



**You are invited to attend the next Traffic Committee Meeting:**

**Date:** Tuesday, 3 August 2021  
**Time:** 14:00  
**Location:** Online Meeting-  
Microsoft Teams

# **AGENDA**

**Traffic Committee Meeting**

**3 August 2021**



## Order Of Business

|          |   |           |
|----------|---|-----------|
| <b>1</b> | <b>Reports</b> .....  | <b>4</b>  |
| 1.1      | Sydney to Canberra Charity Ride – 22-23 October 2021.....   | 4         |
| 1.2      | Warragamba Permissible Parking Scheme Trial Project review. ....  | 43        |
| 1.3      | DAM FEST 2021 AT WARRAGAMBA ON SUNDAY 24 OCTOBER 2021 -<br>REQUEST FOR ROAD CLOSURE .....   | 47        |
| 1.4      | Intersection of Burragorang Rd and Dairy Rd, The Oaks - Proposed 20m of<br>double barrier (BB) and edge (E1) lines on Dairy Rd and "No Parking" (R5-40)<br>zone ..... | 56        |
| 1.5      | Bottlebrush Close, Picton - Request for 30m "No Parking" (R5-40) zone on<br>one side of the street.....   | 61        |
| 1.6      | 9 Colden St, Picton - Request for 13m "No Parking" (R5-40) zone at entrance<br>to the property.....   | 65        |
| 1.7      | Proposed Give Way (R1-2) intersection control on River Road (south) at<br>Moorland Road, Tahmoor .....  | 70        |
| 1.8      | Picton High School Redevelopment Project - Argyle Street traffic Management<br>changes - Phase 3 (Final) .....  | 74        |
| <b>2</b> | <b>General Business</b> .....   | <b>96</b> |
|          | No reports this meeting   |           |

## 1 REPORTS

### 1.1 SYDNEY TO CANBERRA CHARITY RIDE – 22-23 OCTOBER 2021

File Number: 10623#193

#### EXECUTIVE SUMMARY

Sydney2CAMberra Incorporated is seeking approval to use sections of Avon Dam Road, Lupton Road and Remembrance Driveway, Bargo (as a loop route) to conduct the 2021 Sydney to Canberra Charity Ride. The event will be held from 22 to 23 October 2021 and will commence at Western Suburbs League Club, Leumeah and finish at Parliament House in Canberra.

#### RECOMMENDATION

That the Local Traffic Committee:

Approve use of sections of Avon Dam Road, Lupton Road and Remembrance Driveway, Bargo (as a loop route) to conduct the 2021 Sydney to Canberra Charity Ride on 22 October 2021 in Wollondilly Shire subject to the requirements for the issuing of a permit for “Road Event – Road Occupancy” prior to the event and the following special conditions:

1. NSW Police and Transport for NSW (TfNSW) give concurrence to the event.
2. Organisers shall notify the following people/organisations of the event and impacts for traffic management:
  - All residents along the affected route and side roads within the route
  - Bus Operator of the area
  - Emergency services including RFS (Rural Fire Service), Ambulance, Police and NSW Fire Brigade
3. Access shall be maintained for all traffic
4. All participants will be required to obey the Australian Road Rules at all times.

#### REPORT

The Sydney2CAMberra Charity Ride was created after a young Sydney couple lost their son Cameron through stillbirth. The tragic event heavily impacted their life and touched many of their family members and friends. In recognition of Cameron, the Ride aims to raise significant funds, awareness and support of families affected by stillbirth and SIDS.

The organisers are seeking approval to use Avon Dam Road, Lupton Road and a section of Remembrance Driveway, Bargo (as a loop route) to conduct the 2021 Sydney to Canberra Charity Ride on 22- 23 October 2021 as they pass through Wollondilly on their way to Canberra.

This event is a 2 days event and it has been held every year since 2012. The 2021 event will be the 10th Anniversary of the Sydney2CAMberra Ride.

This is the first time that the event organisers have sought Council approval.

Council's Traffic Engineer has referred the organiser to the requirements of the “NSW Government - Guide to Traffic and Transport Management for Special Events”. As per the guide, this event would be classified as a Class 2 event in our Council area as it will have some impact on local traffic and transport.

This event will begin at 5:50am on Friday the 22 October at Western Suburbs League Club heading south arriving in Wollondilly later that morning.

There will be 2 x pilot vehicles (front and back) to protect the riders and are only allow to ride 2 abreast.

It is anticipated that the event to attract 90 riders and 40 volunteers and the loop route covers a total distance of 3 km.

At an average cycling rate of 15km/hour, it would only take 12 mins to cover that distance. It is envisaged that the duration of the event as it passes through the Wollondilly Council area would be less than half hour.

### **Consultation**

This issue has not been raised and discussed in the Community Forum.

The Organiser is in the process of obtaining concurrence from all other effected Councils; Police and TfNSW.

### **Financial Implications**

This matter has no financial impact on Council's adopted budget or forward estimates.

### **ATTACHMENTS**

- 1. Sydney2CAMberra Ride 2021**

[+ Register to Ride](#) [@ Sign in](#)



**Frequently Asked Questions**

## Riding Sydney 2 CAMberra

Our 2021 Sydney2CAMberra ride will follow a similar route to previous years. The ride to Canberra is approximately 300kms.

A King of the Mountain competition will be included again in the 2021 event over 2 days for those looking for an extra challenge. This includes Mt Gibraltar in Bowral on Day 1 and the Day 2 will take place on a secret climb that will be announced on the morning of day 2.

[REGISTER NOW](#)

**What is required to be a Rider?**

The ride is a 2 day event and approx. 300km, 190km on day one and 135km on day two. Riders of all abilities are welcome, as we cater to all levels, but we do require that you have a road bike or triathlon bike (no mountain bikes are allowed) and you must also attend at least one training ride so we can gauge your level of fitness and riding ability to ensure you are placed in the most relevant pack throughout the event.

**How to become a volunteer?**

**Can I bring my family?**

**Can I just ride one day of the event?**

Can I just volunteer for one day of the event? +

What if I need to withdraw from the event? +

What support is provided for rider safety? +

Friday 22nd to Saturday 23rd October 2021

## Ride Locations



**Start - Western Suburbs League Club**  
10 Old Leumeah Rd, Leumeah NSW 2560

**Friday Lunch Stop - Showgrounds at Moss Vale**  
16 Illawarra Hwy, Moss Vale NSW 2577

**Friday Accommodation - Mercure Goulburn**  
2 Lockyer St, Goulburn NSW 2580

**Saturday Lunch Stop - Capital Country Holiday Park**  
47 Bidges Rd, Sutton NSW 2620

**Finish Line - Parliament House Canberra**  
Parliament Dr, Canberra ACT 2600

**After Function - QT Hotel Canberra**  
1 London Cct, Canberra ACT 2601

[Privacy - Terms](#)

| ATE  | START POINT               | PROPOSED ROUTE  |   |  | FINISH POINT   |                                |
|--|---------------------------|---|---|--|--|--------------------------------|
| ote: Start Day one is scheduled for 0550hrs. Day one finish is scheduled for 1630hrs |                           |   |   |  |  |                                |
| ote: Start Day two is scheduled for 0715hrs. Day two finish is scheduled for 1530hrs |                           |   |   |  |  |                                |
| 17/10/2021   | Campbelltown Leagues Club | Commence at Old Leumesh Road Rd >> (Right onto)         | Pembroke road >> (straigh ahead at roundabout onto)             | Rudd Road >> (Left onto)                                 | Moore St/Oxley St >> (Right onto)                            | GOULBURN                       |
| Day 1  | Dep: 0550hrs              | Camden Road >> (Left onto)                              | Kellicar Road >> (right onto)                                   | Tindall Street >> (Left onto)                            | Menangle Road >> (Left onto)                                 |                                |
|  |                           | Picton Road >> (Right onto)                             | Hume Motorway >> (Arrive 7-11 Morning Tea)                      | <b>Morning Tea - Pheasants Nest 7-11 Service Station</b> |  |                                |
|  |                           | Continue on Hume Hwy >> (Right onto)                    | Avon Dam Road >> (Left onto)                                    | Arina Lupton Rd >> Left onto                             | Remembrance Driveway >> (Right onto)                         |                                |
|  |                           | Remembrance Drive (Turns into)                          | Old Hume Highway >> (Merge Left onto)                           | Hume Highway >> (Left onto)                              | Old Hume Hwy >> (Left onto)                                  | 190 kms                        |
|  |                           | Bowral Rd >> (Straight onto)                            | Mittagong Rd (Straight onto)                                    | Bong Bong Rd (Left onto)                                 | Station Street (Bowral Bypass) >> (Left into)                |                                |
|  |                           | Funston Street >> (Right onto)                          | Kangaloon Road >> (Right onto)                                  | Eldridge Park Road >> (Left onto)                        | Moss Vale Road >> (Left onto)                                |                                |
|  |                           | Illawarra Hwy >> (Left into)                            | <b>Lunch Stop - Moss Vale Showground</b>                        |  | Illawarra Hwy >> (Left into)                                 |                                |
|  |                           | Illawarra Hwy >> (Left into)                            | Arthur Street >> (Right onto)                                   | Throsby Street >> (Left onto)                            | Yarrawa Road >> (Right onto)                                 |                                |
|  |                           | Mount Broughton Road >> (Right onto)                    | Weral Road >> (Turns into)                                      | Ringwood Road/Bundanoon Rd >> (Left onto)                | Railway Avenue >> (Left onto)                                |                                |
|  |                           | Church Street >> (Right onto)                           | Anzac Parade >> (Left onto)                                     | Penrose Rd >> (Turns into)                               | Highland Way >> (Left onto)                                  |                                |
|  |                           | Hume Hwy >> (veer left at off ramp next to weighbridge) | Brayton Road >> (Turn right onto)                               | George street >> Arrive Afternoon Tea                    | <b>Afternoon Tea - Tony Onions Park</b>                      |                                |
|  |                           | <b>Return to Hume Motorway</b>                          | Take first exit off Hume Hwy towards Jerrara Rd >> (Right onto) | Mountain Ash Road >> Left onto                           | Windellama Rd >> Right onto                                  |                                |
|  |                           | Brisbane Grove Rd >> (Right onto)                       | Braidwood Rd >> Left onto                                       | Garroor/gang St >> (left onto)                           | Sloane St >> (Left onto)                                     |                                |
|  |                           | Finlay Road >> (Left onto)                              | Hume Street >> (Left onto)                                      | Sowerby St >> (Left onto)                                | Lockyer St >> (Left onto) Arrive Mercure Hotel               |                                |
|  |                           | Lockyer Street >>                                       | <b>Arr: Trappers Best Western Motel Goulburn 1600hrs</b>        |  |  | 1630hrs                        |
| 17/10/2021   | GOULBURN                  | Commence at Big Merino                                  |   |  |  | FINISH POINT                   |
| aturday  | Dep: 0715hrs              | Exit from North end of Shell Service Stn (Left onto)    | Hume Street >> (U-turn at roundabout, head North)               | Hume St >> (Left onto)                                   | Addison Street >> (becomes)                                  | CANBERRA                       |
| ay 2   |                           | Gurrundah Rd >> (Left onto)                             | Mullins Creek Rd >> (left onto)                                 | Mutmutbilly Road >> Left onto Cullerln Rd) >> Left       | Breadalbane Road >> Arrive Morning Tea                       |                                |
|  |                           | <b>Morning Tea - Breadalbane Community Centre</b>       | Continue along Breadalbane Rd >> (Right onto)                   | Church St/Osullivan St/Murray St >> (Turns into)         | Collector Road >>  |                                |
|  |                           | KOM Participants >> (Right onto)                        | Gunning Collector Road >> (continue to intersection)            | Marked Tree Road >> (Turn back and head to)              | Collector Road >>  |                                |
|  |                           | All participants from Collector Road (Right onto)       | Federal highway >> (Left onto)                                  | Sutton Road >> (right onto)                              | Federal Hwy Svc Rd >> (left onto)                            |                                |
|  |                           | Bridges Road >> (left into)                             | <b>Lunch Stop - Capital Country Tourist Park</b>                |  | Exit right out of Tourist Park (Right onto)                  | Bidges Road >> (left onto)     |
|  |                           | Old Federal Highway >> (right onto)                     | Quarry Lane >> (left onto)                                      | Federal Highway >> (left exit to Majura continue along)  | Majura Parkway to exit ramp at Fairbairn Ave >> (right onto) |                                |
|  |                           | Fairbairn Avenue >> (left onto)                         | ANZAC Parade >> (left at roundabout into)                       | Parkes Way >> (take off ramp to turn right onto)         | Kings Avenue >> (follow up to)                               |                                |
|  |                           | Capital Hill >> (Right onto)                            | Parliament Drive  | <b>Photo Stop - Parliament House</b>                     |  | Federation Mall >> (left onto) |
|  |                           | Queen Victoria Terrace >> left onto)                    | Coronation Drive >> (right onto)                                | Continue into Vernon Circuit                             | Take first exit (left into) London Circuit (Right into)      | 320kms                         |
|  |                           | Edinburgh Ave >> (left into)                            | Marcus Clarke St  | <b>ARR: QT Hotel Lakeside Canberra 1500hrs</b>           |  | 1500hrs                        |



**ON ROAD EVENTS RISK REGISTER**

| RISK REGISTER AND CONTROL PLAN – ON ROAD EVENTS |   |  |   |   |                  |   |   |   |               |
|---|---|--|---|---|------------------|---|---|---|---------------|
| REF   | OWNER OF HAZARD                                 | HAZARD   | L | C | INITIAL RAW RISK | RISK CONTROL PLAN   | L | C | RESIDUAL RISK |
| 1   | Sydney 2 CAMberra Committee & Individual Riders | Severe Weather Conditions eg Rain – Hail – Heavy Fog - Severe Winds – Excessive Heat encountered at the commencement/during event. | 3 | 3 | 9                | <ul style="list-style-type: none"> <li>Participants are advised to be prepared for prevailing weather conditions on the day via communications with organisers.</li> <li>If weather conditions are extreme people will be able to choose not to participate.</li> <li>Sunscreen will be available at the registration area for those participants who have forgotten to apply it earlier. Sunscreen also available at all stops.</li> <li>Sweep vehicle available at the rear of the field for all riders who are unable or unwilling to continue.</li> </ul> | 2 | 2 | 4             |

| RISK REGISTER AND CONTROL PLAN – ON ROAD EVENTS |                   |  |   |   |                  |   |   |   |               |
|---|-------------------|--|---|---|------------------|---|---|---|---------------|
| REF   | OWNER OF HAZARD   | HAZARD   | L | C | INITIAL RAW RISK | RISK CONTROL PLAN   | L | C | RESIDUAL RISK |
| 2   | Individual Riders | Participant’s health deteriorates during the event as a result of dehydration – sunburn. | 2 | 3 | 6                | <ul style="list-style-type: none"> <li>• Event First Aid (First On Scene) to follow at rear of the entire field. They are contactable via radio (Walkie talkie) and mobile phone should there be an incident.</li> <li>• All drivers to re start the trip odometer in each car at every stop, this will give an exact location of an injured person should the First Aid support be required.</li> <li>• Sweep riders will be riding at the back of all packs at all times and will be able to call on the sweep vehicle to pick up any people who are unable to complete the ride.</li> <li>• Break stops will be Approx. every two-three hours along the route to limit the likelihood of this occurring.</li> <li>• There is a drinks car also to enable drink mid ride if necessary.</li> <li>• Advising people to carry a minimum of two water bottles with them at all times.</li> <li>• Nutritional products available at all rest stops, in the form of fluids (water &amp; sports drink), food, supplements (energy bars and gels) and sunscreen.</li> <li>• Each group’s rear support vehicle will have additional fluids, food, supplements and sunscreen should they be required between rest stops.</li> </ul> | 2 | 1 | 2             |

|   |   |   |   |   |    |  |   |   |   |
|---|---|---|---|---|----|--|---|---|---|
| 3 | Sydney 2 CAMberra Committee & Individual Riders | Participant involved in an incident during the event resulting in serious injury. | 3 | 4 | 12 | <ul style="list-style-type: none"> <li>• Event First Aid (First On Scene) to follow at rear of the entire field. They are contactable via radio (Walkie talkie) and mobile phone should there be an incident.</li> <li>• All drivers to re start the trip odometer in each car at every stop, this will give an exact location of an injured person should the First Aid support be required.</li> <li>• All participants sign medical disclaimer with details of medical history prior to event.</li> <li>• All participants required to inform organisers if they have First Aid training/qualifications</li> <li>• All participants are required at all times during the ride to wear an approved bike helmet any rider without a helmet will not be allowed to participate in the event and any rider who takes their helmet off during the event will be instructed to wear it as it a part of the requirements to participate. If they do not follow these instructions they will be disqualified from participating in the ride.</li> <li>• Sweep riders and vehicles travelling close to the route at all times to provide immediate assistance to any injured rider.</li> <li>• Sweep riders and vehicles to have mobile phones and be able to call event staff or 000 if required.</li> <li>• First Aid volunteers will also be taken to the location of the rider ASAP.</li> <li>• Event support staff have details of local authorities and emergency crew in case of</li> </ul> | 3 | 2 | 6 |
|---|---|---|---|---|----|--|---|---|---|

| RISK REGISTER AND CONTROL PLAN – ON ROAD EVENTS |                 |   |   |   |                  |   |   |   |               |
|---|-----------------|---|---|---|------------------|---|---|---|---------------|
| REF   | OWNER OF HAZARD | HAZARD  | L | C | INITIAL RAW RISK | RISK CONTROL PLAN   | L | C | RESIDUAL RISK |
|   |                 |   |   |   |                  | emergency to arrange quick access by emergency services   |   |   |               |
| 3   |                 | Participant involved in an incident during the event resulting in serious injury. (continued) | 3 | 4 | 12               | <ul style="list-style-type: none"> <li>Sweep riders and vehicles to have mobile phones and be able to call event staff or 000 if required.</li> <li>First Aid volunteers will also be taken to the</li> <li>Lead riders will be experienced to ensure that all participants ride safely, are aware of any incidents and obstacles that lay ahead and give way to other road users.</li> <li>Lead vehicle to notify all pack leaders of dangers that lay ahead.</li> <li>All participants/volunteers with First Aid training will be spread out throughout the field.</li> </ul> | 3 | 2 | 6             |

|   |   |  |   |   |   |  |   |   |   |
|---|---|--|---|---|---|--|---|---|---|
| 4 | Sydney 2 CAMberra Committee & Individual Riders | Participant involved in an incident during the event resulting in a non serious injury that requires some degree of attention. | 4 | 2 | 8 | <ul style="list-style-type: none"> <li>• Event First Aid (First on Scene) to follow at rear of the entire field. They are contactable via radio (Walkie talkie) and mobile phone should there be an incident.</li> <li>• All drivers to re start the trip odometer in each car at every stop, this will give an exact location of an injured person should the First Aid support be required.</li> <li>• Sweep riders and vehicles on road close to the route at all times to provide immediate assistance to and injured rider</li> <li>• Sweep riders will have mobile phones and will be able to call 000 if required</li> <li>• First Aid volunteers will also be taken to the location of the rider ASAP.</li> <li>• All riders will be wearing helmets, and other appropriate safety equipment.</li> <li>• All participants/volunteers with First Aid training will be spread out throughout the field.</li> </ul> | 4 | 1 | 4 |
| 5 | Sydney 2 CAMberra Committee                     | Participants come across poor road conditions – road blocked/impassable during the event.                                      | 1 | 4 | 4 | <ul style="list-style-type: none"> <li>• Support crew/lead vehicle will have identified any poor path conditions on the morning before the event starts and taken necessary action to rectify the problem, put up warning signs, or take any other necessary action in consultation with the Event Director.</li> <li>• If during the event an issue arises then sweep people and marshals will make alternative arrangements in consultation with the Event Director.</li> </ul>  | 1 | 3 | 3 |

|   |                                   |   |   |   |   |   |   |   |   |
|---|-----------------------------------|---|---|---|---|---|---|---|---|
| 6 | Sydney 2<br>CAMberra<br>Committee | Participants have limited/no<br>experience in participating in<br>an event. | 3 | 2 | 6 | <ul style="list-style-type: none"> <li>• Prior training rides which require attendance would help identify this also and manage.</li> <li>• Riders have advised their experience/ability levels in the registration process.</li> <li>• Sweep riders, support vehicles, first aid, safety marshals, direction and warning signs</li> <li>• Sweep bus to pick up any riders that feel they are unable to continue any further.</li> <li>• Detailed safety briefing before commencing the ride, and subsequent day's events</li> <li>• Detailed event briefing 3 weeks prior to the event</li> <li>• All riders <u>will be supplied with and must read and understand the Australian Bunch Riding Rules &amp; Etiquette</u> guide prior to taking part in the event.</li> <li>• All groups will have 3 team captains and a number of experienced riders to mentor participants with no/limited experience.</li> <li>• Each pack captain will have a hands free radio to keep in contact with rear support vehicle for that group. Pack captains will also be able to contact and be contacted by other group support vehicles and bike captains.</li> <li>• We will conduct up to 8 training rides in Sydney and Interstate to determine ability of the individual riders. This will give new riders a chance to ride in and gain confidence to ride a pack of riders.</li> </ul> | 3 | 1 | 3 |
|---|-----------------------------------|---|---|---|---|---|---|---|---|

|   |   |  |   |   |   |   |   |   |   |
|---|---|--|---|---|---|---|---|---|---|
| 7 | Sydney 2<br>CAMberra<br>Committee &<br>Individual<br>Riders | Participants lose their way<br>during the event. | 3 | 2 | 6 | <ul style="list-style-type: none"> <li>• Marshall Vehicles will remain with each pack to ensure appropriate course is taken, and they will have details maps on direction to be taken.</li> <li>• Course maps will be made available to all participants at the beginning of each day detailing the route and all rest stops, they can peruse this at each stop also.</li> <li>• Each riding pack will have 3 bike captains with radios to keep in contact with support cars.</li> <li>• All turns and changes of roads will be highlighted by an event sign detailing the direction the pack is to follow.</li> <li>• All support cars will have 2 people, 1 person to drive the vehicle and 1 person follow a detailed map and provide instruction to the bike captains should they require it.</li> <li>• All bike captains and support crew will have a pre event meeting detailing the event route and be provided with maps to ensure they fully understand the route.</li> </ul> | 1 | 2 | 2 |
|---|---|--|---|---|---|---|---|---|---|

|   |   |  |   |   |    |   |   |   |   |
|---|---|--|---|---|----|---|---|---|---|
| 8 | Sydney 2 CAMberra Committee & Individual Riders | Participant's equipment/bicycle becomes unserviceable/suffers a mechanical/equipment breakdown during the event. | 4 | 3 | 12 | <ul style="list-style-type: none"> <li>• Sweep riders, support vehicles will be available to assist participants with punctures and minor mechanical problems.</li> <li>• Nominated rest stops will also have a bike mechanic available to review minor bike problems.</li> <li>• The riding pack will stop in a safe area and render necessary assistance to minor repair work, before continuing on route.</li> <li>• If a bicycle is unrepairable the participant and their bike can be collected by the support vehicle and continue within a motor vehicle.</li> <li>• We have sponsorship through a bike shop that is supplying a mobile service vehicle to assist riders during the event.</li> <li>• Spare bikes are carried in the support car in case a riders bike is unserviceable on the road side.</li> </ul> | 4 | 1 | 4 |
| 9 | Sydney 2 CAMberra Committee                     | Support vehicle/s suffers mechanical breakdown during the event.   | 2 | 2 | 4  | <ul style="list-style-type: none"> <li>• Repairs will be made to the vehicle at the time so it can continue with the event</li> <li>• There will be a back up vehicle available to take over if required.</li> <li>• Riders will pull over to the side of the road in a safe location as directed by pack captains and event volunteers/director until the vehicle is fixed or a replacement arrives to continue the event.</li> <li>• All support vehicles to have access to mobile mechanical support (eg NRMA).</li> <li>• We have extra support vehicles this year that will allow the event organisers to swap vehicles should there be a breakdown.</li> </ul>  | 2 | 1 | 2 |



|    |   |   |   |   |   |   |   |   |   |
|----|---|---|---|---|---|---|---|---|---|
| 10 | Sydney 2 CAMberra Committee                                   | Participant attempts/participates in event when not authorised and drivers participate without proper authority to do so. | 1 | 3 | 3 | <ul style="list-style-type: none"> <li>• There will be a minimum age for all riders to be over 16 years of age, or an adult will be required to ride with them at all times.</li> <li>• Non-affiliated riders will be made aware of sanctioned ride, and told to continue on the ride on their own or with their group.</li> <li>• All drivers will be required to confirm their driving licence prior to operation of a support car.</li> </ul>  | 1 | 1 | 1 |
| 11 | Sydney 2 CAMberra Committee & Roads & Traffic Authority (RTA) | Approved route unable to be travelled upon.   | 1 | 4 | 4 | <ul style="list-style-type: none"> <li>• The route will be checked regularly leading up to and including the day before the event on approved websites containing road conditions. If there is a reason why the route cannot be used, an alternate route will be used with a minimum amount of deviation from the original route plan.</li> <li>• The route will be driven the day prior to the event to ensure the route is able to be travelled on.</li> <li>• In the event of a cancellation, all riders will be advised that the event has been cancelled via text message and or email. And those participants who were not able to be contacted will be advised when they arrive at the Start venue.</li> </ul> | 1 | 3 | 3 |

|    |                                   |  |   |   |    |   |   |   |   |
|----|-----------------------------------|--|---|---|----|---|---|---|---|
| 12 | Bike Captains & Individual Riders | Crossing a road at various points along the course | 5 | 3 | 15 | <ul style="list-style-type: none"> <li>• All local road laws will be adhered to whilst riding on the course, this will be controlled by captains who have either done this ride before or captained events and managed large riding packs similar to this event.</li> <li>• Riders will slow for all lights and merging lanes to ensure packs stay together and progresses through safely.</li> <li>• Each pack captain will have a radio to keep in contact with rear support vehicle for that group. Pack captains will also be able to contact and be contacted by other group support vehicles and bike captains.</li> <li>• Radio contact will enable captains to communicate with the riders in their pack and advise of road crossings and changes in road conditions such as road works.</li> <li>• All riders <u>will be supplied with and must read and understand the Australian Bunch Riding Rules &amp; Etiquette</u> guide prior to taking part in the event.</li> <li>• Hand signals and rider communication is detailed in the Bunch Riding Rules and Etiquette booklet. The pre-event briefing 3 weeks prior to the event will also include a tuition on pack riding and communication within the groups.</li> <li>• Practice rides that are being coordinated with the group will enable the riders to gain experience in pack riding and communication if this experience is lacking.</li> </ul> | 5 | 1 | 5 |
|----|-----------------------------------|--|---|---|----|---|---|---|---|

|    |   |                            |   |   |   |  |   |   |   |
|----|---|----------------------------|---|---|---|--|---|---|---|
|    |   |                            |   |   |   | <ul style="list-style-type: none"> <li>Any riders not adhering to local road laws will be asked to leave the ride and be picked up by the sweep bus.</li> </ul>  |   |   |   |
| 13 | Sydney 2<br>CAMberra<br>Committee &<br>Individual<br>Riders | Risk to the general public | 3 | 3 | 9 | <ul style="list-style-type: none"> <li>There will be lead and rear vehicles with flashing lights and all necessary signs posted on the vehicles to warn other vehicles and general public of the event taking place</li> <li>As a part of the general briefing that each rider will receive prior to commencing riding they will be reminded that they will be sharing bike paths, roads with the general public and all roads rules will be strictly followed and adhered to.</li> <li>Failure to follow road rules will result in disqualification from the ride.</li> </ul> | 2 | 2 | 4 |

|    |                                   |  |   |   |   |  |   |   |   |
|----|-----------------------------------|--|---|---|---|--|---|---|---|
| 14 | Sydney 2<br>CAMberra<br>Committee | Event cancelled prior/during<br>the event. | 1 | 5 | 5 | <ul style="list-style-type: none"> <li>• If event cancelled prior to event all registered participants will be contacted via text message and or phone call and advised that the event has been cancelled.</li> <li>• A marshal will be at the ride site to advise any participants who may arrive because they did not receive the message that the event was cancelled</li> <li>• If event is cancelled during the event all Sweep riders and marshals will be contacted on the mobile phones they will have in their possession and advised to stop all riders who come up to their point on the ride and advise the riders that the event has been cancelled and instruct riders to return to the closest Start/Finish or rest area by the most direct route.</li> <li>• Emergency transport will be arranged prior to the event start and used if required. This will be in the form of a bus and also using support vehicles.</li> </ul> | 1 | 4 | 4 |
| 15 | Individual<br>Riders              | Bicycle not prepared<br>appropriately      | 3 | 3 | 9 | <ul style="list-style-type: none"> <li>• All bicycles will be checked over each morning to ensure they are safe for use, and appropriate safety measures are taken (tyres/brakes/lights).</li> <li>• All riders will have to wear closed in shoes, approved helmets and suitable cycling attire.</li> <li>• Bike mechanic will be available to assist participants prior to the start of each day and also following the field in the sweep vehicle to assist during the ride.</li> </ul>  | 2 | 2 | 4 |

|    |  |  |   |   |   |   |   |   |   |
|----|--|--|---|---|---|---|---|---|---|
| 16 | Bike Captains, vehicle drivers & Individual Riders | Slower cycling pack ahead  | 3 | 2 | 6 | <ul style="list-style-type: none"> <li>• Lead vehicle to head around new cycling pack.</li> <li>• Lead riders to warn pack of upcoming riders and form in a single file to prepare for overtaking.</li> <li>• Rear lead rider to ensure all riders are through before notifying slow pack they are clear.</li> <li>• Overtaking pack to ride single file while overtaking. Should the overtaking pack be overtaking a Sydney to CAMberra pack both packs will form single file lines until each pack is clear.</li> </ul> | 3 | 1 | 3 |
| 17 | Sydney 2 CAMberra Committee                        | Financial loss incurred due to eg Event cancellation or insufficient number of participants                      | 3 | 3 | 9 | <ul style="list-style-type: none"> <li>• Applications with full payment close a minimum 4 weeks prior to the race or earlier if capacity is reached.</li> <li>• All accommodation will be able to be cancelled with minimal deposit outlay to minimise any major financial losses</li> <li>• All participants who order gear will have to pay in full in advance to ensure organisers do not incur any financial losses. Payment is non refundable even in situation that the event is cancelled.</li> </ul>              | 1 | 2 | 2 |
| 18 | Sydney 2 CAMberra Committee                        | Claims made against event organisers, competitors or local government for incidences that occur during the event | 3 | 2 | 6 | <ul style="list-style-type: none"> <li>• Public liability insurance policy taken out with a minimum 20 million dollars cover.</li> <li>• All participants required to sign waiver holding the event organisers innocent if and incident occurs during the event which causes injury to a person or damage to a property.</li> </ul>   | 2 | 2 | 4 |

|    |   |  |   |   |    |  |   |   |   |
|----|---|--|---|---|----|--|---|---|---|
| 19 | Individual Riders                               | Theft of equipment during event both during and after each days riding | 3 | 4 | 12 | <ul style="list-style-type: none"> <li>All participants will be responsible for their own equipment.</li> <li>Waiver to include information regarding the responsibility of equipment rests with the owner and the organisers take no responsibility for lost, damaged or stolen equipment.</li> </ul>                                 | 2 | 2 | 4 |
| 20 | Sydney 2 CAMberra Committee & Individual Riders | COVID19 is still within the community                                  | 3 | 3 | 9  | <ul style="list-style-type: none"> <li>All participants are to ensure they are healthy to be able to take part in the event</li> <li>The event will only proceed upon the approval of social events by Cycling Australia and the Federal Government removing social distancing regulations and COVID19 being under control.</li> </ul> | 2 | 3 | 6 |

**L = LIKELIHOOD**  
**C = CONSEQUENCE**

**Qualitative Measure of Consequence**

| Risk | Consequence   | Description  |
|------|---------------|--|
| 1    | Insignificant | No injury  |
| 2    | Minor         | Non lost time injury - disruption to working systems - financial loss - systems review   |
| 3    | Moderate      | Lost time injury - disruption to users - high financial loss-possible litigation, systems review - management concerns   |
| 4    | <i>Major</i>  | Permanent Injury - major loss of service to users - major financial loss - possible litigation and fines - systems review by external agency - possible industrial action - public concern, ministerial media attention                            |
| 5    | Catastrophic  | Death - complete loss of service or output - huge financial loss - possible fine and compensation, likely litigation - systems reviewed by external agency - impact on morale - industrial intervention - loss of public support - media attention |

**2. Qualitative Measure of Likelihood**

| Risk | Likelihood     | Description                                 |
|------|----------------|---|
| A    | Almost Certain | Is expected to occur in most circumstances  |
| B    | Likely         | Will probably occur in most circumstances   |
| C    | Possible       | Might occur at some time                    |
| D    | Unlikely       | Could occur at some time                    |
| E    | Rare           | May occur only in exceptional circumstances |

**Level of Risk Tolerance**

|   |              |   |
|---|--------------|---|
| E | Extreme Risk | Not tolerated IMMEDIATE action required to reduce risk                                |
| H | High Risk    | If elimination is not possible the risk must be constantly monitored by Command staff |

|   |               |   |
|---|---------------|---|
| M | Moderate Risk | If acceptable monitor using standard operating procedures |
| L | Low Risk      | Manage by routine procedures                              |

**Risk Matrix**

Based on AS/NZS 4360:2004 and HB 436:2004

**Consequences**

|            |                    | Insignificant<br>(1) | Minor<br>(2) | Moderate<br>(3) | Major<br>(4) | Catastrophic<br>(5) |
|------------|--------------------|----------------------|--------------|-----------------|--------------|---------------------|
| Likelihood | Almost Certain (5) | LOW (5)              | MEDIUM (10)  | HIGH (15)       | EXTREME (20) | EXTREME (25)        |
|            | Likely (4)         | LOW (4)              | MEDIUM (8)   | HIGH (12)       | EXTREME (16) | EXTREME (20)        |
|            | Possible (3)       | LOW (3)              | LOW (6)      | MEDIUM (9)      | HIGH (12)    | HIGH (15)           |
|            | Unlikely (2)       | VERY LOW (2)         | LOW (4)      | LOW (6)         | MEDIUM (8)   | HIGH (10)           |



|  | Rare<br>(1) | VERY<br>LOW<br>(1) | VERY LOW<br>(2) | LOW<br>(3) | MEDIUM<br>(4) | MEDIUM<br>(5) |
|--|-------------|--------------------|-----------------|------------|---------------|---------------|
|  |             |                    |                 |            |               |               |

|   |
|---|
| <b>TRAFFIC MANAGEMENT PLAN<br/>- ON ROAD EVENTS</b> |
|---|

**SPECIAL EVENT DETAILS**

|                         |   |
|-------------------------|---|
| <b>Name of Event:</b>   | <i>(Sydney 2 CAMberra Charity Ride)</i>   |
| <b>Event Organiser:</b> | <i>(Gavan Gordon)</i>   |
| <b>Sponsor:</b>         | <i>Stillbirth Foundation Australia, Red Nose<br/>(formerly<br/>SIDS &amp; KIDS NSW and VIC)</i>                 |
| <b>Requested Date:</b>  | <i>(Friday, 22<sup>nd</sup> October 2021 to Saturday, 23<sup>rd</sup> October 2021)</i>                         |
| <b>Requested Times:</b> | <i>5.30am to 4pm Friday 22<sup>nd</sup> October 2021<br/>630am to 3pm Saturday 23<sup>rd</sup> October 2021</i> |

**CONTACT DETAILS**

**Contact Name:** *(Gavan Gordon, Sydney 2 CAMberra Charity Ride)*

**Phone No.:** *0411 641 115*

**Fax No.:** *N/A*

**Mobile No.:** *0411 641 115*

**E-mail:** [info@sydney2camberra.com](mailto:info@sydney2camberra.com)

**AGENCY CONTACT INFORMATION**

**Council:** *(Various)*

**Police:** *(Local Police Contact)*

**RMS:** *(Local RMS Contact)*

**Proponent / Event Organiser Declaration**

I the undersigned declare that the herein proposed event will be staged and operated in accordance with AS1742.3, NSW Police Service Instructions, Work Health and Safety Act 2012 requirements and the conditions as set out in the RMS Traffic Control Manual.

Signed: \_\_\_\_\_ Date: *(31/05/2021)*  
 Name : *(Gavan Gordon)* Contact No. *(0411 641 115)*

**TRAFFIC MANAGEMENT PLAN**

**Location:** (Location, Street, Suburb, NSW to Location, Street, Suburb, NSW)

**Date and Time:** Sunday 29<sup>th</sup> March 2020

**Sponsored by:** NSW Government

**Event Organiser:** (Name)

**TMP Version:** (Version 1)                      **Revision Date:** (DD/MM/YYYY)

**Document Author:** (Name)

**This Traffic Management Plan is approved by:**

(Name) (DD/MM/YYYY) Event Organiser

(Name) (DD/MM/YYYY) Police

(Name) (DD/MM/YYYY) Council

(Name) (DD/MM/YYYY) Roads and Traffic Authority

***Authority of the Traffic Management Plan***

This Traffic Management Plan (TMP), when approved by the relevant authorities becomes the prime document detailing the traffic and transport arrangements under which an event is to proceed.

Changes to the TMP require the approval of the Police and RMS and where necessary the appropriate local government organisation. All functional or single agency supporting plans are to recognise the primacy of the TMP and nothing contained in those plans may contravene any aspect of the TMP.

Signatories to this TMP should normally be the agency's senior officer appointed to the operational command team for the event on the day.

In case of emergencies, or for the management of incidents, the police are not subject to the conditions of the TMP but will make every effort to inform the other agencies of the nature of the incident and the police response.

**PLANNING****Contact Names:**

**Event Organiser:** Gavan Gordon, Sydney 2 CAMberra Charity Ride  
**Phone No.:** 0411 641 115  
**Fax No.:** N/A  
**Mobile No.:** 0411 641 115  
**E-mail:** [gavangordon@hotmail.com](mailto:gavangordon@hotmail.com)

**Police (LAC):** (Name – Bankstown LAC)  
**Phone:** 02 9336 5883  
**Fax:** 02 9336 5847  
**Mobile:** 0437 597 402  
**E-mail:** [onroadevents@police.nsw.gov.au](mailto:onroadevents@police.nsw.gov.au)

**Council:** (Bankstown City Council) (Name of Contact)  
**Phone:** 02 ????? ????  
**Fax:** 02 ????? ????  
**Mobile:** 04?? ???????  
**E-mail:** [name@council.nsw.gov.au](mailto:name@council.nsw.gov.au)

**Roads and Maritime Services:** (Name)  
**Phone:** 02 ????? ????  
**Fax:** 02 ????? ????  
**Mobile:** 04?? ???????  
**E-mail:** [Name@rms.nsw.gov.au](mailto:Name@rms.nsw.gov.au)

**SITUATION ANALYSIS*****Mission***

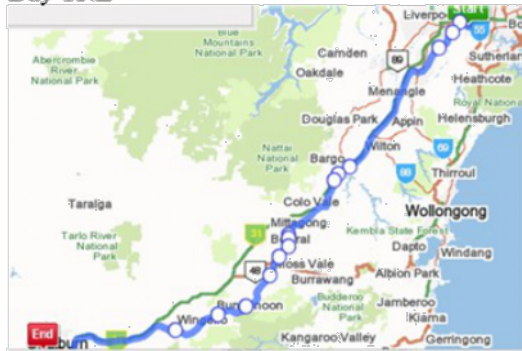
The mission is a concise statement about the objectives of the TMP.

- *The Sydney 2 CAMberra Charity Bicycle Ride is being staged over two consecutive days. Day 1 is commencing at the Campbelltown Leagues Club, Friday, 22<sup>nd</sup> October 2021 concluding at Mercure Motel Goulburn. Day 2 commences at Mercure Motel Goulburn, Saturday 23<sup>rd</sup> October 2021 concluding at QT Hotel Canberra.*
- *The ride is a social charity event that aims to raise significant funds for our chosen charities, while empowering parents who have lost children to make a difference and interact with other people in similar circumstances.*
- *The event is being sponsored by (Nexia Australia, Noble Toyota, Australian Facilities Group, BGIS, Co-Wyn Building Services, Law Partners, The Bike Shed Mortdale & Elletens).*
- *The event is raising funds for the Stillbirth Foundation Australia along with Red Nose (Formerly SIDS & KIDS NSW and VIC) and other chosen charities.*
- *The ride will consist of approx. 90 riders (depending on how many riders pull out prior to the event) riding in 4 groups of approx. 20-24 riders. Each group is based on ability and experience of the riders. The "A" pack is most experienced, "D" pack is the least experienced.*
- *Each pack will have a minimum of 3 pack captains with radio contact to the 2 supporting vehicles per pack (front and rear of each pack) and on road events team*
- *No roads will be required to be closed for any period of time.*

The Route

| Sydney 2 CAMberra   |                           |   |   |                                     |
|---|---------------------------|---|---|-------------------------------------|
| Route Description - 22nd & 23rd October 2021  |                           |   |   |                                     |
| Note: Start Day one is scheduled for 0550hrs. Day one finish is scheduled for 1630hrs |                           |   |   |                                     |
| Note: Start Day two is scheduled for 0715hrs. Day two finish is scheduled for 1530hrs |                           |   |   |                                     |
| DATE  | START POINT               | PROPOSED ROUTE  |   |                                     |
| 22/10/2021  | Campbelltown Leagues Club | Commence at Old Leumeah Road Rd >> (Right onto)         | Pembroke road >> (straigh ahead at roundabout onto)             | Rudd Road>> (Left onto)             |
| Friday  |                           | Camden Road >> (Left onto)                              | Kellicar Road >> (right onto)                                   | Tindall Street >> (Left onto)       |
| Day 1   | Dep: 0550hrs              | Picton Road >> (Right onto)                             | Hume Motorway >> (Arrive 7-11 Morning Tea)                      | <b>Morning Tea - Pheasants Ne</b>   |
|   |                           | Continue on Hume Hwy >> (Right onto)                    | Avon Dam Road >> (Left onto)                                    | Arina/Lupton Rd>> Left onto         |
|   |                           | Remembrance Drive (Turns into)                          | Old Hume Highway >> (Merge Left onto)                           | Hume Highway >> (Left onto)         |
|   |                           | Bowral Rd >> (Straight onto)                            | Mittagong Rd (Straight onto)                                    | Bong Bong Rd (Left onto)            |
|   |                           | Funston Street >> (Right onto)                          | Kangaloon Road >> (Right onto)                                  | Eldridge Park Road >> (Left onto)   |
|   |                           | Ilawarra Hwy >> (Left into)                             | <b>Lunch Stop - Moss Vale Showground</b>                        | <b>Exit right out of Showground</b> |
|   |                           | Ilawarra Hwy >> (Left into)                             | Arthur Street >> (Right onto)                                   | Throsby Street >> (Left onto)       |
|   |                           | Mount Broughton Road >> (Right onto)                    | Weral Road >> (Turns into)                                      | Ringwood Road/Bundanoon Rd          |
|   |                           | Church Street >> (Right onto)                           | Anzac Parade >> (Left onto)                                     | Penrose Rd >> (Turns into)          |
|   |                           | Hume Hwy >> (veer left at off ramp next to weighbridge) | Brayton Road >> (Turn right onto)                               | George street >> Arrive Afterno     |
|   |                           | <b>Return to Hume Motorway</b>                          | Take first exit off Hume Hwy towards Jerrara Rd >> (Right onto) | Mountain Ash Road >> Left onto      |
|   |                           | Brisbane Grove Rd >> (Right onto)                       | Braidwood Rd >> Left onto                                       | Garroorigang St>> (left onto)       |
|   |                           | Finlay Road>> (Left onto)                               | Hume Street >> (Left onto)                                      | Sowerby St >> (Left onto)           |
|   |                           | Locker Street >>  | <b>Arr: Trappers Best Western MotelGoulburn 1600hrs</b>         |                                     |
| 23/10/2021  | GOULBURN                  | Commence at Big Merino                                  |   |                                     |

Day ONE



Day TWO



**Physical Survey of Route**

| Item   | Verified   | Action Taken   |
|--|--|--|
| All one way streets are described  | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> | <i>Insert Comment as Applicable</i>  |
| Block access to Church on Sunday   | Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/> |  |
| Block access to local business   | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A <input type="checkbox"/> |  |
| Block Ambulance /Fire Access   | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A <input type="checkbox"/> |  |
| Block Heavy Vehicle Access   | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A <input type="checkbox"/> |  |
| Block Hospital Access  | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A <input type="checkbox"/> |  |
| Block Local Resident   | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A <input type="checkbox"/> |  |
| Block Police Vehicle Access  | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A <input type="checkbox"/> |  |
| Block Public Facility (oval etc)   | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A <input type="checkbox"/> |  |
| Block Public Transport Access  | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A <input type="checkbox"/> |  |
| Can route use alternatives such as bike tracks, paths, parks, bush tracks etc            | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A <input type="checkbox"/> | Not suitable for our route with the amount of riders we have. We do at all times use breakdown & or cycle way where possible and stop safely to allow built up vehicles to pass. |
| Conflict with local construction   | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A <input type="checkbox"/> |  |
| Distance measured is correct   | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> |  |
| Lane widths and numbers checked to ensure safety of participants and public              | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A <input type="checkbox"/> | We did not do this in the previous years that we have run this event either  |
| Restricted Turns / Movements Checked   | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> |  |
| Road Signage / Restrictions Checked  | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> |  |
| Route Impeded by Traffic Calming Devices?  | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> | Route not impeded, however we do go through some traffic calming areas.  |
| Signalised Intersections Checked for event requirements / restrictions                   | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> |  |
| Tidal Flows Relevant   | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> |  |
| Traffic Generators such as shopping centres, schools etc checked and notifications given | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> | We do not go through many built up areas, only schools we go past are not during the drop off/pick up time periods   |

**TRAFFIC CONTROL PLAN**

This section is mandatory.

*The Traffic Control Plan contains the following elements: The Traffic Control Plan for any event must use AS1742.3 as its reference document.*

The purpose of the Traffic Control Plan is to inform, control, guide road users and protect the safety of all event participants, spectators, marshals and volunteers.

- [See attached Traffic Control Plan \(add TCP attachments\)](#)

**THE TRAFFIC CONTROL PLAN (TCP) IS A COMPULSORY ATTACHMENT TO THIS DOCUMENT****Responsibilities**

|                        |  |
|------------------------|--|
| <b>Event Organiser</b> | <b><i>Develop and implement TCP</i></b>                              |
| <b>Police</b>          | <b><i>Set out agreed responsibility (Review TMP &amp; TCP's)</i></b> |
| <b>Councils</b>        | <b><i>Set out agreed responsibility (Review TMP &amp; TCP's)</i></b> |
| <b>RMS</b>             | <b><i>Set out agreed responsibility (Review TMP &amp; TCP's)</i></b> |

**CONTINGENCY PLANS****Contingency Plan Checklist**

| <b>Issues/Risks</b>          | <b>Applicable</b>   | <b>Action Taken</b>   |
|------------------------------|---|---|
| Heavy/Bad Weather            | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | <i>Support buses and vehicles to transport riders if required.</i>  |
| Poor Lighting                | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | <i>All riders required to have working front and rear lights on their bikes prior to setting out.</i>                         |
| Flood Hazard on route        | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | <i>Support vehicles ahead of riders to warn of any hazards. Event organisers to arrange alternate route if required.</i>      |
| Flood Hazard at parking area | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | <i>Parking area can be moved quite easily as our event is constantly moving</i>   |
| Parking during Wet Weather   | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | <i>As above</i>   |
| Bush fire Hazard             | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | <i>Event organisers will speak with relevant fire authorities to determine if the event is safe to continue if necessary.</i> |
| Accident on route            | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | <i>Support vehicles ahead of riders to warn of any hazards. Event organisers to arrange alternate route if required.</i>      |
| Breakdown on route           | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | <i>Support vehicles ahead of riders to warn of any hazards. Event organisers</i>  |

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|                                |   |                             |  |
|--------------------------------|---|-----------------------------|--|
|                                |   |                             | <i>to arrange alternate route if required.</i>   |
| Absence of Marshal / Volunteer | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> | <i>We have more volunteers than needed to overcome these issues</i>  |
| Absence of Event Signage       | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> | <i>Spare signage has been arranged and with us</i>   |
| Blockage to Public Transport   | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |  |
| Slow Participants              | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> | <i>4 packs of varying abilities, bus behind the slowest pack to pick up riders who are not able to continue or continue with a viable pace</i>                           |
| Delayed Event                  | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |  |
| Cancellation of Event          | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> | <i>All riders are aware this event may be cancelled due to circumstances beyond the organisers control</i>   |
| Security of Participants       | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> | <i>We have support vehicles for each pack and a certified medic with the group to support any medical emergencies.</i>   |
| Security of VIP's              | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> | <i>We don't really have any VIP's expected</i>   |
| Bridge Crossing Problems       | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> | <i>We station volunteers at both ends of bridges, they carry two way radios to communicate between each other, event organisers and pack captains and other vehicles</i> |

**Responsibilities**

|                        |   |
|------------------------|---|
| <b>Event Organiser</b> | <b><i>Develop and implement Contingency Plan</i></b>                  |
| <b>Police</b>          | <b><i>Set out agreed responsibility (Review Contingency Plan)</i></b> |
| <b>Councils</b>        | <b><i>Set out agreed responsibility (Review Contingency Plan)</i></b> |
| <b>RMS</b>             | <b><i>Set out agreed responsibility (Review Contingency Plan)</i></b> |

**PREPARE TRAFFIC SIGNAL DATA**

This Section                      Does not apply

**The RMS charges for ALL personnel or time required in the undertaking of Traffic Signal adjustments at full cost to the Event Organiser.**

**Responsibilities**

|                        |  |
|------------------------|--|
| <b>Event Organiser</b> | <b><i>To be discussed with (Name) City Council</i></b> |
| <b>Police</b>          | <b><i>Set out agreed responsibility</i></b>            |
| <b>Councils</b>        | <b><i>Set out agreed responsibility</i></b>            |
| <b>RMS</b>             | <b><i>Set out agreed responsibility</i></b>            |



**RMS PERSONNEL REQUIRED**

This Section Does not apply

Requirements are; N/A

**SPECIAL EVENT CLEARWAYS**

This Section Does not apply

**The RMS can organise special event clearways in certain circumstances if required**

The Special event clearway plan contains the following:

- **Clearway Enforcement**
- **Clearway Towing**
- **Clearway Advertising**
- **Clearway Signs**
- **Letterbox drops to local businesses and residents**

**Responsibilities**

|                        |                                      |
|------------------------|--------------------------------------|
| <b>Event Organiser</b> | <b>Not Applicable</b>                |
| <b>Police</b>          | <b>Set out agreed responsibility</b> |
| <b>Councils</b>        | <b>Set out agreed responsibility</b> |
| <b>RMS</b>             | <b>Set out agreed responsibility</b> |

**ADVERTISE TRAFFIC MANAGEMENT ARRANGEMENTS**

This section is mandatory.

Where Major changes to Traffic Conditions will occur, Advertising of Traffic Arrangements for an event will be carried out in the Local and Or Major Newspapers, as discussed with the Police, RMS and local Councils.

|                        |                        |
|------------------------|------------------------|
| <b>Event Organiser</b> | <b>Not applicable.</b> |
|------------------------|------------------------|

**VOLUNTEERS AND EVENT MARSHALS**

This Section Applies

**Volunteers:** All volunteers will be briefed at the start of the day regarding the days activities. Debrief will be held at the end of each day.

**Responsibilities**

|                        |  |
|------------------------|--|
| <b>Event Organiser</b> | Briefings to be held each morning and a debrief with all volunteers. |
|------------------------|--|

**PUBLIC SAFETY – POLICE**

This section is mandatory.

This section needs to be completed in consultation with the Police. Event organisers cannot direct Police.

Before you have preliminary discussions with the Police Service, you should put together the following details about the event. These are the same details required by local councils.

1. Provisions of the Road Transport Legislation to be observed at all times.
2. Any person competing in, organising, supporting competitors or in any other manner connected with the event, shall obey any reasonable directions given by a member of the NSW Police Force.
3. A member of the New South Wales Police Force has the authority to delay, halt or cancel the event at any stage of the event in the interests of road safety or the safety of the community.
4. Any directions issued by the Roads and Traffic Authority must be promptly obeyed.
5. The event is to be conducted in accordance with the timing and route supplied and approved by Police.
6. The event is to be conducted within the nominated dates of the event.
7. Any breach of these conditions may result in the event being halted by the NSW Police.
8. Organisers, Officials and Participants are to take all reasonable measures to reduce obstruction to pedestrians or vehicles during the course of the event.
9. Organisers must provide sufficient marshals to control participants in the event.
10. The Organiser is to ensure that all participants and event marshals are adequately briefed as to their roles and responsibilities.
11. Participants are not permitted on a road during periods of poor visibility due to inclement weather or fog, or where there is insufficient daylight to render a person dressed in dark clothing to be discernible at a distance of 100 metres.
12. Participants shall keep to the extreme left-hand side of the carriageway at all times.
13. Participants MUST NOT ride more than 2 abreast on multi lane roads.
14. Participants MUST ride in single file on single lane roads.
15. Participants to obey traffic lights and comply with "STOP" - "GIVE WAY" and "DON'T WALK" signs during the event.
16. Participants and passengers to wear approved helmet in compliance with the Road Transport Legislation.
17. Participants MUST wear suitable reflective clothing when cycling upon a road.
18. The organisers shall provide escort vehicles as detailed below which must be positioned so as to create a positive awareness of the presence of the participants on the carriageway to other road users. Escort vehicles must not be larger than a Toyota Hi Ace type vehicle.
19. Escort and support vehicles are to move off the carriageway when required to wait for the participants, so as not to obstruct traffic on single lane carriageways.
20. Except when held up by other traffic or mechanical failure, escort or support vehicles shall not stop on the trafficable portion of the roadway for any reason.
21. Lead and rear vehicles are to travel with head and tail lamps illuminated when on escort duty.
22. Unless otherwise directed by police, escort vehicles shall be positioned in the following manner.

- 23. On a single lane carriageway a lead escort vehicle shall be positioned ahead of the leading participants:
- 24. This vehicle shall display a sign directed to the front of the vehicle displaying the words "CAUTION CYCLISTS/RUNNERS FOLLOWING", so as to provide advance warning to oncoming motorists and other road users. ( Select appropriate wording )
- 25. A warning escort vehicle shall be positioned about 300 Metres to the rear of the last group of participants warning motorists of cyclists on the road ahead.
- 26. This vehicle shall display a sign directed to the rear of the vehicle displaying the words "CAUTION CYCLISTS/RUNNERS AHEAD" so as to provide advance warning to overtaking vehicles. ( Select appropriate wording )
- 27. Warning signs referred to above shall be not be less than 900mm x 400mm in size, on yellow/orange background with large black lettering, 170mm proportionate to the dimensions of the sign and in accordance with the Road Transport Legislation.
- 28. Each escort vehicle shall also be fitted with flashing amber light on the highest point of the roof, and MUST have the hazard and warning lights operating at all times whilst performing escort duty.
- 29. Communication equipment is to be provided to escort vehicles to enable communication between those vehicles and the organisers. Communication is to be maintained between those vehicles at all times during the course of the event.

In addition the Police also require;

- 30. The organiser MUST monitor road traffic. In the event of traffic built up, the cyclists MUST clear the road and allow traffic to pass.
- 31. Under no circumstances must support vehicles be used as escort vehicles.
- 32. Cyclists must travel in single file on all sections of roadway where road works are in progress.

*Responsibilities*

|                        |   |
|------------------------|---|
| <b>Event Organiser</b> | Take out public liability insurance for a minimum of \$20 million |
| <b>Police</b>          | <b><i>Organiser to consult</i></b>                                |
| <b>Councils</b>        | <b><i>Organiser to consult</i></b>                                |
| <b>RMS</b>             | <b><i>Organiser to consult</i></b>                                |

**PUBLIC TRANSPORT**

This Section Does not apply

*Responsibilities*

|                        |   |
|------------------------|---|
| <b>Event Organiser</b> | Not Applicable.                             |
| <b>Police</b>          | <b><i>As agreed with Police Service</i></b> |
| <b>Councils</b>        | <b><i>As agreed with council</i></b>        |
| <b>RMS</b>             | <b><i>As agreed with RMS</i></b>            |

**EVENT SIGNS**

This Section Does not apply

*These are general information signs installed one or two weeks prior to the event, informing road users of an impending event and resulting changed traffic conditions.*

**VARIABLE MESSAGE SIGNS**

This Section Does not apply

Variable Message Signs (VMS) are used to advise road users of altered traffic conditions on the day of an event and are placed in strategic locations.

**NOTE: THE RMS MUST APPROVE PLACEMENT OF THESE SIGNS.**

***Responsibilities***

|                        |  |
|------------------------|--|
| <b>Event Organiser</b> | <i>Not applicable.</i>                     |
| <b>Police</b>          | <i>To be consulted in planning process</i> |
| <b>RMS</b>             | <i>To be consulted in planning process</i> |
| <b>Council</b>         | <i>To be consulted in planning process</i> |

**ACCESS FOR LOCAL RESIDENTS, BUSINESSES, HOSPITALS AND EMERGENCY VEHICLES**

This Section Does not apply

***Local Resident Access***

If applicable, occupants in areas affected will receive a letterbox notice with a minimum seven days notice. Alternative routes will be outlined in local media. Signs are to be displayed as per RMS & Local Council requirements, advising of the traffic arrangements.

***Emergency Vehicle Access***

Access for emergency vehicles during an event must be provided. Where necessary, any special arrangements should be shown in detail. Ambulance and Fire Brigade to endorse emergency access arrangements.

***Responsibilities***

|                        |  |
|------------------------|--|
| <b>Event Organiser</b> |  |
| <b>Police</b>          |  |
| <b>Councils</b>        |  |
| <b>RMS</b>             |  |

**PARKING**

This Section Does not apply

Sufficient parking for cars and buses should be identified and listed, including locations for any essential or emergency vehicles. These may include participants, officials, spectators, media, and marshals.

***Responsibilities***

|                        |                                    |
|------------------------|------------------------------------|
| <b>Event Organiser</b> | <b><i>Organise all parking</i></b> |
| <b>Police</b>          | <b><i>Organiser to consult</i></b> |
| <b>Councils</b>        | <b><i>Organiser to consult</i></b> |
| <b>RMS</b>             | <b><i>Organiser to consult</i></b> |

**HEAVY VEHICLE ALTERNATIVE ROUTES**

This Section Does not apply

All heavy vehicle alternative routes must be of similar standards to existing road system. Standards would include road width, structural strength and height clearances. E.g. bridges and overhead wires.

Heavy vehicle alternative routes need to be provided with advanced advisory signs 2-3 weeks prior to the event. These alternatives also need to be advertised in local and or major newspapers.

**Responsibilities**

|                        |  |
|------------------------|--|
| <b>Event Organiser</b> | <b><i>Organise with Police &amp; RMS in planning process</i></b> |
| <b>Police</b>          | <b><i>Organiser to consult</i></b>                               |
| <b>Councils</b>        | <b><i>Organiser to consult</i></b>                               |
| <b>RMS</b>             | <b><i>Organiser to consult</i></b>                               |

**COUNCIL – SPECIAL CONDITIONS**

Local councils usually have similar requirements for special events. However, every Local Council must be approached individually for approval of any special event within the boundary of that council.

Often times council will be satisfied with the submission of this Traffic Management Plan and will consult with the Police and the RMS. This is usually done directly with the Local Police Traffic Services Officer and the RMS Traffic Commander, or at the Local Council Traffic Committee.

Local Council Traffic Facilities Co-ordinator or Special Event Co-ordinator should be consulted in the planning process to find out their requirements.

Overwrite event specific details here.

**Local Council Consulted was** *(Sample) City Council*

**Council Officer Consulted was** *(Name)*

**Date of traffic Meeting at Council** *(DD/MM/YYYY)*

**Special Conditions Imposed / Requested by Council were;** *(Conditions)*

**OTHER CONSIDERATIONS**

This Section Does not apply

**Television**

Locations for all static television / camera crews and details of any mobile cameras should be shown. Traffic Control Plans are required for each static location, using AS1742.3 as its reference document.

**Responsibilities**

|                        |                              |
|------------------------|------------------------------|
| <b>Event Organiser</b> | <b><i>Not applicable</i></b> |
| <b>Police</b>          | <b><i>List as agreed</i></b> |
| <b>Councils</b>        | <b><i>List as agreed</i></b> |
| <b>RMS</b>             | <b><i>List as agreed</i></b> |

**ADMINISTRATION, LOGISTICS, COMMAND AND COMMUNICATIONS**

Administration and logistics builds on the previous section and describes the resources used on the day and who delivers those resources.

Table of Contact Names and Responsibilities:

| #  | DUTY                             | RESPONSIBILITY      | CONTACT NAME | CONTACT NO.   |
|----|----------------------------------|---------------------|--------------|---|
| 1  | Event Organiser                  | To manage the event | Gavan Gordon | Mob; 0411 641 115 or <a href="mailto:info@sydney2camberra.com">info@sydney2camberra.com</a> |
| 2  | Police                           |                     |              |   |
| 3  | RMS                              |                     |              |   |
| 4  | Marshals                         |                     |              |   |
| 5  | Parking                          |                     |              |   |
| 6  | Event Signs                      |                     |              |   |
| 7  | Barriers / cones /delineation    |                     |              |   |
| 8  | Media Liaison                    |                     |              |   |
| 9  | Confirm all marshals in position |                     |              |   |
| 10 | Advise NSW Ambulance Service     |                     |              |   |
| 11 | Insurance                        |                     |              |   |

**COMMAND & COMMUNICATIONS**

This area sets out the location of the Command Post for the event and the personnel that will be in attendance at that command post.

All issues associated with staging the event are to be directed to the Event Command Post including the deployment of marshals and resources. Any emergency assistance is to be directed to the Police / Ambulance as required.

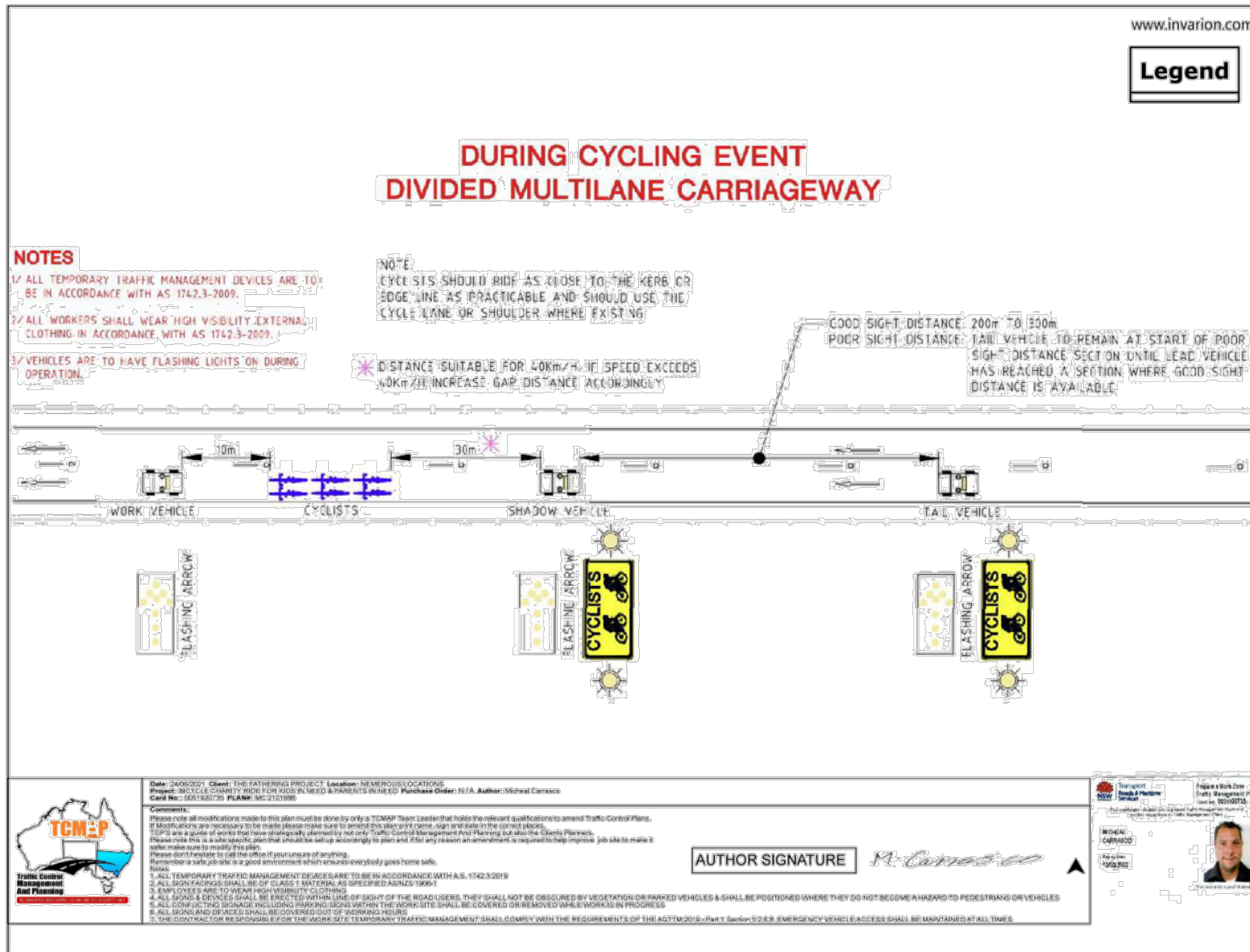
**Command Post Location:** .....

| ORGANISATION      | CONTACT NAME | CONTACT NO:  |
|-------------------|--------------|--|
| Event Organiser   | Gavan Gordon | 0411 641 115 or <a href="mailto:info@sydney2camberra.com">info@sydney2camberra.com</a> |
| Police            |              |  |
| RMS               |              |  |
| SES               |              |  |
| Council           |              |  |
| Media Liaison     |              |  |
| St John Ambulance |              |  |

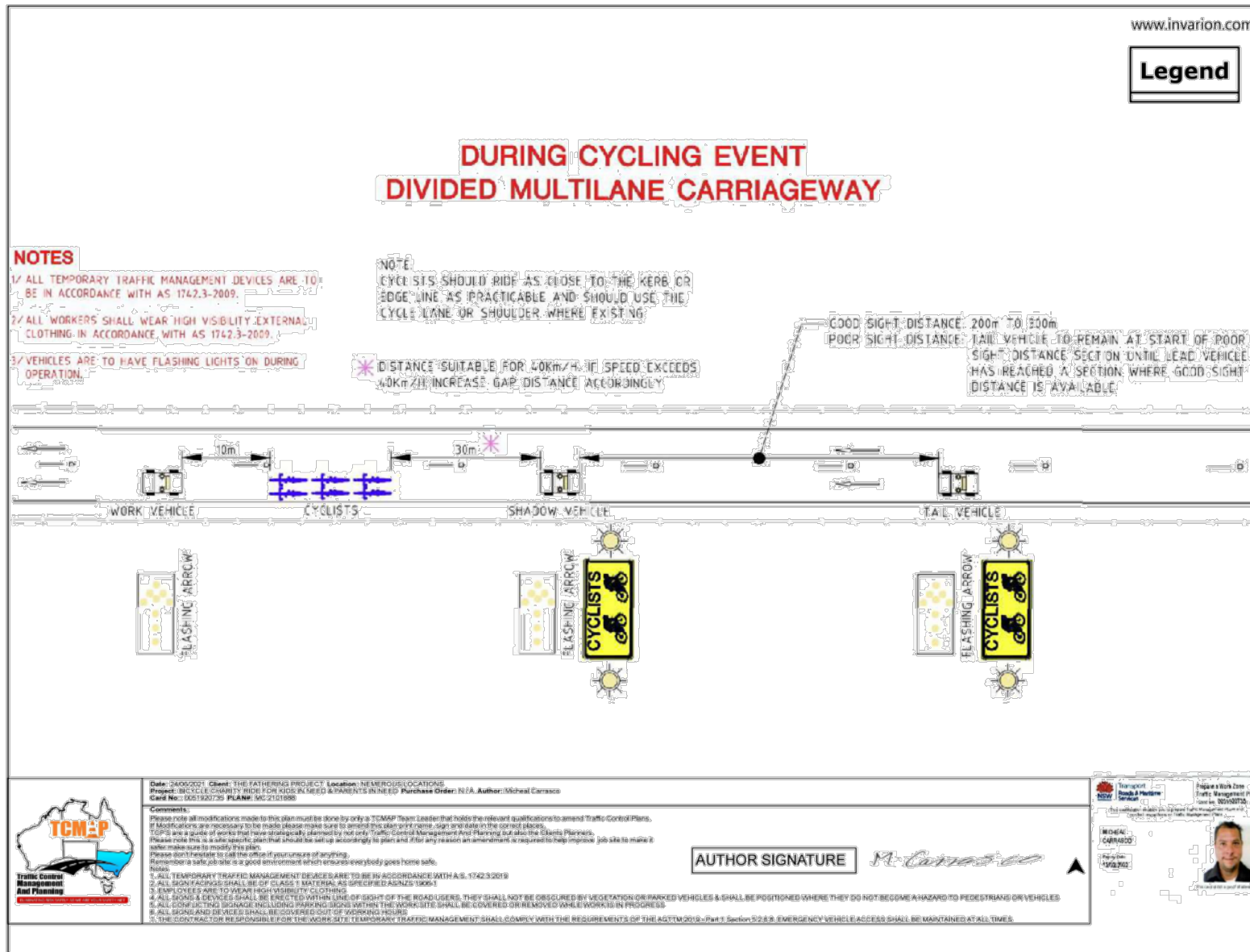
**ATTACHMENTS**

1. Map of the route
2. Risk Assessment Document.
3. Route Description

14









V Insurance Group Pty Ltd ABN 67 160 126 509  
 Telephone: +61 2 8599 8660  
 Fax: +61 2 8599 8661  
 Direct Line: +61 8599 8667  
 Email: sports@vinsurancegroup.com  
 Address: Level 25, 123 Pitt Street  
 Sydney NSW 2000

8-June-2021

To Whom It May Concern,

## CERTIFICATE OF INSURANCE

Dear Sir/Madam,

In our capacity as Insurance Broker to the Named Insured shown below, we confirm having arranged the following insurance, the details of which are correct as at the Issue Date:

|                        |   |
|------------------------|---|
| Named Insured:         | AusCycling Limited and all Affiliated Clubs                 |
| Event Name:            | Sydney2CAMberra   |
| Event Organiser:       | SYDNEY 2 CAMBERRA INCORPORATED                              |
| Event Dates:           | Thursday 21st October - Sunday 24th October, 2021           |
| Class of Insurance:    | Combined Liability Insurance                                |
| Insurer:               | Certain Underwriters at Lloyds of London                    |
| Policy Number:         | 09014411  |
| Limit of Liability:    |   |
| Professional Indemnity | \$20,000,000 each and every occurrence and in the aggregate |
| Public Liability       | \$20,000,000 each and every occurrence                      |
| Products Liability     | \$20,000,000 each and every occurrence and in the aggregate |
| Policy Period:         | 4.00pm, 31 January 2021 to 31 January 2022                  |
| Interested Parties:    |   |

In all instances, cover afforded is subject to the policy terms, conditions and exclusions. Any queries concerning this insurance arrangement should be addressed to this office.

Yours sincerely,

Lucy Willis  
 Senior Account Executive  
 Authorised Representative Number: 001280519

**Disclaimer:**

This document has been prepared at the request of our client and does not represent an insurance policy, guarantee or warranty and cannot be relied upon as such. All coverage described is subject to the terms, conditions and limitations of the insurance policy and is issued as a matter of record only. This document does not alter or extend the coverage provided or assume continuity beyond the Expiry Date. It does not confer any rights under the insurance policy to any party. V-Insurance Group is under no obligation to inform any party if the insurance policy is cancelled, assigned or changed after the Issue Date.

V Insurance Group Pty Ltd, Authorised Representative No. 452696 is an authorised representative of Willis Australia Limited ABN 60 000 321 237, AFSL No. 240600

**1.2 WARRAGAMBA PERMISSIBLE PARKING SCHEME TRIAL PROJECT REVIEW.****File Number: 10623#189****EXECUTIVE SUMMARY**

The purpose of this report is to review Council implementation of the trial installation of permissible parking signs at selected narrow streets in Warragamba. These include Third Street, Twelfth Street and Thirteenth Street.

**RECOMMENDATION**

For the Local Traffic Committee;

1. To consider the possible extension, expansion or removal of the Permissible Parking Scheme in narrow streets in Warragamba.

**REPORT**

In July 2020 council implemented a trial installation of permissible parking signs at selected narrow streets in Warragamba at Third Street, Twelfth Street and Thirteenth Street to allow controlled parking on the nature strip. The trial was implemented after extensive public consultation.

Council's approval was subject to a review after 6 months of implementation and this report is tabled for the Local Traffic Committee to consider the possible extension, expansion or removal of the Permissible Parking Scheme.

As the signs were installed, council received complaints from residents about the locations of sign where they were placed in front of properties, and concerns with conforming to the signage. This was noted at locations where the nature strip narrowed and there was insufficient space to park and allow room for pedestrian access.

Council's Traffic Engineer has observed that the parking behaviour in the streets where these signs have been installed has not changed significantly, with vehicles frequently observed parking completely on the nature strip and blocking pedestrian access.

**Consultation**

The issue has not been raised and discussed in a Community Forum.

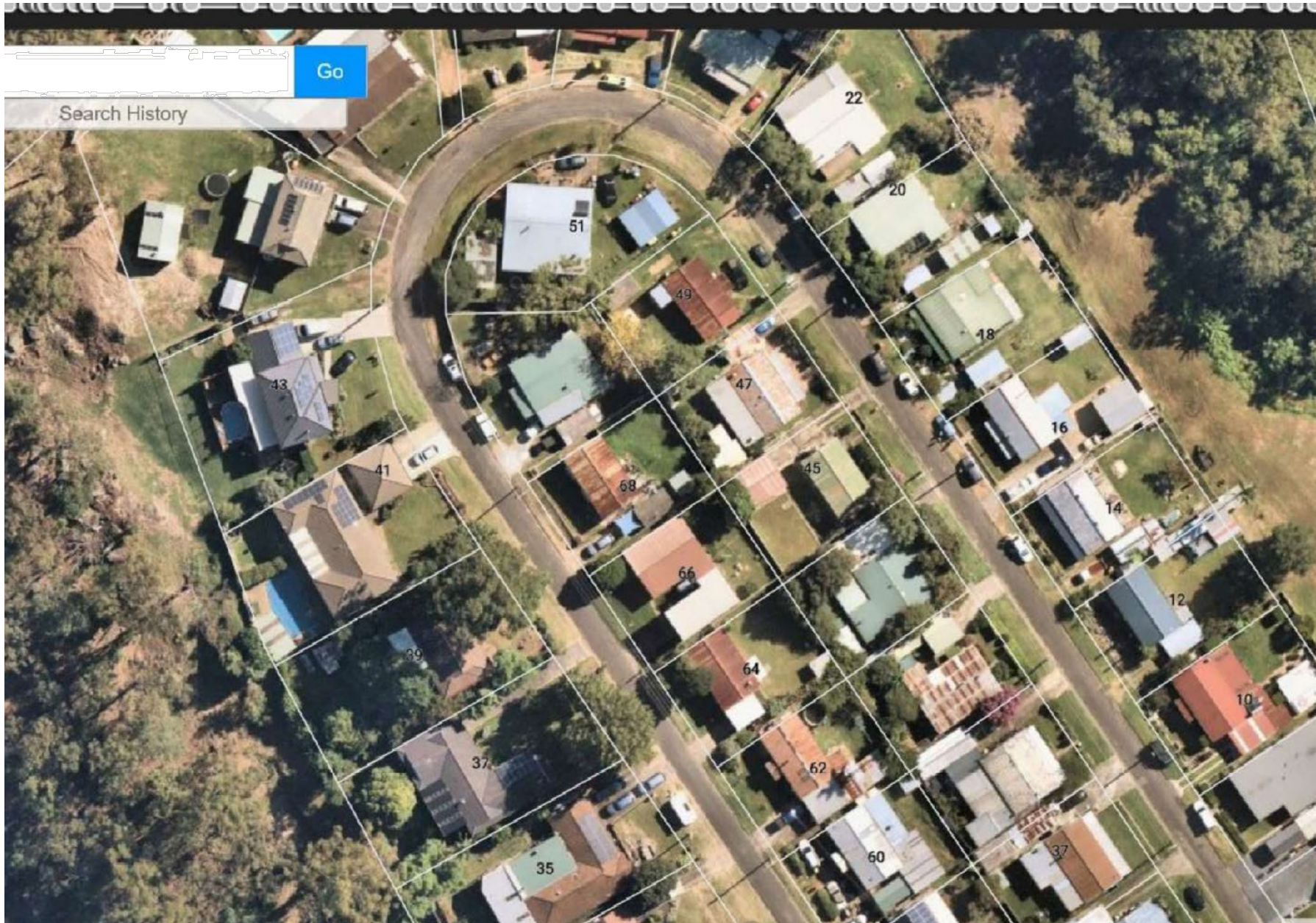
**Financial Implications**

This matter has no financial impact on Council's adopted budget or forward estimates.

**ATTACHMENTS**

1. **Third St; 12th St and 13th St, Warragamba - Aerial views**







### **1.3 DAM FEST 2021 AT WARRAGAMBA ON SUNDAY 24 OCTOBER 2021 - REQUEST FOR ROAD CLOSURE**

**File Number: 10623#192**

#### **EXECUTIVE SUMMARY**

The organiser of “Dam Fest 2019” is seeking Council approval for a section of Farnsworth Avenue, west of the intersection with Warradale Road, Warragamba to be closed on Sunday, 24 October 2021 from 6.00am to 4.00pm to facilitate holding the event.

#### **RECOMMENDATION**

That Local Traffic Committee

1. Approve the road closure of a section of Farnsworth Avenue, West of the intersection with Warradale Road at Warragamba between the hours of 6:00am to 4:00pm on Sunday, 24 October 2021 subject to the requirements for the issue of a permit for “Road Event – Road Closure”.

#### **REPORT**

The Dam Fest Organising Committee is again hosting a “Dam Fest 2021” event on Sunday, 24 October 2021 from 6:00am to 4:00pm.

This has been an annual event since 2010 with the exception of 2020 when the event was postponed due to the COVID pandemic.

This is considered as a Class 3 event which has an insignificant impact to local traffic and transport.

The road closure required will be the same as previous years, which is a section of Farnsworth Avenue (from west of the intersection with Warradale Road), Warragamba. This section of road (250m) leads to the public car park servicing the Warragamba Picnic and Sportsground area.

This is where the car and bike show entrants take their vehicles through to the old kiosk parking area. All entrants will be in no later than 10:30am and the road will stay closed for the duration of the event.

According to the Organiser and as in previous year’s events, the Rural Fire Service will be manning this road closure and directing traffic to the appropriate areas. This road closure will cause minimal disruption to local traffic. The Organiser is keen to involve both communities of Warragamba and Silverdale, and to continue this annual event.

It is recommended the proposed closures be approved subject to standard conditions.

#### **Consultation**

According to the Organisers, this event has been well supported by the local community in previous years.

There have been no objections or concerns recorded from the general public about this event in past years. The Organisers are in the process of applying to the Police to have a coordinated effort and provide the appropriate level of traffic management for the event.

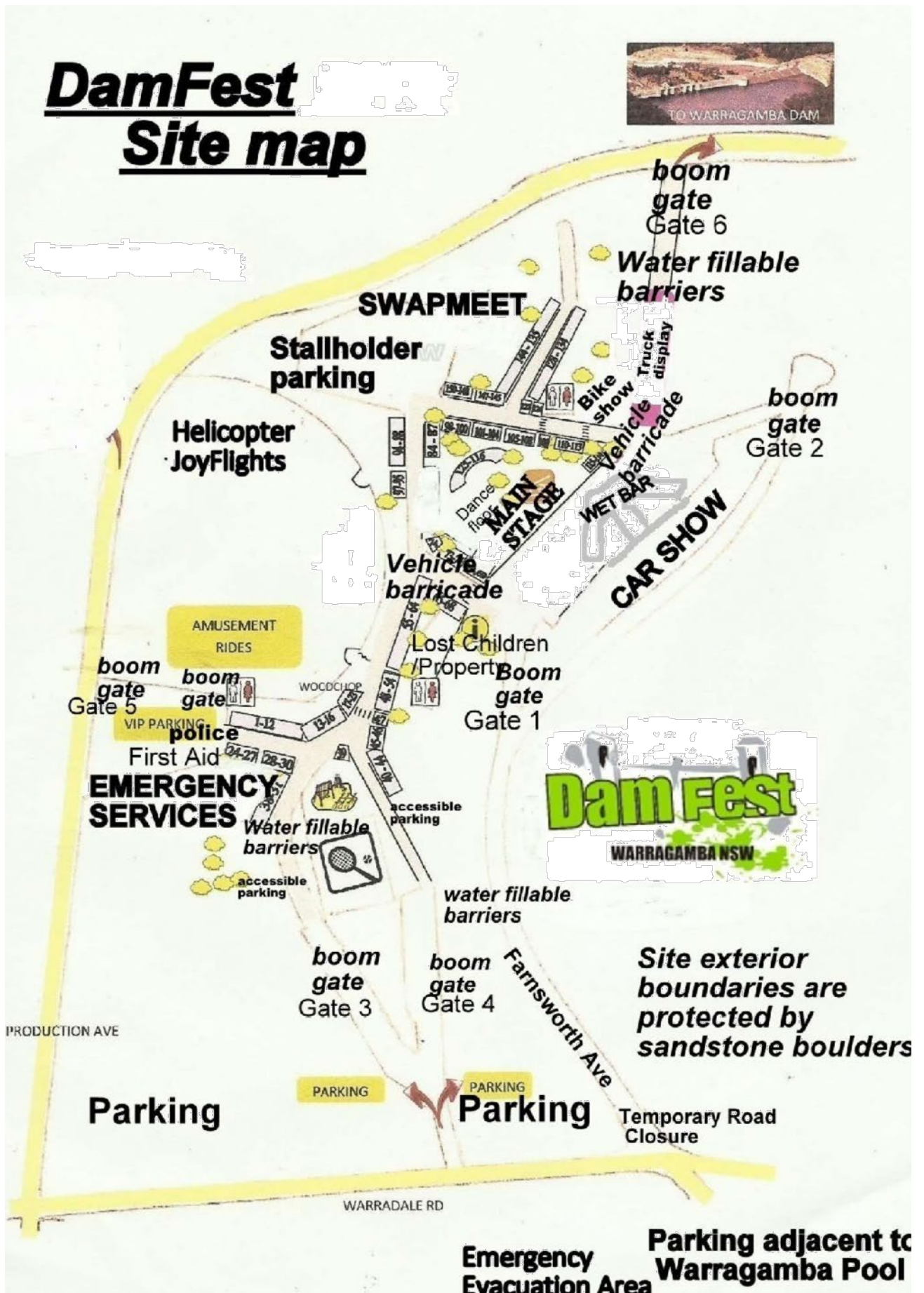
**Financial Implications**

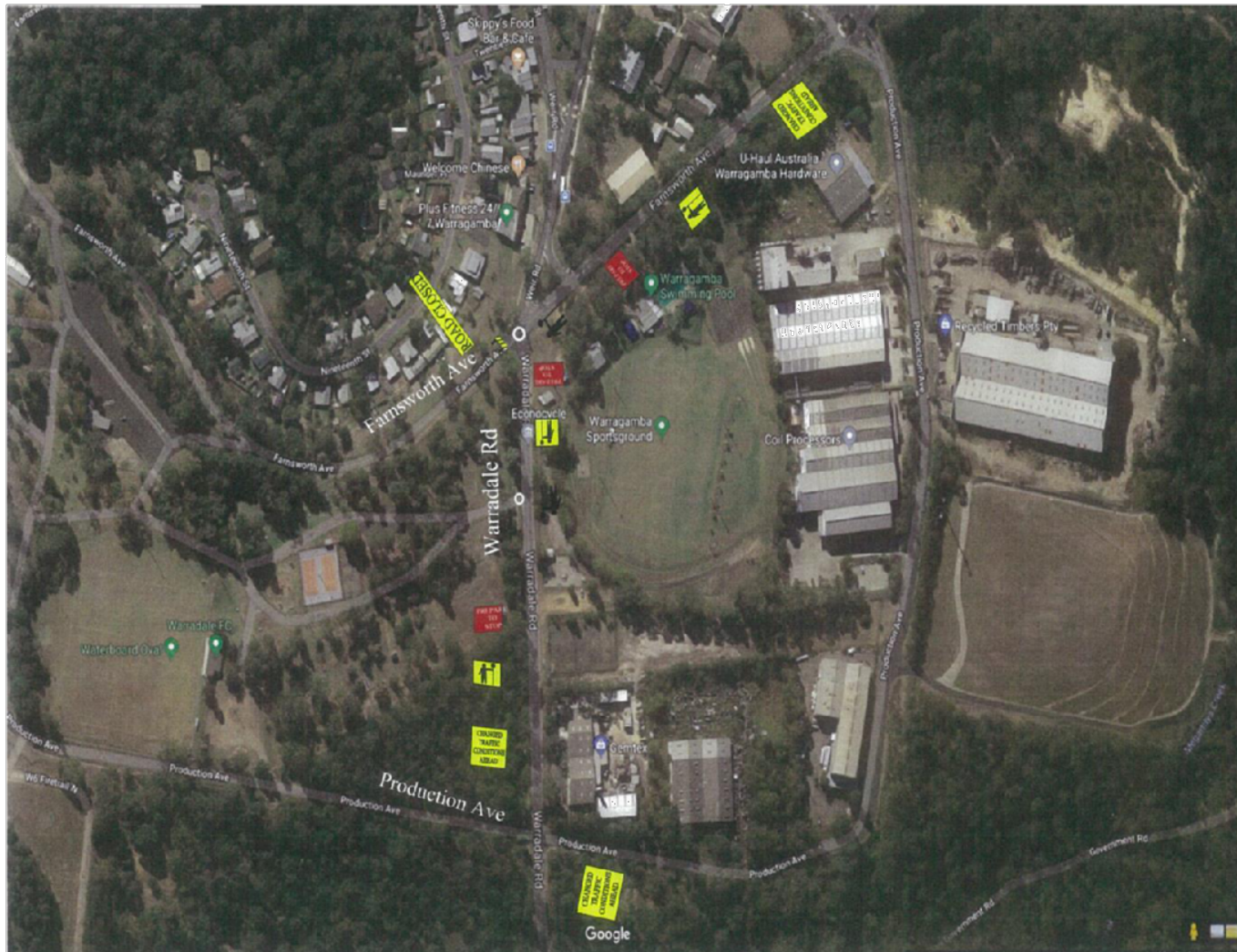
This matter has no financial impact on Council's adopted budget or forward estimates.

**ATTACHMENTS**

1. **Site Map; TCP; Emergency Evacuation Plan; Schedule 1 Form and PLI**







**Signs and Devices:**

-  X 3
-  X 1
-  X 3
-  X 3

 As Required

 Water filled barrier

Used as req'd - Heavy vehicle mitigation within confines of the picnic grounds

**NOTES:**

RFS to set up & provide traffic control as per TCP

06:30 RFS to attend the intersection of Warradale & Farnsworth Ave, provide & assist traffic flow as required

10:30 Farnsworth road to close, local residents & Damfest parking permitted as per Damfests request

Traffic control at the main entrance will be staffed by RFS & only implemented when traffic is congested

RFS will be controlling all parking areas

Heavy Vehicle Mitigation controls (water filled barriers) will be set up at various locations on access roads within the picnic grounds – Barrier will be filled by RFS

**DAMFEST 2021 - TCP minimal impact on normal traffic flow & public transport for residents of Warragamba, minimal delays expected due to increase in incoming traffic from 06:30 to 10am**

Prepared by Eric Murphy – 0038851091 - 08<sup>th</sup> May 2021  
 Approved by John Webb – 2034048671 / 0023088104 - 08<sup>th</sup> May 2021  
 Implemented – RFS member Ian Beggs – 0051716408 / 0051716404



## **Emergency Evacuation Plan for DamFest 2021**

**Sunday 24th October, 2021**

**Warragamba Recreation Reserve**

**Warragamba.**

This document is an advisory plan for Dam Fest 2021 volunteers in response to any incident across the Dam Fest site serious enough to warrant individual area evacuation or whole site clearance.

The site has been broken up into individual areas for set up purposes. These areas will be used for identification in the event of an incident.

Volunteers are asked to first identify a serious risk and report it to key personnel, Neville Slender, Lee Hodder, Sandra Harlor, or police on duty.

At no time should volunteers put themselves at risk.

If a serious incident is confirmed volunteers should instruct visitors to calmly leave the area and usher them away from the risk by foot.

Visitors should be instructed to leave their vehicles until the risk is negated.

Nobody should attempt to leave the site in vehicles unless specifically instructed. Unsupervised vehicular evacuation could create another incident and block access for emergency vehicles.

If the entire site needs to be evacuated visitors should be asked to move off the site in an orderly manner and congregate in the Warragamba Swimming Pool parking area.

All vehicles, stalls etc. should be left on site.

Pedestrian access to the Pool parking area can be gained from Warradale Road or Farnsworth Avenue or Production Avenue, depending on the specific area and nature of the incident.

After the area is deemed safe the site will be re-opened to the general public.

## Special Event Resources

### Special Event Transport Management Plan Template

Refer to Chapter 7 of the Guide for a complete description of the Transport Management Plan

#### 1 EVENT DETAILS

##### 1.1 Event summary

Event Name:....DAMFEST 2021.....

Event Location:....WARRAGAMBA RECREATION RESERVE.. Warragamba.....

Event Date: . 24th October, 2021.... Event Start Time: ..10.00AM.. Event Finish Time: ..4.00PM..

Event Setup Start Time: ...6.00AM... Event Packdown Finish Time: ..6.00PM.....

Event is off-street on-street moving on-street non-moving

held regularly throughout the year (calendar attached)

##### 1.2 Contact names

Event Organiser \*....WARRAGAMBA SILVERDALE NEIGHBOURHOOD CENTRE INC...

Phone:..4774-1273 Fax:..... Mobile:..0415 458 462..... E-mail: sandraharlor@hotmail.com

Event Management Company (if applicable).....

Phone:..... Fax:..... Mobile:..... E-mail:.....

Police .....Nepean Area command.....

Phone:..9677 7499 Fax:..... Mobile:..... E-mail:.....

Council: WOLLONDILLY SHIRE COUNCIL

Phone:..4677 1100.. Fax:..... Mobile:..... E-mail:.....

Roads & Traffic Authority (if Class 1).....

Phone:..... Fax:..... Mobile:..... E-mail:.....

\*Note: The Event Organiser is the person or organisation in whose name the Public Liability Insurance is taken out.

##### 1.3 Brief description of the event (one paragraph)

*DamFest is a community event designed to raise the profile of Warragamba and Silverdale. It includes Car and Bike show, swap meet, stalls, rides, displays, live entertainment, animal farm etc. This event is a fundraiser for most local sporting and Not for Profit organisations.*

**Schedule 1 Form - Notice of Intention to Hold a Public Assembly**

SUMMARY OFFENCES ACT 1988 - Sec 23

To the Commissioner of Police

I ..Sandra Harlor.....(name)

of .....12 Twelfth St Warragamba .....address)

on behalf of ...Warragamba Silverdale Neighbourhood Centre Inc. ....(organisation)

notify the Commissioner of Police that

on the 24th (day) of October (month), 2021 (year), it is intended to hold

either:

(a) a public assembly, not being a procession, of approximately

...5,000..... (number) persons,

which will assemble at..WARRAGAMBA RECREATION RESERVE, WARRAGAMBA.....(Place)

at approximately 10.00 am

and disperse at approximately .4.00 pm.

or

(b) a public assembly, being a procession of approximately

..... (number) persons,

which will assemble at approximately ..... am/pm, and at

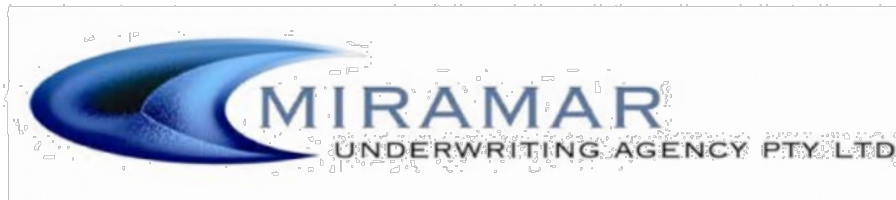
approximately ..... am/pm the procession will commence and shall proceed

.....  
.....

(Specify route, any stopping places and the approximate duration of any stop; and the approximate time of termination. A diagram may be attached.)

The purpose of the proposed assembly is.....

*DamFest is a community event organised by the local community to raise the profile of the local area. The event includes live entertainment, rides, stalls, Car and Bike Show and Emergency Services displays. Local sporting and Not for Profit organisations use the event as a major fundraiser.*



## CERTIFICATE OF CURRENCY BROADFORM LIABILITY

This certificate is provided for information purposes and is accurate based on our records at the time it is issued. We are under no obligation to inform you of any subsequent changes to the insurance contract or our records. This certificate confers no rights on the certificate holder and is not intended to amend, extend or alter the coverage provided by the policy in any way.

|                              |   |
|------------------------------|---|
| <b>The Insured:</b>          | Warragamba Silverdale Neighbourhood Centre Inc.   |
| <b>Policy Number:</b>        | -135680-Q   |
| <b>Period of Insurance:</b>  | 31 March 2021 to 31 March 2022<br>both days inclusive at 4.00pm local standard time   |
| <b>Business Description:</b> | Neighbourhood Centre & Community Aid Activities as detailed below:<br><ol style="list-style-type: none"> <li>1. Information, Referral, Advocacy &amp; Support</li> <li>2. OOSH Service at Wallacia Public School (Up to 40 Children)</li> <li>3. School Holiday Programme</li> <li>4. Educational &amp; Recreational Activities</li> <li>5. Family Support</li> <li>6. Community use and Meetings (incl. Art Group)</li> <li>7. Social Inclusion Groups</li> <li>8. Youth Activities</li> <li>9. Social Inclusion Activities</li> <li>10. Community Development and Support Services and activities</li> <li>11. Day care centre for 25 children</li> </ol> |

Organiser only of Markets held throughout the year. Warragamba Damfest held annually at Warragamba Recreation Reserve.  
Includes Wet Bar Operated by Warragamba Workers Club (GEN02 Endorsement applies to bar). All third party service providers are required to have their own insurance in place.

The following organisations use the Neighbourhood Centre:  
**\*\* (Note: Each Organisation MUST HAVE THEIR OWN PUBLIC LIABILITY INSURANCE) \*\***

1. Baby Health Clinic
2. Community Nurse

**Bold Jack Country Music Festival and The Ute Show and Shine held at Warragamba Town Hall and surrounding grounds.**

Address: PO Box A2016 Sydney South NSW 1235  
 Telephone: 02 9307 6600  
 Facsimile: 02 9307 6699  
[www.miramarwx.com.au](http://www.miramarwx.com.au)  
 ABN: 87 111 594 797 AFSL: 314176


**Limit of Liability:** Public Liability: \$20,000,000 Any one Occurrence  
Products Liability: \$20,000,000 In the aggregate for all claims during  
any one Period of Insurance  
Abuse Liability: \$1,000,000

**Policy Wording:** Miramar Community Sector Broadform Liability Insurance MIR COM SEC LIAB 0321

**Territorial Limits:** Worldwide excluding: North America; North Korea; Iran; and Cuba.

**Insurers:** certain underwriters at Lloyd's (85.00%)  
HDI Global Specialty SE – Australia (15.00%)

**Additional Insured:** Nil Advised

**Signed:** 

Miramar Underwriting Agency Pty Ltd  
ABN 97 111 534 797  
on behalf of Certain Underwriters at Lloyd's

**Issue Date:** 31 March 2021

#### **1.4 INTERSECTION OF BURRAGORANG RD AND DAIRY RD, THE OAKS - PROPOSED 20M OF DOUBLE BARRIER (BB) AND EDGE (E1) LINES ON DAIRY RD AND "NO PARKING" (R5-40) ZONE**

**File Number: 10623#194**

##### **EXECUTIVE SUMMARY**

Request for 20m additional longitudinal BB and E1 lines on Dairy Rd, The Oaks at the intersection of Burragorang Rd and a new 20m "No Parking" (R5-40) zone on Burragorang Rd (north side) just west of Dairy Rd.

##### **RECOMMENDATION**

That the Local Traffic Committee;

1. Approves the implementation of 20m additional longitudinal BB and E1 lines on Dairy Rd, The Oaks at the intersection of Burragorang Rd and a new 20m "No Parking" (R5-40) zone on Burragorang Rd (north side) just west of Dairy Rd as shown in the attachment of this report.

##### **REPORT**

Council has received several requests to investigate traffic safety at the intersection of Dairy Rd and Burragorang Rd, The Oaks.

Under Council's Road Hierarchy system, Burragorang Rd is a major collector road with an 80kph sign posted speed limit and Dairy Rd is a rural residential road with no sign posted speed limit. The default State Speed Limit (DSL) of 100kph therefor applies.

It is a well define T intersection with no formal control and the default "Give Way" rule applies where traffic exiting Dairy Rd must give way to traffic on Burragorang Rd. At the northwest corner of this intersection, there is an existing Mobile Service Station with adjoining local shops.

The safety concerns raised are:

1. When there are parked vehicles along Burragorang Rd outside the Service Station, driver's visibility is obstructed when exiting Dairy Rd onto Burragorang Rd.
2. There are reports of vehicles recklessly exiting the Service Station onto Dairy Rd and not giving way the traffic on Dairy Rd.

In order to alleviate these concerns, it is proposed to:

1. Install delineation improvements on Dairy Rd at the intersection by extending the existing edge lines (E1) and install new centre double barrier (BB) lines for 20m.
2. Install 20m of a "No Parking" (R5-40) zone on Burragorang Rd (north side) just west of Dairy Rd.

##### **Consultation**

This issue has not been raised and discussed in the Community Forum.

##### **Financial Implications**

Funding has been allocated and is available under vote 4402-5210-3627



**ATTACHMENTS**

1. **Street view on WB approach on Burraborang Rd to Dairy Rd junction and proposed delineation improvement with 20m No Parking (R5-40) zone**







## **1.5 BOTTLEBRUSH CLOSE, PICTON - REQUEST FOR 30M "NO PARKING" (R5-40) ZONE ON ONE SIDE OF THE STREET**

**File Number: 10623#195**

### **EXECUTIVE SUMMARY**

Request for the installation of a "No Parking" (R5-40) zone on Bottlebrush Close to alleviate traffic obstruction by on street parking.

### **RECOMMENDATION**

That the Local Traffic Committee

1. Approves the implementation of 30m of a "No Parking" (R5-40) zone on one side of Bottlebrush Close, Picton as shown in the attachment of this report.

### **REPORT**

Council has received several complaints from residents of Bottlebrush Close, Picton regarding traffic obstruction on the street due to on street parking along Bottlebrush Close.

A Council Ranger has conducted an onsite investigation and confirmed that obstruction is caused by parked vehicles along both sides of the narrow section of the street. Vehicles are parked legally since there is no sign posted restriction along the street to prevent such obstruction. It is likely that these vehicles are from visitors to the nearby Botanic Gardens on Regreme Rd.

There are limited parking spaces allocated within the Botanic Gardens car park hence visitors tend to park their vehicles on the adjacent streets. At times, vehicles are obstructing access to the residential properties as well as constricting the narrow street.

Bottlebrush Close is a narrow local residential road of 5.5m in width which is not wide enough for on street parking on both sides of the road.

It is requested that the Committee consider the installation of a "No Parking" (R5-40) zone on a 30m section of Bottlebrush Close as highlighted in the attachment map.

### **Consultation**

This issue has not been raised and discussed in the Community Forum.

### **Financial Implications**

Funding has been allocated and is available under vote 4402-5210-3627.

### **ATTACHMENTS**

1. **Aerial and street view of Bottlebrush Close, Picton**







On street parking in Bottlebrush Close, Picton



**1.6 9 COLDEN ST, PICTON - REQUEST FOR 13M "NO PARKING" (R5-40) ZONE AT ENTRANCE TO THE PROPERTY**

**File Number: 10623#196**

**EXECUTIVE SUMMARY**

Request for "No Parking" (R5-40) zone at the front of 9 Colden St (6 villa homes property) to alleviate visibility obstruction to traffic exiting the property. .

**RECOMMENDATION**

That the Local Traffic Committee;

1. Approves the implementation of 13m of a "No Parking" (R5-40) zone at entrance to #9, Colden St, Picton.

**REPORT**

The residents of 9 Colden St, Picton have raised safety concerns with vehicles continually parking too close to the driveway access and obstructing visibility of oncoming traffic when exiting from the driveway onto Colden Street. Council's Compliance Officers have issued warnings to vehicles that have been observed parking too close to the driveway but the behaviour has continued. The Enforcement Officers have advised that enforcement cannot be carried out unless there is an existing sign posted parking zone restriction in place.

If approved, this will prevent vehicles parking too close to the driveway and improve visibility for exiting traffic, improving traffic safety.

**Consultation**

This issue has not been raised and discussed in the Community Forum.

**Financial Implications**

Funding has been allocated and is available under vote 4402-5210-3627.

**ATTACHMENTS**

1. **Aerial view, street view and evidence of on street parking obstruction outside 9 Colden St, Picton**









## **1.7 PROPOSED GIVE WAY (R1-2) INTERSECTION CONTROL ON RIVER ROAD (SOUTH) AT MOORLAND ROAD, TAHMOOR**

**File Number: 10623#197**

### **EXECUTIVE SUMMARY**

The purpose of this report is to grant approval for the installation of a Give Way (R1-2) sign on River Road at Moorland Road, Tahmoor. This request is in response to safety concerns raised by residents regarding traffic not giving way at this intersection.

### **RECOMMENDATION**

That the Local Traffic Committee:

1. Approve the installation of a Give Way (R1-2) sign and associated TB/TB1 line on River Road at Moorland Road, Tahmoor.

### **REPORT**

Concerns have been received from residents about safety at the intersection of River Road and Moorland Road, Tahmoor. It has been reported that traffic on River Road (north/south) frequently fails to give way to traffic from Moorland Road and there has been several "near miss" incidents. Moorland Road is an urban residential street connecting other local roads while River Road is minor collector road linking to Remembrance Driveway.

Traffic volumes on River Road have increase due to new housing developments and a formal intersection control will improve safety. Moorland Road has a straight alignment adjoining River Road to the east, with the north/south leg of River Road joining at a right angle to Moorland Road.

Therefore it is proposed to install the give way control (R1-2) sign on River Road on the north/south leg on the approach to Moorland Road and associated TB/TB1 line marking in order to improve safety at this intersection.

### **Consultation**

This issue has not been raised and discussed in a Community Forum.

### **Financial Implications**

Funding has been allocated and is available under vote 4402-5210-3627.

### **ATTACHMENTS**

1. **Aerial and street views of proposed give way intersection**









## **1.8 PICTON HIGH SCHOOL REDEVELOPMENT PROJECT - ARGYLE STREET TRAFFIC MANAGEMENT CHANGES - PHASE 3 (FINAL)**

**File Number: 10623#198**

### **EXECUTIVE SUMMARY**

The redevelopment of Picton High is near completion with the phase 3 (final) implementation of pedestrian traffic management facilities on Argyle St, Picton at the front of the high school.

School Infrastructure NSW has withdrawn the original proposal to provide a pedestrian controlled set of traffic lights which was considered in-principle by the LTC and approved as part of an overall 3 Phase strategy of works, and replaced with a proposed pedestrian refuge.

This report is to ask the Committee to consider the new proposal.

### **RECOMMENDATION**

That the Local Traffic Committee

1. Considers the new application for road management approval to relocate the existing southern pedestrian refuge on Argyle Street, Picton in place of the proposed pedestrian controlled traffic lights.

### **REPORT**

Transport and access issues for Picton High School, have been discussed with the Local Traffic Committee on numerous occasions, particularly with the redevelopment of the school.

The redevelopment of the High School, which overall is a great outcome for the community, was considered and approved under a State Significant Development (SSD), giving consideration to submissions from relevant stakeholders. The approval given was based on replacing the one existing pedestrian refuge on Argyle St to two pedestrian refuge islands.

However, subsequent to the SDD approval, detailed design of these islands plus detailed design of all other infrastructure required on Argyle St, lead to unintended consequences that Council, as the Roads Authority, could not accept.

This lead to a series of discussion and workshops between Schools Infrastructure and Council and resulted in the Local traffic Committee at its November 2020 meeting, considering and approving a submission by Schools Infrastructure NSW for the proposed design and implementation of traffic management changes on Argyle Street, Picton along the frontage of Picton High in association with its redevelopment project.

The traffic management changes were to be carried out in 3 phases being phase 1, phase 2 and phase 3, with at the core of the strategy a signalised pedestrian crossing in front of the main pedestrian access to the school to facilitate the safe crossing of Argyle St.

Transport for NSW, as the 'asset owner' of signalised facilities provided written support for this option on the 18th August 2020.

The Local Traffic Committee and Council unanimously supported all 3 phases of works and it was considered by the committee that to replace the pedestrian refuge with traffic signals would provide an improved pedestrian safety outcome.

Phase 1 comprised of the design, development and delineation improvements with associated turning bays in and out of the school, and an additional refuge island at the north end of the school boundary.

Phase 2 was to provide new additional footpaths from Wonga Rd to Henry St on the western side of Argyle Street and on northern side of Wonga Rd from Argyle Street.

Phase 1 and 2 of the works are essentially complete.

Phase 3 was to replace the original pedestrian refuge with a pedestrian controlled set of traffic lights at an appropriate location to be approved by TfNSW. Some design work for the Phase has been carried out.

However, Schools Infrastructure have recently advised that the Phase 3 works as a signalised pedestrian crossing was no longer being pursued and have submitted an application for a pedestrian refuge in its place, in accord with the original SSD approval.

Schools Infrastructure contend that the 'warrants' are not met for an upgraded pedestrian crossing until 2028.

Councils view as the Roads Authority remains unchanged, and the signalised pedestrian crossing, as approved by the Local Traffic Committee, is required to be delivered under the final phase of works. Councils own modelling suggests that the warrants would be met by 2026. Regardless, on the data submitted regarding the warrants in terms of timing, TfNSW have provided their support for the construction of the signals now.

This report is to request that the Committee consider the new alternative proposal that has been submitted.

### **Consultation**

Ongoing liaison SINSW; TfNSW and Council staff.

### **Financial Implications**

This matter has no financial impact on Council's adopted budget or forward estimates.

The proposal is funded by SINSW.

### **ATTACHMENTS**

1. **Nov 2020 LTC report and Pedestrian traffic Light design proposal**
2. **S138 permit application; assessment review and design plans for relocation of existing refuge island in front of Picton High**

**LATE ITEM****1.1 PICTON HIGH SCHOOL REDEVELOPMENT - ARGYLE STREET TRAFFIC MANAGEMENT CHANGES****File Number: 10623#157****EXECUTIVE SUMMARY**

The redevelopment of Picton High School has reached the stage of requiring the implementation of a right turn lane for buses, alterations to on street parking and provision of a new pedestrian refuge on Argyle Street, Picton at the frontage of the high school and School Infrastructure NSW is seeking Committee support for the proposal.

**RECOMMENDATION**

For the Committee discussion and consideration.

**REPORT**

Council has received a design proposal for changes to the lane configuration, on street parking and pedestrian access on Argyle St from Henry Street to Wonga Road, Picton from Infrastructure NSW (SINSW) who are seeking support for its implementation.

The proposal is to be carried out in 3 different phases.

**Phase 1 - Interim Design**

Works are planned to commence in December 2020 and completed by the end of January 2021, over the school Christmas break.

This phase entails:

1. Delineation improvement to complement existing refuge island crossing at the school exit.
2. A new dedicated right turn lane to Argyle St for the new school entrance.
3. An additional pedestrian refuge island in Argyle St just north of the school new entrance.

These improvements will take away a number of on-street parking spaces to provide the dedicated right turn lane.

**Phase 2 – Additional Footpaths**

New additional footpaths from Wonga Rd to Henry St on the western side of Argyle Street and on northern side of Wonga Rd from Argyle Street will be constructed.

The interim design shows a new pedestrian traffic signal (indicative only) with the replacement of the existing pedestrian refuge with delineation for the right turn lane to the new school entrance.

**Phase 3 –Argyle St mid-block pedestrian traffic signal.**

Final design of the pedestrian traffic signal in Argyle St at Picton High School to be presented to LTC and Council by end of 2021 for consideration.

This is conditional to the support of the TfNSW.

**Consultation**

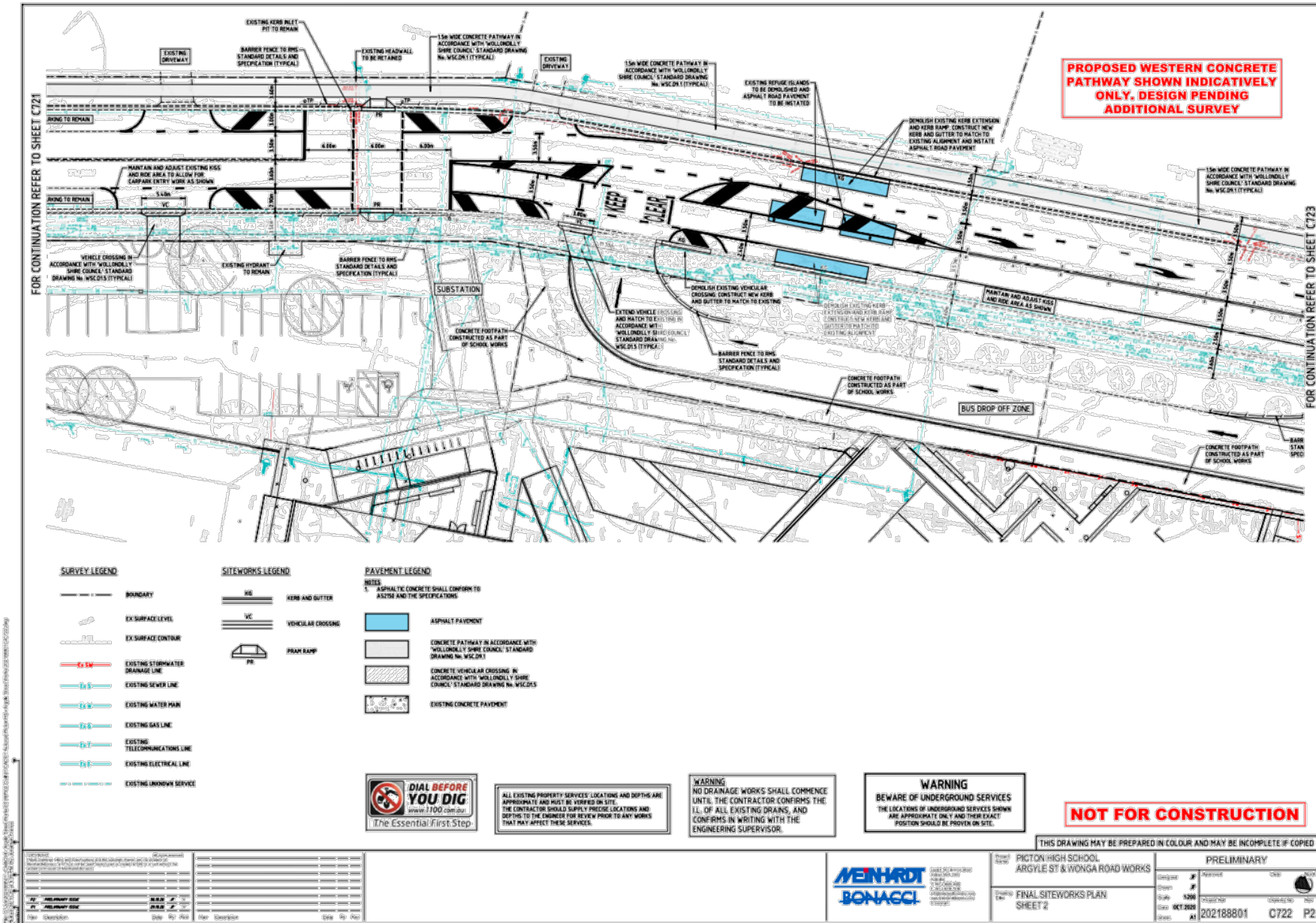
Ongoing liaison SINSW; TfNSW and Council staff.

**Financial Implications**

This matter has no financial impact on Council's adopted budget or forward estimates. The proposal is funded by SINSW.

**ATTACHMENTS**

1. **Submission Letters for PHS Interim Design Proposal**
2. **Interim Design - Phase 1: Signs & Line Marking Plans**
3. **Interim Design - Phase 2: Plan Extract - S Lane Replacement of Original Refuge**





|                                |                     |
|--------------------------------|---------------------|
| <b>OFFICE<br/>USE<br/>ONLY</b> | DA NO. ....         |
|                                | PROPERTY No. ....   |
|                                | DATE RECEIVED ..... |
|                                | CSO: .....          |

**APPLICATION FOR ROAD MANAGEMENT APPROVAL  
(SECTION 138/ROL CONSENT CERTIFICATE)**

**ISSUED UNDER THE ROADS ACT SECTION 138**

**Consent from Council is required for works to be undertaken within the road reserve, under S138 of the Roads Act**

**Clear Form**

**PROPERTY DESCRIPTION (Land to which Application relates):**

DA No. : SSD 8640

Street No. : 480 Street Name: Argyle Street

Suburb or Town : Picton Post Code : 2571

Lot No.: 2 Section: N/A DP No. : 520158

**INFORMATION REQUIRED TO BE ATTACHED TO THE APPLICATION:**

The following information must accompany applications for a Section 138 consent for works within the public road:

- One copy of approved Traffic Control Plan for works within the public road reserve.
- One copy of Public Liability Insurance in an amount of \$20,000,000.
- Copies of work experience of the contractor wishing to do the job.
- Copies of permit for work zone speed reduction if applicable.

**APPLICANT:**

Name : Taylor Construction Group Pty Ltd

Address: Level 13 157 Walker Street North Sydney NSW 2060

DX: ..... Phone B/H: 02 8736 9000

Fax: 02 8736 9090 Mobile: 0435 009 588

Email: hazemg@taylorau.com.au Contact: Hazem Gergis

Administration Centre, P O Box 21 PICTON, 62-64 Menangle Street, PICTON NSW 2571  
 Phone: (02) 4677 1100 Fax: (02) 4677 2339 Email: [council@wollondilly.nsw.gov.au](mailto:council@wollondilly.nsw.gov.au) DX: 26052 PICTON  
 Web: [www.wollondilly.nsw.gov.au](http://www.wollondilly.nsw.gov.au)

TRIM 461#501  
Last Revised: Date – 27/09/2018

**CONTRACTOR'S DETAILS:**  
 Name : Taylor Construction Group Pty Ltd ..... Licence No 113546C .....  
 Address: Level 13 157 Walker Street North Sydney NSW 2060 .....  
 DX: ..... Phone B/H: 02 8736 9000 .....  
 Fax: 02 8736 9090 ..... Mobile: 0435 009 588 .....  
 Email: hazemg@taylorau.com.au ..... Contact: Hazem Gergis .....

**DETAILS OF TIMEFRAME:**  
 Commencement Date 09/08/2021 ..... Finish Date 14/08/2021 .....

**DETERMINE TYPE OF SHIFT / WORK:**  
 Please select type of 'Road Management Approval' as part of payment details.  
 Short Term Roadworks or Structures – Up to One (1) Shift  
 Medium Term Roadworks or Structures – One (1) to five (5) shifts  
 Long Term Roadworks or Structures – more than five (5) shifts  
 Permit for events (non-roadworks) affecting public road  
 Permit to exceed signposted load limit (per permit)  
 HML / B Double application processing fee (non-refundable)

**DESCRIBE THE WORK:**  
 Describe what you want to do .....  
 - Demolish existing refuge and pedestrian crossing .....  
 - Install new Refuge and pedestrian crossing .....  
 - All works as depicted on the enclosed Civil Documentation in accordance with SSD 8640 consent. ....  
**Estimated Cost of the Proposed Road Works or Structures:** .....  
**Please Note:** Final payment in respect of 'Fees and Charges' outline below will be advised prior to the issue of Section 138 Permit.

**PRIVACY STATEMENT:**  
 Wollondilly Shire Council is collecting personal information from you on this form for the purpose of assisting the determination process of your application. This information will be stored in councils EDRMS and accessed by the processing officer. Failure to provide the information may lead to rejection or delays of your application. At any time you have the right to access, view or correct the personal information that you have provided. Please also note that the personal information (not financial details) supplied on this document may be the subject of a request to access information under the Government Information (Public Access) Act 2009 [GIPAA].

Administration Centre, P O Box 21 PICTON, 62-64 Menangle Street, PICTON NSW 2571  
 Phone: (02) 4677 1100 Fax: (02) 4677 2339 Email: [council@wollondilly.nsw.gov.au](mailto:council@wollondilly.nsw.gov.au) DX: 26052 PICTON  
 Web: [www.wollondilly.nsw.gov.au](http://www.wollondilly.nsw.gov.au)

TRIM 461#501  
 Last Revised: Date – 27/09/2018



**SCHEDULE OF FEES:**

**PAYMENT DETAILS FOR ROAD MANAGEMENT APPROVAL** (In accordance with Council's Fees and Charges in respect of 2018 - 2019 financial year):

- Short Term Roadworks or Structures – Up to One (1) Shift – Fee \$130.50
- Medium Term Roadworks or Structures – One (1) to five (5) shifts – Fee \$ 260.00
- Long Term Roadworks or Structures – more than five (5) shifts – Fee \$520.00 per week or part thereof and plus bond (*i.e.* \$50,000.00 or 20% of the estimated value of works subject to the Section 138 permit, whichever is the greater amount) for long term roadworks or structures
- Permit for events (non-roadworks) affecting public road – Fee \$260.00
- Permit to exceed signposted load limit (per permit) Charges capped at 10 permits per applicant – 12 month permit only – Fee \$72.50
- HML / B Double application processing fee (non-refundable) – Fee \$1,740.00

**NOTES:**

- Bond money shall be calculated for long term roadworks or structure.
- Additional page shall be included to provide shift details including time and date if required.
- Council is unable to process Road Management Application (example: Section 138 Permit Process) without appropriate payment of the proposed roadworks or structures.
- Section 138 permit shall be issued in respect of timeframe as nominated by the applicant as part of the Road Management Approval.
- A 'Shift' shall be considered as equivalent to a single day.
- 'Road Works' or 'Structures' shall be considered as indicated in the Road Act 1993 – "**road work** includes any kind of work, building or structure (such as a roadway, footway, bridge, tunnel, road-ferry, rest area, transitway station or service centre or rail infrastructure) that is constructed, installed or relocated on or in the vicinity of a road for the purpose of facilitating the use of the road as a road, the regulation of traffic on the road or the carriage of utility services across the road, but does not include a traffic control facility, and **carry out road work** includes carry out any activity in connection with the construction, erection, installation, maintenance, repair, removal or replacement of a road work."
- **traffic** includes vehicular, pedestrian and all other kinds of traffic. (Definition under Roads Act 1993)
- **traffic control facility** has the same meaning as it has in Part 6 of the [Transport Administration Act 1988](#), and carry out traffic control work includes carry out any activity in connection with the construction, erection, installation, maintenance, repair, removal or replacement of a traffic control facility. (Definition under Roads Act 1993)
- Please contact with Council's Customer Service on (02) 4677 1100 for payment in relation to Section 138 permit.

Administration Centre, P O Box 21 PICTON, 62-64 Menangle Street, PICTON NSW 2571  
 Phone: (02) 4677 1100 Fax: (02) 4677 2339 Email: [council@wollondilly.nsw.gov.au](mailto:council@wollondilly.nsw.gov.au) DX: 26052 PICTON  
 Web: [www.wollondilly.nsw.gov.au](http://www.wollondilly.nsw.gov.au)

TRIM 461#501  
 Last Revised: Date – 27/09/2018

21 July 2021

Alex Reid  
Project Manager  
Mace Australia Propriety Ltd  
Suite 1703, Level 17  
44 Market Street  
Sydney  
NSW 2000

**ptc.**

Dear Alex

## 1. Picton High School – Section 138: Proposed Pedestrian Refuge

ptc. has been engaged to prepare a summary letter to support a Section 138 Application of the proposed pedestrian crossing arrangements in the vicinity of Picton High School in the context of the recent State Significant Development Application (SSDA), which was approved in December 2018.

We have reviewed the Section 138 Drawings (Meinhardt-Bonacci Drawings 202188801C-C721 to C724 and C741 to C743).

In summary, the project comprises:

*Replacement of the existing Picton High School with a new high school for 1,580 students with core facilities for 2,000. The new school will have specialist facilities to support Science, Industrial arts, Hospitality and Agricultural studies.*

The delivery of the project will be undertaken over three stages in order to achieve continuity within the existing school.

This letter statement provides findings of a high level assessment (including safety assessment) of Section 138 Drawings incorporating the demolition of an existing pedestrian refuge, and the construction of a new pedestrian refuge.

Given that warrants for Traffic Signals are not met, the proposed pedestrian refuge as documented in the Section 138 drawings is considered an appropriate means of facilitating pedestrian movement across Argyle Street.

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Parking & Traffic Consultants Pty Ltd  
ACN 114 561 223 ABN 85 114 561 223

Suite 502, 1 James Place  
North Sydney NSW 2060  
info@ptcconsultants.co  
t + 61 2 8920 0800  
ptcconsultants.co

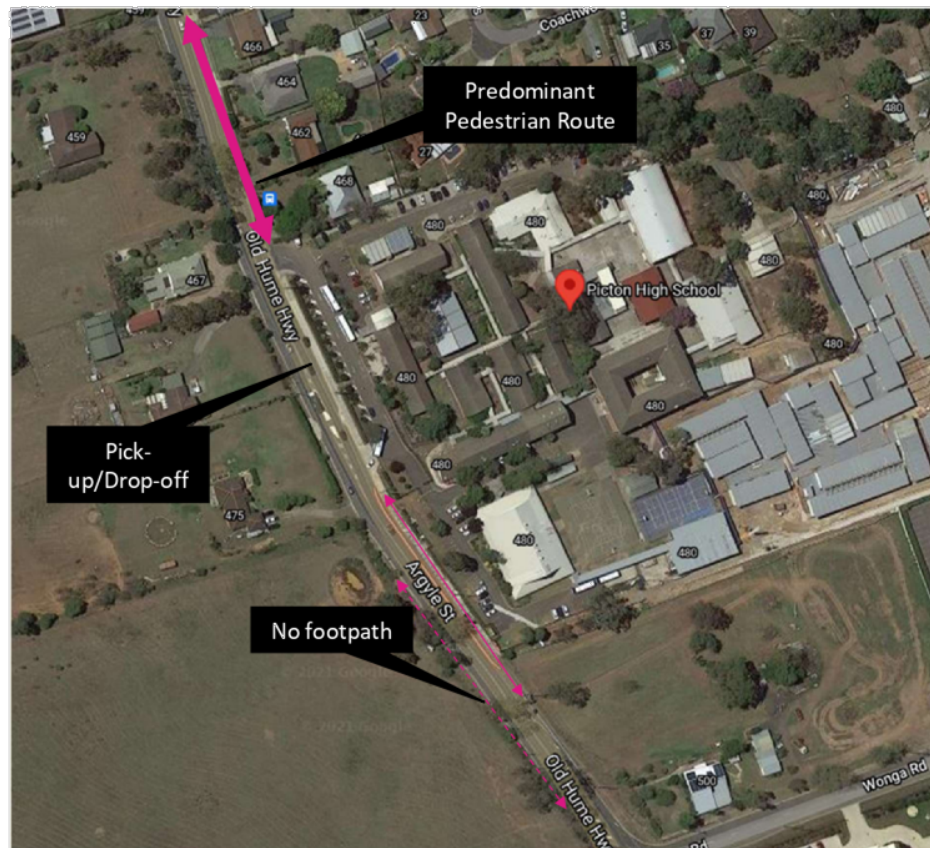
parking;  
traffic;  
civil design;  
wayfinding;  
**ptc.**

ptc.

## 2. Assessment

### 2.1 Refuge Assessment

The following figure summarises our assessment of the pedestrian / cycling origins and departures in order to base the crossing activity.



There are key considerations with regard to assessing the safety of a road facility:

1. Vehicle Speeds – The School Zones will limit vehicle speeds to 40kph
2. Traffic Volume – According to the TIA, Argyle Street carries some 800 vehicles during the AM and PM peak hours. This is insufficient to warrant a marked pedestrian crossing.
3. Pedestrian Volume – Based on the mode split data obtained at the school combined with the origin / destination assessment, the pedestrian crossing volume will be low. Warrants for traffic signals are not met (as detailed in previous peer review correspondence)

**ptc.**

4. Road geometry – The pedestrian refuges are proposed on a relatively straight section of Argyle Street with one-lane in each direction. The refuge designs include kerb extensions as recommended in TD-2011/01.
5. Sight lines – The proposed refuges are located in positions than afford sight lines in excess of the Safe Stopping Sight Distance for a 40KPH speed limit (40 metres with a 2.0 second reaction time).

Accident history – The accident history indicates 2 incidents in the past 5 years, both between vehicles. According to the Stantec report *“Both crashes involved ‘rear end’ type crashes with vehicles travelling in the same direction and resulted in non-casualty and moderate injuries respectively.”*

On the basis of the assessment of the Section 138 Drawings (Meinhardt-Bonacci Drawings 202188801C-C721 to C724 and C741 to C743), it is concluded that the road conditions support the provision of the proposed refuge islands, and that the layout depicted in the Section 138 drawings satisfies a high level safety assessment.

Yours Faithfully



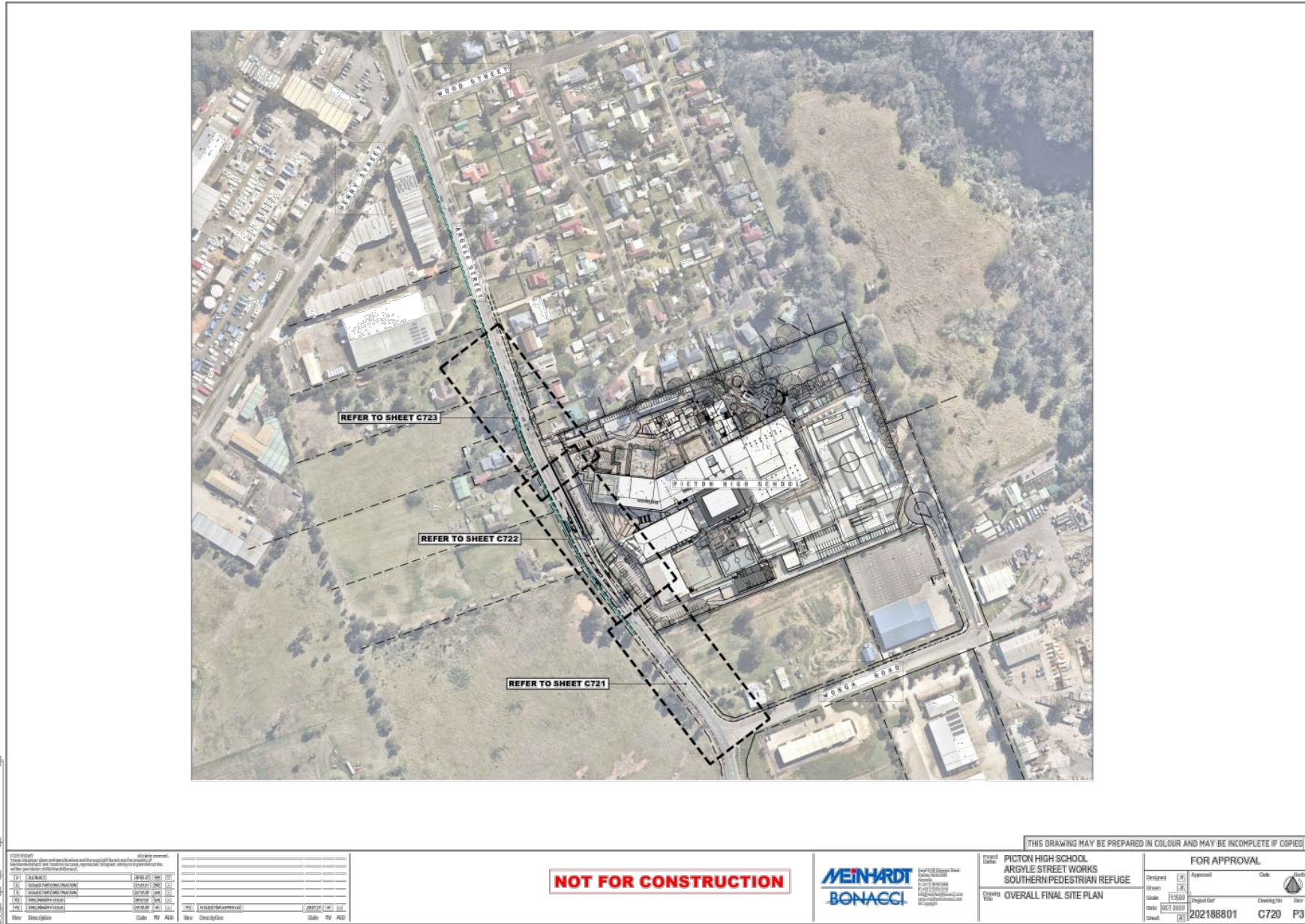
Andrew Morse  
Managing Director

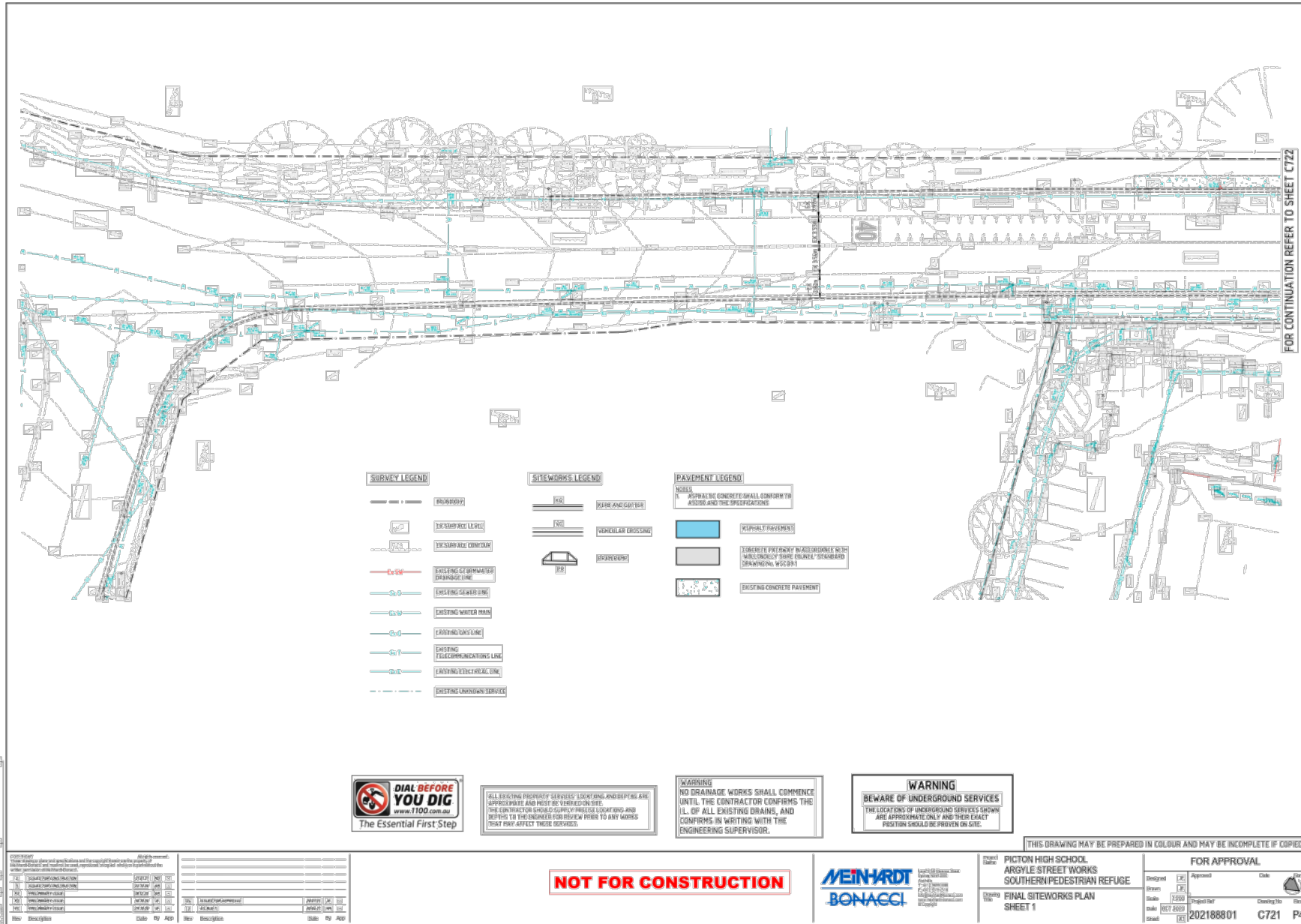
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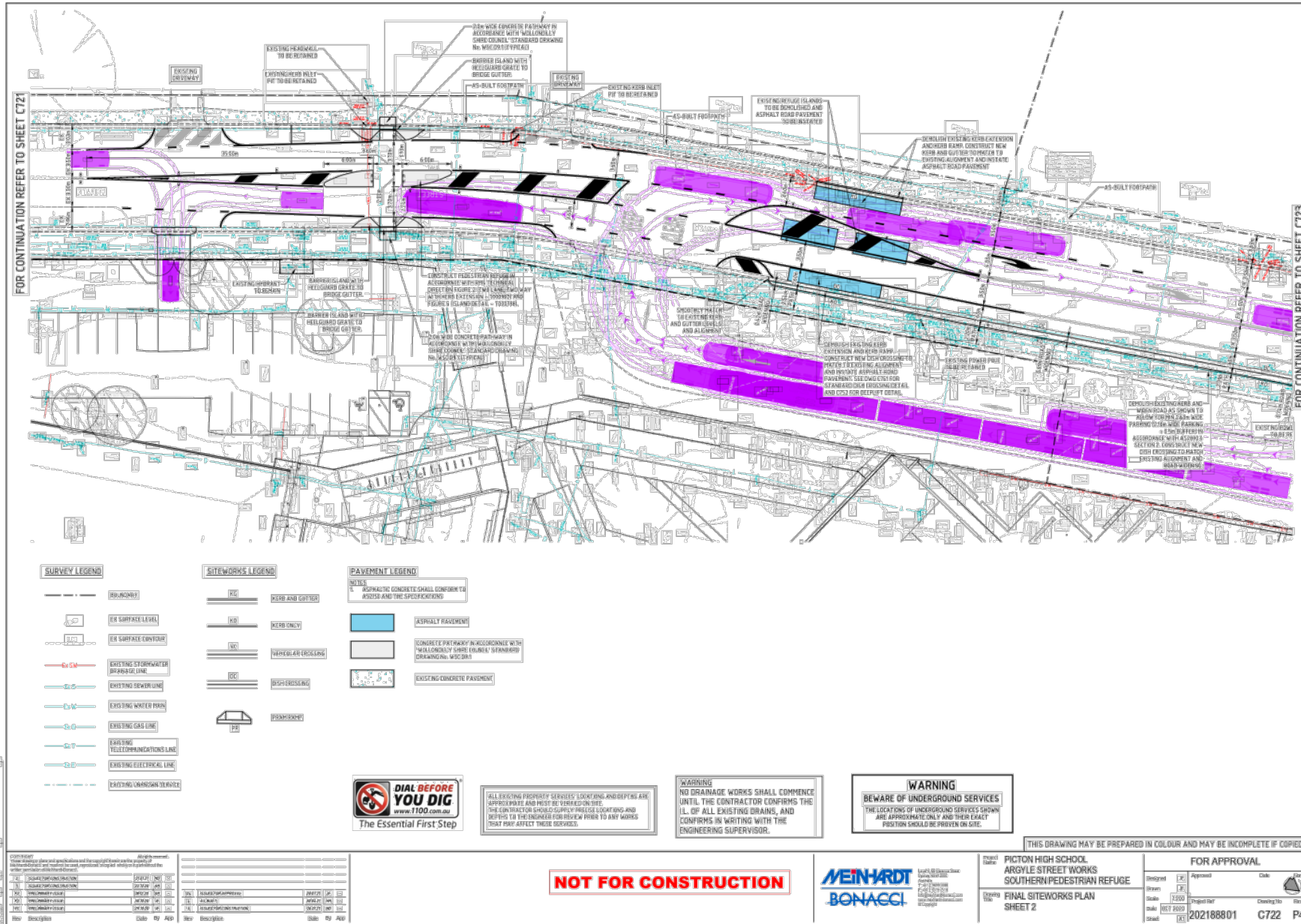
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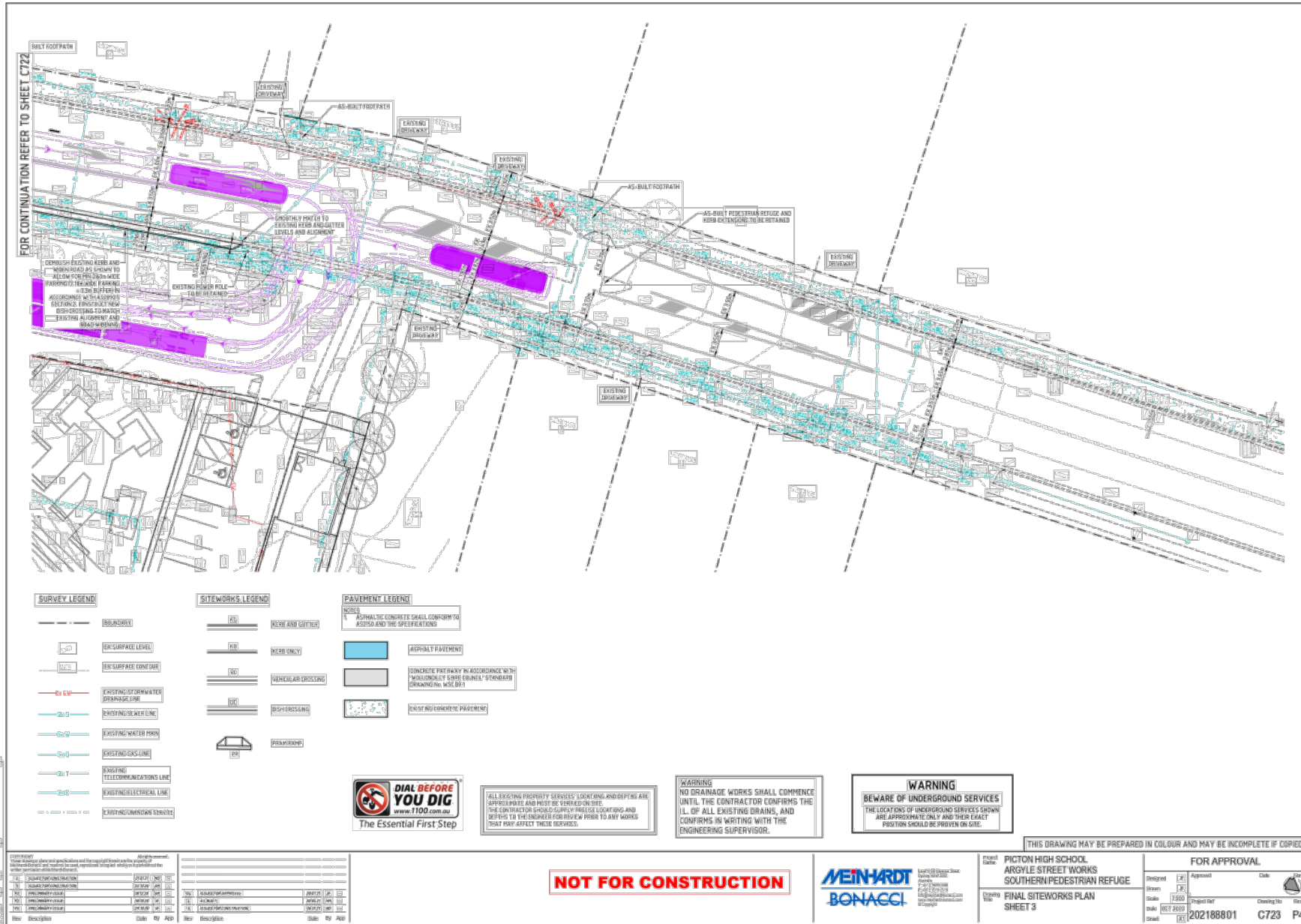


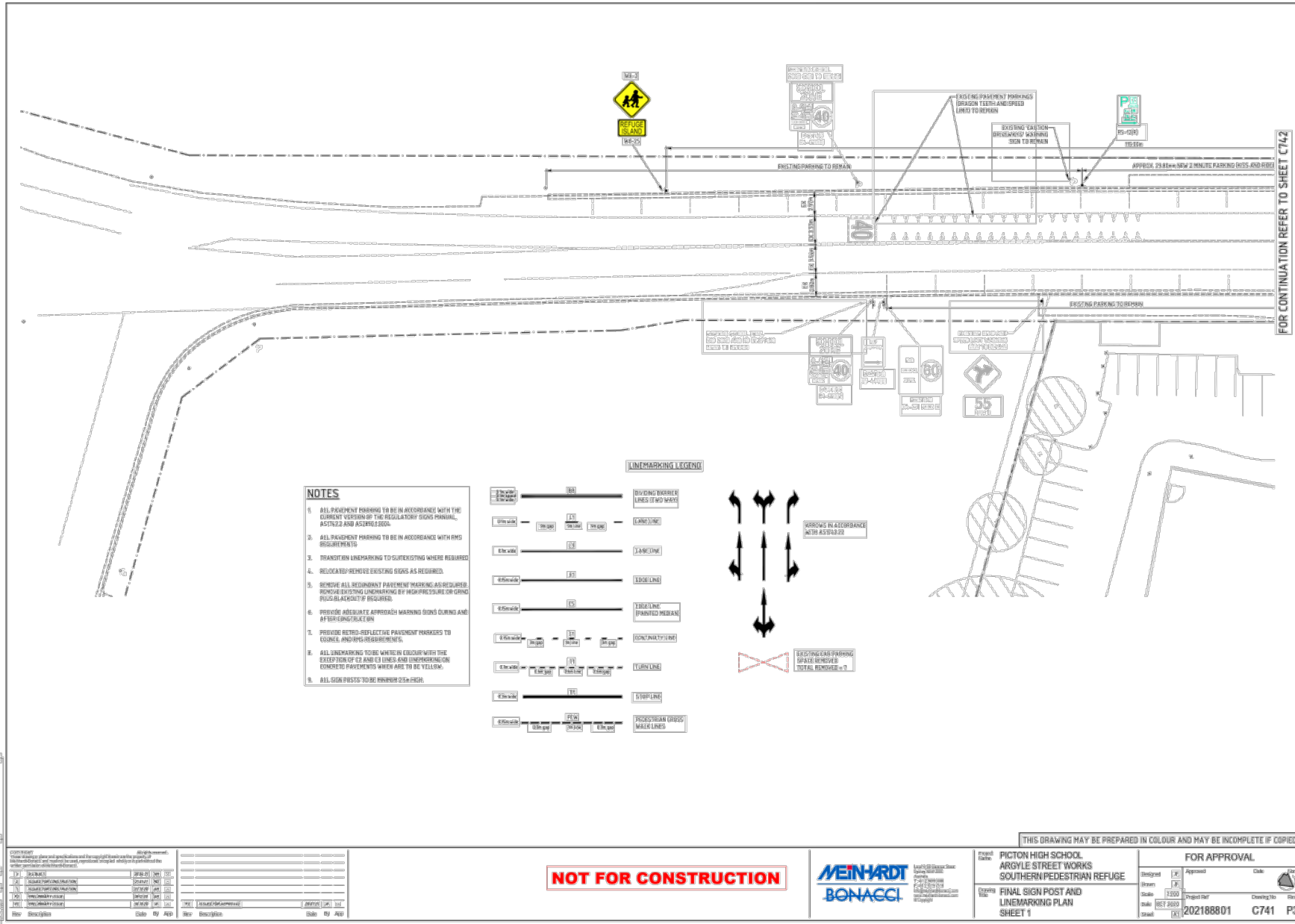


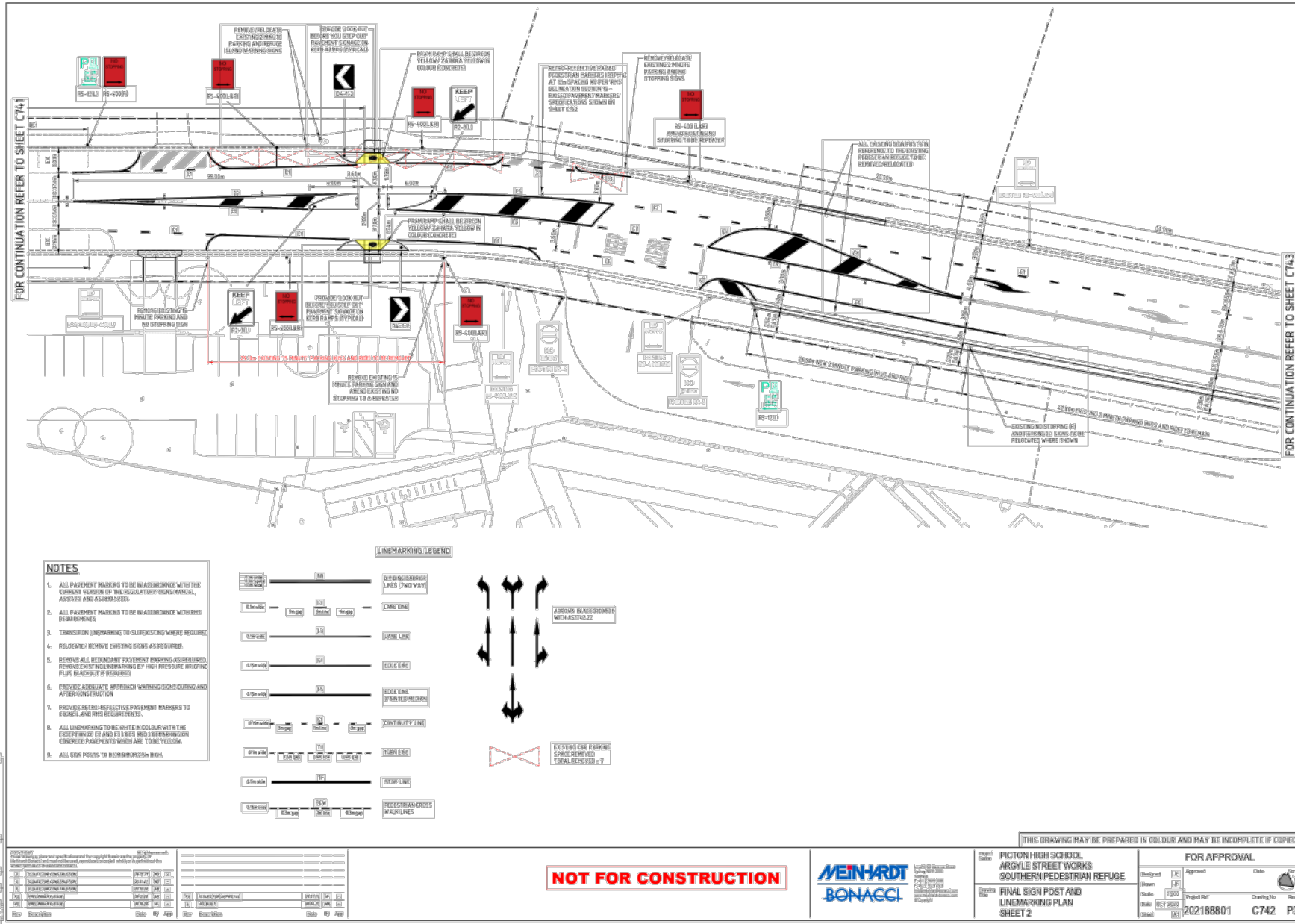


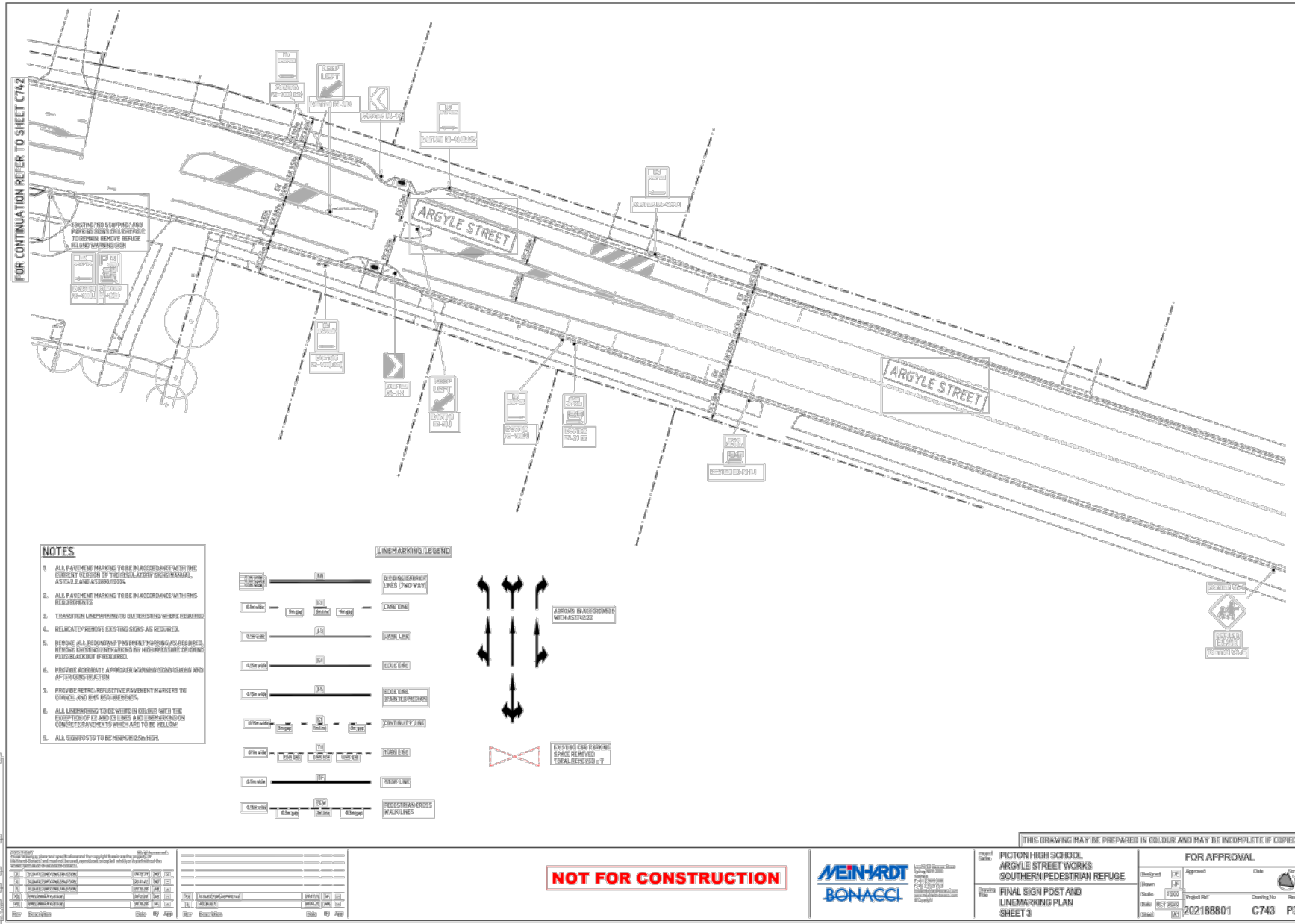


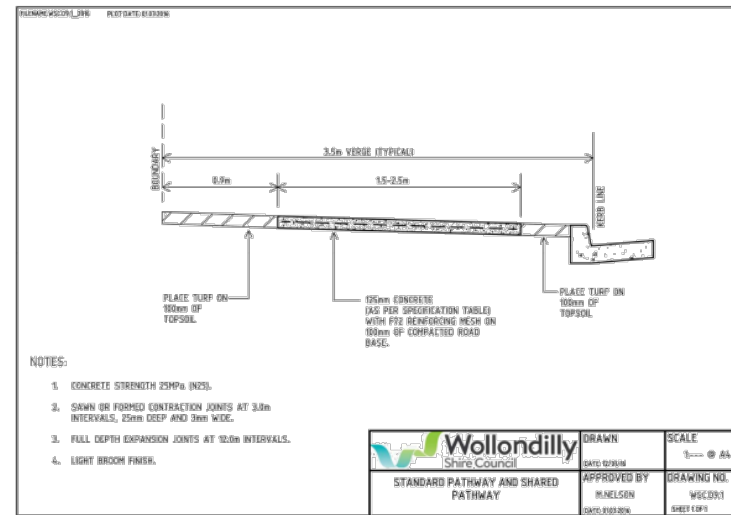
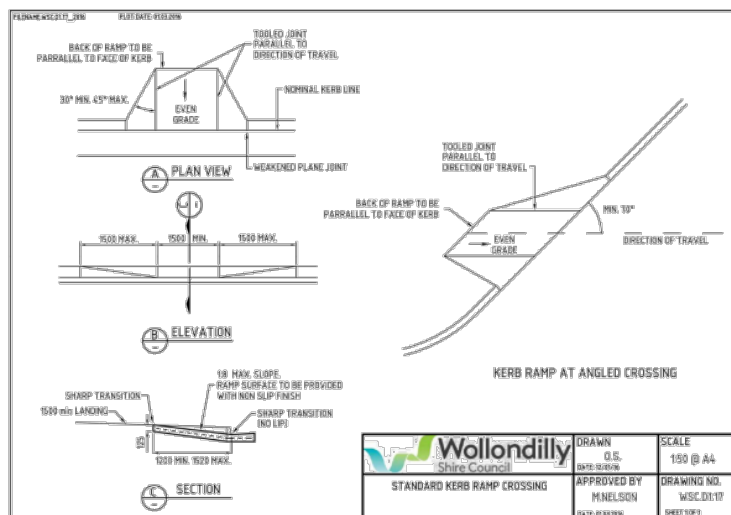
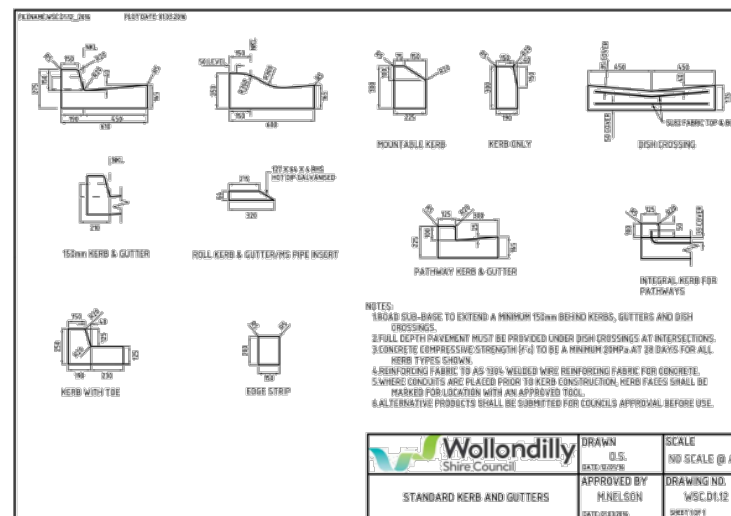
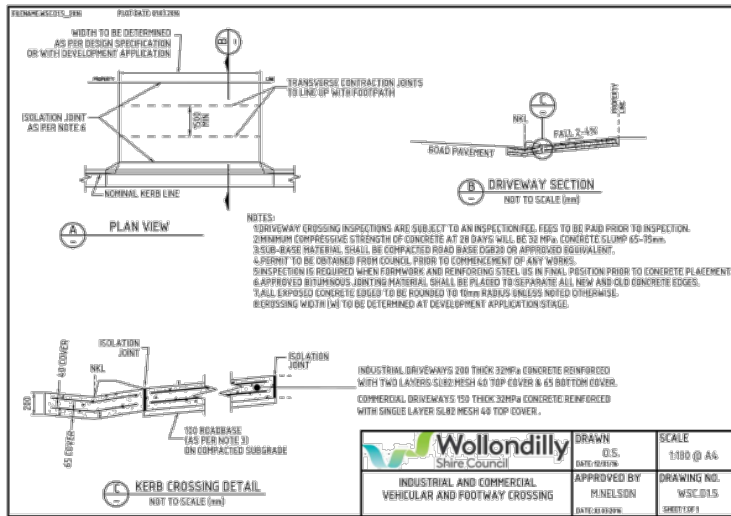












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**NOT FOR CONSTRUCTION**

MEINHARDT  
BONACCI

PROJECT NAME: PICTON HIGH SCHOOL ARGYLE STREET WORKS SOUTHERN PEDESTRIAN REFUGE

CLIENT: CITY OF WOLLONDILLY

DATE: 01/03/2016

SHEET NO: 1 OF 1

**FOR APPROVAL**

|          |             |             |      |
|----------|-------------|-------------|------|
| Designed | Checked     | Approved    | Date |
| Drawn    | Reviewed    | Accepted    |      |
| Scale    | Project Ref | Drawing No. | Rev  |
| Sheet    | Date        | Sheet No.   |      |

20218801 C751 P2

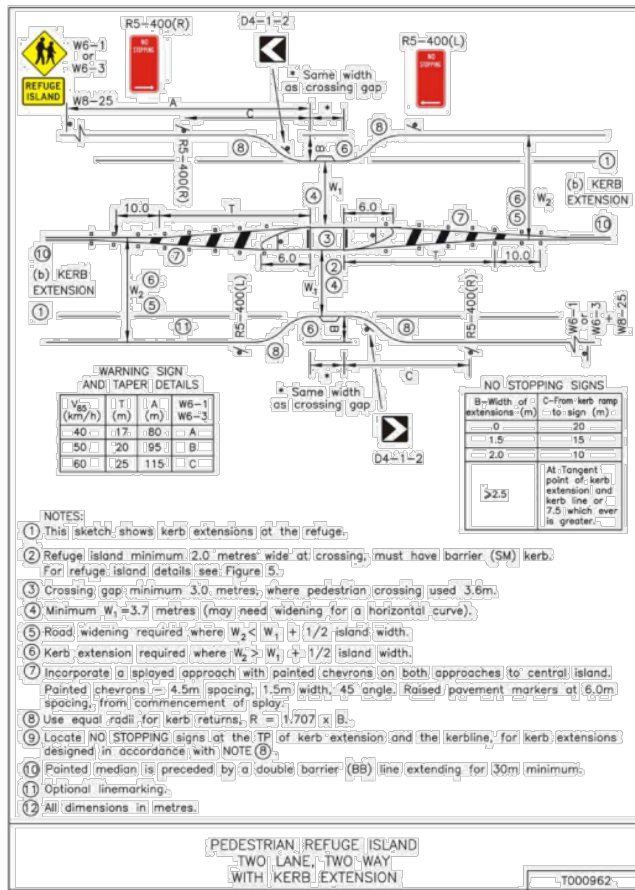


Figure 2

15.4.1 Materials

Retro-reflective raised pavement markers must comply with the RTA QA Specification R142 Retro-reflective Raised Pavement Markers, with the requirements of AS 19063 and have the dimensions shown in Figure 15.5.

A list of pre-qualified retro-reflective raised pavement markers is given in RTA QA Specification R142 Retro-reflective Raised Pavement Markers.

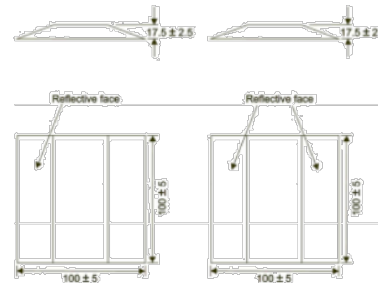
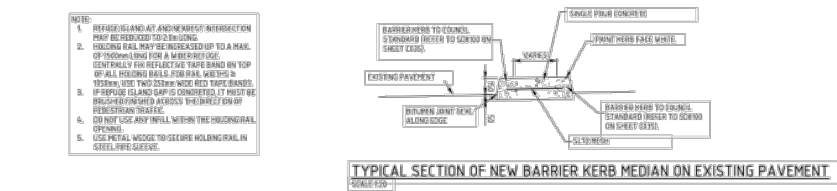
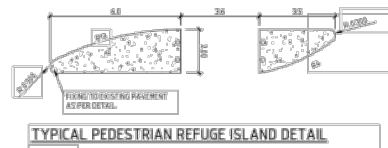
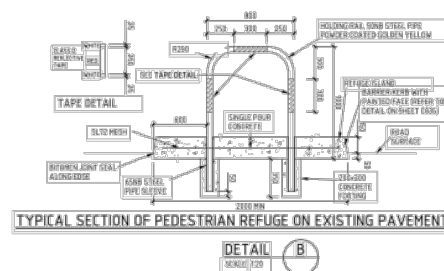
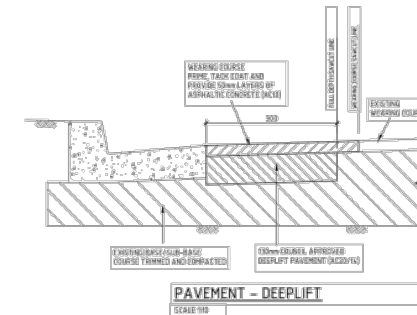


Figure 15.5: Specifications of RPMs (All dimensions are in mm.)



| Rev | Description | Date | By | Appr | Date | By | Appr |
|-----|-------------|------|----|------|------|----|------|
|     |             |      |    |      |      |    |      |

**NOT FOR CONSTRUCTION**



|              |   |            |           |
|--------------|---|------------|-----------|
| Project Name | PICTON HIGH SCHOOL ARGYLE STREET WORKS SOUTHERN PEDESTRIAN REFUGE | Project No | 202188801 |
| Client       | ARGYLE STREET WORKS   | Design No  | C752      |
| Drawn By     | SITWORKS DETAILS  | Issue No   | P2        |
| Scale        | SHEET 2   | Issue Date | NOV 2020  |



**Legend:**

|           |           |           |            |
|-----------|-----------|-----------|------------|
| Symbol 1  | Symbol 2  | Symbol 3  | Symbol 4   |
| Symbol 5  | Symbol 6  | Symbol 7  | Symbol 8   |
| Symbol 9  | Symbol 10 | Symbol 11 | Symbol 12  |
| Symbol 13 | Symbol 14 | Symbol 15 | Symbol 16  |
| Symbol 17 | Symbol 18 | Symbol 19 | Symbol 20  |
| Symbol 21 | Symbol 22 | Symbol 23 | Symbol 24  |
| Symbol 25 | Symbol 26 | Symbol 27 | Symbol 28  |
| Symbol 29 | Symbol 30 | Symbol 31 | Symbol 32  |
| Symbol 33 | Symbol 34 | Symbol 35 | Symbol 36  |
| Symbol 37 | Symbol 38 | Symbol 39 | Symbol 40  |
| Symbol 41 | Symbol 42 | Symbol 43 | Symbol 44  |
| Symbol 45 | Symbol 46 | Symbol 47 | Symbol 48  |
| Symbol 49 | Symbol 50 | Symbol 51 | Symbol 52  |
| Symbol 53 | Symbol 54 | Symbol 55 | Symbol 56  |
| Symbol 57 | Symbol 58 | Symbol 59 | Symbol 60  |
| Symbol 61 | Symbol 62 | Symbol 63 | Symbol 64  |
| Symbol 65 | Symbol 66 | Symbol 67 | Symbol 68  |
| Symbol 69 | Symbol 70 | Symbol 71 | Symbol 72  |
| Symbol 73 | Symbol 74 | Symbol 75 | Symbol 76  |
| Symbol 77 | Symbol 78 | Symbol 79 | Symbol 80  |
| Symbol 81 | Symbol 82 | Symbol 83 | Symbol 84  |
| Symbol 85 | Symbol 86 | Symbol 87 | Symbol 88  |
| Symbol 89 | Symbol 90 | Symbol 91 | Symbol 92  |
| Symbol 93 | Symbol 94 | Symbol 95 | Symbol 96  |
| Symbol 97 | Symbol 98 | Symbol 99 | Symbol 100 |


Speed = 60km  
 D = 60m  
 Signage Spacing  
**NOT TO SCALE**

**Note:**

- Pedestrian Access Maintained at all times
- Traffic Controllers to ensure safe pedestrian access
- Traffic Controllers to guide drivers to appropriate access direction
- Traffic Controllers to manage vehicles entering and exiting the work zone
- All signage to be in accordance with RMS Traffic Control at Work Sites Manual and AS1742.3

**Comments:**

Island Works – Stop/Go under Traffic Controller Guidance



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|                     |                    |                  |                                |
|---------------------|--------------------|------------------|--------------------------------|
| <b>Date:</b>        | 13/12/2020         | <b>Project:</b>  | Old Hume Hwy, Picton – Stage 3 |
| <b>Prepared by:</b> | Patrick Bastawrous | <b>Client:</b>   | Out Source Civil               |
| <b>Licence No.:</b> | 0052158257         | <b>Contact:</b>  | Ali – 0404 222 994             |
| <b>Expiry:</b>      | 25/09/2022         | <b>Plan No.:</b> | OSC0001                        |

**Disclaimer:**  
 This plan was prepared by Patrick Bastawrous from BASTA Traffic Management in accordance with Australian Standards and the RMS Traffic Control at Work Sites Version 5 2018. The plan is designed for the safe loading and unloading of materials on the subject site. BASTA Traffic Management holds no responsibility for the implementation of this TCP unless BASTA Traffic Management Employees are used to implement and monitor the TCP. All ROL and Council Permits are the responsibility of the client to obtain unless BASTA Traffic Management has been

**2 GENERAL BUSINESS**

No reports this meeting