



You are invited to attend the next Traffic Committee Meeting:

Date: Tuesday, 7 September 2021

Time: 14:00

Location: Electronic correspondence

AGENDA

Traffic Committee Meeting

7 September 2021

Order Of Business

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1 REPORTS

1.1 REQUEST FOR 20M BUS ZONE (R5-20) ON FAIRWAY DRIVE (EASTERN SIDE), WILTON OPPOSITE HOUSE #5

File Number: 10623#204

EXECUTIVE SUMMARY

The purpose of this report is to seek in-principal approval (subject to local consultation) for a 20m Bus Zone (R5-20) on Fairway Drive (Eastern side), Wilton as requested by Picton Buslines who provides the bus service along this road.

RECOMMENDATION

That the Local Traffic Committee;

1. Approve, in-principal, the implementation of 20m Bus Zone (R5-20) on Fairway Drive (eastern side), Wilton opposite house #5 as shown in the attachment of this report.

REPORT

Council has received a request from Picton Buslines, the bus operator who provides bus service into Wilton Township for a 20m bus zone along Fairway Drive (eastern side), Wilton opposite house #5.

Currently, there is no formalised bus stop along this section of Fairway Drive. Under the public transport guidelines, the bus operator is permissible to stop at any appropriate location as long as it is consider safe to do so by the driver. The bus has been stopping at the front of house #12 which is about 100m north of house #5. However, there are a number of overarching roadside trees at #12 which prevent the bus from stopping near to the kerb. As a result, the bus has to stop away from the kerb and encroached into traffic lane causing obstruction to traffic. In addition, the adjacent resident has expressed safety concern about the hazardous situation and is against the bus stopping in front of the house.

Picton Buslines is in favour of relocating this stop and has identified an alternative location. The proposed new location is opposite house #5 and adjacent to an open space without overarching trees. This will also enable a formalised bus stopping area with a sign posted bus zone (R5-20) to be implemented.

Consultation

This issue has not been raised and discussed in the Community Forum. Localised consultation will be carried out prior to approving under delegation and implementation.

Financial Implications

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

ATTACHMENTS

1. Letter of request and aerial view of proposed bus zone location

Choong Yam

From: Chris Moule
Sent: Tuesday, 20 July 2021 11:35 AM
To: Choong Yam; Margaret Mcilwain
Cc: Norma Toweel; Mike Nelson; Peter Ferris; Andrew Ferris
Subject: Consideration of Bus Zone Fairway Drive Bingara Gorge Estate

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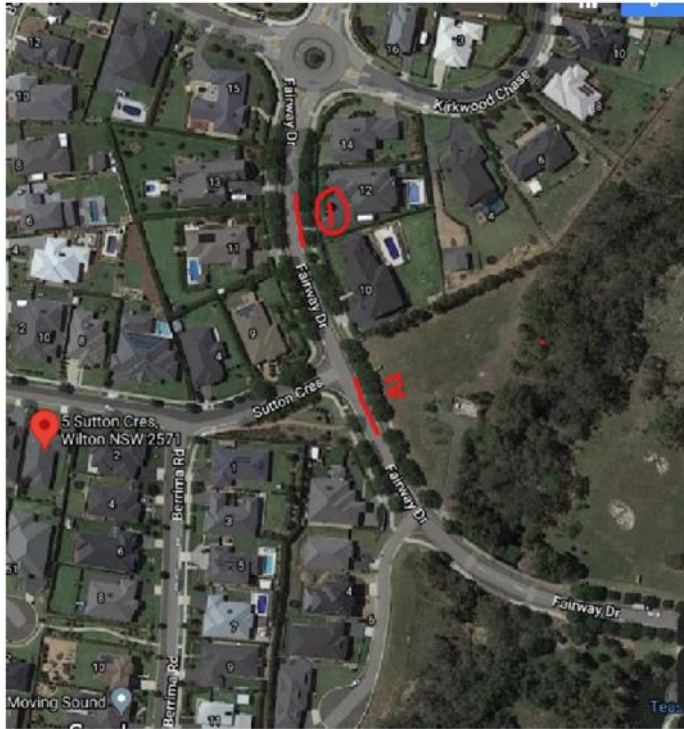
Hello again Choong

I would like to submit another item for Traffic Committee if I may in regards to a Bus Zone in Fairway Dr Wilton.

Just so you are aware of the history we traditionally pick up and set down a large group of students each school day outside Number 12 (marked on the map as number 1) and have done so for many years even though it is not a recognised or marked bus stop. As the trees have been growing larger the bus now cannot pull into the kerbside because of the trees and the bus does impede on passing traffic and also blocks the driveway of number 12 as well.

The resident of Number 12 has informed me that they would like the pick and set down moved as we do block their driveway and hinder passing traffic somewhat and after further investigations there is a lovely suitable section of kerbside just down the road (marked on Map as number 2) that I would like to apply for a 20 metre bus zone school days only to relocate the current pick up and set down from outside Number 12. There are no houses where the proposed bus stop would be and is on a nice straight section of road with pedestrian footpaths already in place also.

If approved for a bus zone there would be some minor tree pruning required so the bus can access kerbside safely and without damaging the bus but as stated above we are half blocking the road outside Number 12 currently as the trees at that location are even larger. What are your thoughts?



Regards

Chris



1.2 WONGA RD, PICTON - PROPOSAL TO REMOVE AND REPLACE EXISTING TEMPORARY TRAFFIC ZONES

File Number: 10623#206

EXECUTIVE SUMMARY

The purpose of this report is to review the temporary time restricted traffic zones – P 10mins (R5-14) and Bus Zones (R5-20) along Wonga Rd created during the Picton High School redevelopment project in response to the completion of the project.

RECOMMENDATION

That the Local Traffic Committee approve the adjustment of the existing traffic zones along Wonga Rd as follow:

1. The existing time restricted Bus Zone (R5-20) with P10 (R5-14) in between school zone times opposite the Picton Buslines Bus Depot in Wonga Rd be removed.
2. The existing time restricted Bus Zone (R5-20) at the frontage of Council's Animal Shelter and Remondis Depot in Wonga Rd be replaced with time restricted 1 hour parking zone - 1P (R5-1). The restricted time shall be 8am – 4pm (School Days only).
3. That the school and local businesses in Wonga Road be notified of the changes prior to the installation of the new parking zones.

REPORT

As part of the Picton High redevelopment project, the usual bus drop off and pick up point in front of the school was temporary relocated and all buses were redirected to use the rear of the school at the end of Wonga Rd while the front of the school was being reconstructed. This relocation involved the creation of temporary bus zones and extensive road works on Wonga Rd. The works include a new turn circle for U turn use at the end of Wonga Rd and the creation of bus bays with new indented kerb alignment along the frontage of Council's Animal Shelter and Remondis Depot, to be used as the bus drop off and pick up point during the school construction project. This bus zone was a time restricted Bus Zone (R5-20) - "8am to 4pm school days only". In addition, another similar bus zone (R5-20) with P10 (R5-14) in between school zone times were subsequently created in Wonga Rd opposite Picton Buslines Bus Depot as a waiting area for additional buses waiting to access the pickup point.

With the completion of the school project, the bus pick up and drop off facilities have reverted back to the front of the school in Argyle Street and the bus zones in Wonga Rd have become redundant.

Council would like to remove the temporary bus and parking zones and provide more on street parking spaces and installing a 1hr parking zone in Wonga Rd (north section) in front of Council's Animal Shelter and Remondis Depot to provide short term parking for the general public visiting the school and local businesses. This would be implemented by installing a time restricted 1Hr Parking zone, 1P (R5-1) from 8am to 4pm (school days only) zone.

It is proposed that the existing restricted time Bus Zone (R5-20) with P10 (R5-14) in between school zone time opposite the Bus Depot be removed and the existing time restricted Bus Zone (R5-20) in front of Council's Animal Shelter - Remondis Depot be replaced with time restricted 1hr. Parking zone, 1P (R5-1). The restricted time shall be 8am – 4pm (School Days only).

Consultation

Picton High School has been notified of the traffic zones adjustment.

Financial Implications

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

ATTACHMENTS

1. **Aerial view of proposed traffic zones changes in Wonga Rd, Picton**



2 GENERAL BUSINESS

2.1 SPECIAL EVENT, "2021 SPARTAN NSW TRIFECTA - SPARTAN RACE" FROM 26 - 28 NOVEMBER 2021

File Number: 10623#207

EXECUTIVE SUMMARY

Council has received a DA application for a Special Event, "2021 Spartan NSW Trifecta - Spartan Race") to be held from 26 to 28 November 2021 at #245, Picton Rd (Recreation Facility), Razorback. This event has been at the same venue since 2013 and has obtained Council approval for several years. It is envisaged that Council would continue to support such event in line with Council promotes healthy living lifestyle and attracts visitors to our Shire.

Note this event is on a state road as such the traffic management approval will be carried out by TfNSW. The issue has been table to the committee for their information.

REPORT

Council has received an application for DA approval for a Special Event – "2021 Spartan NSW Trifecta, Spartan- Race") to be held on 26 -28 November 2021 at #245, Picton Rd (Recreation Facility), Razorback. This event started in 2013 and has obtained Council approval up to 2019. Spartan is the world's leading obstacle race series. Spartan has four levels of courses: 5km Sprint, 10km Super, 21km Beast and a 50km Ultra. The shorter sprint events will attract greater numbers of participants, 4-5,000—the longer events 2-4,000 participants. Spartan involves a cross-country running trail with the added challenge of completing about 20 agility, resistance and mental obstacles. The race aims to offer unique challenges that highlight the importance of resistance training and muscle strength as aspects of physical fitness.

This year event will be the Sprint, Super, Beast and Kids Race. Spartan anticipates about 5,000 participants over the weekend and has the potential to create adverse road safety and traffic impact on Picton Rd.

The event is classified as "Class 1 special event" under the "Guide to Traffic and Transport Management for Special Events"

The applicant has submitted the Traffic & Transport Management Plan, Risk Assessment Report and Event Management Plan & Statement of Environmental Effect as part of the DA consent condition. However, some documents are out dated and the event proponent has indicated that the same traffic control used in 2019 event will be adopted for this year event. Council has requested a copy of the current traffic management plans to be tabled at this meeting.

The estimated daily operation activity times for the event are provided below:

Dtae	Staff On site	Set up/Bump In	Festival opens	Festival closes	Staff Off site
26/11/2021	7am	8am	4pm	9:30pm	9:45pm
27/11/2021	5am		6am	6:30pm	7pm
28/11/2021	5am		6am	6:30pm	7pm

- Bump-out activities will be undertaken between 28 November-2 December 2021

As the event is classified as “Class 1 special event” under the “Guide to Traffic and Transport Management for Special Events” and the traffic Impact is on classified road (Picton Rd – MR612), an ROL must be obtained from Transport for NSW (TfNSW) and Traffic Management Centre (TMC) of Service NSW. These authorities will be responsibility to decide what conditions to impose as well as Police concurrence of the event.

Council approval will be subjected to DA approval with relevant conditions imposed to include recommendations from the Local Traffic Committee.

Consultation

The TfNSW and Police NSW have been informed of the event.

Financial Implications

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

ATTACHMENTS

- 1. Attachments for Sept 21 LTC item - Spartan Event**

1 Introduction

This Event, Risk & Emergency Management Plan (RMP) is developed for the 2021 Spartan Picton Trifecta Weekend to be held at 245 Picton Road, Picton NSW 2571 on 26-28 November 2021. The event is owned and hosted by Initiative Events Pty Ltd (ABN 27 616 039 797), trading as Spartan Australia (Spartan).*

The RMP reflects the risk management activities being delivered to ensure the event is safe and successful whilst balancing the need to ensure that the event remains physically challenging for participants.

Spartan is supported by the following organisations and brands:

- Wollondilly Shire Council
- Craft
- Cotton On
- Fireball

2 Scope of Risk Management Plan

This RMP covers all activities designed to minimise safety risks to staff, contractors, volunteers, and the public (both competitors and spectators) at the event site and in areas affected by the event. It covers the operational period, a total of 14 days from 27 November 2021 to 2 December 2021.

3 Reference Documents

The following documents are either referred to in this RMP or were used as source material:

- Spartan Race 2021 Traffic Management Plan (Author: TBC)
- Spartan Race Obstacle Risk Assessment (Author: Reliance Risk)
- Event First Aid Services Proposal (Author: EventAid TBC)

4 Duty of Care – Work Health and Safety Act 2011

As the event organiser, Spartan is considered a ‘Person Conducting a Business Undertaking’ (PCBU) and as such has specific obligations and duties under the Act.

Under section 5 of the Act, Spartan must:

- Eliminate health and safety risks so far as is reasonably practicable; and
- If it is not reasonably practicable to eliminate risks to health and safety, to minimise those risks so far as is reasonably practicable.

This duty applies to the health and safety of workers engaged, or caused to be engaged by Spartan for the event.

Under the Act, workers could include:

- Employees
- Contractors or subcontractors to Spartan
- Employees of contractors or subcontractors to Spartan; and

- Volunteers.

Other organisations supplying goods and services to the event also have obligations to comply with reasonable instructions from Spartan regarding health and safety and to manage safety risks under their control.

In addition to workers the Act imposes responsibilities on Spartan and other stakeholders for the health and safety of members of the public who are affected by the activities of the obstacle race.

5 Event Description

Spartan is the world's leading obstacle race series. Spartan has four levels of courses: 5 km Sprint, 10 km Super, 21 km Beast and a 50km Ultra. The shorter Sprint events will attract greater numbers of participants, 4-5,000—the longer events 2-4,000 participants.

Spartan involves a cross-country running trail with the added challenge of completing about 20 agility, resistance and mental obstacles. The race aims to offer unique challenges that highlight the importance of resistance training and muscle strength as aspects of physical fitness.

The November 26-28th 2021 event will be the Sprint, Super, Beast and Kids Race. Spartan anticipates about 5,000 participants over the weekend. Wollondilly Shire is the consent authority for the site for the purpose of planning permits. The course will be set up over a series of hills, creeks and gullies. Adjacent to the obstacle course, there will be a 100m x 100m festival area for spectators and participants containing catering outlets and sponsor activation stalls. The race start and finish lines and the post-race recovery zone will also be located within the festival area.

Participants may enter the race as individuals or in teams. On the event day, they will undertake the course in waves of about 50 runners. The first wave will commence the race at 7:00am each day, with subsequent waves commencing every 5 minutes thereafter. These waves are in accordance with COVID-19 Safe Plan. A volunteer monitor will be supervised by a zone leader to offer technical guidance and encouragement to racers as well as incident response if required, each obstacle along the course will be manned. All participants will be awarded a T-shirt and medal at the completion of the course and race times will be available for collection.

5.3 Timelines

For detailed schedule of event operations see below:

5.3.1 Bump In

Bump in activities will be undertaken between 17 November – 2 December 2021.

5.3.2 Event Day Operations

This Spartan will have a 5, 10, 21 and 2 kilometre courses. Man-made obstacles certified by a qualified builder, such as timber walls and hurdles are constructed at intervals around the course. Sand bag carry uphill and a rope climb also feature. The natural terrain is used to enhance the challenges presented by the race.

The following table outlines event day operational activities for the race on 26 November 2021:

Time	Action
5:43 am	Sunrise
7:00 am	Staff On-site
8:00 am	Volunteers On-Site
8:00 am - 3:00 pm	Race Setup/Bump In
4:00 pm	Festival Opens- (Registration, Bag Check)
4:45 pm	Announce Starting Corrale - Trail
5:00 pm	Trail Start
5:00 pm	Course Sweep
7:44 pm	Sunset
9:00 pm	Trail Finish/Last Racer Finishes
~ 9:30 pm	Festival Closes
~ 9:45 pm	Off-Site
~ indicates estimate--Time subject to actual numbers on the day	

The following table outlines event day operational activities for the race on 27 November 2021:

Time	Action
5:00 am	Staff On-site
5:45-6:00 am	Volunteers On-Site
6:00 am	Festival Opens- (Registration, Spectators, Bag Check)
5:43 am	Sunrise
6:45 am	Announce Starting Corrale
7:00 am	Elite Beast Wave
7:20 am	Age Group Waves
11:15 am	Last Beast Wave
11:30 am	Arrival-2nd Shift Volunteers
12:30 pm	End-1st Shift Volunteers
7:44 pm	Sunset
~ 6:00 pm	Last Racer finishes
~ 6:30 pm	Festival Closes
~ 7:00 pm	Off-Site
~ indicates estimate--Time subject to actual numbers on the day	

The following table outlines event day operational activities for the race on 28 November 2021:

Time	Action
5:00 am	Staff On-site
5:45-6:00 am	Volunteers On-Site
6:00 am	Festival Opens- (Registration, Spectators, Bag Check)
5:43 am	Sunrise
6:45 am	Announce Starting Corrale
7:00 am	Elite Super Wave
7:20 am	Age Group Waves
9:00 am	Kids Competitive Wave
11:30 am	Arrival-2nd Shift Volunteers
11:40 am	Elite Sprint Wave
12:30 pm	End-1st Shift Volunteers
1:00 pm	Last Kids Wave
~3:00 pm	Last Sprint Wave
7:44 pm	Sunset
~ 6:00 pm	Last Racer finishes
~ 6:30 pm	Festival Closes
~ 7:00 pm	Off-Site
~ indicates estimate--Time subject to actual numbers on the day	

5.3.3 Bump Out

Bump-out activities will be undertaken between 28 November-2 December 2021.

We anticipate that the event will need 34 portaloos and 1 disabled. Spartan will put in place 15% more cubicles than advised to ensure no queuing and social distancing is required. All waste is contained in the block and removed off site for disposal and cleaning.

8.10 Food Safety

All catering outlets operating on the event site will be required to comply with NSW Health laws and will be overseen by the Festival Manager.

Alcohol will be consumed at this event in the festival area (100m x 100m area enclosed with crowd control barriers). Participants over the age of 18 will receive their 1 free beer from the finish line area by showing their wristbands to indicate they are over 18. Only 1 beer or cider will be given to participants of age, only purchase of additional beers will need to be purchased within the bar (if bar is available). All participants will have a wristband to indicate if they are underage (wristband color will be provided to staff, volunteers and security on the day of the event). Staff, volunteers and security will be monitoring for any underage drinking. If there is any passing of drinks or drinking at all by minors they will be stopped and reported to security. If a bar is in place the Bar will be run under the liquor license of the alcohol supplier.

8.11 Bump-In/Out

Bump-in and out activities will include the following:

- Installation and dismantling of obstacles
- Placement and removal of temporary signage
- Installation and dismantling of registration marquees
- Installation and dismantling of temporary lighting
- Installation and removal of portaloos
- Installation and removal of the inflatable marquee
- Set up and removal of crowd control barriers
- Set up and removal of the PA system and sound system tent
- Set up and removal of generators
- Set up and removal of sponsor tents
- Set up and removal of trestle tables
- Set up and removal of temporary food and beverage outlets
- Set up and removal of the media wall
- Placement and removal of signage
- Delivery and removal of sponsor merchandise
- Delivery and removal of food and beverages

Spartan will provide a member of staff to supervise bump-in and bump-out activities and to delineate construction activities from public access using demarcation tape and Crowd Control Barriers.

Each activity to be undertaken shall be discussed between Spartan and the supplier to determine the most appropriate and safe course of action. This may include access routes, delineation of public and impact upon other stakeholder while doing the work. The safest method of work shall be agreed and then undertaken.

Transport & Traffic Management Plan



Spartan Race
Sydney Sprint/Beast

Venue: 245 Picton Rd, Razorback

Date: Saturday 4th May 2019

Spartan Race Australia
Initative Events Pty Ltd
ABN 27 616 039 797
29 March 2019

1.5 Event Overview continued ...

Spartan is a Commercial Adventure Event – Classified as a minor outdoor event

Proposed Attendance: 4,000 participants & spectators overall

Demographic: Male and Female 5yrs – 50yrs, target demographic

Gates Open: 4th May 6:00am

Concludes: 4th May 6:00pm

Event Transportation: Private Vehicle, Public Transport

Lane & Road Closures: No lane or road closures being proposed

Special Event Clearways: Nil Identified

Speed zone application (SZA): Reduce speed from 100km/h and 80km/h to 60km/h

Message on Spartan web site: 'NO Parking on Picton Rd, parking infringements will be issued'

Temporary Taxi Ranks: Space to be made available for drop-off & pick-ups

Event Car Parking: On-site managed by Spartan; parking on grassed areas, within event site, at \$10/vehicle. Parking Estimate up to 1,500 -1,600 vehicles may arrive on site.

Capacity: 2,000 vehicles (untreated grassed car park)

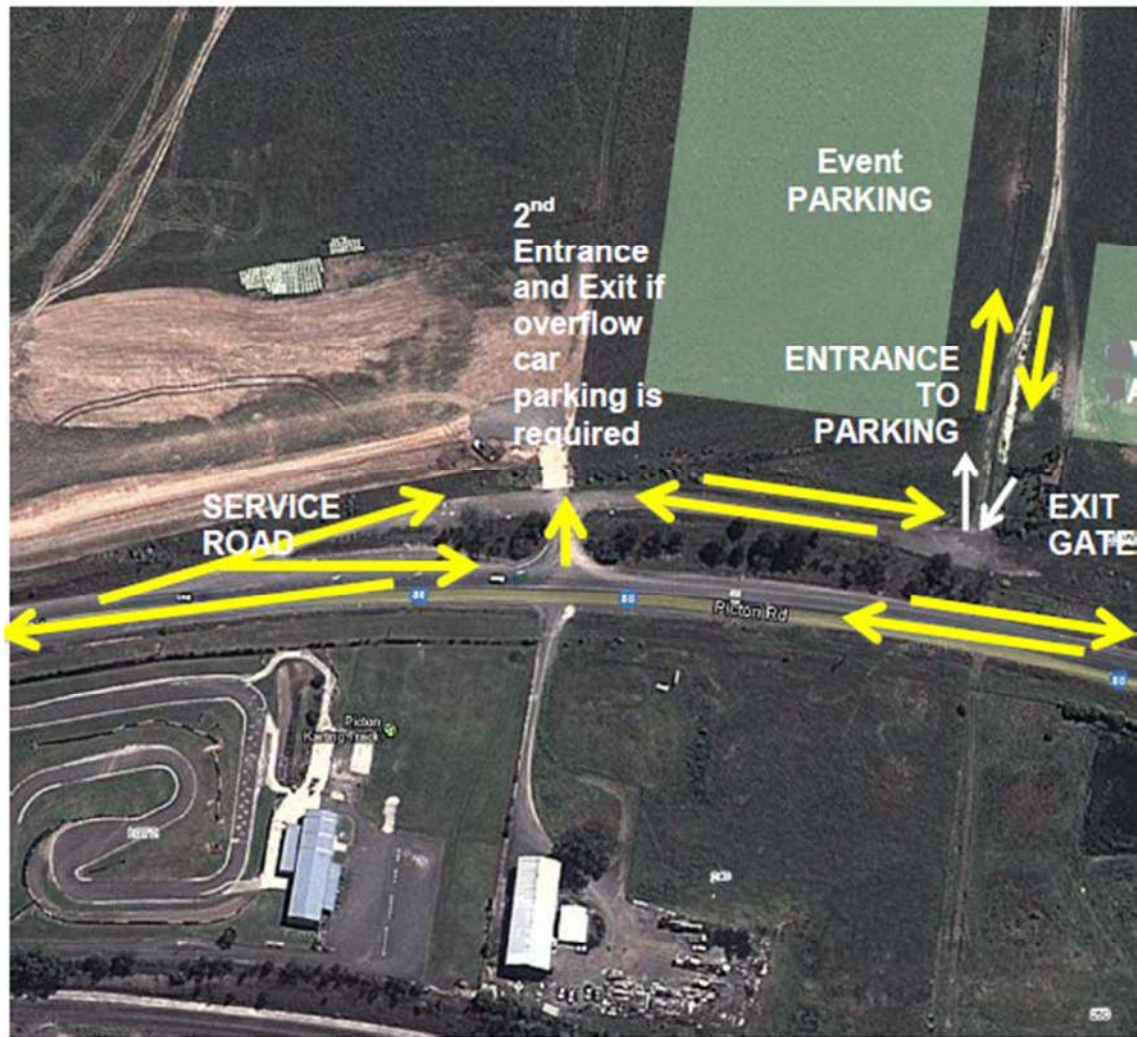
Private Vehicle Set-down: Space to be made available for drop-off & pick-ups

Initiative Events/Spartan Race Australia is the producer and promoter of the event:-

Promotion, Marketing; Production on site; Risk Assessment & Management; Environmental Impacts; Insurances by Spartan

Updated information at <http://spartanrace.com.au/race-info>

3.2 Site Access



3.3 Event Car Parking

Based on a known Car Parking Plan for Rural Grassland temporary car park;

- rows of 20 vehicles
- Length of row at 3.0m wide for each space = 60m in length
- Depth of space required to accommodate 4 rows = allow 40m
- Total Area required for parking 80 vehicles on Grass only, with circulation space but not access roadway = 2,400m² (30m²/ vehicle).

Estimate maximum cars requiring car parking per day for Spartan event

- Up to 4,000 participants & spectators/ day
- Estimate 2.5 people per car (a standard for events is 2.9 patrons per car however to ensure capacity we will use the lower number)
- Assume all participants will drive, (worst case scenario)
- $4,000 / 2.5 = 1,600$ participant & spectator vehicles per day & up to 75 staff vehicles, **Total = 1,675**

Parking space required for 1,675 vehicles = $30 \times 1,675 = 50,250\text{m}^2$

Area available for parking on 245 Picton Rd is approximately;

- 384m deep x 110m wide = 42,240m²,
- Therefore having an estimated capacity for 1,408 vehicles.

Based on these calculations Spartan has sufficient event parking. Vehicles will be leaving throughout the day and these spaces will then be used by participants that arrive later in the day. Please note that this is based on dry to slightly inclement weather calculations.

As noted in the foregoing, the event area for the Spartan Race event is approximately 800m from the Picton Road access for the site, and an internal service road runs between the Picton Road access and the event area. A fenced paddock area on the left side of the access road is the spectator/participant parking. The designated parking areas have an estimated total capacity for up to 1,400 vehicles in dry-moderate conditions.

The parking fee of \$10/ vehicle is reasonably standard for these types of events with the payment process taking place at least 100m into the site from Picton Rd.

Spartan Race event participants, staff and support crew will generate an additional parking demand potential of approximately 50 vehicles.

That parking demand potential will be accommodated in the same parking area but with the North end reserved so as to give direct access to them to the event area.

Parking attendants will be employed to ensure that vehicular access from/to Picton Road, vehicular movement along the internal access road, and vehicular access to/from the designated parking areas is managed in an orderly and efficient fashion. It is anticipated that up to 6-8 parking attendants working under the direction of a parking supervisor will be employed on event day.

3.4 Contingency Car Parking

Additional contingency car parking is available in additional fields on the site. There is approximately another 650 spaces available at 245 Picton Rd should the main car park fill up prior to participants starting to leave.

3.5 Wet Weather and Impact on Car Park

In the event of moderate to wet weather conditions being experienced in the lead up to the event it should be noted:

- Extensive work on the car park access roadway has been done by the event organiser in order to weatherproof the car park site,
- The car park is on a slope which will result in only the lower sections being unable to be used for car parking.

Additionally the event organiser will have the following contingency plan in place to assist any vehicles that may be affected by the damp ground:

- A 4WD recovery team on standby to assist any patrons vehicles out of the car park should the car park become muddy due to the weather conditions.
- A telehandler will also be available on site to assist with recovery of any vehicles should they become stuck.

3.6 Wet Weather – Mud Tracking onto Road

In the event that the car park is likely to be muddy on event day, Spartan will install a rumble grid at the exit to the car park before the vehicles join the roadway back to Picton Rd.

The car park will join the internal access roadway 500m prior to Picton Rd, which should provide a suitable distance for mud to be removed from car tyres before vehicles turn onto Picton Rd.

4 Traffic Management

The intersection of the site access with Picton Road has been improved with:

- A left-turn slip lane on the eastbound carriageway of Picton Road on the approach to the site access (see PHOTO A in Appendix A)
- Widening of the westbound carriageway of Picton Road at the site access to provide a passing lane for westbound traffic if vehicles are waiting to make a right-turn into the site access (see PHOTO B in Appendix B).

A roundabout west of the site at Maldon Bridge Rd will facilitate easier access to the event site as all vehicles will turn left into the site after making a u-turn at the roundabout.

An aerial photograph of the intersection of the site access road with Picton Road is also included in Appendix A.

The speed limit on this section of Picton Road changes from 80 kph (adjacent to the site access) to a 100 kph immediately west of the site access.

The event utilises a wave start process (waves start at 7:30am and run every 20 minutes) which will spread the arrival and departure evenly across the day. The table below shows expected vehicle arrival and departure timings for the event:

Saturday	IN	OUT	TOTAL
6-8AM	400 (200/h)	0	400 (200/h)
8-10AM	400 (200/h)	100 (50/h)	500 (250/h)
10-12PM	400 (200/h)	300 (150/h)	700 (350/h)
12-2PM	250 (125/h)	400 (200/h)	650 (325/h)
2-4PM	150 (75/h)	400 (200/h)	550 (275/h)
4-6PM	0	400 (200/h)	400 (200/h)
Totals	Up to 1,600	Up to 1,600	Up to 3,200

The Traffic Control Plans required to facilitate the movement of participant vehicles to and from the site at 245 Picton Rd are included as **Attachment 2** in this TMP. Based on the Boral road now being completed, the TCP will show the site access utilising the roundabout and then turning left into the site.

The predicted traffic activity associated with the operation of the Spartan Race event is of a level normally associated with acceptable traffic impact and volumes.

4.1 Overview of Traffic Management Strategy

The Traffic Management Plan provides a Vehicle Movement Plan (VMP) to show the ingress of event participants, staff and event day contractors. It also details the cross over between ingress and egress from the site as the morning starters begin leaving the event.

The internal car parking will be managed by grey card or higher certified event marshals, to facilitate the movement of vehicles smoothly to parking locations on the site.

The staggered nature of the participant wave start system will minimise peak traffic volumes and traffic congestion.

4.2 TMP Operations

The design of the TCPs has been based on, advanced notifications and messages, clear signage and minimal devices resulting in a self managed control system of vehicles at a road speed which can tolerate the various movements of vehicles through this section of road.

The speed limit will be reduced to allow traffic controllers to assist with traffic flow at peak times in the event ingress or egress should queuing to the event site begin to occur. Once the queues have been cleared entry/exit to the site will return to normal road operations.

4.3 Traffic Control Plans

4.3.1 Overview of Traffic Control Plan No 1:

Picton Rd between Menangle Rd and 400m to the west of Maldon Bridge Rd, including Maldon Bridge Rd/ Picton Rd intersection and 245 Picton Rd access roadway.

4.4 Overview of Traffic Management Plans

- No Special Event Clearways required
- No road or lane closures required
- No Temporary No Stopping Signs required
- A full list of all Traffic Control devices and signage will be included in final TMP
- A Speed Reduction Zone is required and a SZA must be lodged with RMS for the section of Picton Road between Maldon Bridge Road and Menangle Road. Speed reduced from 100km/h westbound and 80km/h eastbound to 60km/h both directions.

4.5 ROL

An ROL will be submitted to RMS as a notification about the event, even though there are no lane or road closures.

4.6 Police Deployment

Camden LAC will determine if Police may need to be deployed to the site through their own risk management process.

It is not envisaged that the TMP would require dedicated Police resources on point.

4.7 RMS Involvement in Implementation

No additional involvement of RMS resources have currently been identified or included for the implementation of the TMP.

4.8 Local Council Involvement in Implementation

No additional involvement of Wollondilly Shire Council resources have currently been identified or included for the implementation of the TMP.

4.9 Internal Venue / Event Signage

Additional Parking, access, pedestrian, transport, directional, instructional signage will be installed in areas used for parking and areas / sites used by the event.

4.10 External Venue / Event Signage – Static Signage

Limited external event signage will be required. Use of Static signs would be an advantage to inform participants of where to enter for parking to the site, clear signage to the event site may assist minimise confusion and allow for consistent vehicle flows. VMS boards will be used as advanced notification to drivers approaching the site from the east and west.

4.11 Variable Message Signs (VMS)

Variable Message Signs (VMS) will be utilised at two locations to assist with navigation to the site and to provide advanced warning. They will be installed from 1 week prior to the event, for advanced notification messages about the event.

4.11.1 VMS 1 Message

Frame 1:	Frame 2:
EVENT	MAKE
PARKING	U-TURN @
1KM AHEAD	ROUNDAABOUT

4.11.2 VMS 2 Message

Frame 1:	Frame 2:
EVENT	ON LEFT
PARKING	DELAYS
1KM AHEAD	EXPECTED

4.12 Emergency Access Corridors and Procedures

Emergency access will be maintained into and out of the site at all times during all phases of the event. The internal parking plan will show how an emergency route must be maintained at all times from Picton Rd to the event site & First Aid area.

Appendix A – Photo A

PHOTO A
VIEW FROM THE SITE ACCESS TO THE WEST ALONG PICTON ROAD SHOWING THE LEFT-TURN SLIP LANE
ON THE EASTBOUND CARRIAGEWAY OF PICTON ROAD ON THE APPROACH TO THE SITE ACCESS



Appendix B – Photo B

PHOTO B
VIEW FROM THE SITE ACCESS TO THE EAST ALONG PICTON ROAD SHOWING THE WIDENED WESTBOUND
CARRIAGEWAY OF PICTON ROAD AT THE SITE ACCESS TO PROVIDE A PASSING LANE FOR WESTBOUND
TRAFFIC IF VEHICLES ARE WAITING TO MAKE A RIGHT-TURN INTO THE SITE ACCESS.



