

Minutes of Meeting

Local Traffic Committee Meeting

Venue	Conference Room, Station Street, Mullumbimby
Date	Tuesday, 13 February 2024
Time	11.30am



BYRON
SHIRE
COUNCIL

BYRON SHIRE COUNCIL

LOCAL TRAFFIC COMMITTEE MEETING MINUTES

13 FEBRUARY 2024

MINUTES OF THE LOCAL TRAFFIC COMMITTEE MEETING HELD ON TUESDAY, 13 FEBRUARY 2024

File No: I2024/167

MEETING COMMENCED: 11.38am

PRESENT:

Councillor:	Cr M Lyon	Present
Transport for NSW:	Alexie Miller, Greg Aitken	Present
NSW Police:	Detective Chief Inspector Matt Kehoe	Apology
	PD Inspector, Steve Greer	Present
MP:	Audrey Warren on behalf of Tamara Smith MP	Apology
Staff:	James Flockton, Samuel Frumpui, David Haupt, Bella Avelino Gianelli, Katie	Present

APOLOGIES:

Detective Chief Inspector Matt Kehoe

Audrey Warren on behalf of Tamara Smith MP

DECLARATIONS OF INTEREST

There were no declarations of interest raised.

ADOPTION OF MINUTES FROM PREVIOUS MEETINGS

Committee Recommendation:

That the minutes of the Local Traffic Committee Meeting held on 31 December 2023 be confirmed.

(Miller/Lyon)

The recommendation was put to the vote and declared carried.

MATTERS ARISING

N/A

OUTSTANDING ISSUES/RESOLUTIONS

N/A

REGULATORY MATTERS

Report No. 6.1 **Event - Anzac Day 2024 - Road Closures in Byron Bay, Mullumbimby, Brunswick Heads and Bangalow**
File No: I2024/86

BACKGROUND

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:

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.

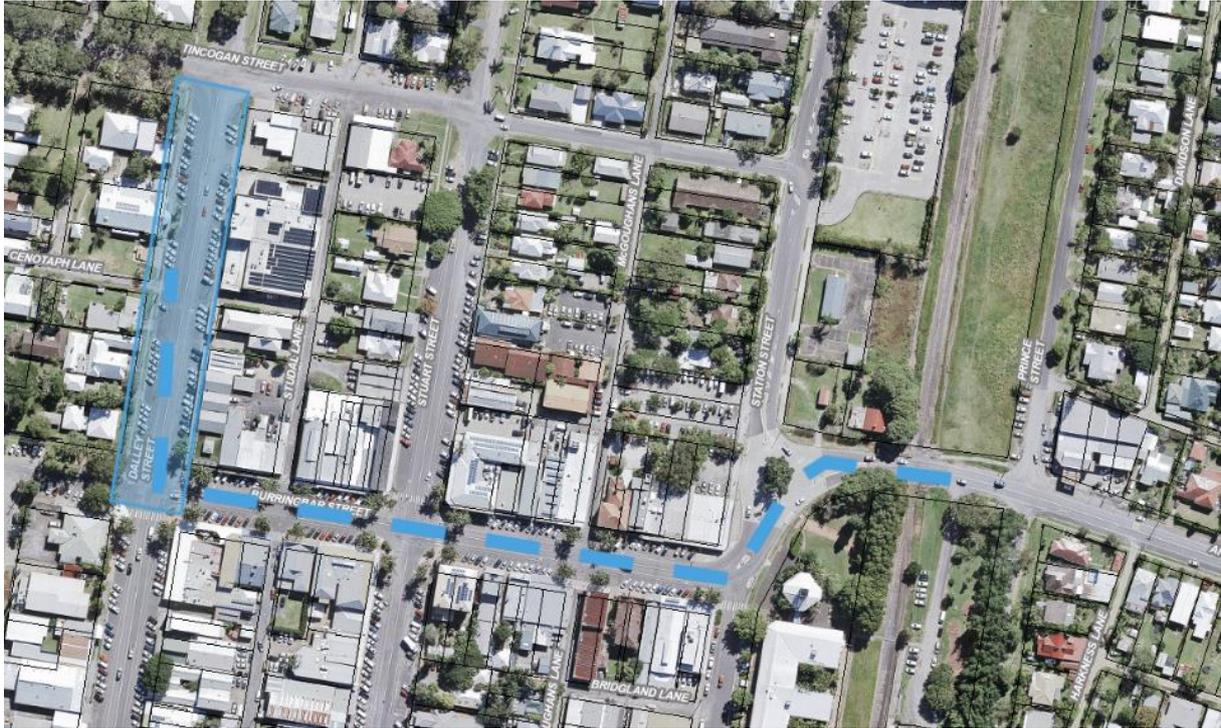
Council implements such measures including signed detours at the intersections of Marvell and Middleton Street and at both the Kingsley Street and Carlyle Street intersections on Tennyson Street.

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.



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.



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.



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:

- 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.



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.

Therefore given the above, and that the local events are part of a well-known and anticipated nationwide 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.

Committee Comments

N/A

Management Comments

N/A

Committee 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 5 years.
- 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:

- 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;
- 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. (Lyon/Miller)

The recommendation was put to the vote and declared carried.

Report No. 6.2 Blues Festival 2024 Traffic Management Plan
File No: I2023/2081

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.

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.

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.

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, police, safety advisor, traffic engineer, etc.).

DA 10.2014.753.7 CONDITIONS

The following conditions are relevant:

61. Transport Management Plan

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

- a) *The Transport Management Plan must include, but not be limited to:*
 - i *Details for the efficient management of parking, including provision for overflows from the southern parking area to the northern parking area. The management of overflow parking must ensure that the overflow vehicles exit the site from where they entered the site.*
 - ii *A contingency plan for unplanned incidents that may disrupt traffic and transport before, during or after the event. The contingency plan must be fully documented and include emergency contact names and phone numbers.*
 - iii *A copy of an approved Traffic Control Plan.*

- b) *The Traffic Control Plan (TCP) must address the following matters:*
 - i *The TCP must be designed in accordance with the requirements of the Roads and Maritime Services' Manual, Traffic Control at Work Sites Version 2, and the current Australian Standards, Manual of Uniform Traffic Control Devices Part 3, 'Traffic Control Devices for Works on Roads'.*
 - ii *The TCP must be prepared by a suitably qualified and RMS accredited Work Site Traffic Controller.*
 - iii *The regulation of traffic must be authorised under the Roads Act 1993 and the use*

of traffic control devices authorised under the Road Transport (Safety & Traffic Management) Act 1999.

- iv. Reduced speed zones must be approved by the Roads and Maritime Services.*
 - v. There is to be no impact on through travel times on the Pacific Highway*
 - vi. The TCP must incorporate a monitoring program to assess the traffic volumes and peak parking numbers associated with each event. Twenty four hour traffic counts are to be undertaken before, during and after the first two medium and large events (and as further required by Council or the Roads and Maritime Service) for the traffic on the frontage and surrounding roadways. Such report must include details demonstrating compliance with the conditions of consent relating to traffic management including the requirements of the RMS provided below. From time to time aerial photography of the site and surrounds at regular intervals before during and after the event, including peak traffic and parking periods should be undertaken to support the traffic monitoring report.*
 - vii. The TCP must provide for all relevant conditions of the Roads and Maritime Services.*
 - viii. The TCP must be submitted to the Local Traffic Committee prior to approval under the Roads Act 1993 and adequate time must be allowed for this to occur and for the preparation of any necessary reports and amendments necessary to meet the Local Traffic Committee recommendations.*
 - ix. The TCP must satisfactorily address any concerns or issues raised by the Council, Police and/or Roads and Maritime Services from previous events.*
 - x. The TCP must ensure access to surrounding and neighboring properties at all times including the wrecker and service station.*
 - 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.*
 - 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 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 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)*
- 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.*
 - 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

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

Committee Comments

N/A

Management Comments

N/A

Committee Recommendation:

1. That the Local Traffic Committee 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:
 - a) Separate approvals by NSW Police and TfNSW being obtained, noting that the event is on a state road or may impact the state road network;
 - b) The event be held through the implementation of the events Traffic Management Plan and Traffic Control Plan(s) as per 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.
 - c) The Traffic Management Plan and the Traffic Control Plan(s) to be implemented by those with relevant and current TfNSW accreditation;
 - d) Traffic camera data recorders or similar be used to obtain an accurate record of traffic impacts at KPI queue locations;
 - 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 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;
2. That the event organiser:
 - 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;

- 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;**
- 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;**
- 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.**

(Miller/Greer)

The recommendation was put to the vote and declared carried.

Report No. 6.3

Event - Mullum2Bruns Paddle 2024 - 2026

File No:

I2024/94

SUMMARY

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

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.

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.



Committee Comments

N/A

Management Comments

N/A

Committee Recommendation:

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:
 - 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;
 - 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:

- 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;**
- 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;**
- d) undertake consultation with emergency services and any identified issues addressed;**
- e) hold \$20m public liability insurance cover which is valid for the event.**

(Lyon/Miller)

The recommendation was put to the vote and declared carried.

Report No. 6.4 Rifle Range Road Intersection Upgrade
File No: I2024/113

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.

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.

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.

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.

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.

Committee Comments

N/A

Management Comments

N/A

Committee Recommendation:

That the Local Traffic Committee 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) (Miller/Lyon)

The recommendation was put to the vote and declared carried.

MATTERS FOR TRAFFIC ENGINEERING ADVICE

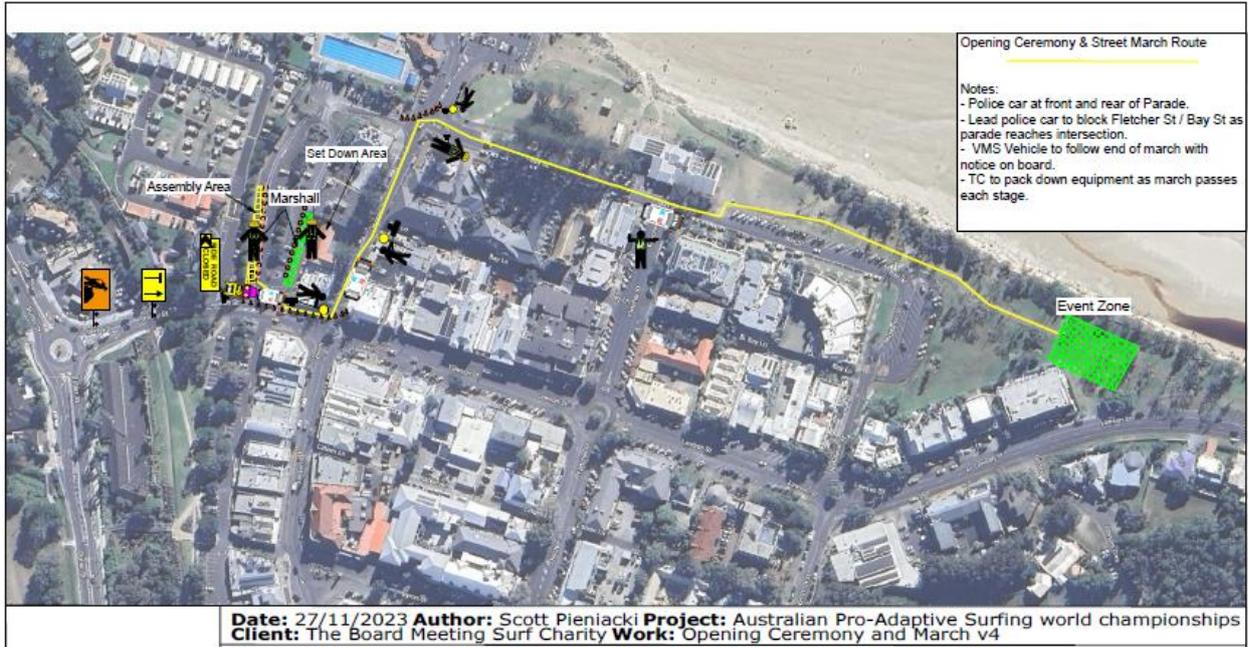
Report No. 7.1 Adaptive Pro Surf Championship - 17 March 2024
File No: I2024/79

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.

Opening Ceremony and Event:

BYRON SHIRE COUNCIL



BYRON SHIRE COUNCIL

Date: 27/11/23 **Author:** Scott Pieniacki **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 Pieniacki TCT0066389
 Prepare A Work Zone Traffic Management Plan

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

Committee Comments

N/A

Management Comments

N/A

Committee Recommendation:

1. That the Local Traffic Committee support the Adaptive Pro Surf Competition 17

March 2024 to 22nd March 2024.

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;**
- 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;**
- 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;**
- f) access to Lawson Street is to be unrestricted at all times.**

3. The event organiser to:

- 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;**
- 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;**
- f) not place any signage on the road related area of the Pacific Highway.**

(Lyon/Greer)

The recommendation was put to the vote and declared carried.

Report No. 7.2 **Belongil - Kendall Street to Childe Street Local Traffic Management**
File No: I2024/111

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

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.

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

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).

Committee Comments

Cr. Lyon - Item to be deferred to March LTC

Management Comments

RECOMMENDATION:

That the Local Traffic Committee defer this item to a future LTC meeting.

EVENTS

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

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.

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.

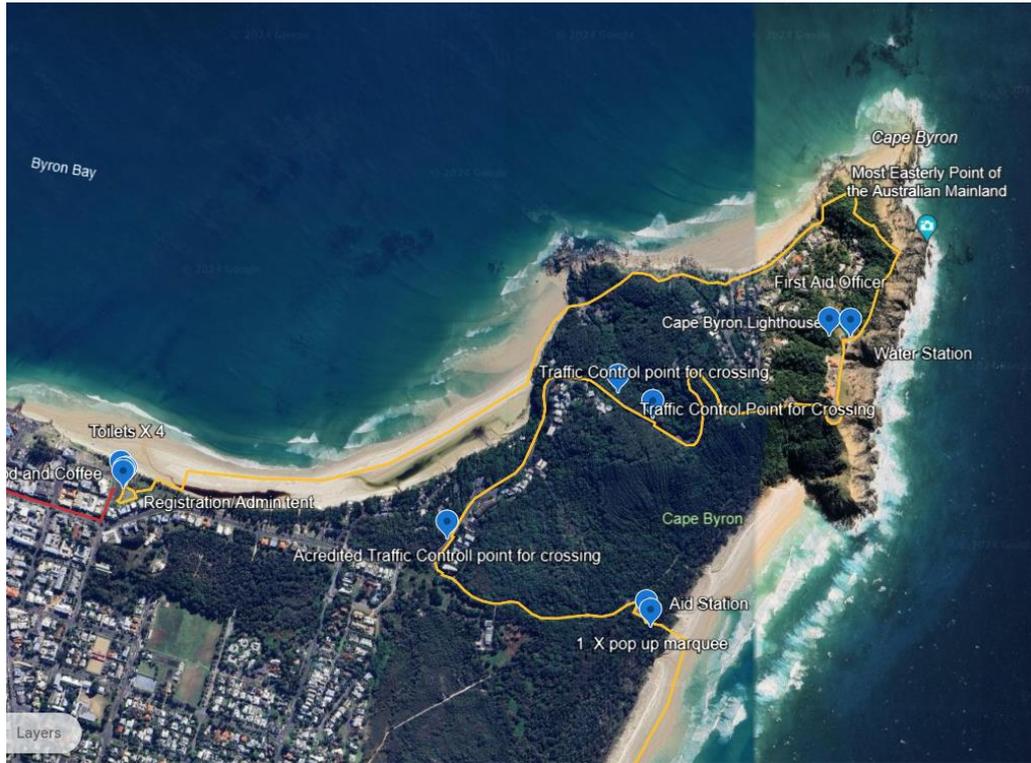


Figure 1 – Lighthouse Road

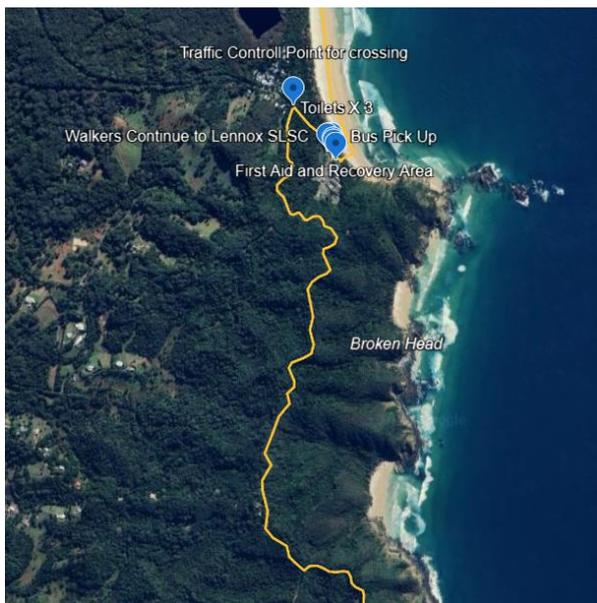


Figure 2 – Seven Mile Beach Road



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.

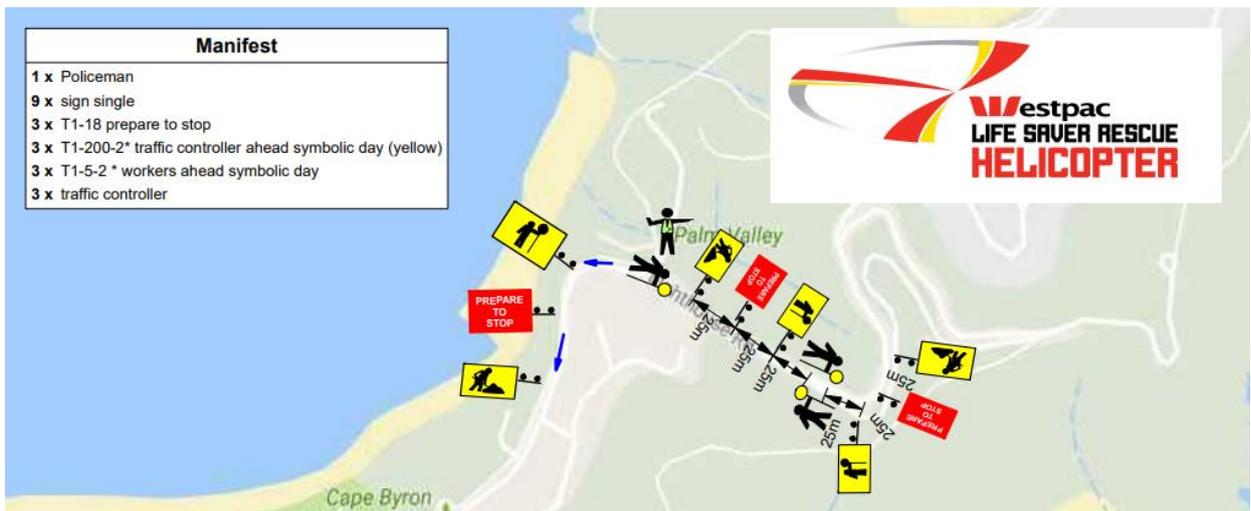


Figure 4 – Traffic control proposed for eastern section Lighthouse Road. Coming down from Lighthouse Road (refer to Figure 1). Traffic control to be in place from 6am to 10.30pm.

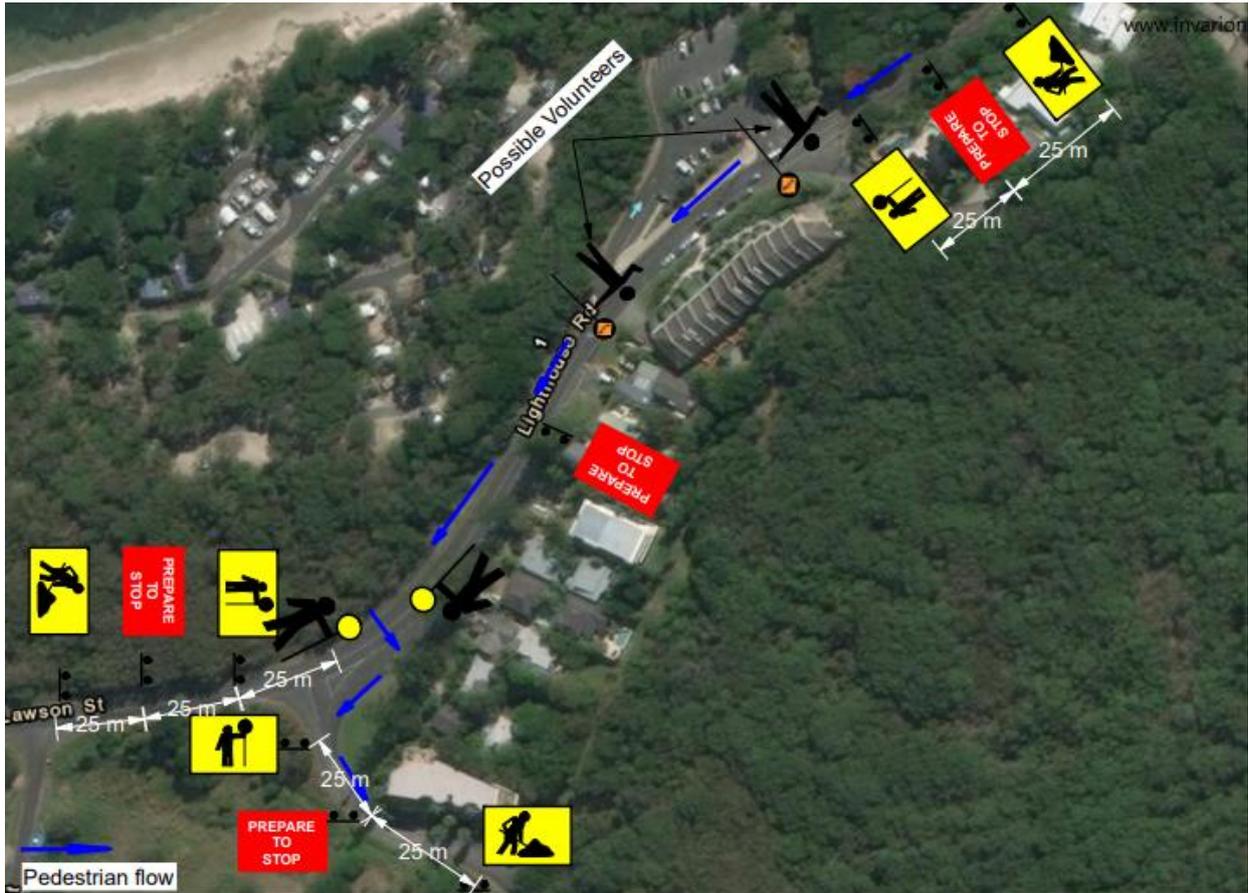


Figure 5 – Traffic control proposed for the western section of Lighthouse Road entering Tallow Beach Road (refer to Figure 1.) Traffic control to be in place between 6am and 10.30pm

Committee Comments

N/A

Management Comments

N/A

Committee 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 Local Traffic Committee 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.

(Miller/Greer)

The recommendation was put to the vote and declared carried.

Report No. 8.2 Event - Bangalow Billycart Derby May 2024
File No: I2024/97

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**.

Committee Comments

N/A

Management Comments

N/A

Committee 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:
 - 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;
 - 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;

- 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:

- 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;
- 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;
- 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.

(Lyon/Miller)

The recommendation was put to the vote and declared carried.

Report No. 8.3

Chincogan Charge - September 2024

File No:

12024/98

Council is in anticipation to receive an application for the Chincogan Charge to be held on Saturday 21 September 2024.

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

Committee Comments

N/A

Management Comments

N/A

Committee Recommendation:

- 1. That the Local Traffic Committee support the Chincogan Charge to be held on Saturday 21 September 2024.**
- 2. That the Local Traffic Committee 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 if required;**
 - 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;**
 - 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:**
 - 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;**
 - 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;**
 - f) not place any signage on the road related area of the Pacific Highway.**

(Greer/Lyon)

The recommendation was put to the vote and declared carried.

There being no further business the meeting concluded at 12.33pm.
