

Notice of Meeting

Local Traffic Committee Meeting

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

Venue	Conference Room, Station Street, Mullumbimby
Date	Tuesday, 18 February 2025
Time	1:30 PM

Phil Holloway
Director Infrastructure Services

*I2025/145
Distributed 11/02/25*

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 25 December 2024

4. MATTERS ARISING

5. OUTSTANDING ISSUES/RESOLUTIONS

6. REGULATORY MATTERS

- 6.1 510 Goonengary Road, Intersection Upgrade 3
6.2 Federal Village Main Street - Short Term Road Safety Treatments..... 5
6.3 Changes to the Intersection of Warrambool Road, Coomburra Crescent and
Goondooloo Drive in Ocean Shores 14
6.4 Blues Festival 2025 - Traffic Management Plan 20
6.5 315 Coorabell Road - Upgrade turning treatment for the site access 24

7. MATTERS FOR TRAFFIC ENGINEERING ADVICE

- 7.1 Adaptive Pro Surf Championship - 23 March - 30 March..... 25

8. EVENTS

- 8.1 Event - Westpac Helicopter Byron Coastal Charity Walk – 3rd May 2025 28
8.2 Event - Bangalow Billycart Derby May 2025 32
8.3 Chincogan Charge - September 2025 36

REGULATORY MATTERS

Report No. 6.1 510 Goonengary Road, Intersection Upgrade

File No: I2024/1716

5

The purpose of this report is to gain Council support for the proposed line markings and regulatory signs shown in Attachment 1 (E2024/149675).

10 Council has received a Roads Act application associated with a development approval 10.2022.181.1 for a Multiple Occupancy consisting of Nine (9) Dwelling Sites, Associated Infrastructure, Tree Removal and Environmental Enhancement Works at 510 Goonengerry Road MONTECOLLUM

Schedule 1 – Deferred Commencement of development consent 10.2022.181.1 state:

1. Deferred Commencement Consent

This consent does not operate until Council is satisfied as to the following matter:

15 (a) Approval required under Section 138 of the Roads Act 1993

Consent from Council must be obtained under Section 138 of the *Roads Act 1993* for road widening and driveway consolidation works in Goonengerry Road, as follows:

Consolidated driveway

20 (a) A consolidated driveway servicing numbers 506 and 510 Goonengerry Road, designed and constructed in accordance with Type 1 driveway of TfNSW drawing Typical Rural Property Access dated 19/05/2020 version 2. The works are to include the adjustment and/or relocation of services as necessary to the requirements of the appropriate service authorities.

Basic Right Turn treatment

25 (b) Provision must be made to provide (i.e., design & construct) a Basic Right Turn (BAR) treatment on a two-lane rural road in accordance with Figure A6 in Austroads Guide to Road Design Part 4: Intersections and Crossings – General (2021).

30 (c) BAR treatments and any associated road widening and/or tree removal works are to be carried out generally in accordance with Plan C1 (Revision C) titled ‘Type BAR – West Widening & Reconstruct’, by SDS Civil Enterprises, dated April 2022 as referred to in Condition 1 of this development consent.

35 (d) The above plan may be subject to change or modification as necessary to achieve compliance with the relevant engineering standards and Council requirements. If the proposed road works (e.g., earth batters, retaining walls, rock mattresses etc.) will encroach onto neighbouring private land, it will be necessary to obtain landowners consent from the affected landowner to carry out
40 the proposed road widening.

BYRON SHIRE COUNCIL

LOCAL TRAFFIC COMMITTEE MEETING

6.1

Note 1: The calculation of the C value on curves requires additional curve widening.

Note 2: Road reserve widening (if required) is to be taken on the development side only.

5 **Note 3.** Any encroachments affecting the road reserve must be removed or relocated wholly within the development boundaries. Any encroachments of roadworks onto private land are to be dedicated as “Road Widening” at no cost to Council.

10

RECOMMENDATION:

That Council supports the signage and line markings associated with the 510 Goonengerry Road intersection works, as shown in Attachment 1 (E2024/149675)

15

Attachments:

1 51.2022.181.1 - LTC submission, E2024/149675 

Report No. 6.2 Federal Village Main Street - Short Term Road Safety Treatments

File No: I2024/1587

5 Purpose:

In response to an Urgency Motion raised by Cr Sarah Ndiaye during the 5 September 2024 Council meeting and as noted in Council resolution 24-452 shown below, this report provides recommended road treatments on Federal Drive in Federal to improve road safety in the short term while Council seek funding for the longer term Federal Village Masterplan changes.

The proposed treatments aim to provide pedestrians with a clear crossing location and should also help to reduce vehicle speeds.

24-452	<p>Resolved { TC "No. Urgency 2 Immediate Investigation and and Implementation of Temporary Safety Measures on Federal Main Street" \12 }that in relation to road safety issues raised by the community at Federal Village, Council:</p> <ol style="list-style-type: none"> 1. Conducts an immediate investigation into temporary safety measures to address the heightened risks associated with Federal Main Street. 2. Focus this investigation on solutions that can be implemented swiftly to enhance pedestrian safety and manage traffic effectively during peak times, especially around school drop-off and pick-up periods. 3. Based on the findings of the investigation, implement necessary interim safety measures to mitigate current dangers. 4. Receive a report on the investigation and implementation of temporary safety measures, detailing actions taken and any further recommendations for long-term safety improvements. 5. Seek funding to progress with the safety and traffic measures included in the Federal Masterplan. (Ndiaye/Dey) <p><i>The motion was put to the vote and carried unanimously.</i></p>
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Information/Background:

15 The northern end of Federal Drive had been closed due to a landslide which occurred during the March 2022 flood event. During the closure period, only local traffic was able to access Federal village from the north and when the road was re-opened in July 2024 the amount of traffic from the north increased dramatically (i.e. from 164 vehicles per day in June to 922 in August). On 3 September 2024, a near miss road incident occurred
20 between a vehicle and a school child. Refer Figure 1 location map below.



Figure 1: Location map showing main street (Federal Drive) in Federal and location of near miss incident

5 Federal Drive provides on-street parking which services several local businesses and a local park. School buses also use this section of the main street for student drop-off / pick-up.

10 Due to the width, geometry, and lack of line marking / speed treatments, vehicles often speed through this area. This creates an increased safety risk given the high pedestrian and vehicle activity in the area. Refer Figure 2 below showing the current road environment.



Figure 2: Photo showing current road environment (looking south down Federal Drive, towards Binna Burra Road)

5 A future design for the area (refer Figure 3 below or Attachment 1 for more detail) includes treatments to mitigate road safety issues, however this concept requires funding to progress and will likely take years to implement.

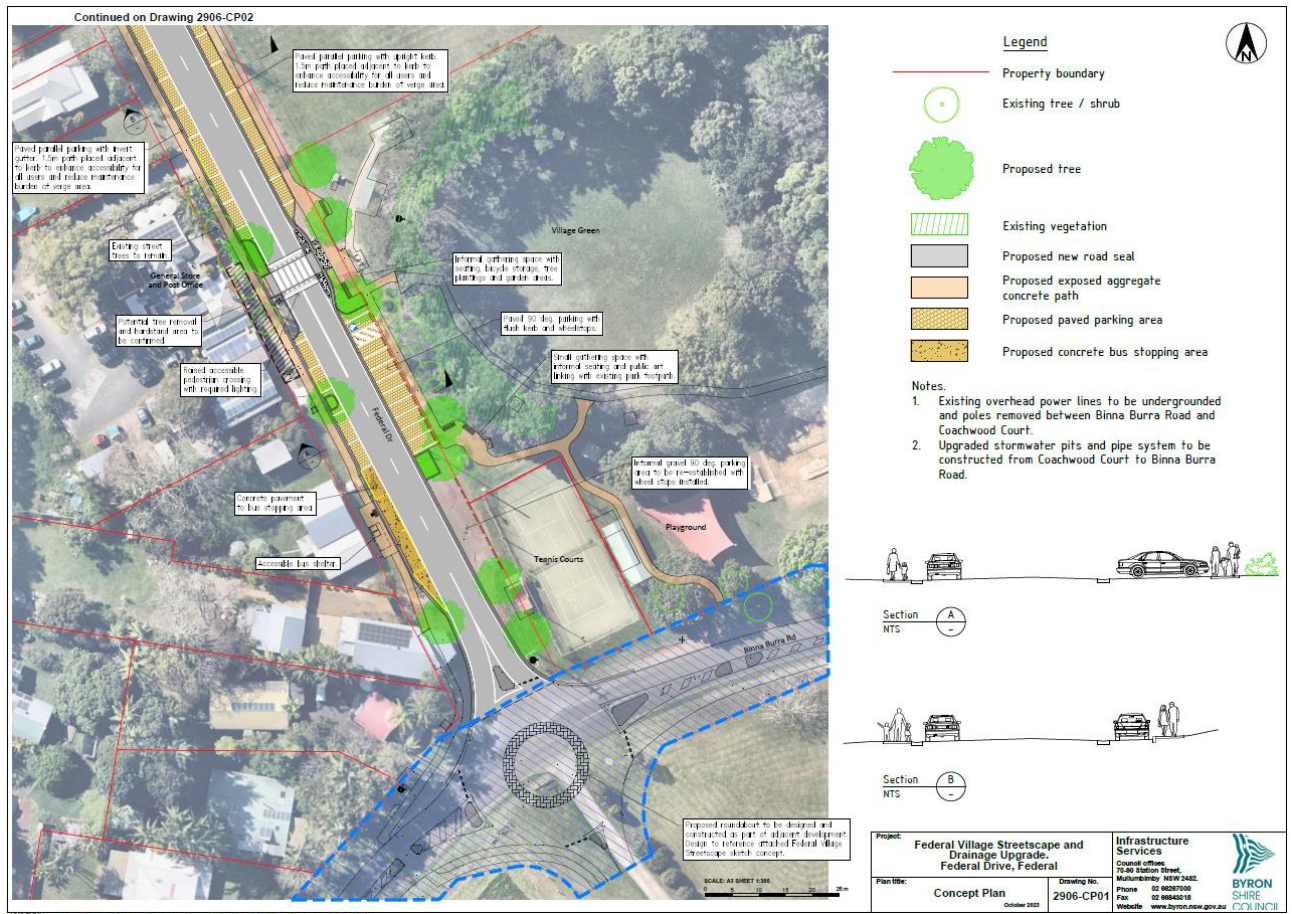


Figure 3: Federal Village Main Street Long Term Concept Design

To mitigate the safety issues in the short term, staff recommend installation of the following treatments as shown in Figure 4 below:

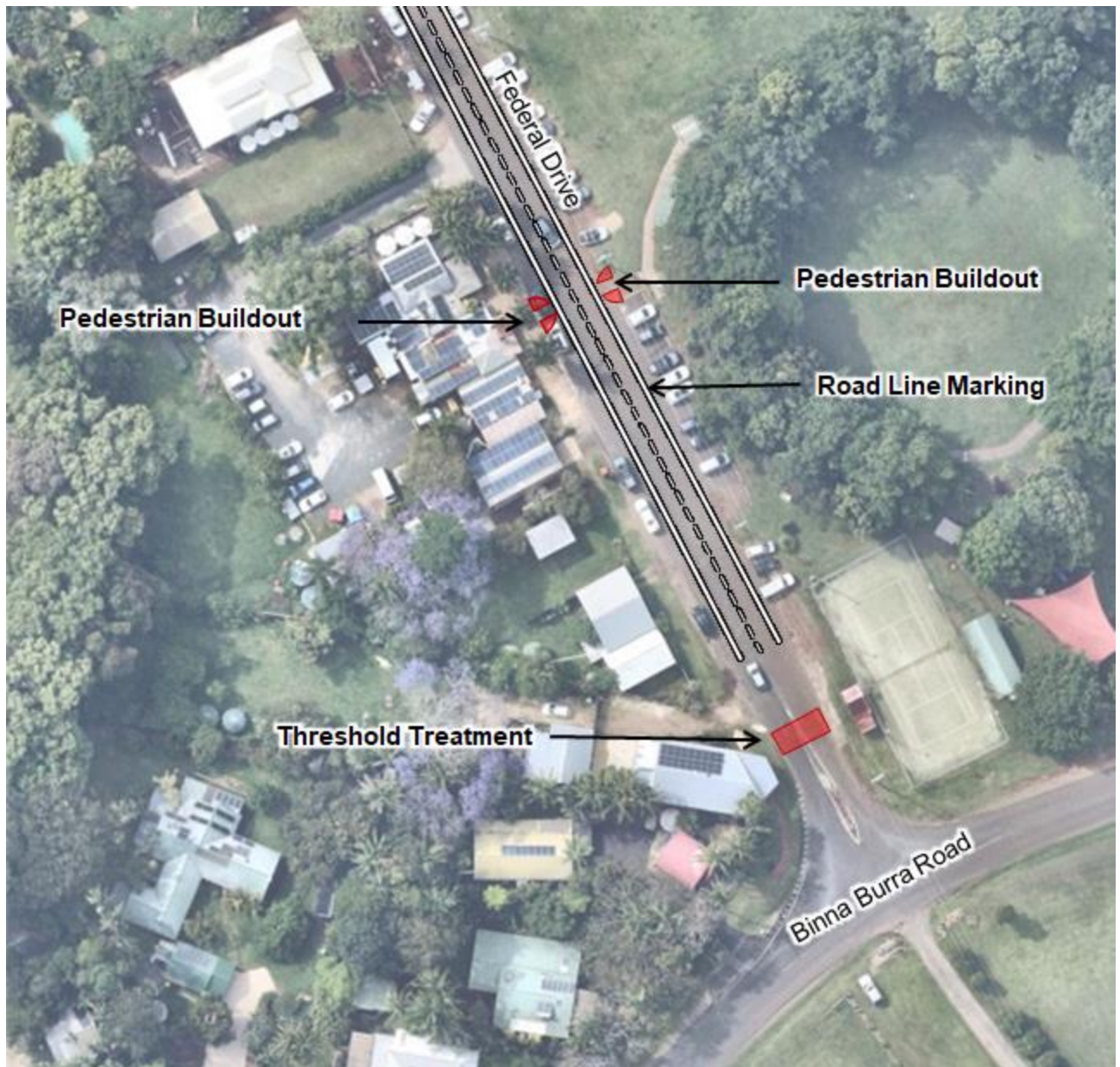


Figure 4: Interim Federal Drive Concept

1. Speed limit reduction to 30kph within the village main street

- 5 Transport for NSW have conducted an urgent speed zone review of the current 50kph speed limit and have approved a reduction to 30kph within the main village area (refer Attachment 2).

In addition, they have recommended installation of more 50kph speed signage in the surrounding 50kph zone to improve driver awareness. TfNSW will provide funding for installation of this signage by Council's Works team.

10

2. Line marking of the road edges and centre line

5 Defining the road edges and centreline is beneficial for a couple of reasons. This type of line marking is a common feature within townships and is a visual indication to drivers that they are entering a new lower speed environment. In this case, they will be leaving a rural 50kph speed zone and entering a 30kph zone. The other benefit to this treatment is that it makes the road appear narrower which usually encourages drivers to reduce speed.

3. Pedestrian build-outs or kerb blisters

10 While there is no obligation for vehicles to stop at a pedestrian build-out, it should direct pedestrians to cross here when the road is clear, rather than crossing randomly. It should also alert drivers to the possibility that pedestrians may cross here and help to slow vehicle speeds.

15 The location for the pedestrian build-out was selected as there is an existing connection to the footpath running through the park, minimal infrastructure changes required and it's also the same location as the future raised pedestrian crossing. Refer Figures 5 and 6 below.



Figure 5: Example of Pedestrian Build-Out (Kerb Extension)



Figure 6: photos showing approx. location of new pedestrian build-out

In addition, installation of pedestrian advisory signage should be installed around the build-out, such as the “Look Out Before You Step Out” decals shown in Figure 7 below. These have already been installed in a number of high pedestrian activity areas around the shire.



Figure 7: Look Out Before You Step Out decal

5 Installation of a formal pedestrian crossing would require a significant amount of time and cost to implement which is why it hasn't been considered in the short term (e.g. new street lighting, removal of car parks and vegetation, etc).

4. Threshold treatment on the southern approach of Federal Drive

Threshold treatments are commonly used as traffic calming devices in areas with increased pedestrian activity or where there is a speed limit change as they provide a visual indication to drivers that they are entering a new road environment.

10 There is also a threshold treatment in use on the northern approach to Federal and it's recommended that a similar treatment be used on the southern approach.

An example of this treatment is shown below in Figure 8.



Figure 8: Example of Threshold Treatment

15



RECOMMENDATION:

That the Local Traffic Committee support the following:

1. **Speed limit change from 50kph to 30kph on Federal Drive;**
- 5 2. **Installation of signage as per TfNSW speed zone review;**
3. **Edge line and centre line marking on Federal Drive;**
4. **Pedestrian build-out and advisory signage; and**
5. **Threshold treatment on the southern end of Federal Drive.**

Attachments:

10

- 1 Federal Village Main Street Long Term Concept Design, E2024/137332 
- 2 TfNSW Speed Zone Review Federal Village, E2024/137469 

Report No. 6.3 Changes to the Intersection of Warrambool Road, Coomburra Crescent and Goondooloo Drive in Ocean Shores

File No: I2025/5

5

The purpose of this Report is to request minor changes to the previously approved design detailed in LTC report attached (Attachment 1, I2023/780). For reference, see current intersection and originally proposed changes below.



10 Fig 1 – current intersection layout



Fig 2 – previous proposed intersection layout

Further investigation of the area has been undertaken and the following changes have been made to the design (see updated design plans below, Figures 3 - 6):

1. Replacing the existing Give Way signs with new Stop signs on Goondooloo Drive and Coomburra Crescent.
2. New No Stopping signage and line marking to prevent vehicles parking on the road verge and obstructing driver sight distances on approach to Warrambool Road via Goondooloo Drive and Coomburra Crescent.
3. Replacing the Coomburra Crescent left side concrete island with chevron line marking and red RRPMs to provide space for larger vehicle turning movements.
4. New concrete splitter island on the Goondooloo Drive approach to assist in slowing vehicles and preventing exiting right turning vehicles cutting across the intersection.
5. Change to extent of BB centre line marking to avoid driver confusion at the intersection. In summary, previous design showed BB double centre line marking on Warrambool Road southern approach and extending into the middle of the intersection. New design has BB double centre line marking on south and north approaches with break around intersection area.

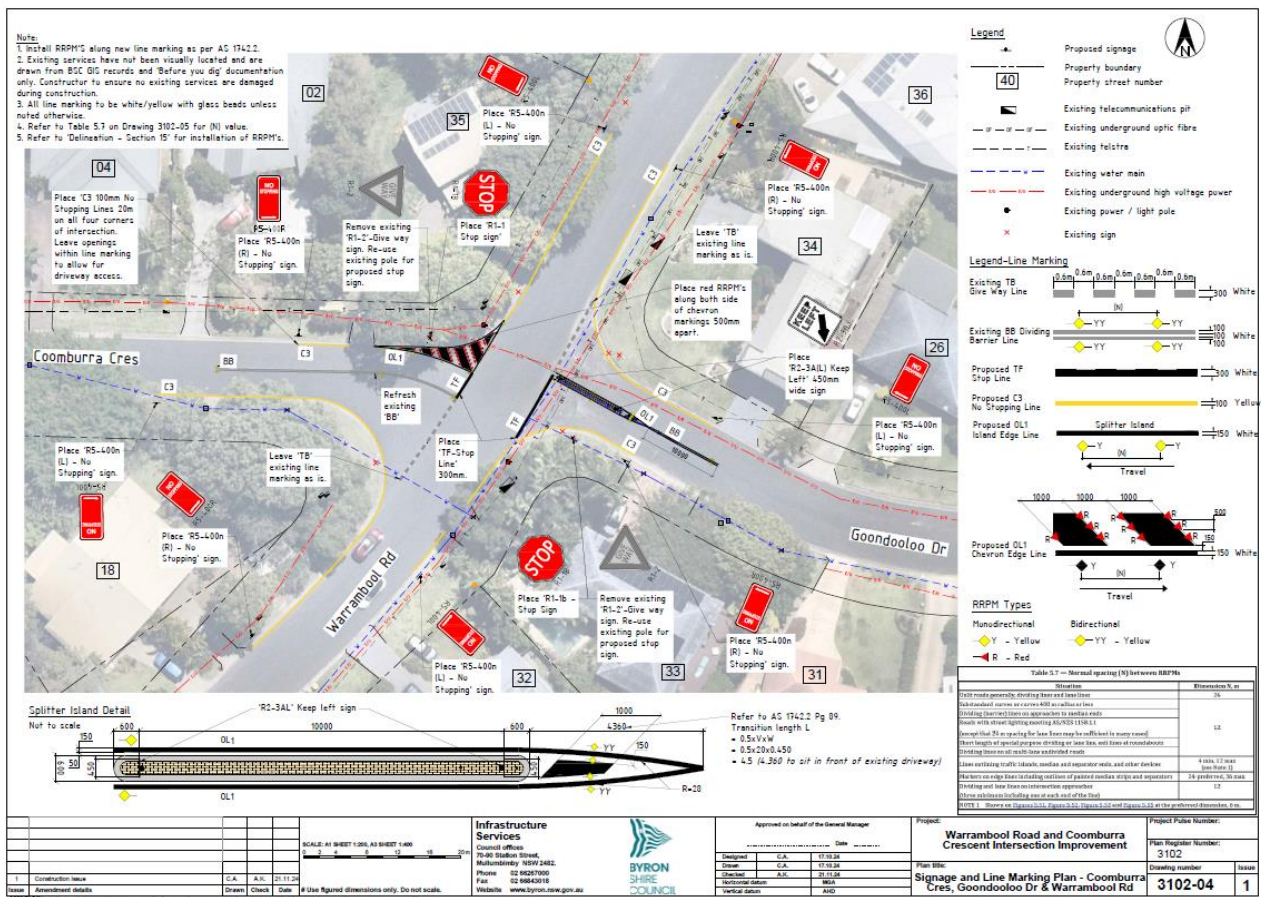


Fig 3 – new proposed intersection layout (sheet 1 of 4)

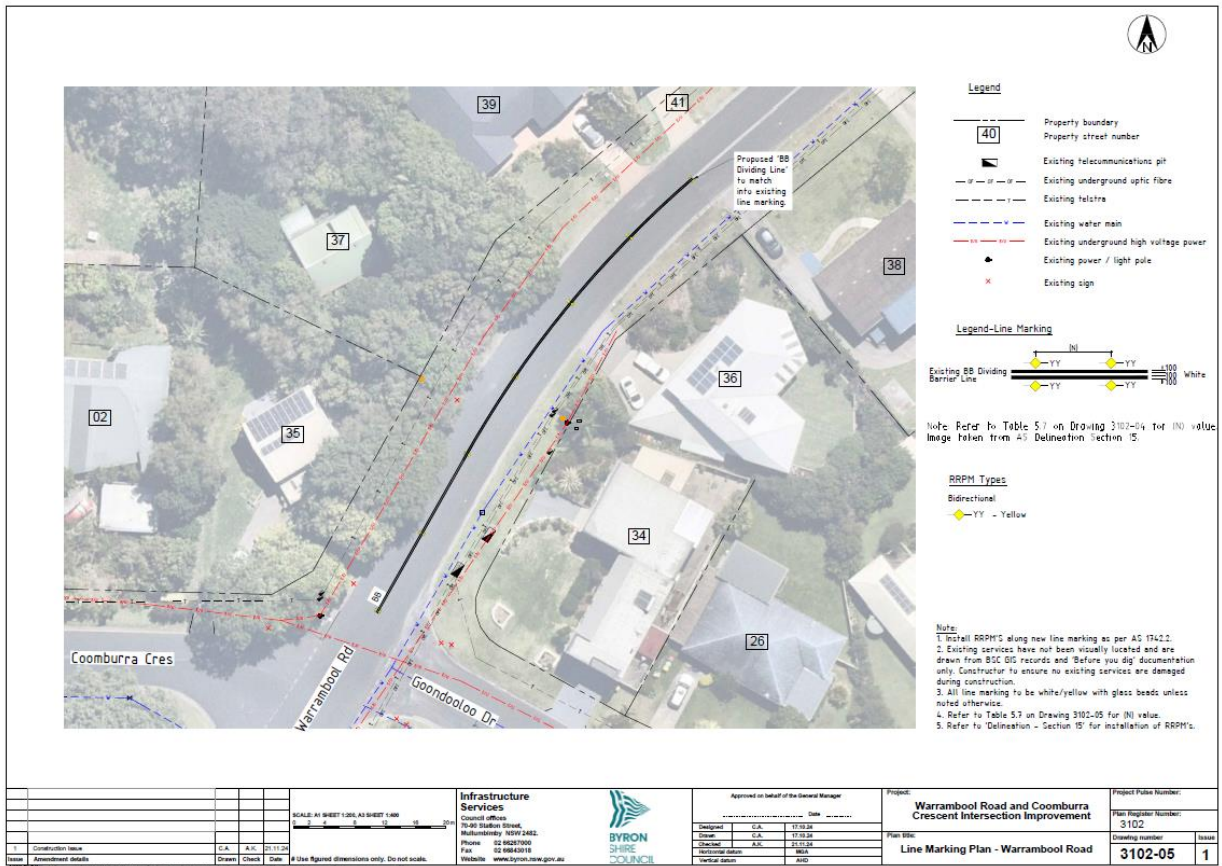


Fig 4 – new proposed intersection layout (sheet 2 of 4)

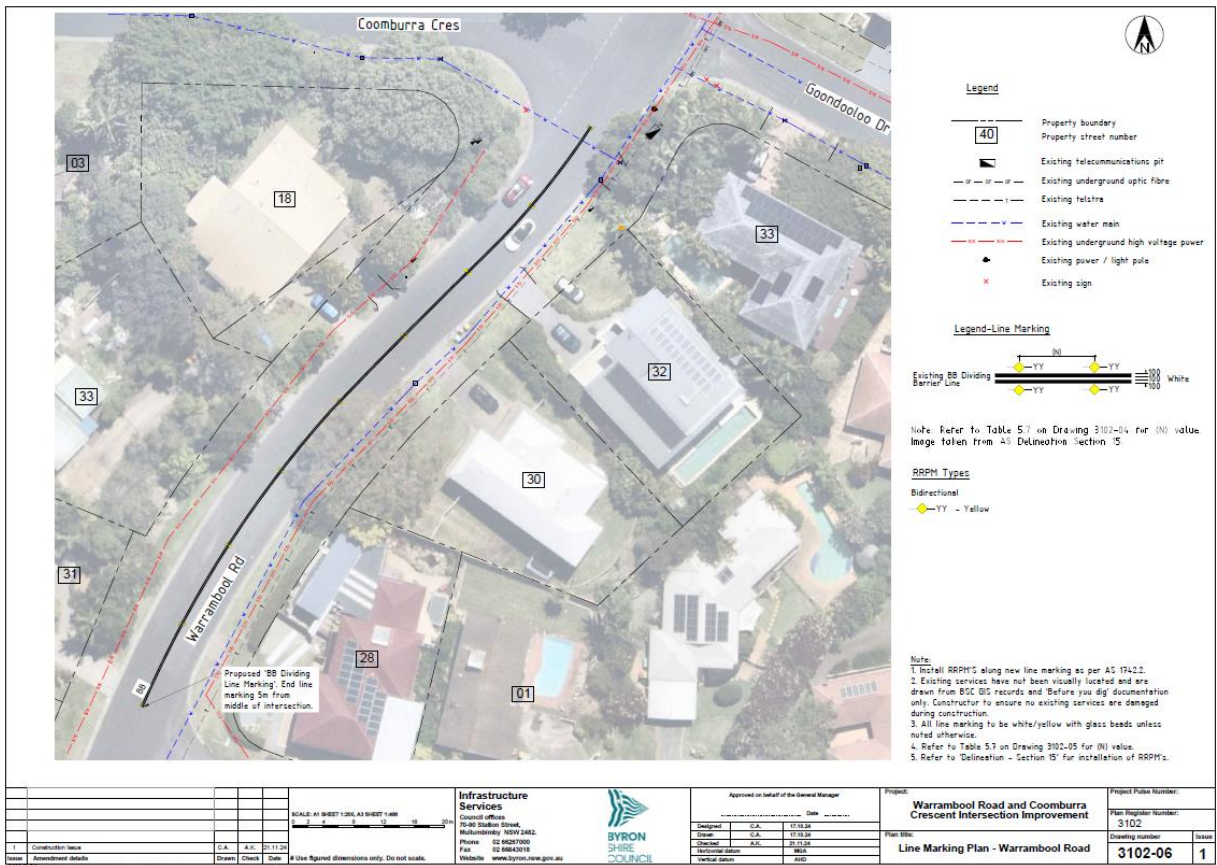


Fig 5 – new proposed intersection layout (sheet 3 of 4)

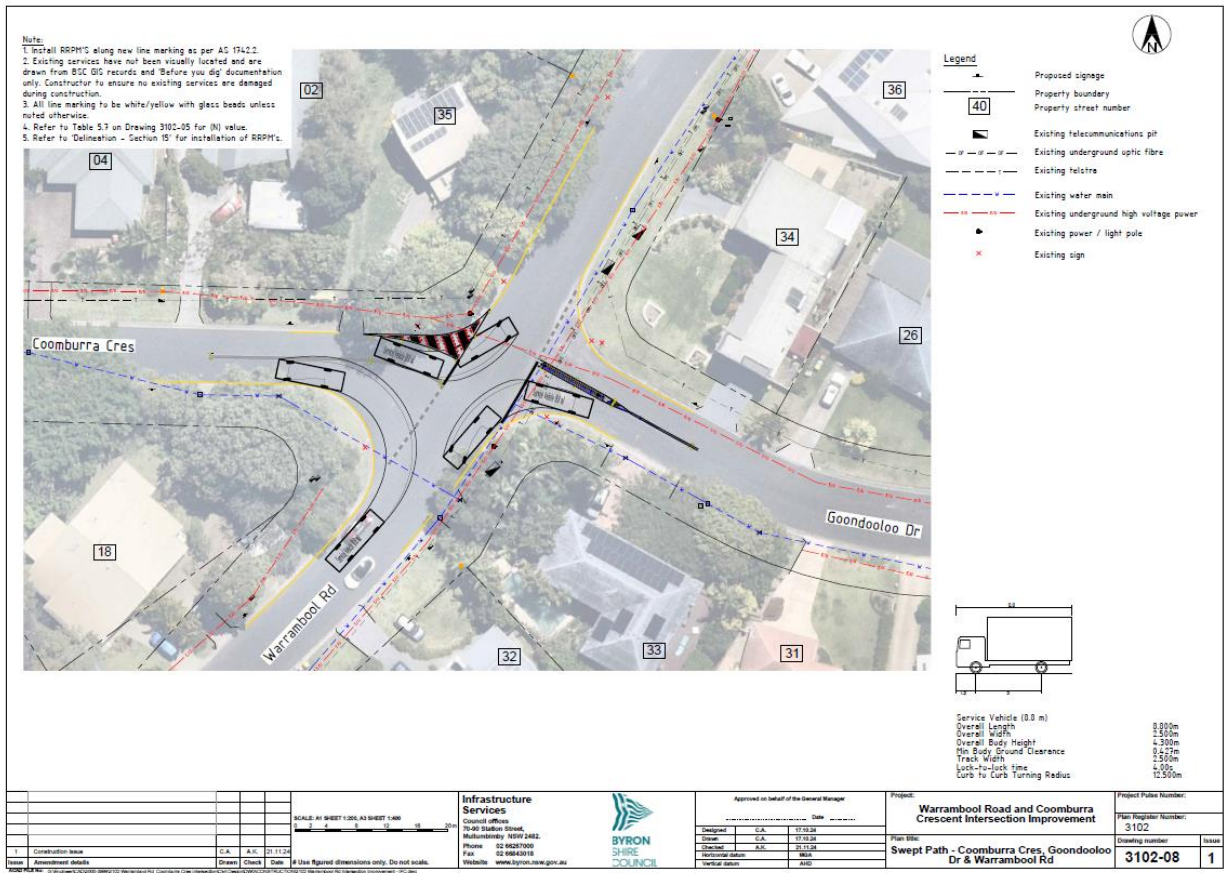


Fig 6 – new proposed intersection layout (sheet 4 of 4)

5

RECOMMENDATION:

That the Local Traffic Committee support the following changes to the design of the intersection of Coomburra Crescent, Goondooloo Drive and Warrambool Road in Ocean Shores:

10

1. New Stop signs instead of Give Way signs on Coomburra Crescent and Goondooloo Drive.
2. No Stopping signage and line marking around the entire intersection.
3. New concrete splitter island on Goondooloo Drive.

15


4. Chevron line marking and RRPMS in lieu of concrete island on Coomburra Crescent.
5. Change to extent of BB double centre line marking around intersection.

BYRON SHIRE COUNCIL

LOCAL TRAFFIC COMMITTEE MEETING

6.3

Attachments:

- 1 Report 15/08/2023 Local Traffic Committee Road Safety Improvements to Warrambool Road and Coomburra Crescent Intersection Ocean Shores, I2023/780 

5

Report No. 6.4 Blues Festival 2025 - Traffic Management Plan

File No: I2025/49

5 Bluesfest plans to run the 2025 event over the Easter Long Weekend: Thursday 17th April to Sunday 20th April 2024 in accordance with DA10.2014.753.9.

Access to the camp grounds will be available from Wednesday 16th April until the 21st 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 10.2014.753.9. The TMP includes a trigger point to be enforced to open Grays Lane in the south, only if ticket sales are greater than 18,000 a day with gates to be open from 9pm-2am ONLY.

15 Council's Development Engineer, TfNSW and NSW Police have reviewed the submitted TMP and TGS and confirms they meet the conditions of consent requirements. For reference the specific traffic related condition has 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
25 contingency implemented to be given to the relevant parties (traffic control supervisor, police, safety advisor, traffic engineer, etc.).

DA 10.2014.753.9 CONDITIONS

The following condition 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
35 of 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
40 they entered the site.

BYRON SHIRE COUNCIL

LOCAL TRAFFIC COMMITTEE MEETING

6.4

- 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'.
- 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 neighbouring 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.

BYRON SHIRE COUNCIL

LOCAL TRAFFIC COMMITTEE MEETING

6.4

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.

- 5
- 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.
- 10
- 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)
- 15
- 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)
- 20
- 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.
- 25
- 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:

- 30
- Access/ Egress from, and to, the Pacific Highway to Grays Lane to be closed in the future by the RMS, and opened only to limited event traffic should approval be given. 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.

35

RECOMMENDATION:

- 40
- 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 (E2025/6308) for the**

BYRON SHIRE COUNCIL


LOCAL TRAFFIC COMMITTEE MEETING

6.4

Byron Bay Bluesfest 2025 to be held from Wednesday 16th April 2024 to Monday 21st April 2024, subject to:

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- 40
- 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 (E2025/6308). 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 Guidance Scheme(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.

Attachments:

- 1 51.2024.1074.1 25172-TMP-B - Bluesfest 2025 TMP_10122024_RA-2024-10984, E2025/6308 
- 45 2 51.2024.1074.1 Bluesfest 2025 V2.0_TGS_10122024_RA-2024-10984, E2025/6309 

Report No. 6.5 315 Coorabell Road - Upgrade turning treatment for the site access

File No: I2025/109

5 The purpose of this report is to gain Local Traffic Committee and Council support for the proposed line markings and regulatory signs shown in Attachment 1 (E2025/13840

Council has received a Roads Act application associated with a development approval for Modification to consent no.10.2019.236.1 condition no. 4 & 45 to allow for dual occupancies and secondary dwellings on a rural community title at 315 Coorabell Road, Coorabell

10 1. **Deferred Commencement Consent**

This consent does not operate until Council is satisfied as to the following matter:

(a) Consent required for works within the road reserve

15 Consent from Council must be obtained for works within the road reserve pursuant to Section 138 of the Roads Act 1993. Three (3) copies of engineering construction plans must accompany the application for consent for works within the road reserve.

20 Such plans are to be in accordance with Council's current Design & Construction Manuals and are to provide for the Upgrade of the Turning Treatment for the Site Access to provide rural CHR(s) & BAL turning treatment in accordance with AUSTROADS and Council's standards. Works must include the adjustment of the existing line marking and any necessary increased pavement widening.

Please Note: Regulatory devices, linemarkings and signage must be referred to Local Traffic Committee and approved by Council Resolution.

(b) Completion of works within the road reserve

25 The Upgrade of the Turning Treatment for the Site Access to provide a CHR(s) & BAL turning treatment must be completed to Council's satisfaction in accordance with the Roads Act consent. A copy of the final completion letter/s, issued by Council, must be obtained.

RECOMMENDATION:

30 **That the Local Traffic Committee supports the signage and line markings associated with the 315 Coorabell Road intersection upgrade works, as shown in Attachment 1 (E2025/13840)**

Attachments:

35 1 51.2023.399.1 - LTC submission, E2025/13840 

MATTERS FOR TRAFFIC ENGINEERING ADVICE

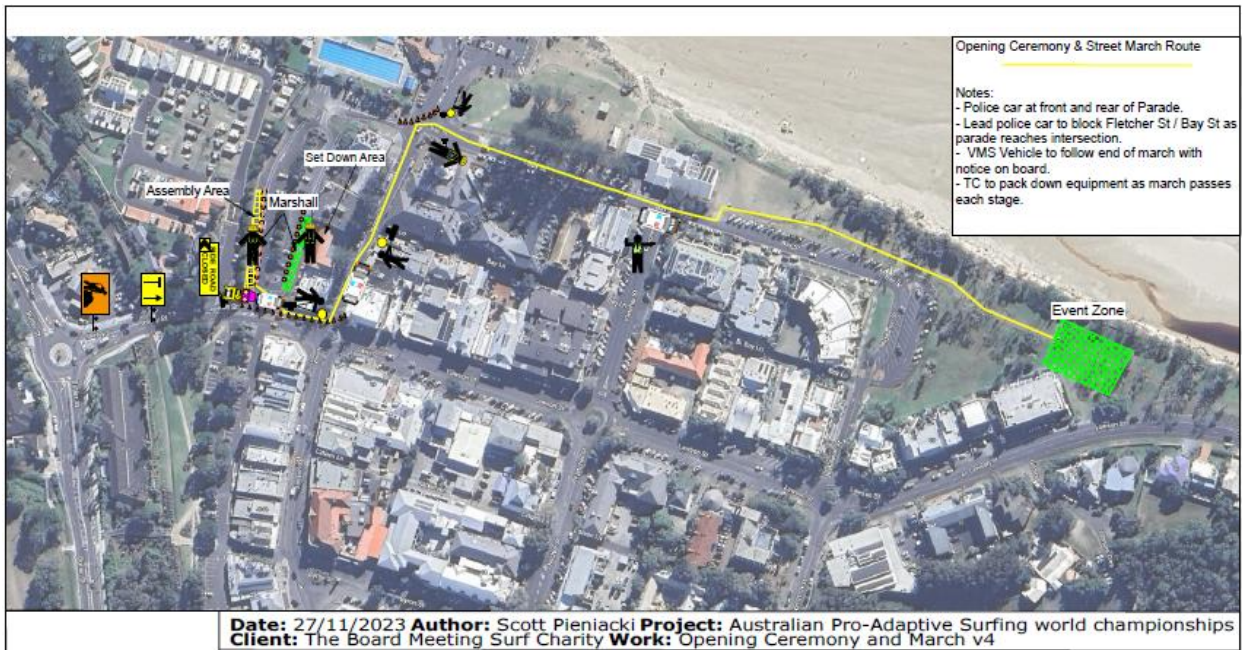
Report No. 7.1 Adaptive Pro Surf Championship - 23 March - 30 March

5 File No: I2024/1713

Council has received an application for the 2025 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



BYRON SHIRE COUNCIL

LOCAL TRAFFIC COMMITTEE MEETING

7.1

Legend:
 Pedestrian Path (Yellow line)
 Drop Off Area (Red line)
 Traffic Flow (Blue line)

Inset 1: Council to change parking signs to handicap signs. Shows 'Event Parking' area with blue arrows and disabled parking signs.

Inset 2: Drop off area. Shows a red line for drop-off and a 'No Parking' sign on Lawson St.

	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.
	Inspected & Designed by Scott Pleniacki <i>[Signature]</i> TCT0066389 Prepare A Work Zone Traffic Management Plan Checked by John Leeming..... <i>[Signature]</i> TCT0035936 Prepare A Work Zone Traffic Management Plan

RECOMMENDATION:

- 5 1. **That the Local Traffic Committee support the Adaptive Pro Surf Competition 23 March through to 30 March 2025**
2. **That Council support in Part 1 is subject to:**
- a) **separate approvals by NSW Police and TfNSW being obtained;**
- 10 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;**
- 15 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**
- 20 **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:**
- 25 **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.**
- 30 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.**

35

EVENTS

Report No. 8.1 **Event - Westpac Helicopter Byron Coastal Charity Walk – 3rd May 2025**

5 **File No:** I2024/1707

The 2025 Byron Coast Charity Walk will be held on Saturday 3rd May from 5.00am – 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.

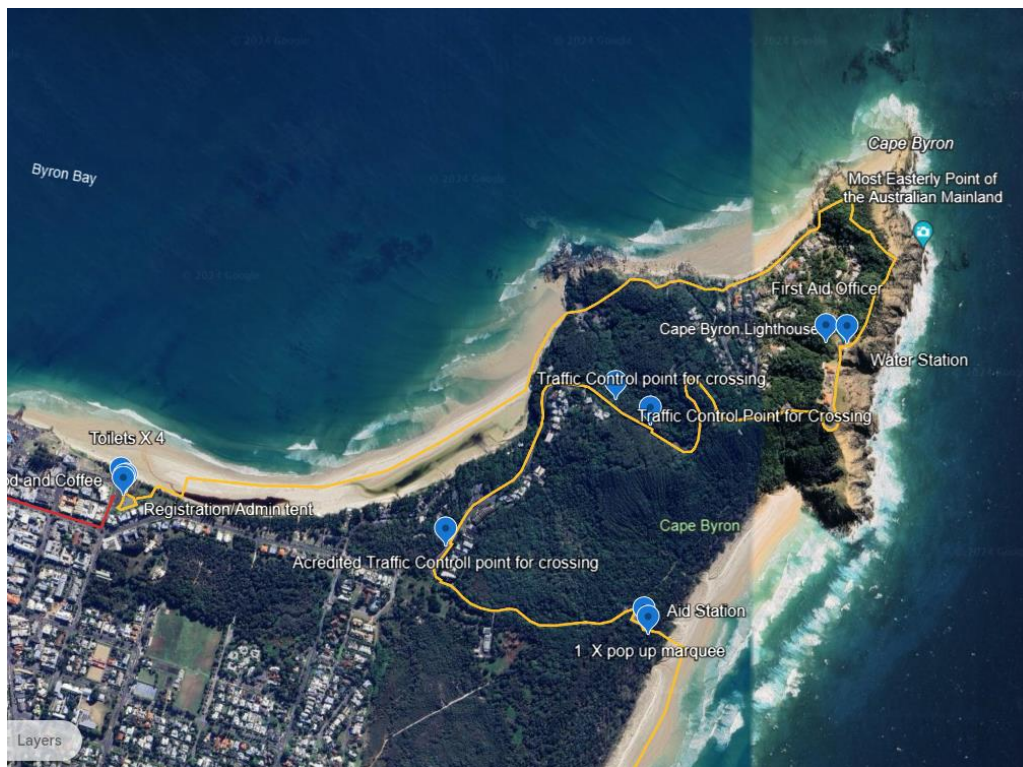


Figure 1 – Lighthouse Road

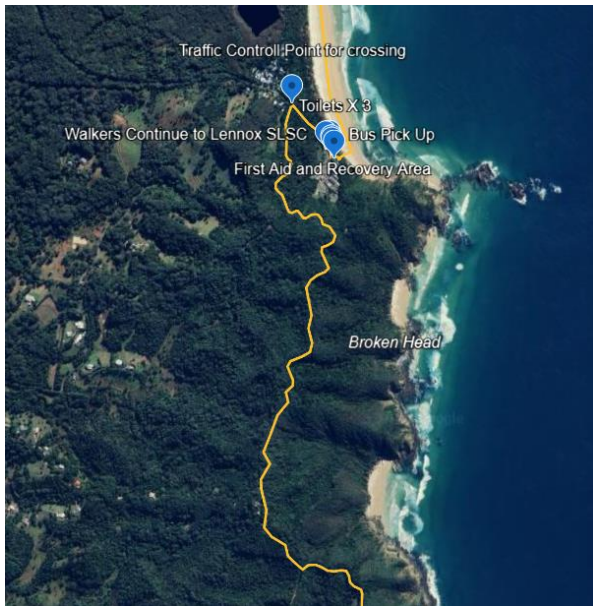
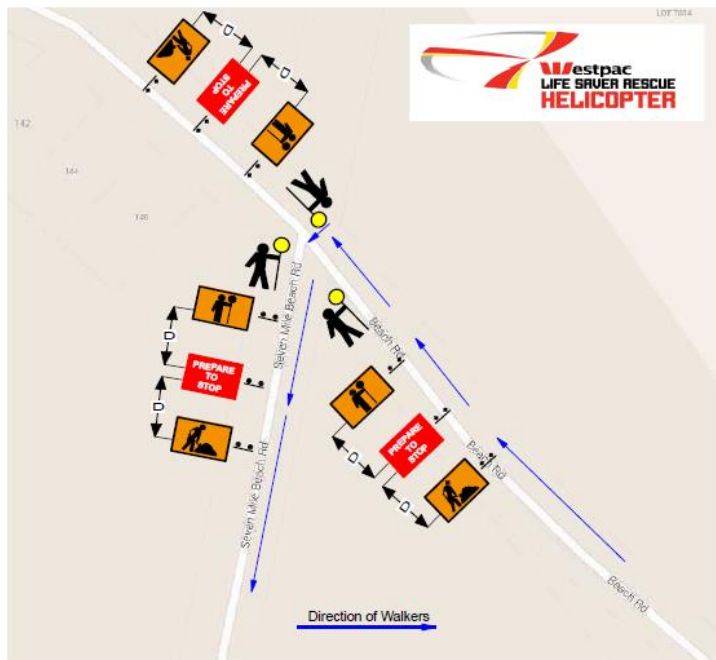


Figure 2 – Seven Mile Beach Road



- 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.

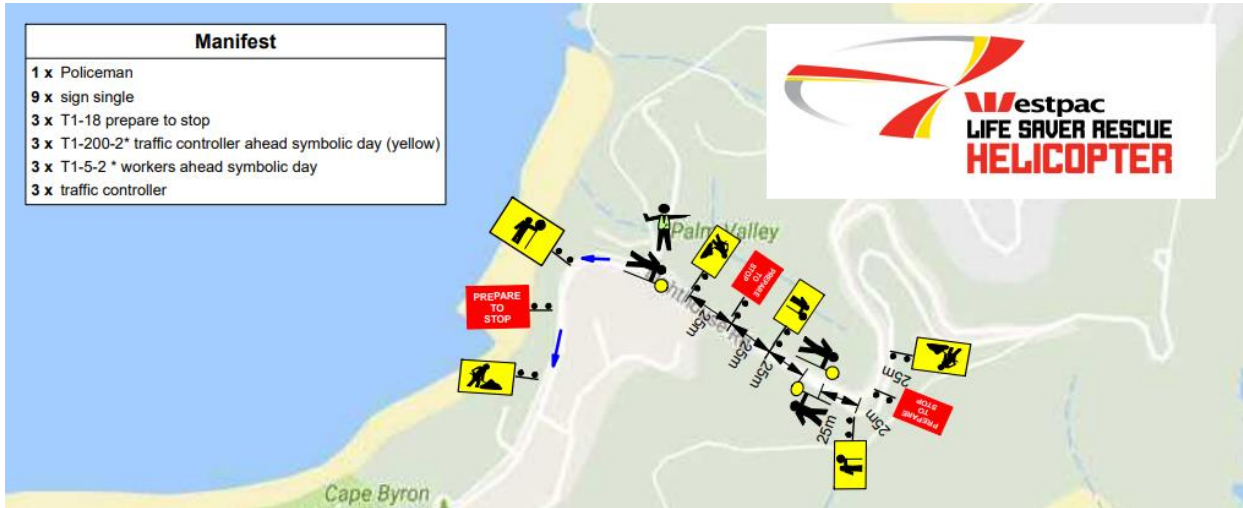


Figure 4 – Traffic control proposed for eastern section Lighthouse Road. Coming down from Lighthouse Road (refer to Figure 1). Traffic control to be in place from 6am to 10.30pm.

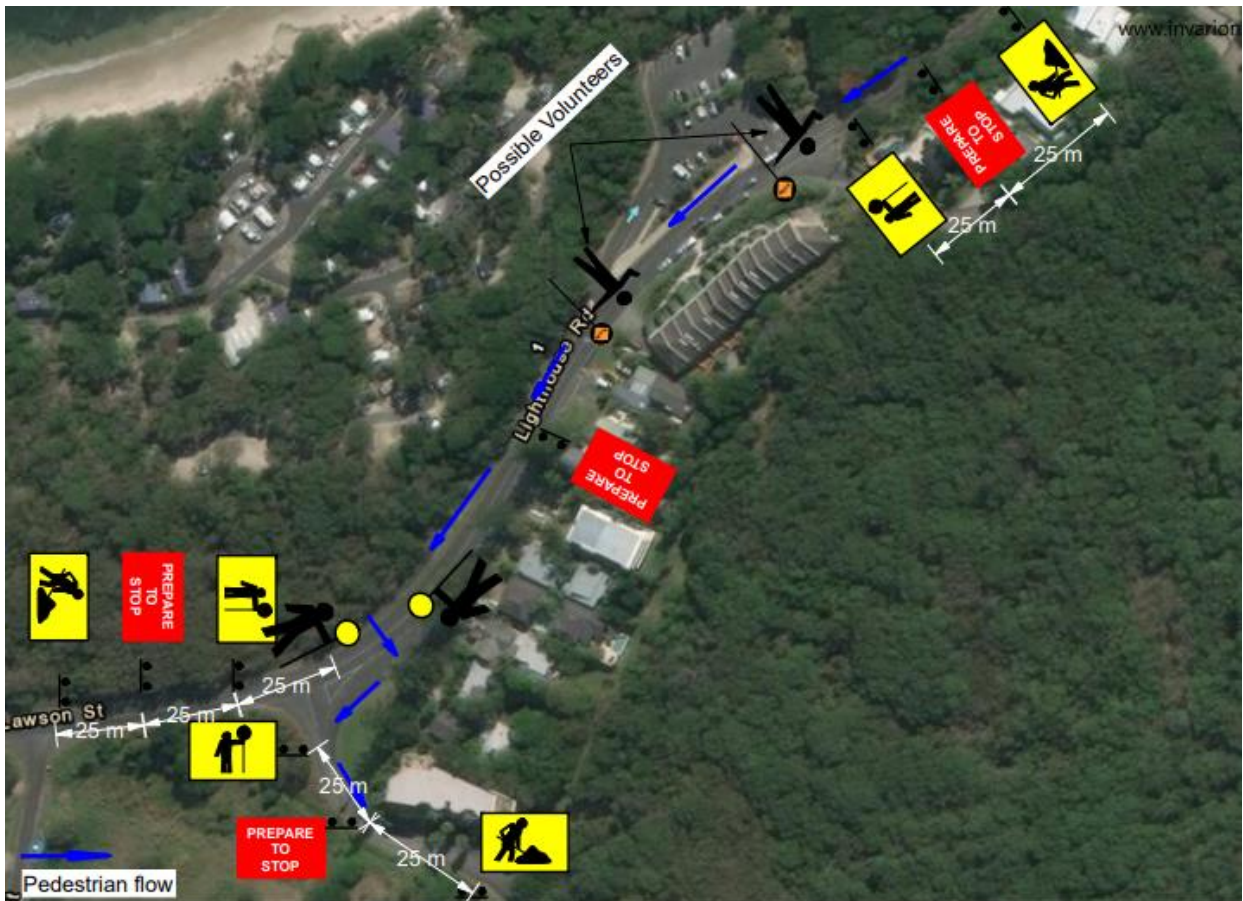


Figure 5 – Traffic control proposed for the western section of Lighthouse Road entering Tallow Beach Road (refer to Figure 1.) Traffic control to be in place between 6am and 10.30pm

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RECOMMENDATION:

- 5 1. That the Local Traffic Committee supports the Westpac Life Saver Rescue Helicopter fundraiser, Byron Coast Charity Walk, to be held Saturday 4th May 2025 from 6.00am – 5.00pm.
2. That Council support in Part 1 is subject to:
 - 10 a) The development of a Traffic Guidance Scheme (TGS) and Traffic Management Plan(s) for the 2025 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:
 - 15 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;
 - 20 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.
 - 25 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:
 - 25 a) Arrange for the event to be notified on Council’s webpage a minimum one week prior to the TGS being implemented;
 - 30 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.

Report No. 8.2 Event - Bangalow Billycart Derby May 2025

File No: I2024/1712

5 Council has received an application for the Bangalow Billycart Derby to be held on Sunday 18 May 2025.

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

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RECOMMENDATION:

1. That Council support the Bangalow Billycart Derby to be held on 18 May 2025.
2. That Council support in Part 1 is subject to:
 - a) separate approvals by NSW Police and TfNSW being obtained;
 - 15 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;
 - 20 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;
 - 25 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;

BYRON SHIRE COUNCIL

LOCAL TRAFFIC COMMITTEE MEETING

8.2

- 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.**

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

Event Overview

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.

- 10 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.

Key Issues

- 15 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

Not applicable.

25 Policy or Regulation

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

30 Consultation

BYRON SHIRE COUNCIL

LOCAL TRAFFIC COMMITTEE MEETING

8.2

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.
- 5 2. Informing community and business that are directly impacted.
3. Liaising with bus and taxi operators.
4. Consulting with emergency services.

Legal and Risk Management

- 10 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 2025

File No: I2024/1714

5 Council is in anticipation to receive an application for the Chincogan Charge to be held on Saturday 13 September 2025.

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 13 September 2025.**
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;**
 - 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;**
 - 20 **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;**
 - 25 **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;**

BYRON SHIRE COUNCIL

LOCAL TRAFFIC COMMITTEE MEETING

8.3

- 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.**

Background

The event organisers followed the same course since 2020 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 TGS will be as per 2024; 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.

BYRON SHIRE COUNCIL

