicles during busiest part of assessment period
TfNSW	Transport for NSW (formerly known as RMS)
TGS	Traffic Guidance Scheme
TMP	Traffic Management Plan



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2.0 Traffic Control at Tyagarah Interchange, Bluesfest Southbound Off-ramp and Grays Lane Intersection

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

2.2 General Layout

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

Event traffic from the north will be directed by signage to take the off-ramp, completed by Bluesfest. Day parking vehicles proceed directly without interruption through Access 1 to their parking areas, situated in the north of the event site. These day patrons will also leave through Access 1. Campers arriving from the north proceed past the service station and along Yarun Road to Access 3.

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 travel south along Yarun Rd to the site entrance at Access 3. Day parking vehicles park in the southern car parking areas, while campers follow traffic control and signage to the camper processing area to the east of the festival site. Campers and day patrons in the south leave the site via Access 4.

The service station intersection (Tanner Lane/Yarun Road/Tyagarah Interchange) will require traffic control for the duration of the event to manage flows of vehicles to and from site gates with the priority to avoid queuing on the Pacific Motorway.

Observers will be required at the Tyagarah Interchange overpass and the Pacific Motorway southbound off-ramp during peak arrival periods throughout the festival. 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.



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The relevant parties shall be notified immediately of any risk of queueing impacting the highway. Refer to Appendix D for the chain of command during the event.

2.3 Grays Lane Intersection

It is proposed to open the Grays Lane intersection for outbound traffic at peak festival exit times if ticket sales are high. Based on departure profiles and traffic data from previous festivals, it is proposed to open the intersection from 9pm to 2am on festival nights if event ticket sales for the day are greater than 18,000. Only southbound traffic from southern parking areas will exit the site at the Grays Lane intersection onto the Pacific Highway at these times.

To safely manage the use of this intersection, through traffic on the Pacific Highway will be reduced to one lane (right-hand lane) and slowed to 60km/h for a 240m section. Festival traffic from Grays Lane will turn into the left-hand lane and have 100m available to accelerate before merging with through traffic. Traffic control and VMS boards will be in use to direct traffic from Grays Lane onto the highway, and VMA boards along the highway to advise of the change in traffic conditions. Refer to Section 3.4.1 and Appendix B (TGS) for further details.

Given this intersection would only be in use from 9pm to 2am over the Easter long weekend it is anticipated that there will be minimal through traffic on the Pacific Highway, with negligible reduction in through traffic travel times.

2.4 Service Station Intersection

The service station intersection is pivotal to the entry and exit of the majority of festival vehicles. It requires traffic control to operate in all directions, at all times. During peak arrivals, preference should be given to vehicles coming across the Tyagarah Interchange bridge.

2.5 Traffic Controllers on Off-ramps

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

2.6 Traffic Controllers

Traffic controllers shall be implemented as shown on the approved TGS 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;



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- At the interchange to observe and provide immediate feedback regarding any queuing incidents.
- At the Grays Lane intersection during peak departure times

All traffic controllers (TCs) shall hold all relevant and current qualifications that provides the necessary certification to control traffic with a prescribed traffic control device. This qualification is currently noted as "Traffic Controller" in TfNSW TCWS Technical Manual Version 6.1.

TCs are to be provided two-way radios and use them 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.

The traffic control supervisor and parking supervisor are to liaise closely with each other before and during the festival. The traffic engineer will also liaise with these two supervisors and other parties (such as TfNSW, Council, Bluesfest Management, NSW Police Force, the public, etc.) as required 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.

The Traffic Controllers shall be responsible for the following:

- Reviewing the TMP and being familiar with the requirements of the festival.
- Keeping up to date with any amendments to the TMP or TGS.
- Review and amend the SWMS to ensure that it is relevant to the project.
- Retain and ensure that copies are readily available of the current TfNSW TCWS Technical Manual.
- Erecting and removal all traffic control signage at the beginning and end of works, or whenever the Traffic Controller is not controlling or in a position to control traffic.
- Ensuring that provisions are made to evacuate their area in the event that control is lost.
- Regulate traffic and maintain traffic flow as per TMP requirements.
- To record location of all signs and times (up and down), any changes and rest breaks using the Daily Traffic Control Log.
- Taking meal and rest breaks as per the approved procedure
- Ensuring there are sufficient relief personnel available to allow for breaks in a shaded area.
- Ensuring that they attend Site Communications, such as Pre-Start and Toolbox Meetings.

2.7 Traffic Guidance Scheme (TGS)

The TGS aims to minimise the impact of traffic control on all road users and encourage patrons 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 TfNSW Traffic Control at Worksites Technical Manual (TCWS) Version 6.1, AS1742.3 and traffic



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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 TGS to be implemented in this event are included in the Event Management Plan.

2.8 Traffic Control Implementation

The Bluesfest 2024 event is from Thursday 28th March to Monday 1st April 2024. The traffic management for the event including pre-event site establishment and site close down will be as per the approved TGS (see Appendix B of this report) as follows:

2.8.1 Wednesday 20th March

- Installation of "No Stopping" signs at 75m maximum spacing along Gulgan Rd to Mullumbimby Rd;
- Installation of static signage on Gulgan Rd roundabout directing people to festival entrance.

2.8.2 Thursday 21st and Friday 22nd March

- VMS boards to be installed on the Pacific Highway for northbound and southbound approaches stating "Bluesfest Exit 4 kms on left". This is to give advance notification to the public. These VMS will be deployed using the TGS 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;
- 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.



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2.8.3 Monday 25th and Tuesday 26th March

- 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;
- Detailed signage as per approved TGS 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.

2.8.4 Wednesday 27th March

- Traffic control on site for the commencement of the camper arrivals at approximately 8am.

2.8.5 Thursday 28th March

- Opening of the Bluesfest off-ramp and closure of the current Mullumbimby exit at 6:00am. This is performed under a rolling blockade mobile traffic control arrangement to minimise impact on the Pacific Highway and to avoid having traffic control on foot exposed to live traffic.
- Static signage to advise southbound Pacific Highway traffic that the service station is open.
- Traffic control on site from 8am for the first day of festival.



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Figure 3 - Southbound Off-ramp (GAA, 2019)

2.8.6 Thursday 28th March to Monday 1st April

- Traffic Control Day Shift Hours 8:00 am – 5:00 pm;
- Day Shift Supervisor: Matt Adams (Altus);
- Traffic Control Night Shift Hours 5:00 pm – 2:00 am (or until all cars have left the site);
- Night Shift Supervisor: Matt Adams (Altus);
- Traffic Control Supervisor (whole event): Matt Adams (Altus).
- Traffic control variations for peak departures (high ticket sales, changes for the peak period 9pm - 2am) and implementation of contingencies to be implemented by Traffic Control Supervisor. Refer to sections 3.4 and 5.0 for further detail.

2.8.7 Tuesday 2nd 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 6 am Tuesday morning.



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3.0 Traffic Control at Site Gates

3.1 Main Purpose

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

- 1. Quick entry to the site for event traffic;
- 2. Safe and efficient site entry and egress;
- 3. Traffic Controllers monitor for any internal queuing with the potential to cause queueing from the site onto Yarun Road;
- 4. Traffic Control Supervisor must be prepared to implement contingency strategies as required during heavy arrival flows (refer to Section 5).

Traffic controllers and the whole traffic control plan will be set up and in operation from Wednesday 27th March, except the Pacific Highway off-ramp which will be switched to the festival off-ramp at 6am on Thursday morning. The traffic plan will remain operative until the morning of Wednesday 3rd April, after the festival has finished.

3.2 Camper Arrival

Most campers are expected to arrive at the site on Wednesday, Thursday and Friday morning.

All campers must use Access 3 (south main gate) and proceed to the Camper Processing Area. (See Figure 2.)

3.2.1 Camper arrivals from the south

All cars from the south will be directed by traffic control and signage across the Tyagarah Interchange and along Yarun Road to Access 3. Camping vehicles will be split from day parking vehicles once inside the Access 3 gate. All campers will be directed by traffic control and VMS boards along internal roads to the Camper Processing Area.

3.2.2 Camper arrivals from the north

Campers arriving from the north on Wednesday will use the regular Pacific Hwy off-ramp and proceed to the service station intersection and along Yarun Rd to Access 3.

Once the festival off-ramp is open on Thursday 6am, campers from the north will use the festival off-ramp. They will be directed by traffic control and VMS boards to the service station intersection and along Yarun Rd to Access 3. If they ignore the signage and enter via Access 1, an internal VMS board will direct them onto the internal north-south road, over the one lane bridge and to the Camper Processing Area. This internal direction will be supported by traffic control located at key positions within the event site. Alternatively, they can be directed (around the roundabout) back to exit at Access 1 and then proceed south along Yarun Rd to Access 3 with other southbound campers.



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3.3 Day Patron Arrival

Day patrons will enter the site either from the north gate (Access 1) or the south gate (Access 3) 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, with peaks generally 2pm - 5pm. Arrival profiles are included in this TMP from the 2023 event traffic data in Section 12. Traffic controllers should be in place before festival doors open.

3.3.1 Arrivals from the south

Arrivals from the south will exit the Pacific Highway and proceed over the Tyagarah Interchange bridge. From the service station interchange, these cars will proceed along Yarun Rd to Access 3. Traffic control will be operating at the service station intersection to direct these cars to Yarun Rd, and must be in contact with the Tyagarah Interchange spotter/traffic controller.

3.3.2 Arrivals from the north

Arrivals from the north will exit the Pacific Highway using the festival off-ramp and will be directed by signage and traffic control to Access 1, and will park in the north car parks.

3.4 Departure

3.4.1 Departures from south parking

Those in the south parking areas (including pick-up/drop-off) will leave the site from Access 4. There will be a modified departure route for south carpark departures during peak times (9pm - 2am, ticket sales >18,000 for the day). This will take pressure off the service station intersection and Tyagarah Interchange.

At most times, vehicles parking in the south parking areas will leave the site from Access 4, turning right onto Yarun Rd towards the service station. At the service station intersection, traffic control will allow them to proceed in their desired direction of travel (either on to the Pacific Highway using the existing southbound on-ramp, or over the Tyagarah Interchange bridge to travel north). This will be supported by VMS, static signage and traffic control.

If ticket sales for any given day of the festival exceed 18,000, the Grays lane intersection will be open for south departures during the peak period of 9pm to 2am. This will allow southbound traffic to avoid the service station intersection, and will take pressure off the Tyagarah Interchange. Under these conditions, vehicles parking in the south parking areas will leave the site from Access 4. Southbound vehicles will turn left onto Yarun Road towards Grays Lane - it expected that this will be the majority of vehicles in the south parking areas. They will join the Pacific Highway at the Grays Lane intersection and turn left to travel south on the Pacific Highway. Northbound vehicles will be able to turn right on to Yarun Rd and proceed to the service station intersection, where traffic control will direct them across the Tyagarah Interchange bridge. This will be supported by VMS, static signage and traffic control.



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If ticket sales are high and these conditions are implemented, local traffic from Grays Lane can travel north along Yarun Rd to the service station intersection, or join southbound traffic entering the highway at Grays Lane. This will be supported by VMS, static signage and traffic control.

Figure 4 shows the peak time departure route.



Figure 4 - Departure routes and Grays Lane intersection (9pm - 2am on high patron days only)

3.4.2 Departures from north parking

Vehicles in the north parking areas will leave the site from Access 1. During both peak and off-peak departure times, these vehicles will proceed to the service station intersection where they will be able to join the Pacific Highway using the existing southbound on-ramp, or proceed over the Tyagarah Interchange bridge to travel north. This will be supported by VMS, static signage and traffic control.



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3.5 Bluesfest Buses

Bluesfest hires buses to transport day patrons to/from the festival. The bus pick up locations in nearby towns are predetermined and tickets are pre-paid.

Buses from both the north and south enter through Access 3 and proceed along internal roads to the Bus Bay near the festival entrance. Buses exit the site from Access 4, and follow the same protocol as departing vehicles. (Refer to Section 3.4.1.)

This will be supported by VMS, static signage and traffic control.

3.6 Public pick-up/drop-off, Taxis and Rideshare Vehicles

The public pick-up/drop-off area ("Kiss and Ride") is located just off Yarun Rd between Access 3 and 4 (refer to Figure 2). This area will also be used by taxis and rideshare vehicles. Vehicles will enter through Access 3 and exit through Access 4. There is no pick-up/drop-off facility in the northern area.

This will be supported by VMS, static signage and traffic control.

3.7 Private Shuttle Buses

Bluesfest supports the use of private shuttle buses. These vehicles must also use the southern entrance at Access 3. From 10pm to 2am, private shuttle buses will use the public pick-up/drop-off area. Outside of these hours, private shuttle buses will follow the same protocol as the Bluesfest buses, proceeding to the Bus Bay and back out Access 4.

This will be supported by VMS, static signage and traffic control.



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4.0 Traffic Control On-site

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 TfNSW certified traffic controllers at various key locations on site.

4.2 Car Parks

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

It is essential that traffic controllers do not engage in a discussion with the driver of the vehicle, but gets the driver off the road or into the carpark where the driver is dealt with by festival parking staff. Any congestion due to a stopped car would quickly result in queuing onto the public road system, which is undesirable, with significant risk.

Car parks should be filled in a way that maximises the possible internal queue length during peak arrival time. That is, fill the car park nearest the access gate first, leaving the car park furthest from the access gate to be filled at peak arrival time. During peak arrival times, car park attendants should consider parking vehicles in two rows at once, or even two zones at once to minimise queuing.

See Section 8 for information on parking payment.

4.3 Campers and Camper Processing

The traffic controllers depicted on the TGS at the entries and internal roads are there to assist campers. Static signage and VMS boards are also used to provide direction.

Smooth camper processing is essential to minimise the risk of queuing on public roads. All camper processing bays must be open during peak arrival times. Campsites should be filled in a way that maximises the possible internal queue length during peak arrival time. For example, north campgrounds should be reserved for use during peak Friday arrivals, as they are the furthest campground from the access gate. During peak arrival times, campsite parking attendants should consider parking vehicles in two rows at once, or even two zones at once to minimise queuing.



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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 could provide a route for overflow traffic from the south to the north car park or vice versa, if one car park becomes full.

It is possible that some southbound campers, buses and taxis/rideshares will use this road if they miss signage to proceed to Access 3. (Alternatively, they can be directed back around the roundabout to exit at Access 1 and proceed south along Yarun Rd to Access 3.)

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

4.4 Bus and Taxi/Rideshare Ranks

Traffic controllers at the bus and taxi/rideshare ranks are not required other than to get buses and taxis/rideshare vehicles 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 Traffic Engineer

The Traffic Engineer shall primarily monitor and review the TGS and traffic flow during the festival.

The Traffic Engineer may consult with the traffic, parking, and camping controllers, as required, to implement any improvements identified during monitoring and reviewing the TGS. This may include measures to improve the efficiency of traffic entering and exiting the site.



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5.0 Contingencies

Contingency plans have been designed to manage the flow of traffic in the event of an incident or if traffic queues appear as though they may breach KPIs. These contingency plans have been designed with the intent of increase traffic flow from the public roads onto the site before any of the KPIs are breached. These contingency plans are to be implemented by festival management, with notification of any contingency implemented to be given to the relevant parties (traffic control supervisor, police, safety advisor, traffic engineer, etc.) as per the hierarchy of command for traffic management. This organisational structure for traffic management is included as Appendix D of this report.

The contingency plans prepared for the 2024 event along with the triggers to implement these contingencies and reasoning behind the contingencies are documented in Table 1 of this report on the following page.

Bluesfest has machinery available to tow vehicles which may have broken down on the internal road system. Bluesfest staff will be trained to keep the internal roads clear, and if necessary, arrange a contra flow situation, to temporarily pass a broken-down vehicle.

Any contingency measures carried out by relevant authorities are to ensure the safety of all persons associated with the contingency measures implemented as well as the efficient operation of the road network. It is paramount that queuing on the Pacific Motorway is prevented at all times. As the police have the authority to take control of the site in an emergency, the TGS will be overridden as the police see fit.



Table 1 - Contingency number, measures, implementation triggers and reasoning

Contingency No.	Implementation Triggers	Contingency Measures	Reasoning
Camper processing contingencies			
C1	Internal queue approaching southern access during peak arrival period (queue within 600m of Access 3 gate)	<p>This internal queueing at the southern access (via Access 3) is most likely to be breached during peak camper arrival periods.</p> <ul style="list-style-type: none"> • TC to notify traffic control supervisor of trigger being reached. • Traffic control supervisor to increase no. of lanes between Access 3 and the Camper Processing Area from 1 lane to 2 lanes. • If not already the case, all check in bays to be opened to process camper vehicles. • If not already the case, no vehicle security searches should take place. • TC to redirect buses to avoid the 2-lane queue of camper arrivals and exit the site through Gate 4 (as per <i>TGS-23-04</i>). 	This will double the internal queuing capacity for campers, reducing the risk of queueing on public roads.
C2	C1 implemented and queue again approaching southern access during peak arrival period (queue within 600m of Access 3 gate)	<ul style="list-style-type: none"> • TC to notify traffic control supervisor of trigger being reached. • Traffic control supervisor to direct the camper processing supervisor to park 3- and 1-day campers before scanning their tickets. 	This will increase the flow of campers, reducing the risk of queueing on public roads.
C3	C2 implemented and queue again approaching southern access during	<ul style="list-style-type: none"> • TC to notify traffic control supervisor of trigger being reached. • Traffic control supervisor and camping supervisors to ensure internal queue length is maximised by filling the campsites 	This will increase the internal queuing capacity for campers,



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	peak arrival period (queue within 600m of Access 3 gate)	furthest from the entrance and creating longer routes where possible. Police are to be notified if camper contingencies are implemented. If the 2-lane queue of camper arrivals gets within 400m of Gate 3, police are to be notified and override the TGS as they see fit.	reducing the risk of queueing on public roads.
South access contingencies			
S1	C1-3 implemented and queue again approaching southern access during peak arrival period (queue within 600m of Access 3 gate)	This internal queueing at the southern access (via Access 3) is most likely to be breached during peak camper arrival periods; camper processing contingencies should be implemented first. <ul style="list-style-type: none"> • TC to notify traffic control supervisor of trigger being reached. • Traffic control supervisor and parking control supervisor to open 'Overflow Parking F' and direct traffic to this parking area (as per TCP-23-02). • Police are to be notified if contingency is implemented. If the queue of camper arrivals gets within 400m of Gate 3, police are to be notified and override the TGS as they see fit. 	This overflow acts a pressure release and will temporarily increase the processing capacity for day patrons, reducing the risk of queueing on public roads.
S2	S1 implemented and queue again approaching southern access during peak arrival period (queue within 600m of Access 3 gate)	<ul style="list-style-type: none"> • TC to notify traffic control supervisor of trigger being reached. • Traffic control supervisor to temporarily reverse the flow of vehicles exiting at Access 4, creating an extra entrance. 'Overflow Parking F' should be filled from Access 4, while vehicles entering at Access 3 should be directed to regular car parking areas. 	This doubles the flow into the site and the parking capacity, reducing the risk of queueing on public roads.

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		<ul style="list-style-type: none"> Police are to be notified if contingency is implemented. If the queue of camper arrivals gets within 400m of Gate 3, police are to be notified and override the TGS as they see fit. 	
S3	S2 implemented and queue again approaching southern access during peak arrival period (queue within 600m of Access 3 gate)	<ul style="list-style-type: none"> TC to notify traffic control supervisor of trigger being reached. TC at service station intersection to direct day patrons coming from the south to go north along Tanner Lane to Access 1. Only campers will proceed south to Access 3. TC to be aware that this contingency increases the risk of queuing for southbound Pacific Highway traffic and should implement N1 if required. Police are to be notified if contingency is implemented. If the queue of camper arrivals gets within 400m of Gate 3, police are to be notified and override the TGS as they see fit. 	This will reduce vehicle arrivals through Access 3, reducing the risk of queueing on public roads.
S4	S3 implemented and queue developing on Yarun Rd, approaching service station intersection	<ul style="list-style-type: none"> TC to notify traffic control supervisor of trigger being reached. Traffic control supervisor to close the northbound Pacific Highway exit to Gulgan Rd South/Tyagarah Interchange. <ul style="list-style-type: none"> Festival traffic to proceed to the Gulgan Rd North/Brunswick Heads interchange then return south along the highway and take the southbound festival off-ramp. Day patrons should use Access 1 and campers should proceed to Access 3. Local traffic to proceed to the Gulgan Rd North/Brunswick Heads interchange then south along Gulgan Rd towards Mullumbimby. Mobile VMS boards to be in place on the Pacific Highway to inform festival and local traffic (as per TGS #####). 	This will increase the travel time for festival traffic arriving from the south by 7 min, creating a pressure release and allowing the queue to dissipate. It also utilises the internal queuing capacity in the north carpark.

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		<ul style="list-style-type: none"> • TC to be aware that this contingency increases the risk of queuing for southbound Pacific Highway traffic and should implement N1 if required. • Police are to be notified if contingency is implemented and may override the TGS as they see fit. 	
North access contingencies			
N1	Internal queue approaching <u>northern</u> access during peak arrival period (Access 1 queue within 180m of end of southbound off-ramp)	<p>This internal queueing at the northern access (via Access 1) is most likely to be breached during peak arrival periods.</p> <ul style="list-style-type: none"> • TC to notify traffic control supervisor of trigger being reached. • Traffic control supervisor and parking control supervisor to open 'Overflow Parking E' and direct traffic to this parking area (as per <i>TCP-23-02</i>). • Police are to be notified if contingency is implemented. • If, following the opening of 'Overflow Parking E', the queue does not dissipate and reaches within 100m of the end of the southbound off-ramp, police are to be notified and override the TGS as they see fit. 	This overflow acts a pressure release and will temporarily increase the processing capacity for day patrons, reducing the risk of queuing approaching the southbound off-ramp.

6.0 Emergency Vehicles and Evacuation

6.1 Emergency Vehicles

A separate emergency management plan is in place and takes precedence over this TMP.

Access 2 (see Figure 2) is reserved for emergency vehicles and artist access only. Staff and volunteers must not use Access 2.

Festival management must notify the Traffic Control Supervisor when an emergency vehicle has been called. The TCS should then notify the Tyagarah Interchange spotter and other relevant TCs. Upon approach of the emergency vehicle on the highway, the Tyagarah Interchange spotter should notify the TCS and TCs, and the emergency vehicle’s route to the service station intersection should be cleared. The emergency vehicle can then enter the festival from Access 2.

Similarly, when the emergency vehicle is leaving, TCs should communicate and ensure the vehicle is preferred as it leaves Access 2 at the service station intersection.

6.2 Emergency Evacuation

As part of the traffic management principles being followed in the operation of this festival, it is necessary that all relevant staff be adequately briefed on the possibility of the need to evacuate the site in the event of an emergency. Festival management are responsible for monitoring situations that would require emergency evacuation of the site and making sure emergency evacuation plans are made available to key staff and relevant authorities prior to the event.

In the event of bushfire and flooding, the police will have access to some level of advanced warning to give them the opportunity to begin to evacuate the site. Festival management are to assist the police in evacuating the site in the event of an emergency.

Should there be an emergency situation (i.e., bushfire, flooding, pandemic, etc.) in the weeks and days leading up to the festival, festival management are responsible for collaborating with the relevant emergency and government authorities to determine whether the event can safely proceed or whether the event is to be postponed or cancelled.

As shown on the Bluesfest 2024 site plan in Appendix A of this report, the emergency exit points are Access 1 (on the northern end of the site) and Access 4 (on the southern end of the site). It will be necessary for the appointed traffic control staff to be on duty during an emergency evacuation, to quickly and efficiently move patrons through the site to the exit points.

The evacuation strategy by the police is to take into account time of day, site occupancy and suitability of access roads. If the site is full and the call for evacuation is made by the police, orderly egress commencing with the day patrons, followed by the campers, will be necessary. It is noted that Bluesfest has constructed roads within the site which are above various flood levels.



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In instances where evacuation by vehicle is available, evacuation is to various entry/exit points. In instances where vehicle evacuation of the site is not appropriate, emergency assembly locations within and adjoining the site are nominated for site occupants to assemble under supervision.



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7.0 Traffic Monitoring

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

- Inspect traffic management arrangements to verify they have been installed in accordance with the approved TGS;
- 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;
- Monitor compliance with DA conditions including end of queue management and traffic flow rates on local roads;
- Review any recommend improvements to the TGS (if any).

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

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



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8.0 Paid Parking

Bluesfest has introduced paid parking for the event. Paid parking has been demonstrated to assist with reducing traffic impacts by increasing carpooling, bus usage and drop-off. 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 parking fee.

As per previous years, communication with patrons regarding paid parking shall be in place prior to, during ticket sales, and during the event. Patrons will be encouraged to pre-purchase their parking tickets online and staff will be employed to scan and check parking tickets. Patrons who have not pre-purchased parking tickets will be able to purchase upon arrival using a tap-and-go system.

Tickets will be scanned and purchases made using hand-held devices. In the south car parks, the parking team shall only approach cars for scanning/payment once they have been directed to a parking bay. In the north car parks, a processing area with 3 lanes can be implemented to manage paid parking as vehicles enter the parking area.

The parking processing and payment collection team shall be under the direction of the experienced North and South Car Park Supervisors who will be monitoring queue lines and flow rates of traffic within the car parks.

8.1 Paid Parking Contingency Plan

It is paramount that the paid parking initiative does not impact traffic flow. The safety of Bluesfest staff, patrons and traffic flow on the Pacific Highway is of the highest importance and must be always considered first.

- If the level of queuing from the north carpark approaches Access 1, the processing bays should be abandoned and the parking team shall only approach cars for scanning/payment once they have been directed to a parking bay.
- If the level of queuing due to processing paid parking does not meet KPI requirements, Bluesfest car park marshals will cease scanning of pre-paid tickets and processing payments, and will park cars as they arrive.

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.



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9.0 Provisions for Other Road Users

9.1 Pedestrians & Bicycles

Pedestrians and bicycles shall be managed to avoid conflict with vehicular traffic. Pedestrian traffic flows from and to the carparks shall be managed by appropriate walkways, signage and barriers.

9.2 Over-dimensional vehicles

Over-dimensional vehicles (also known as “big rigs”) have a separate camping area that has been designated on site. Refer to the festival site plan for details.



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10.0 Traffic Management Methodology

10.1 Set Out, Signage, Delineation & Detours

The set out and implementation of the TGS shall be completed by those holding all relevant and current qualifications that allows for qualified personnel to set up and work with TGSs at a work site. This qualification is currently noted as one who can "Implement Traffic Control Plans Controller" in TfNSW TCWS Technical Manual Version 6.1.

It is the responsibility of the Traffic Control Supervisor to ensure a safe work method and risk assessment is completed, implemented, and regularly reviewed for the implementation and removal of the TGS.

The signage, delineation, and detours (if any) shall be set up in accordance with the approved TGS.

10.2 Safety of Workers

All workers are to undertake a site safety induction before working on the site. This induction outlines the safety procedures that workers are to abide by while working on the site.

10.3 Record Keeping & Monitoring

All records shall be made and retained on Daily Traffic Control Log, each time there is any interaction with the signage or traffic management.

The work zone shall be inspected daily to ensure that all signs are correctly positioned as per the TMP drawings located in Appendix A. Where changes are required to be made to the TMP and related diagrams, due to a change in works, the variations and updated drawings shall be recorded on the Traffic Guidance Scheme Register (Diagrams), retained in Appendix A, with the date and the revision letter on the line of the applicable diagram.

A register shall be maintained, recording all complaints. The record shall include:

- The time and date the complaint was lodged;
- The name of the person lodging the complaint;
- Details of complaint;
- Action taken to rectify the issue;
- Date the action was taken.

10.4 Incident Reporting

Incident reporting to be in accordance with the Traffic Controller Accreditation Scheme Approved Procedure.



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10.4.1 Incidents at Worksites or Roadworks

An incident is an occurrence that in the opinion of the traffic controller affects the operational safety and/or effectiveness of a traffic controller at a worksite or at road works and may include:

- Accidents occurring within the designated worksite or road works;
- Verbal (abusive/insulting/threatening language) or physical assault directed towards traffic controller by road users;
- Unsafe or dangerous actions of other road users within a worksite or at road works;
- Road users disobeying a direction or signal given by a traffic controller at a designated worksite;
- Difficulties experienced with stopping certain vehicle types (for example excess dimension vehicles).

10.4.2 Action to be Taken

A traffic controller must take the following action if a minor accident/crash occurs within their designated worksite or traffic control operational area:

- Call for assistance if needed;
- Notify (verbally or in writing) the worksite supervisor;
- Maintain effective traffic control;
- Move the traffic control station to a suitable location that includes the accident site within the traffic control operational area;
- Record sufficient notes of the incident, including their observations, in order to complete an incident report.

10.4.3 Serious Incidents

If the situation is more serious or poses further risk of injury to persons or damage to property, the traffic controller must:

- Notify the worksite supervisor immediately;
- If the situation requires evacuation of the area, inform vehicle drivers of the situation and direct them to turn around and find an alternative route;
- Relocate the traffic control station to a safe position clear of any real or potential danger;
- Record sufficient notes of the incident, including their observations, in order to complete an incident report.

10.4.4 Incident Records

All incidents must be reported immediately to the Supervisor, with an Incident Notification email sent within 30 minutes of the incident.



Greg Alderson Associates

An Incident or Injury Report shall be completed in full for all incidents. Precise details of the Incident must be recorded, including:

- Vehicle type and colour;
- Vehicle registration number including registered state or territory;
- Direction of travel;
- Description of driver, other road user and occupants;
- Full and accurate description of the incident;
- Witness details.

All incidents shall be recorded into the Incident register and retained on the project files.

10.4.5 Incident Requiring Further Investigation

Traffic controllers must ensure that details of incidents requiring further investigation or attention by a Police Officer or TfNSW Transport Inspector are reported and forwarded to their supervisor or employer.

Written reports must be completed and submitted to their worksite supervisor at the conclusion of their shift or at the resumption of duty on the following day.

10.5 Advertising

Advertising of Traffic Arrangements for the event will be carried out in accordance with the requirements of Byron Shire Council.



Greg Alderson Associates

11.0 Contact Details

Festival General Manager:	Peter Noble
Phone:	02 6639 9800
Chief Operating Officer:	Nadja Konietzko
Mobile:	0412 028 048
Email:	Nadja.konietzko@bluesfest.com.au
Site Manager:	Matty Williams
Mobile:	0422 017 557
Email:	site@bluesfest.com.au
Byron Shire Council (BSC):	Evan Elford, Team Leader Infrastructure Planning
Phone:	02 6626 7000
Email:	evan.elford@byron.nsw.gov.au
TfNSW:	Kane Hitchcock, Case Officer
Phone:	0477 491 803
Email:	development.north@transport.nsw.gov.au
Traffic Control Supervisor:	Matt Adams
Mobile:	0408 315 865
Email:	matt.adams@altustraffic.com.au
Traffic Engineer:	Greg Alderson & Associates (GAA)
	Sodiq Azeez
Phone:	02 6629 1552
Email:	office@aldersonassociates.com.au
Parking Control Supervisor:	Rex Butler
Mobile:	0412 814 823



Report No. 6.3 Event - Mullum2Bruns Paddle 2024 - 2026

File No: I2024/94

SUMMARY

- 5 Council is expecting the annual application from the Mullum2Bruns Paddle Committee for the Mullum2Bruns Paddle 2024 to be held Sunday 19 May 2024 and looking to gain approval for 3 years to 2026.

BACKGROUND

- 10 The event will be the same as the previous Traffic Management Plan and Traffic Guidance Scheme (TGS). The 2022 TGS has been attached for reference but has not yet been updated to reflect 2024 dates. Below is a general summary of what traffic control is proposed as part of the 2024 event.

- 15 To ensure greater safety around the registration and marshalling area the event proposes temporary one-way traffic off Brunswick Terrace, between Tincogan Street and Tyagarah Street, Mullumbimby, between 6:30am and 10:00am. The direction of the one way is shown in the image below.



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Additional traffic control measures proposed include:

The right turn off Tincogan Street into Brunswick Terrace to have a “no right turn” sign

- The left turn off Tincogan St into Brunswick Terrace to have a “no left turn”
- Relevant detour signs will be installed at the approaches to the impacted area
- 5 • No parking signs along the one way part of Brunswick Terrace
- Participants will be diverted along the southern part of Brunswick Terrace to the intersection of Brunswick Terrace & Tincogan Street to enable them to cross to the starting area. The traffic controllers will hold traffic crossing to the registration zone until there are spaces for them to unload their craft.
- 10 • Uniformed Marine Rescue personnel will be patrolling the homes opposite the registration area to ensure that participants are not parking in front of or across driveways, thereby minimising inconvenience to the residents.
- A letter-box drop will be done 2 weeks prior to the event, informing residents in the surrounding streets of the temporary one-way traffic closures.

15



RECOMMENDATION:

5 **That the Local Traffic Committee endorse the Mullum2Bruns Paddle 2024 to be held Sunday 19 May 2024 and valid for 3 years to 2026 and subject to:**

1. The development and implementation of a Traffic Management Plan (TMP) and Traffic Guidance Scheme(s) (TGS) by those with appropriate NSW accreditation.

2. The TMP and TGS is to include, but not limited to, the following:

- 10 a) **One way traffic along Brunswick Terrace, Mullumbimby, between 06:30am and 10:00am on Sunday 19 May 2024. The one way is to be from Tyagarah Street to Tincogan Street;**
- b) **The right turn off Tincogan Street into Brunswick Terrace to have a “no right turn” sign;**
- 15 c) **The left turn off Tincogan St into Brunswick Terrace to have a “no left turn”;**
- d) **Relevant detour signs at the approaches to the impacted area;**
- e) **No parking signs along the one way part of Brunswick Terrace.**

3) The event organiser to:

- 20 a) **Advertise the impact of the event, via a Variable Message Sign on site and 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;**
- 25 b) **Arrange for the event to be notified on Council’s webpage a minimum one week prior to the TGS being implemented;**
- c) **undertake consultation with relevant community and affected businesses including adequate response/action to any raised concerns during and after the event;**
- 30 d) **undertake consultation with emergency services and any identified issues addressed;**
- e) **hold \$20m public liability insurance cover which is valid for the event.**





Attachments:

- 35 1 **Event - Mullum2Bruns Paddle [1] TMP 2023, E2023/35385 , page 86** 

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- 2 Event - Mullum2Bruns Paddle [2] TMP - 2023, E2023/35388 , page 87 [↓](#) 
- 3 Event - Mullum2Bruns Paddle [3] TMP - 2023, E2023/35390 , page 88 [↓](#) 
- 4 Event - Mullum2Bruns Paddle [4] TMP - 2023, E2023/35392 , page 89 [↓](#) 
- 5 Event - Mullum2Bruns Paddle [5] TMP - 2023, E2023/35394 , page 90 [↓](#) 

5

Report No. 6.4 Rifle Range Road Intersection Upgrade

File No: I2024/113

5 The purpose of this report is to gain Council support for the proposed changes to Rifle Range Road, Bangalow shown in Attachment 1 (E2024/7781).

Byron Shire Council is managing the upgrade of the intersection of Lismore Road which is a State Road with Council's Rifle Range Road.

10 The plans have undergone a thorough review process with Transport for NSW as part of the concept and detailed design reviews required to obtain construction approval under the terms of the Works Authorisation Deed.

The proposed upgrade will include installation of stormwater infrastructure, bus stop facilities, pedestrian footpaths, improving the general safety and operation of this intersection.

15 The upgrade of Lismore Road and Rifle Range Road intersection is regularly inundated during minor storm events and requires upgrading to improve safety for all road users, including motorists, cyclists and pedestrians. The upgrade to raise the road levels and improve the stormwater infrastructure will improve the general safety and operation of this intersection.

20 The design also proposes to formalise a channelised right turn onto Rifle Range Road in accordance with current standards. The aim of this dedicated right turn lane is to reduce the potential for rear end collisions with vehicles undertaking the right turn manoeuvre onto Rifle Range Road.

25 Finally, the design proposes to incorporate new dedicated bus stops on both Rifle Range Road (northbound) and Lismore Road (eastbound). This is to facilitate pick ups/drop offs, in particular for school buses, and to ensure buses are prioritised over cars utilising the verge to park during school peak hours.

A Road Safety Audit (RSA) has been undertaken on the design and the findings incorporated into the construction plans.

30

RECOMMENDATION:

That Council supports the signage, line markings, bus stops and traffic control devices associated with the Rifle Range Road intersection works as shown in Attachment 1 (E2024/7781)



35

BYRON SHIRE COUNCIL

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Attachments:

1 BE170269-02-Rifle Range Road_04_COMB, E2024/7781 , page 93  

5

MATTERS FOR TRAFFIC ENGINEERING ADVICE

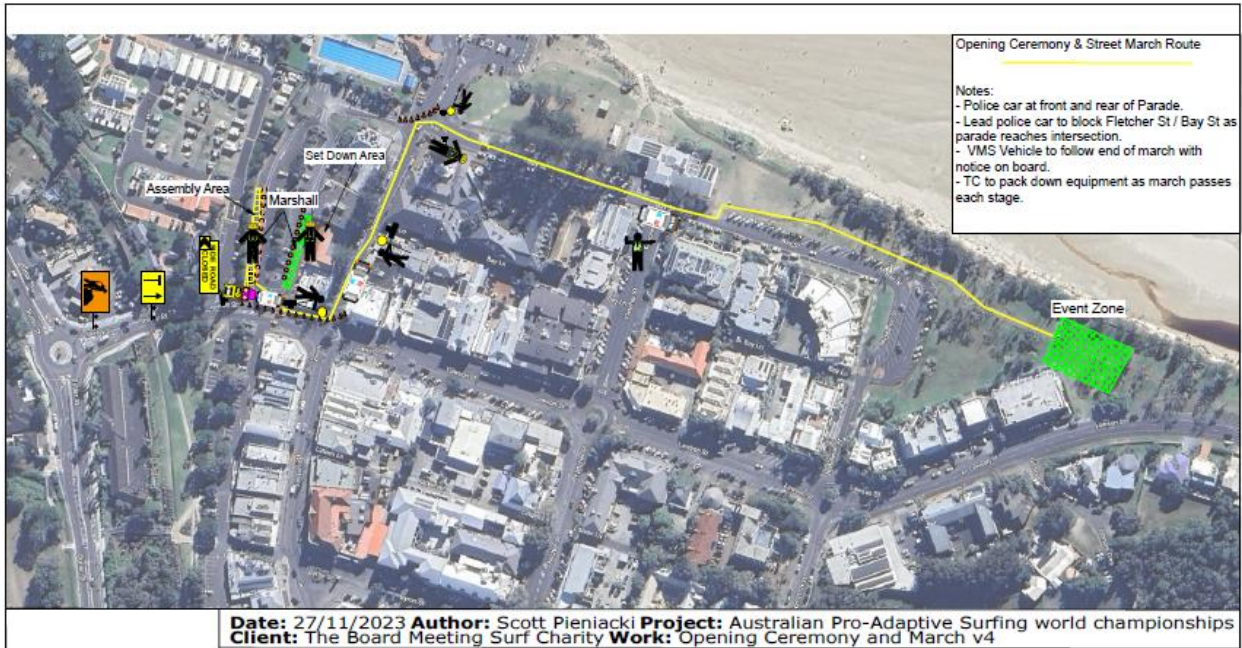
Report No. 7.1 Adaptive Pro Surf Championship - 17 March 2024

5 File No: I2024/79

Council has received an application for the 2024 Adaptive Pro Surf Championship

This report is to keep members of the LTC informed of road closures and traffic measures to be put in place at the upcoming event.

10 Opening Ceremony and Event:



Date: 27/11/23 **Author:** Scott Pleniacki **Project:** Australian Pro-Adaptive Surfing world championships
Client: The Board Meeting Surf Charity **Label:** Event TGS v4

Comments:
 SHORT TERM WORK TERM WORK
 50 Km per hour Zone
 Based on TC@WS Manual Version 6.0 & AS 1742.3
 - Council to change existing parking signs to Disabled Parking / No parking.

Spinifex Recruiting

Inspected & Designed by Scott Pleniacki TCT0066389
 Prepare A Work Zone Traffic Management Plan

Checked by John Leeming..... TCT0035936
 Prepare A Work Zone Traffic Management Plan

5 RECOMMENDATION:

1. That the Local Traffic Committee support the Adaptive Pro Surf Competition 17 March 2024 to 22nd March 2024.

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2. That Council support in Part 1 is subject to:

- a) separate approvals by NSW Police and TfNSW being obtained;
- b) the event organiser providing council with an updated Traffic Management Plan and Traffic Guidance Scheme/s for the event;
- 5 c) development and implementation of a Traffic Management Plan and Traffic Guidance Scheme/s by those with appropriate TfNSW accreditation and the holding of current and appropriate levels of insurance and liability cover;
- 10 d) the impact of the event be advertised, and charged at cost to the organisers, via a notice in the local weekly paper and Variable Message Signage (VMS) 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;
- 15 e) the event be notified on Council's web page and social media with the event organiser supplying Council with the relevant information;
- f) access to Lawson Street is to be unrestricted at all times.

3. The event organiser to:

Attachments:

20

- 1 Event - Adaptive Pro - Draft TMP submitted 5/12/23, E2023/128526 , page 130 [↓](#) 

**Report No. 7.2 Belongil - Kendall Street to Childe Street
Local Traffic Mangement**

File No: I2024/111

- 5 The purpose of this report is to gain Local Traffic Committee endorsement for the implementation of line-marking and no stopping restrictions throughout the Belongil area from Kendall Street through to Childe Street to manage driver behaviour.

Background

- 10 Council previously gained endorsement for the installation of LATM devices through the subject area (refer to attachments 1 and 2). However, following the installation there was issues with driver compliance (refer to figure 1). Drivers were commonly observed to proceed in a straight line through the chicane into the path of on-coming drivers avoiding the need to slow down. These devices also removed a significant amount of parking adjacent residential properties.
- 15 Due to the safety issues associated with these devices staff removed the devices and associated restrictions.



Figure 1: Safety issue Kendall St and Childe St traffic management device

Proposed Solution




5 Following the removal of the chicanes staff are proposing a less invasive speed management treatment for the area. This proposal includes line-marking the travel lanes to provide a narrowing effect which can reduce the likelihood of speeding. Currently the road is un-marked, and due to the width (11m) people are willing to drive further to the right of the road due to the lack of channelisation. Line-marking the area should channelise most drivers further to the left while providing a narrower travel path while potentially slowing vehicle speeds (refer to attachment 3).

10

RECOMMENDATION:

That the Local Traffic Committee endorse the line-marking traffic management treatments proposed in attachment three of this report for installation.

15 **Attachments:**

- 20
- 1 Minutes 30/11/2022 Local Traffic Committee Extraordinary, I2022/1779 , page 147 [↓](#) 
 - 2 Belongil Parking Changes, E2022/117545 , page 154 [↓](#) 
 - 3 Belongil_LATM_Treatment_Concept_Not_For_Construction_23_01_2024, E2024/7208 , page 156 [↓](#) 

EVENTS

Report No. 8.1 Event - Westpac Helicopter Byron Coastal Charity Walk – 4th May 2024

5 **File No:** I2024/89

The 2024 Byron Coast Charity Walk will be held on Saturday 4th May from 6.00am – 5.00pm. The organisers anticipate 750 participants.

10 The majority of the Charity Walk will be along beaches and footpaths. There are two locations within Council’s delegated authority where walkers will be required to walk along the road with associated traffic control: Lighthouse Road and Seven Mile Beach Road.

The walking route will start in Denning Park, Byron Bay and typically follows the coastline south to Ballina SLSC, a total distance of 36km.

15 The images below show the key sections of the walk and areas where traffic control is proposed are circled in blue. In figure 1 traffic control is proposed on Lighthouse Road as the walk heads towards Tallows Beach. In figure 2 traffic control is proposed at the entrance to Seven Mile Beach Road.

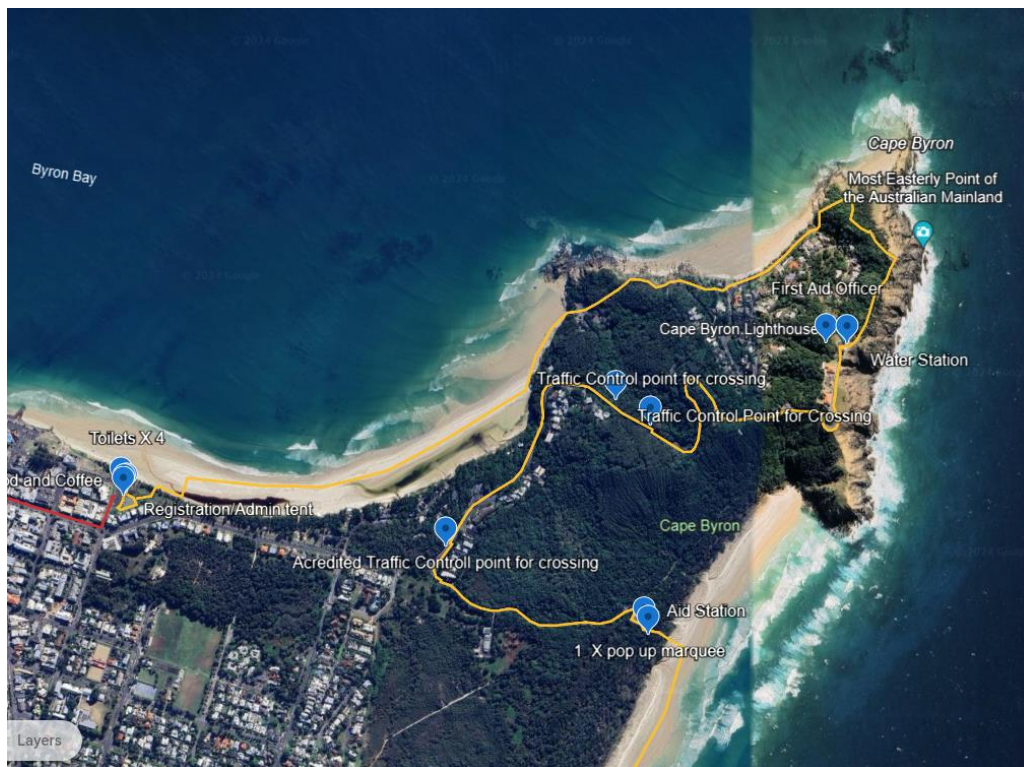


Figure 1 – Lighthouse Road

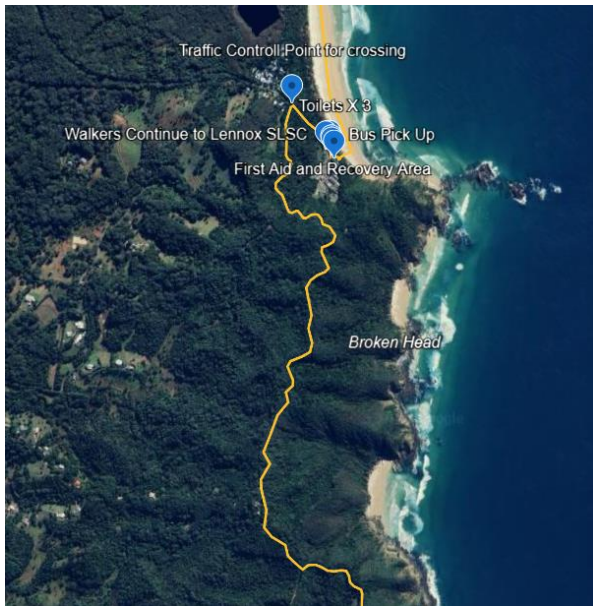
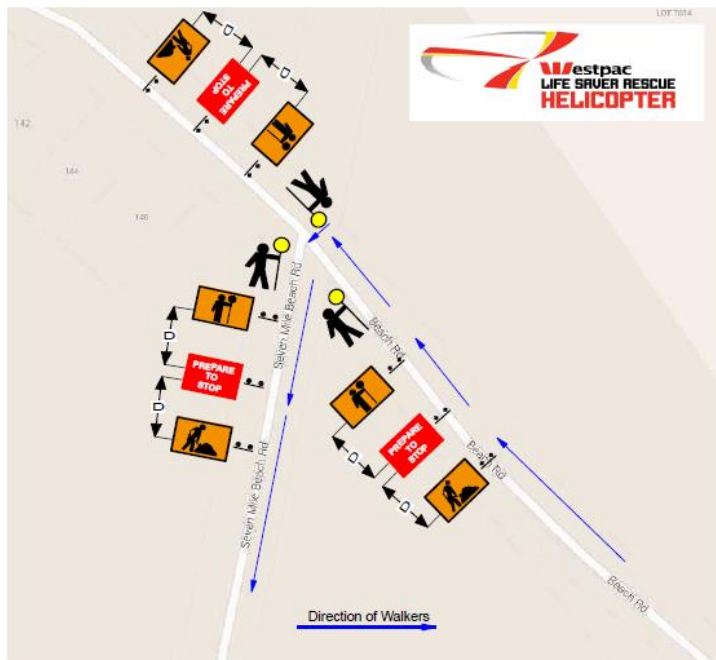


Figure 2 – Seven Mile Beach Road



- 5 Figure 3 – Proposed TGS for the Seven Mile Beach Road entrance (refer Figure 2). The Traffic Control is to be in place from 7am to 1pm.

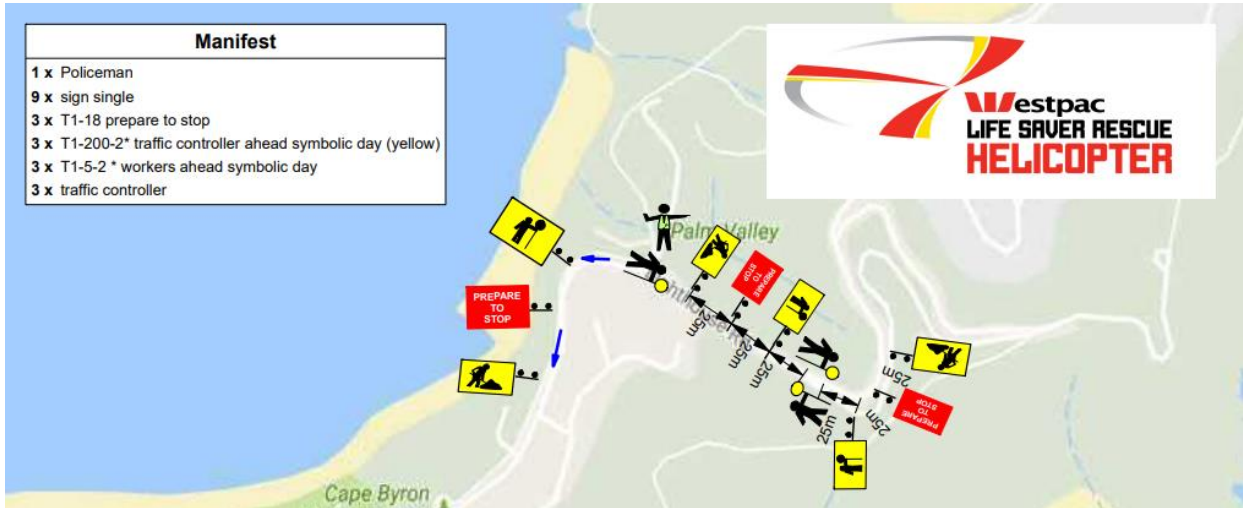


Figure 4 – Traffic control proposed for eastern section Lighthouse Road. Coming down from Lighthouse Road (refer to Figure 1). Traffic control to be in place from 6am to 10.30pm.

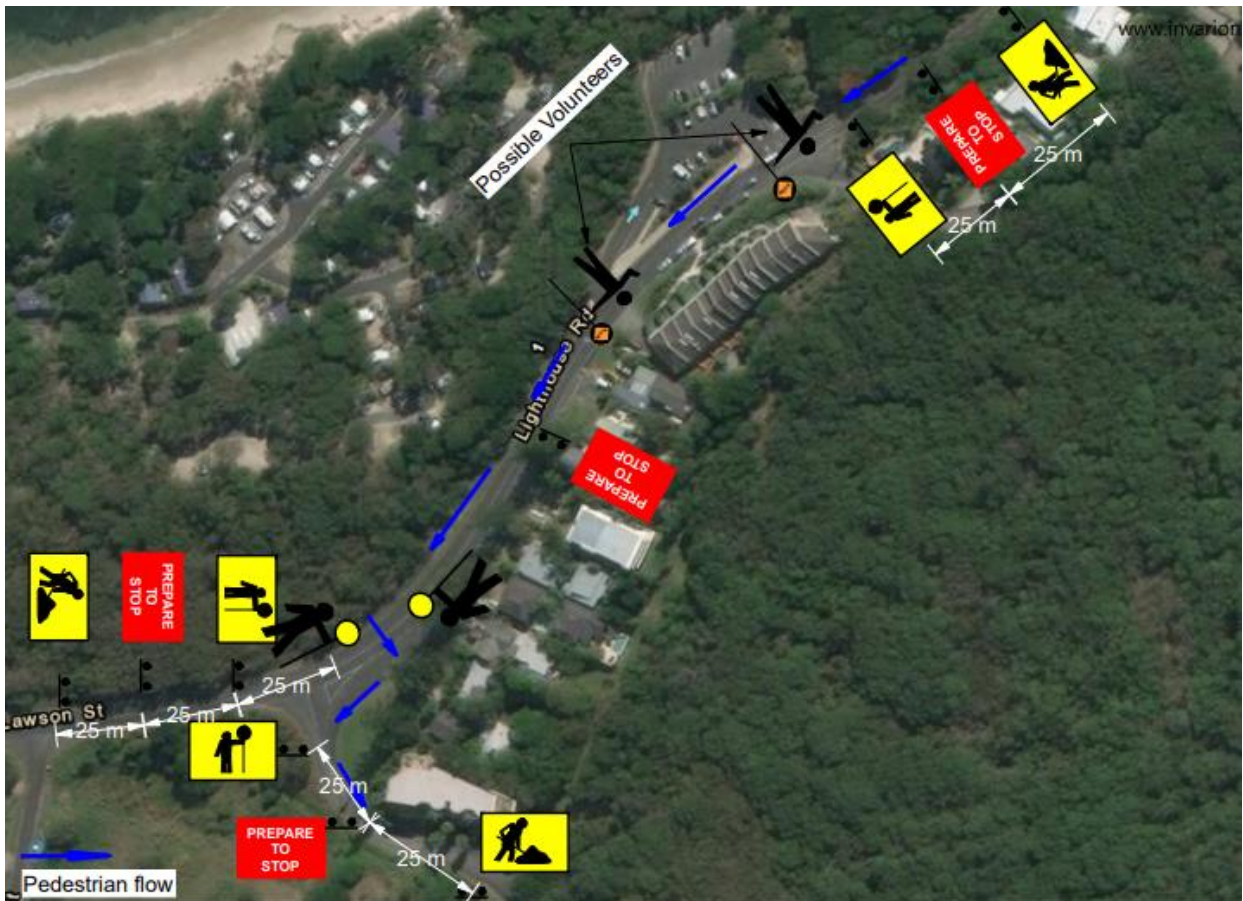






Figure 5 – Traffic control proposed for the western section of Lighthouse Road entering Tallow Beach Road (refer to Figure 1.) Traffic control to be in place between 6am and 10.30pm

RECOMMENDATION:

1. That the Local Traffic Committee supports the Westpac Life Saver Rescue Helicopter fundraiser, Byron Coast Charity Walk, to be held Saturday 4th May 2024 from 6.00am – 5.00pm
2. That Council support in Part 1 is subject to:
 - a) The development of a Traffic Guidance Scheme (TGS) and Traffic Management Plan(s) for the 2024 event by those with relevant and current TfNSW accreditation. The TGS(s) and Traffic Management Plan is to include, but is not limited to, the following:
 - b) Signage, which specifies the date, hours and nature of the event, be positioned at the entrance and exit of Seven Mile Beach Road one week prior to the event;
 - c) On the day of the event, at 500m intervals on Seven Mile Beach Road, and facing both directions of travel, signs advising of “Special Event – Charity Walk Ahead” (or similar) are installed prior, and removed after, the event occurs;
 - d) A safety induction for participants advising of hazards be provided.
 - e) Implementation of the Traffic Management Plan and Traffic Guidance Scheme/s as designed by those with appropriate accreditation and implemented by people with appropriate accreditation, including traffic controllers.
3. The event organiser to:
 - a) Arrange for the event to be notified on Council’s webpage a minimum one week prior to the TGS being implemented;
 - b) Undertake consultation with affected community and businesses including adequate response/action to any raised concerns.
 - c) Undertake consultation with emergency services and any identified issues addressed.
 - d) Holding \$20m public liability insurance cover which is valid for the event.
 - e) Paying Council’s Road Event Application Fee prior to the event.

Attachments:

- 1 Event - TGS - Byron Coastal Walk 2024 - Broken Head Reserve Rd Seven Mile Beach Rd, E2024/8663 , page 168 
- 2 Event - TGS - Byron Coastal Walk 2024 - Lighthouse Rd Brooke Dr, E2024/8664 , page 169 
- 3 Event - TGS - Byron Coastal Walk 2024 - Lighthouse Rd Tallow Beach Rd, E2024/8665 , page 170 
- 4 Event - W'Pac Byron Coast Charity Walk 2024 - Denning Park START, E2024/8668 , page 171 
- 5 Event - W'Pac Byron Coast Charity Walk 2024 - Tallows Beach Access, E2024/8669 , page 172 

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- 6 Event - W'Pac Byron Coast Charity Walk 2024 - Broken Head 12km FINISH, E2024/8671 , page 173 [↓](#) 

Report No. 8.2 Event - Bangalow Billycart Derby May 2024

File No: I2024/97

5 Council is anticipating on receiving an application for the Bangalow Billycart Derby to be held on Sunday 19 May 2024.

The Billy Cart Derby has been previously approved by the Local Traffic Committee (LTC) and by Council resolution **22-343**.

10 **RECOMMENDATION:**

1. **That the Local Traffic Committee support the Bangalow Billycart Derby to be held on 19 May 2024.**
2. **That the Local Traffic Committee support in Part 1 is subject to:**
 - 15 a) **separate approvals by NSW Police and TfNSW being obtained;**
 - b) **the event organiser providing council with an updated Traffic Management Plan and Traffic Guidance Scheme/s for the event;**
 - 20 c) **development and implementation of a Traffic Management Plan and Traffic Guidance Scheme/s by those with appropriate TfNSW accreditation and the holding of current and appropriate levels of insurance and liability cover;**
 - 25 d) **the impact of the event be advertised, and charged at cost to the organisers, via a notice in the local weekly paper and appropriate Variable Message Signage 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;**
 - e) **the event be notified on Council's web page with the event organiser supplying Council with the relevant information.**
3. **The event organiser to:**
 - 30 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) **arranging for private property access and egress affected by the event;**

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- c) **liaising with bus, taxi and waste operators and ensuring arrangements are made for provision of services during conduct of the event;**
- d) **consulting with emergency services and any identified issues be addressed;**
- e) **holding \$20m public liability insurance cover which is valid for the event;**
- 5 f) **paying Council's Road Event Application Fee prior to the event;**
- g) **not place any signage on the road related area of the Pacific Highway.**

Attachments:

- 10 1 Bangalow Billycart - Traffic Control Plan 2023, E2023/15909 , page 179 [↓](#) 

Background

The Bangalow Billycart Derby is an annual event held by the Bangalow Lions Club. It's been taking place since the first event in 1994.

5 The event took a 2 year hiatus due to COVID-19 and flood events, but ran another successful event in September 2022.

The format of the event is the same as in previous years, with traffic detoured through Deacon Street.

Event Overview

10 As a family friendly community event, the focus of the day is not the speed of the entries but family fun for participants and spectators. The Grand Parade is a highlight, the event also features local bands, vintage cars, schools, local clubs, scouts and celebrities.

The event involves the temporary closure of a section of Byron Street, between the Granuaille Road roundabout and Ashton Street intersection, with a traffic detoured through Deacon Street, the temporary closure will be in place between 6am and 5pm.

15 Key Issues

1. The proposed TGS places signage on Lismore to Bangalow Road (B62) and TfNSW controlled Granuaille Road.
 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.
- 20

Council Implications

Financial Considerations

Nil.

Asset Management

25 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

30 A condition of the endorsement of this event is that the event organisers conduct appropriate community consultation, 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.

5 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.

Report No. 8.3 Chincogan Charge - September 2024

File No: I2024/98

5 Council is in anticipation to receive an application for the Chincogan Charge to be held on Saturday 15 September 2024.

This was previously approved by the Local Traffic Committee (LTC) and by Council resolution **22-084**.

10 **RECOMMENDATION:**

1. **That the Local Traffic Committee support the Chincogan Charge to be held on Saturday 15 September 2024.**
2. **That the Local Traffic Committee support in Part 1 is subject to:**
 - 15 a) **separate approvals by NSW Police and TfNSW being obtained;**
 - b) **the event organiser providing council with an updated Traffic Management Plan and Traffic Guidance Scheme/s for the event if required;**
 - 20 c) **development and implementation of a Traffic Management Plan and Traffic Guidance Scheme/s by those with appropriate TfNSW accreditation and the holding of current and appropriate levels of insurance and liability cover;**
 - 25 d) **the impact of the event be advertised, and charged at cost to the organisers, via a notice in the local weekly paper and Variable Message Signage (VMS) 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;**
 - e) **the event be notified on Council's web page and social media with the event organiser supplying Council with the relevant information;**
3. **The event organiser to:**
 - 30 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) **arranging for private property access and egress affected by the event;**


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- c) **liaising with bus, taxi and waste operators and ensuring arrangements are made for provision of services during conduct of the event;**
- d) **consulting with emergency services and any identified issues be addressed;**
- e) **holding \$20m public liability insurance cover which is valid for the event;**
- 5 f) **not place any signage on the road related area of the Pacific Highway.**

Attachments:

- 10 1 Event - Chincogan Charge 2024 - 2026 V2 (003) TMP, E2024/6279 , page 184 [↓](#) 

Background

For the 2022 event the organisers followed the same course as 2020 (the 2021 event was cancelled due to COVID) with runners starting and finishing near Mullumbimby Police Station.

- 5 The road course will require actions to control traffic and the implementation of prescribed traffic control devices such as No Parking signs to control vehicles. 500 participants are expected.

Event Overview

10 The organisers have submitted a 2023 TGS the image below shows the expected impact on roads. The blue line indicates the approximate running path within the road reserve and the following major impacts are planned:

- Dalley Street, between the Post Office and the Civic Hall is expected to be closed between 12.30-5.30pm
- 15 • Murwillumbah Road, at Federation Bridge to Main Arm Rd to be controlled by traffic controllers. The South bound lane will be used for contraflow traffic controlled by Traffic Controllers. Traffic will be allowed to access Main Arm Road in-between competitors. Traffic will be controlled at this point between 12.35-5.30pm
- 20 • Coolamon Scenic Drive from Main Arm Rd to 1913 Coolamon Scenic Drive. The South bound lane will be used for contraflow traffic controlled by Traffic Controllers. Traffic will be allowed to access Main Arm Road in-between competitors. Traffic will be controlled at this point between 12.40-5.30pm
- Once competitors cross the finish line they will move onto the footpath and head to the Mullumbimby Civic Memorial Hall for the presentation.
- The race itself is expected to finish at 4pm with presentations from 4-5.30pm.

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