

# 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, 8 September 2020
Time	10.30am
Committee Members	Ian Shanahan – Transport for NSW Snr Constable Chris Davis – Police Cr Basil Cameron Tamara Smith MP

**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 28 July 2020

**4. MATTERS ARISING**

**5. OUTSTANDING ISSUES/RESOLUTIONS**

**6. REGULATORY MATTERS**

- 6.1 Coolamon Scenic Drive Regulatory Signage and Linemarking .....3
- 6.2 Amendment to the proposed changes to Bangalow Road for the Byron to Suffolk  
Cycleway to relieve parking issues near the General Store ..... 122
- 6.3 Byron Cycle Club - Criterium Racing 2020 - Woodford Lane, Ewingsdale and Byron  
Arts & Industrial Estate ..... 132
- 6.4 M545 Traffic and Parking Management - Broken Head Road and Bangalow Road,  
Suffolk Park to Byron Bay ..... 150
- 6.5 Broken Head Rd - Informal Bus Stop Parking Conflicts ..... 153

**7. DEVELOPMENT APPLICATIONS**

- 7.1 'No Stopping' signs - Mott Street DA 10.2020.124.1 ..... 155



**REGULATORY MATTERS**

**Report No. 6.1**                      **Coolamon Scenic Drive Regulatory Signage and Linemarking**  
**File No:**                              I2020/1232

**Introduction**

Council has received grant funding under the State Government Safer Roads Program to undertake safety improvements on a 16.5km length of Coolamon Scenic Drive.

The section commences at Azalea Street, Mullumbimby and finishes at Hinterland Way, Coorabell.

The works involve predominately line marking, signage, installation of guard rail, sections of antiskid treatments, guideposts in addition to some minor sections of pavement widening.

There are no corrections to the horizontal or vertical geometry of the road.

The safety improvements have been identified in association with TfNSW and predominately relate to the crash history recorded on the section of Coolamon Scenic Drive (referred to previously in this report) over the last 5 years.

**Background**

The detailed design of the project was completed on 21/05/2020 and these plans are referenced below for review.

The works are currently being undertaken by both Council's day labour workforce in addition to external contractors for specialist works such a guard rail installation and bitumen sealing works.

The project delivery timeline for the completion of the project is October 2020, however Council will be seeking approval from TfNSW to account for additional embankment widening and stabilisation works to permit the installation of guardrail at a specific problematic location.

The works has been designed by Council's Engineering Consultant and comply with relevant design standards.

The purpose of this report is to seek LTC and Council endorsement for those aspects of detailed design that include regulatory signage and linemarking.

**Summary**

The design of Coolamon Scenic Drive has been reviewed and endorsed by TfNSW.

The design complies with relevant design standards.

It is not proposed to amend the design as it is compliant in terms of current Engineering standards.

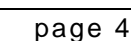
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**RECOMMENDATION:**

**That Council endorse the designs for Coolamon Scenic Drive in terms of its regulatory signage and line marking (E2020/37667).**

**Attachments:**

1        24.2019.23.1 - Coolamon Scenic Drive Drawings Safer Roads REV E, E2020/37667 , page 4  



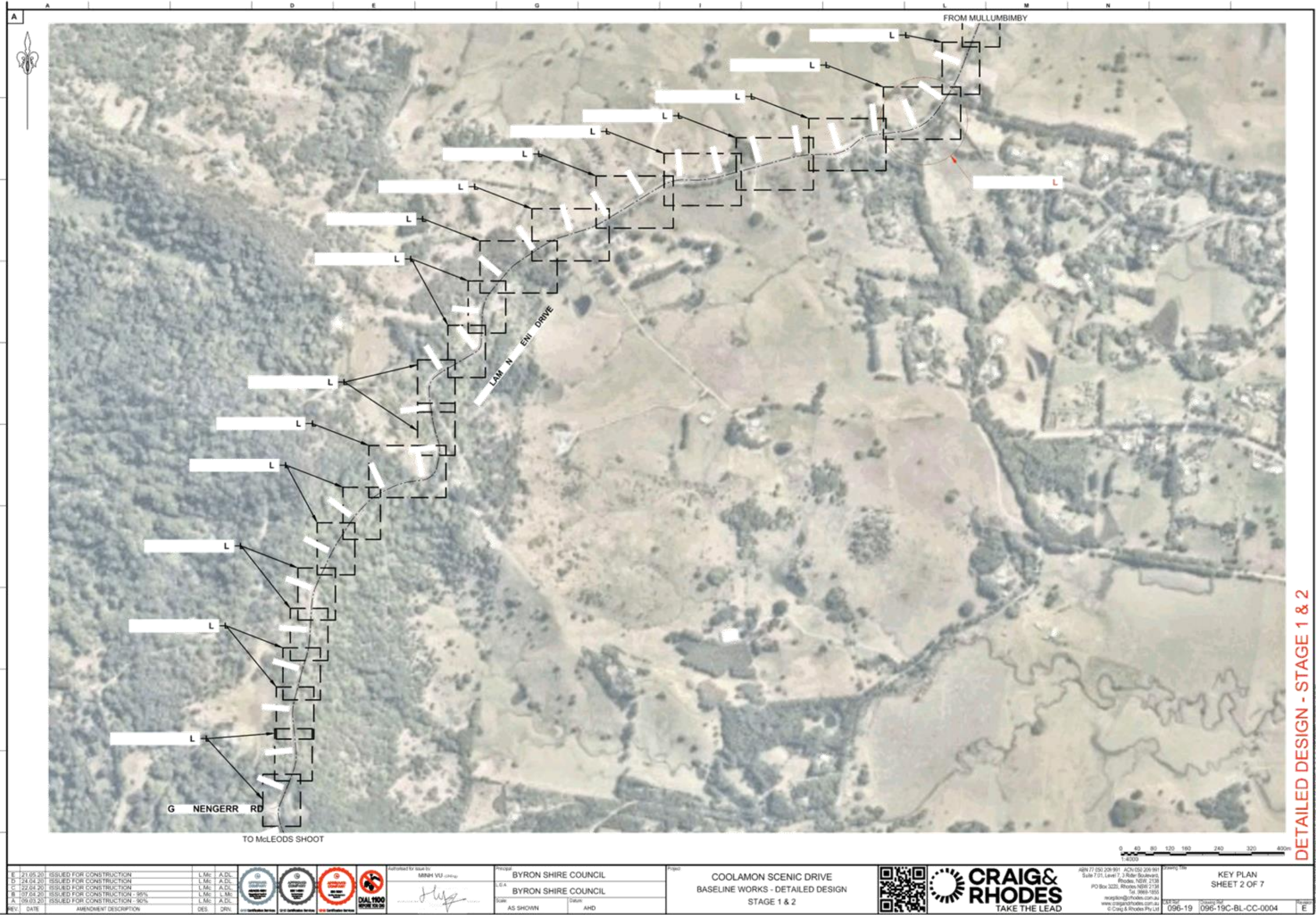




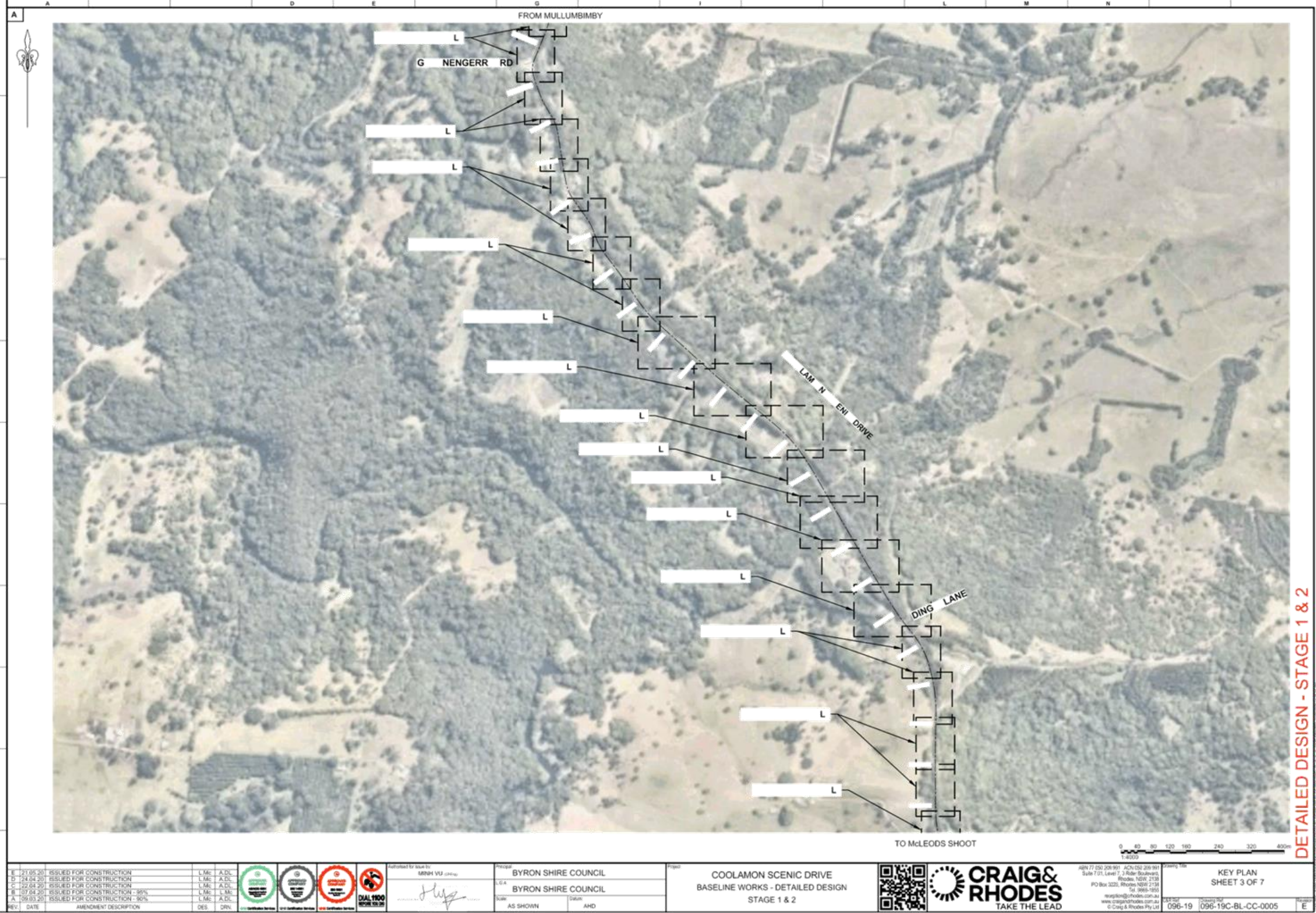




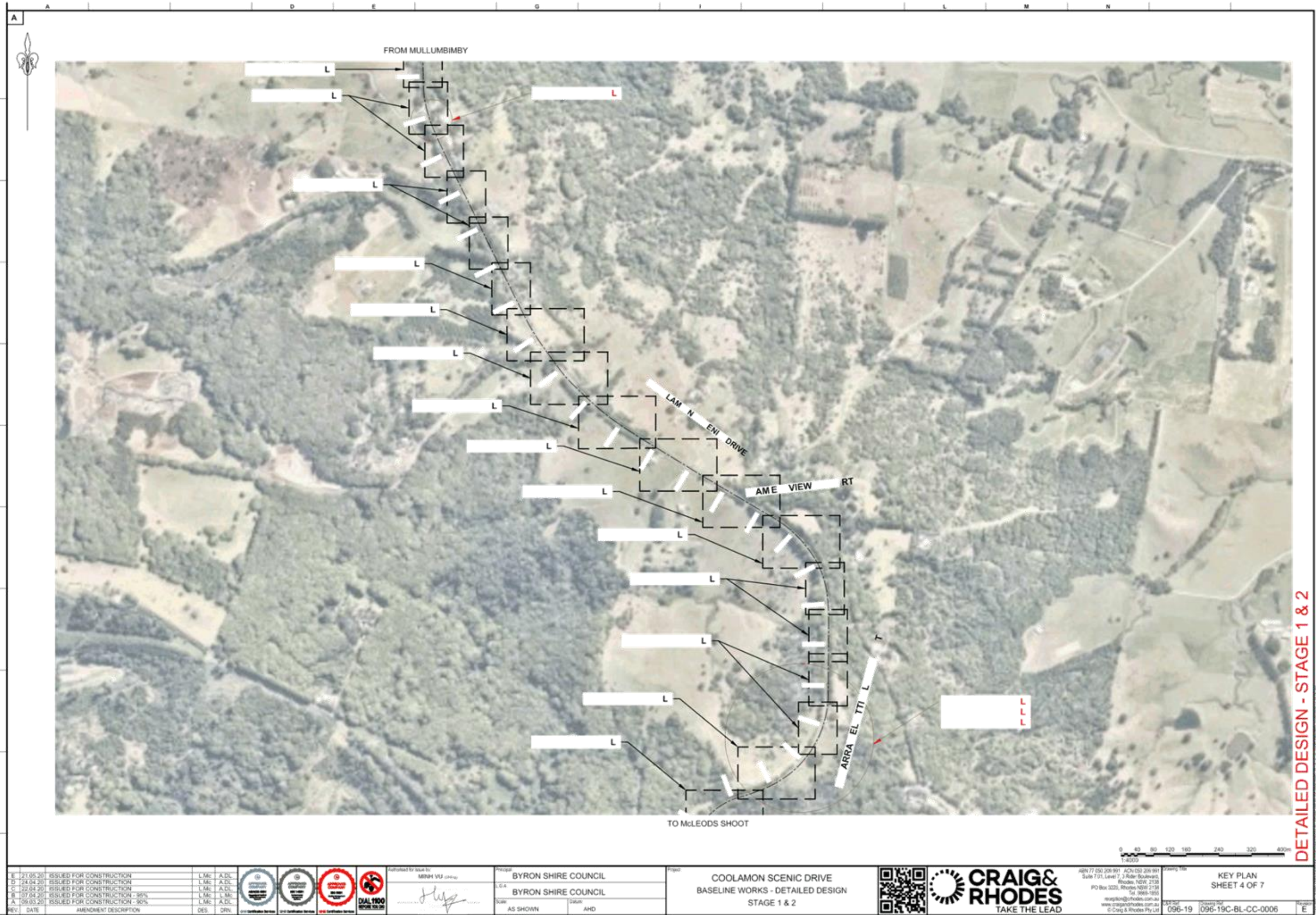




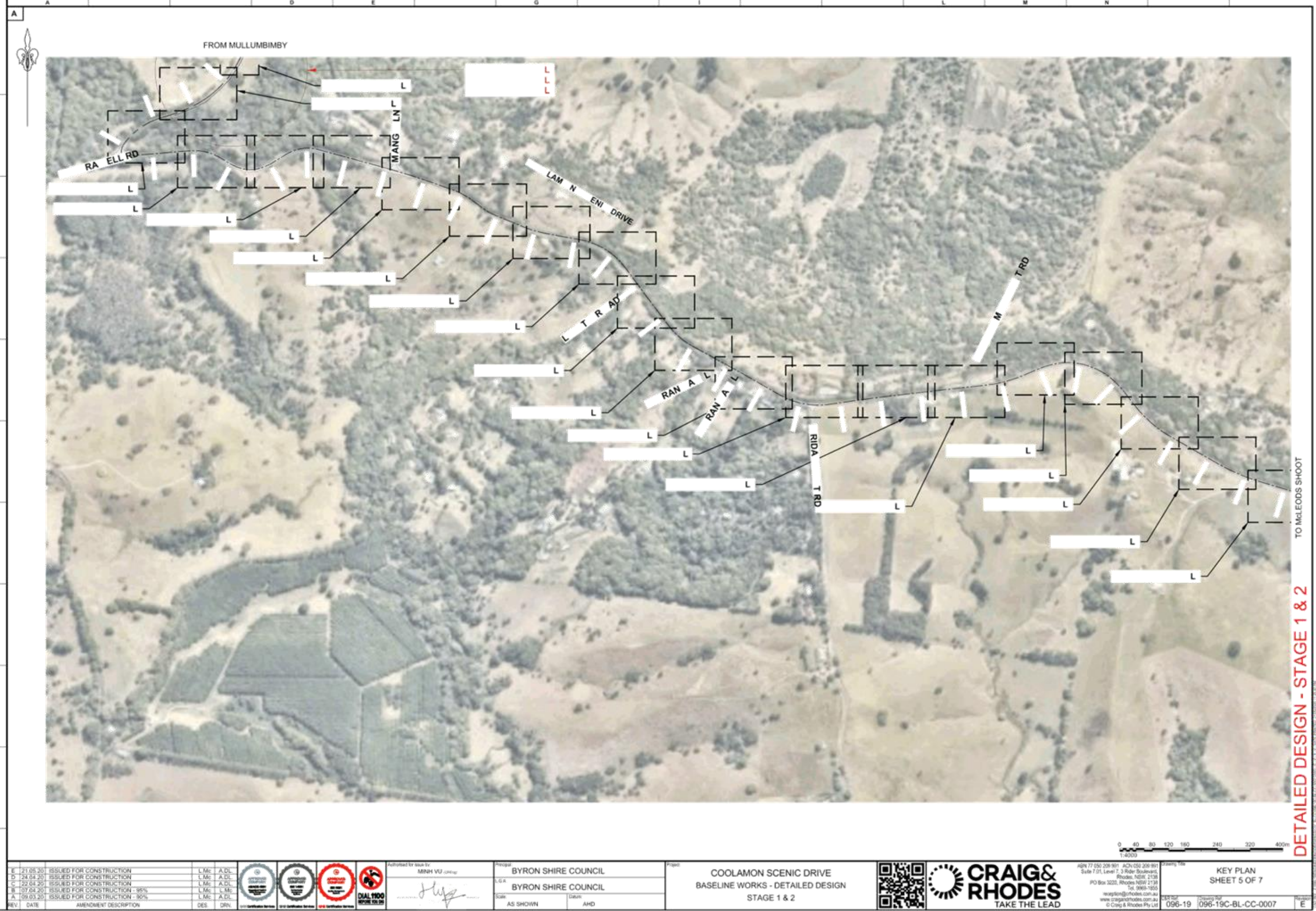




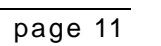








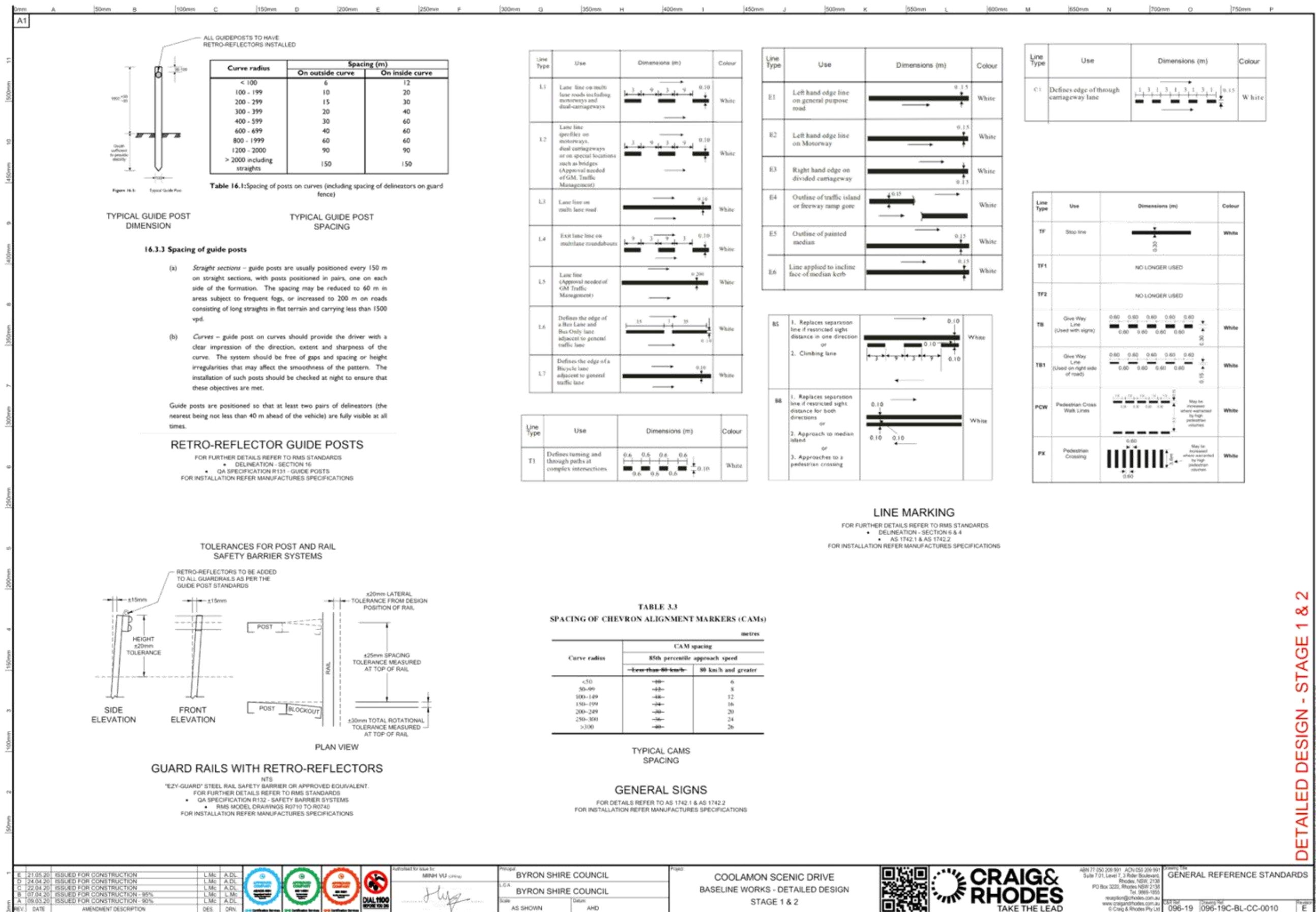


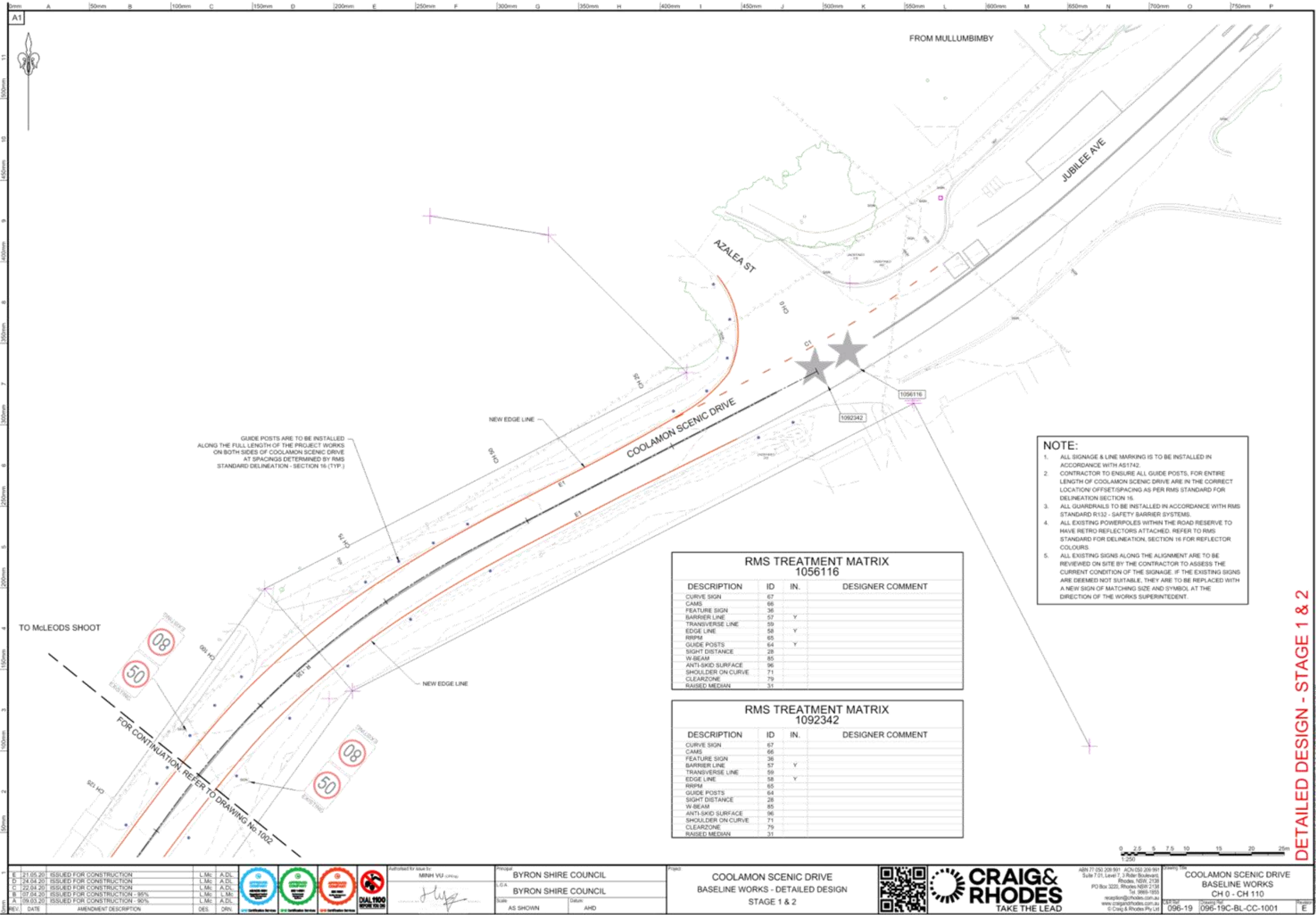




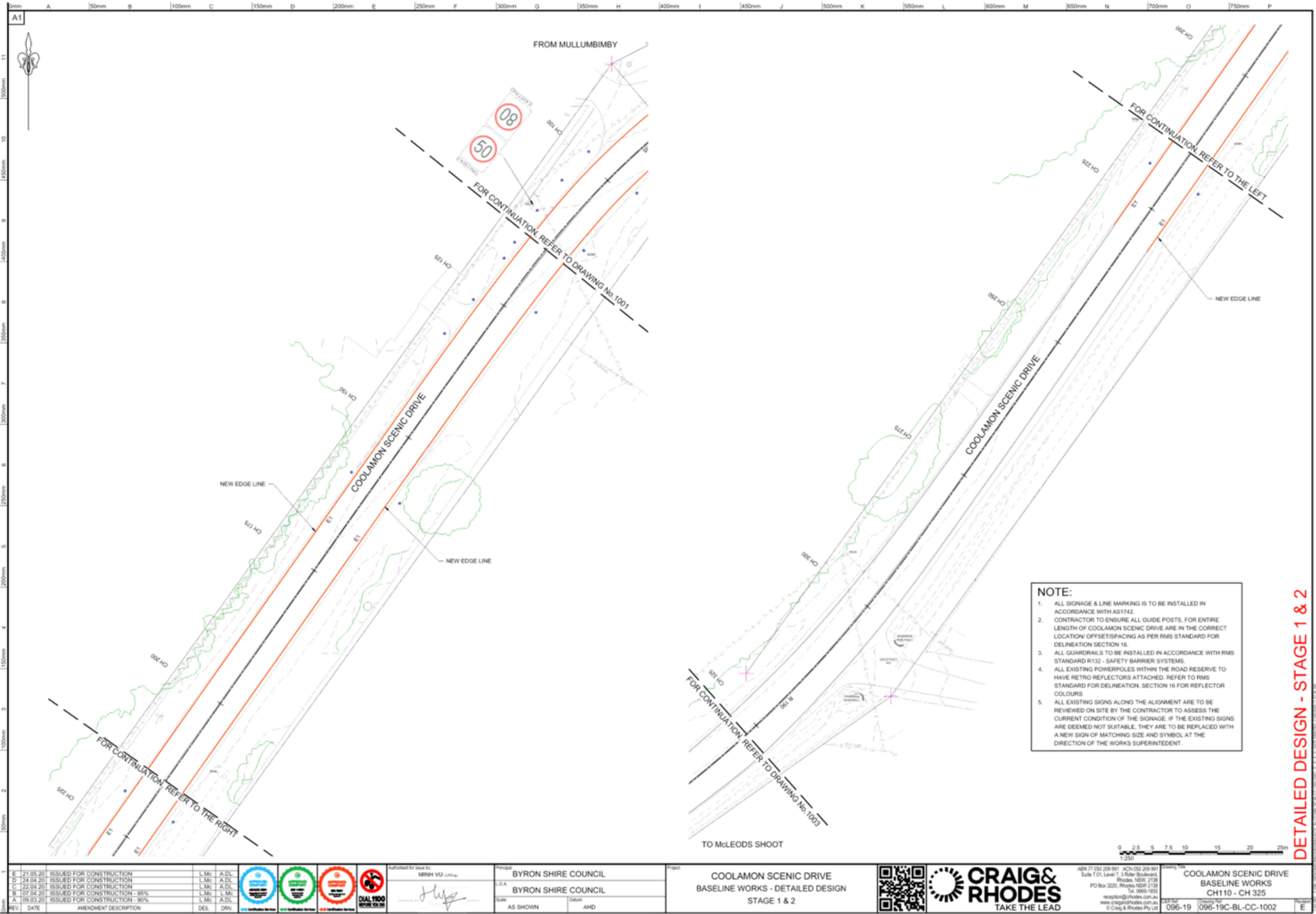


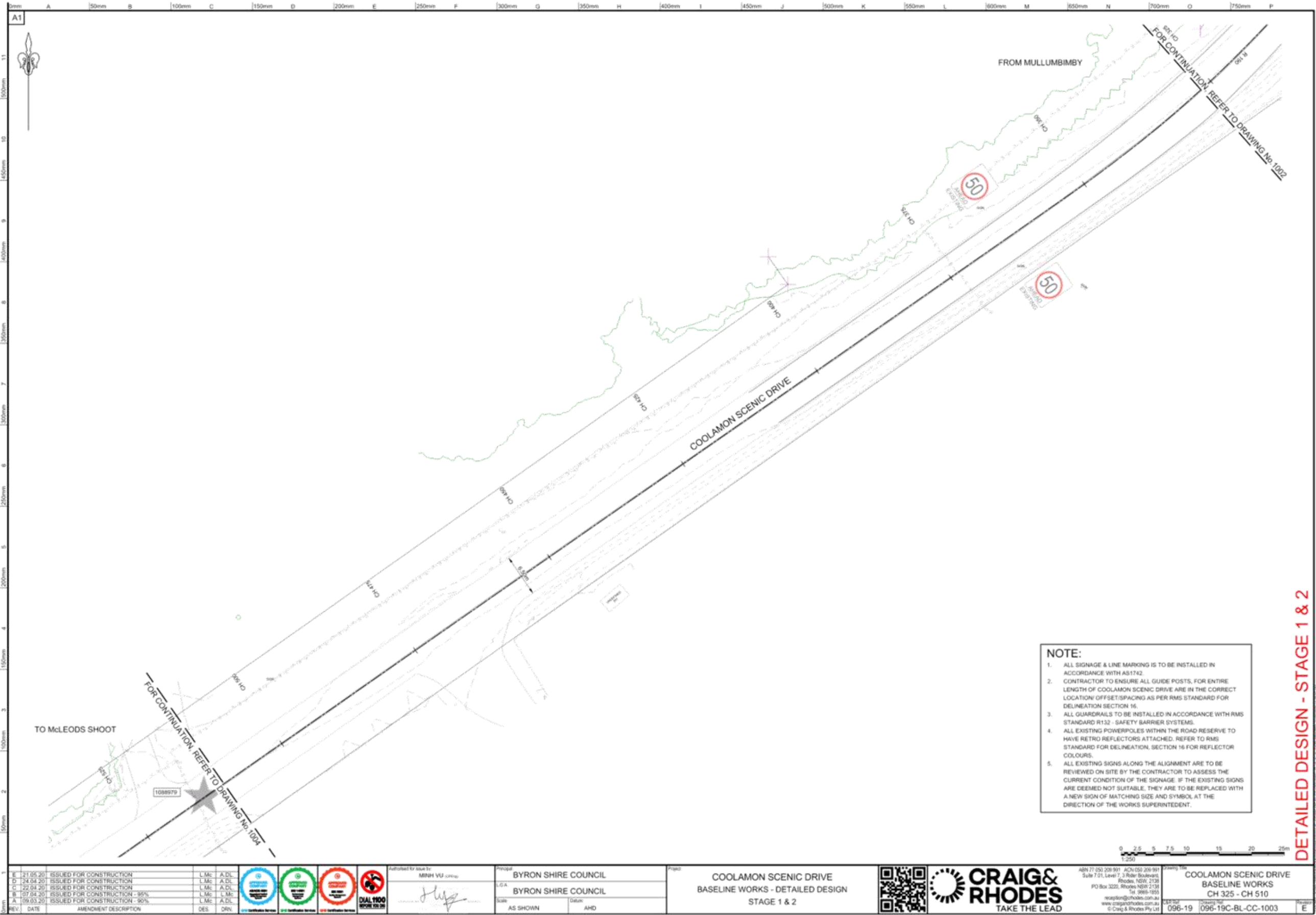


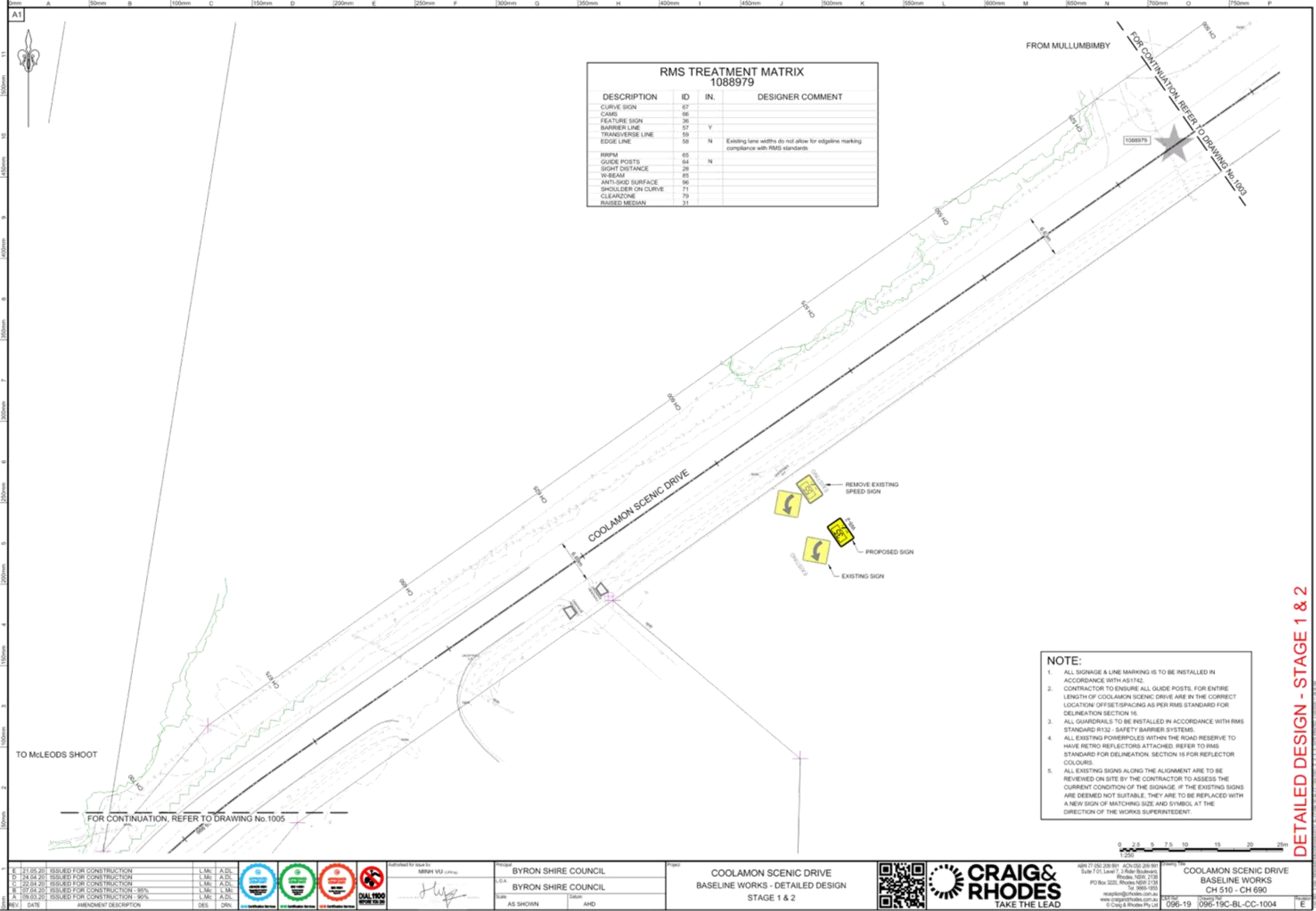




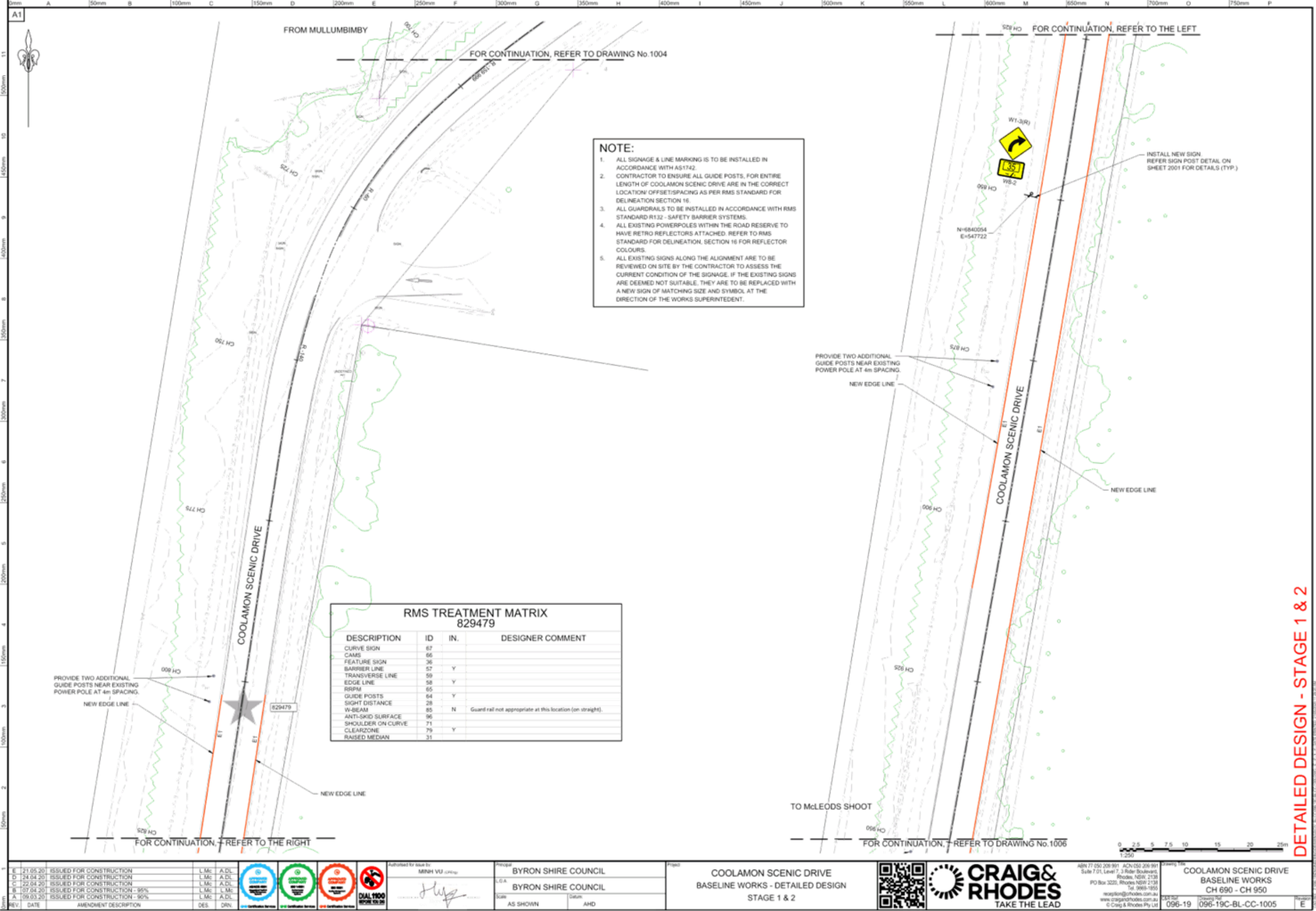




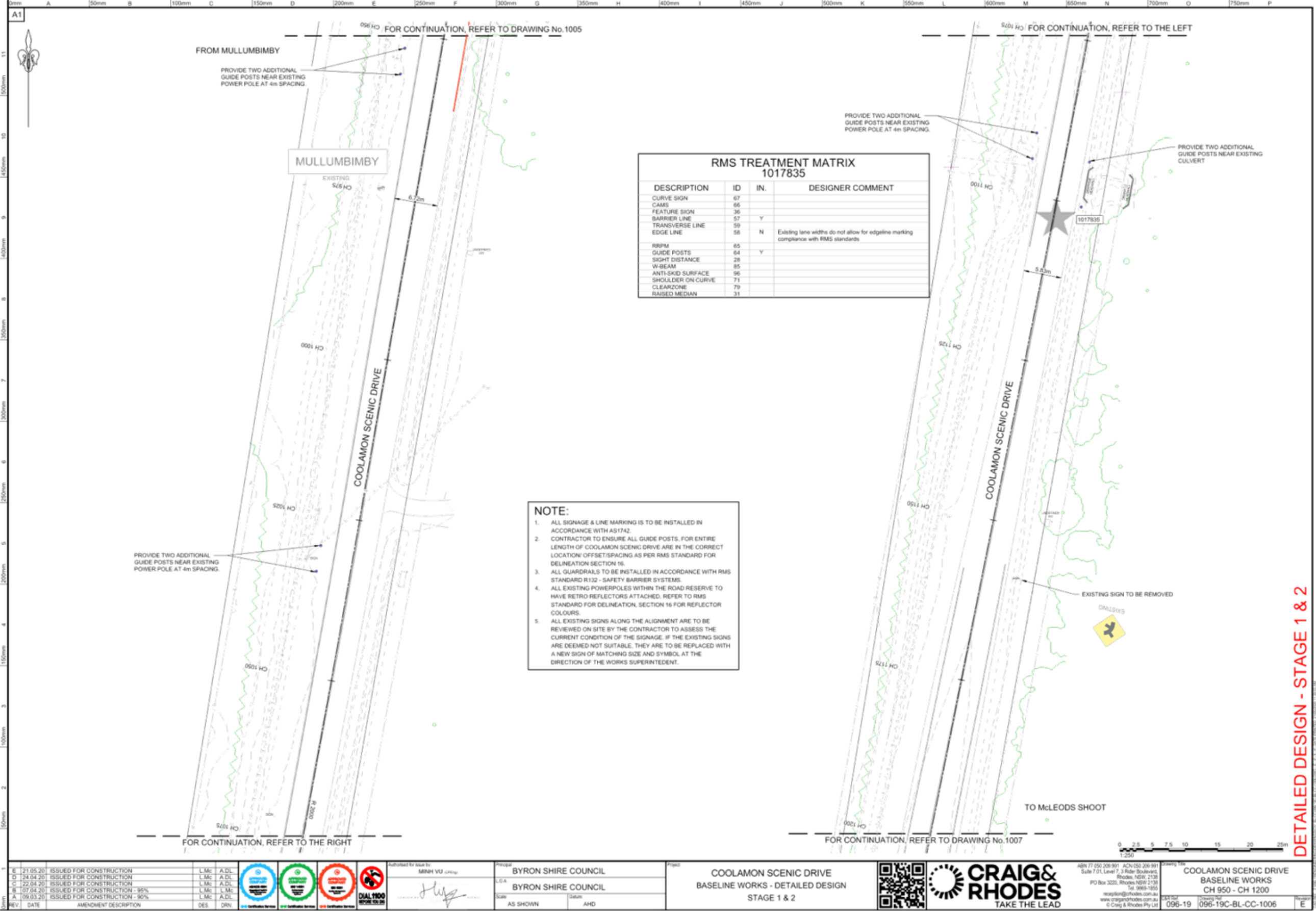




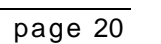




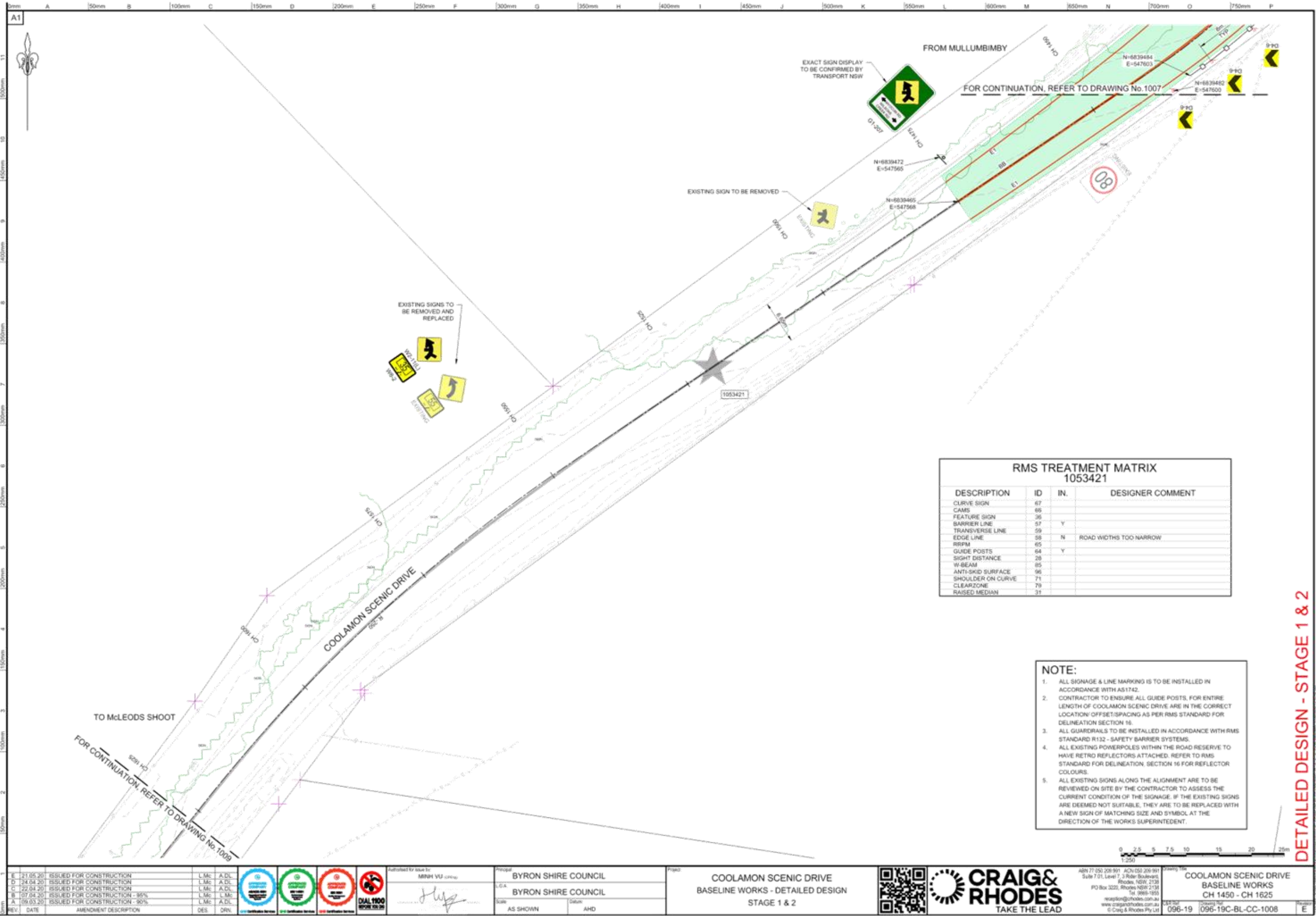


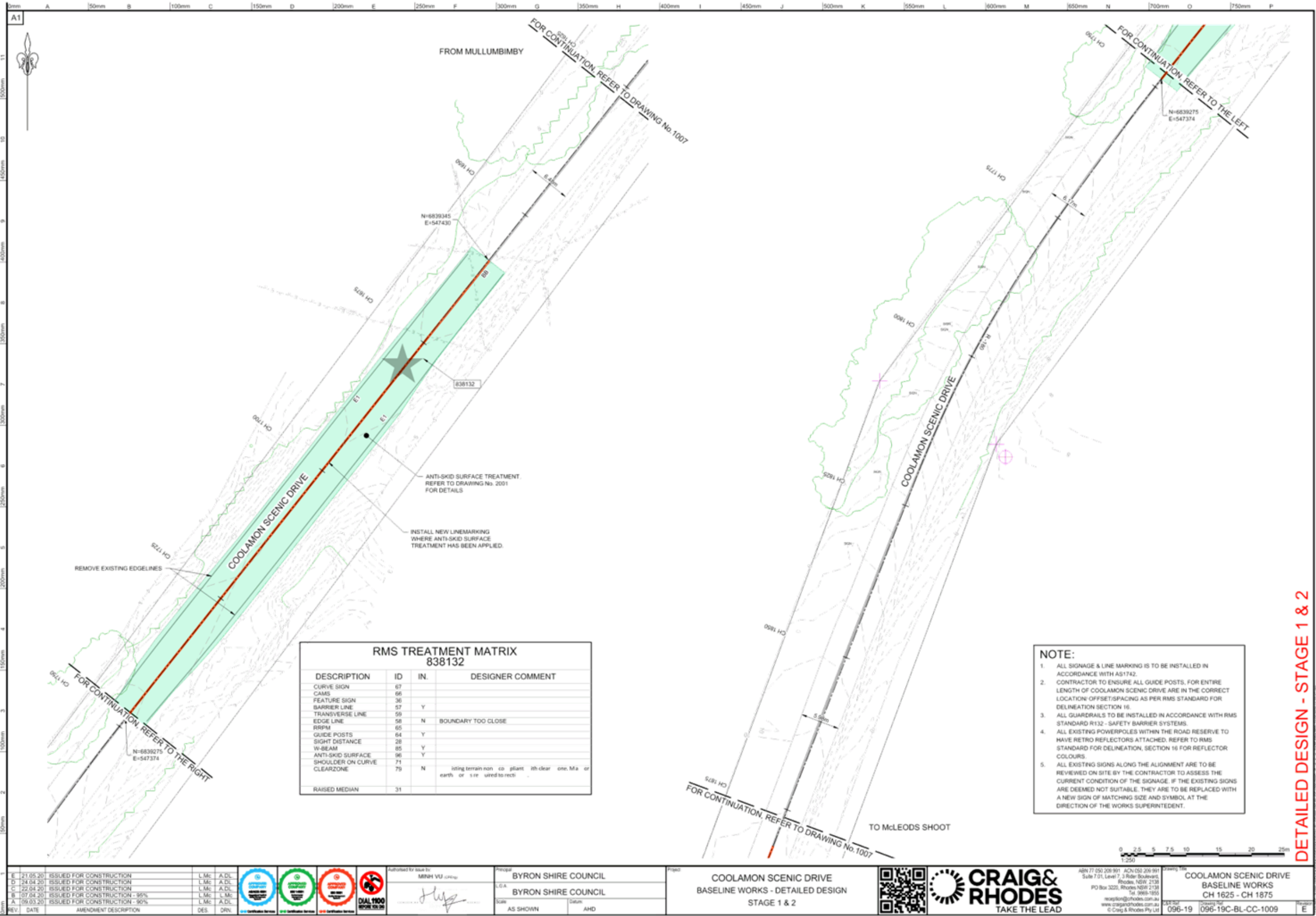


DETAILED DESIGN - STAGE 1 & 2



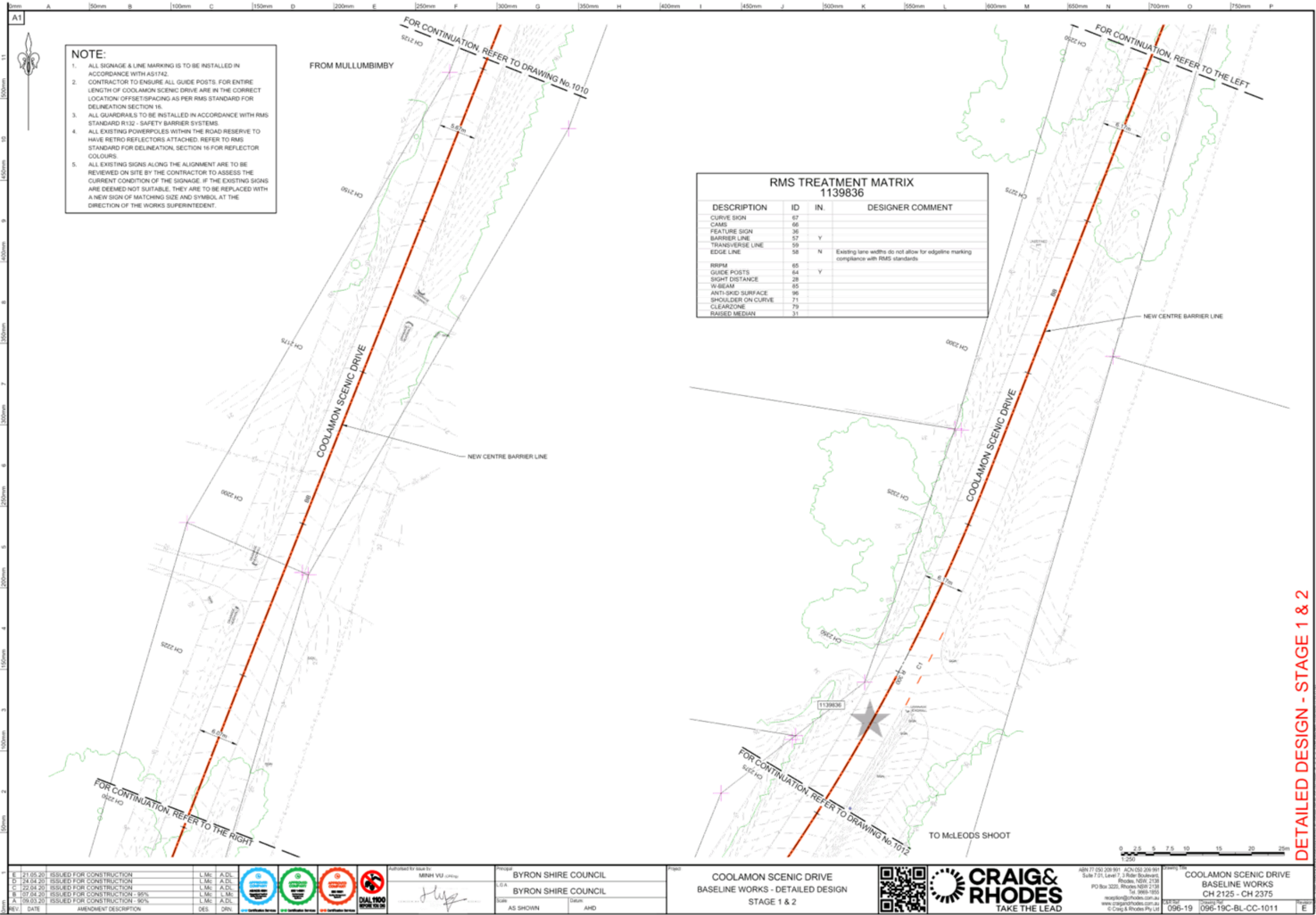




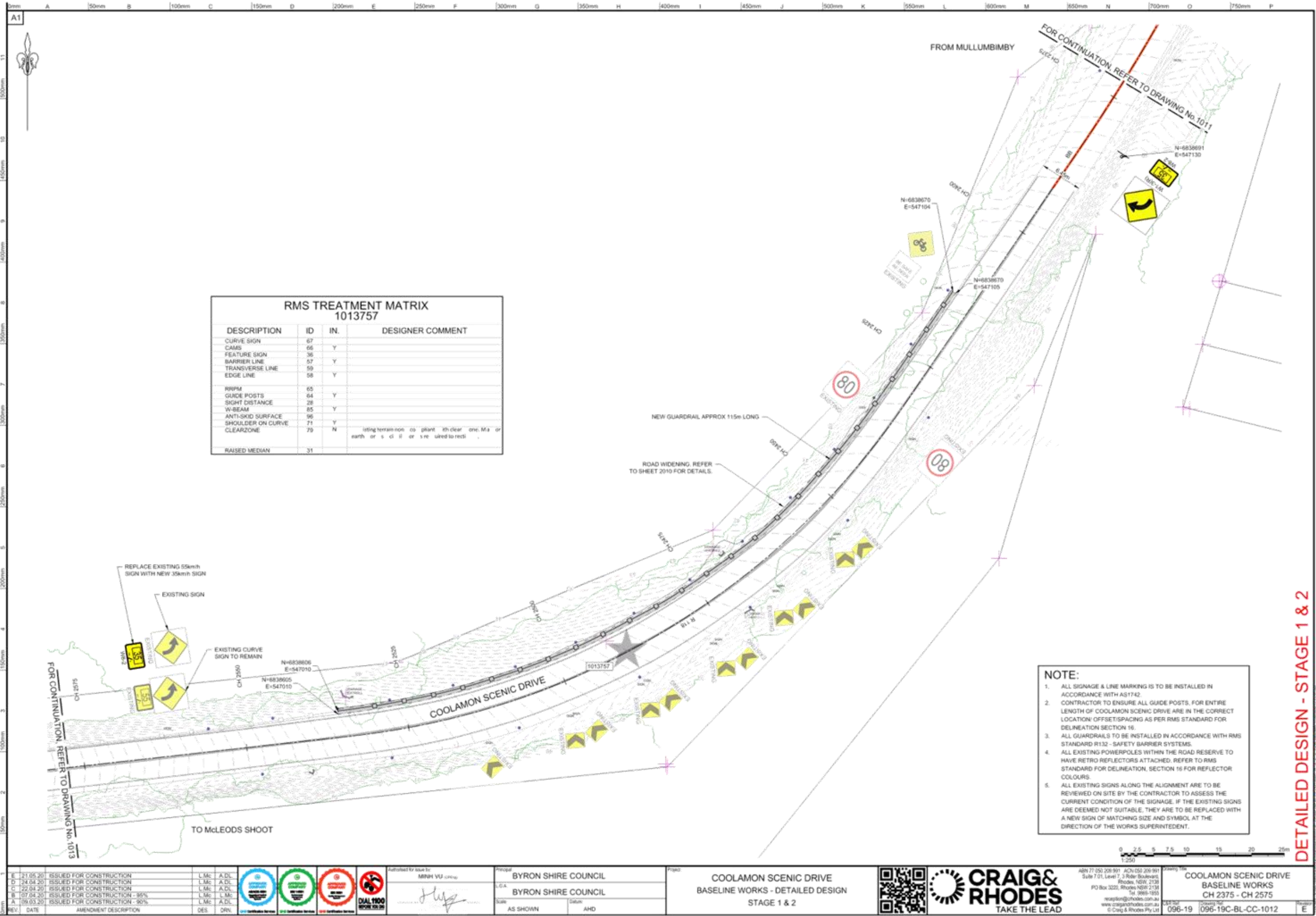


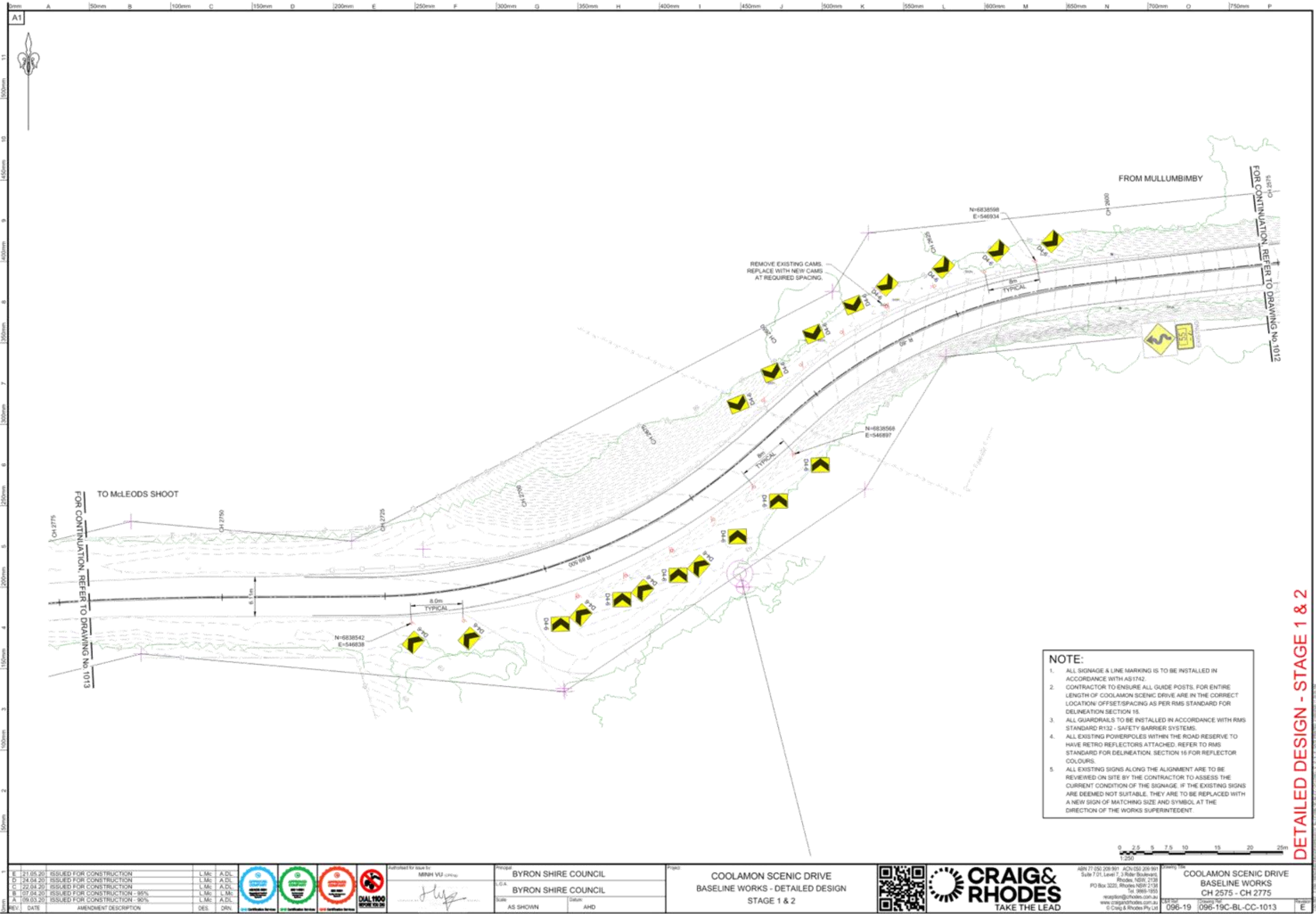




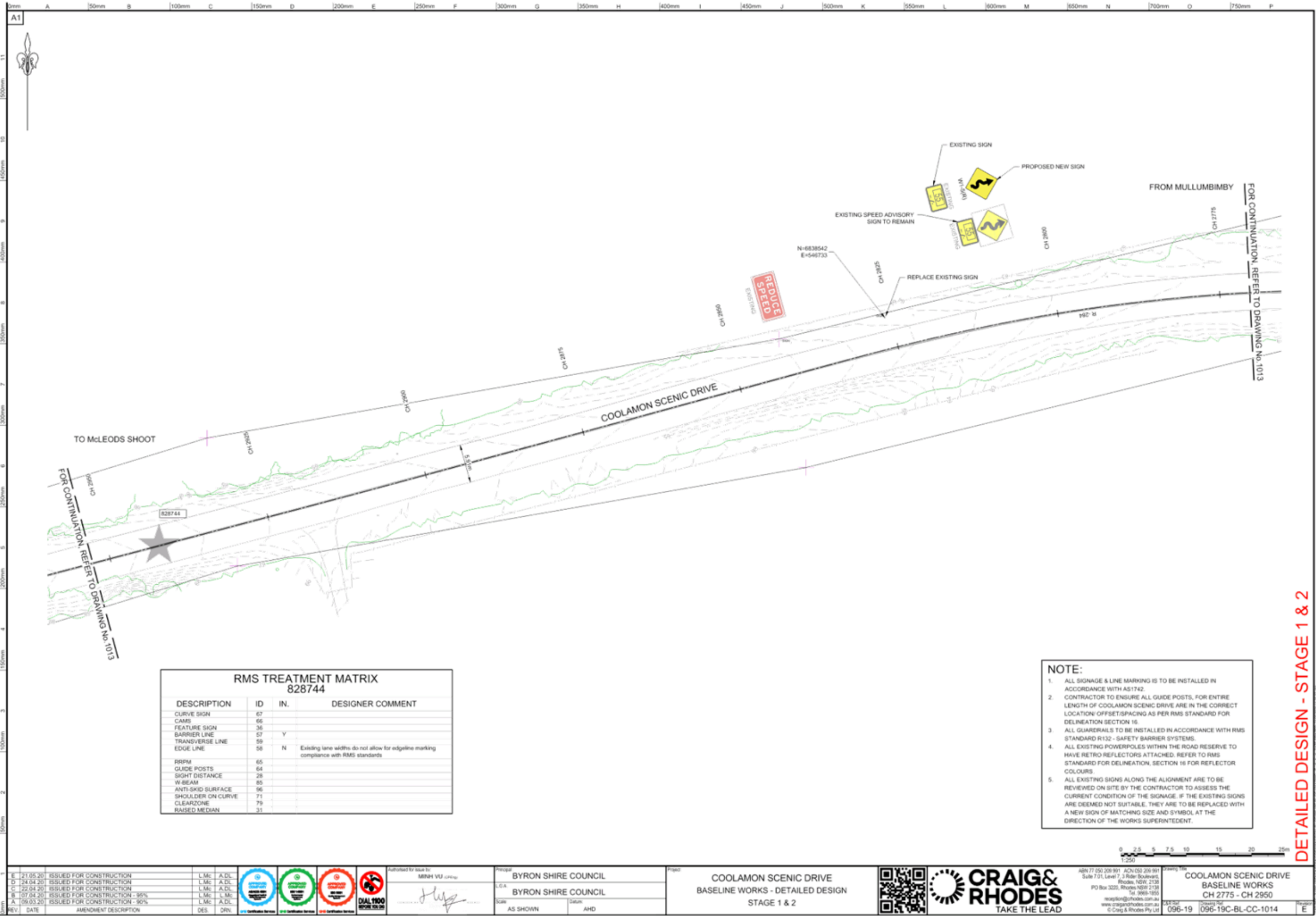


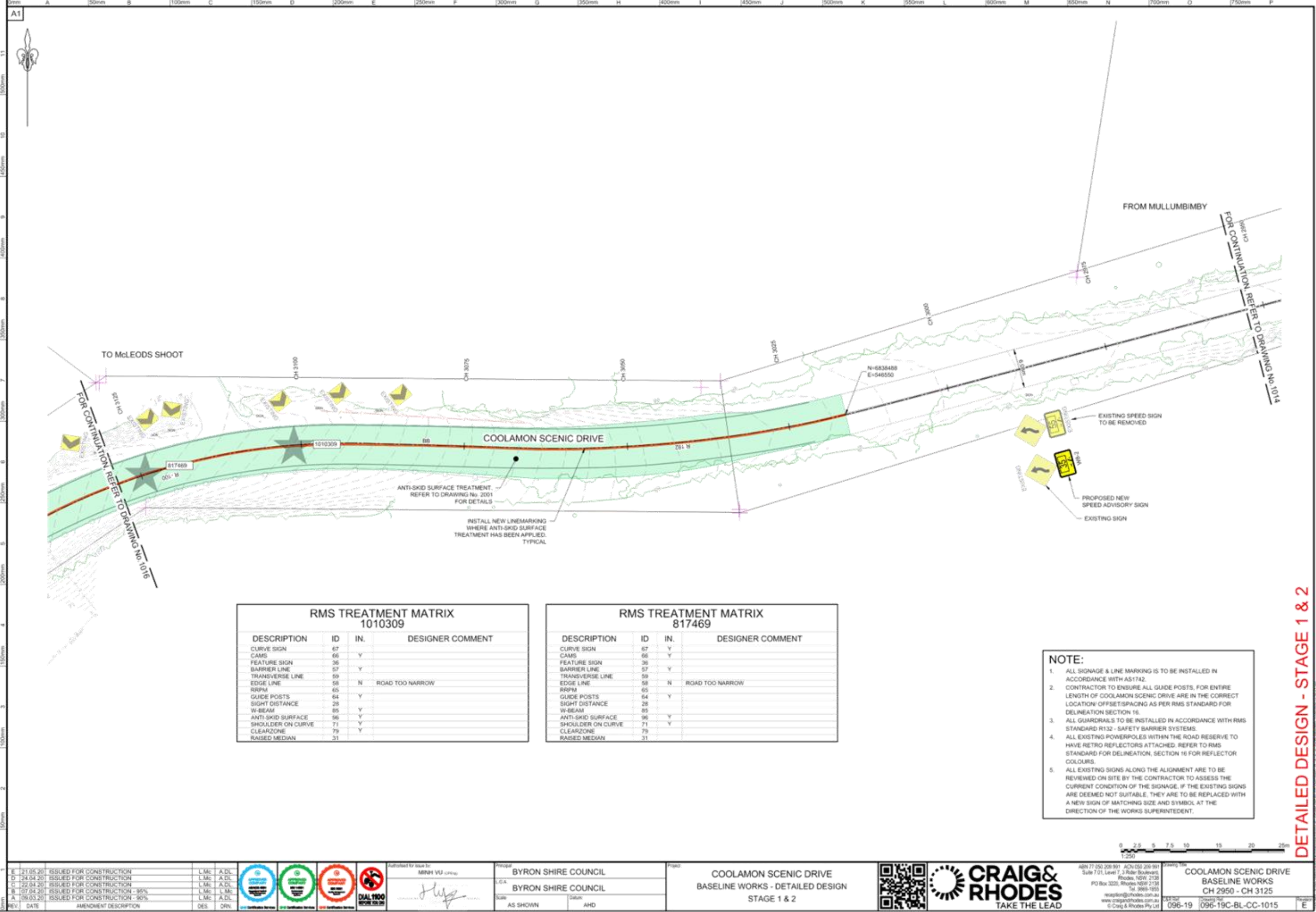


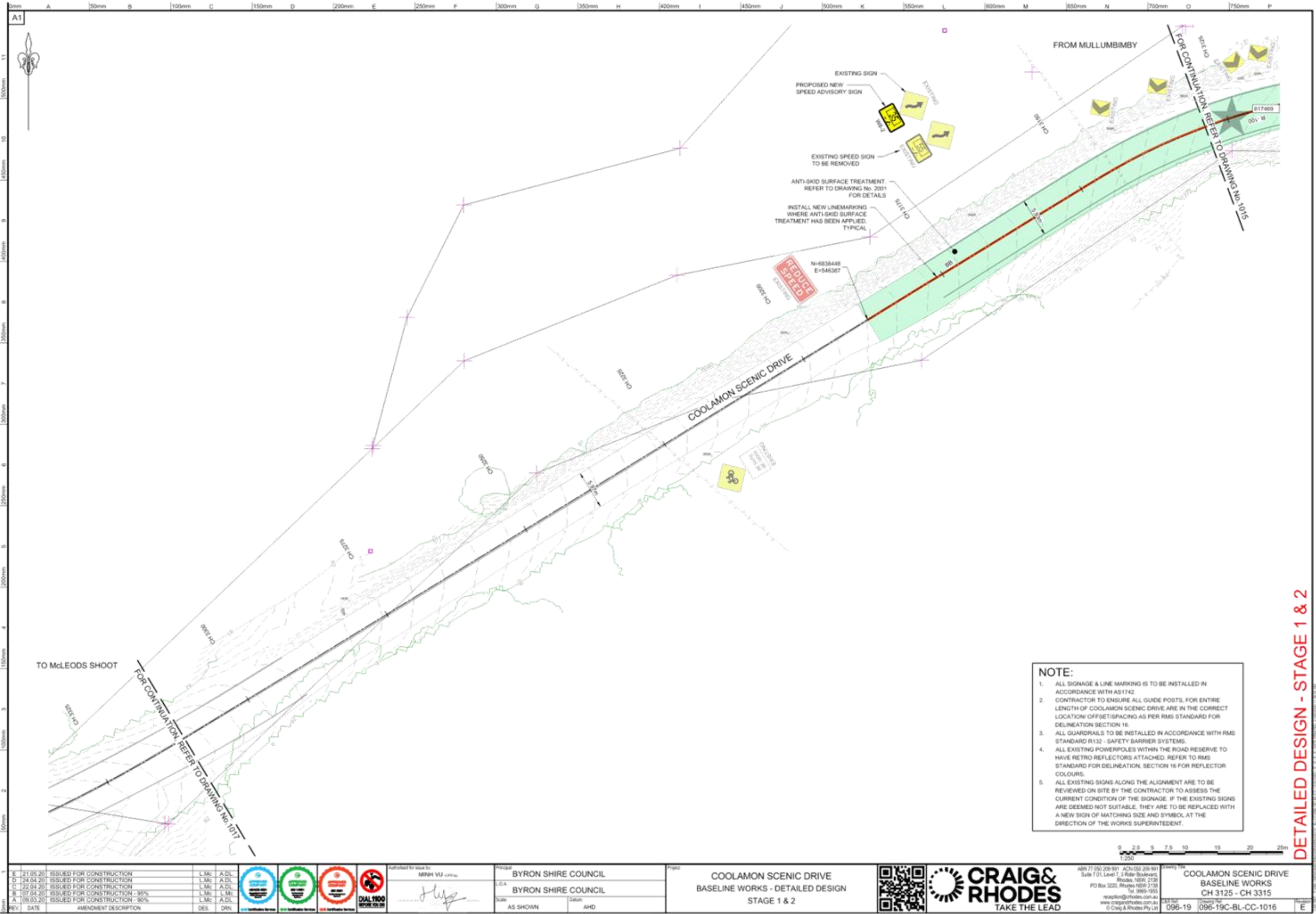




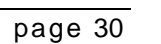


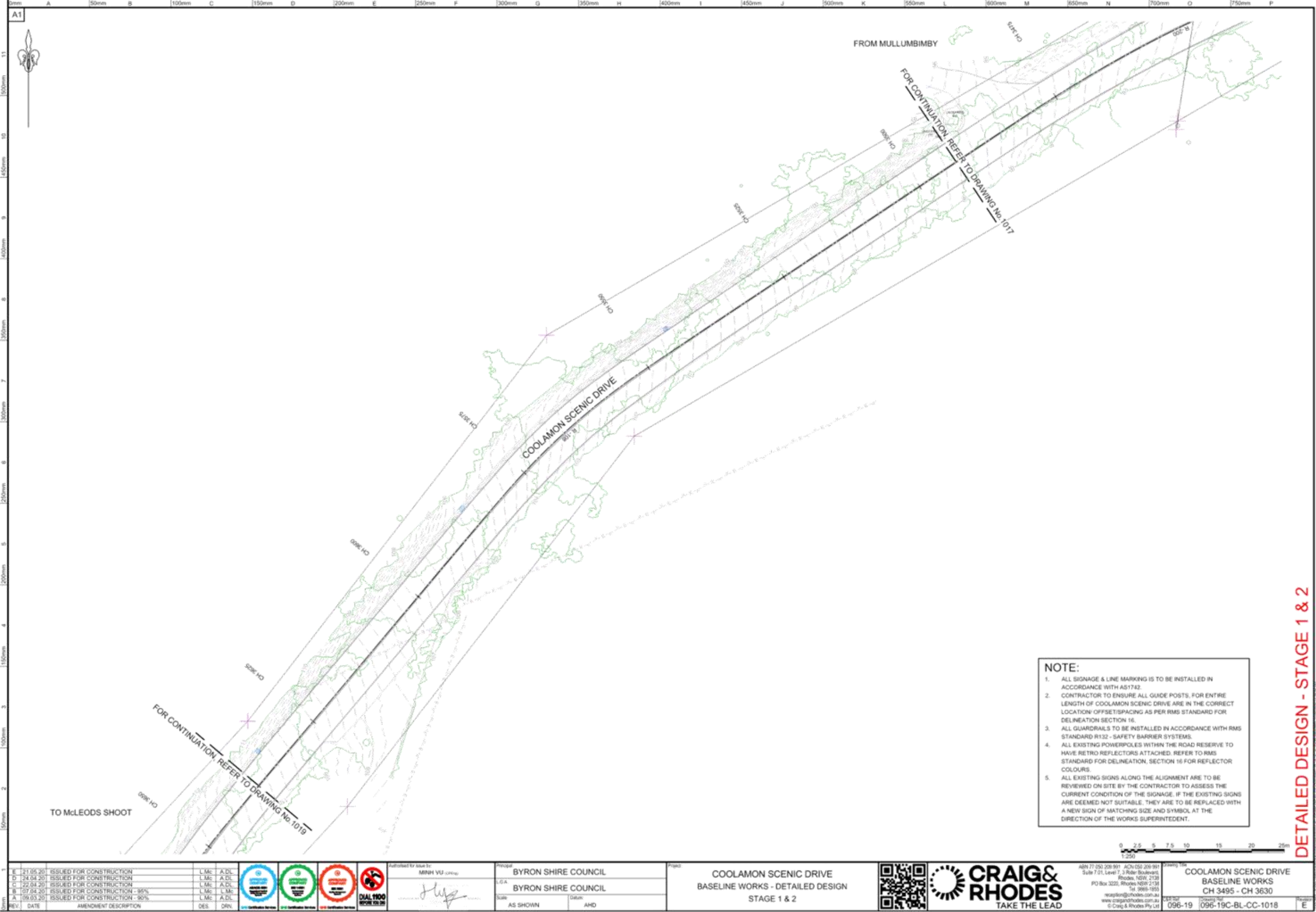




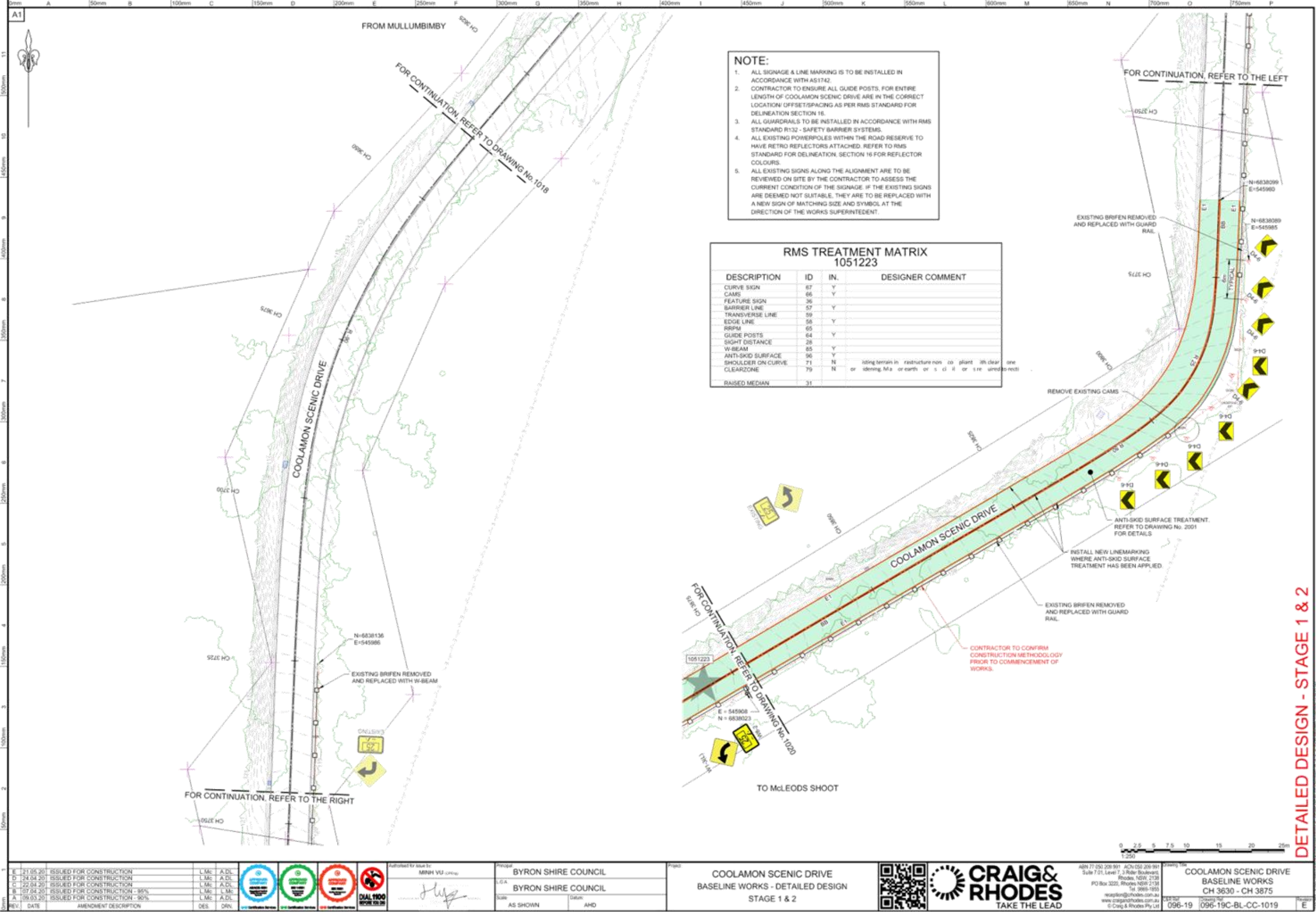


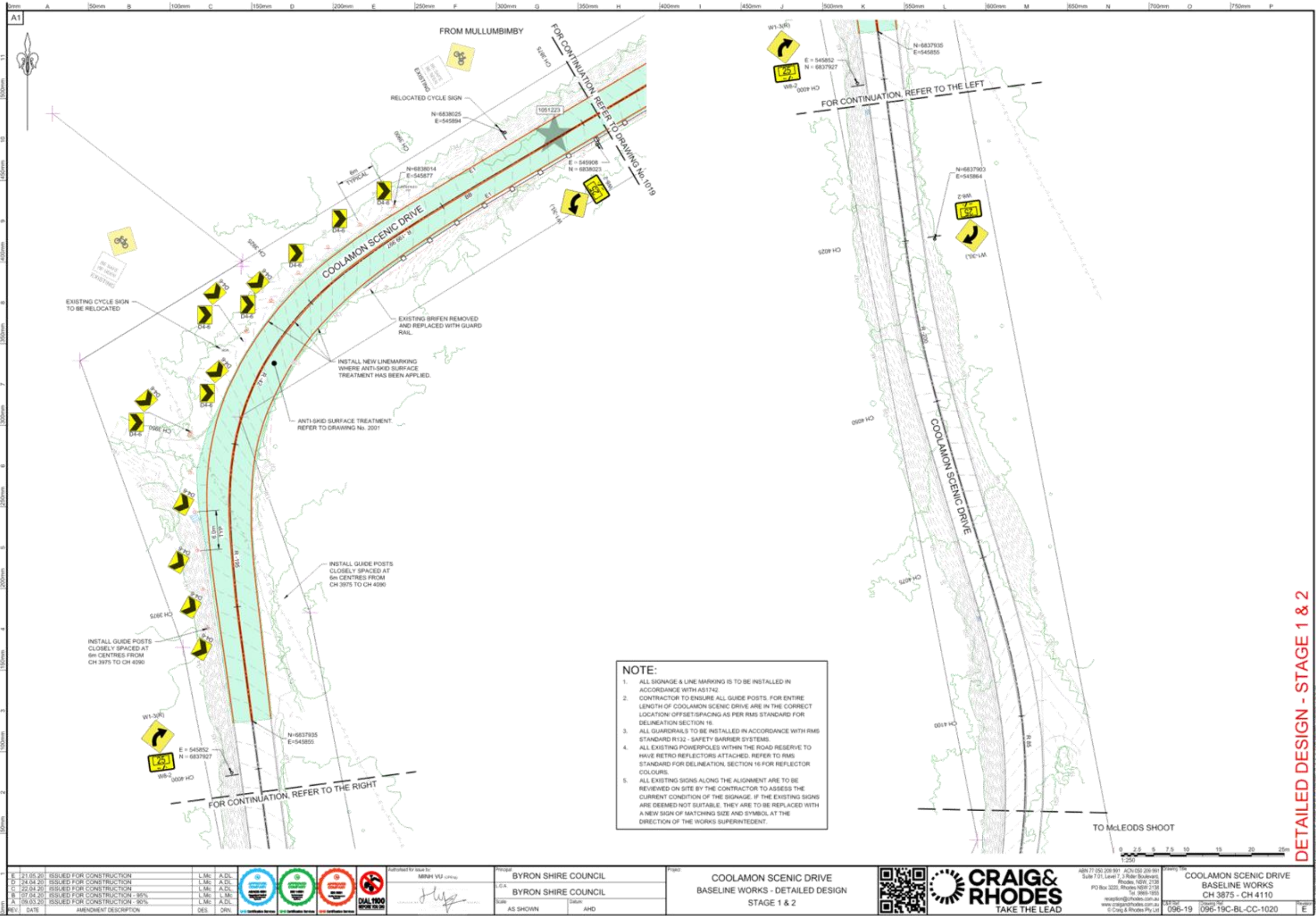




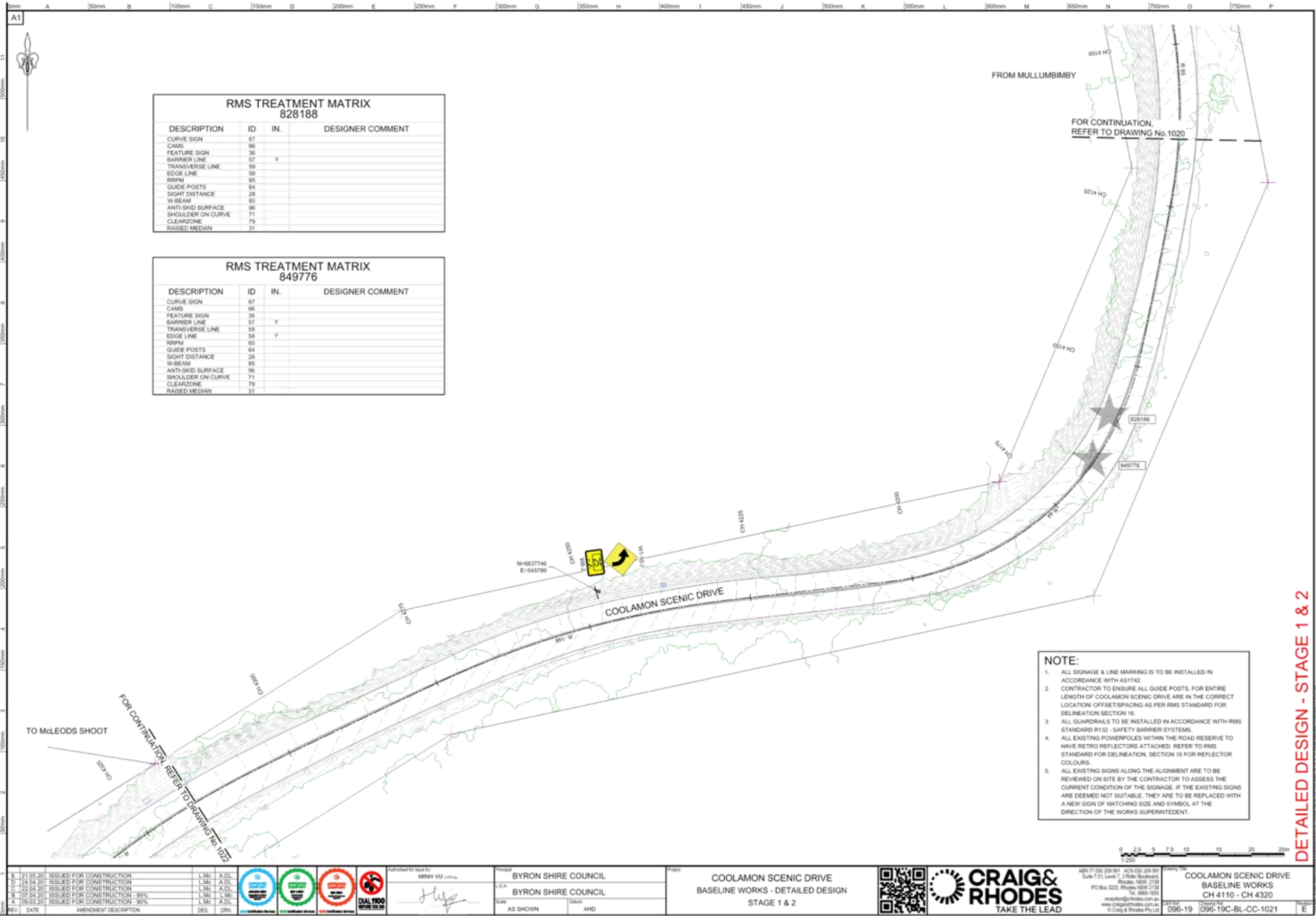




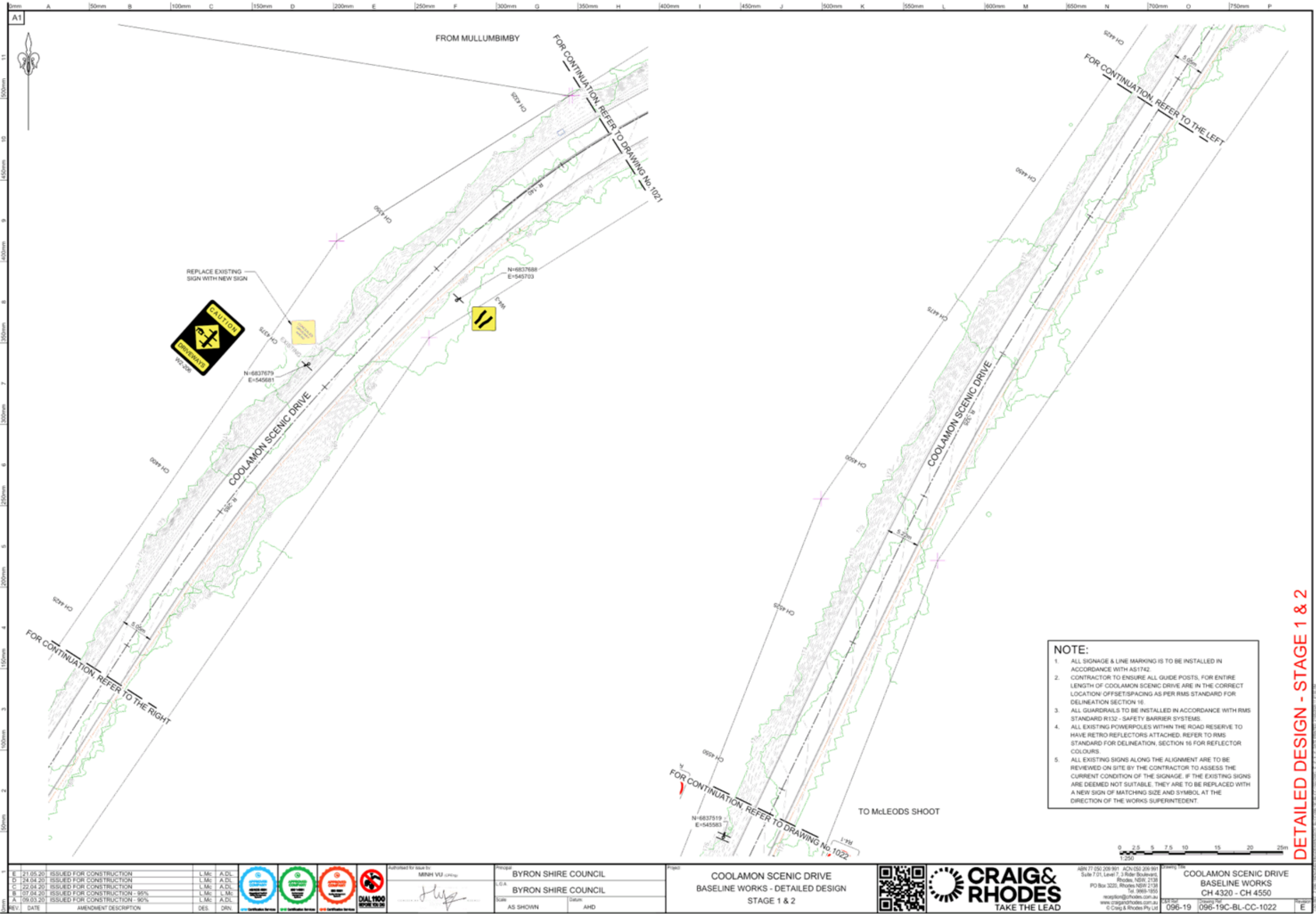


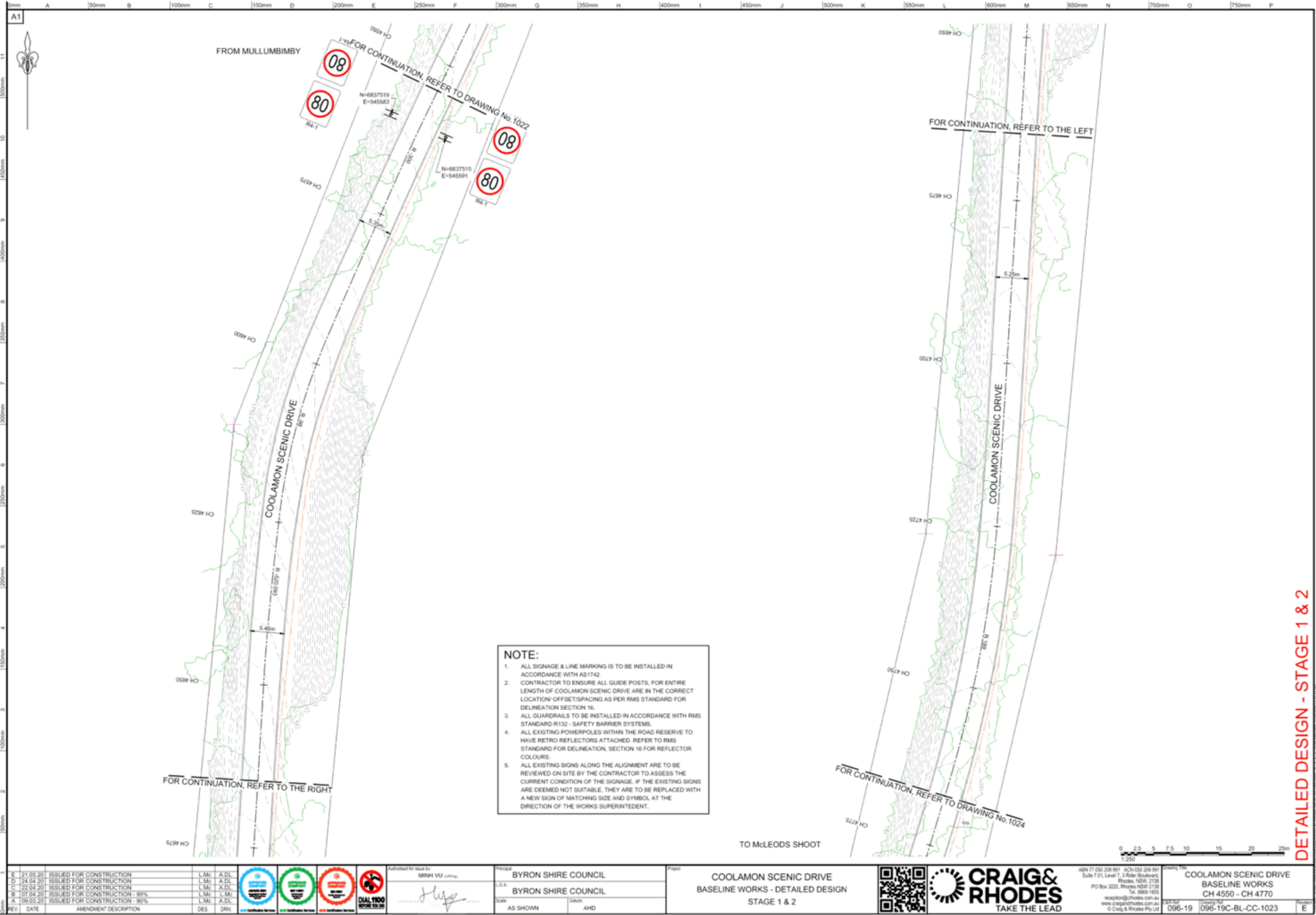






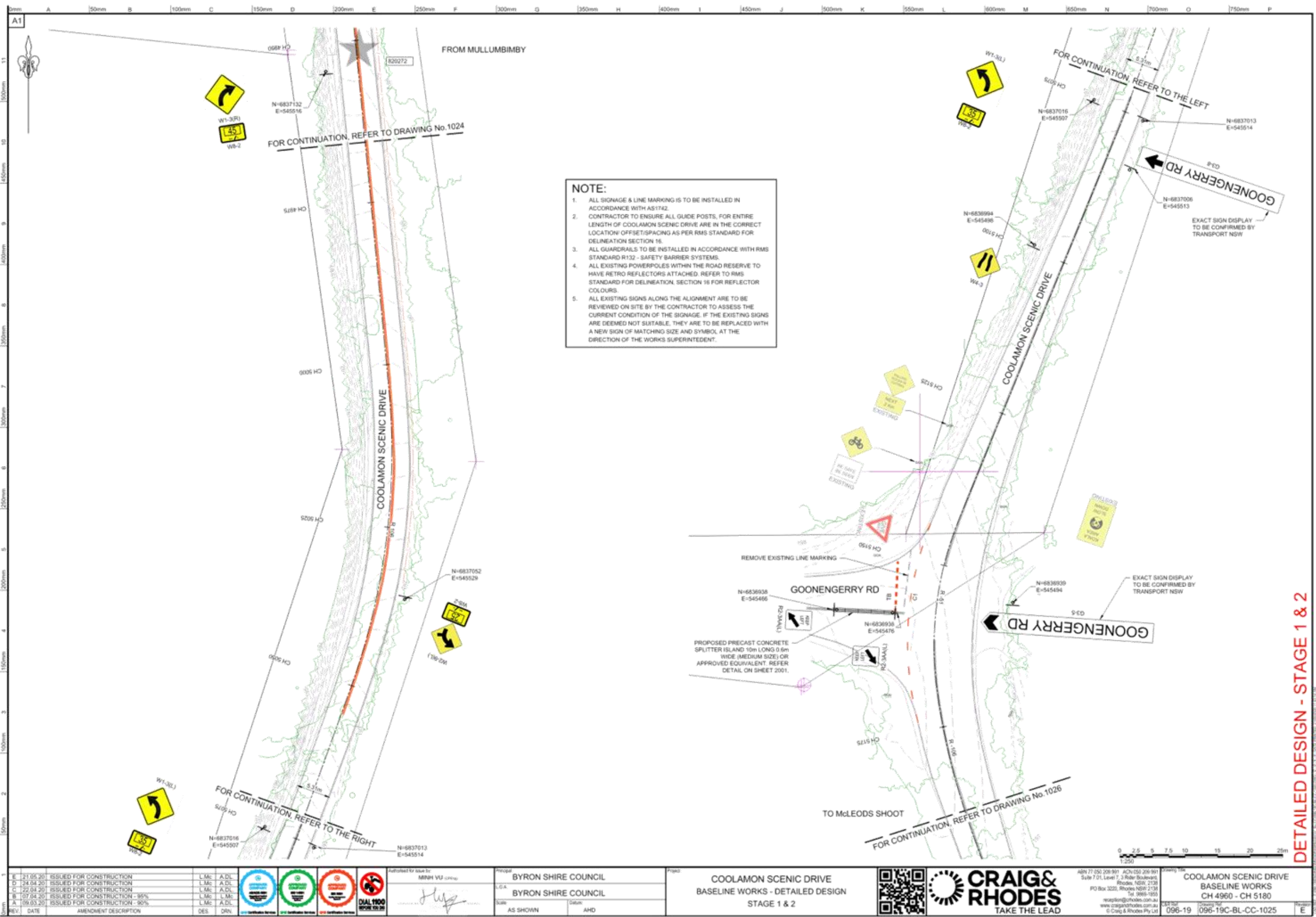




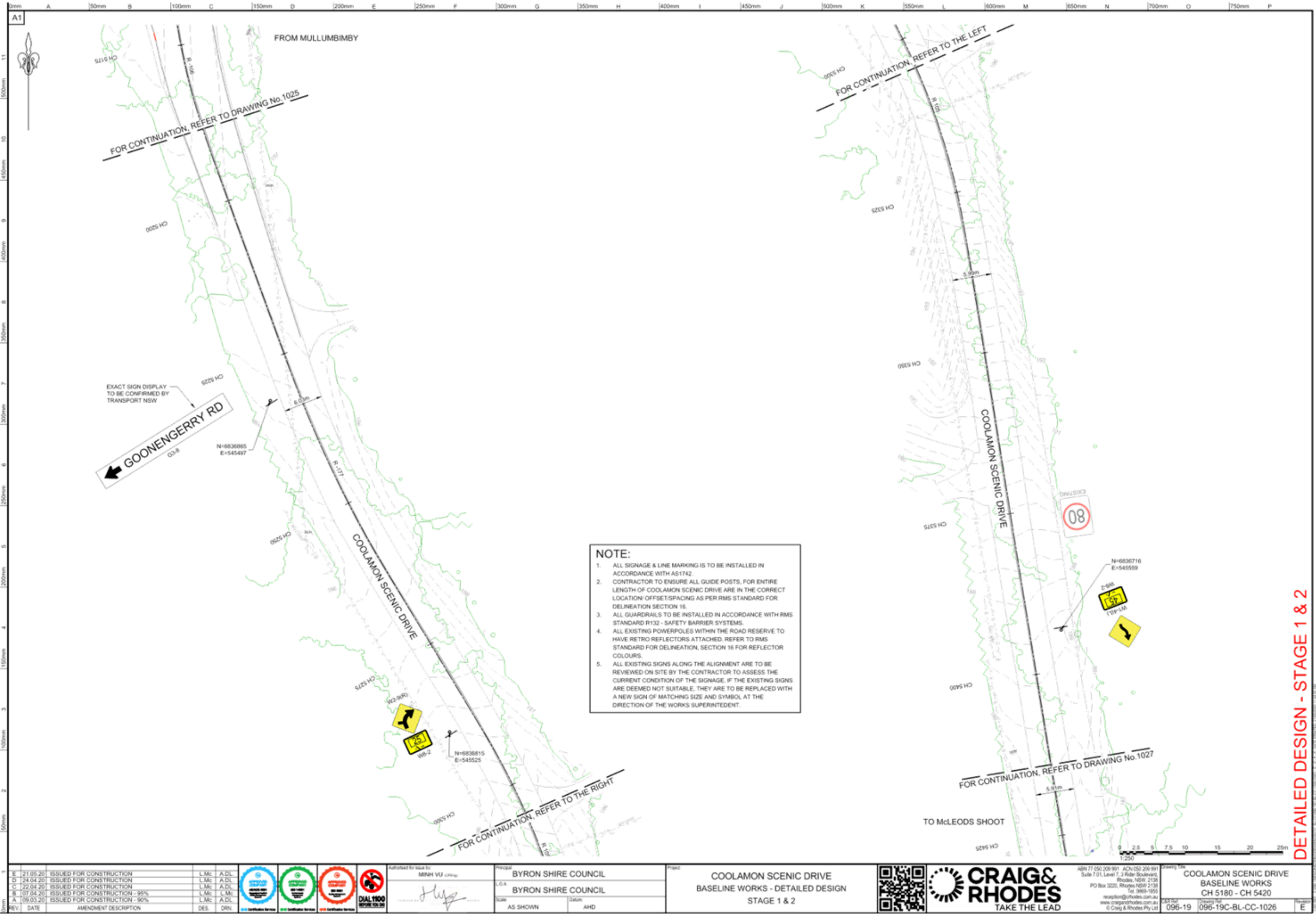


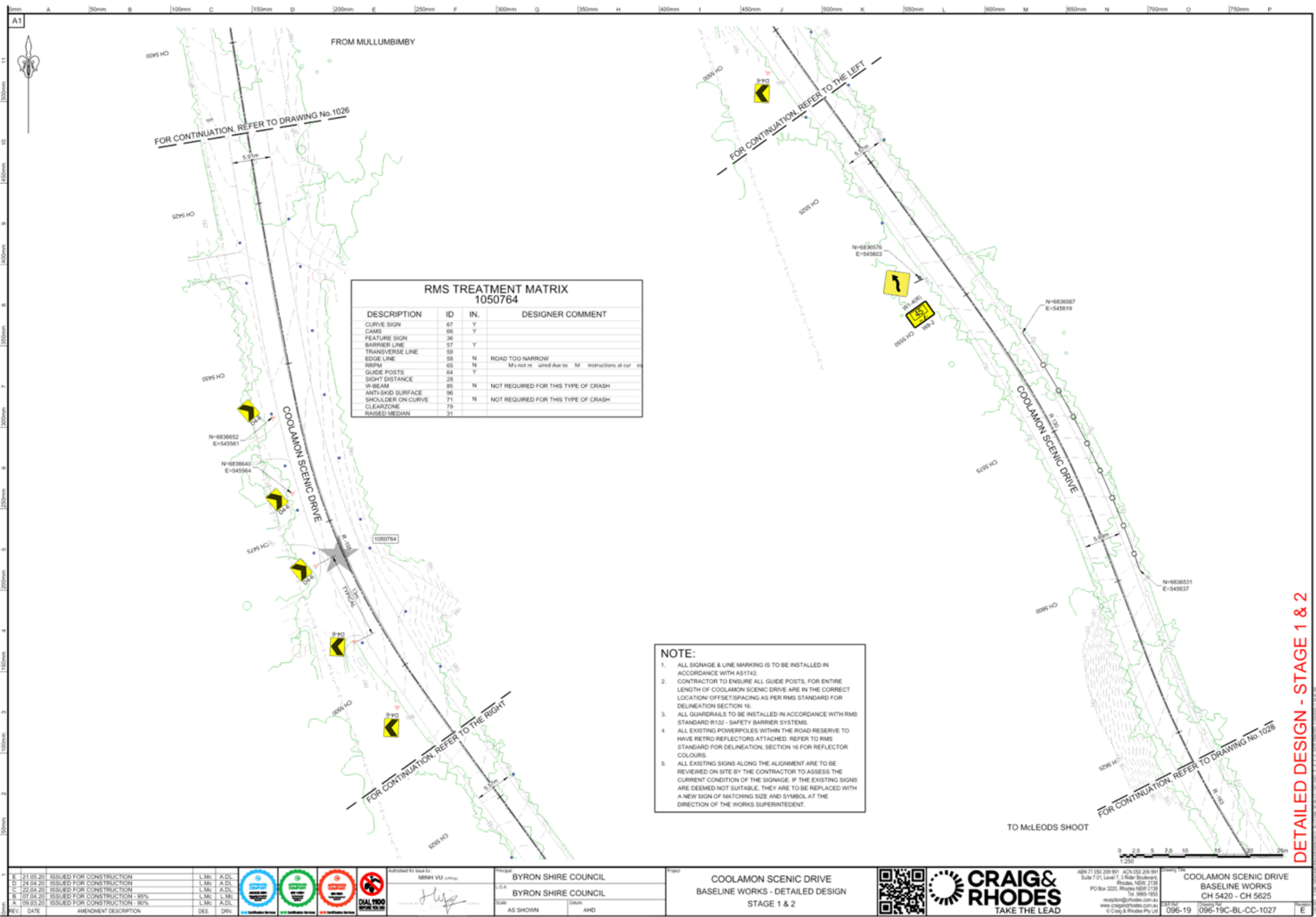




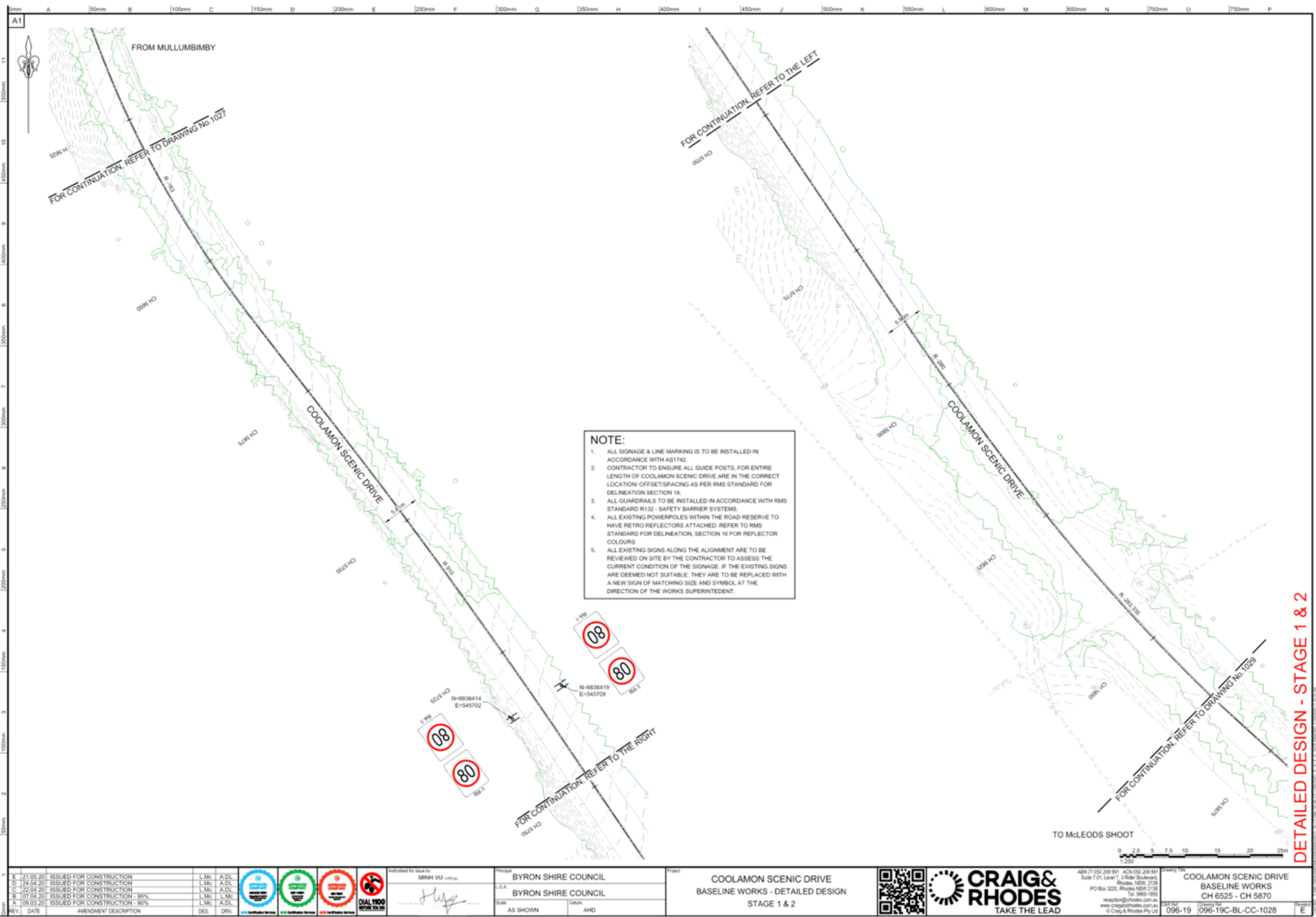


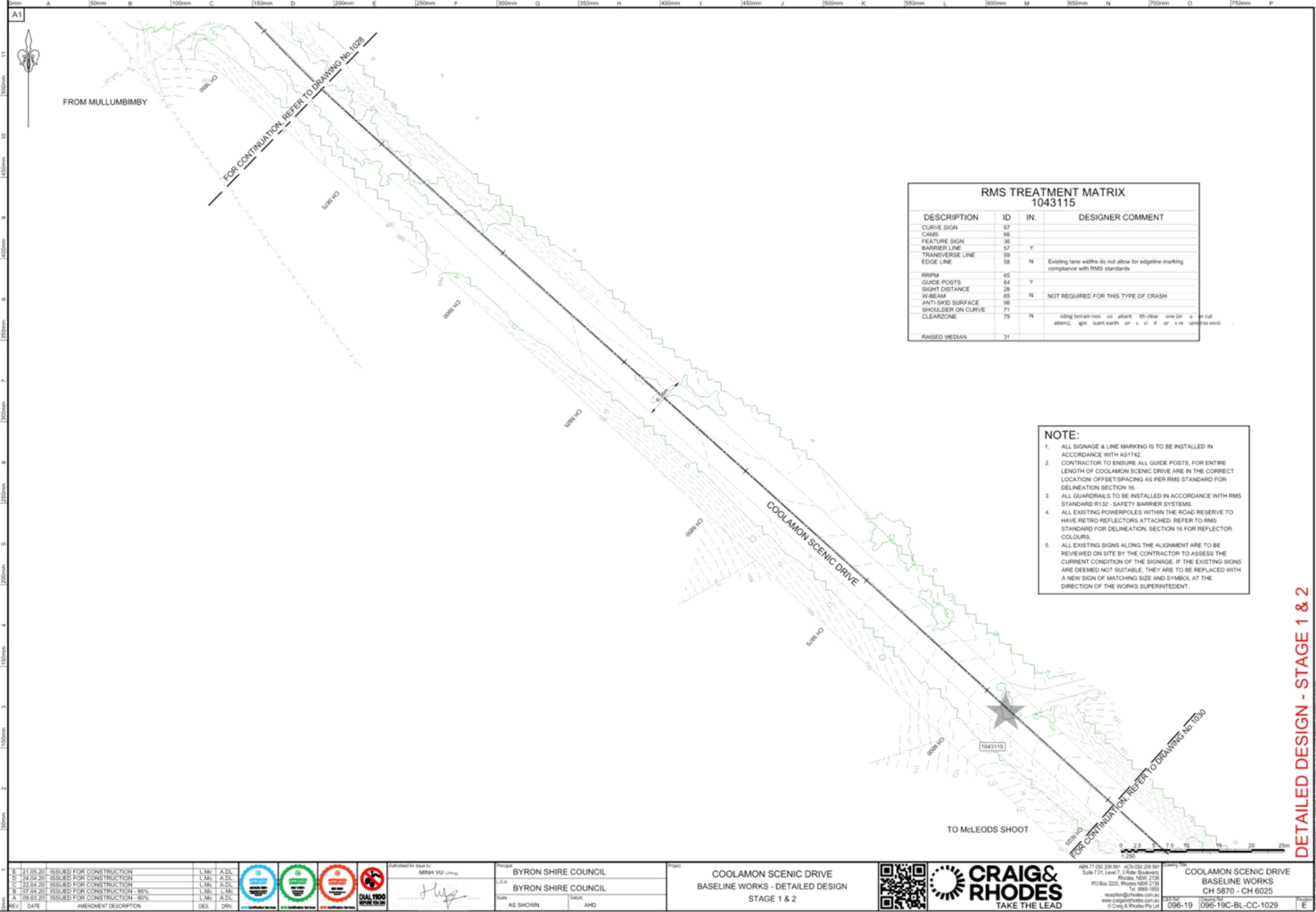




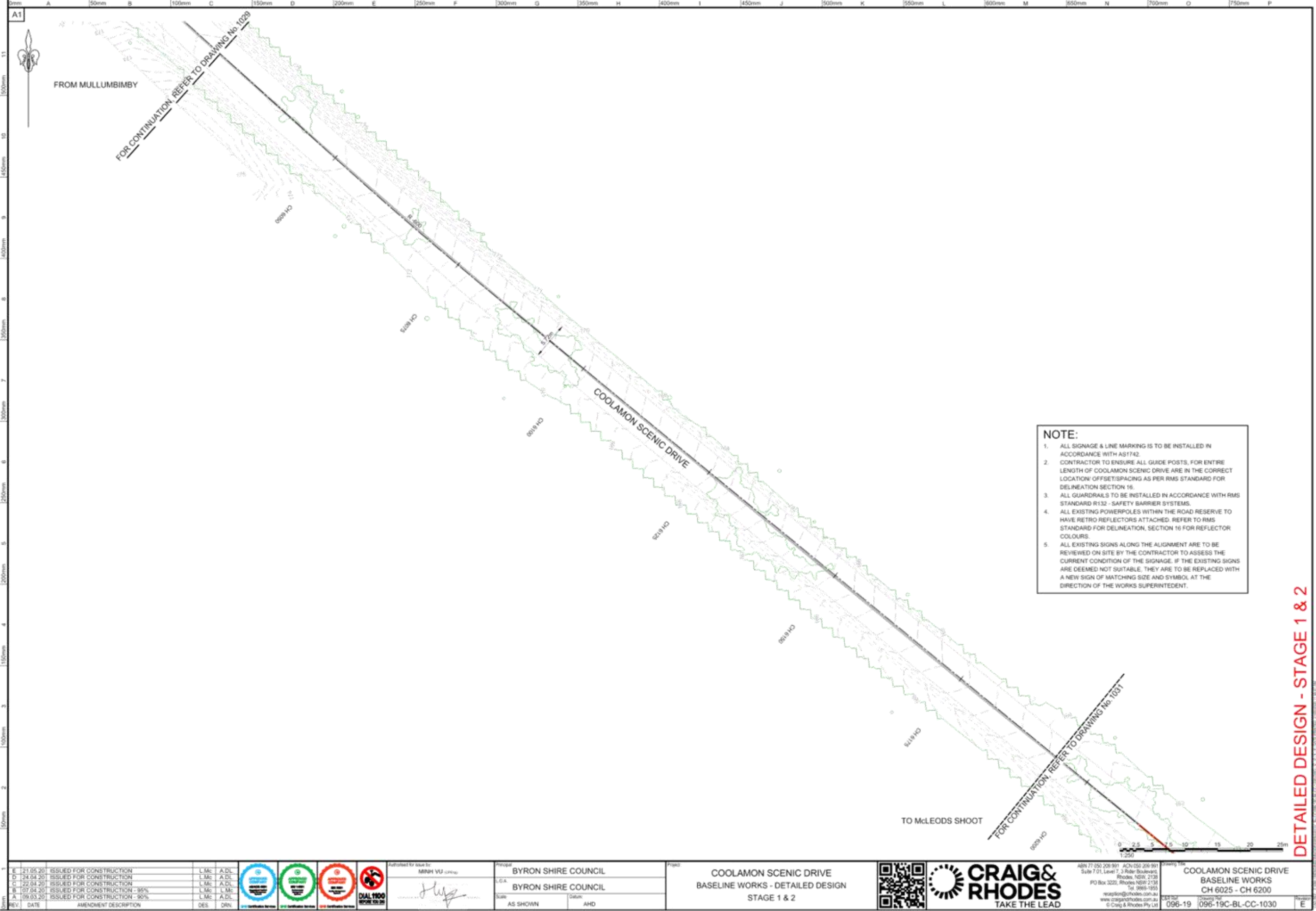


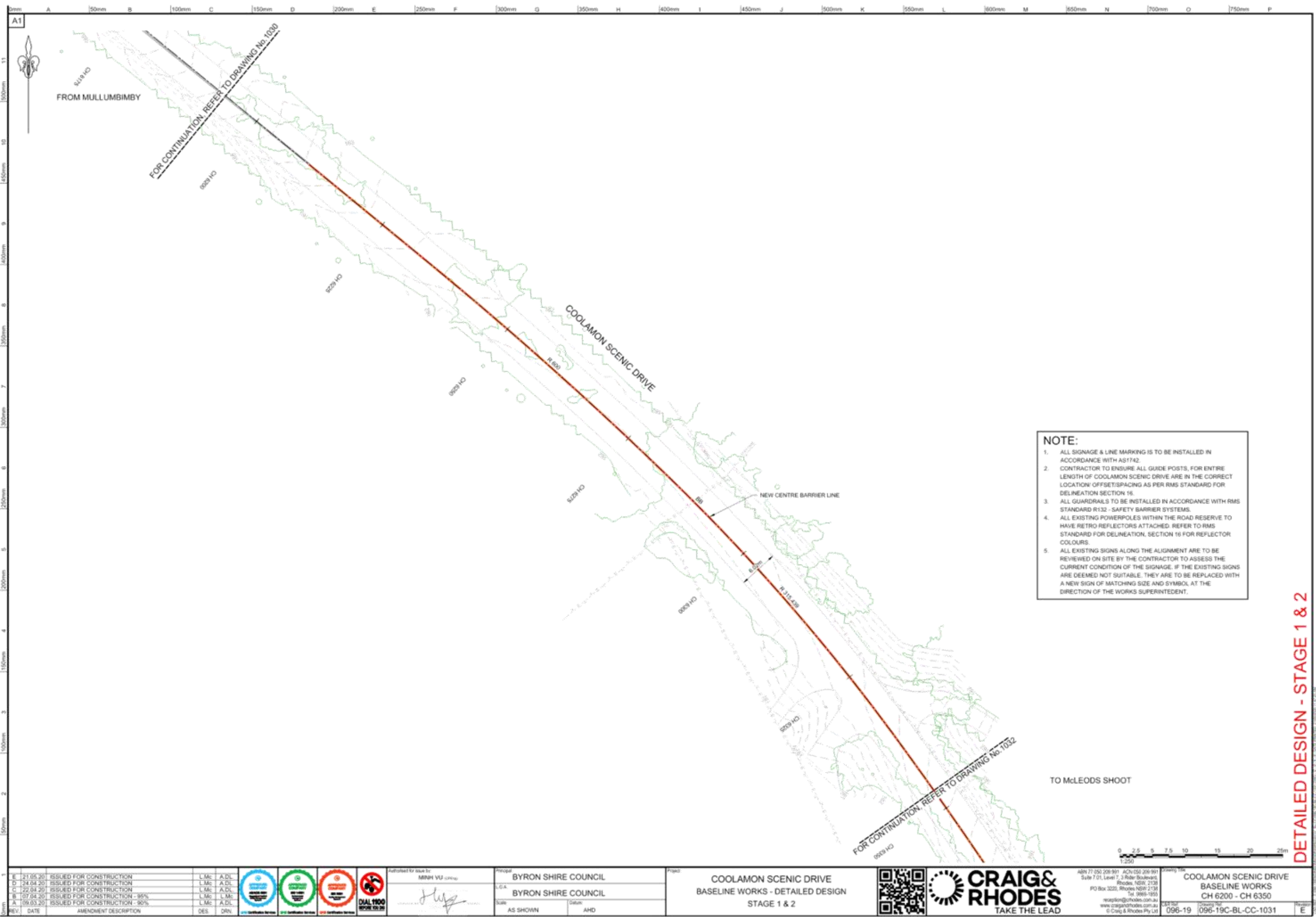




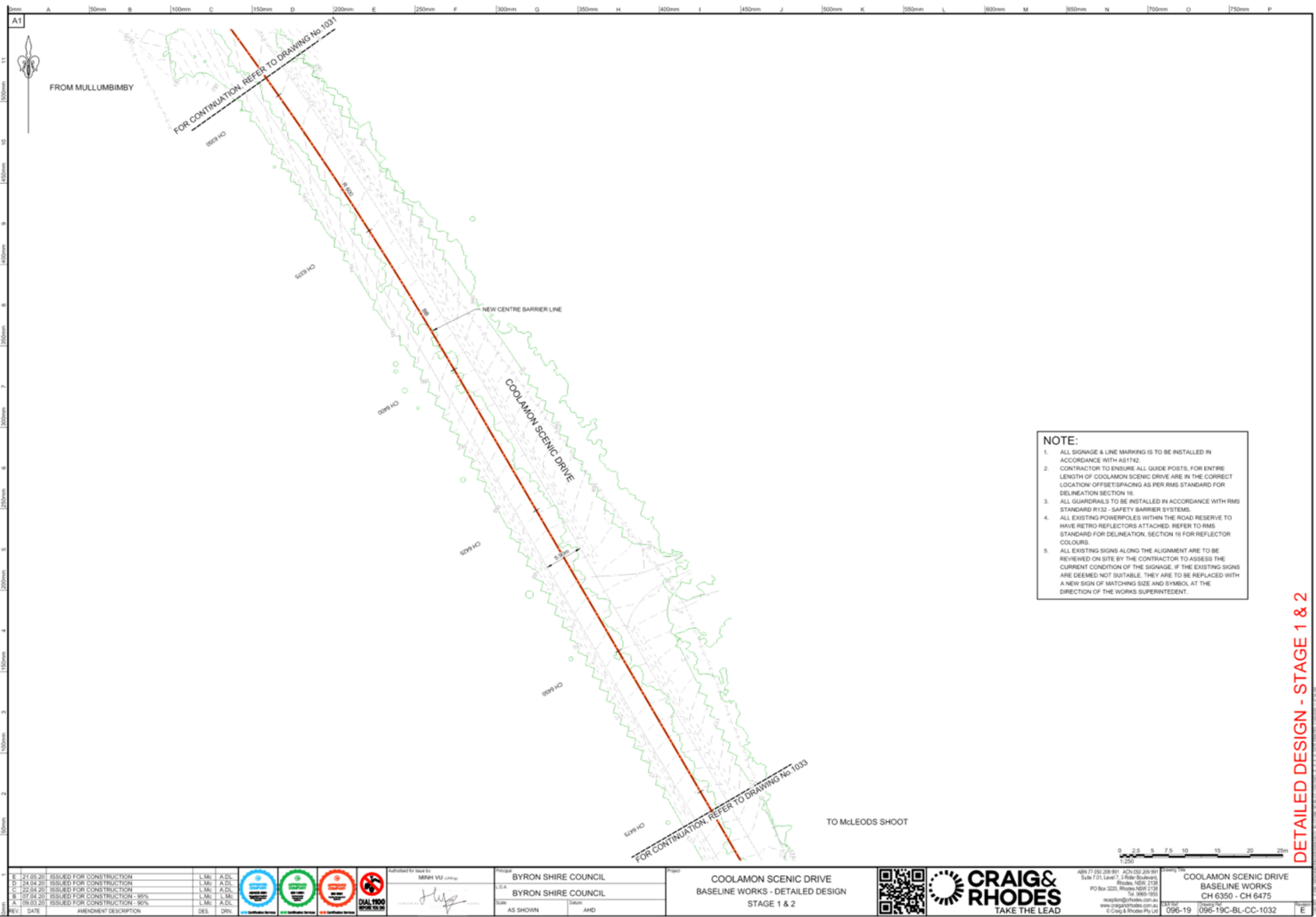


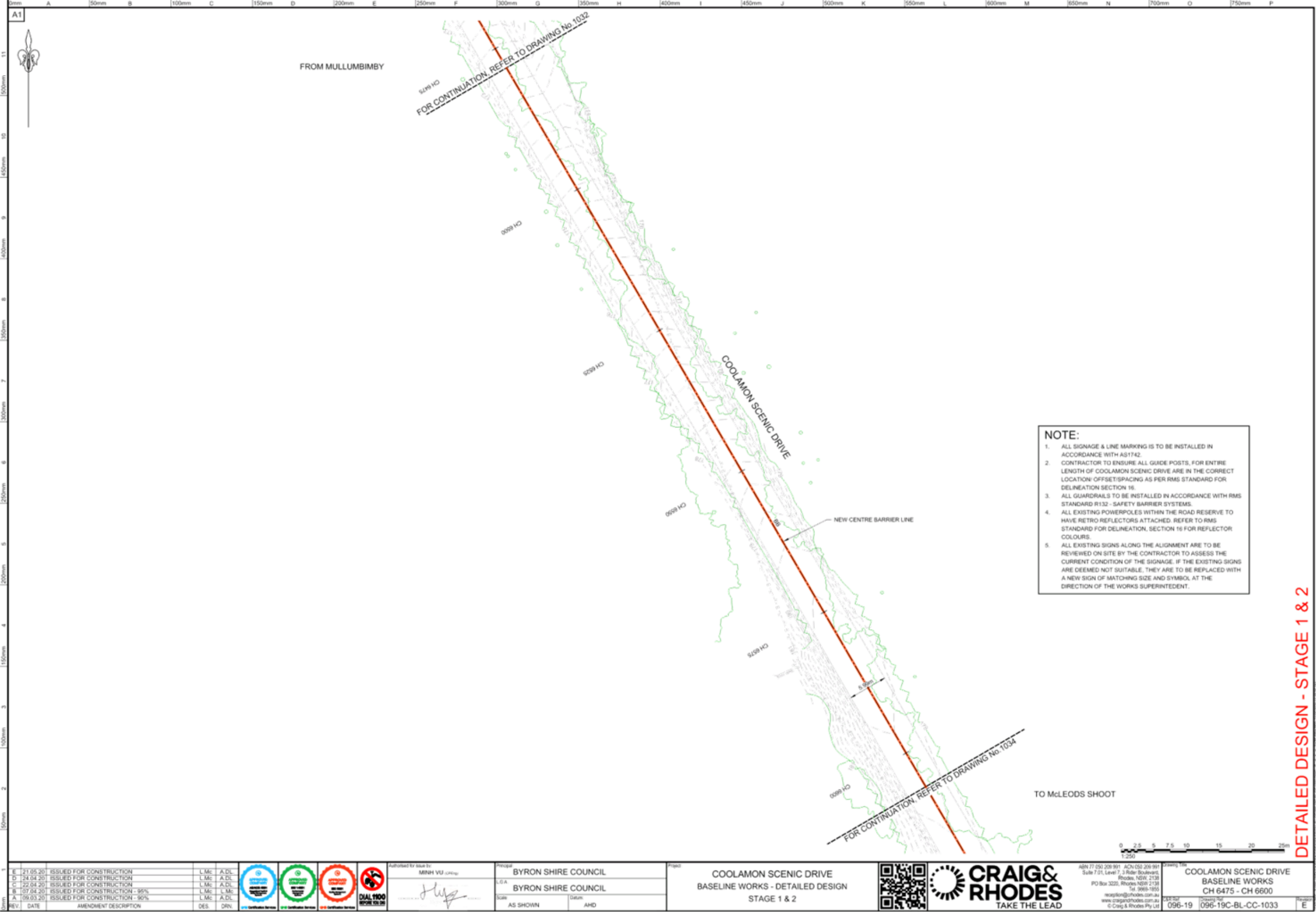




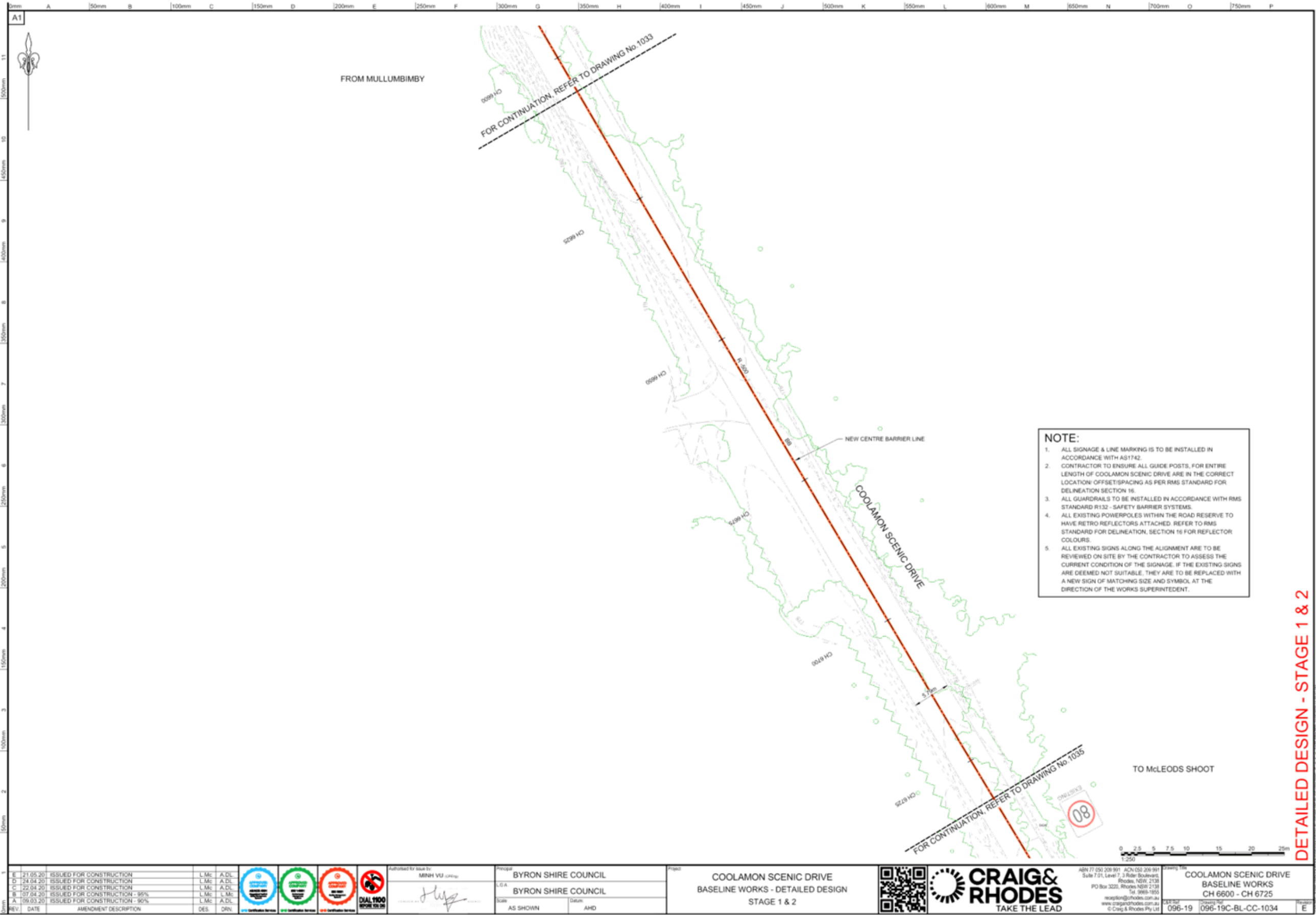


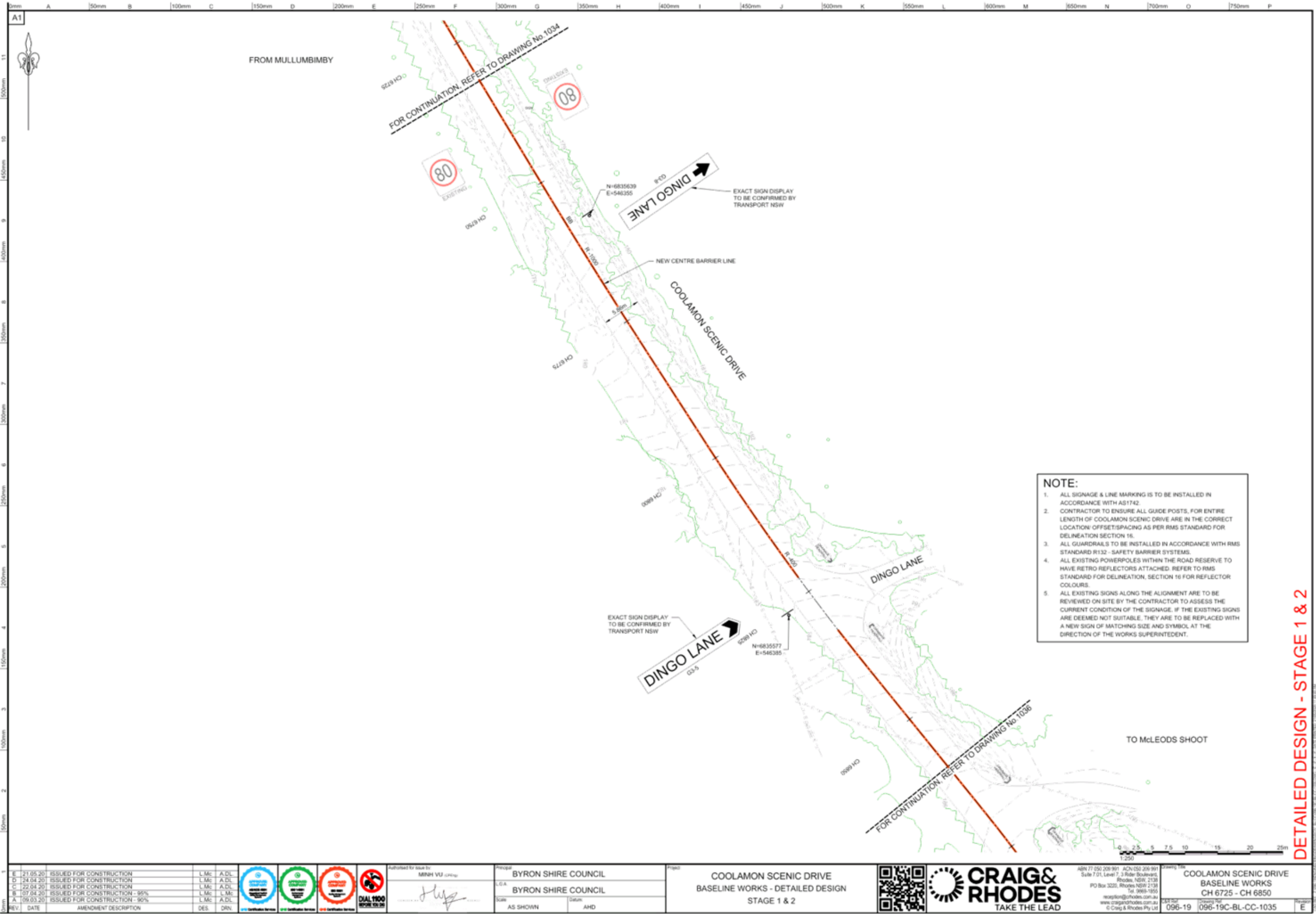




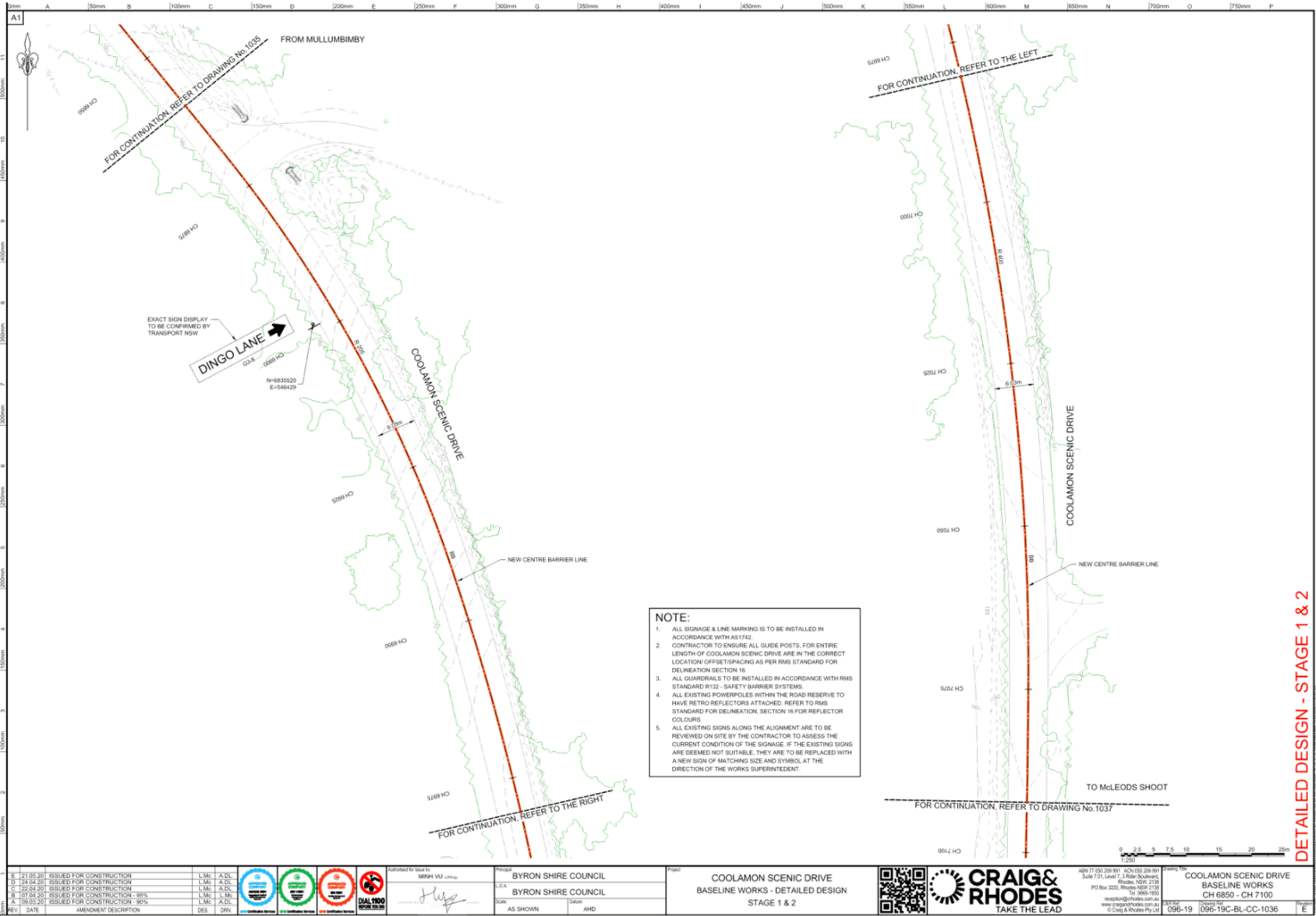


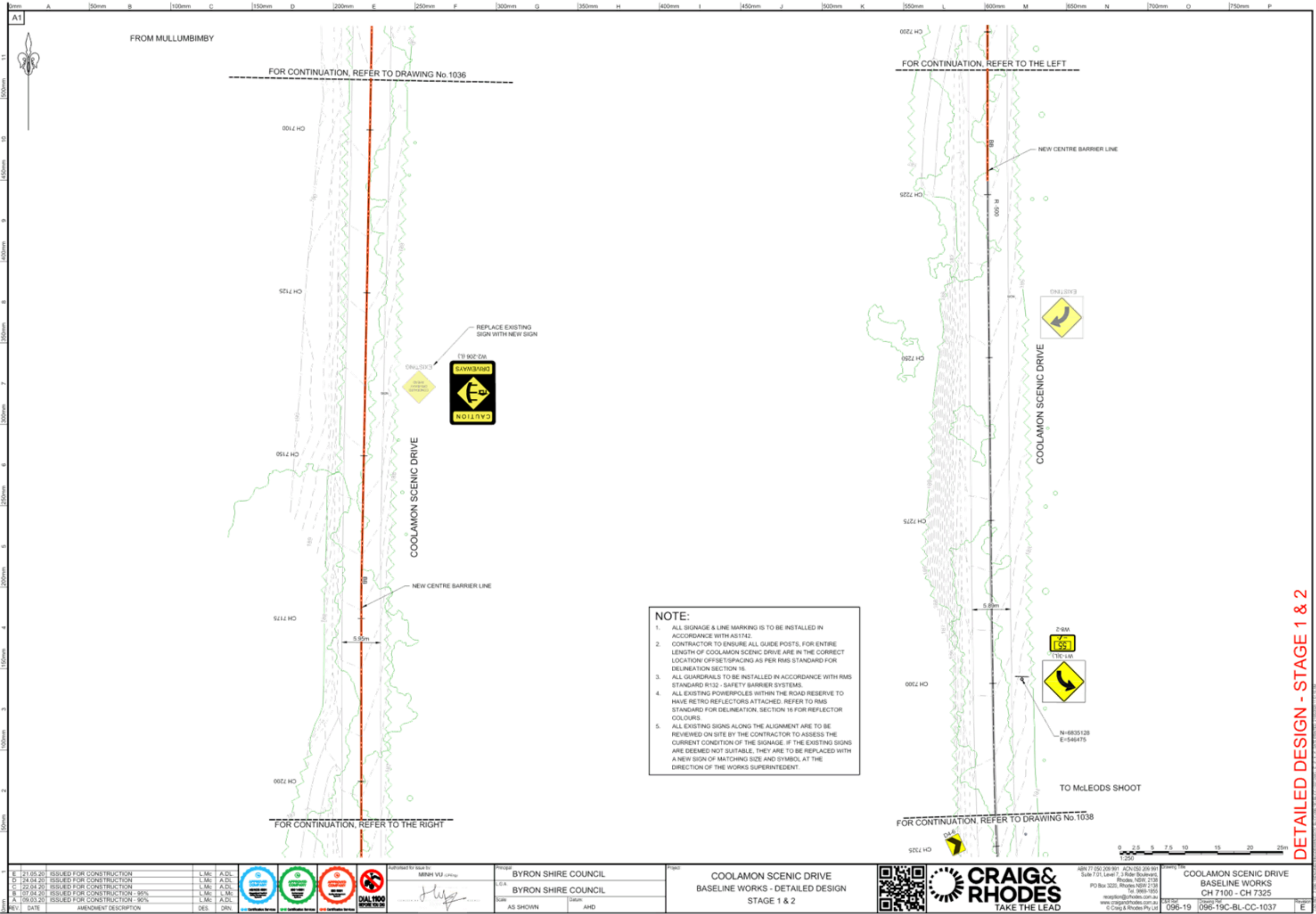




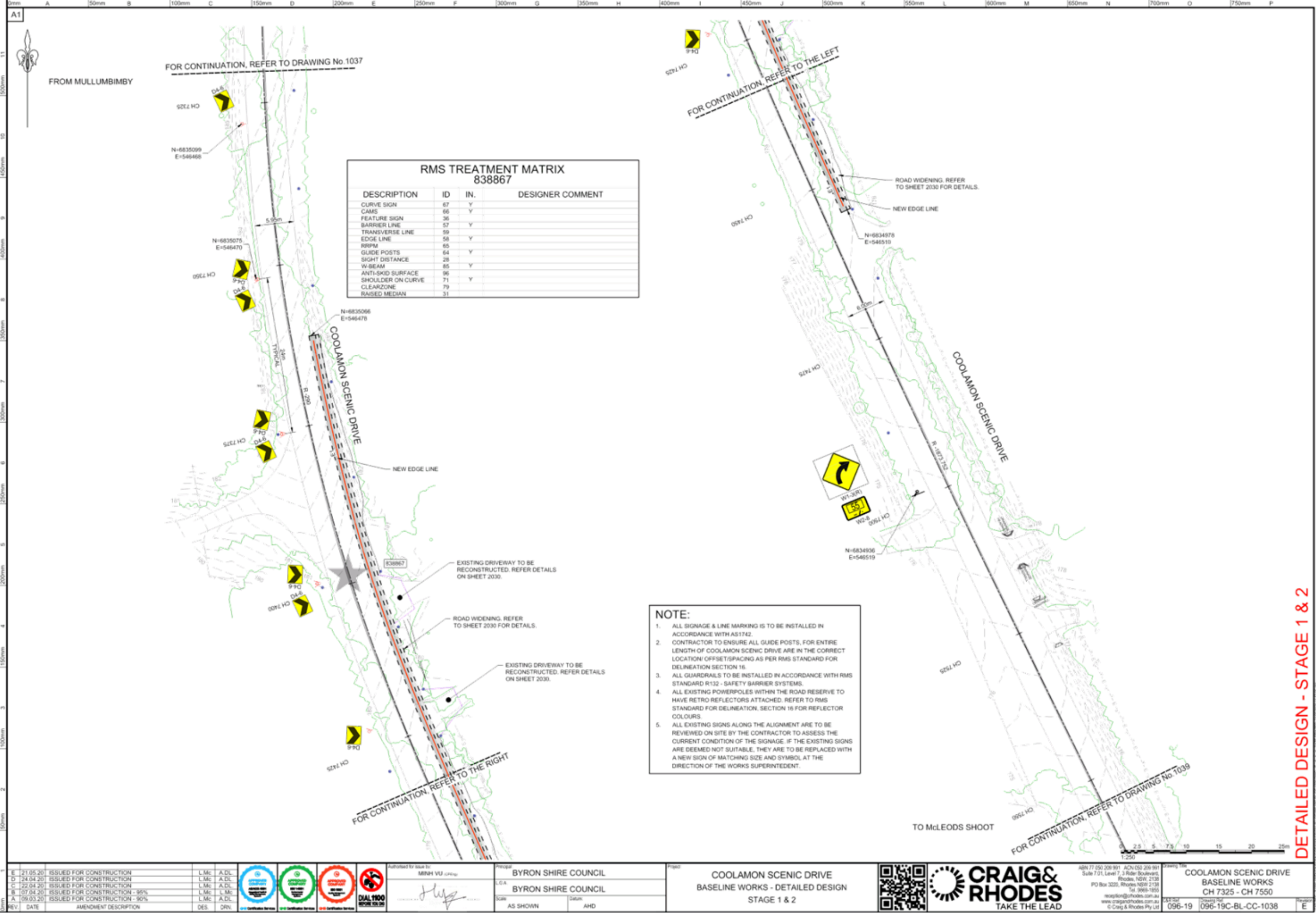


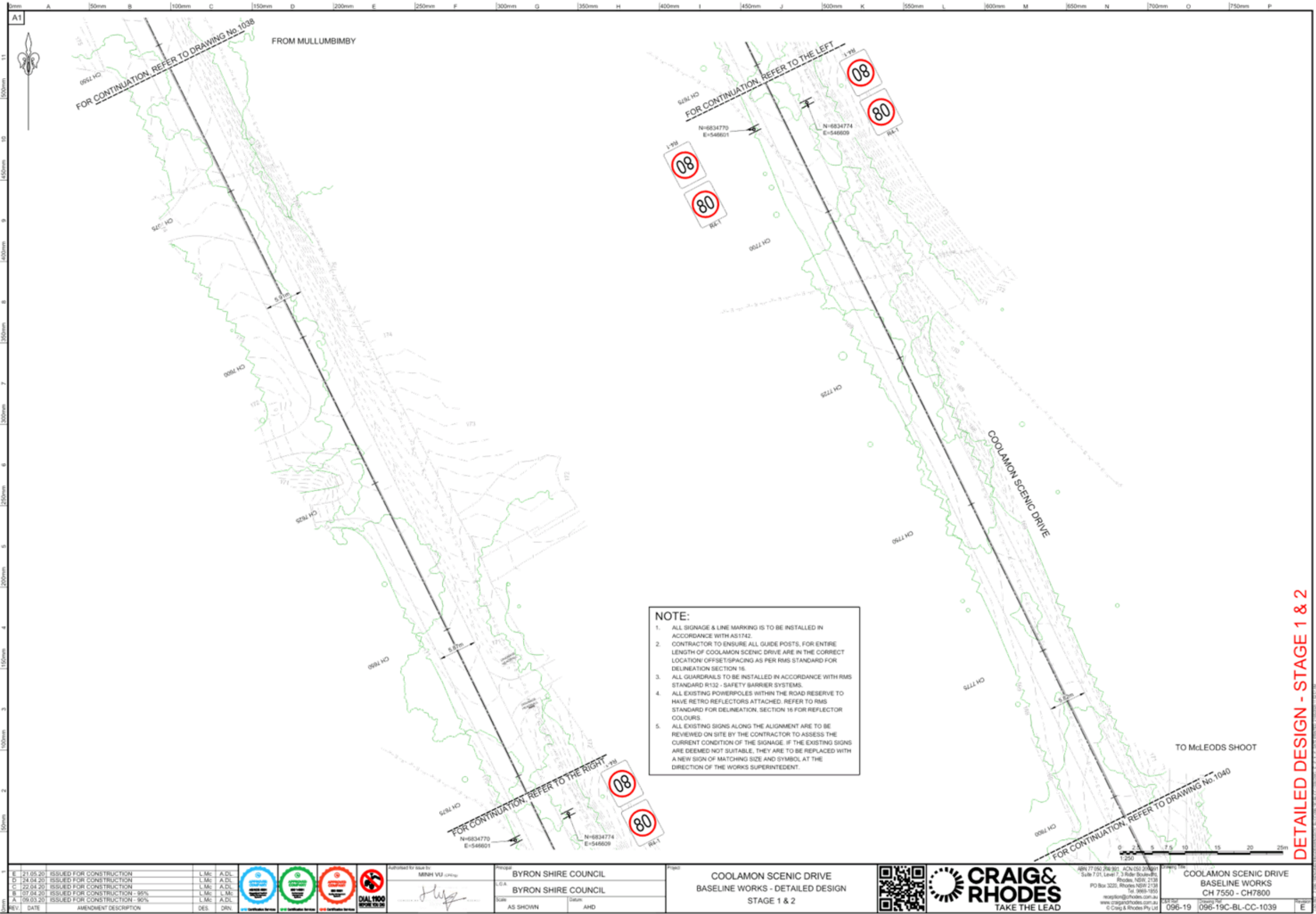




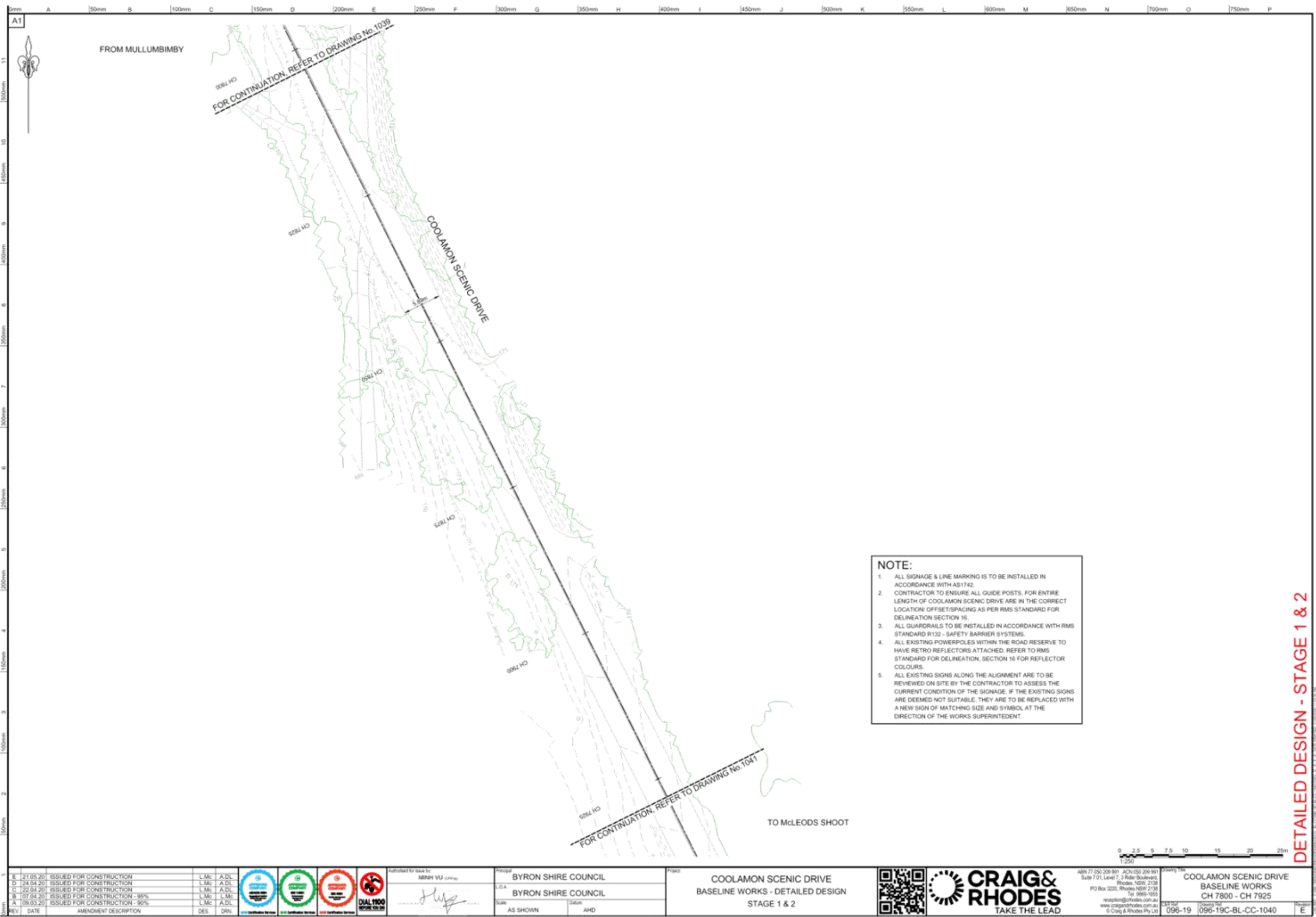


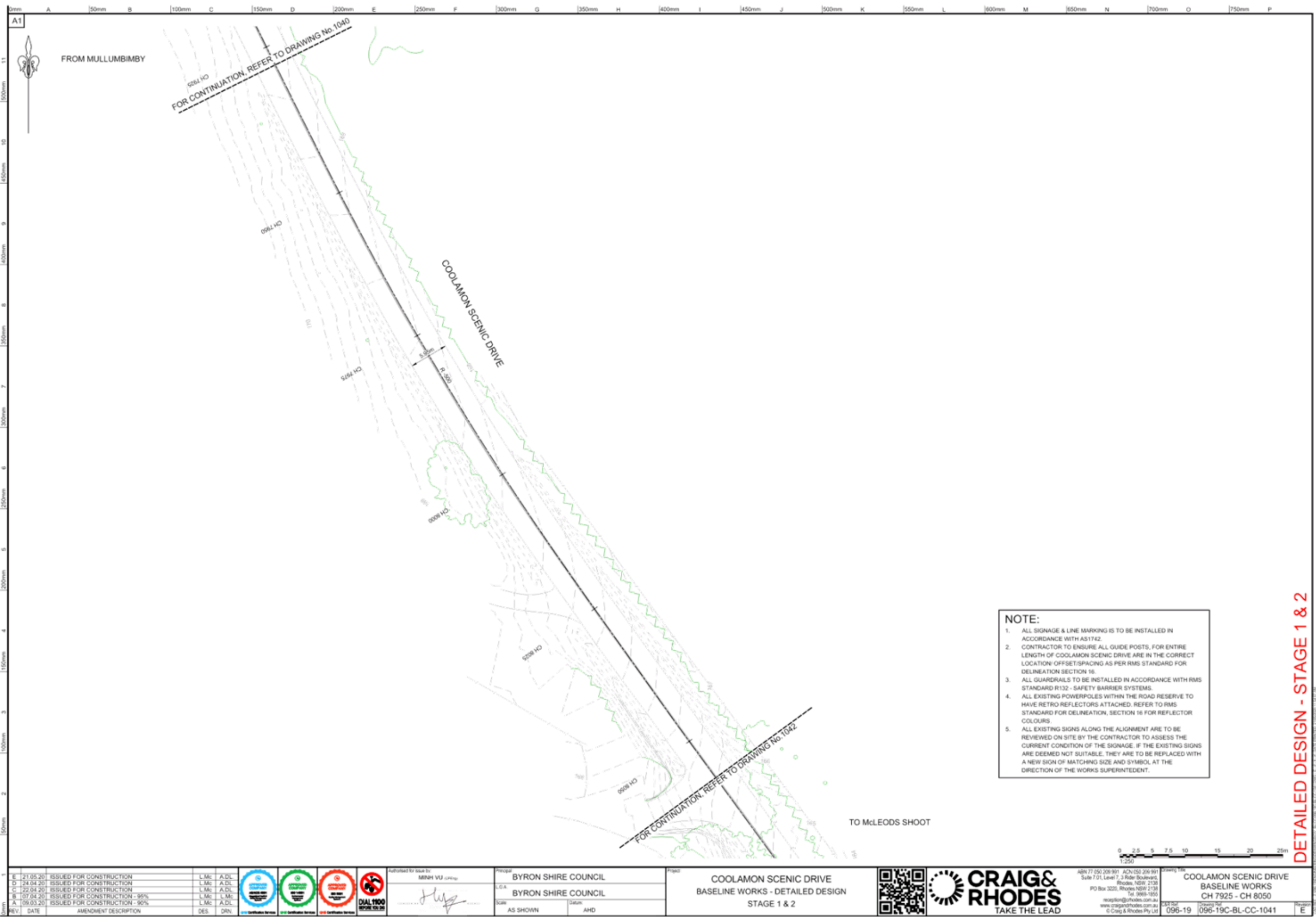




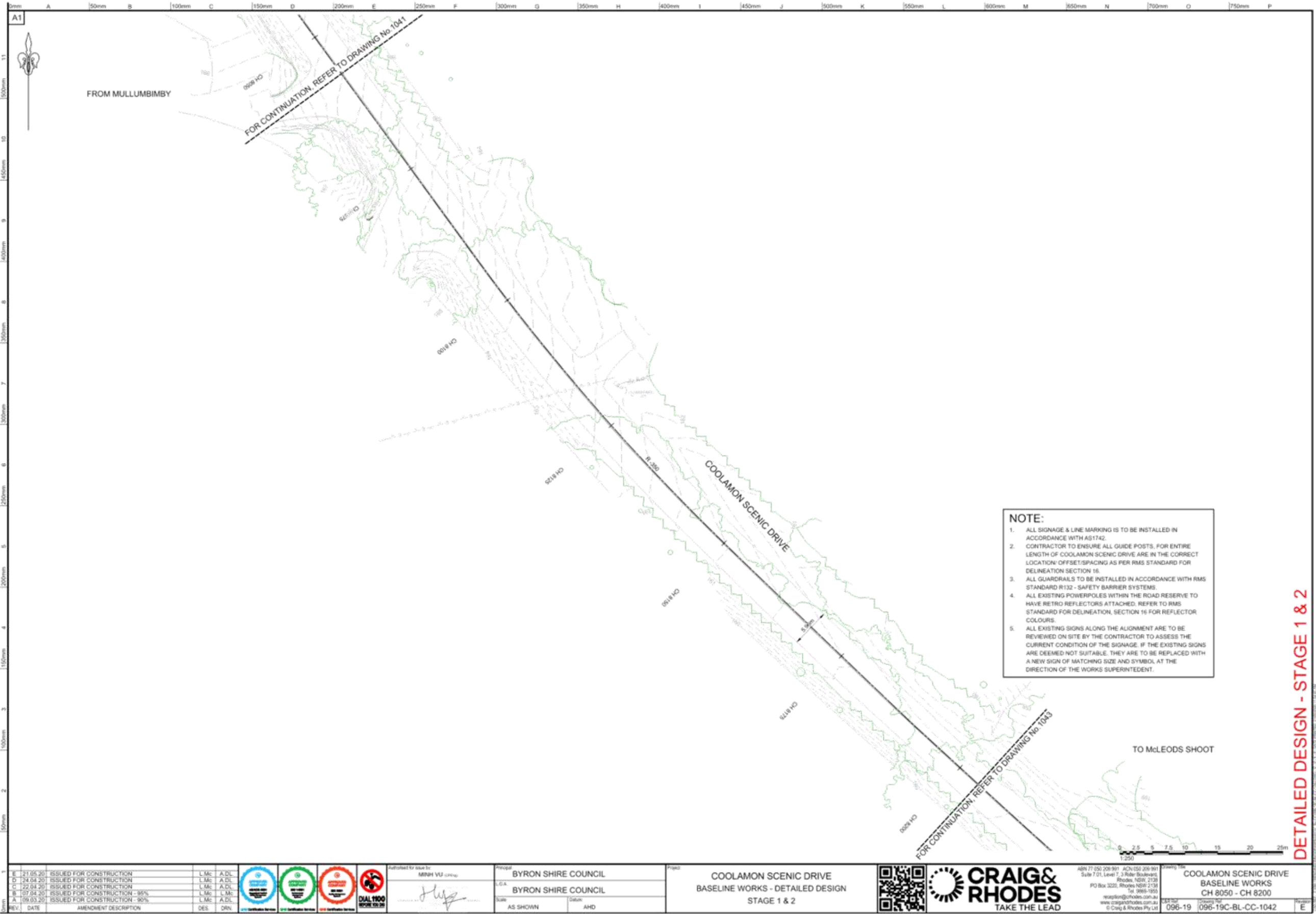


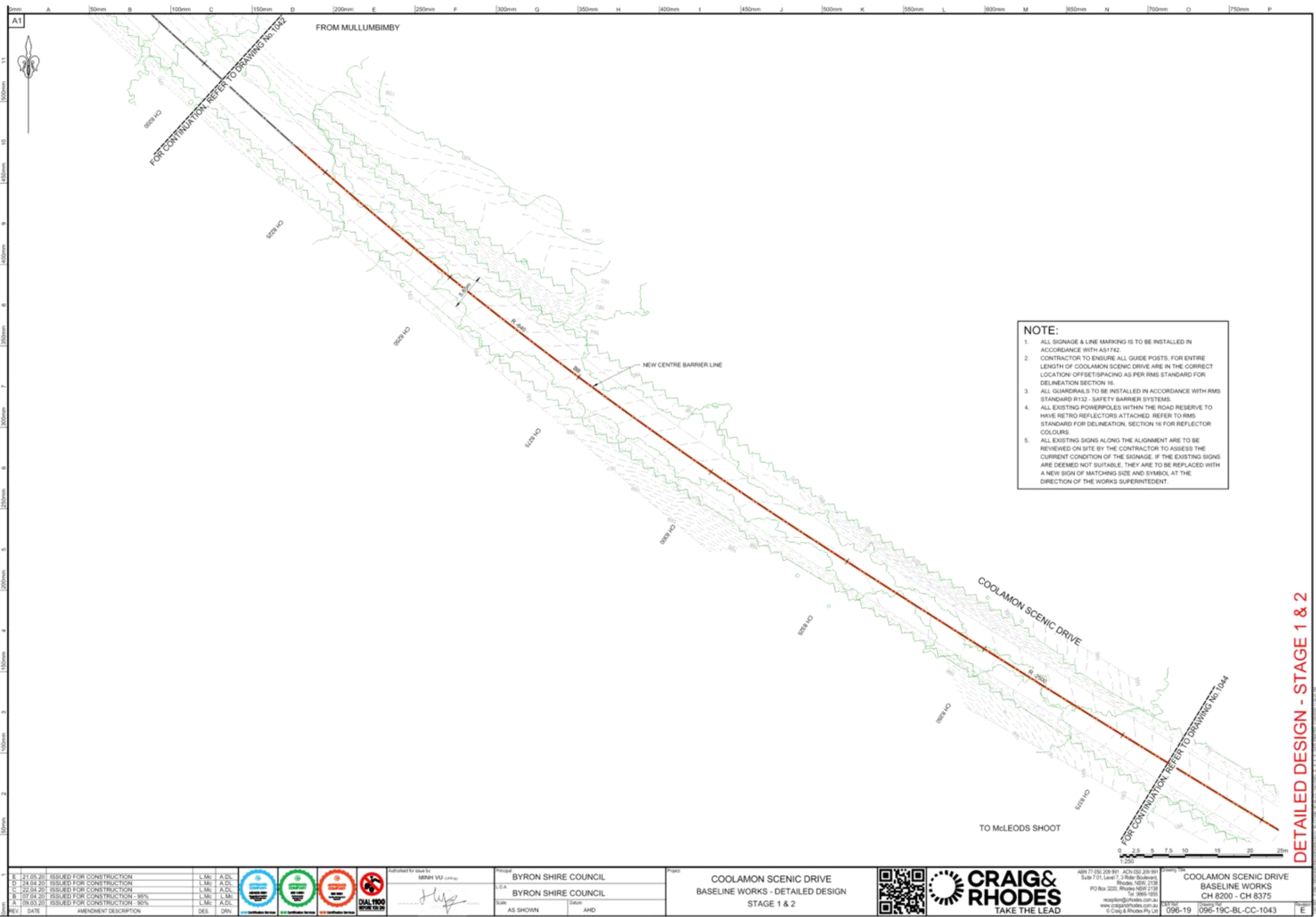




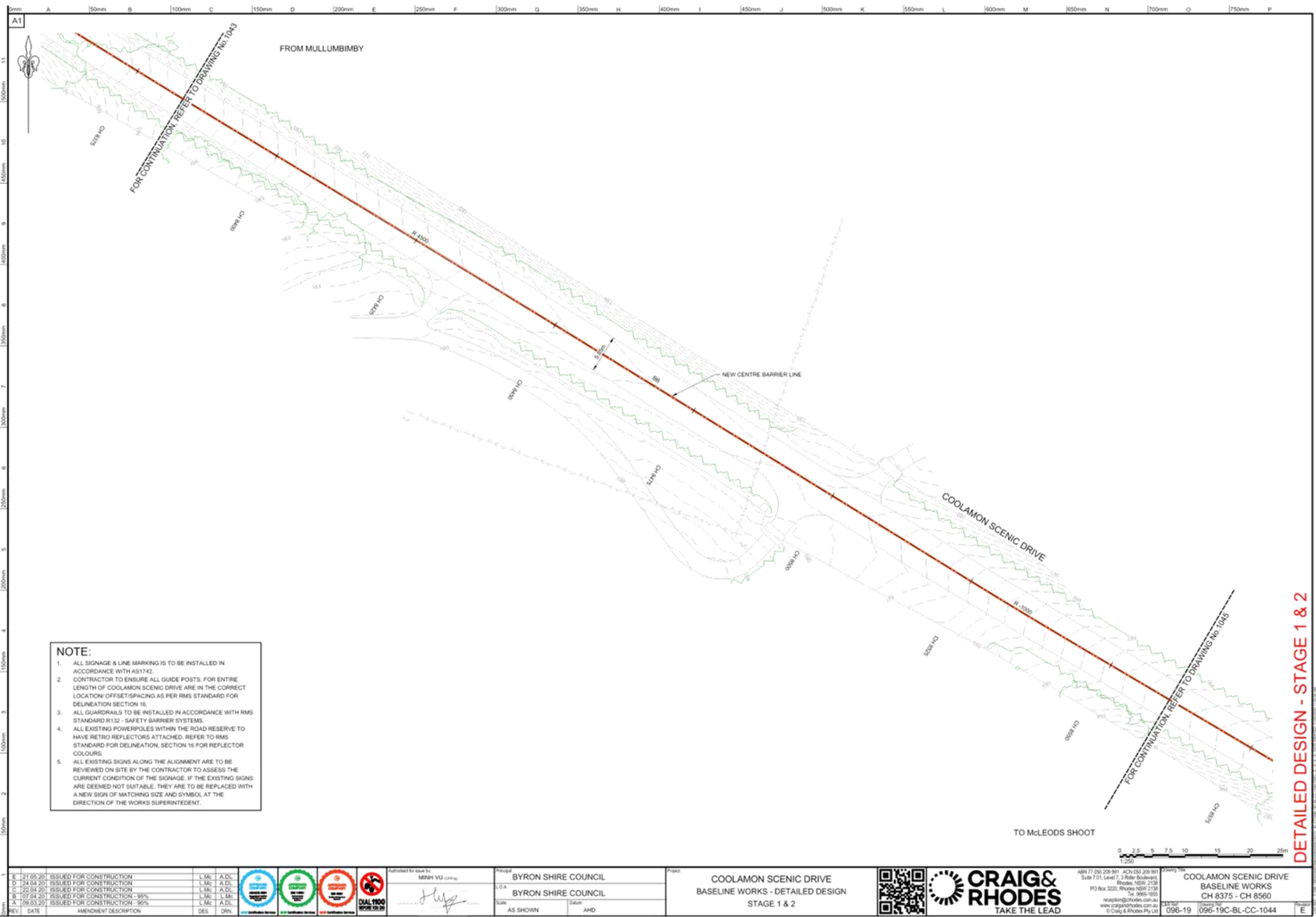


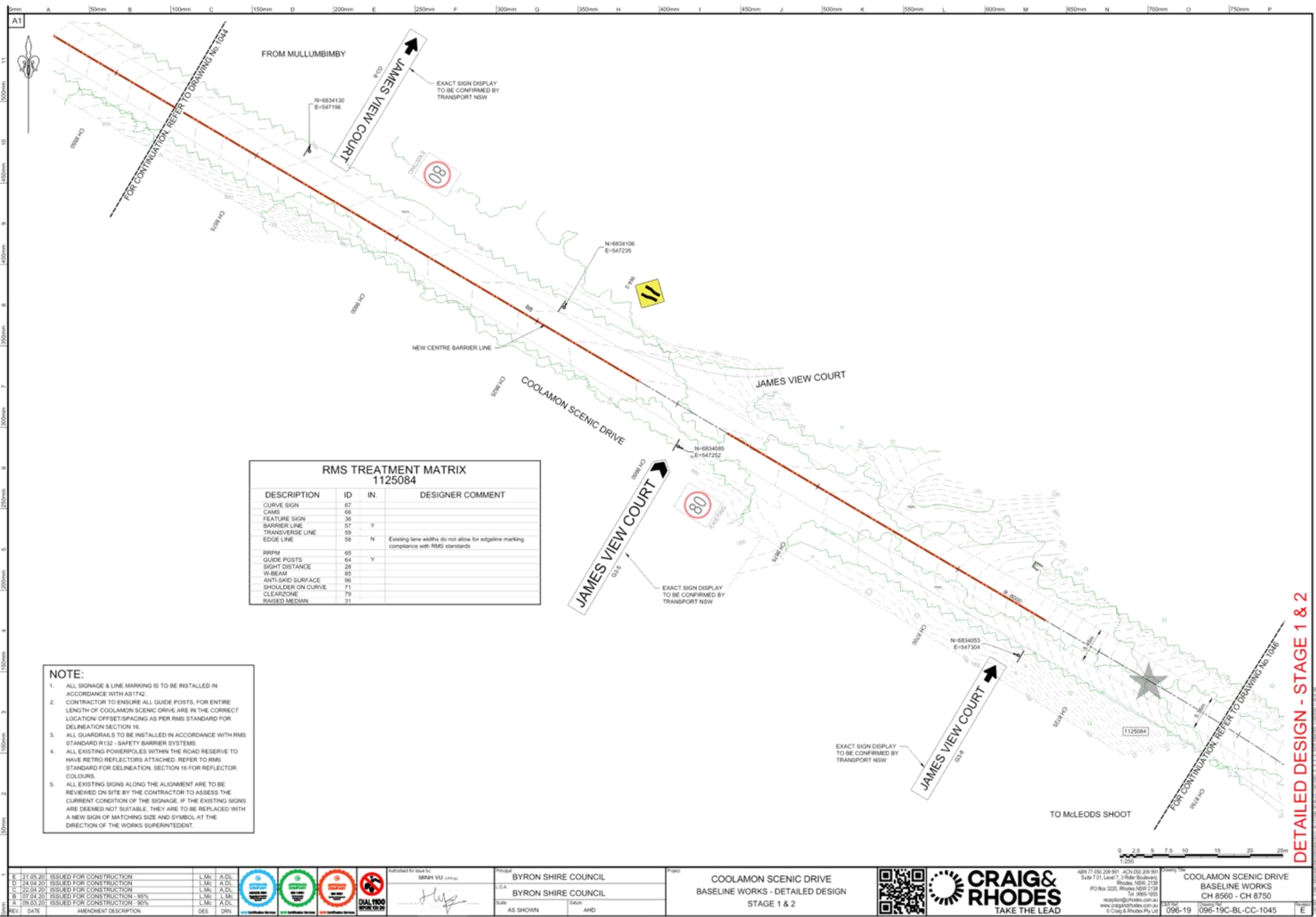




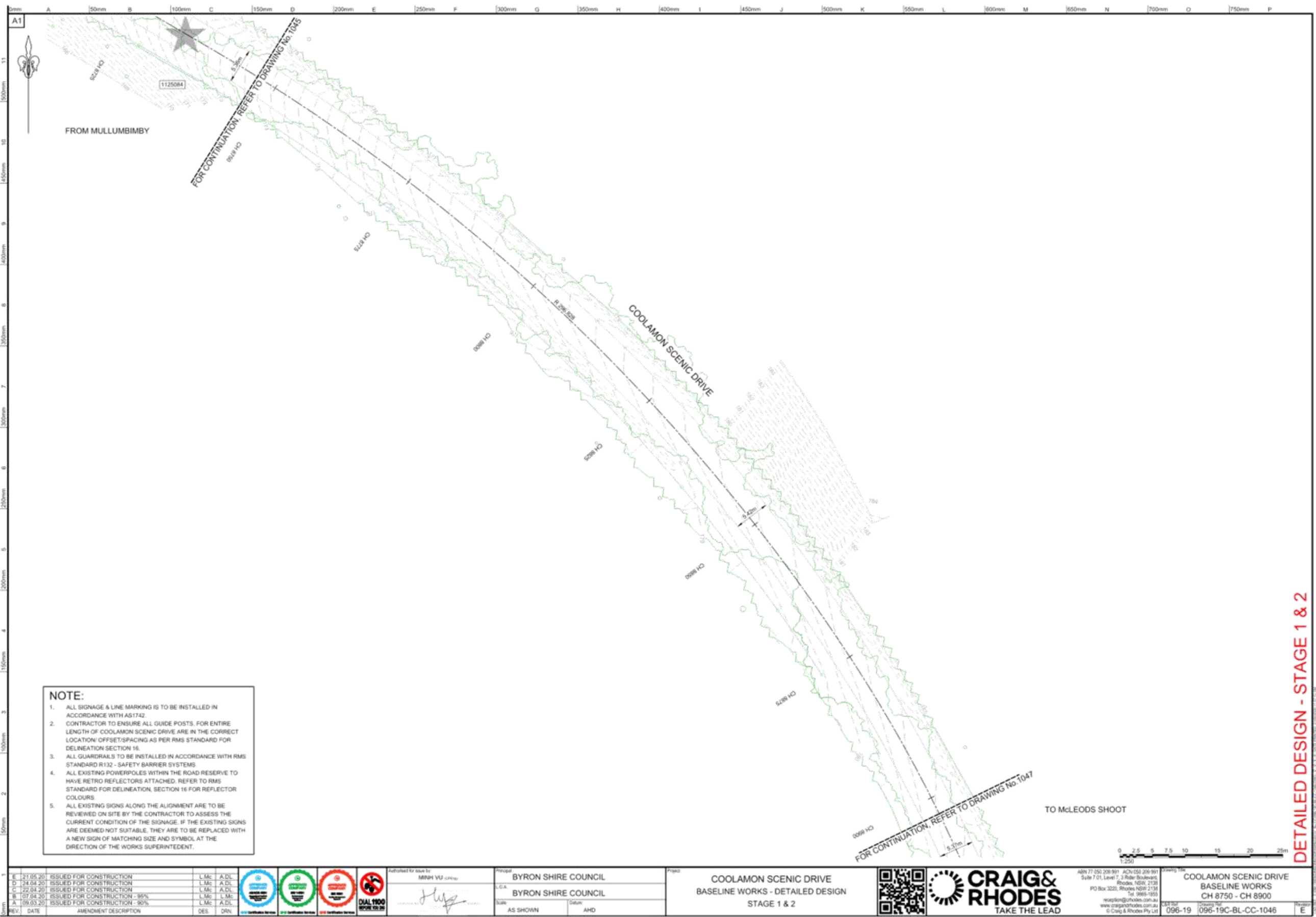


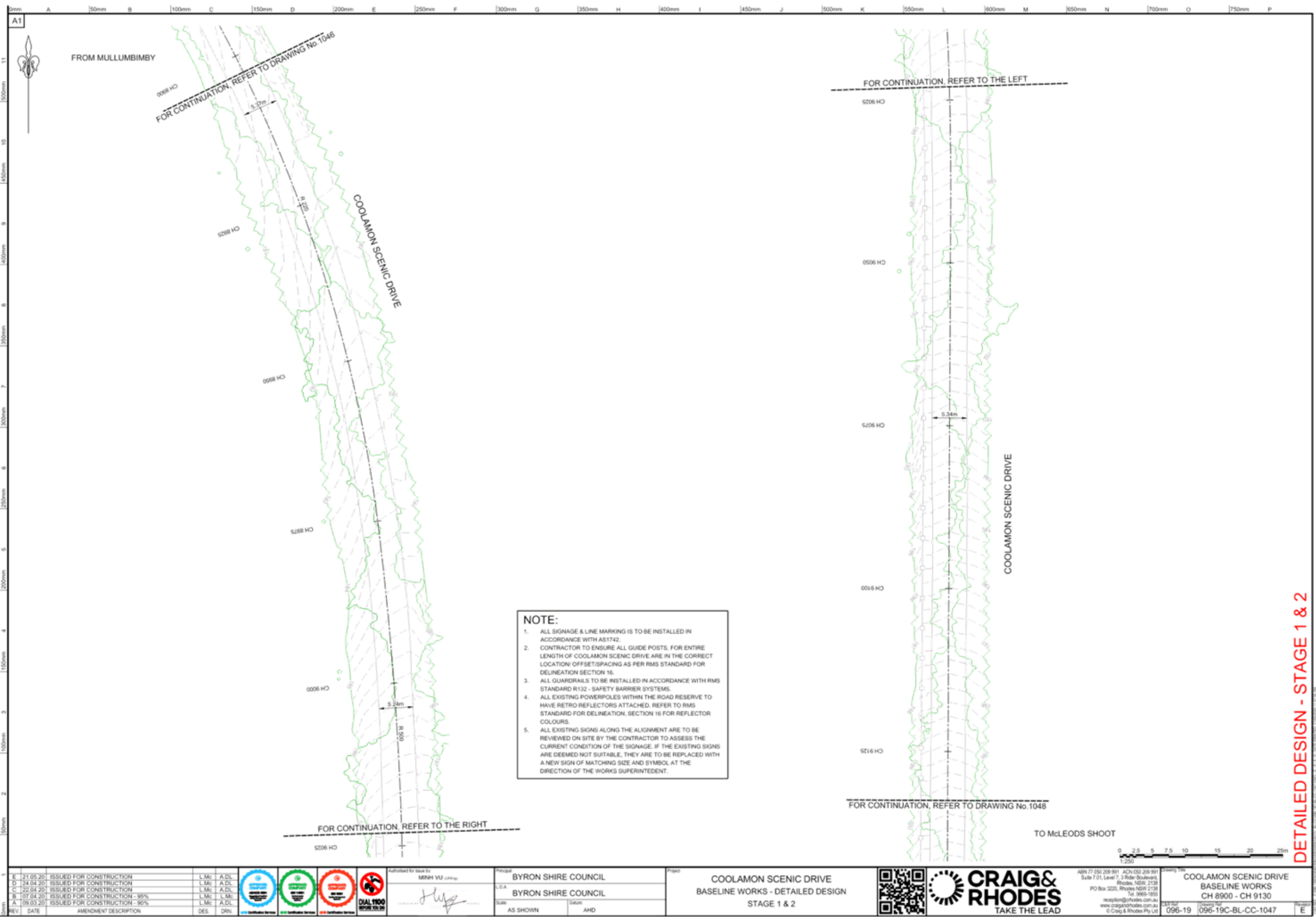




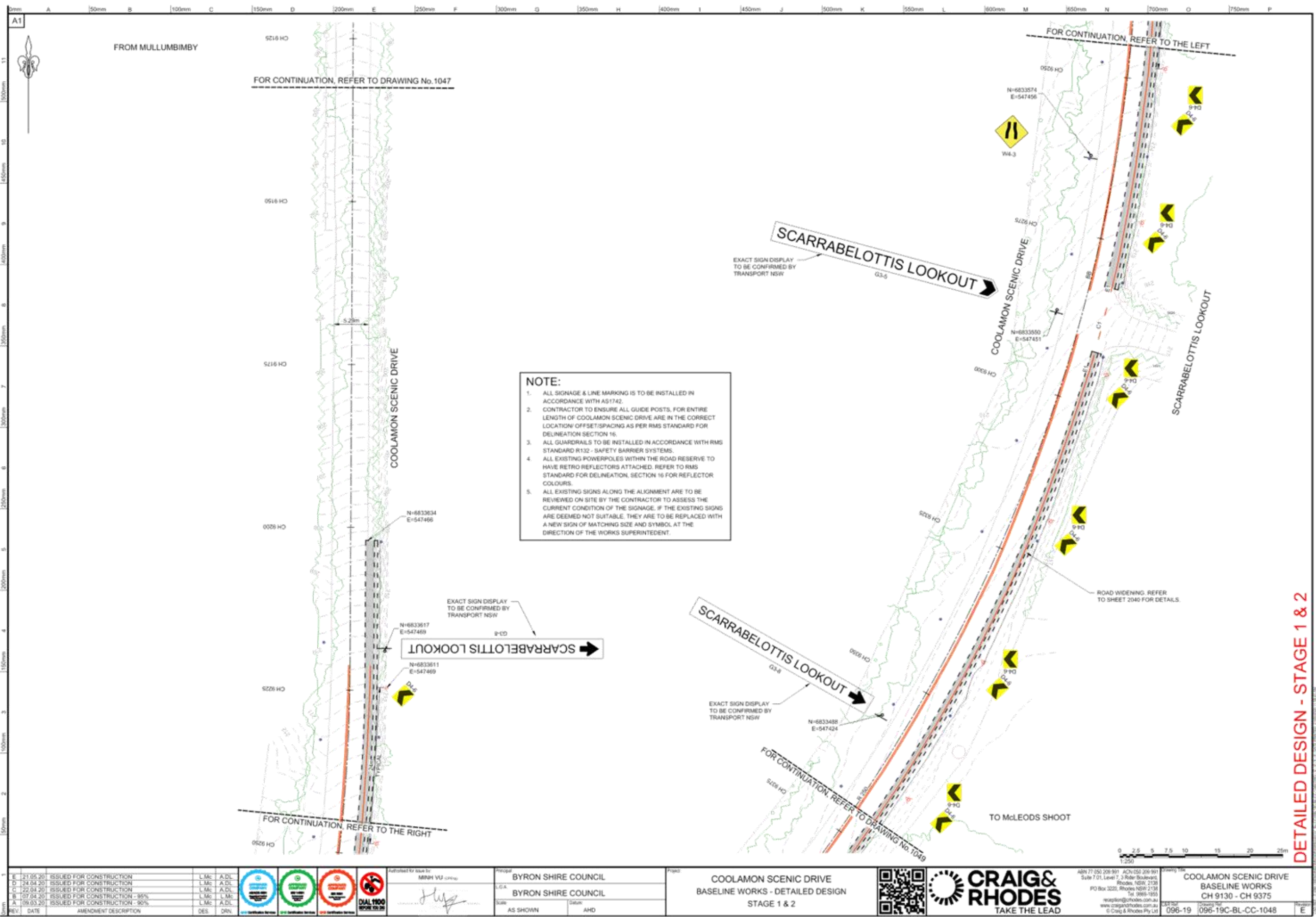


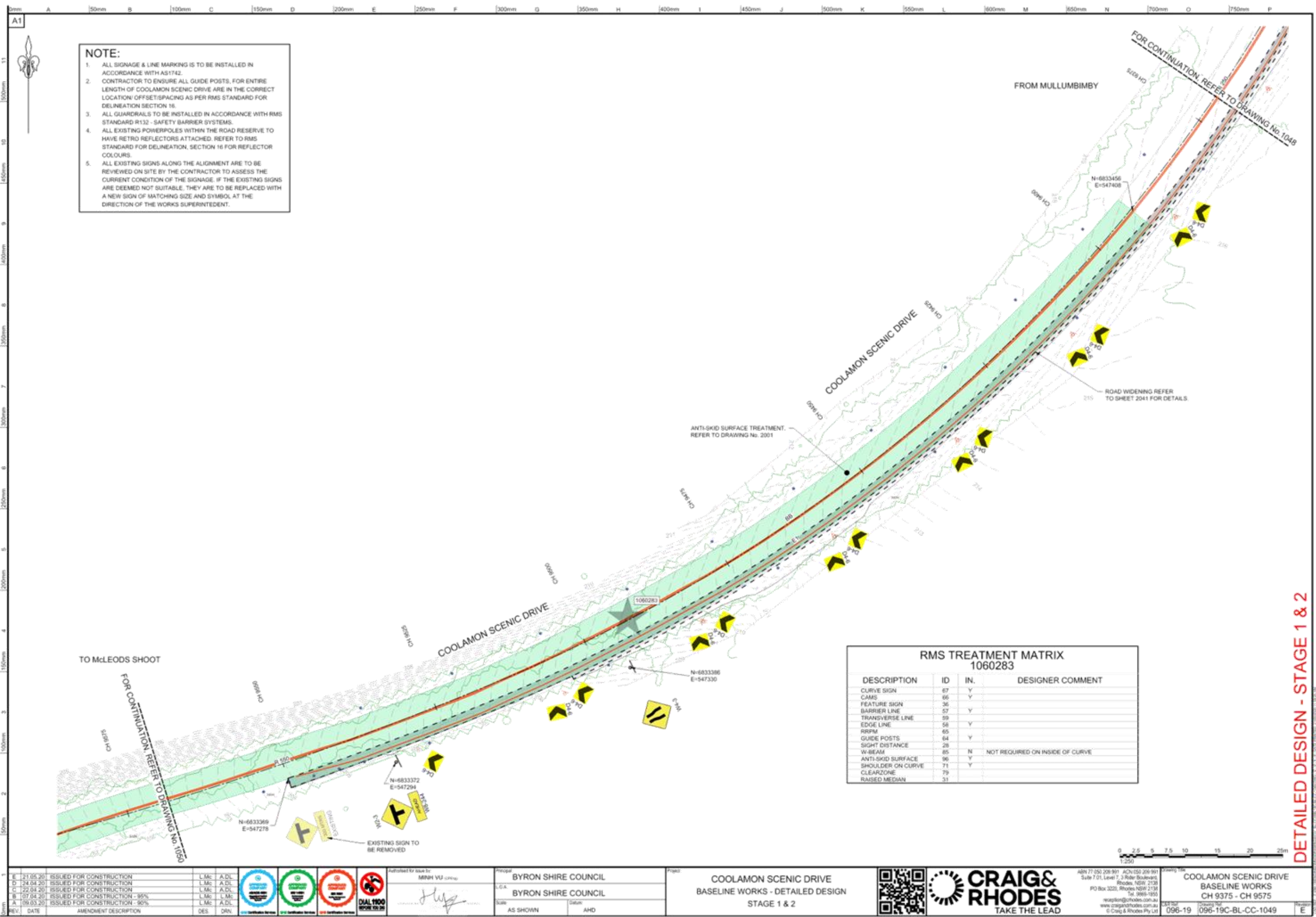




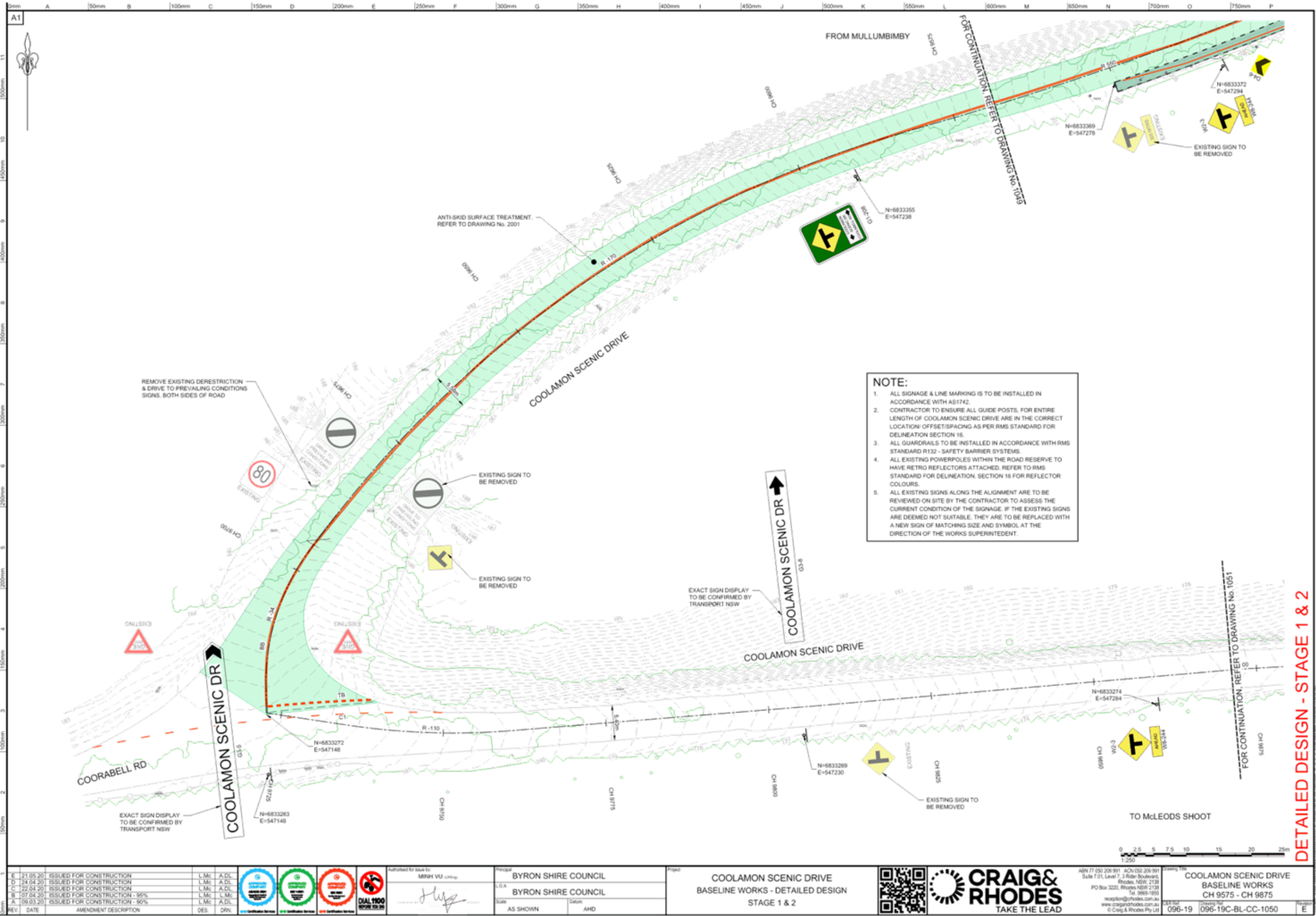


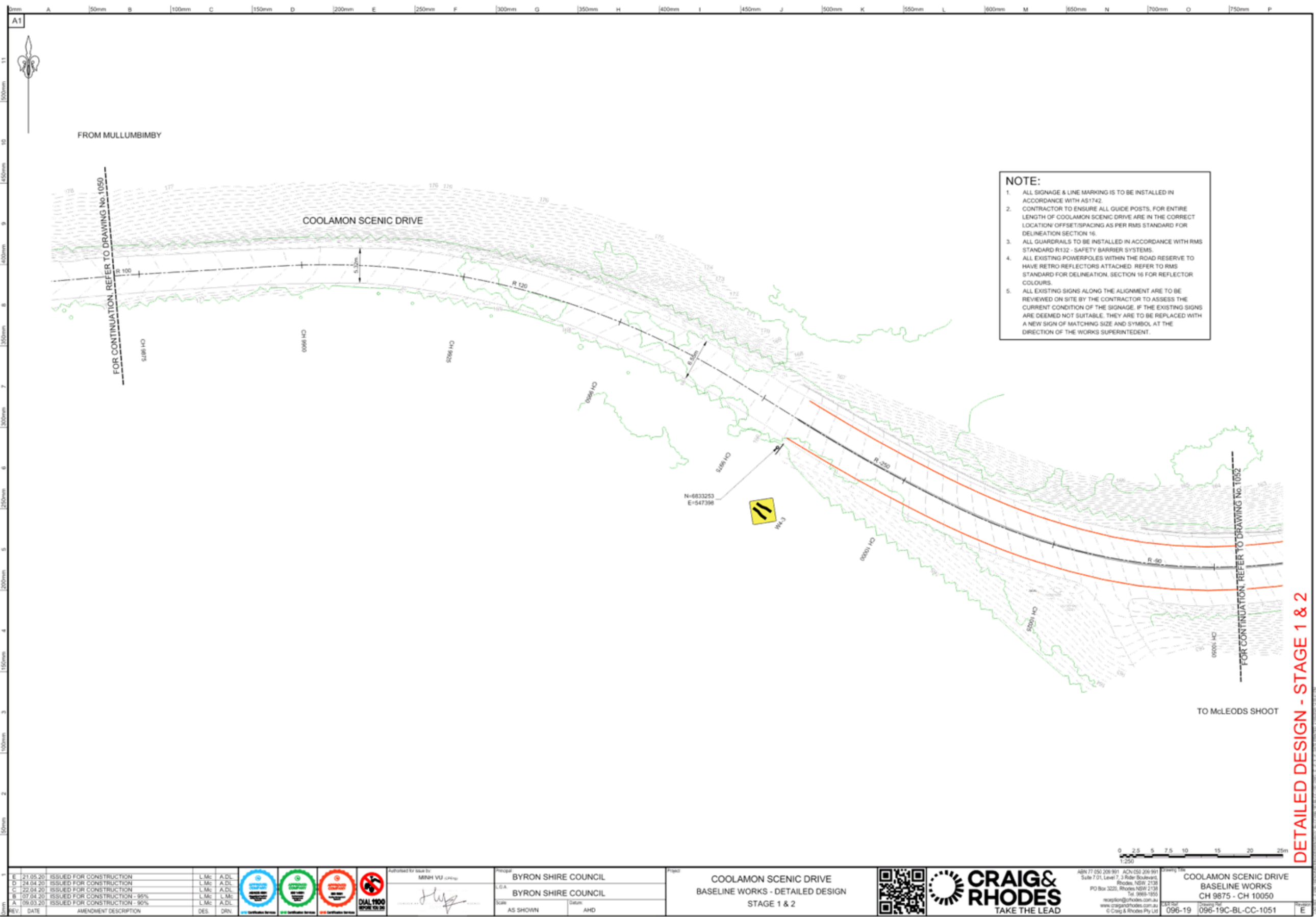




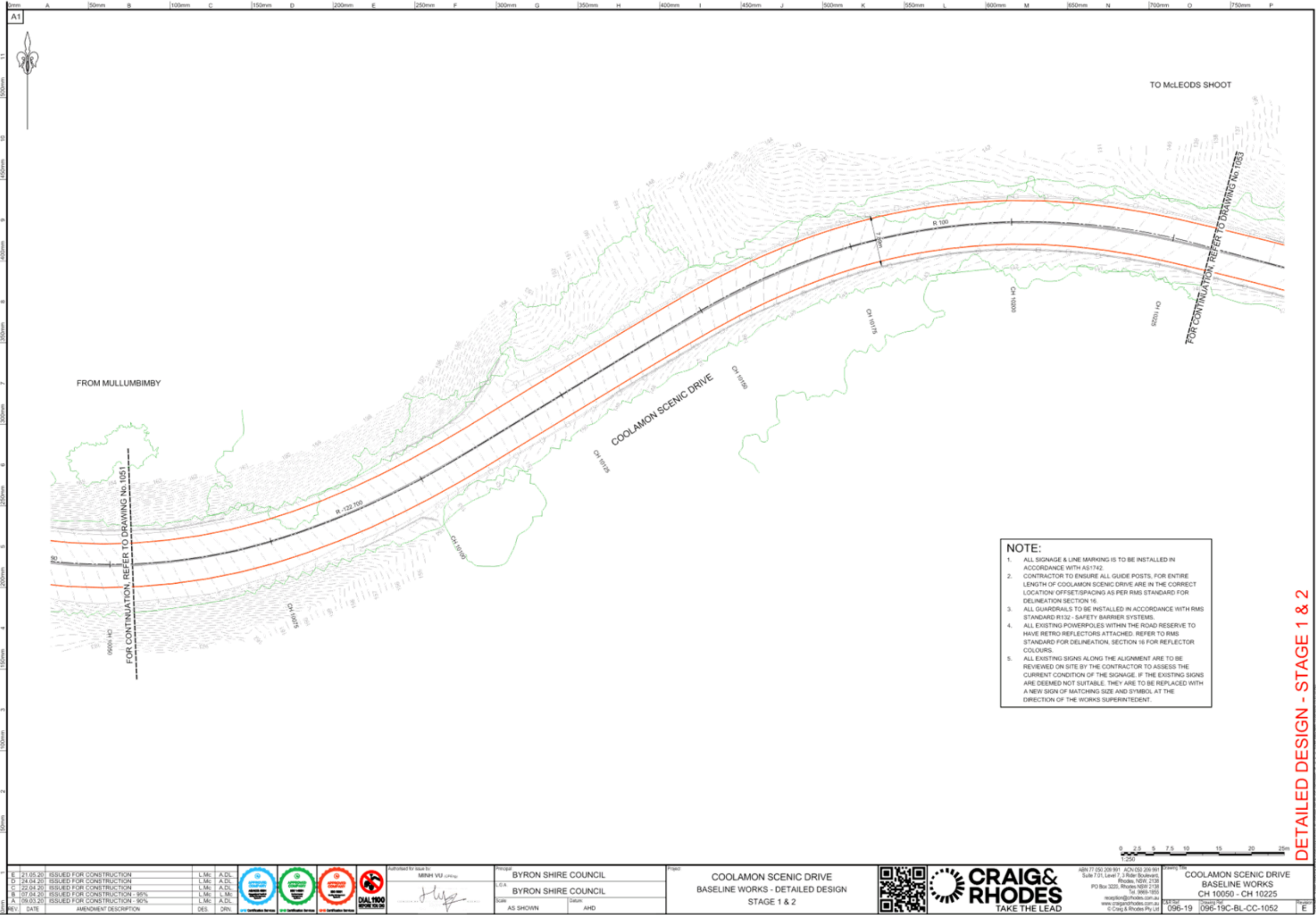


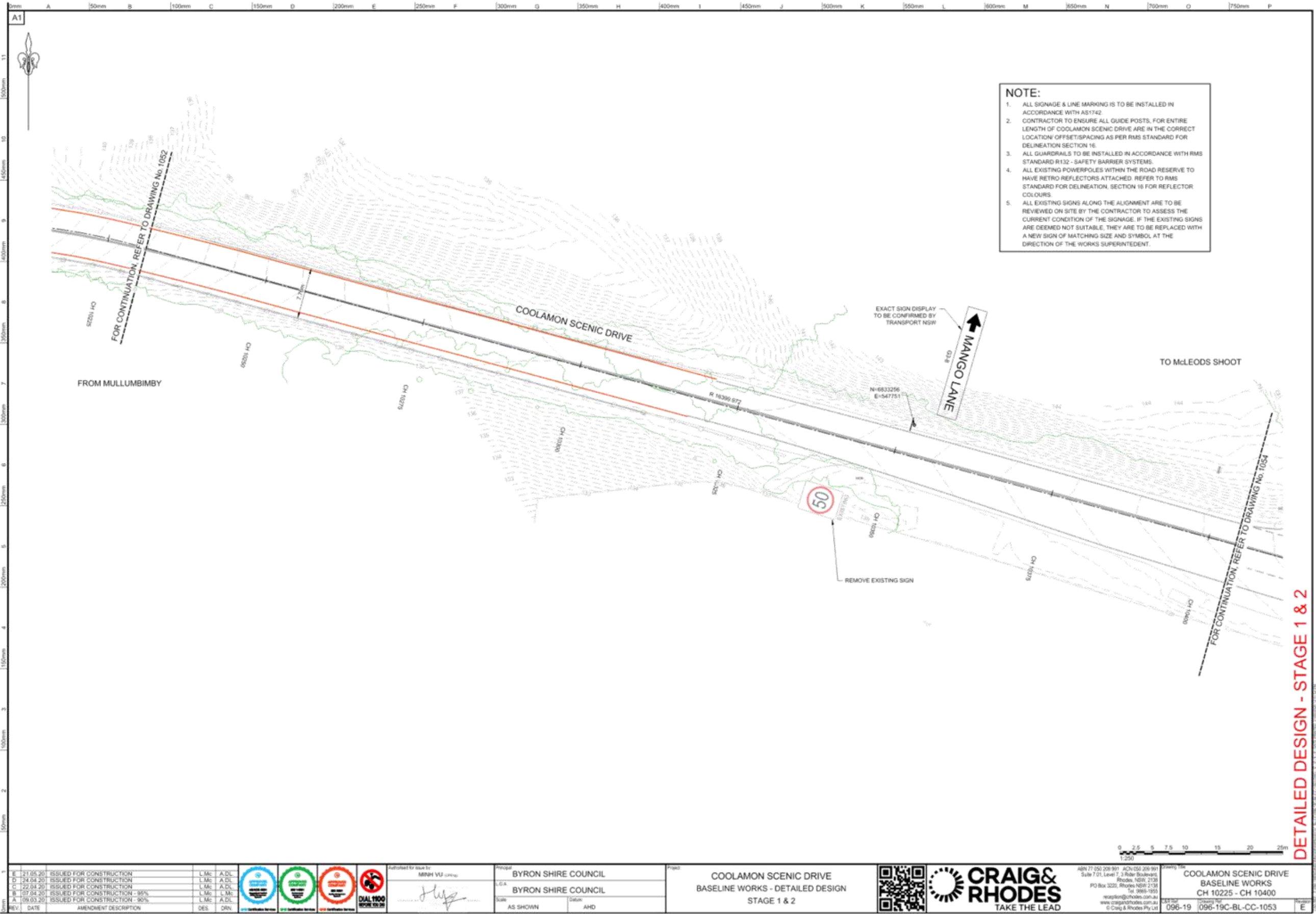




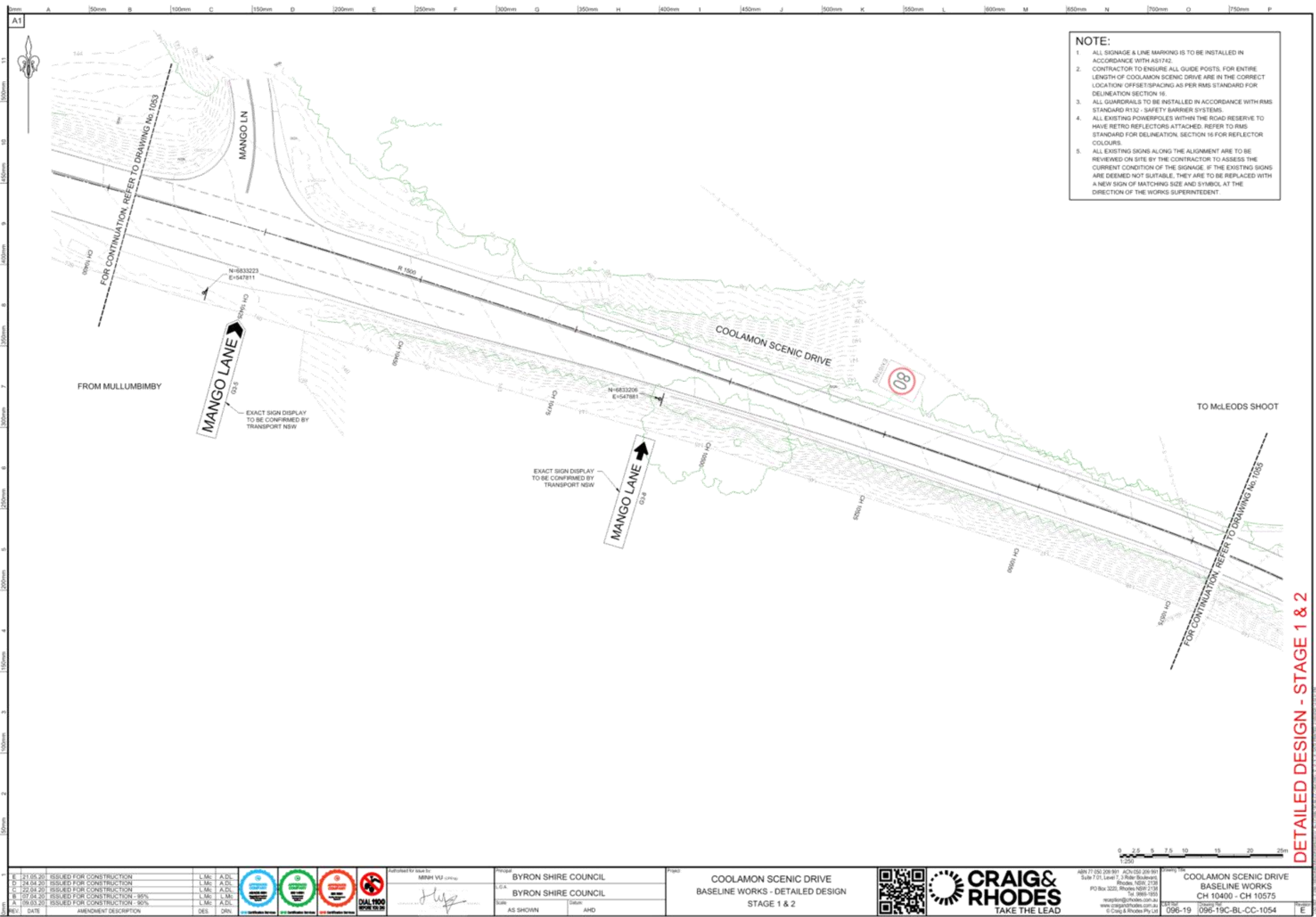


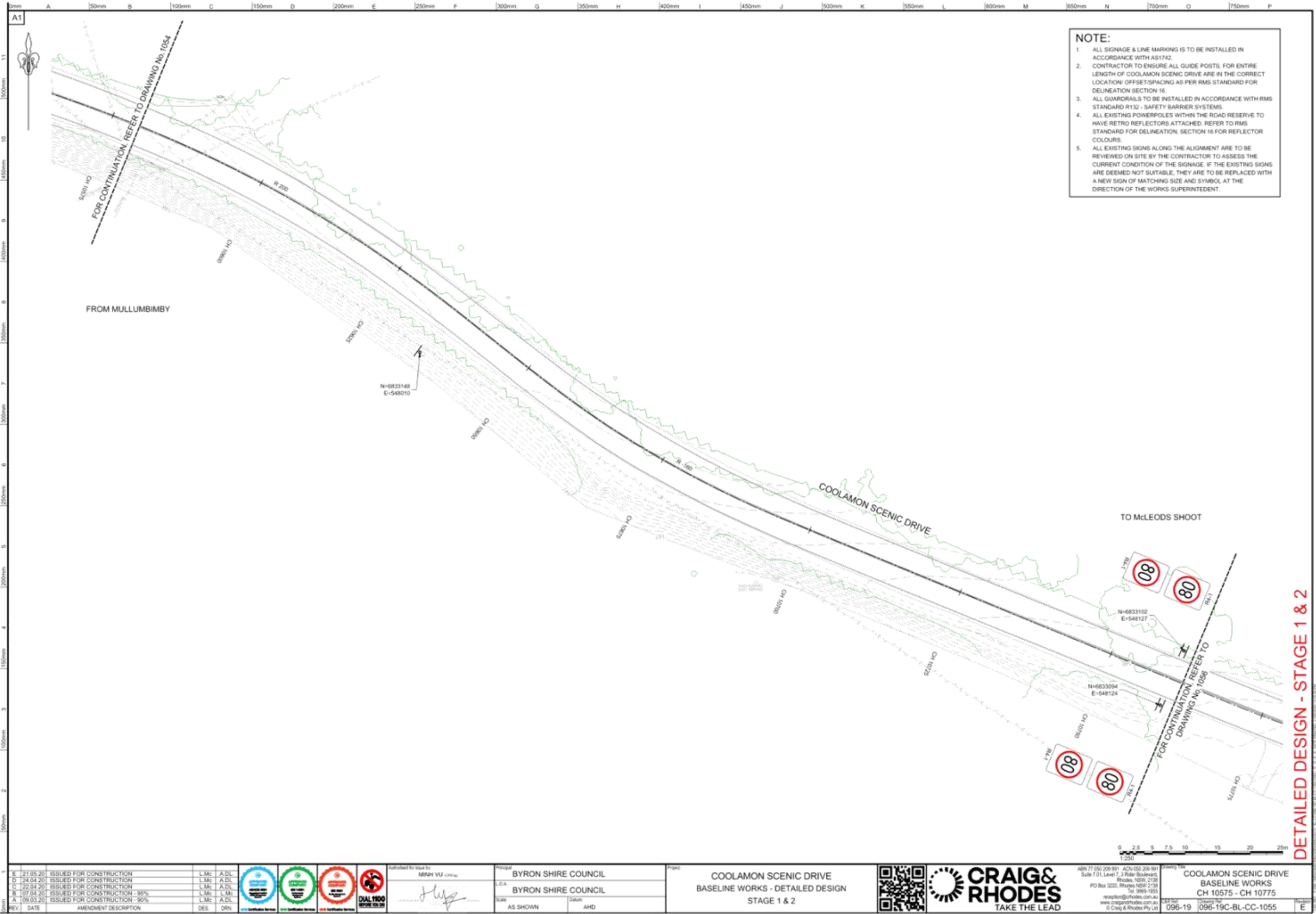




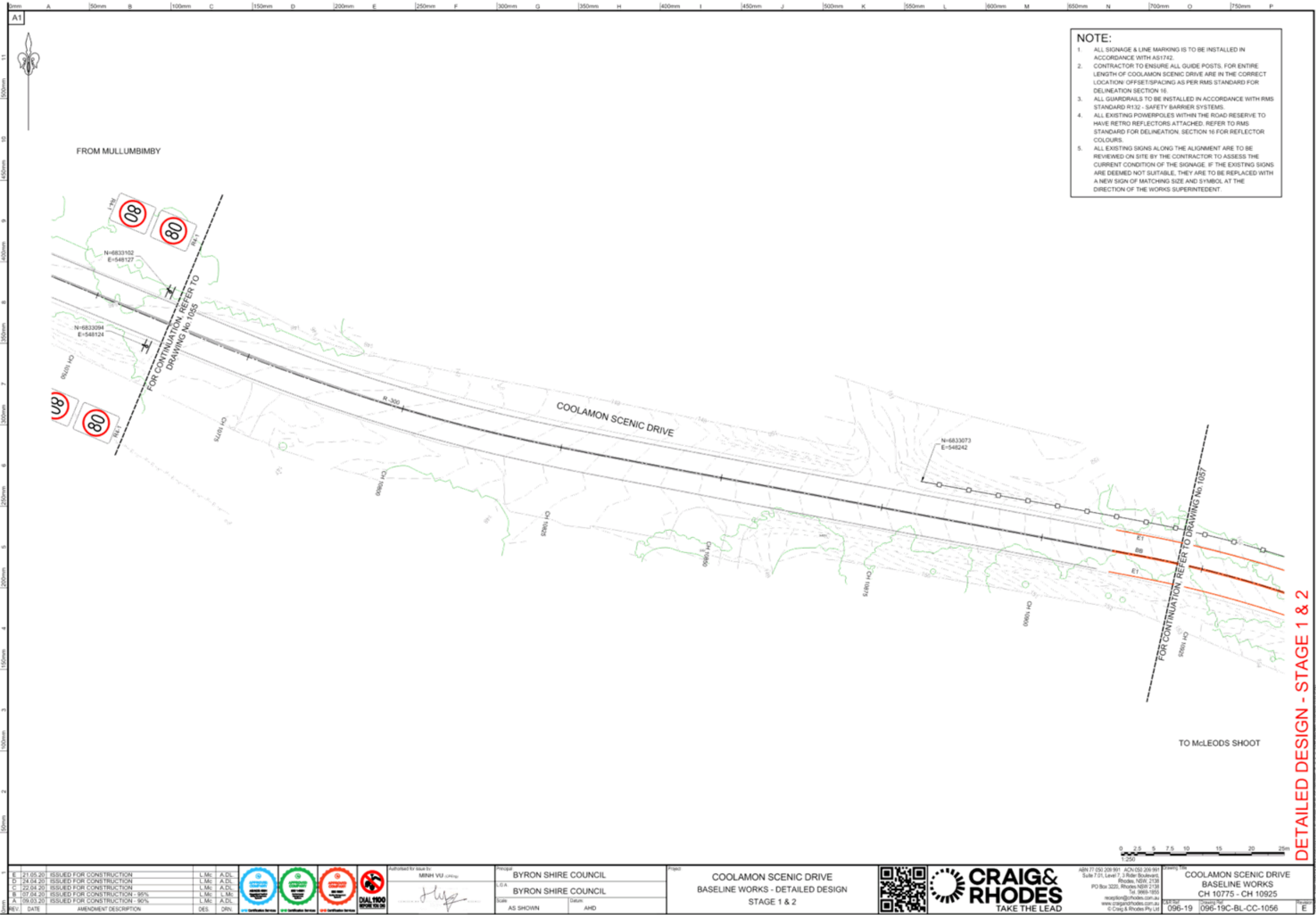


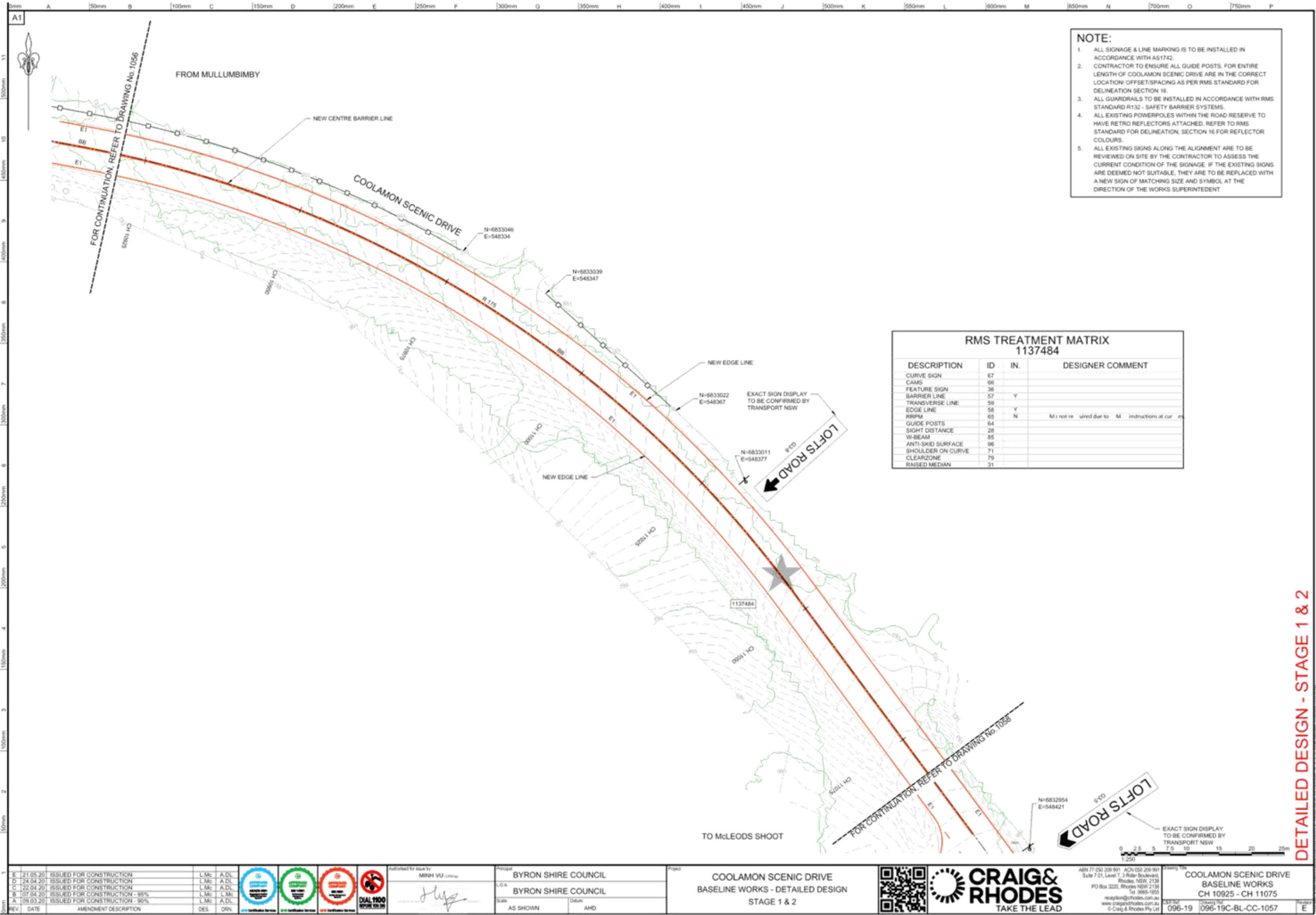




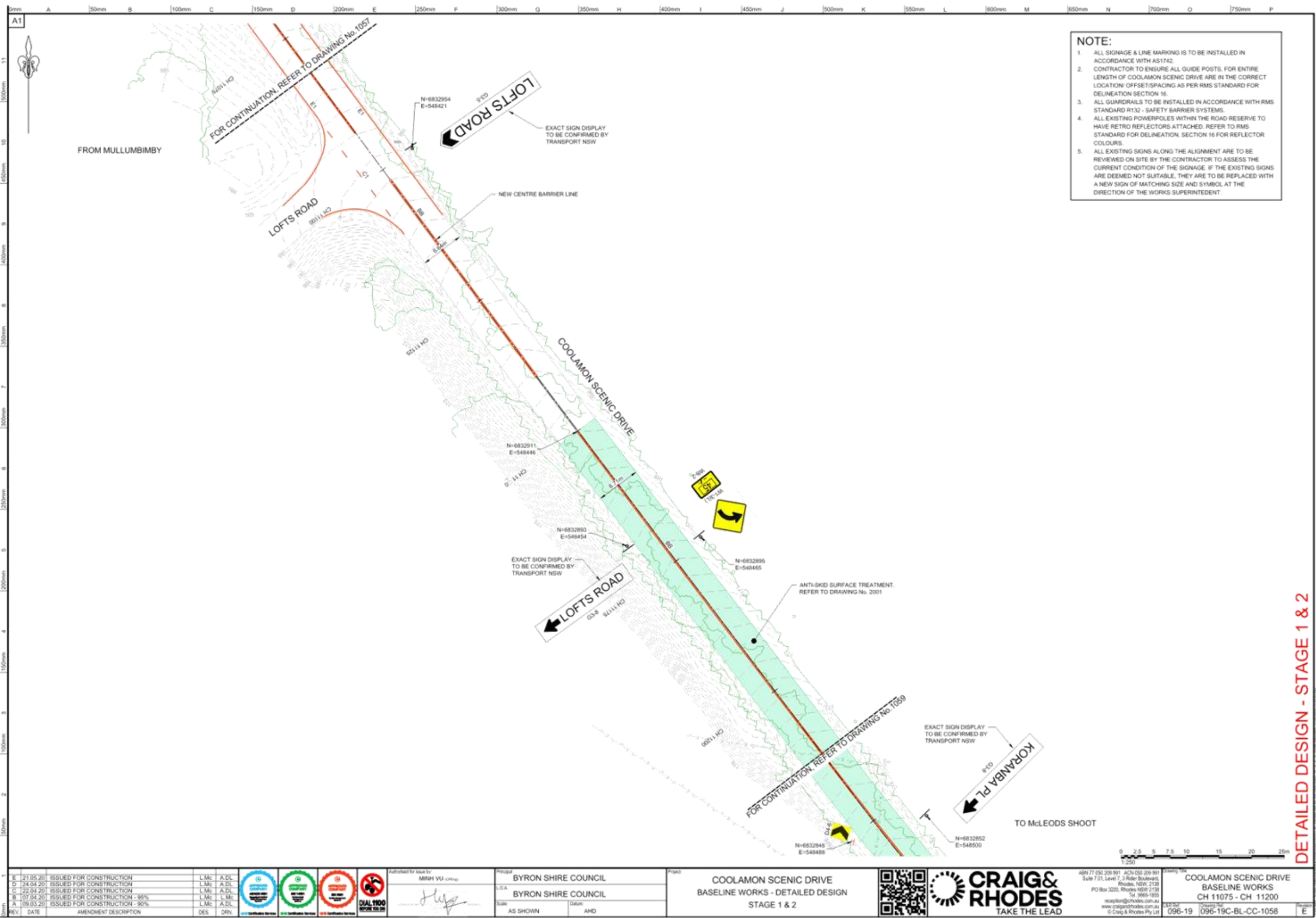


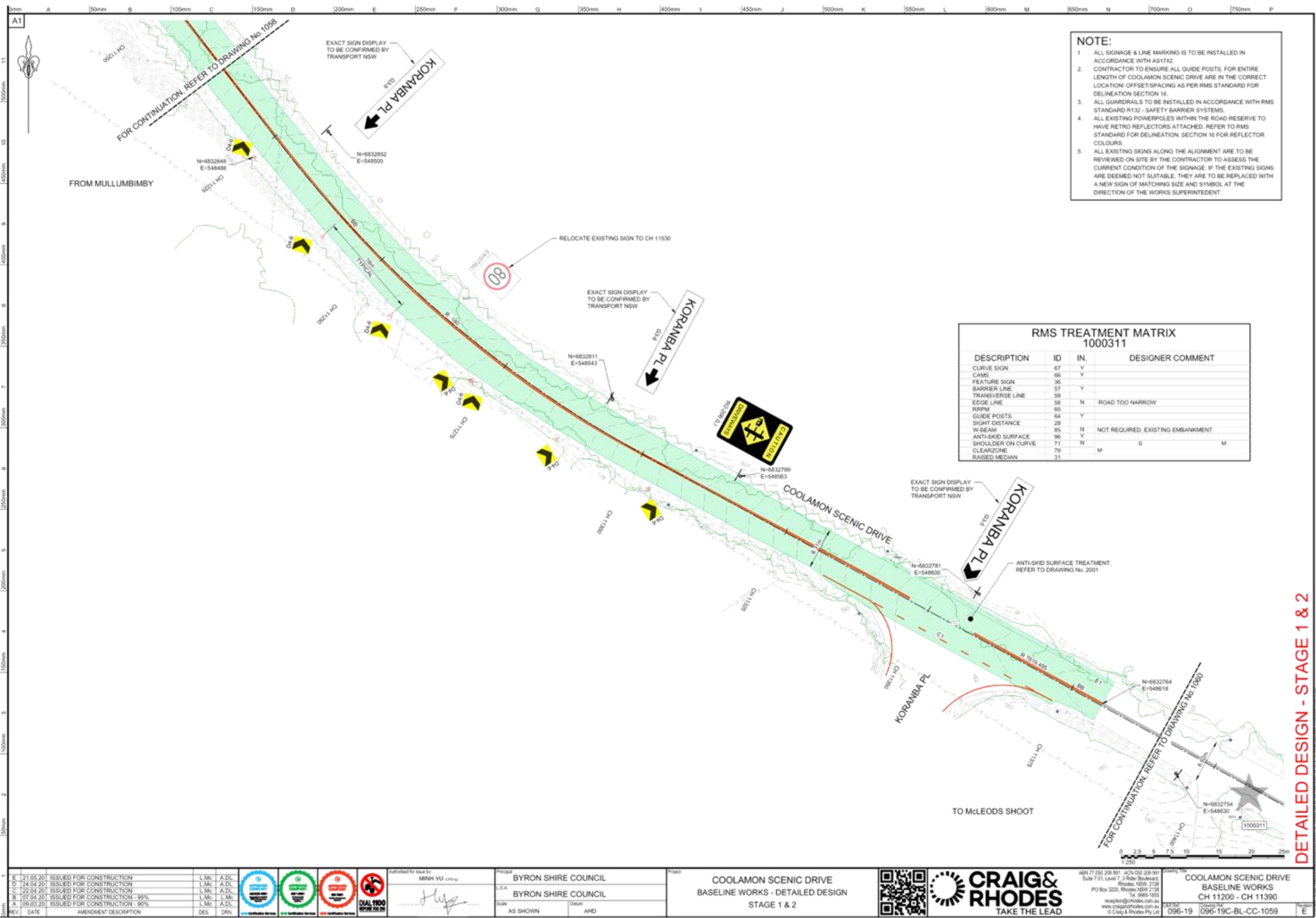




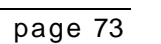


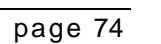




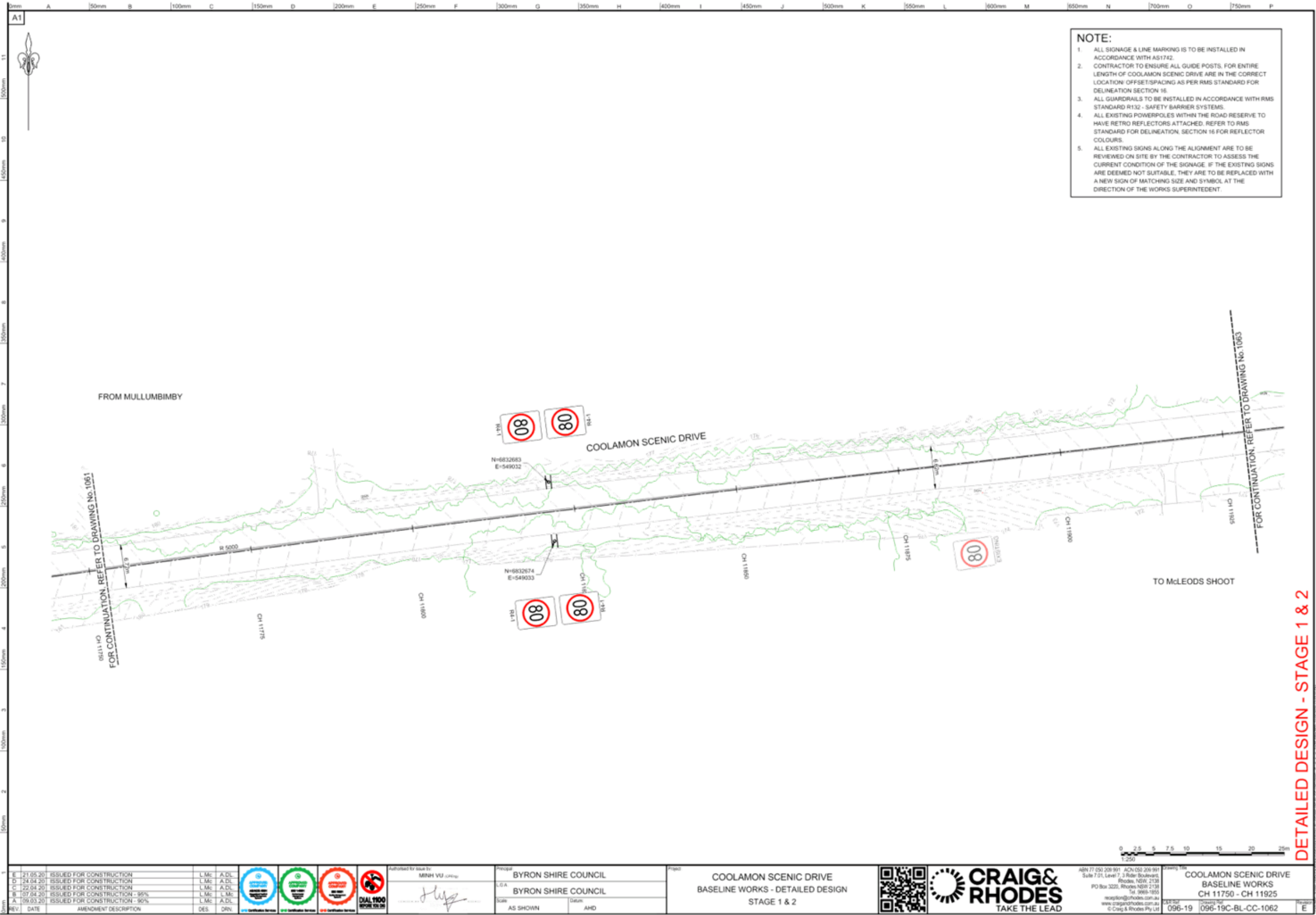


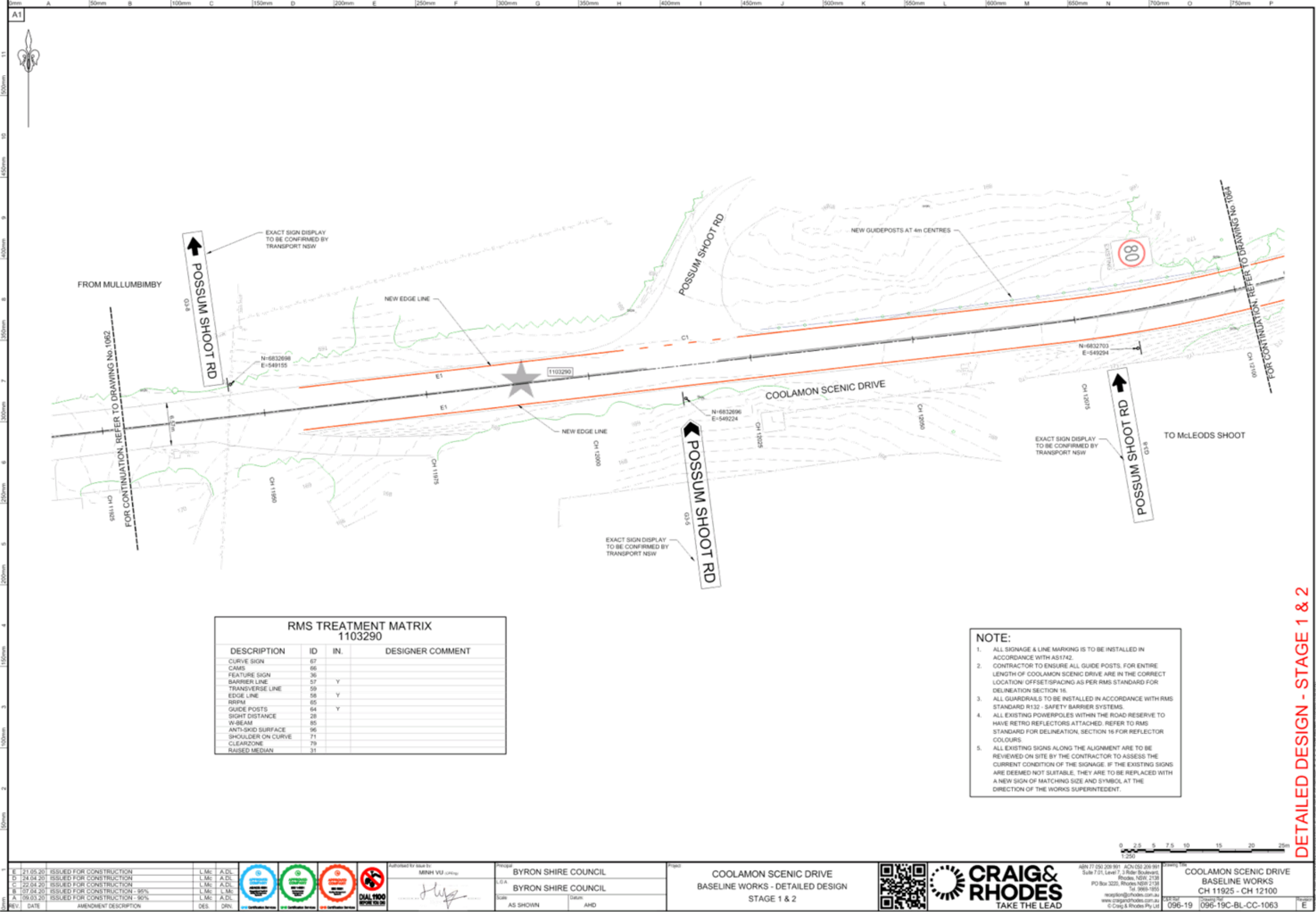




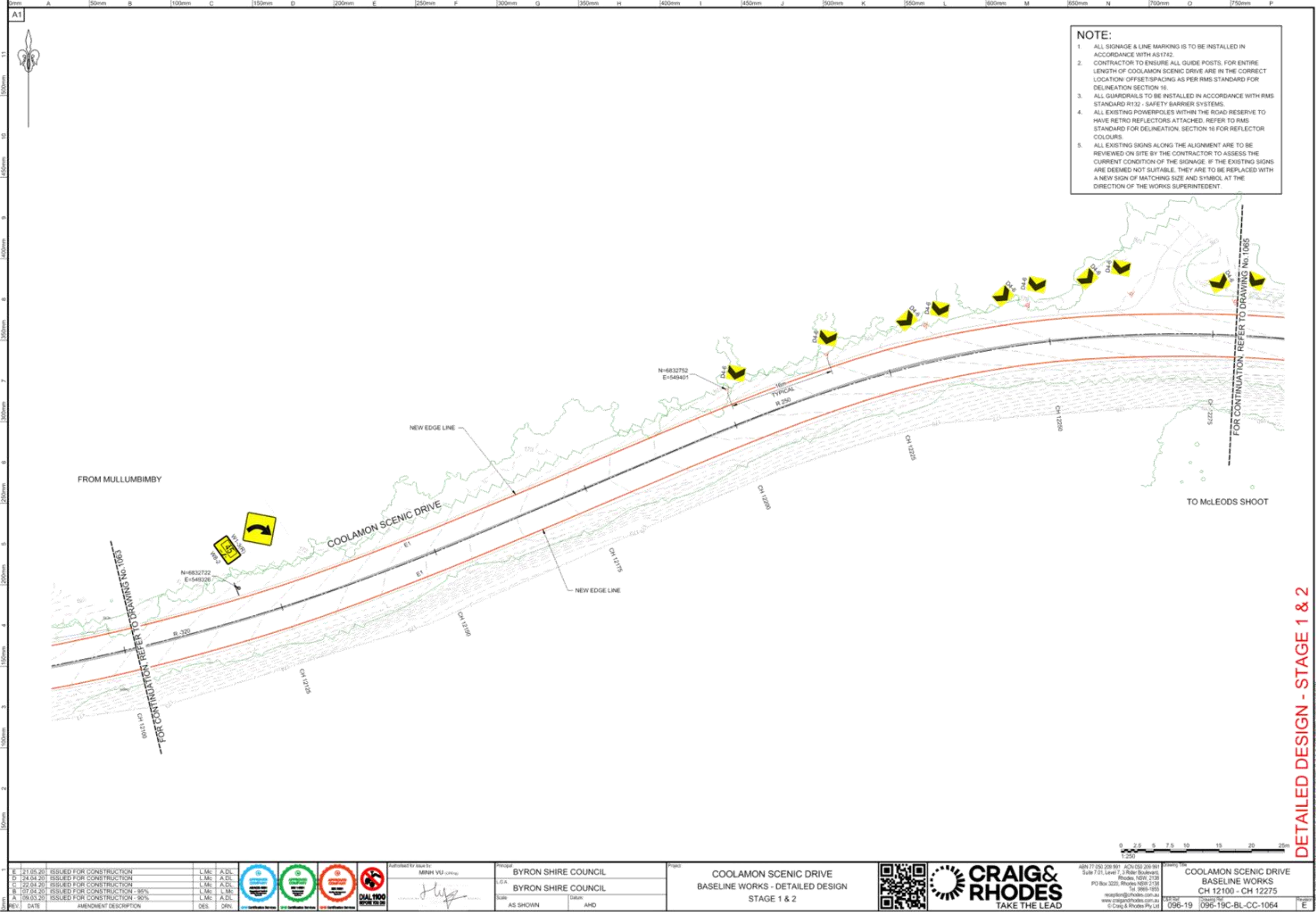


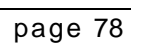




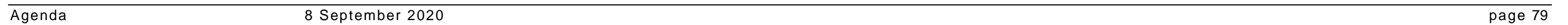


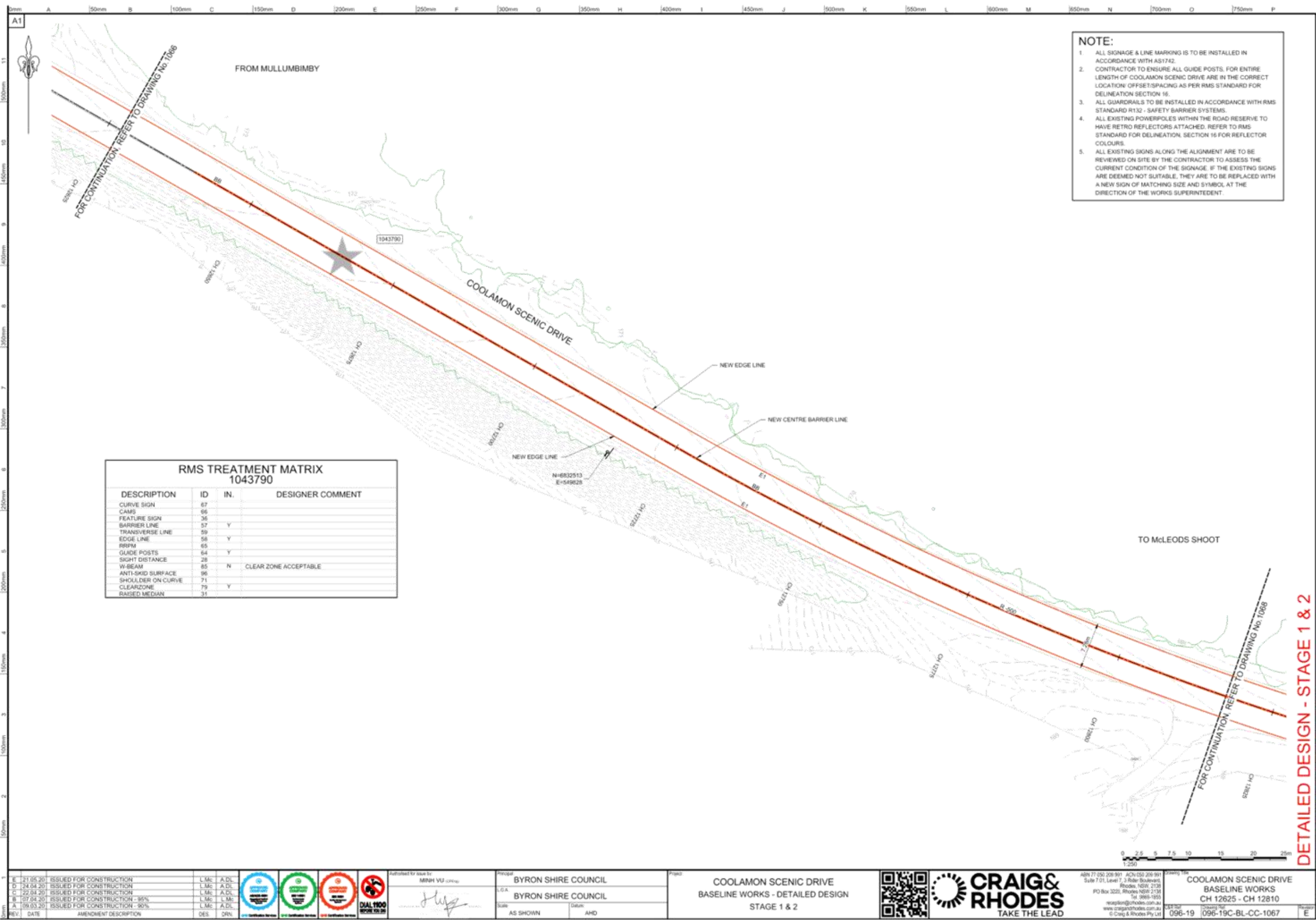




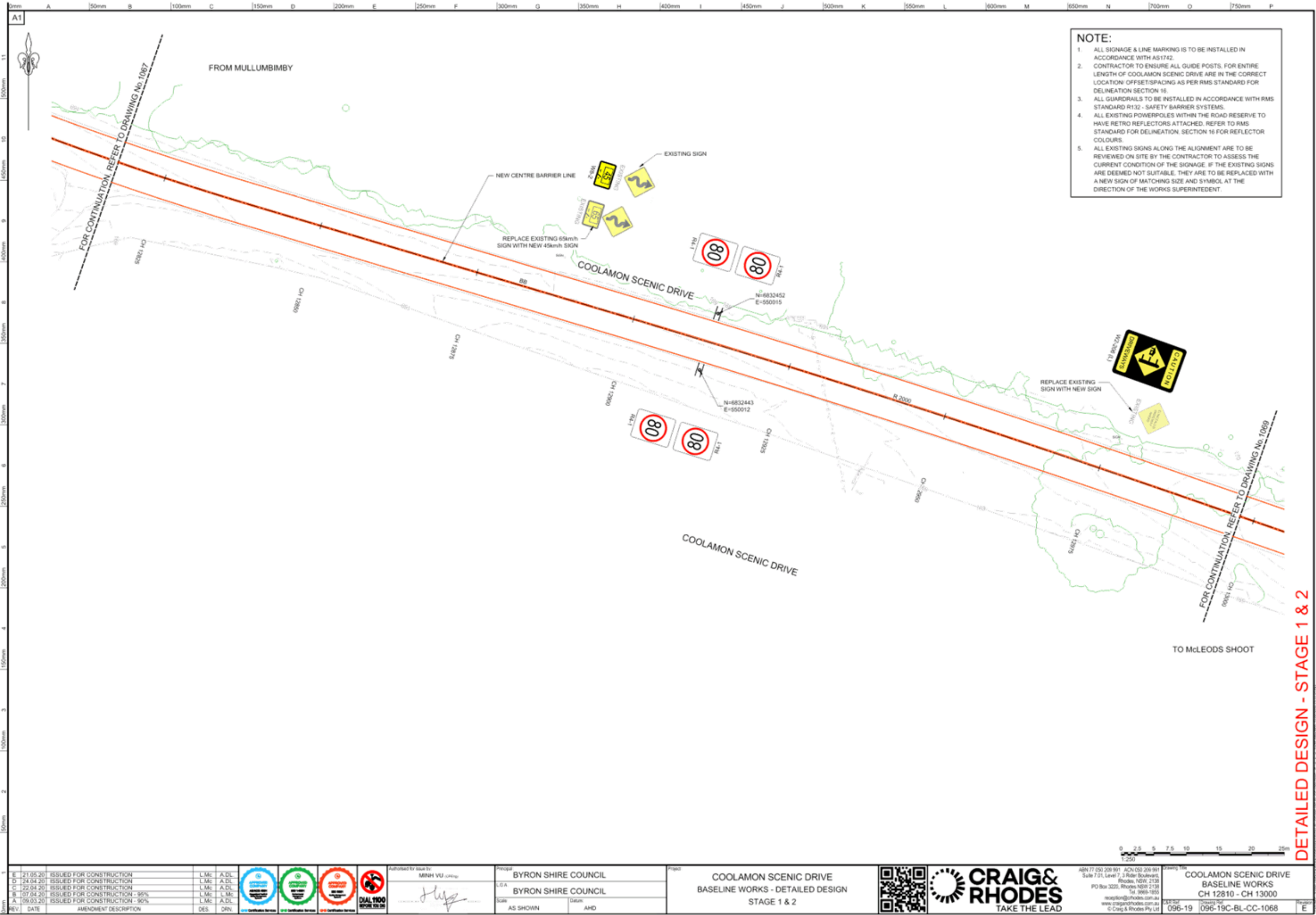


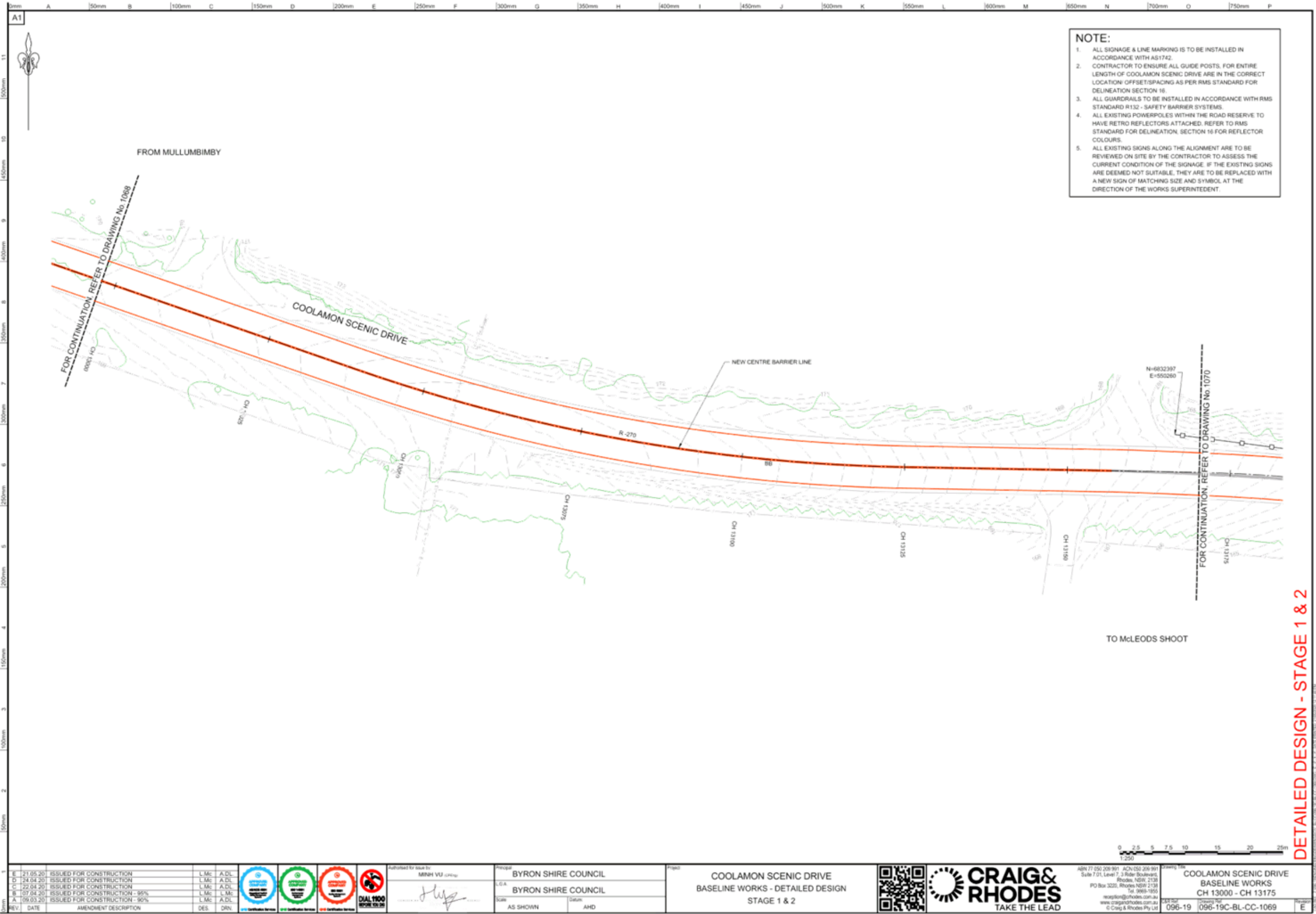




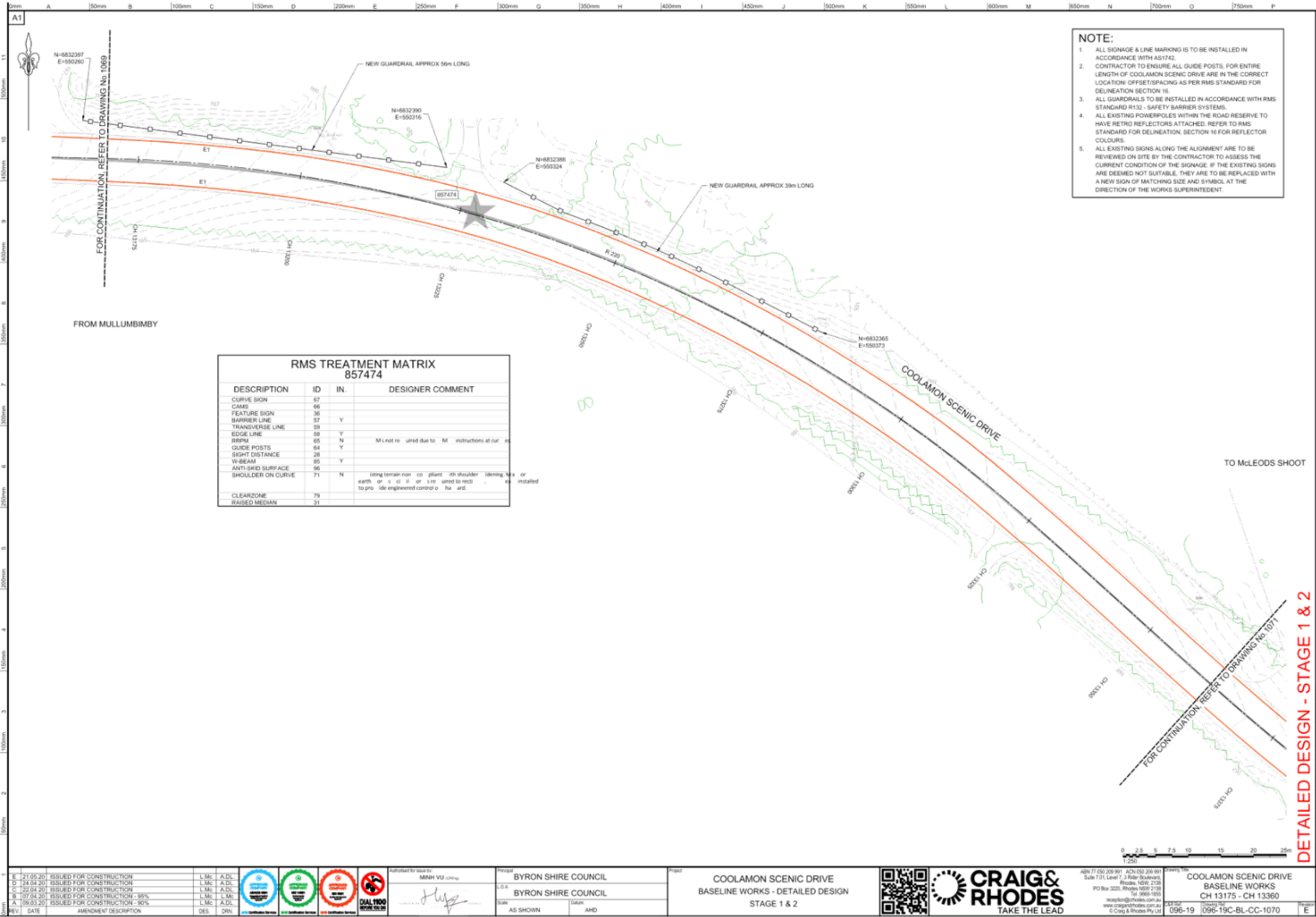


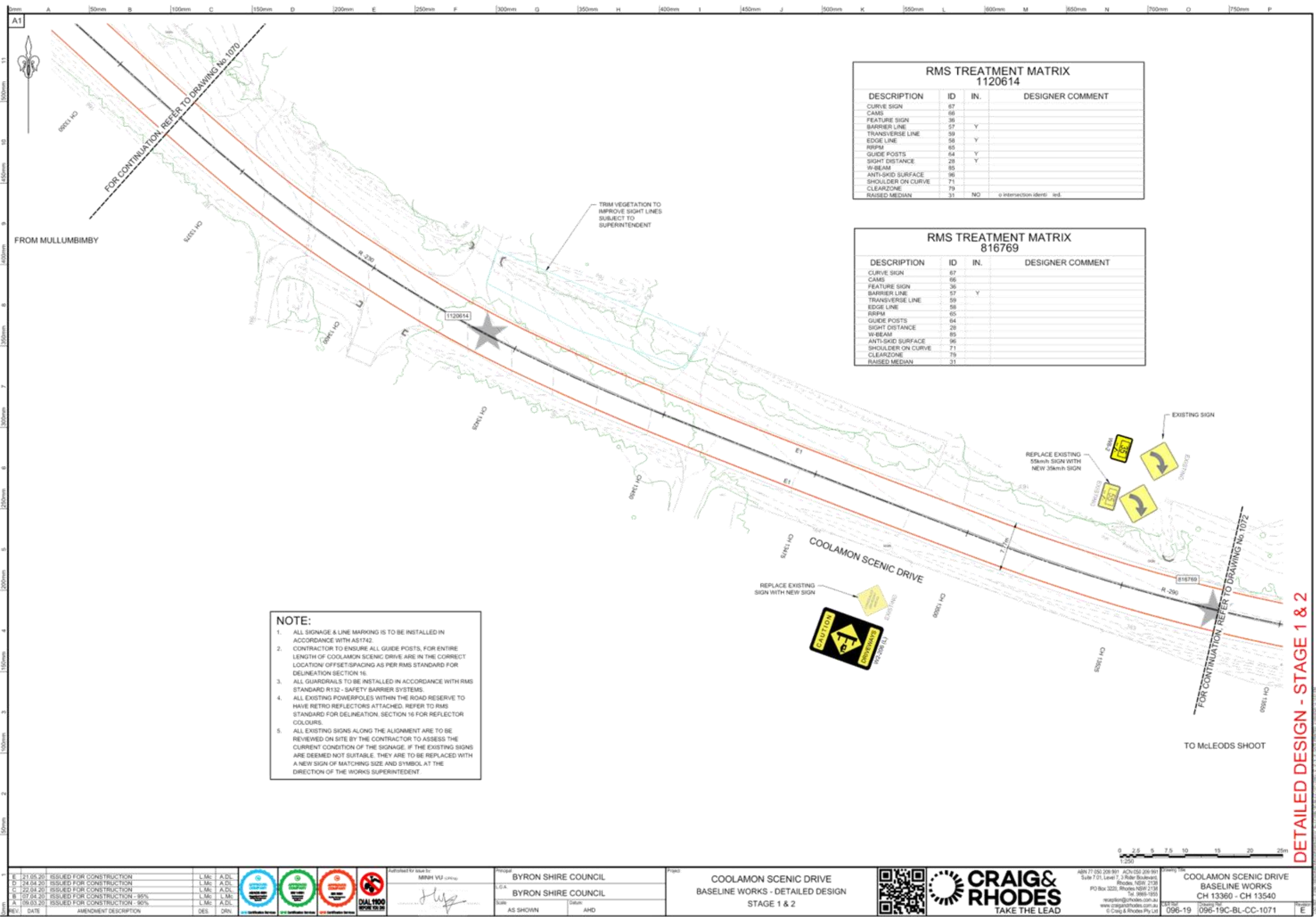




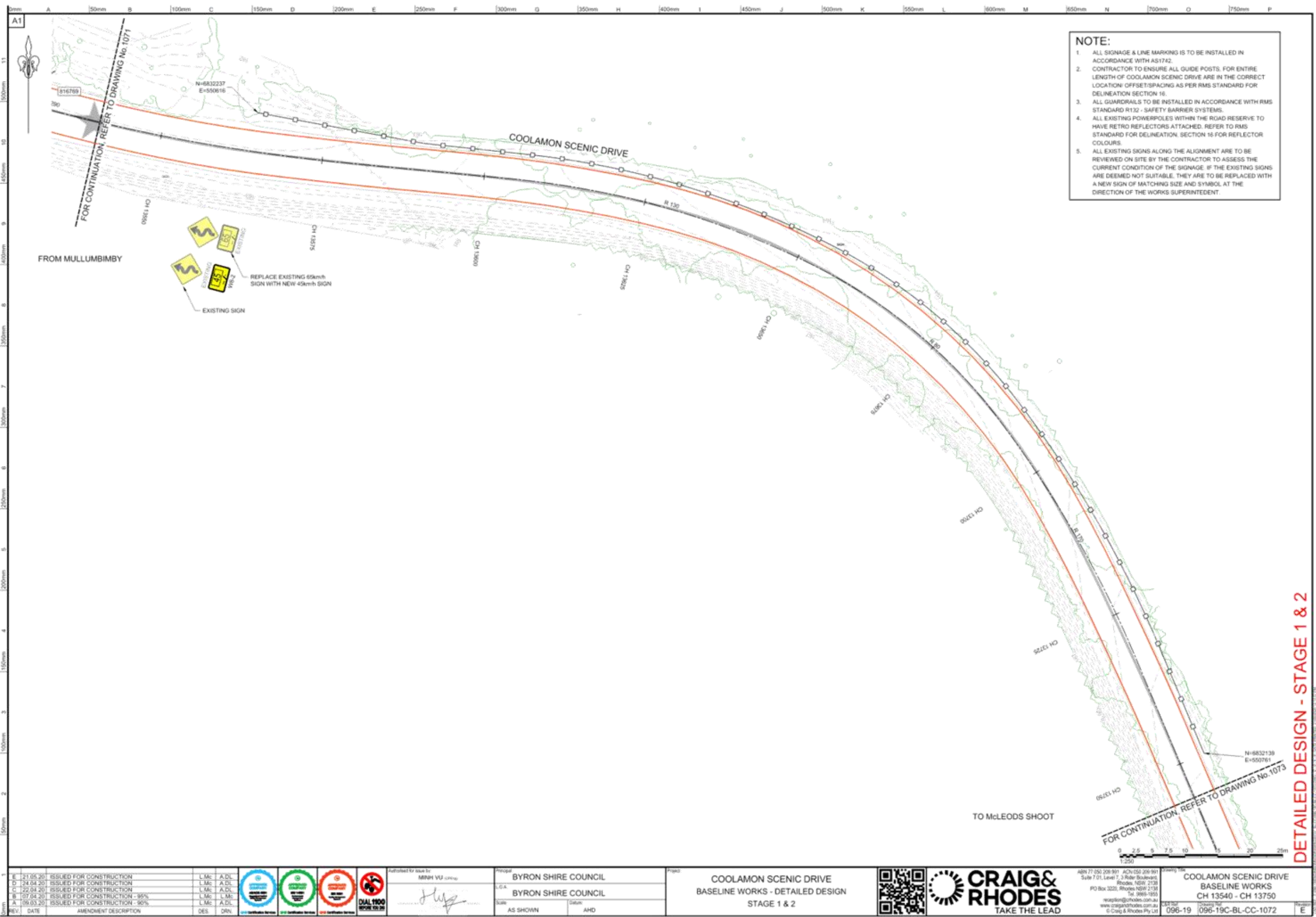


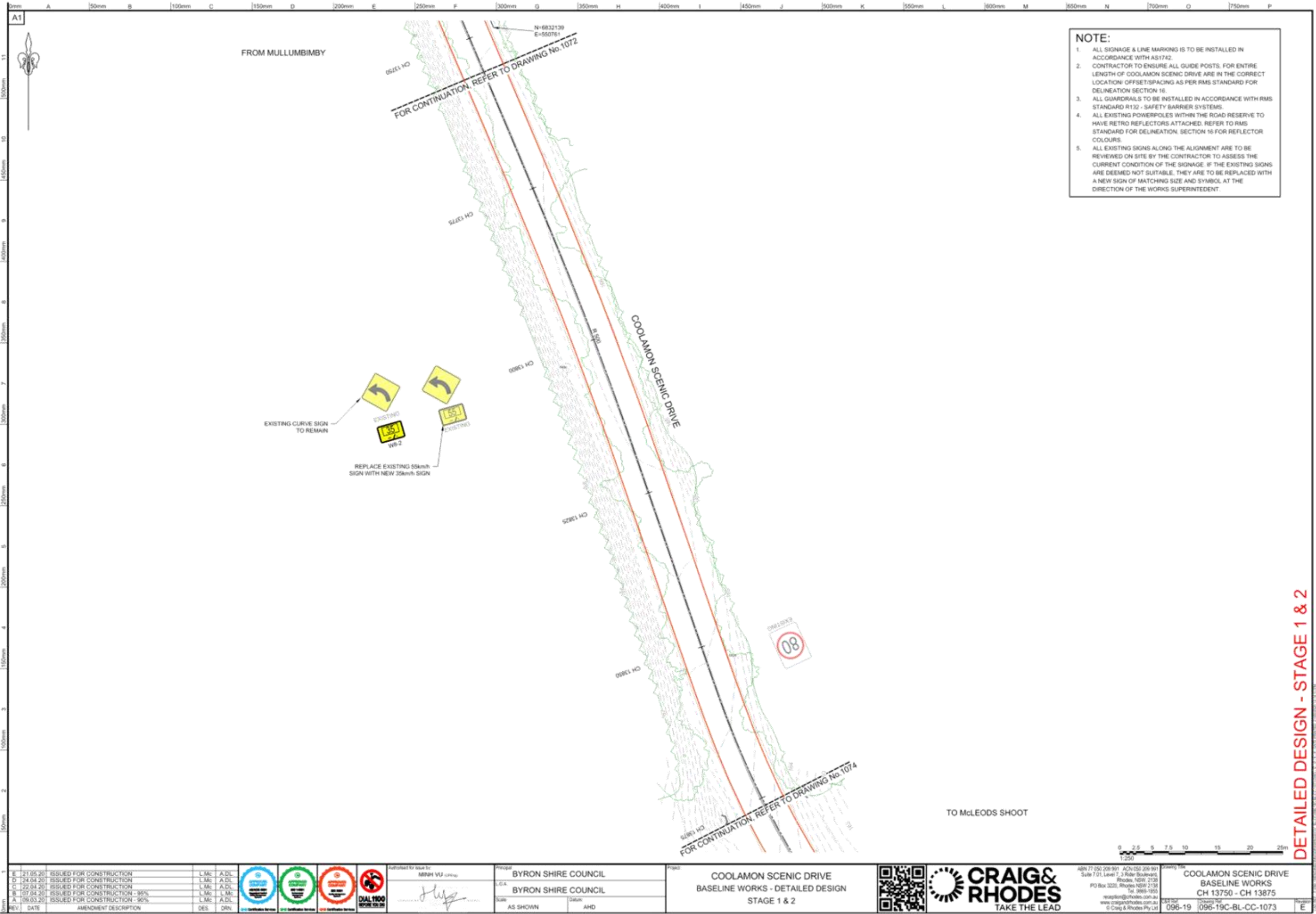




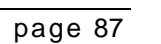


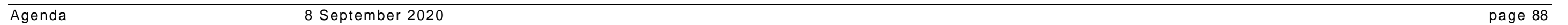




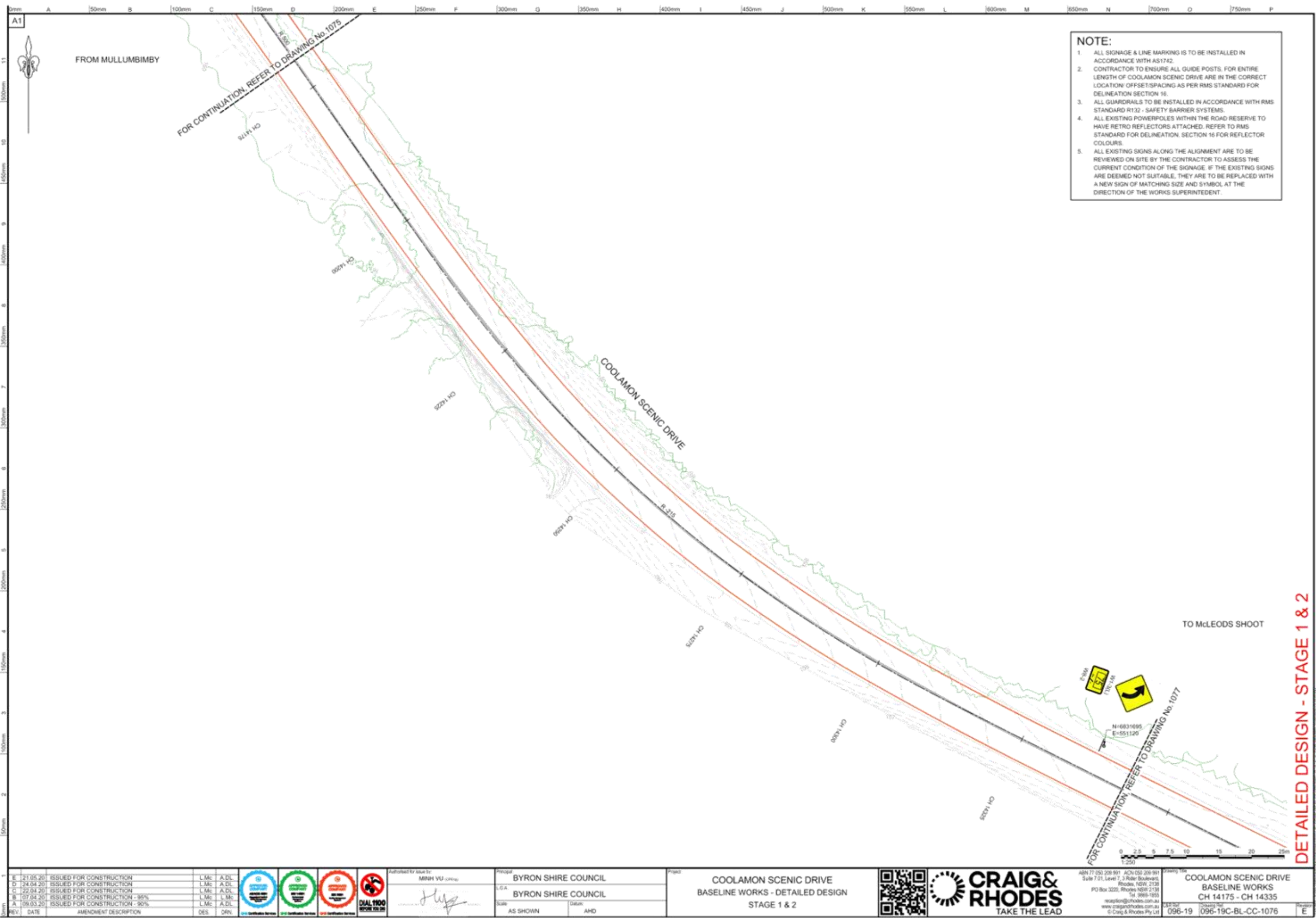


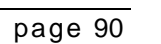




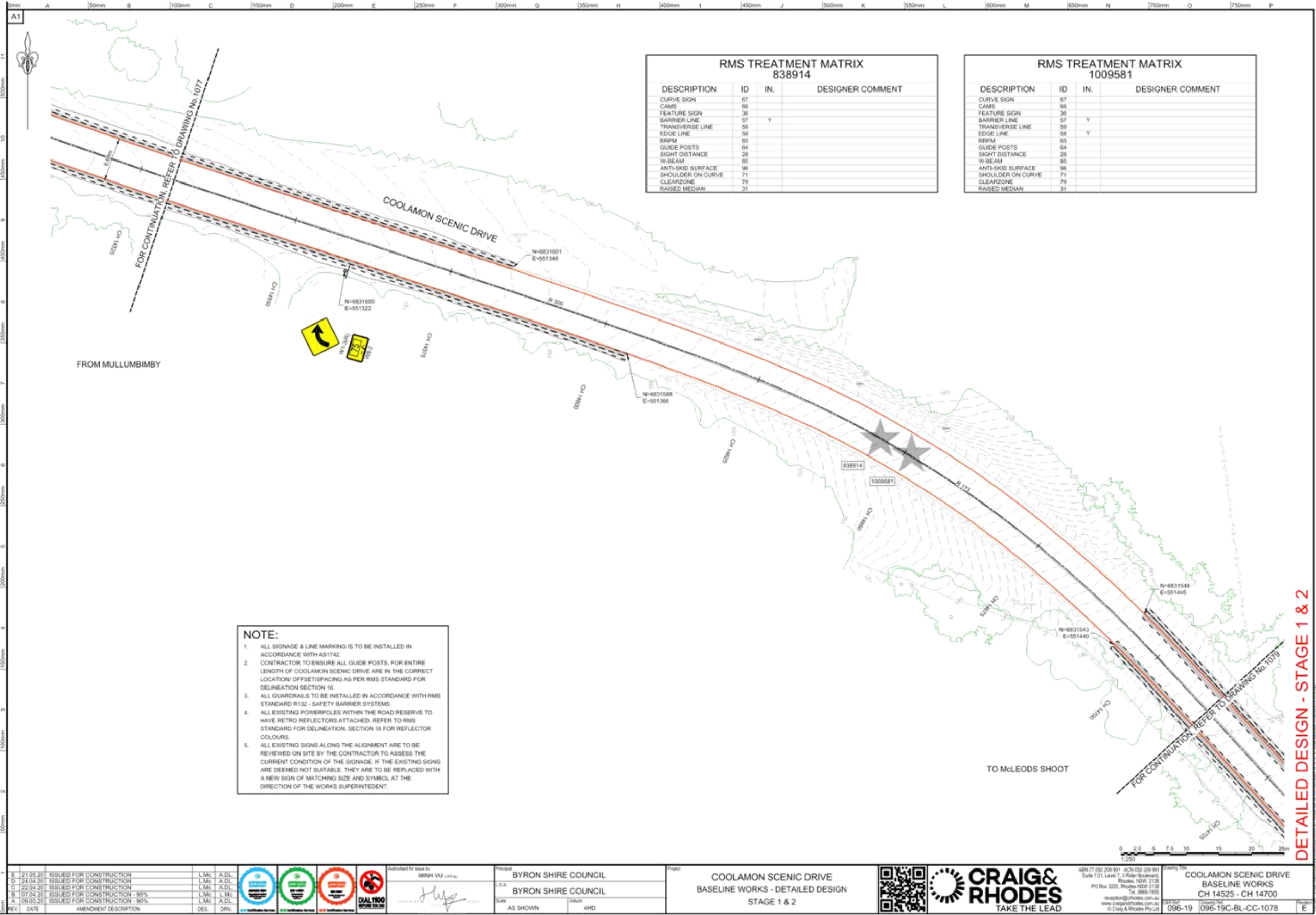


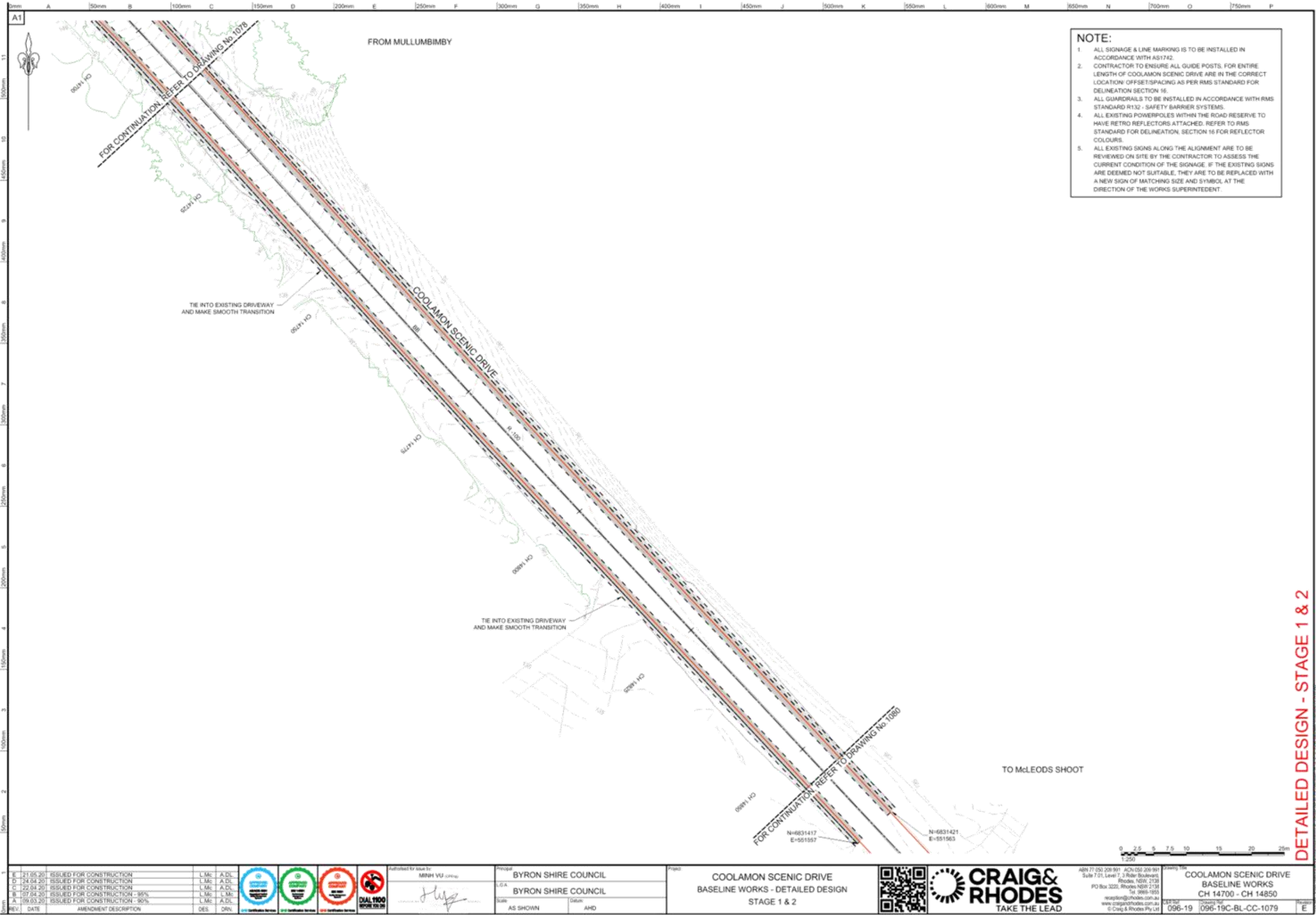




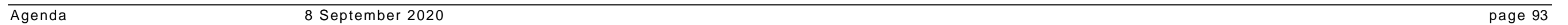


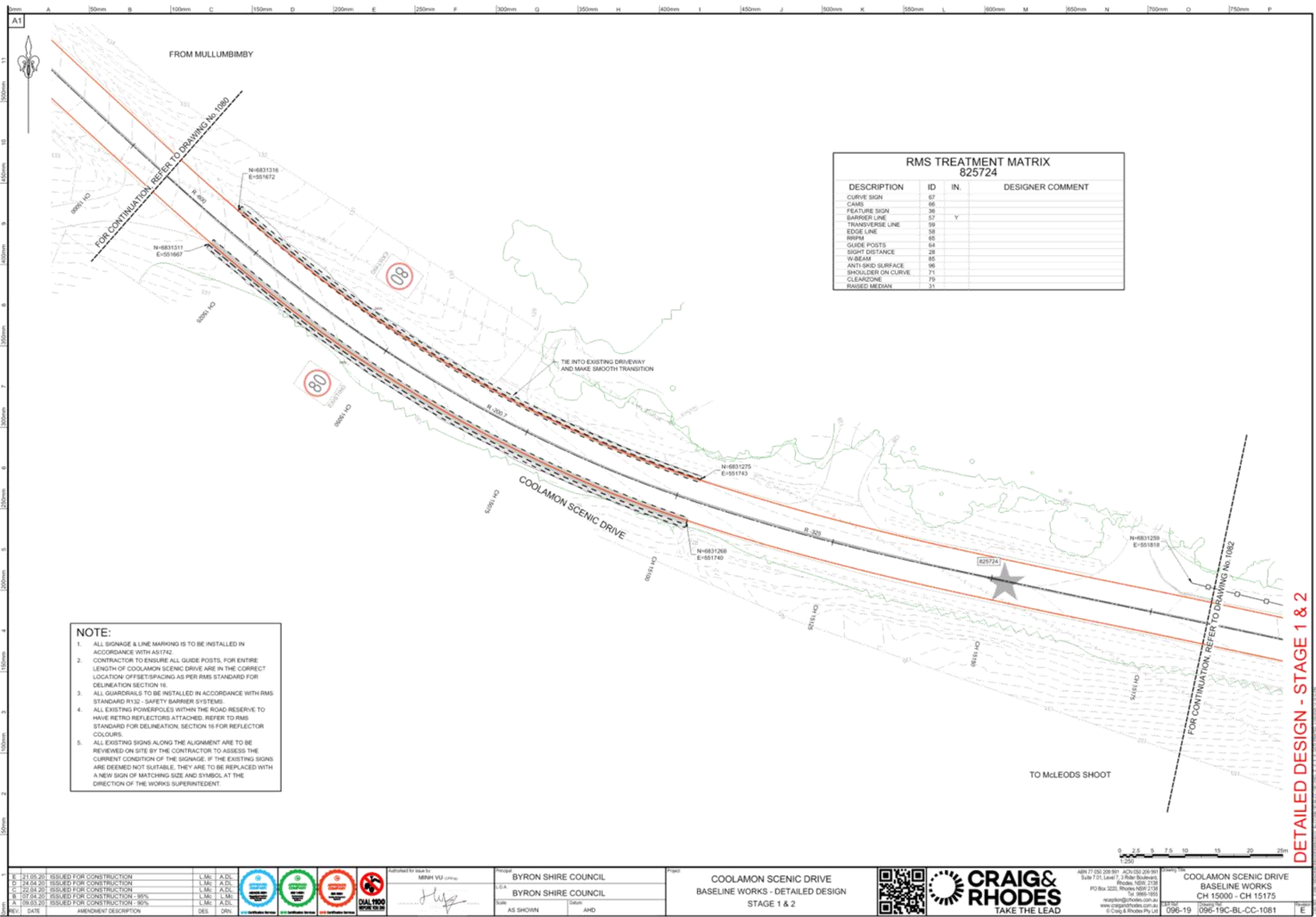




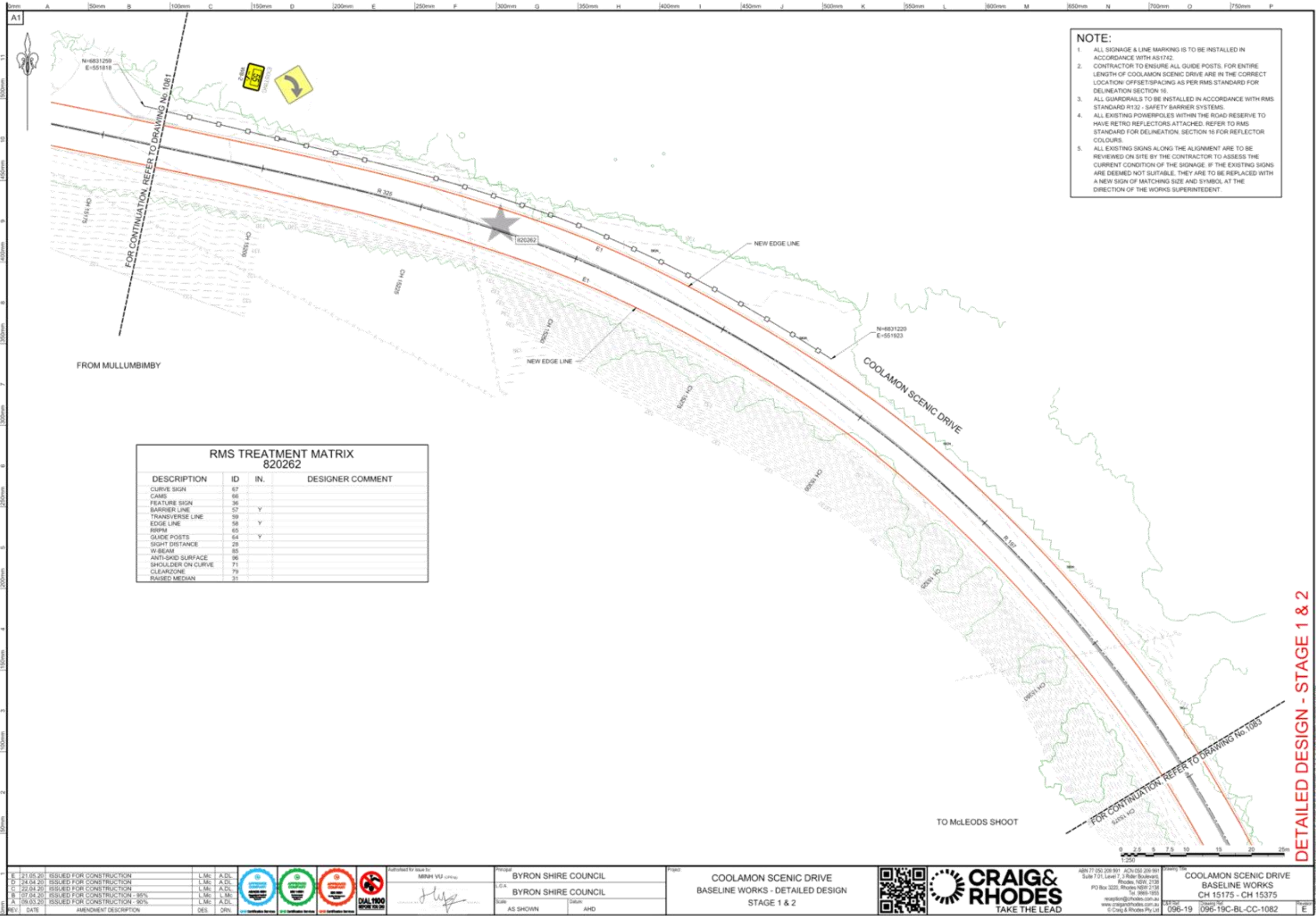


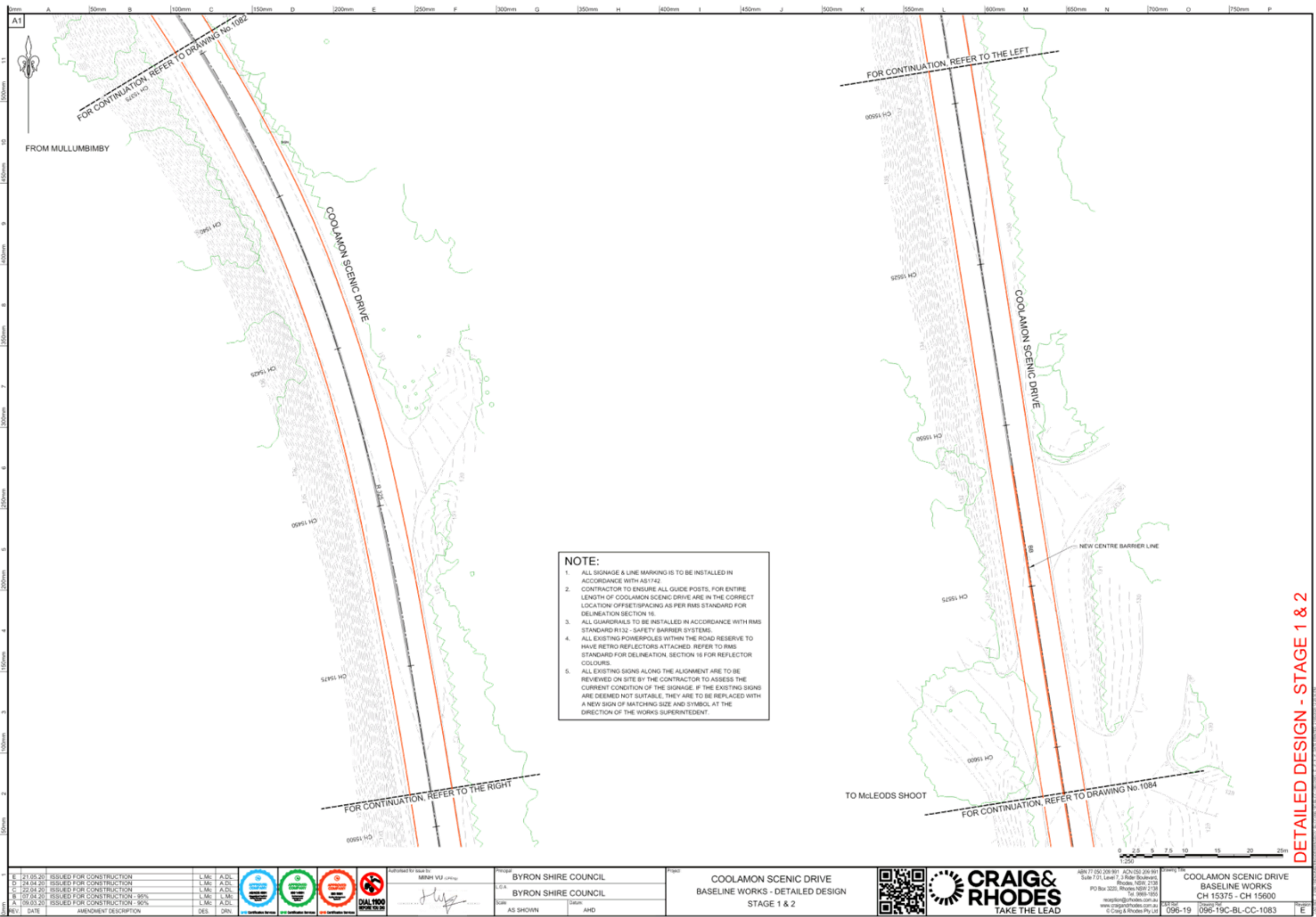






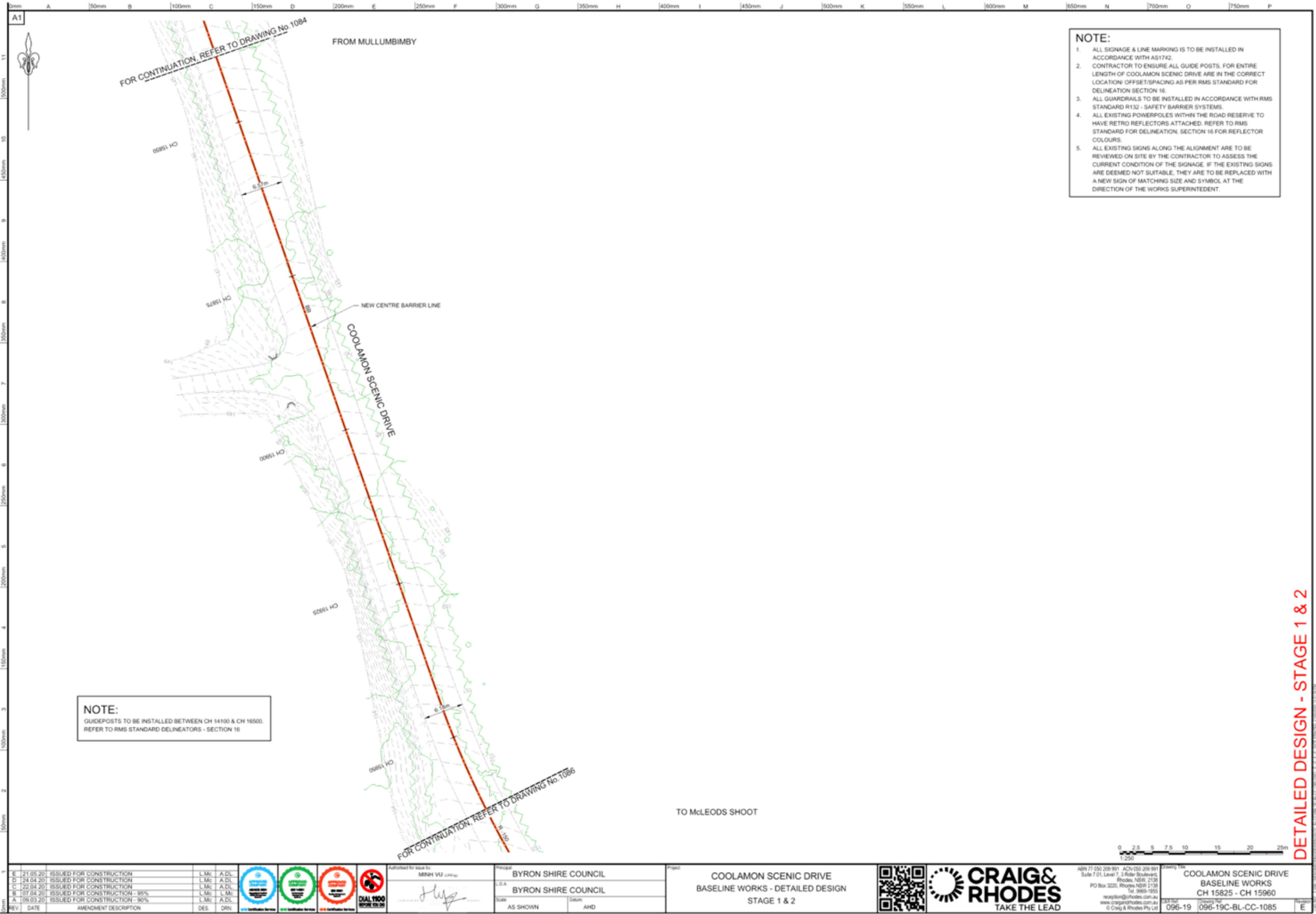




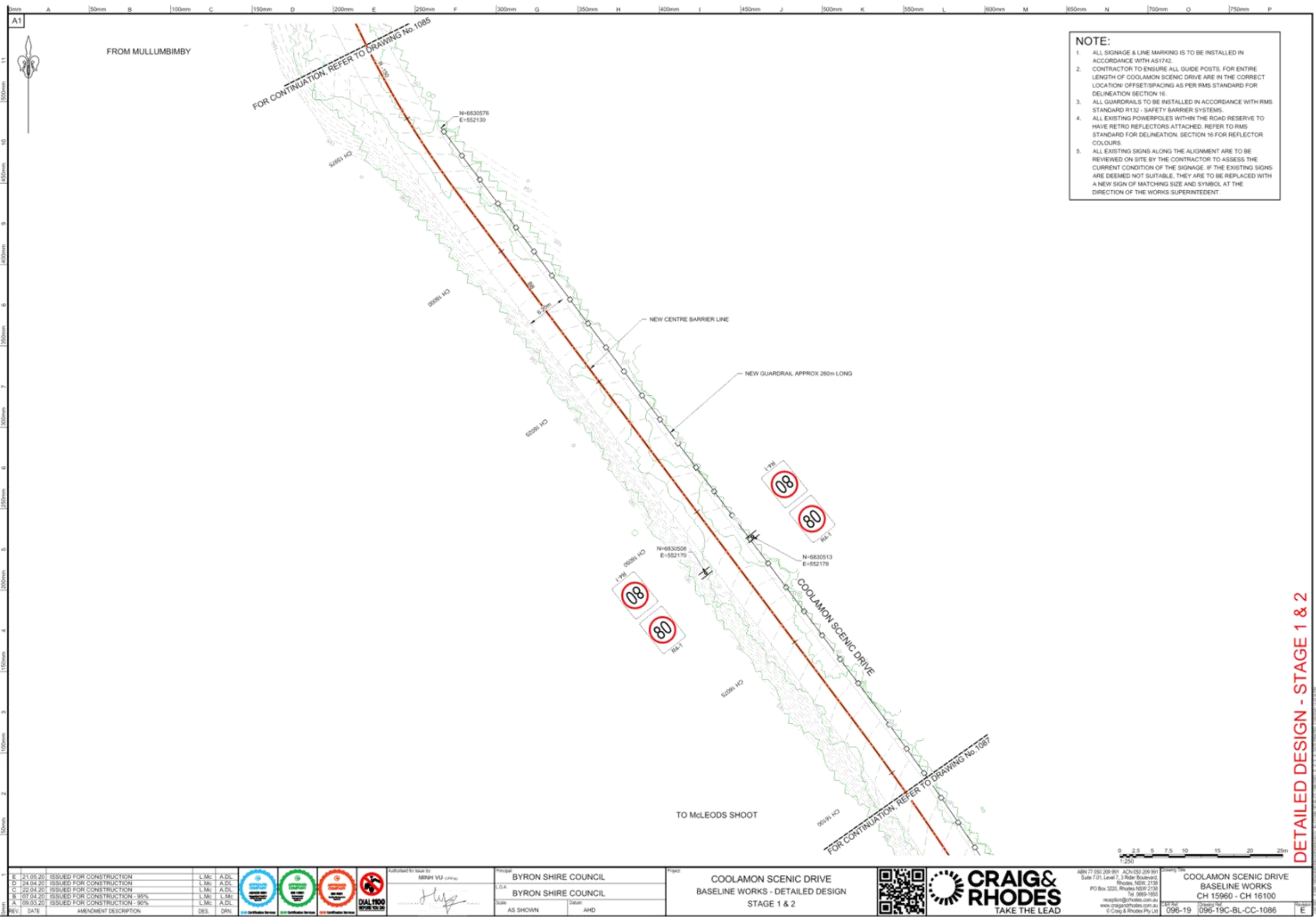


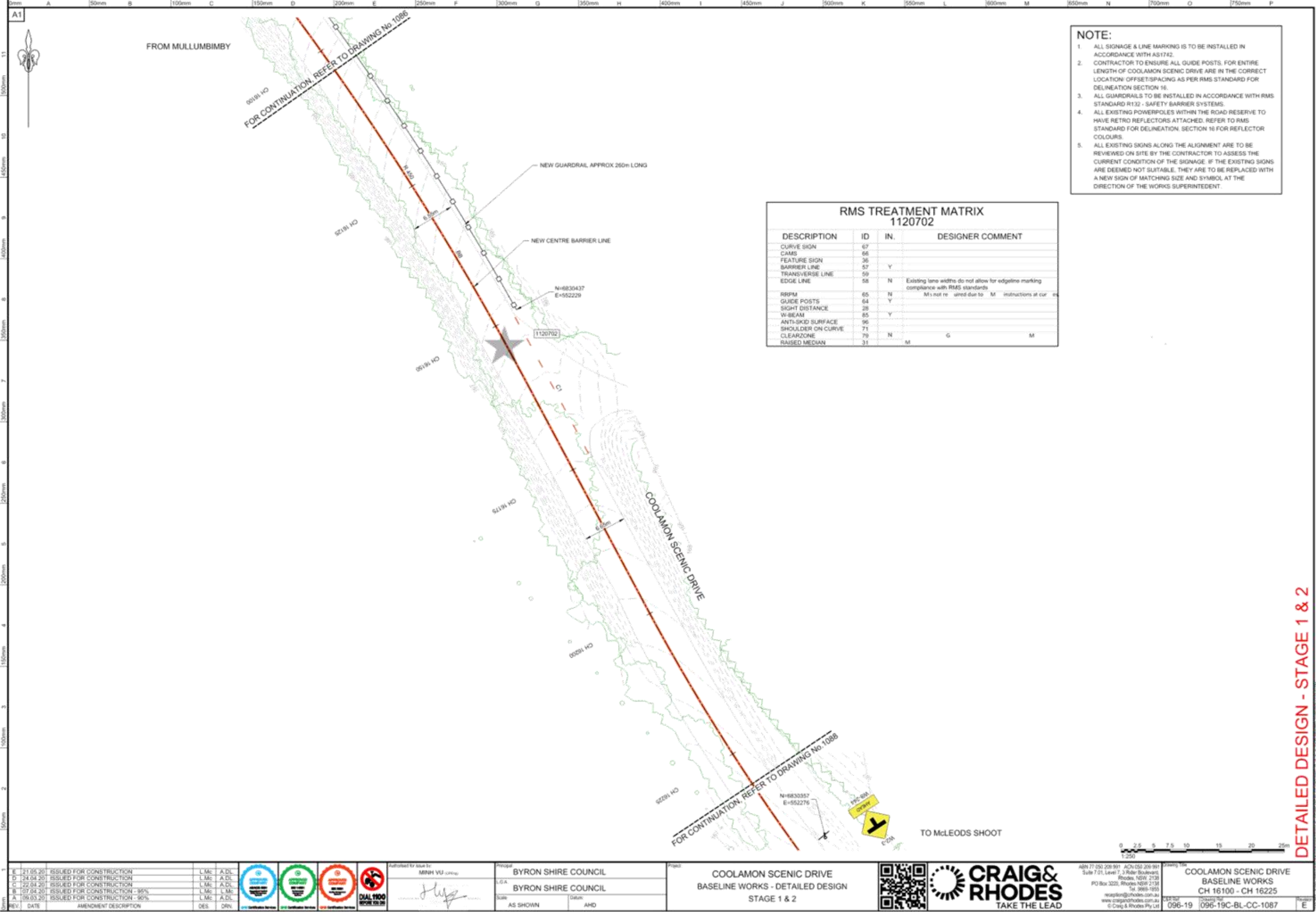




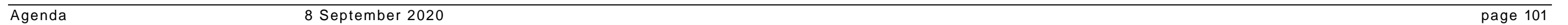


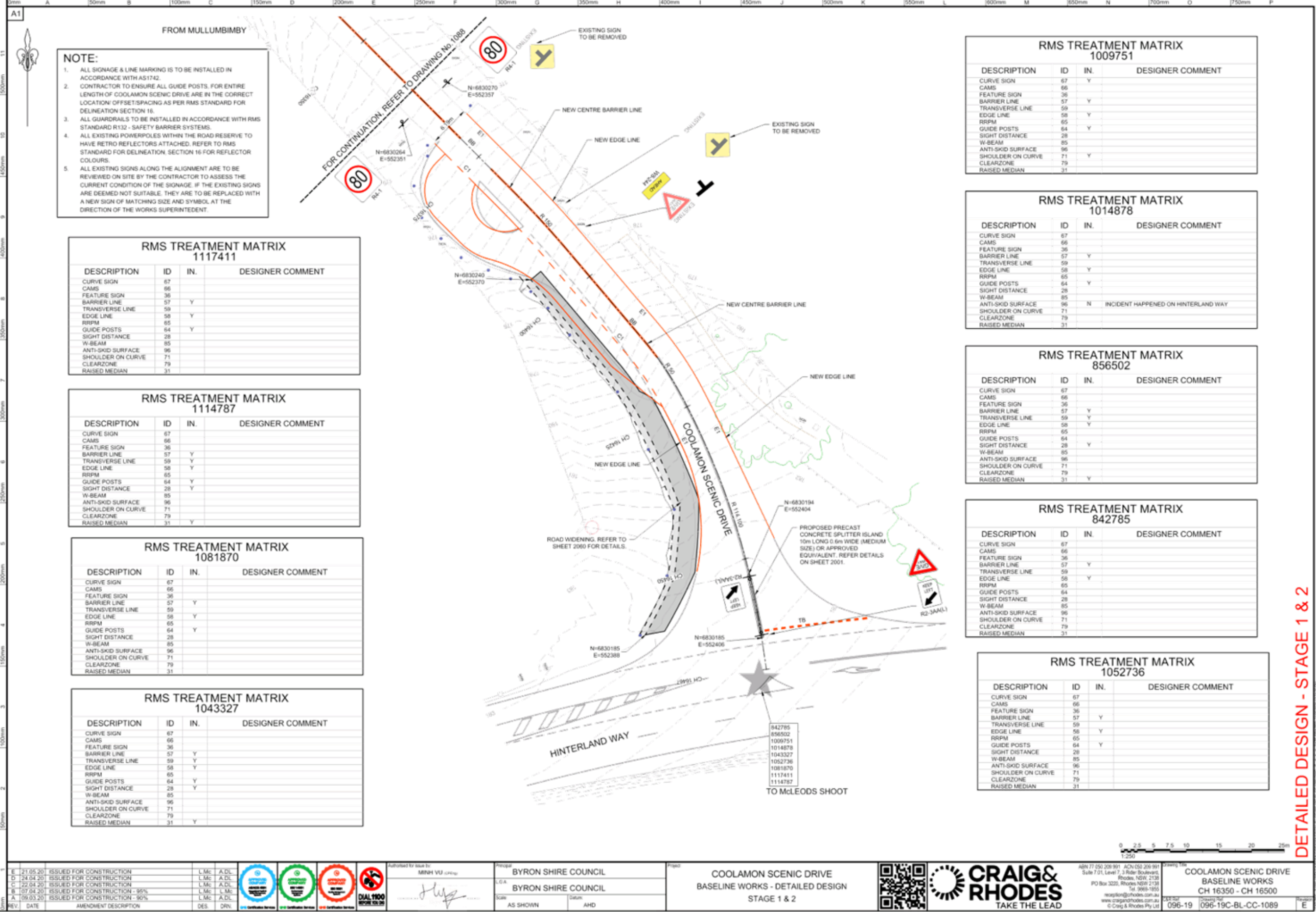






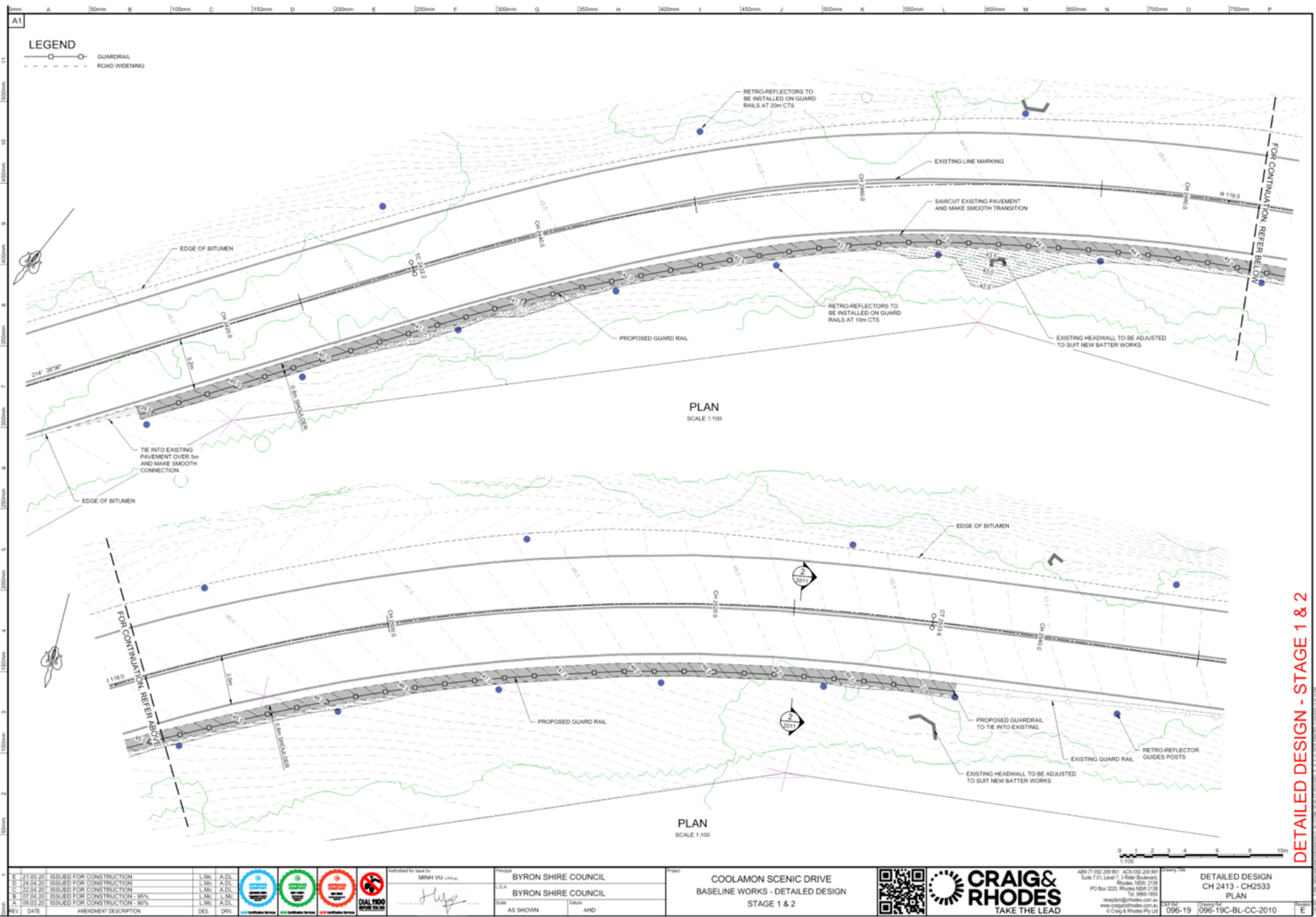




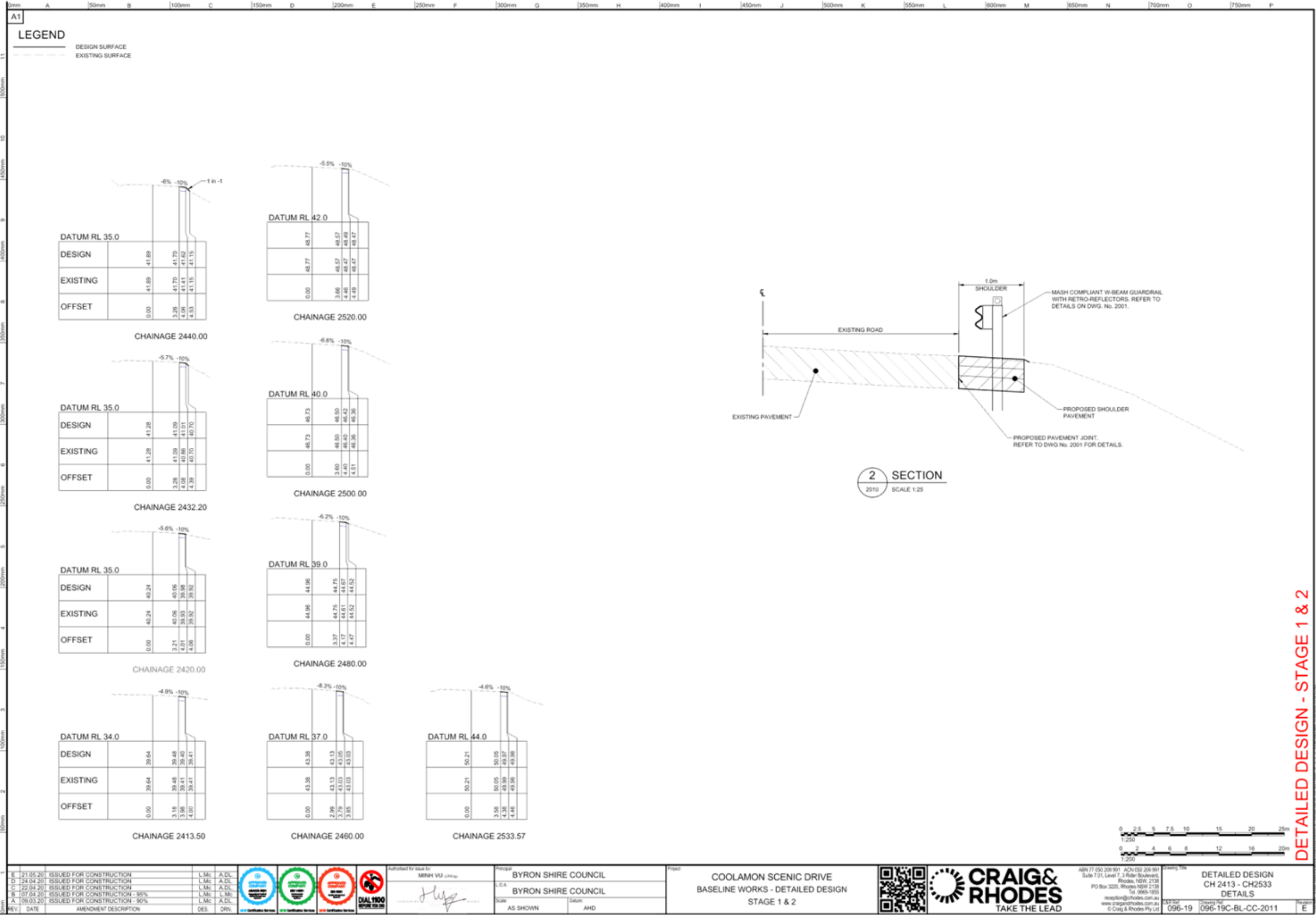


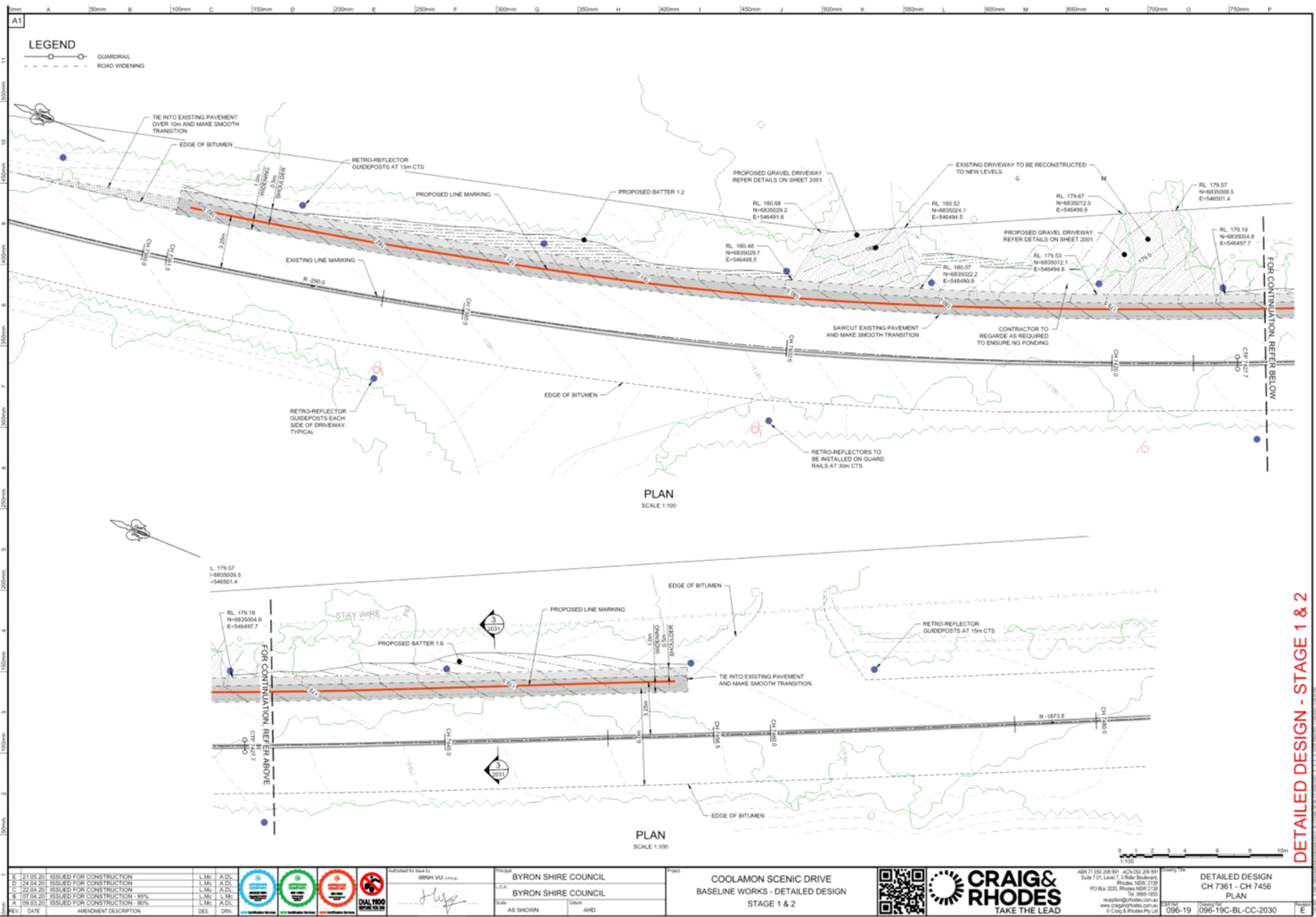




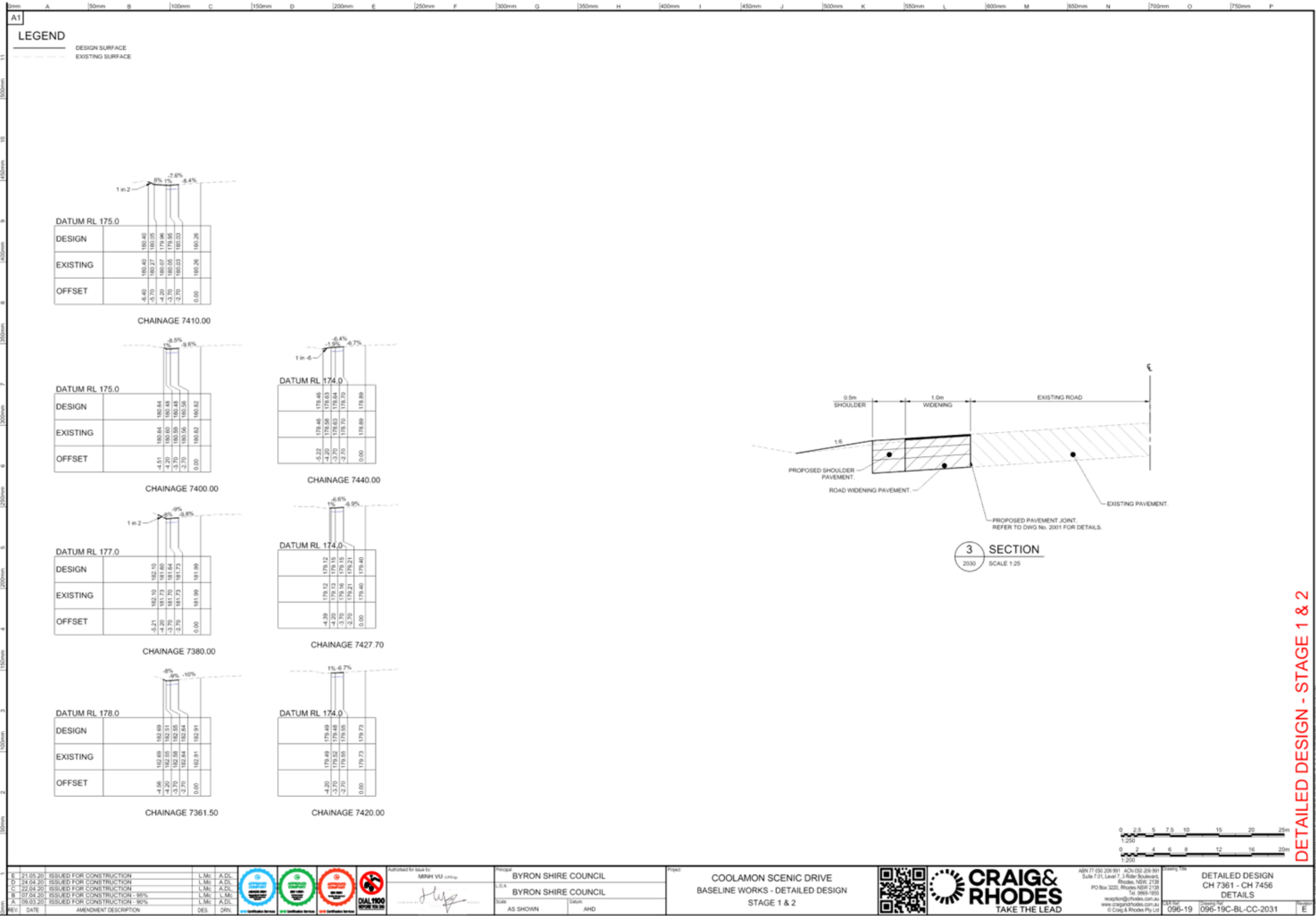


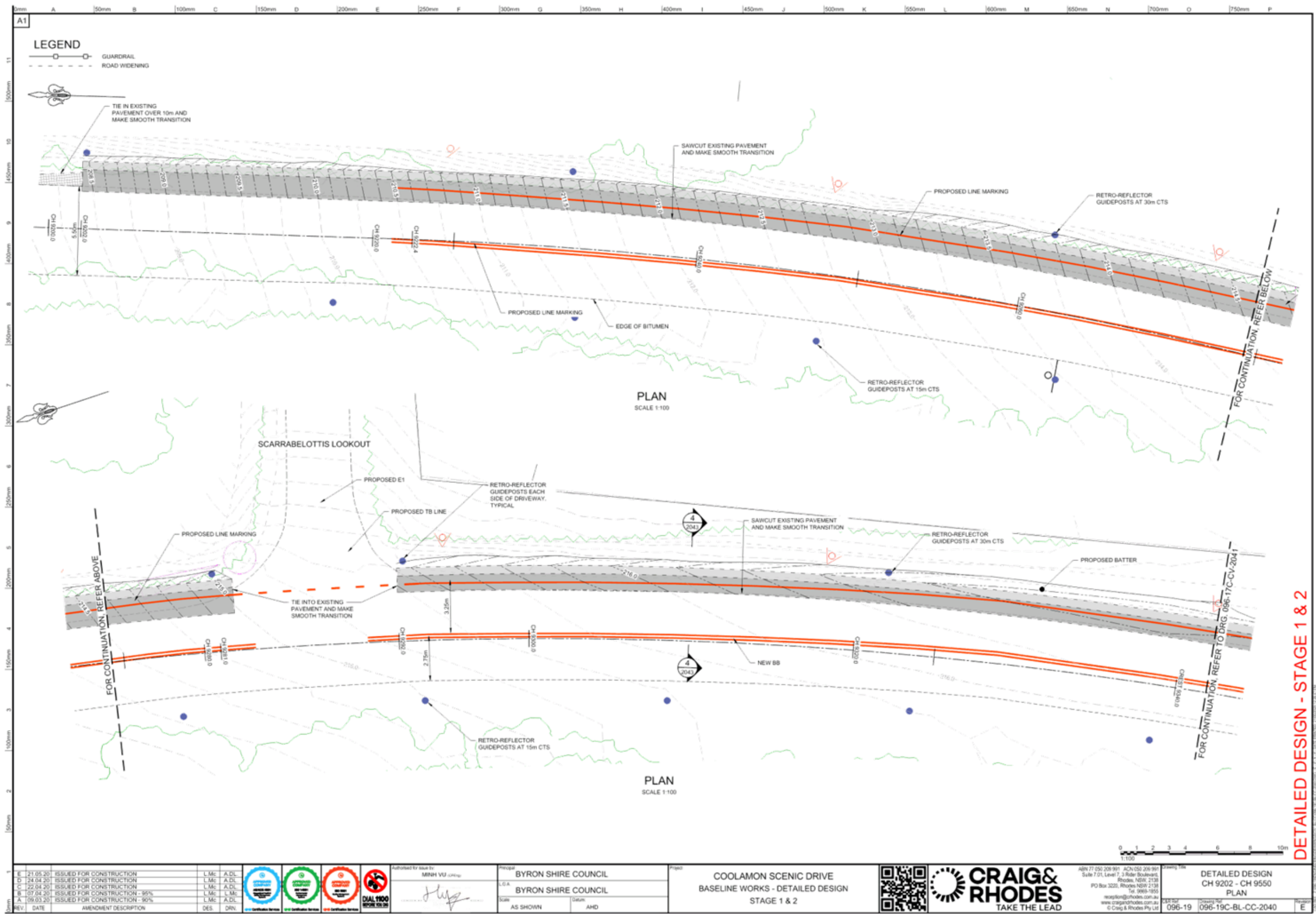




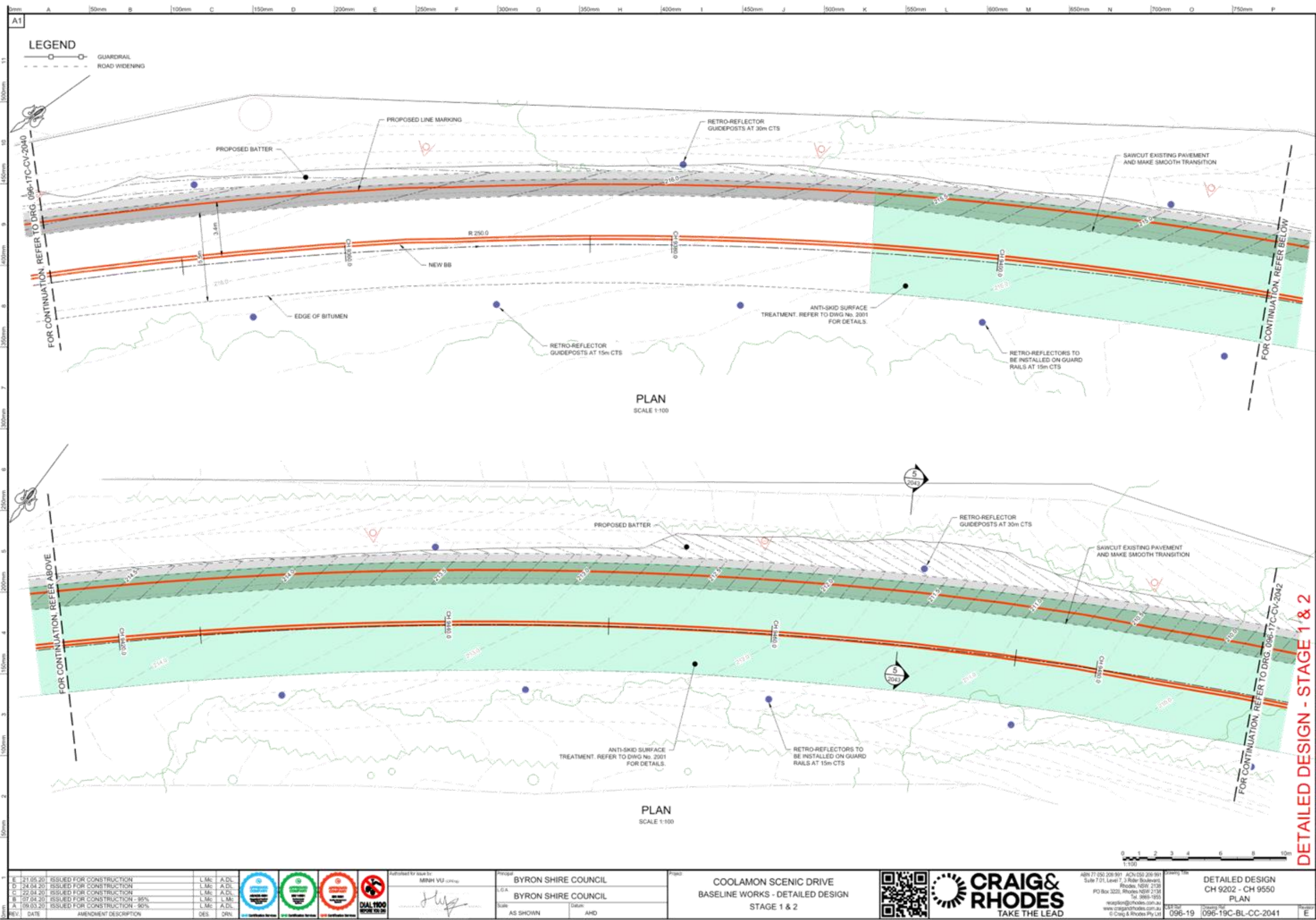


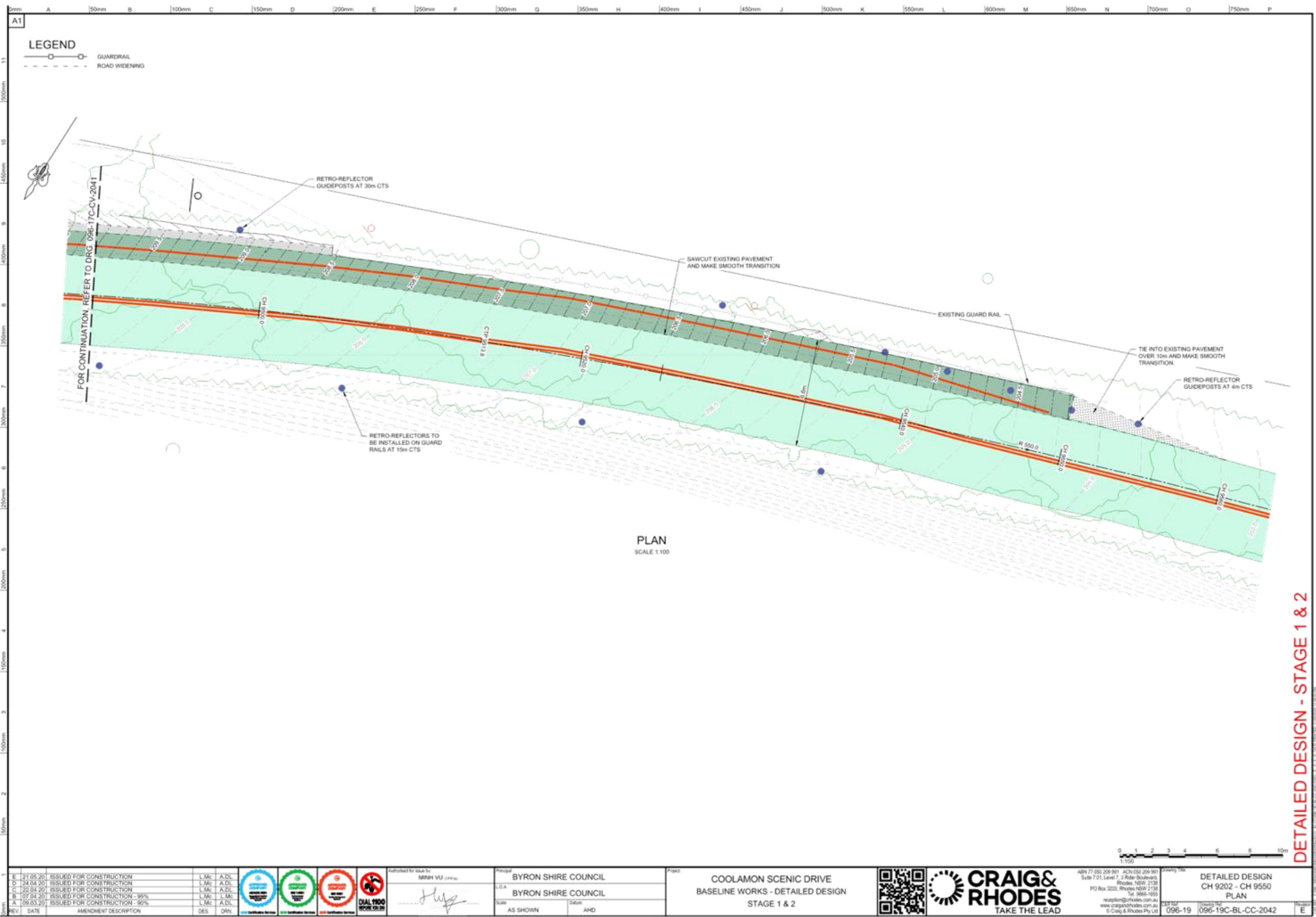




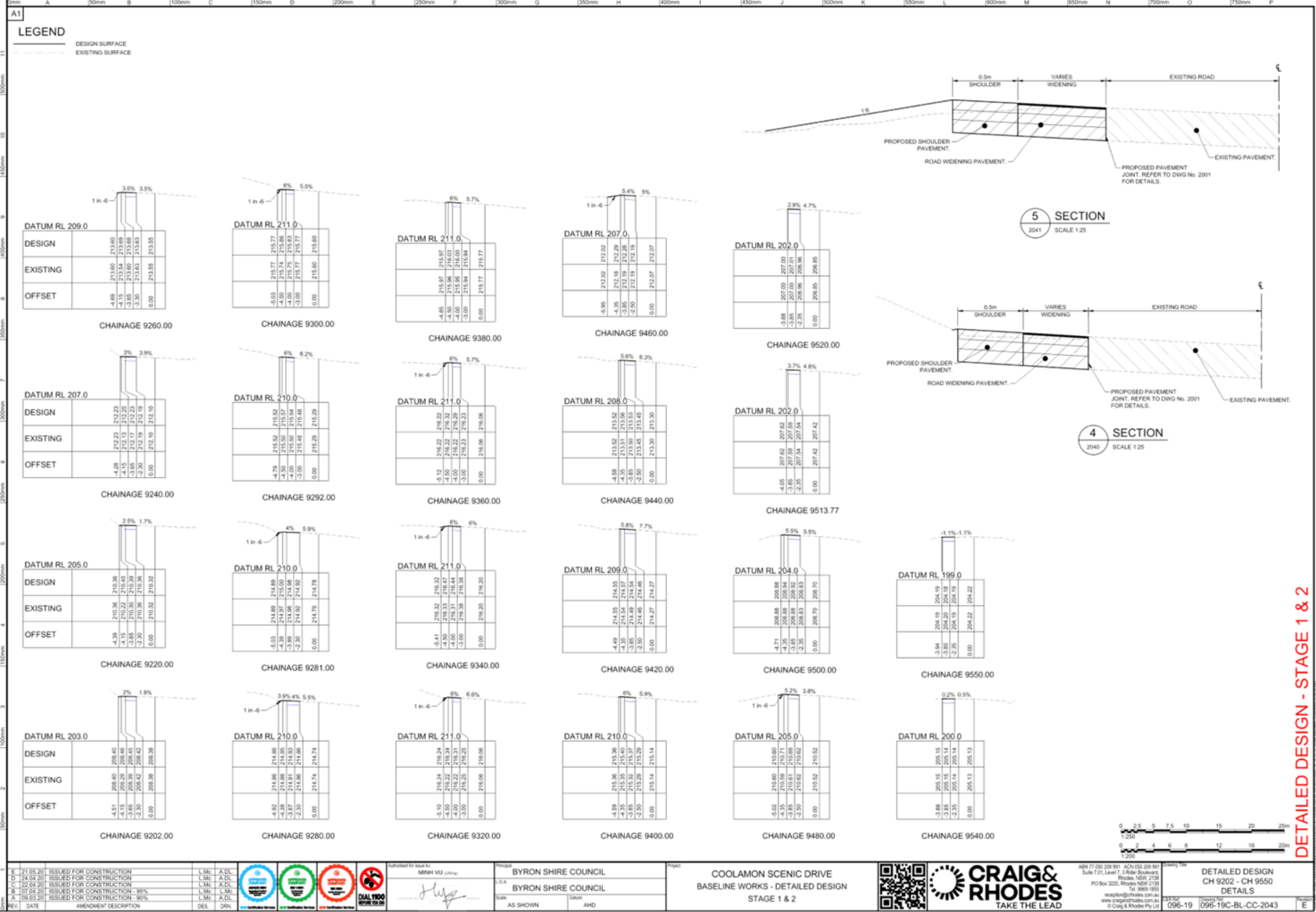


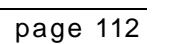






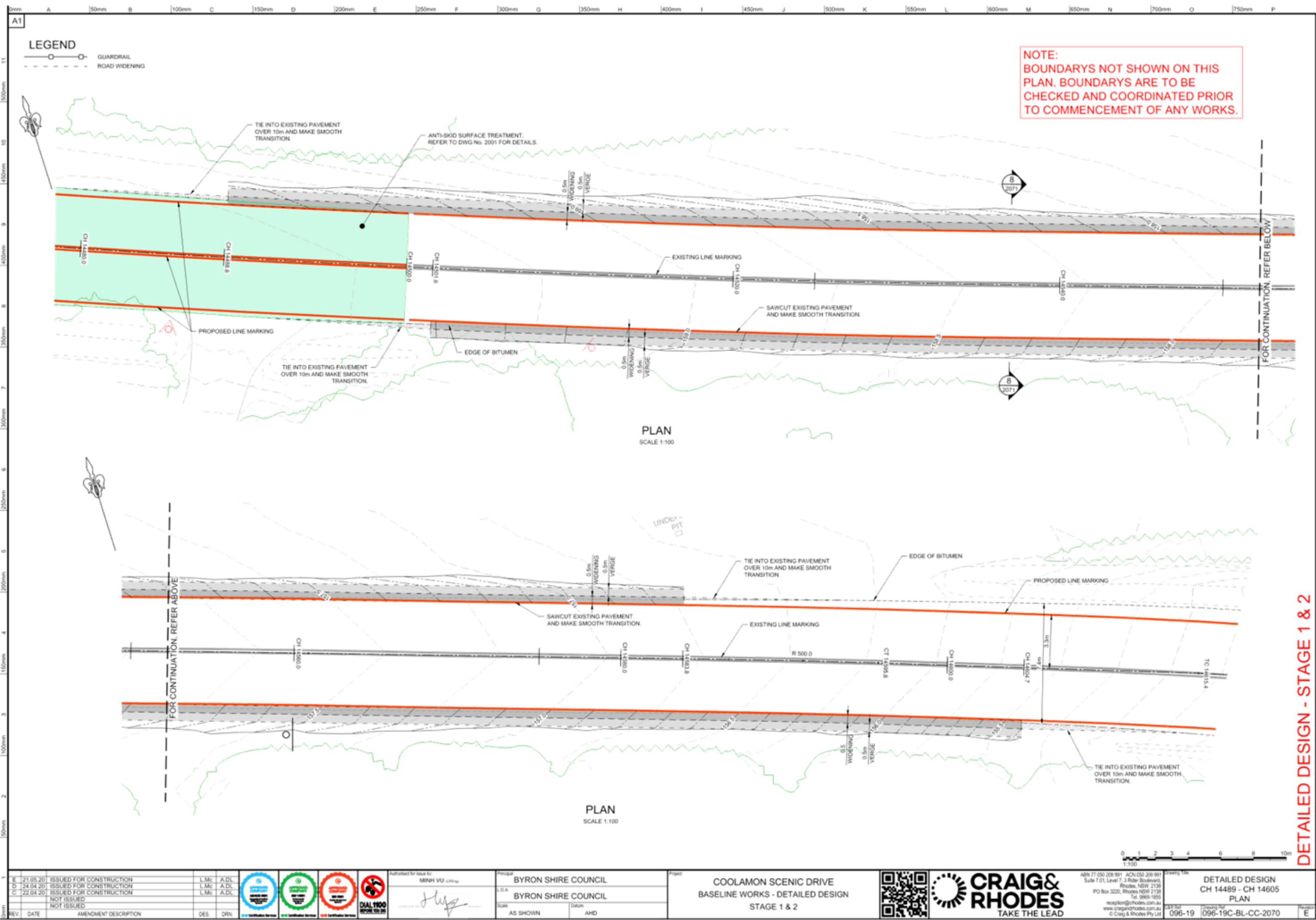






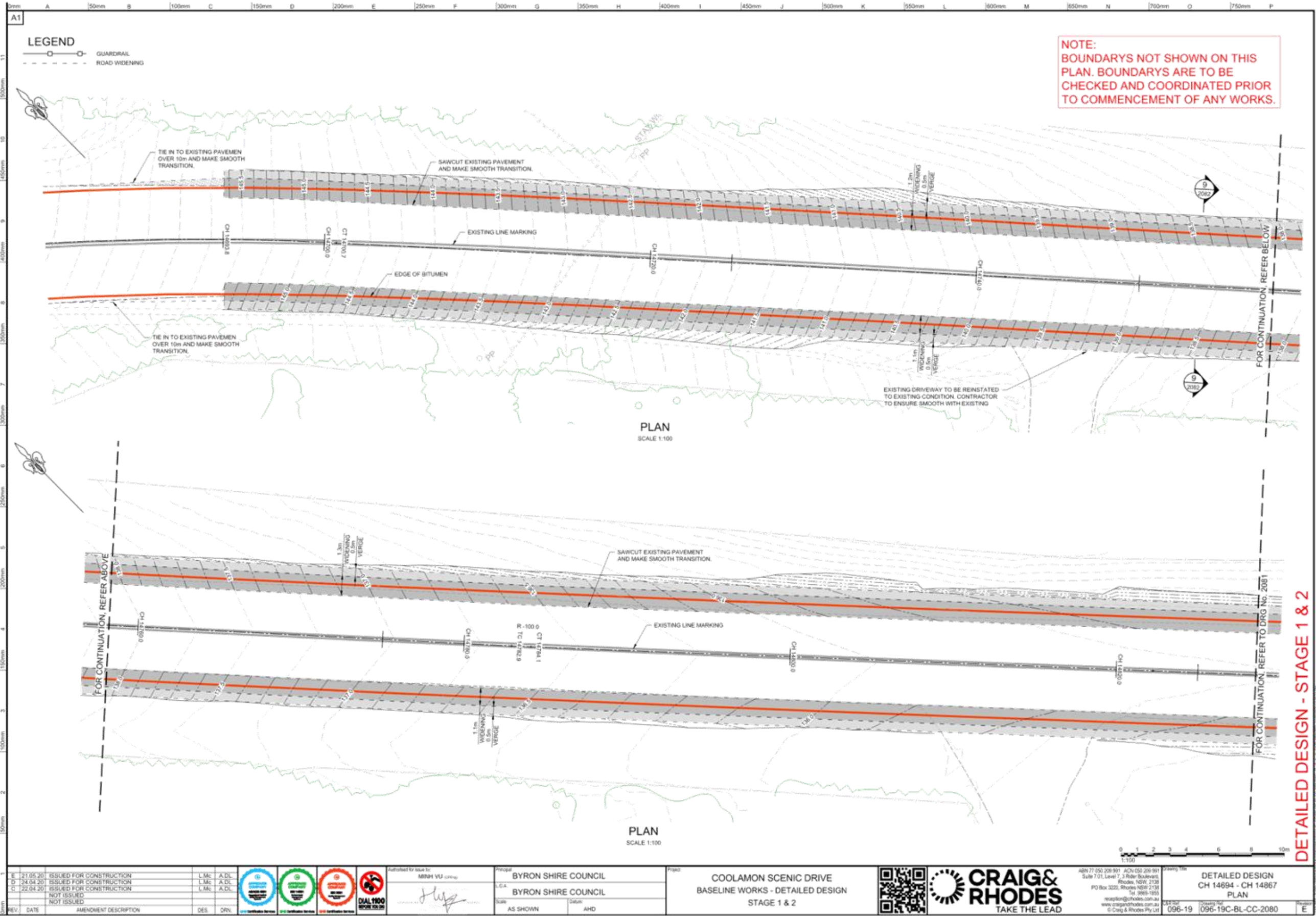




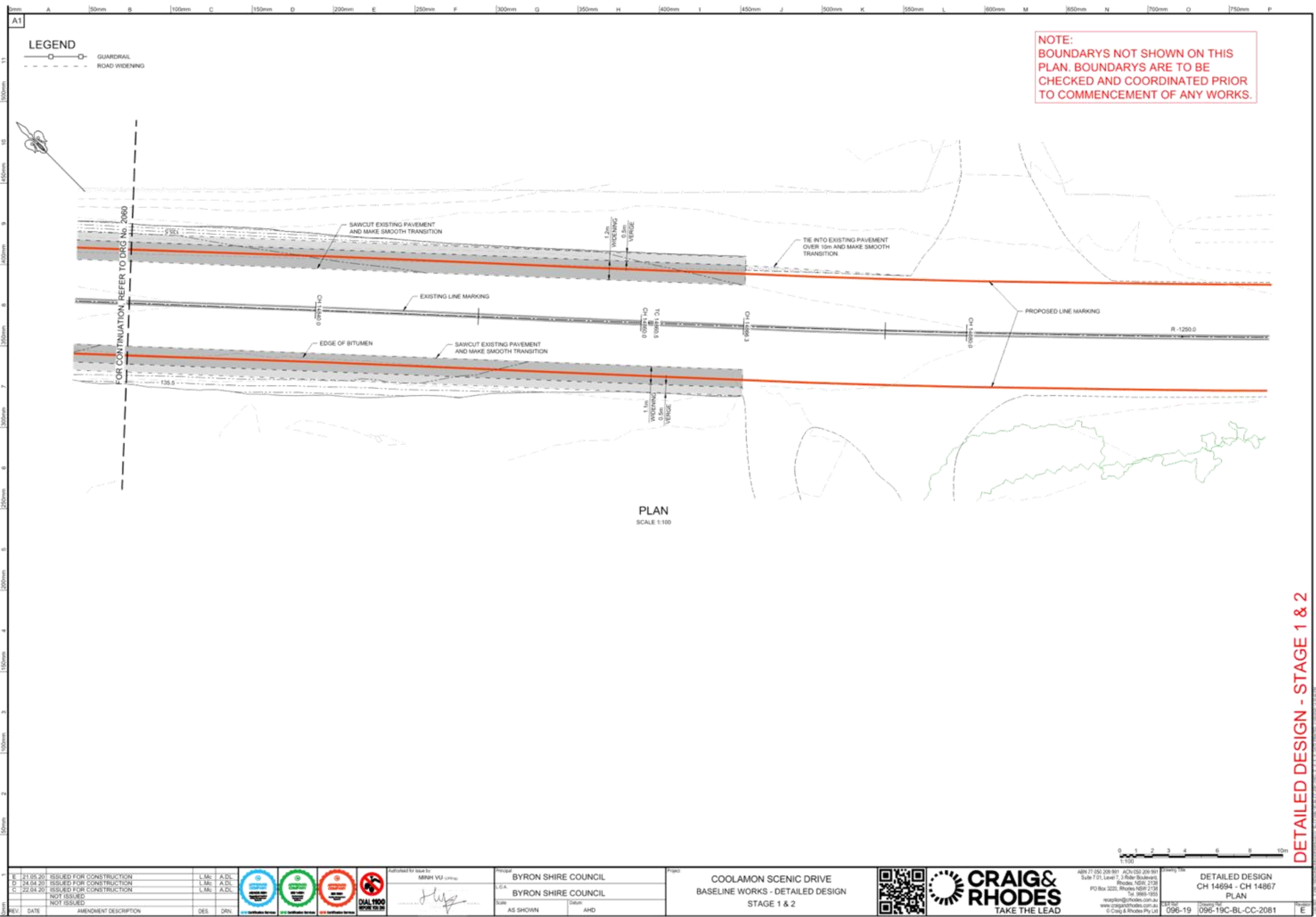


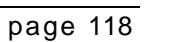






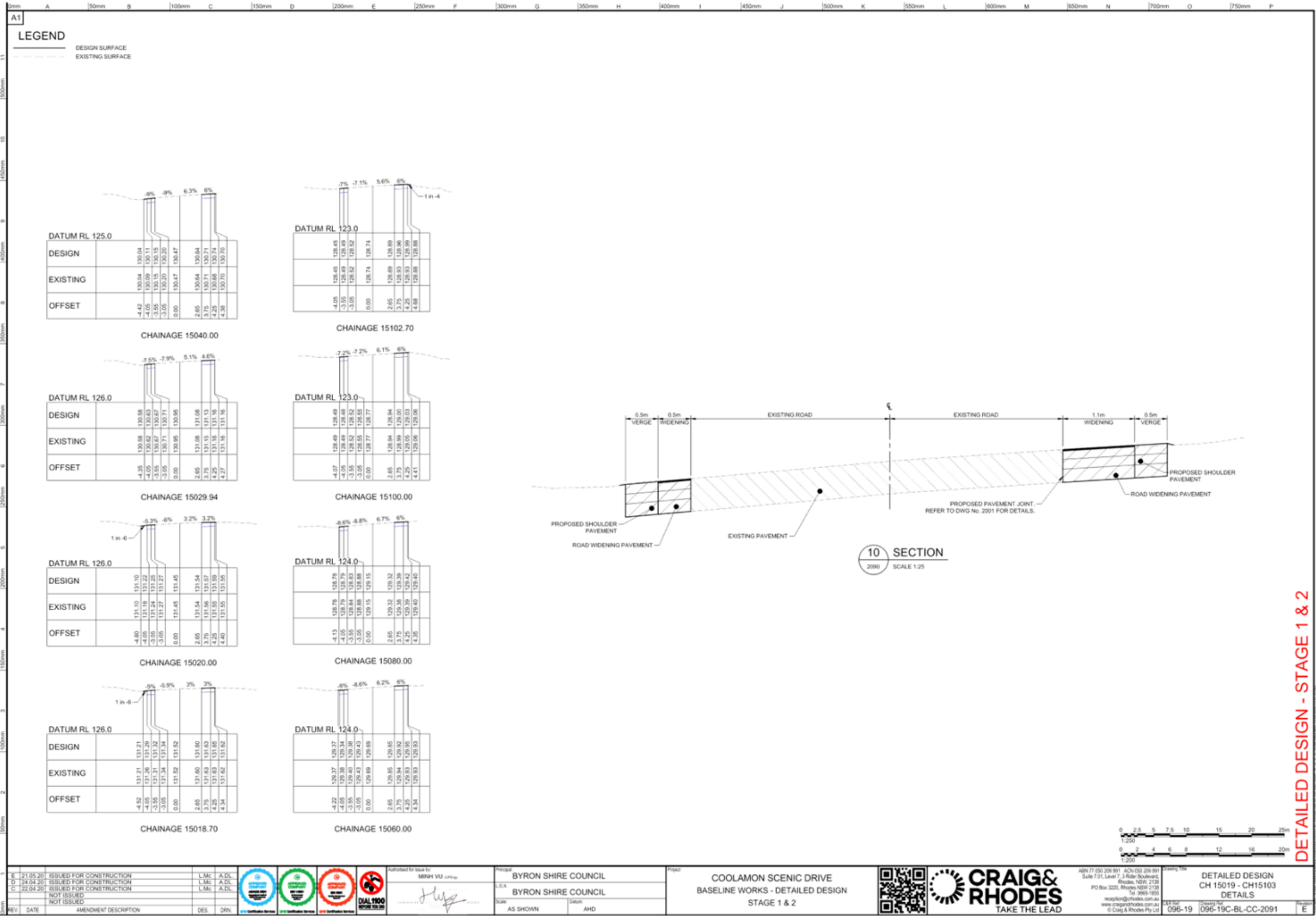














## DETAILED DESIGN - STAGE 1 & 2

**Report No. 6.2**                      **Amendment to the proposed changes to Bangalow Road for the Byron to Suffolk Cycleway to relieve parking issues near the General Store**  
**File No:**                              I2020/1235

At its meeting on 28 July 2020, the LTC reviewed Report No. 6.5 entitled Byron to Suffolk Cycleway – Changes to Bangalow Road (I2020/1061) and subsequently made the following recommendation:

**Committee Recommendation:**

**1. That Council supports the modification of Bangalow Road as per the detailed designs (E2020/53823) including the following:-**

- a) **Adjustment of the existing road alignment, lane widths, line-marking, signage, bus-stop locations and crossings;**
- b) **Addition of crossings, a bus stop and on-road cycle lanes.**
- c) **The removal of some parking on both sides of Bangalow Road where necessary to enable space for bus stops and cycle lanes.**

**2. That Council consider extending the project to ensure safe cycling and pedestrian access in and around the Browning St/Tennyson St roundabout.**

**3. That the amended plans be provided to community representatives on the TIAC for comment.**

Since this meeting, an opportunity has been identified to relieve future parking issues through amendment of the proposed design.

Parking along Bangalow Road within close proximity of the Byron Bay General Store is in high demand during peak times due to an increase in patronage over the last two years. Parking in the adjacent Wollumbin Street is often used by patrons as an option.

With the installation of on-road cycle lanes as part of the Byron to Suffolk Cycleway, there will be significantly less parking spaces available along this stretch of road.

To alleviate this impact, an amendment to the design is recommended that opens up two car parking spaces adjacent to the Byron Bay General Store by making the following changes:

- Changes the current northbound bus stop adjacent General Store to car parking
- Relocates this northbound bus stop from CH255 to CH180
- Relocates the southbound bus stop from CH165 to CH435
- Maintains east-side road alignment north of CH220 to allow for the bus to stop on the west side without affecting the northbound traffic lane
- Applies a 2h time limit to the parking spaces adjacent to the Byron Bay General Store
- Addition of 'No Parking' signs at bus stops

Other amendments that have been made to the updated design include additional 'No Stopping' signs throughout the corridor to conform to standards and the removal of the south-bound bus stop at CH1290. Please note that there is currently no bus stop in this location. While the previous version of the plan included the addition of one, it has been subsequently determined that there is in fact insufficient space to do so.

The attached plans (E2020/65203) demonstrate the amended design for this section of Bangalow Road.



Endorsement of this amended design is sought to enable works to proceed.

5

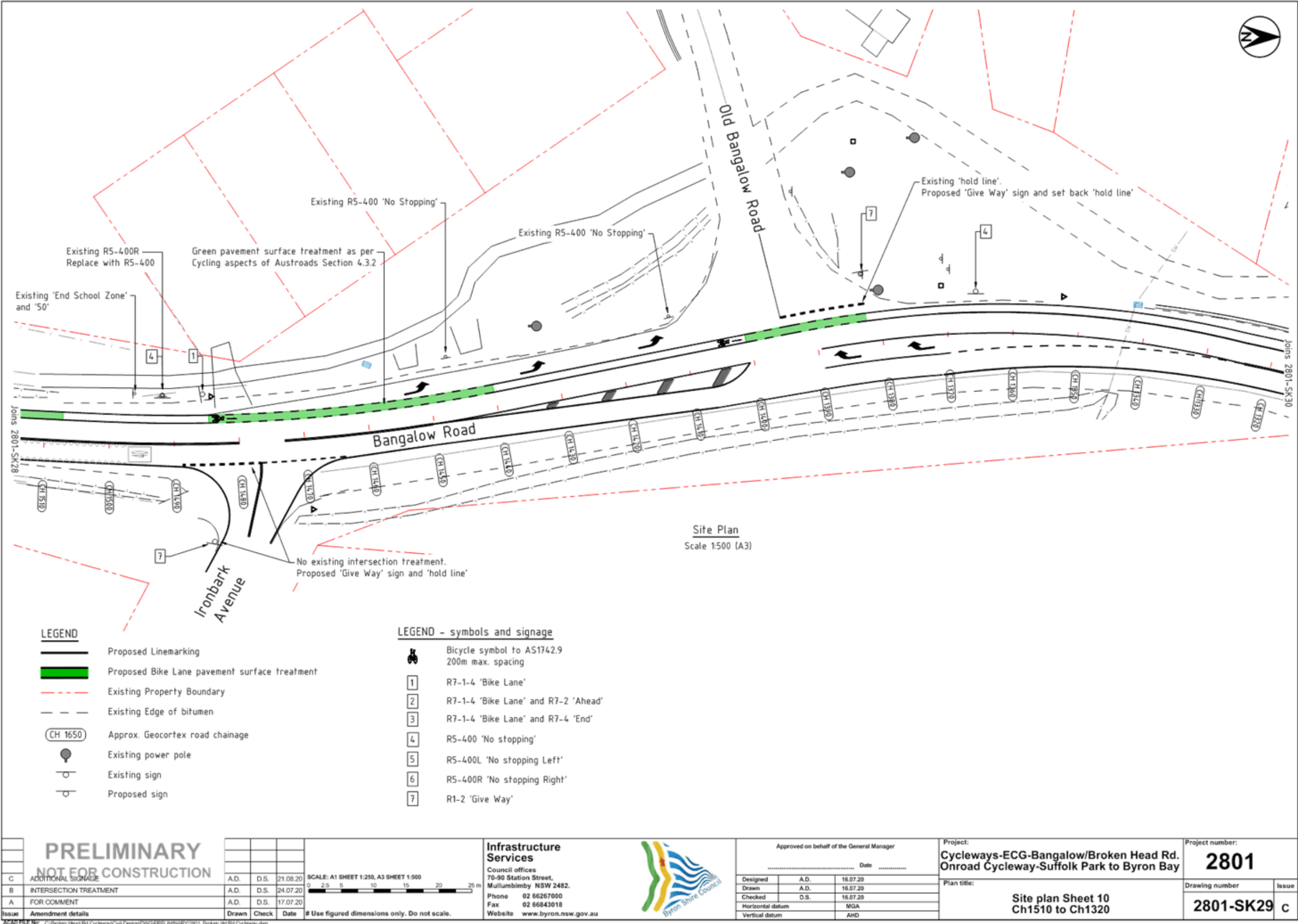
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**RECOMMENDATION:**

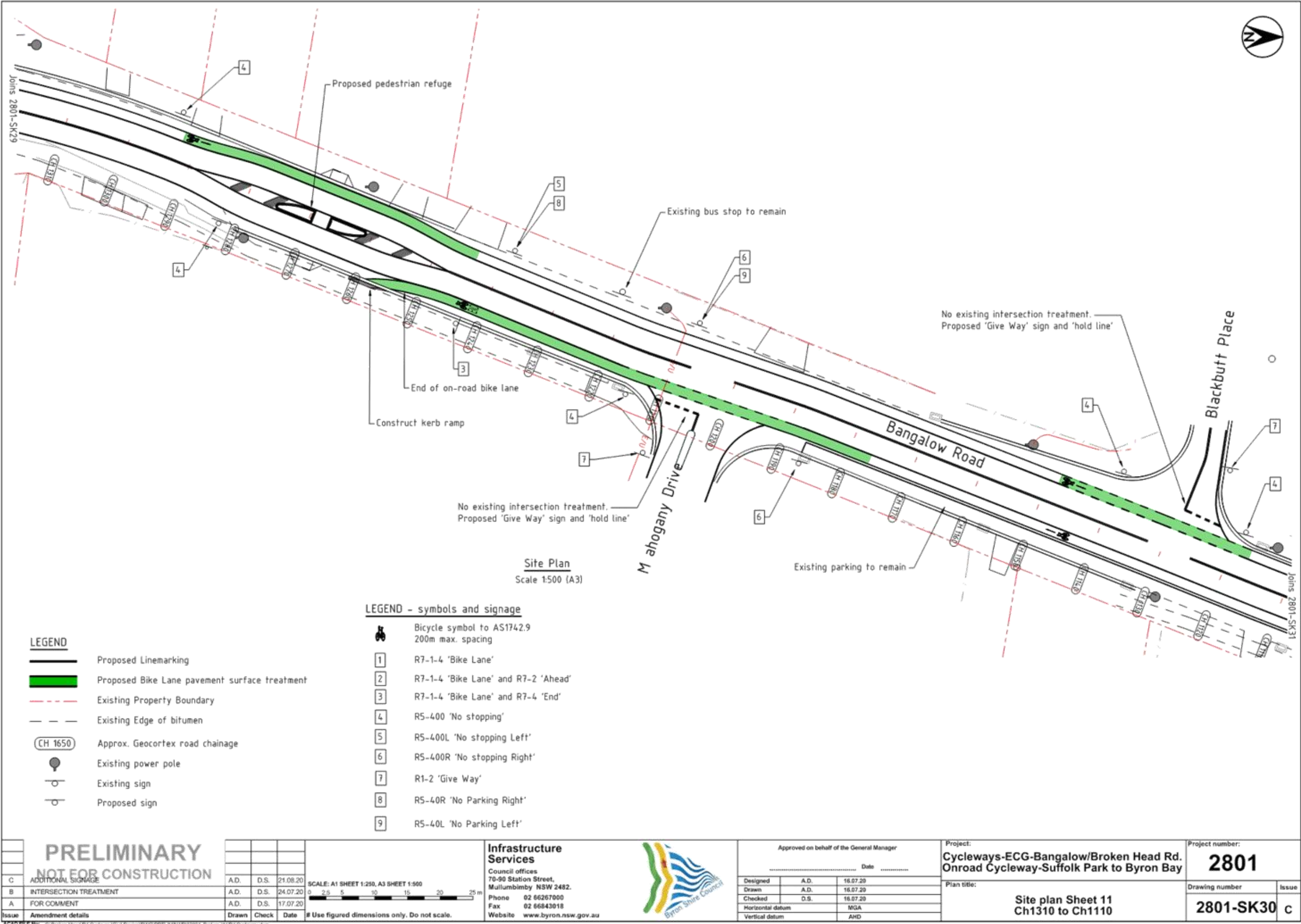
**That Council supports the modification of Bangalow Road as per the amended plans (E2020/65203), which including adjustment of the existing road alignment, lane widths, line-marking, signage, parking locations, parking time limits and bus-stop locations.**

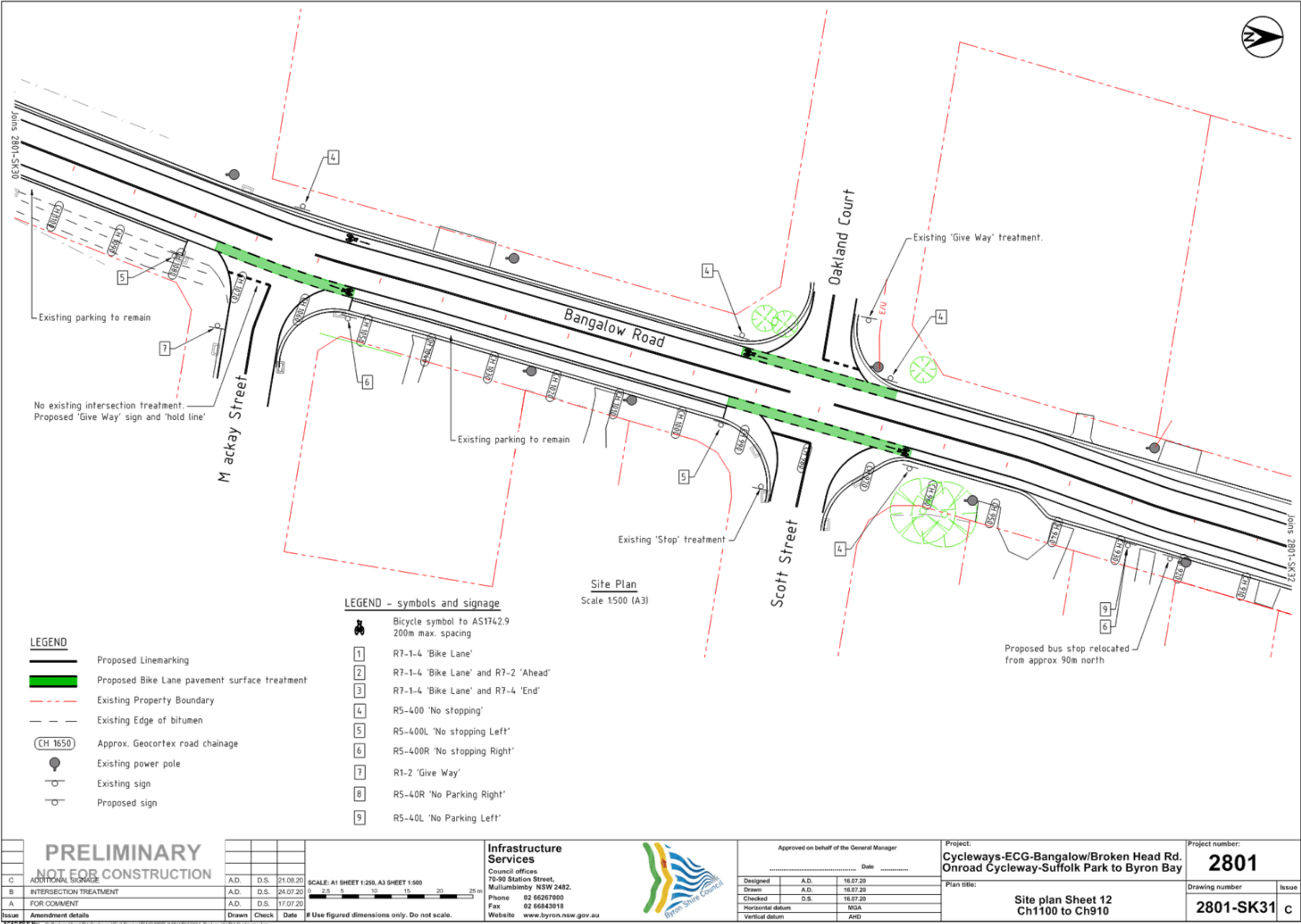
**Attachments:**

- 10      1      24.2017.86.1 - 2801r4 - Byron to Suffolk Cycleway - Stage 3 - Bangalow Road Design (amended) -  
LTC - 8 Sept 2020, E2020/65203 , page 124 [!\[\]\(49aa2e1da5fe39294864e9598c593810\_img.jpg\)](#) 

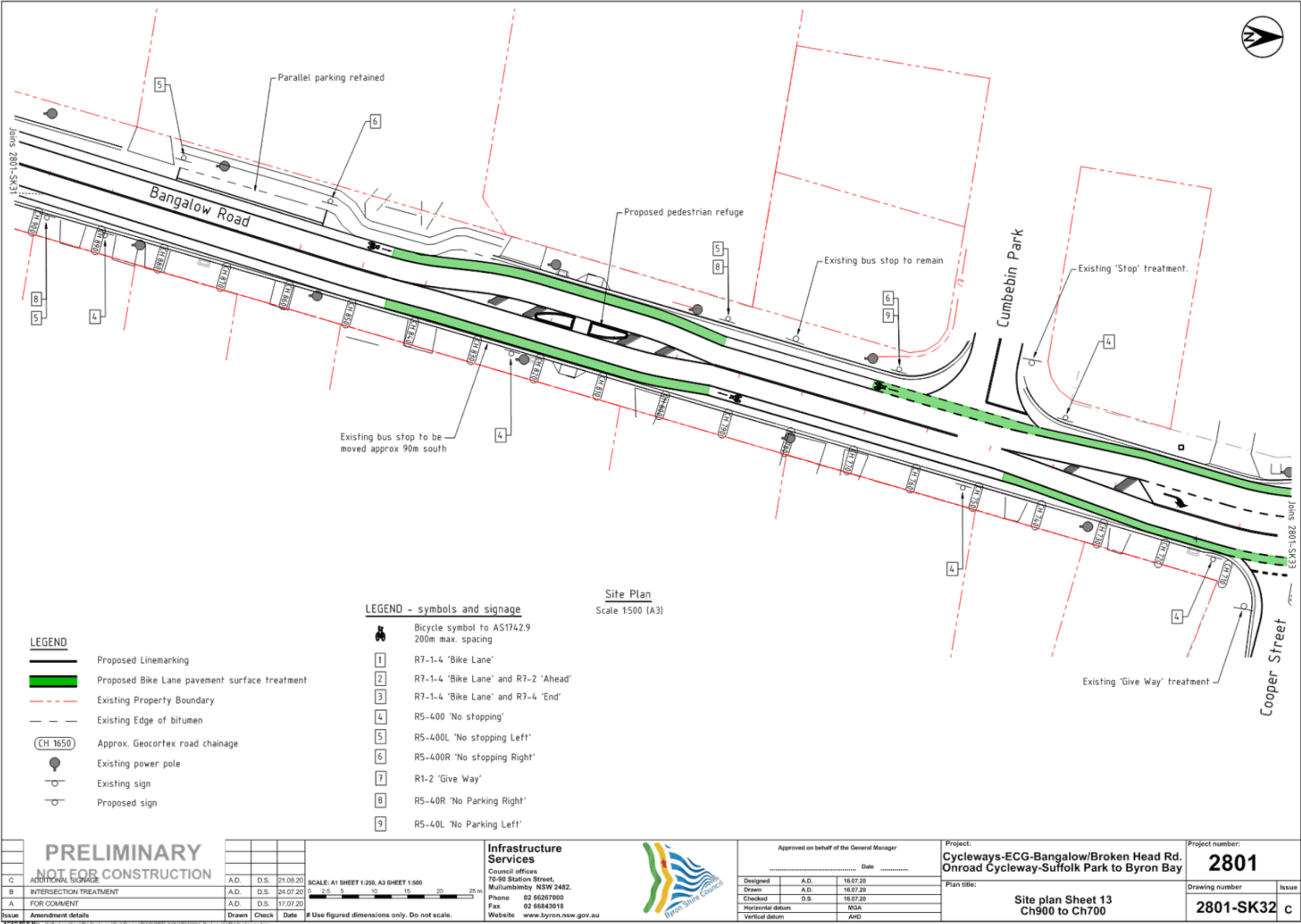


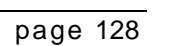




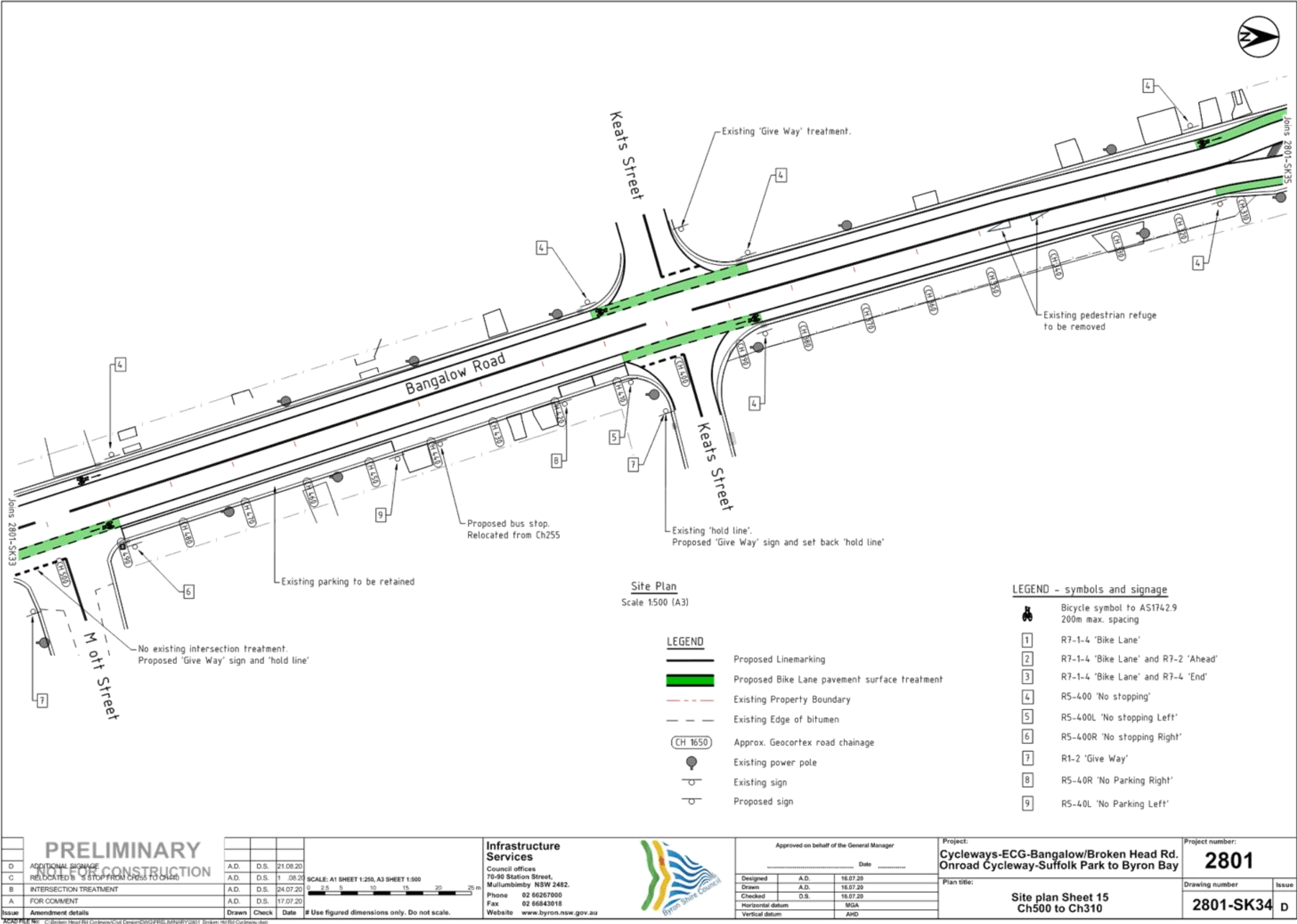


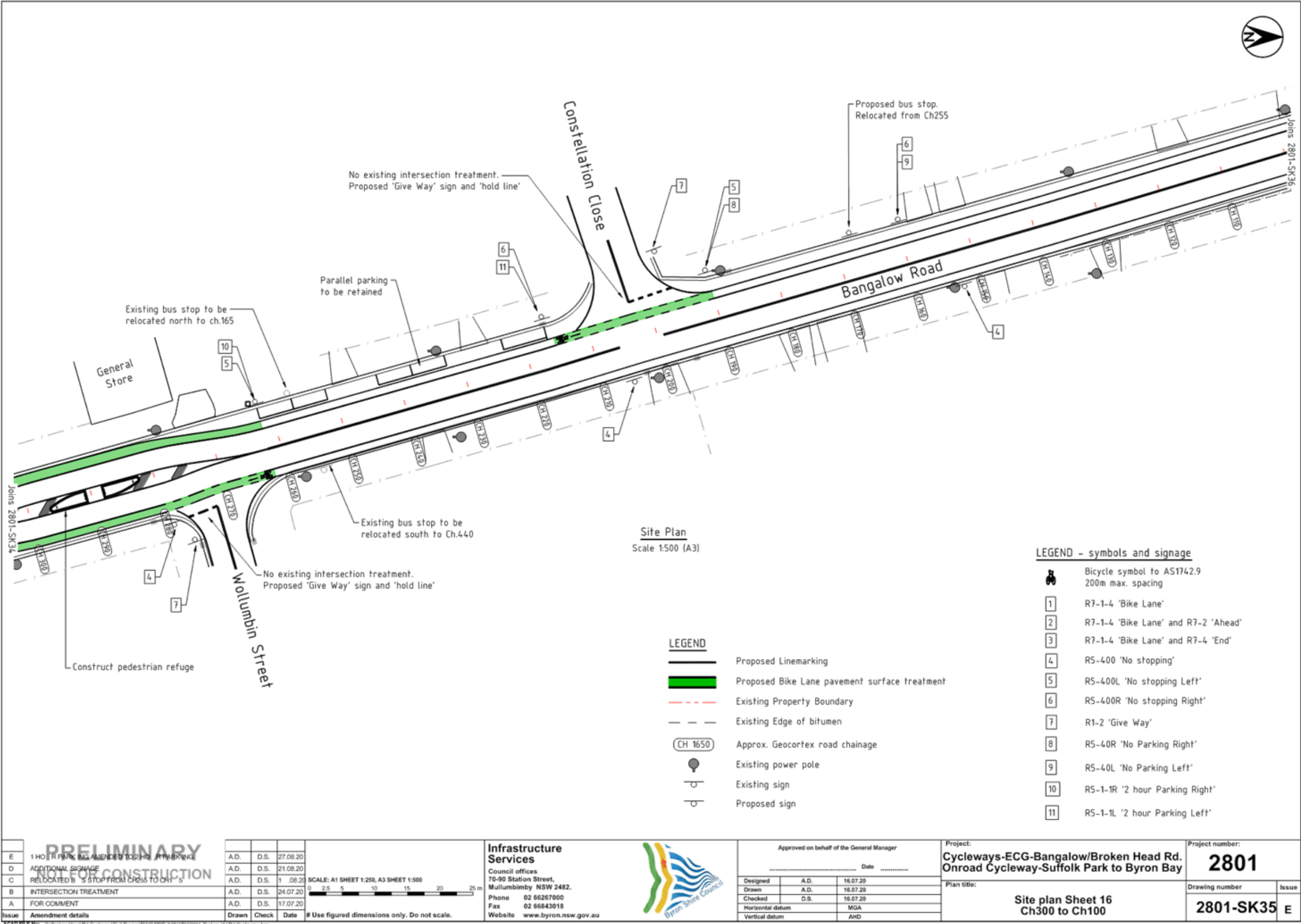




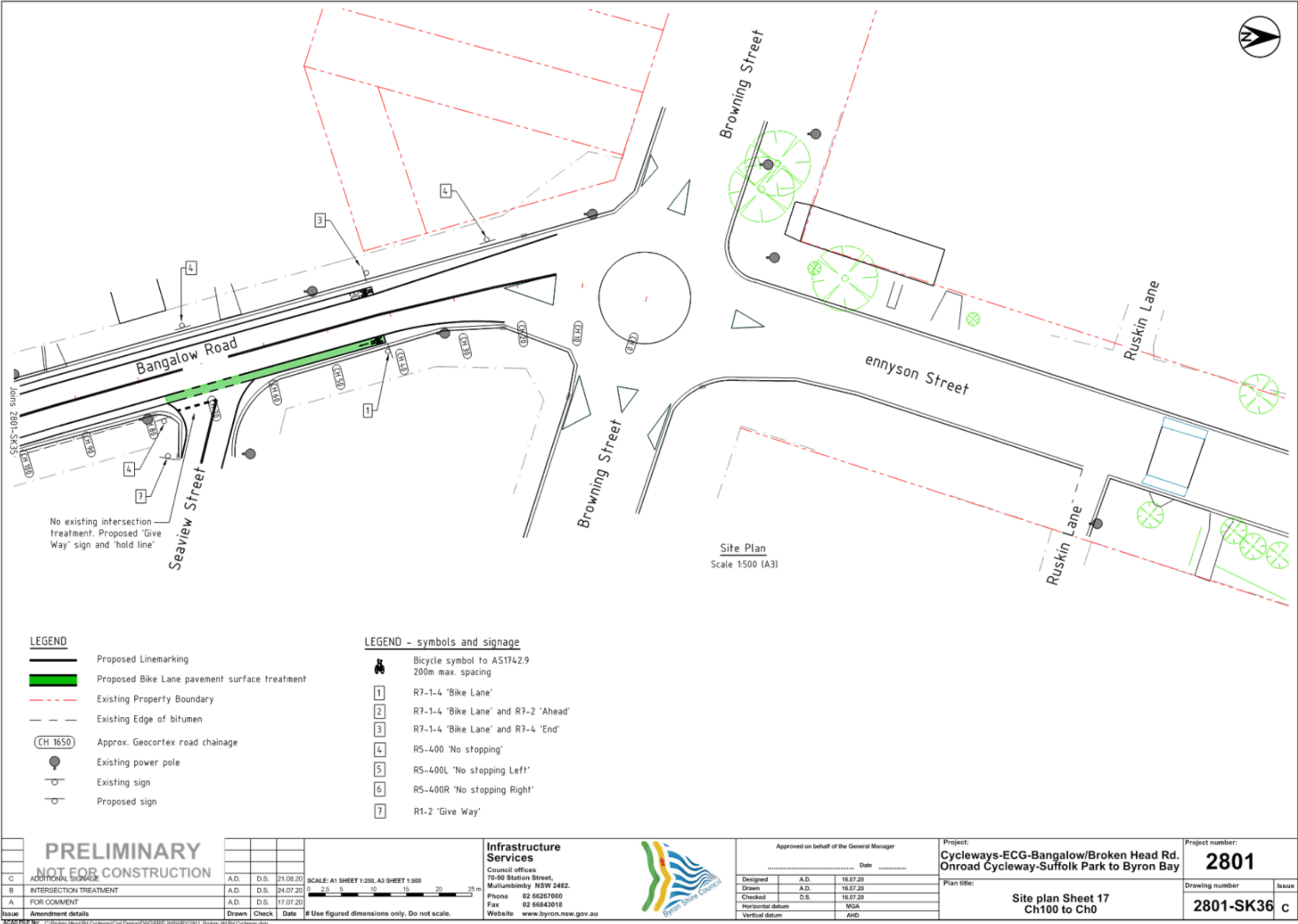












**Report No. 6.3**                      **Byron Cycle Club - Criterium Racing 2020 - Woodford Lane, Ewingsdale and Byron Arts & Industrial Estate**  
**File No:**                              I2020/1245

**5 SUMMARY**

The Byron Cycle Club is seeking support to run their Criterium Racing at 2 locations on the 2<sup>nd</sup> and 4<sup>th</sup> Sunday of each month. The 2 locations are:

- 10                      1. Arts & Industrial Estate, Byron Bay  
                          2. Woodford Lane, Ewingsdale.

**Background**

15 Council is in the process of constructing a new cycling track at the Cavanbah Centre. The expectation is that once this track is complete the Byron Cycling Club will run their Criterium races at the Cavanbah Centre.

In the meantime they are seeking Council consent to continue running their races at the Arts and Industrial Estate and at Woodford Lane. This request was presented to LTC August 2019 and a 12 month consent was granted to run Criterium races at both locations through to August 2020.  
 20 Given it is now August 2020 their consent is about to lapse and they are seeking a renewal.

**ARTS AND INDUSTRIAL ESTATE**

25 The Club has run Criterium races in the Arts and Industrial Estate since 2013 and have consent to continue racing there until August 2022.

**WOODFORD LANE**

30 Council is in the process of addressing parking and traffic problems within Centennial Drive and the surrounding Arts and Industrial Estate. As part of this, Council is planning a one way trial of Centennial Circuit for 3 to 6 months. As a result of this the Byron Cycling Club gained LTC and Council support to move their Criterium races to Woodford lane until August 2020 The one way trials did not occur and are now likely to occur within the next 12 months. to avoid conflicts with the one way trial they would like another 12 month consent to conduct races along Woodford Lane.

35 Giving 12 month consent is consistent with the 2019 approval and should provide sufficient time for the new circuit at the Cavanbah Centre to be finished.

40 The proposal is to use the same 2019 TCP. In summary, the club propose to commence the TCP and races north of the entrance to The Farm to minimise any traffic conflict and will enable vehicles to enter and exit Woodford lane as required. They 2019 TMP has been attached which outlines how they would manage vehicle traffic during racing.

45 Council has not received any complaints over the past 12 months regarding the races occurring along Woodford Lane. Prior to the 2019 LTC consent the organisers sent a letter to all residents regarding the event and no feedback was received, see attached.

Refer to the figure below for the proposed location and extents.










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**RECOMMENDATION:**

1. That Council support the use of Woodford Lane, Ewingsdale, for criterium racing on every 2nd and 4th Sunday of the month until August 2021, subject to:
  - a) Traffic control plan(s) and a Traffic Management Plan being designed by those with the appropriate and relevant NSW (RMS) accreditation.
  - b) The implementation of the Traffic Management Plan and Traffic Control Plan(s) by those with appropriate NSW (RMS) accreditation.
  - c) Holding \$20m public liability insurance cover which is valid for all races.
  - d) Obtaining separate approvals by NSW Police and RMS, as required.
  - e) Paying Council's Road Event Application Fee prior to the event

**Attachments:**

- 1 Letter from Police to Byron Bay Cycling Club - re Byron Bay Cycling Club Season 2019 -pedal races within Woodford Lane Ewingsdale - Police approval, E2019/49971 , page 135 [!\[\]\(cf5be311f7b2821912d8009884508fa2\_img.jpg\)](#) 
- 5 2 Traffic Control Plan Criterion Racing Byron Industrial Estate, E2019/50256 , page 138 [!\[\]\(4f49380f3d6bce047bc47b2072cc076f\_img.jpg\)](#) 
- 3 Letter to residents of Woodford Lane, E2019/50258 , page 142 [!\[\]\(d8f7165d5a8d1eba426ea452457190e5\_img.jpg\)](#) 
- 4 TMPTCP woodford lane 2019 BBCC, E2019/50270 , page 143 [!\[\]\(ecaac2a7ce9fc9f5de2e0b330d2ae13c\_img.jpg\)](#) 





**NSW Police Force**  
[www.police.nsw.gov.au](http://www.police.nsw.gov.au)

Mr John Langler  
Byron Bay Cycling Club

Dear Mr Langler,

I refer to your application on behalf of the 'Byron Bay Cycling Club Season 2019' to conduct pedal cycle races within Woodford Lane Ewingsdale as set out in the Traffic Management plan, on the 2<sup>nd</sup> and 4<sup>th</sup> Sunday of each month during 2019.

In principle the New South Wales Police Force does not sanction the conduct of this type of event on the road network. There are inherent risk factors which directly impact on the safety of those involved and other road users.

Northern Region Police have no official objection to the present application, provided the event is conducted in accordance with each of the Traffic Management Plan and the attached list of conditions.

Departure from these conditions may result in police terminating the event and thereby requiring participants thereafter to comply with the provisions of the Road Transport Legislation.

I approve this event to be conducted in accordance with Section 115 of the Road Transport Act 2013.

I wish you success with the event and hope it will be safe and satisfactory for all concerned.

Yours sincerely,

per:

**Max Mitchell APM**  
Assistant Commissioner  
Region Commander  
NORTHERN.

**Northern Region Command**  
**Newcastle Police Station**  
L3, Cnr Church & Watt Street

Telephone 02 4929 0802 Facsimile 02 4929 0732 ENet 70602 EFax 70732 TTY 9211 3776 (Hearing/Speech Impaired)  
ABN 43 409 613 180

**NSW POLICE FORCE RECRUITING NOW 1800 222 122**

**WWW.POLICE.NSW.GOV.AU/RECRUITMENT**

**NEW SOUTH WALES POLICE CONDITIONS****BYRON BAY CYCLING CLUB SEASON 2019-20**  
**TWEED / BYRON LOCAL POLICE DISTRICT**  
**2<sup>nd</sup> & 4<sup>th</sup> Sunday each month during 2019-20****GENERAL**

1. Permission of the relevant Local Government Authorities to be obtained and conditions adhered to.
2. Provisions of the Road Transport Legislation are adhered to.
3. Any direction given by a member of the NSW Police Force (NSWPF) in accordance with the Road Transport Legislation and Local Government Legislation is promptly obeyed.
4. Permission of the Roads and Maritime Services (RMS) is obtained for travel on any state road or highway and any direction given or conditions imposed by officers of the RMS are to be promptly obeyed.
5. A Road Occupancy License (ROL) is in place for the event (if required).
6. Organisers, officials and competitors to take all reasonable measures to reduce obstruction to pedestrians or vehicles during the course of the event.
7. Officials must obtain current minimum public liability as stipulated by the NSW Department of Sport and Recreation.
8. The race is to be conducted in accordance with the race timing and route approved by police.
9. The event is to be conducted during daylight hours only.
10. A copy of these conditions is to be given to each competitor and official prior to the commencement of the event or included in the printed race rules.

**ORGANISERS AND OFFICIALS**

11. Organisers to provide sufficient marshals to properly control competitors in the event.
12. The event organisers shall enforce immediate disqualification upon any competitor;
  - (a) Who fails to comply with any Police direction,
  - (b) Who fails to comply with any of these conditions.

- 1 -



**MARSHALS / TRAFFIC CONTROLLERS**

13. Marshals are to be instructed as to their duties by the organisers.
14. Marshals and officials are to be provided with a copy of these conditions.
15. If control of traffic is required at the intersection of Woodford Ln and Ewingsdale Rd it's to be conducted by accredited traffic controllers.

**COMMUNICATION**

16. Radio communication is to be provided to / between each Marshall.
17. In the interest of promoting road safety and public awareness of the conduct of the event, advertisements are to be placed in the local newspapers and other media along the route so to advise members of the public and forewarn them of the presence of the cyclists and support vehicles occupying the roadway.

**SPECIAL CONDITIONS**

18. Warning signs are to be erected at the entrance to Woodford Lane and display the words "CAUTION CYCLE RACE IN PROGRESS" (or similar).
19. Warning signs referred to above shall not be less than 900mm x 400mm in size with large lettering proportionate to the dimensions of the sign.
20. Written notification of any incidents or complaints during the event to be forwarded to the Traffic Office at Tweed Heads Police Station within 7 days or it taking place.



  
 Chad GEORGE  
 Senior Sergeant  
 Northern Borders Cluster  
 NORTHERN  
 18<sup>th</sup> June 2019

## GREG ALDERSON &amp; ASSOCIATES.

A.B.N. 58 594 160 789

## CHARTERED PROFESSIONAL ENGINEERS &amp; SCIENTISTS

Our Ref: 16260 cover letter

Your Ref:

6<sup>th</sup> April 2016

General Manager  
Byron Shire Council  
PO Box 219  
Mullumbimby, NSW, 2482

Attention: Simon Bennett

**Re: Traffic Control Plan for Criterium Cycling Races held at Wollongbar Drive,  
Centennial Circuit and Brigandine Street, Byron Bay**

Simon,

This Traffic Control Plan (TCP) has been prepared in order for Byron Bay Cycling Club to continue to host criterium style cycle races in the industrial estate of Byron Bay. The races are conducted between approximately 6am and 8:30am on Sunday mornings when there is little traffic movement. The races are held monthly, typically on the first Sunday of each month, during the months of October through to March.

There are two possible routes proposed. The first route is Wollongbar Drive, Centennial Circuit and Brigandine Street in an anti-clockwise direction. For this route an existing traffic control plan is in place, dated 28<sup>th</sup> September 2010.

The second route, which is the purpose of this traffic control plan is to bypass Wollongbar Drive and head north along Brigandine Street to the T-intersection with Centennial Circuit, where cyclists would turn left on Centennial Circuit. Please see the attached TCP for this scenario.

The New South Wales Guidelines for Bicycle Road Races (1 January 2004) provides the following definition of criterium bicycle racing and the required conditions for that race type:

**Criterium**

*Criteriums are massed start, high-speed bicycle race events in which riders race around multiple laps of a closed circuit racecourse to compete for order of finish. Criteriums are usually held on closed public streets. The racecourse is normally up to three kilometres in length.*

**4.4 Special conditions by Race Type****Criterium**

1. *Complete closure of the racecourse is required. If multi-lane streets are used, it may be acceptable to allow a partial closure. In this case, adequate protection from traffic shall be provided with approved cones, fencing and barricades. Opposing traffic shall not be allowed immediately adjacent to a closed circuit. Parked vehicles shall not be allowed on a racecourse.*

133 Scarnabellottis Road NASHUA NSW 2479

Telephone: (02) 6629 1552 &amp; Facsimile: (02) 6629 1566, E-Mail: office@aldersonassociates.com.au

MEMBER OF THE CIVIL COLLEGE, NATIONAL REGISTERED CIVIL ENGINEER, RPEQ 4907



2. *A detour around the racecourse shall be defined before the racecourse can be approved. The organiser shall sign a detour route in accordance with event's Traffic Management Plan.*
3. *Affected businesses and residents shall be notified, in writing, by the organiser between one month and one week prior to the bicycle race event, at the road agency's discretion.*
4. *Marshals shall be placed at all street intersections to control pedestrian flow and to monitor motorists' use of the detour.*
5. *A police presence is advised in urban areas with significant traffic volumes.*
6. *If the racecourse is closed to motor vehicle traffic, signs must be installed to warn affected motorists that the road is closed, in accordance with event's Traffic Management Plan.*

This TCP does intend to close the road to traffic, however there shall be provision for traffic to enter the course and continue in an anti-clockwise direction, i.e. in the same direction of the race. This has been the case in the past if a motorist requires entry to the course. There has been radio communication between the marshals, the commissaire and the racers are alerted to the vehicles on the track. This system has worked well in the past and is understood and respected by the racers. The initial directive given to all racers prior to the race gives instruction in this regard.

A notice board has been the means of notification of the businesses and residents that may be disrupted in the past. It has been posted a week prior to the race at the intersection of Centennial Circuit and Bayshore Drive, both southern and northern intersections.

Although the organisers and racers would prefer there were no parked cars on the course, this cannot be adhered to as many cars are stored on the street over the weekend for various reasons. It has been past practise to place orange cones highlighting all parked cars on the inside edge of the circuit.

The existing criterium at Byron Bay is part of a regional event that incorporates the allocation of points available at criterium races held at Ballina and Murwillumbah and more widely, Grafton, Coffs Harbour, Port Macquarie, Inverell and Armidale by their respective clubs.

#### **Traffic Control Plan description**

The traffic volume on the race circuit is very low early on Sunday mornings. The area is predominantly industrial, hence the race does not affect the majority of businesses located on the circuit. A tourist operator often needs to get a bus out of the area early; this is generally before the race commences. A gym does open early however it seems there is little clientele at that time and they are content to walk from the corner of Wollongbar Drive and Centennial Circuit.

Considering the above, this TCP has been designed in accordance with RTA standard TCP's 47 and 437 modified to suit site specific conditions. TCP is intended for a two way thoroughfare which is closed for short term work such as blasting. TCP 437 is intended for short term work with ADT  $\geq 1500$  and incorporates the use of traffic controllers.

It is proposed that the section of Centennial Circuit between Bayshore Drive and Brigandine Street is closed with detour signs directing traffic to the northern intersection of Bayshore Drive and Centennial Circuit for access to the race circuit via traffic controllers as depicted on the attached traffic control plan. There will be marshals located at the other intersections with radio contact to the traffic controllers and the commissaire. Should a vehicle need access, then all racers, marshals and traffic controllers will be notified prior to the vehicle entering the race circuit, in the same direction as the racers. The vehicle will be monitored on the circuit where there is an appropriate gap.

© Page 3

April 6, 2016

Signage will be installed as per the attached TCP. All signage is to be RMS accredited and in accordance with the Australian Standards and indicated as such on the Traffic Control Plans. All signs are to have RMS reference numbers.

For further clarification please feel free to contact our office.

Yours Faithfully,

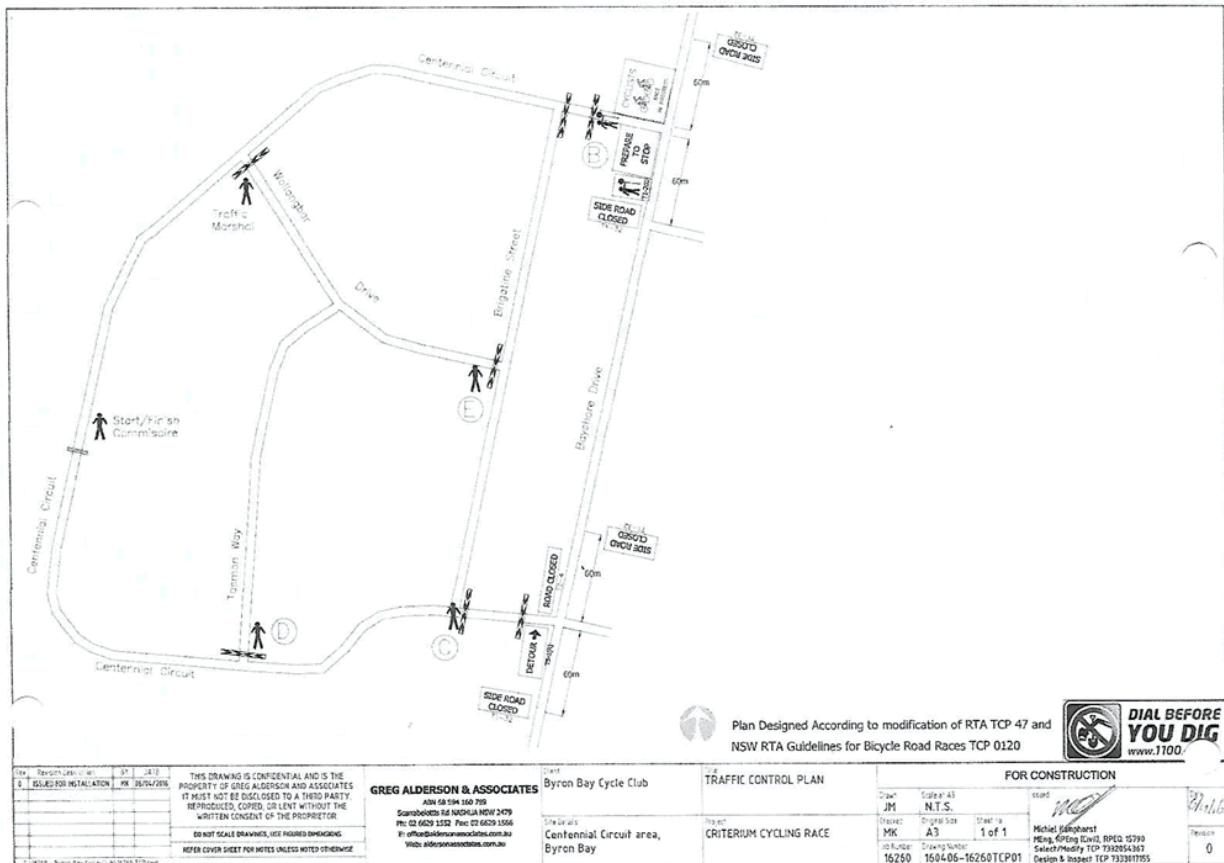
Michiel Kamphorst  
MEng, RPEng (Civil), RPEQ 15790  
Select/Modify TCP 7332054367  
Design & Inspect TCP 7333017155

Attachment: Traffic Control Plans

CC: Byron Bay Cycle Club



### 6.3 - ATTACHMENT 2





Dear resident of Woodford Lane,

On behalf of the **Byron Bay Cycling Club**, I Chris Boogert (Race Director), would like to introduce myself and familiarise you with our future Woodford Lane **Criterium Races**. After much consideration Woodford Lane, Ewingsdale has been deemed a **safe** and rider-friendly road to accommodate our season's criterium races from 2019.

Currently these races are conducted early on **Sunday mornings** inside the **Byron Bay Arts & Industry Estate**. With increasing footfall, vehicle traffic, parked cars and business operations this site is no longer deemed safe. The criterium series comprises of Monthly races held on Sunday mornings. On these days, traffic management will be implemented from 06:30 and will conclude at 08:00. During these times, roads will be open to local traffic with appointed traffic marshalls monitoring the flow of traffic to ensure that the safety of riders and vehicles is not affected.

Byron Bay Cycle Club has recently conducted a Traffic Management Plan (attached) in accordance with RMS requirements for our proposed Woodford Lane site. The implementation of this TMP during the future events will ensure that access to neighbouring properties on Woodford Lane is maintained at all times, traffic control signage will be located such that it is visible to traffic and clear of through traffic lanes, and that all event-related vehicles shall park legally on site clear of traffic.

Cycling NSW and Cycling Australia have strict racing regulations that all cycling clubs need to abide by. This means that the Woodford Lane site will be monitored during races by myself as Race Director, as well as marshals and volunteers who will be out on the course before, during and after the race to ensure **rider safety, administer traffic control** and look after **event signage** notifying neighbours and businesses of the event. This signage will be put up at the start of the week of each race so that you are well informed, and removed on the Sunday morning following the race.

The Byron Bay Cycle Club aims to provide locals and people visiting the area with a **safe, fun and community-focused cycling event**.

At this time, if you have any concerns or objections regarding this event please contact myself via the below contact details. You will have until Sunday 24 March 2019 to submit any feedback or complaint before we go ahead with submitting our final application to Byron Bay Council.

Kind regards

Chris Boogert  
Race Director - Byron Bay Cycling Club  
Ph: 0422 768 617  
Email: [racedirector@byronbaycycleclub.org.au](mailto:racedirector@byronbaycycleclub.org.au)

PO Box 1260, Byron Bay, NSW  
[www.byronbaycycleclub.org.au](http://www.byronbaycycleclub.org.au)



**TRAFFIC MANAGEMENT PLAN**

**BYRON BAY CYCLE CLUB INC**

**CRITERIUM CYCLE RACING**

**WOODFORD LANE, EWINGSDALE, BYRON BAY**

**Introduction**

This Traffic Management Plan (TMP) has been prepared in order for Byron Bay Cycle Club to host criterium style cycle races on Woodford Lane, Ewingsdale, Byron Bay.

**Objective of this Plan**

The objective of this plan is to provide a safe environment for all competitors and other road users, and to minimize disruption to residents of Woodford Lane.

**The Course**

The route proposed is an "out and back" course riding initially in a clockwise (north) direction to a turn around point 50 meters south of the northern end of Woodford Lane then riding south to another turn around point approximately 250 meters north of The Farm entry. Participant and spectator parking will be to the south of the course. The start/finish line is not fixed but will be towards the southern end of the course. Riders will always finish when riding in a southerly direction so that they can immediately move off the course and not impede those still racing. A Traffic Control Plan (TCP) is attached.

**Timings**

Racing will be conducted between 6.30 am and 9am on Sunday mornings of the 2<sup>nd</sup> and 4<sup>th</sup> Sunday of each month. It is anticipated that from 6.30 – 7am course preparation and participant registration will take place. Racing will commence around 7 – 7.15am with participants separated into four grades each starting a few minutes apart. Race duration will vary by grade from 45minutes to 60minutes. Upon completion of racing, the course will be restored to original condition and available for public use no later than 9am.

**Race Policy**

Racing will be conducted under the regulations and conditions set down by Cycling NSW. Racing will only proceed when the following conditions are met:

- . Approvals to conduct racing have been received from Byron Shire Council, NSW Police and Cycling NSW.
- . There must be a qualified Commissaire on duty overseeing the safety of the race.
- . There must be a qualified First Aid Officer on duty.
- . The TCP is fully setup by a qualified person and qualified Traffic Controllers and Driveway Attendants are in place as per the TCP.
- . The road surface is inspected for safety and defects such as pot holes clearly marked.
- . Vehicles parked on the side of the road are marked with traffic cones.



- . Weather condition must be such that racing is declared safe by the Commissaire.
- . There must be sufficient club members on duty to fulfill safe racing requirements.
- . The Commissaire, Traffic Controllers, Driveway Attendants and Race Marshalls all have working two way radios and/or mobile phones.
- . A detailed safety briefing for officials and race participants will be given by the Race Director and Commissaire prior to the commencement of racing. This will include a radio control check.
- . Race participants will be required to keep to the left of the road centerline at all times.

#### **Traffic Control Measures**

The attached TCP is to be setup by a qualified person, and Traffic Controllers and Driveway Attendants are to be in place and communications established with all officials before racing commences. This TCP does intend to close Woodford Lane to traffic, however there shall be provision for traffic to enter the course and continue in the direction of racing provided:

. There has been radio communication between the Commissaire, Traffic Controller, and Driveway Attendants, and the racers have been alerted to vehicles being on the course. This system has been used in the past and is well understood and respected by the racers. The pre race briefing given by the Commissaire to all racers gives instruction in this regard.

. Drivers of the vehicles entering the race course are briefed by the Traffic Controller and/or Driveway Attendants and made aware that there are riders on the road and that they are moving in both directions. Vehicles are to keep to the left of the road, not overtake any cyclist, and move in the same direction as the cyclists. Vehicles must exit the race course in a safe manner and must follow the directions of all race officials. Vehicle movement will be monitored and once a vehicle has exited the course this information is to be advised to all officials.

Signage will be installed as per the attached TCP. All signage is to be RMS accredited and in accordance with Australian Standards.

A notice board will be positioned at the southern entrance to Woodford Lane one week prior to racing to inform residents and others of the intention to conduct racing and will display the date, timings and duration of the event.

#### **Risk Management**

##### Hazard Assessment

Hazards to racing have been identified and the risk they present has been assessed on the basis of:

- The likelihood of occurrence of the hazard and

- The consequences of the hazard occurring

The results are set out in the table below

DESCRIPTION OF HAZARD	RISK RATING			
	LOW	MEDIUM	HIGH	VERY HIGH
1. Bike and car accident	X			
2. Traffic inconvenienced by racing	X			
3. Bike accident			X	
4. Bike/spectator/marshal incident	X			
5. Car accident blocks road	X			
6. Storm and Tempest	X			

**Risk Management**

Control Measures presented in the table below have been identified to lower all risks to an acceptable rating.

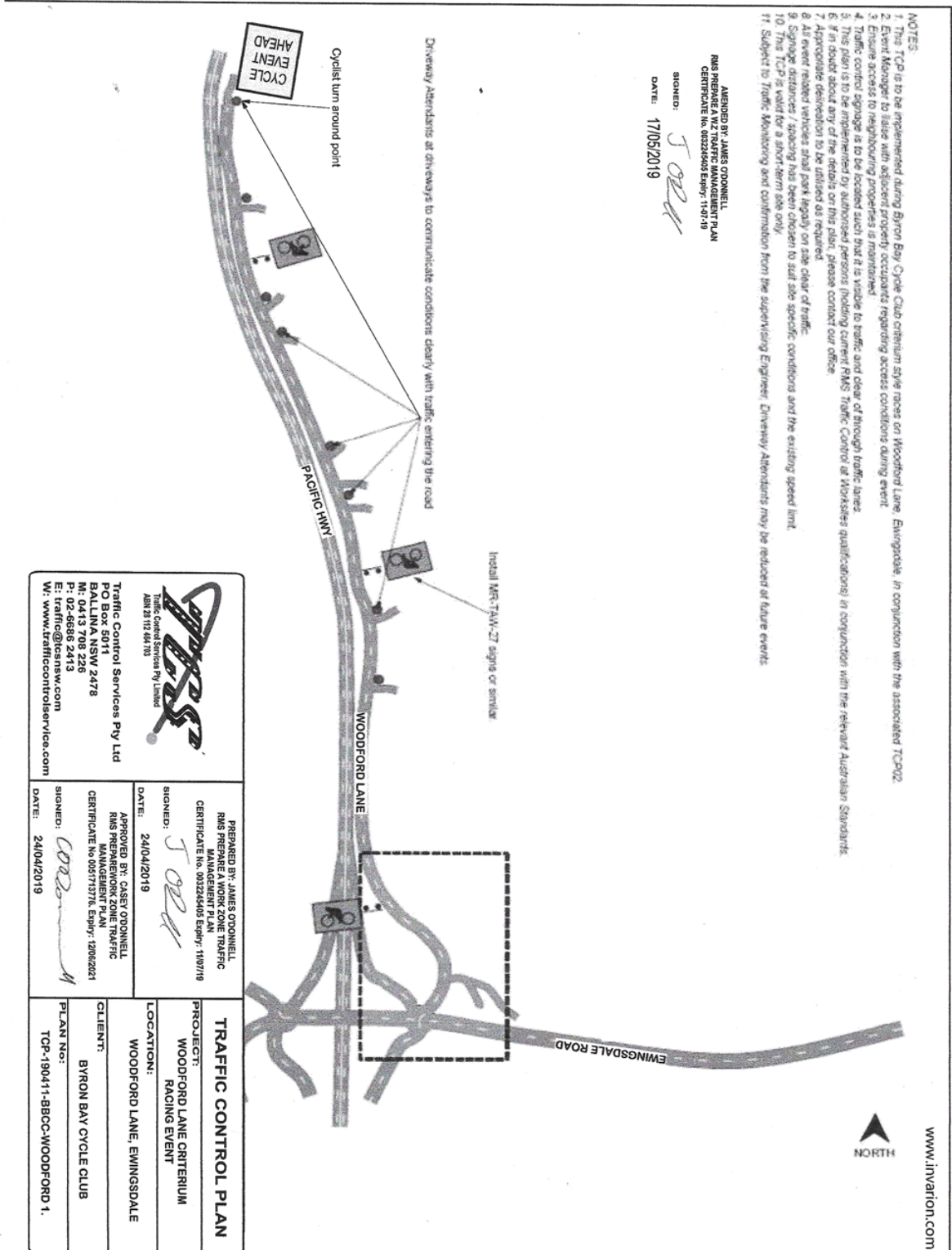
RISK	Management Protocol
1. Bike and car accident	(a) The roads are closed to traffic.
	(b) NSW Police advised.
	(c) Race Commissaire declares that racing is neutralized.
	(d) Race Commissaire monitors/controls safety of racing cyclists on the road.
	(e) Traffic Controller, Driveway Attendants or other racing cyclists advise Race Commissaire and duty First Aid Officer that an accident has occurred, the location on course and if ambulance or first aid officer is required.
	(e) Race Commissaire dispatches ambulance/first aid officer to scene of accident if required.
	(f) Ambulance/first aid officer treats racing cyclist and subject to situation



	<p>racing cyclist continues or is taken back to medical centre or hospital.</p> <p>(g) Road is cleared and Commissaire decides if racing is to resume</p>
2. Traffic inconvenienced by racing	<p>(a) Racing is conducted early on Sunday mornings when resident activity is minimal. A notice advising that racing is to take place has been displayed for the preceding 7 days.</p> <p>(b) Traffic is allowed to enter the circuit once all officials have been advised and the driver has been briefed. Racers will have been briefed by the Commissaire that this may occur.</p> <p>(c) A letter and/or briefing was given to each resident/ business that has frontage to the circuit informing them of the racing format that is planned for the trial period, so they can plan for the period of the closed circuit.</p>
3. Bike accident	As for (d) to (f) in item 1.
4. Car accident blocks road	<p>(a) Race neutralised by Race Commissaire</p> <p>(b) All racing cyclists advised to return to marshalling area</p> <p>(c) Matter reported to Police</p>
5. Bike/spectator accident	Report to Race Commissaire, ambulance or first aid officer dispatched if required and matter reported to Police if required.
6. Storm and Tempest	Commissaire monitors conditions and stops the race if required.

Prepared by: Byron Bay Cycle Club Race Committee

**Attachment:** Traffic Control Plan





**NOTES:**

1. This TCP is to be implemented during Byron Bay Cycle Club criterium style races on Woodford Lane, Ewingsdale, in conjunction with the associated TCP01.
2. Event Manager to liaise with adjacent property occupants regarding access conditions during event.
3. Ensure access to neighbouring properties is maintained.
4. Traffic control signage is to be located such that it is visible to traffic and clear of through traffic lanes.
5. This plan is to be implemented by authorised persons (holding current RMS Traffic Control at Workplaces qualifications) in conjunction with the relevant Australian Standards.
6. If in doubt about any of the details on this plan, please contact our office.
7. Appropriate demarcation to be utilised as required.
8. All event related vehicles shall park legally on site clear of traffic.
9. Signage distances / spacing has been chosen to suit site specific conditions and the existing speed limit.
10. This TCP is valid for a short-term site only.
11. Subject to Traffic Monitoring and confirmation from the supervising Engineer, Event Attendants may be reduced at future events.
12. TCP 84 (modified) to be implemented as required per the conditions given in the associated TRIP.
13. TCP 84 signage to be in place and covered when not in use.
14. TCP 84 traffic controllers to be on-site for duration of event.
15. TCP 84 traffic controllers to be located to allow maximum available queuing area without impacting roundabout.

**TRAFFIC CONTROL PLAN**

**PROJECT:** WOODFORD LANE CRITERIUM RACING EVENT

**LOCATION:** WOODFORD LANE, EWINGSDALE

**CLIENT:** BYRON BAY CYCLE CLUB

**PLAN NO.:** TCP-190411-BBC-WOODFORD 2.

**APPROVED BY:** CASEY O'DONNELL  
RMS PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN

**CERTIFICATE No:** 0051713776, Expiry: 12/06/2021

**SIGNED:** *COO*

**DATE:** 24/04/2019

**TRAFFIC CONTROL PLAN**

**PROJECT:** WOODFORD LANE CRITERIUM RACING EVENT

**LOCATION:** WOODFORD LANE, EWINGSDALE

**CLIENT:** BYRON BAY CYCLE CLUB

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**LOCATION:** WOODFORD LANE, EWINGSDALE

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**SIGNED:** *COO*

**DATE:** 24/04/2019

Event information sign to be installed 1 week in advance, notifying road users of date, time and duration of event.

**TRAFFIC CONTROL PLAN**

**PROJECT:** WOODFORD LANE CRITERIUM RACING EVENT

**LOCATION:** WOODFORD LANE, EWINGSDALE

**CLIENT:** BYRON BAY CYCLE CLUB

**PLAN NO.:** TCP-190411-BBC-WOODFORD 2.

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**PROJECT:** WOODFORD LANE CRITERIUM RACING EVENT

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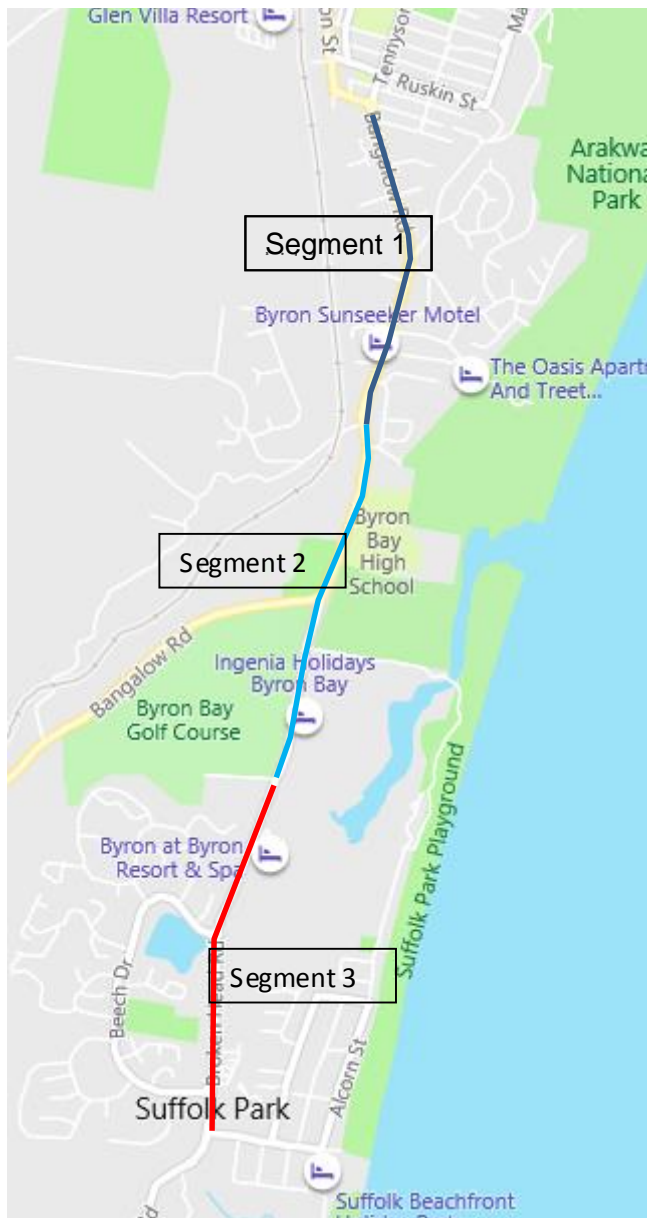
**SIGNED:** *COO*

**DATE:** 24/04/2019

**Report No. 6.4**      **M545 Traffic and Parking Management - Broken Head Road and Bangalow Road, Suffolk Park to Byron Bay**  
**File No:**              I2020/1246

5

This report seeks approval for the implementation of traffic and parking management facilities along regional road M545, Broken Head Road and Bangalow Road between Clifford Street, Suffolk Park and Browning St Byron Bay. Figure 1 shows the length of road under discussion.



10 Figure1. MR545 Traffic and Parking Management

### Background

Council is upgrading our active transport network along M545, including a cycleway, between Clifford St, Suffolk Park, through to Browning St, Byron Bay. This stretch of road can be broken up into 3 distinct segments with each segment having different road side characteristics.

- Segment 1 is typically more urban with extensive kerb and gutter and smaller verges.
- Segment 2 has few driveways, virtually no kerb and gutter and wide vegetated verges.
- Segment 3 is more urban, high number of driveways, no kerb and gutter and wide flat grass verges.

5

As Council rolls out this cycleway a number of safety concerns have come to light. The images below show typical examples of cars that are pulling off the road, especially where there is no kerb and gutter, and parking in dangerous locations. This is resulting in several concerns, such as:

10

- Unsafe clearances between parked cars and cyclists
- Car park close to driveways making line of sight of cyclists and cars dangerous
- Parking conflicts with informal bus stops forcing buses to double park



Figure 2. cars parked in this area have inadequate clearance when doors are opened.





Figure 3. van significantly reduces the line of sight increase safety concerns for cyclists and egressing cars.

Staff have identified a number of solutions that could form part of a coherent traffic and parking management strategy for these sections of MR545. These solutions are a mix of regulatory and non-regulatory options and are summarised below. Both regulatory and non-regulatory options are listed to show what a final holistic strategy could include:

- Restricted Parking Area/s.
- Timed parking areas.
- No Parking (buses excluded).
- Advisory signage
- A combination of No Stopping signs and yellow lines in key locations.
- Installation of kerb and gutter or other suitable barrier in limited strategic places to make it harder for cars to roll off the carriageway and onto the verge. Given the higher cost of installing kerb and gutter this would be limited and only in strategic places to extend existing kerb and gutter over shorter distances.
- Widen specific driveways to push parked cars back so exiting cars have better visibility.
- Install bollards and / or guide posts adjacent to key driveways to push parked cars back from the driveways. This can be adopted in combination with the above dot point if desired.
- Undertake a public education & enforcement campaign. Currently parking on many sections of the verge along this section of road is potentially illegal and may be partially managed through an education and compliance campaign. This would require staff to monitor this section of road on a routine basis, hand out flyers and warnings. This could be followed up after a number of weeks with issuing infringements.
- Install non-regulatory signs in key locations warning people Council is targeting illegal parking along verges.
- Pedestrian management facilities, crossings, refuges, ramps and the like

LTC's support for incorporating all the above regulatory actions is sought in order to facilitate and complete detailed designs and layouts for signage and line marking implementation

#### **Transport for NSW Consultation and Consent**

A key part of the process is TfNSW consultation and consent given this section of M545 is a classified road. Once staff completes a detailed designs for this section of M545 and identify the most appropriate traffic and parking management strategies the design plans will be submitted to TfNSW for concurrence given.

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#### **RECOMMENDATION:**

**That LTC note the proposed regulatory actions and support Council implementing a traffic and parking management strategy for MR545 from Clifford Street, Suffolk Park to Browning Street, Byron Bay incorporating Restricted parking areas, timed parking zones, No stopping, No parking and other associated regulatory signs and line marking.**

**Report No. 6.5**

**Broken Head Rd - Informal Bus Stop Parking Conflicts**

**File No:**

I2020/1206

5 The *M545 Traffic and Parking Management* LTC report highlights Council's approach in developing a holistic parking management strategy for a stretch of M545 between Clifford St, Suffolk Park, through to Browning Street, Byron Bay. The parking conflict around the informal bus stop discussed in this report is one specific example of the types of conflict occurring along this stretch of road. This example has been highlighted due to community concerns relating to child safety.

10 Council recently installed a shared path on the eastern side of Broken Head Road extending between Byron at Byron Resort and Clifford Street.

15 Prior to this in 2014, TfNSW (formerly RMS) provided concurrence for property access to a 6 lot community subdivision (159 Broken Head Road). A condition of consent imposed by TfNSW was the provision an informal bus stop. Consequently this condition was satisfied by the applicant as an asphalt extension from the traffic lane with a solid white line was installed outside the property as per Figure 1 below.



20 Figure 1: Previous location of informal bus stop outside 159 Broken Head Road, Suffolk Park

As a result of the shared path project, the above Figure 1 location can not longer function as an informal bus stop and Council has provided an alternate location 60m to the south.

25 Figure 2 below shows the alternate location provided for the informal bus stop.

At the original Figure 1 location community members highlighted there were frequent parking conflicts blocking the informal bus stop.

30 Community members have raised the reasonable expectation that similar parking conflicts will occur with the new location. As a result, Council is investigating parking management strategies to prevent school buses having to Double Park.



Figure 2: Informal bus stop to be relocated 60m south.

These solutions at this location are a mix of regulatory and non-regulatory options that could include:

1. A Restricted Parking Area
2. A combination of No Stopping signs and yellow lines in key locations.
3. No Stopping/Parking (buses excluded)
4. Advisory signage
5. Installation of bollards, traffic barriers, guide posts.

#### RECOMMENDATION:

1. That LTC support the implementation of a Restricted Parking Area and /or No Stopping and other appropriate regulatory signage and line marking to manage pedestrian, traffic and parking conflicts associated with the use of the informal bus stop.



**DEVELOPMENT APPLICATIONS**

**Report No. 7.1                      'No Stopping' signs - Mott Street DA 10.2020.124.1**  
**File No:                                I2020/1116**

Council has received a development application for a staged development at 9 Mott St, Byron Bay. The development consists of:

- Stage 1; 2 dwellings (attached), and
- Stage 2; strata subdivision.

Consultation between Council staff (including Resource Recovery), Solo Waste and the developer has highlighted a safety risk in relation to waste collection for Mott St. Currently garbage trucks are required to stop on Bangalow Road then reverse up the length of Mott Street to collect the bins as the road is narrow, steep and has no cul-de-sac to turn around. Note, Mott Street is a 100m long \* 3m wide local dead end street - refer to photos below.



Figure 1 – Aerial map showing location of subject site 9 Mott Street



Figure 2 – End of Mott Street



Figure 3 – Current parking situation at the end of Mott Street

The development application is currently under assessment and to address this safety concern Council advised the developer to provide a T or Y turning head at the end of Mott St. This will enable garbage trucks to service Mott St in a forward direction, turn around safely at the turning head and then leave Mott St in a forward direction. Currently the garbage truck reverses up from Bangalow Road, for approximately 100m at a grade steeper than 15%, which is not good practice due to poor visibility, safety to pedestrians, and noise from the beeping noise made by the truck when reversing.

An additional concern is the reasonable expectation that residents will park in the turning head once constructed. This would prevent garbage trucks from being able to turn around. Given the grade, width and length of Mott St Solo waste, Council's Development Engineers and Resource Recovery team leader have flagged this is a significant safety issue and therefore propose 'No Stopping' signs in the turning head.

As a result, staff request consent to install No Stopping signs in the turning head, at the developer's expense. The installation of these signs will occur as part of the turning head construction works.

Figure 4 below shows the proposed extent of the No Stopping zone within the Turning Head area. This takes into account the required turning path for the garbage truck.

Many cars of the neighbouring properties currently park within this proposed turning area, and without enforcement of "No Stopping" signs the proposed concept will not work, it is essential for garbage truck turning paths.

As per the development related advice provided under 29.2019.55.1 Council's waste section advised that the existing recycling/garbage servicing arrangements for Motts Street is currently a safety risk and not desirable (E2019/82543). Further to this advice, plans were provided to the waste section of the proposed turning area. Council's waste section considered the turning facility together with Solo Waste and advised the applicant's consultants of the need to include signage to regulate parking (E2020/7474).

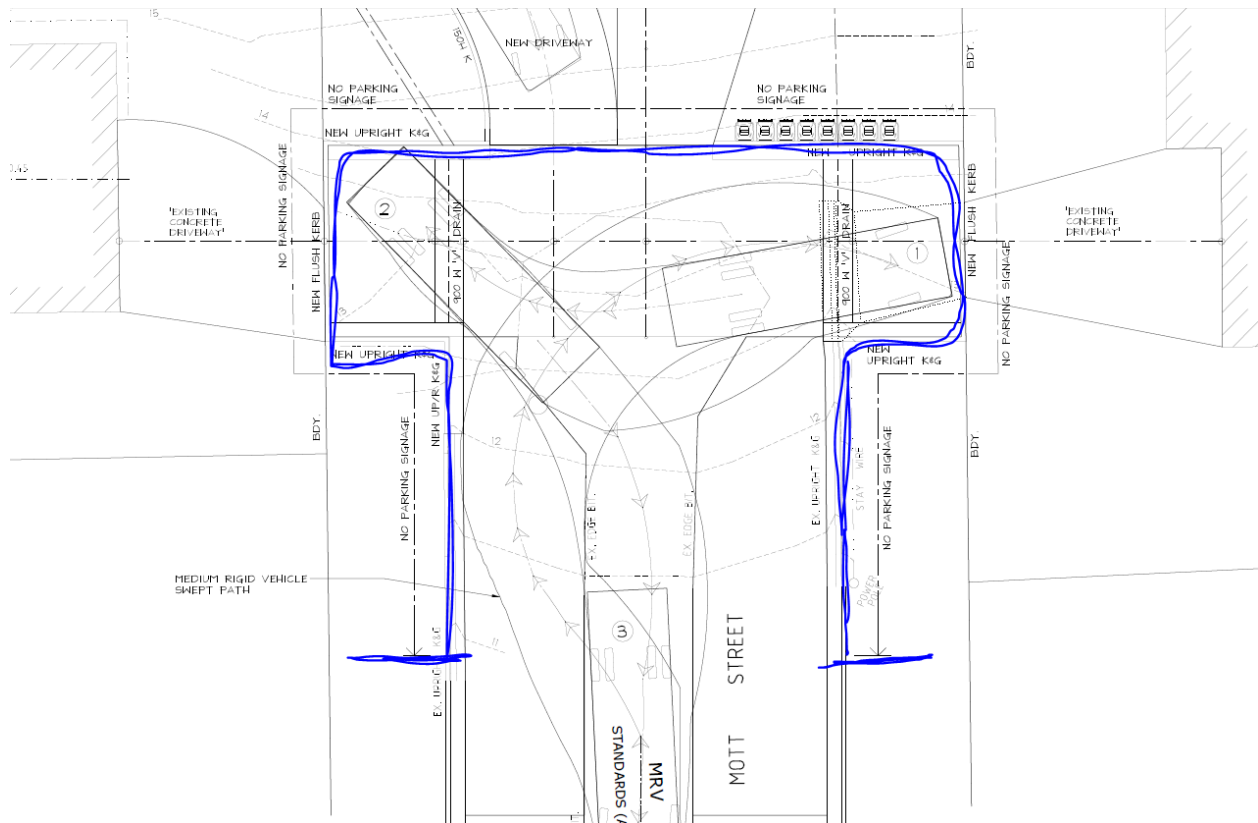


Figure 4 – Blue line shows extent of no stopping zone



5 The plans are to be in accordance with Lucena Engineers drawing: street & driveway layout CV1 Rev C (E2020/39145).

10

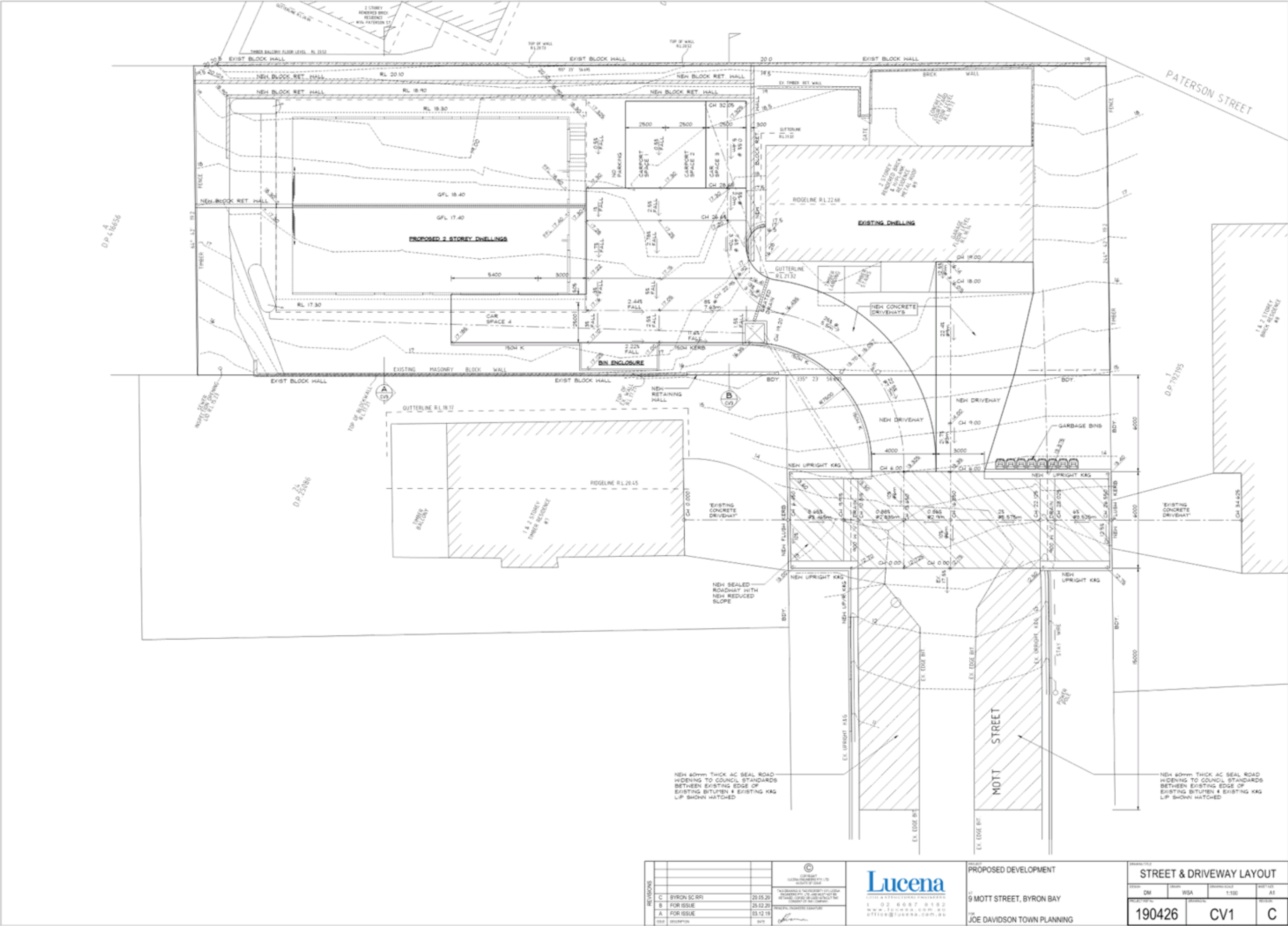
# RECOMMENDATION:

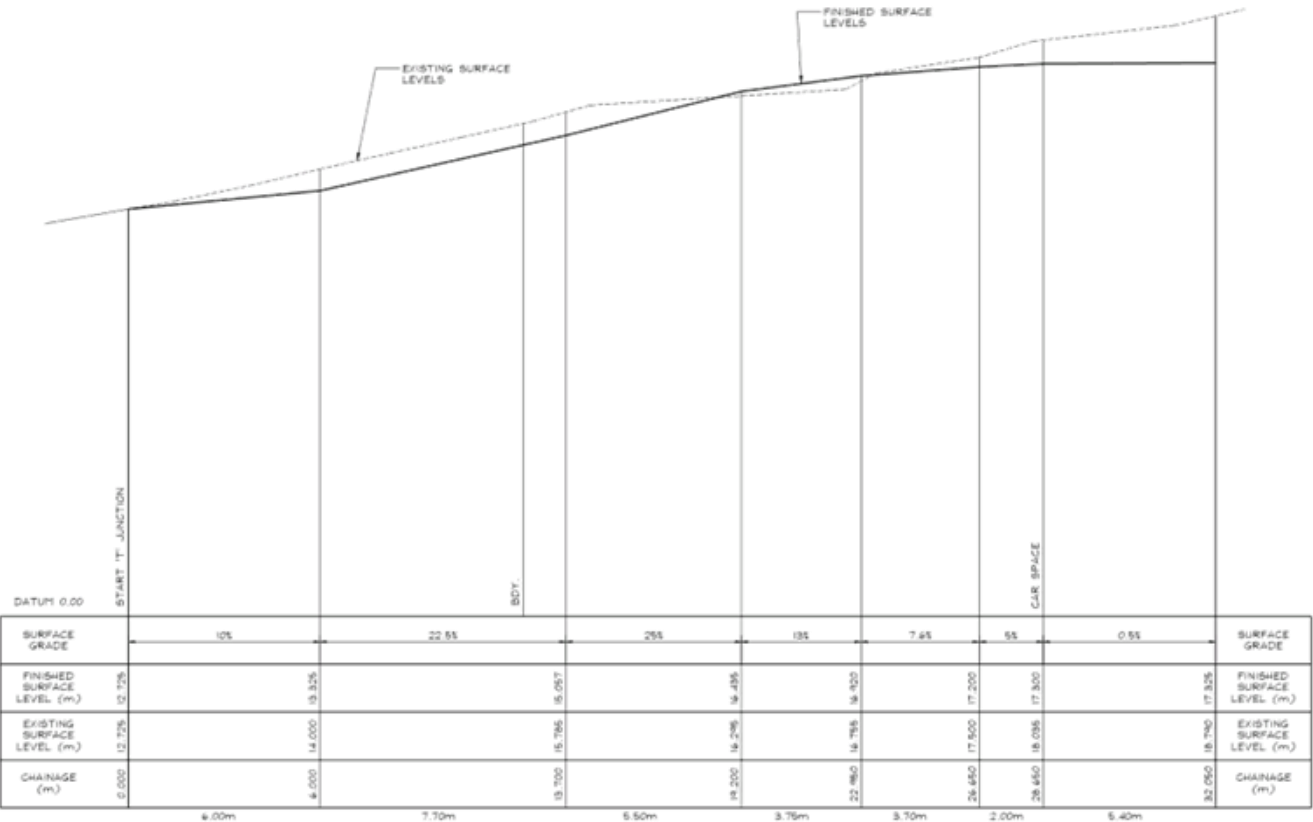
That Council support the installation of 'No Stopping' signs along the eastern end of Mott Street, Byron Bay, to provide a safe turning point for the garbage trucks.

# Attachments:

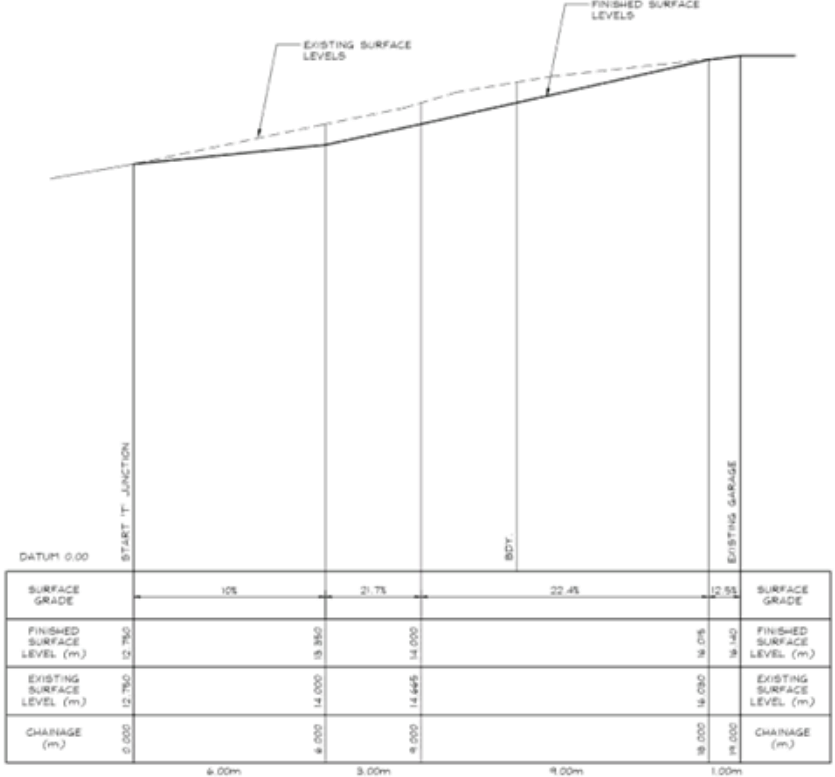
15 1 Engineering Plans - 10.2020.124.1, E2020/65663 , page 158  



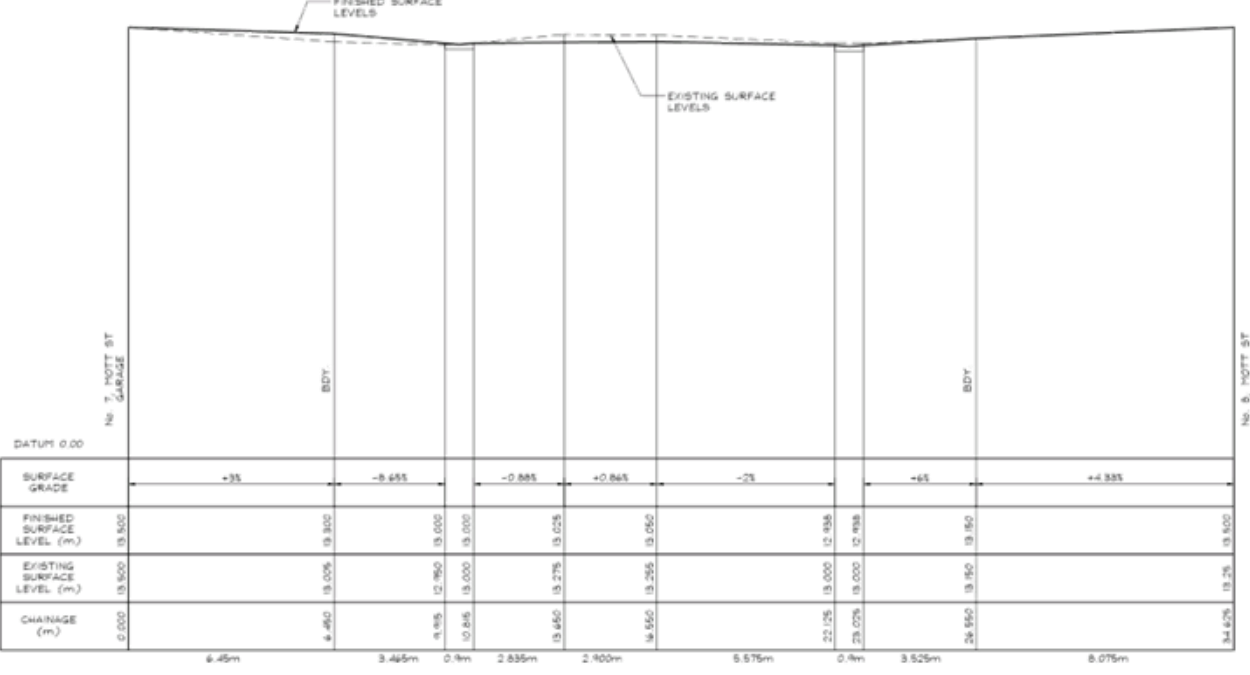




DRIVEWAY LONGITUDINAL SECTION  
TO PROPOSED 2-STOREY DWELLING  
HORIZONTAL SCALE = 1:100 AT A1  
VERTICAL SCALE = 1:100 AT A1

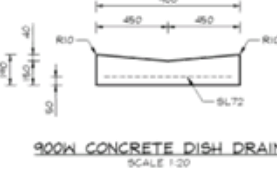


DRIVEWAY LONGITUDINAL SECTION  
TO EXISTING DWELLING  
HORIZONTAL SCALE = 1:100 AT A1  
VERTICAL SCALE = 1:100 AT A1



LONGITUDINAL SECTION  
ACROSS MOTT STREET TO EXISTING GARAGES  
HORIZONTAL SCALE = 1:100 AT A1  
VERTICAL SCALE = 1:100 AT A1

- NOTES
1. ALL MATERIALS & CONSTRUCTION SHALL COMPLY WITH AS 2876 EXCEPT FOR DIMENSIONS ON THIS DRAWING.
  2. ALL CONCRETE IS 15 MPa (REFER PROJECT DOCUMENTATION) IN ACCORDANCE WITH AS 1078 & AS 1600.
  3. REINFORCEMENT BARS TO AS 1902, TRENCH FABRIC TO AS 1904.
  4. ALL DIMENSIONS IN MILLIMETERS.
  5. REFER NORTHERN RIVERS LOCAL GOVERNMENT STANDARD DRAWING R-03 FOR DETAILS.



<b>REVISIONS</b>		 LUCENA ENGINEERING 100-100-100-100 WWW.LUCENA.COM.AU	<b>PROPOSED DEVELOPMENT</b>		<b>STREET &amp; DRIVEWAY LAYOUT</b>	
C BYRON SC RR 20.05.20 B FOR ISSUE 20.02.20 A FOR ISSUE 20.12.19			AT 9 MOTT STREET, BYRON BAY FOR JOE DAVIDSON TOWN PLANNING		DRAWN: CM CHECKED: WSA SCALE: 1:100, 1:20 PROJECT NO: 190426 DRAWING NO: CV2 REVISION: C	

