



CITY OF PARRAMATTA COUNCIL

Parramatta Traffic Committee Agenda Item

ITEM NO:	2307 A1
SUBJECT:	Macquarie Street, Parramatta – Leigh Memorial Church Footpath Parking
APPLICANT:	City of Parramatta Council
REPORT OF:	Traffic Transport Investigations Engineer
WARD:	Parramatta
SED:	Parramatta

Purpose

The purpose of this report is to allow ceremonial vehicles associated with the Leigh Memorial Church to park on the footpath outside 119 Macquarie Street, Parramatta during certain events such as weddings and funerals. This approval will allow the Church to hold events without needing to make separate applications for a footpath occupancy for each occasion and therefore, will reduce the administrative burden on both Council staff and the Church.

OFFICER'S RECOMMENDATIONS:

1. That Council grant Leigh Memorial Church approval to park ceremonial vehicles on the footpath subject to adherence to the below listed terms and conditions:
 - a. The Leigh Memorial Church (LMC) is to submit a civil design plan to illustrate the proposed parking area on the footpath of Macquarie Street to Council's Traffic and Transport Services and Great River City Light Rail (GRCLR) for review and approval. The plans must also demonstrate the widening of the accessway located along the western boundary of the Church as per Figure 3 within this report. The construction of the approved treatment is to be organised by the LMC at no cost to Council and must be in accordance with the design standards agreed to with Council and GRCLR.
 - b. The Leigh Memorial Church is to submit a Traffic Management Plan (TMP) to Council's Traffic and Transport Services for approval which is to be put in place for each event where a ceremonial vehicle will be used. The TMP must provide, but not be limited to, the below listed details:
 - i. The maximum No. of Patrons that will be permitted to attend an event at the Church.
 - ii. Measures that will be put in place to ensure that patrons do not obstruct pedestrian flow within the footpath of Macquarie Street.
 - iii. Measures that will be put in place to ensure pedestrians and patrons are kept of the light rail tracks.
 - iv. Details of any Traffic Control devices that will be installed on the Macquarie Street Footpath if any.

- c. The LMC is to ensure that Safe Work NSW qualified Traffic Controllers are used to manage pedestrians on the footpath and to safely guide a ceremonial vehicle into the designated parking spot.
 - d. The LMC is to provide up to date Public Liability and Workers Compensation insurance certificates to Council.
 - e. The approval is to be limited to only the period before any developments associated with the Uniting Church in Australia Property Trust in Macquarie Street have been completed. The LMC must explore avenues to integrate an on-site parking space for ceremonial vehicles as part of the future development of the site.
2. That a permit is to be issued by Council staff to give effect to Recommendation 1 above. This permit is to be exempt from Council's Fees and Charges and is to be applied for annually by the Leigh Memorial Church through the submission of an updated TMP as described in Recommendation 1(b).
 3. That Recommendations 1 to 2 be subject to the Memorial Church entering into a formal access agreement with the Great River City Light Rail (GRCLR).

Background

City of Parramatta Council has received a request from the Leigh Memorial Church (LMC) to grant them permission to park ceremonial vehicles on the footpath in Macquarie Street during certain events at the Church such as weddings and funerals. This request is to ensure that the Church can continue to perform its ceremonial functions with the Parramatta Light Rail in operation which has resulted in the removal of the traffic lanes in parts of Macquarie Street.

It is noted that in accordance with the NSW Road Rules (Rule 197), a driver is not permitted to stop a vehicle on a footpath unless a parking control sign applies, or the driver is permitted to stop under another law of this jurisdiction. It is recommended that permission to park at this location be granted to the Church by way of a permit issued by Council's Traffic and Transport Services as opposed to parking control signage to ensure that only authorised vehicles park at this location and that appropriate traffic control measures are undertaken to maintain pedestrian safety.

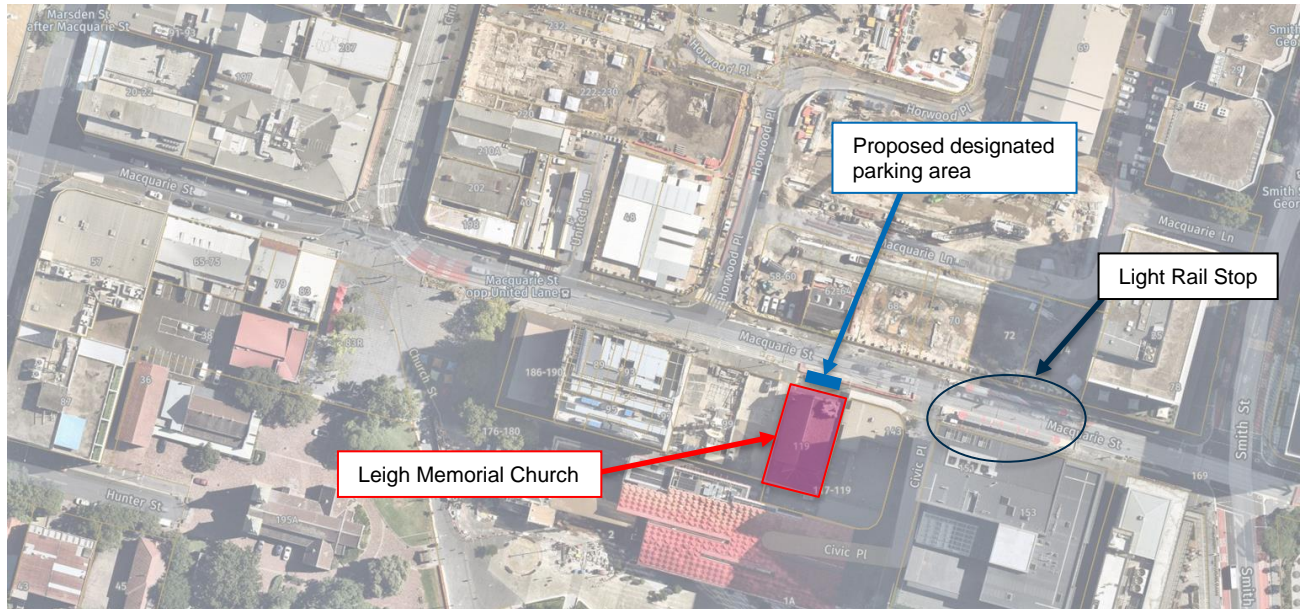


Figure 1: An aerial view of the area surrounding Leigh Memorial Church

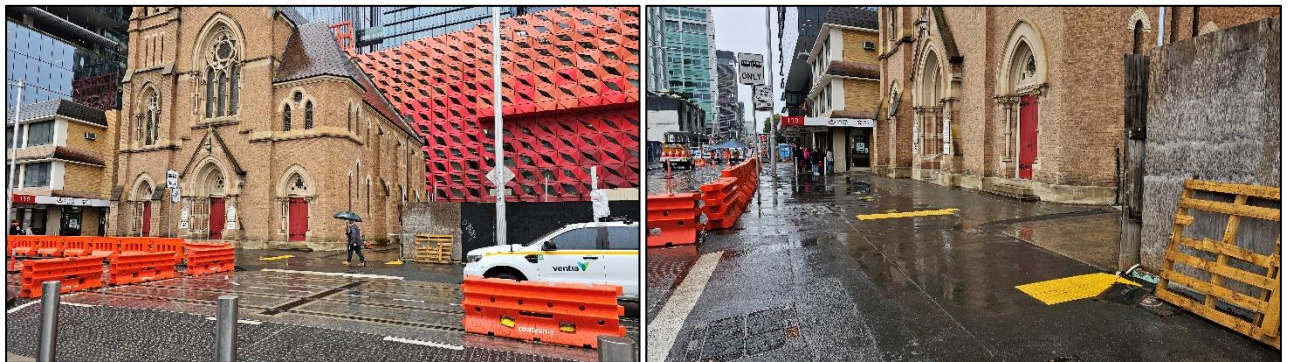


Figure 2: Photo views of the Leigh Memorial Church and the footpath space in Macquarie Street, Parramatta

Access Requirements

The proposed access arrangements for the LMC will involve a ceremonial vehicle arriving to the site from the western side of the Church via Macquarie Street. The vehicle is to then utilise the existing accessway on the western boundary of the Church to manoeuvre and reverse into the designated parking area on the footpath directly in front of the Church. This is demonstrated by swept paths shown in Figure 3 below. It is noted that the accessway adjacent to the Church does not provide any through access for pedestrians to Parramatta Square.

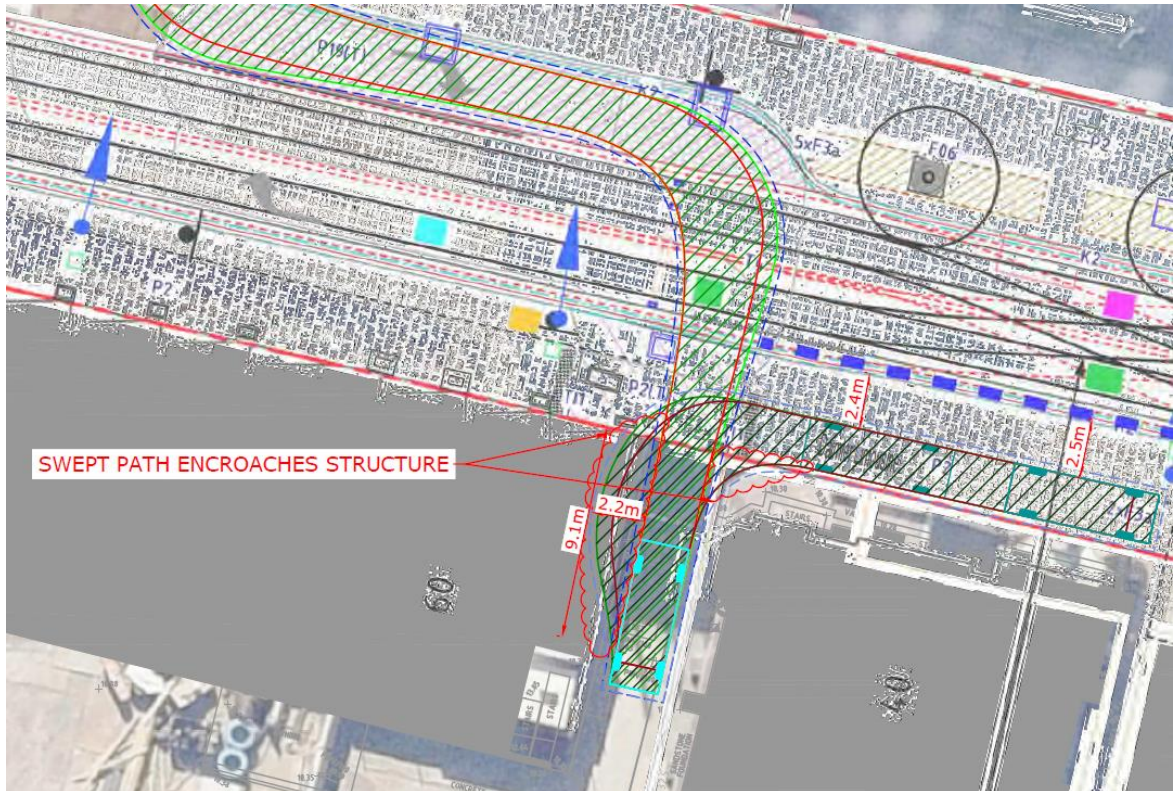


Figure 3: Swept path diagram of a 6.29m long Daimler Limousine accessing the proposed designated parking area in front of the church

As per the review undertaken by the Traffic Consultant engaged by the church, the accessway will need to be widened by 2.2m for a length of 9.1m to allow for the swept path of the ceremonial vehicles. It is noted that there are currently no buildings on the land adjacent to the church that would prevent the widening of the laneway.

Although the current swept paths show the parking space on the footpath to be located along the boundary, Council's preference is for this space to be located along the light rail tracks instead, with a 2.5m wide unobstructed pedestrian path being retained between the parked vehicle and the building line. The reason for this is to retain a continuous pathway for pedestrians along the building line.

Consultation with Great River City Light Rail (GRCLR)

The LMC have consulted with GRCLR who have raised no objections to the proposed footpath parking by ceremonial vehicles as demonstrated in Figure 3 above, provided the below listed conditions are met:

1. The LMC is to obtain separate approval from City of Parramatta Council noting that the footpath parking falls outside of Transport for NSW (TfNSW) and GRCLR's jurisdiction.
2. A designated parking zone for the parking of ceremonial vehicles should be identified and marked by LMC, leaving a minimum clearance of 2.5m of footpath for pedestrians. The ceremonial vehicles must not park outside of this designated parking zone.
3. LMC to provide a form of visual and physical delineation (to be accepted by GRCLR's) to be used to segregate the footpath from the PLR corridor while the footpath is being partly occupied by the ceremonial vehicles in order to discourage pedestrians from walking onto the PLR tracks due to the reduced usable width of the footpath. GRCLR's understanding based on TTPP's study report and the advice of LMC is that the

ceremonial vehicles would be parked on the side closer to the Church and not on the side next to the PLR on the footpath.

4. LMC must be able to demonstrate in the subsequent Development Application process that the final design and construction of the adjacent development west of the Church would provide sufficient space as a turning bay as indicated in the TTPP traffic report for the ceremonial vehicles to safely manoeuvre including reversing and turning into the footpath in front of the Church.
5. As advised by LMC, an average of one ceremonial event per month held by the Church is anticipated based on past statistics. This frequency is deemed to be acceptable by GRCLR. Any higher frequency than this will be subject to further discussion and agreement with GRCLR.
6. LMC will enter into a formal access agreement with GRCLR which includes the protocol for ceremonial vehicle access and parking. The document will stipulate as a minimum the general process and procedure on the coordination required by LMC with GRCLR including the advance notice to be given to GRCLR ahead of a ceremonial event, relevant contact details, time and duration of the event etc in order for GRCLR's OCC (Operational Control Centre) and the tram drivers on the day to be aware of the event in advance so that they would be extra cautious when coming through the area during the time of the event.
7. LMC to train up their own staff to supervise and manage the ceremonial vehicle movements on the day of the event. GRCLR may consider offering familiarisation sessions to LMC if needed.

Future Developments proposed by The Uniting Church

It is noted that 99 Macquarie Street, which is directly adjacent to the LMC, is also owned by the Uniting Church in Australia Property Trust and is subject to possible future development. In accordance with reference designs provided to Council, such development could entail the construction of a multi-storey mixed used development comprising of basement level parking, commercial office space and dedicated levels for the Parramatta Mission.

The current reference design retains the manoeuvring space within the existing accessway, but suggests that ceremonial vehicles will still be using the current proposed footpath parking space as a permanent solution.

It is to be noted that footpath parking is not a desirable outcome for Council as it constricts the space given to pedestrians. As such, any approval given to the LMC to park on the footpath should be temporary only and any future developments associated with the properties owned by the Church in Macquarie Street, should integrate a ceremonial parking area wholly within their site and not on the footpath.

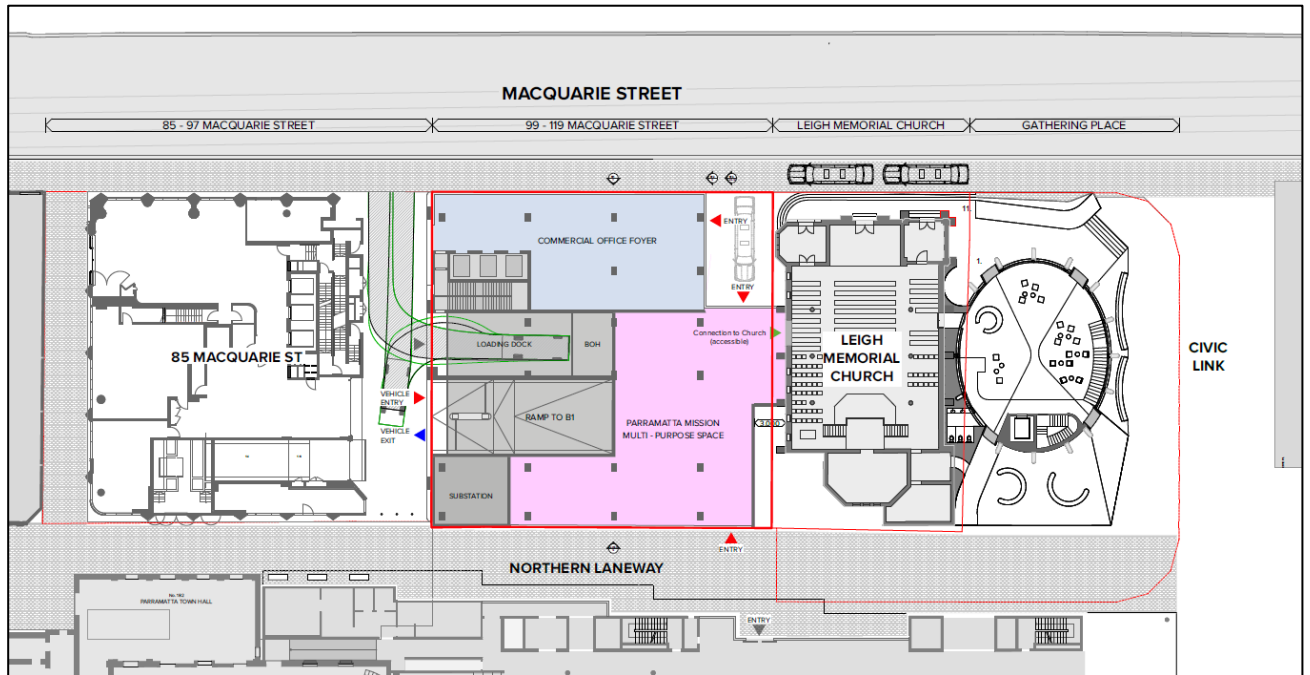


Figure 4: Draft reference design for 99-119 Macquarie Street, Parramatta

FINANCIAL IMPLICATIONS

The proposal is for Council to issue a permit to allow Leigh Memorial Church ceremonial vehicles to park on the footpath of Macquarie Street. Any subsequent construction works that may be required to provide a suitable area on the footpath for this parking space is to be organised by the Church at no cost to Council.

Behzad Saleh
Traffic and Transport Investigations Engineer
 28/06/2023
Attachments – Nil.



CITY OF PARRAMATTA COUNCIL

Parramatta Traffic Committee Agenda Item

ITEM NO:	2307 A2
SUBJECT:	Purchase Street, Parramatta – Proposed ‘No Trucks - 3t and Over’ load limit restriction
APPLICANT:	City of Parramatta Council
REPORT OF:	Senior Traffic and Transport Engineer
WARD:	Rosehill
SED:	Parramatta

Purpose

This report seeks approval for the installation of a ‘No Trucks - 3t and Over’ load limit restriction in Purchase Street between Hassall Street and George Street, Parramatta. The purpose of this proposal is to discourage heavy vehicles from using Purchase Street as a shortcut to access Hassall Street.

OFFICER’S RECOMMENDATIONS:

That a ‘No Trucks - 3t and Over’ load limit restriction be installed in Purchase Street, Parramatta as shown in the attached sketch.

Background

As a result of a request from Councillor Darley, City of Parramatta has reviewed traffic conditions in Purchase Street, Parramatta.

Purchase Street, Parramatta is a 9.2m wide and 150m long local residential street with parking on both sides of the street. This street runs between George Street (one way eastbound) and Hassall Street and both of these intersections are controlled by traffic signals. Parramatta Light Rail runs along George Street. St Ioannis Greek Orthodox Church and a childcare centre are located at the southwest corner of George Street and Purchase Street with a vehicle access from Purchase Street. A location map of the area around Purchase Street is shown in Figure 1.

The review of traffic conditions noted that motorists use Purchase Street (southbound) to access Hassall Street both eastbound (from Harris Street/Macarthur Street via George Street) or westbound (from James Ruse Drive via River Road West and Noller Parade) directions. A speed and classification count survey undertaken in February 2023 indicated that the Average Annual Daily Traffic Volume (AADT) in Purchase Street was 3438 vehicles (3224 southbound, 214 northbound). Of these, 230 (6.7%) were heavy vehicles. It is to be noted that surveys of local residential streets without through traffic typically have 2-3% heavy vehicle traffic. It is also to be noted that due to its narrow width, it is difficult for heavy

vehicles and passenger vehicles to pass each other when there is parking on both sides of the street.



Figure 1: Location map of the area around Purchase Street, Parramatta

To discourage drivers of heavy vehicles from using Purchase Street, it is proposed to install a 'No Trucks - 3t and Over' load limit restriction in Purchase Street. A sketch plan of the proposal is shown in Figure 2.



Figure 2: Concept plan of the proposed 'No Trucks - 3t and Over' load limit restriction in Purchase Street, Parramatta

Alternate Routes

Site inspections indicated that most of the heavy vehicles use Purchase Street to access Hassall Street in the eastbound direction. These vehicles can use Harris Street and Parkes Street to avoid Purchase Street as shown in Figure 3. The increase in travel time would be approximately 1 minutes during the afternoon peak hour. Furthermore, the expected frequency of motorists affected by this proposal is approximately 20 vehicles per hour. An alternative route via Alfred Street is also available. Accordingly, it is envisaged that the reassigned traffic due to this proposal will have minimal effect on the surrounding road network.

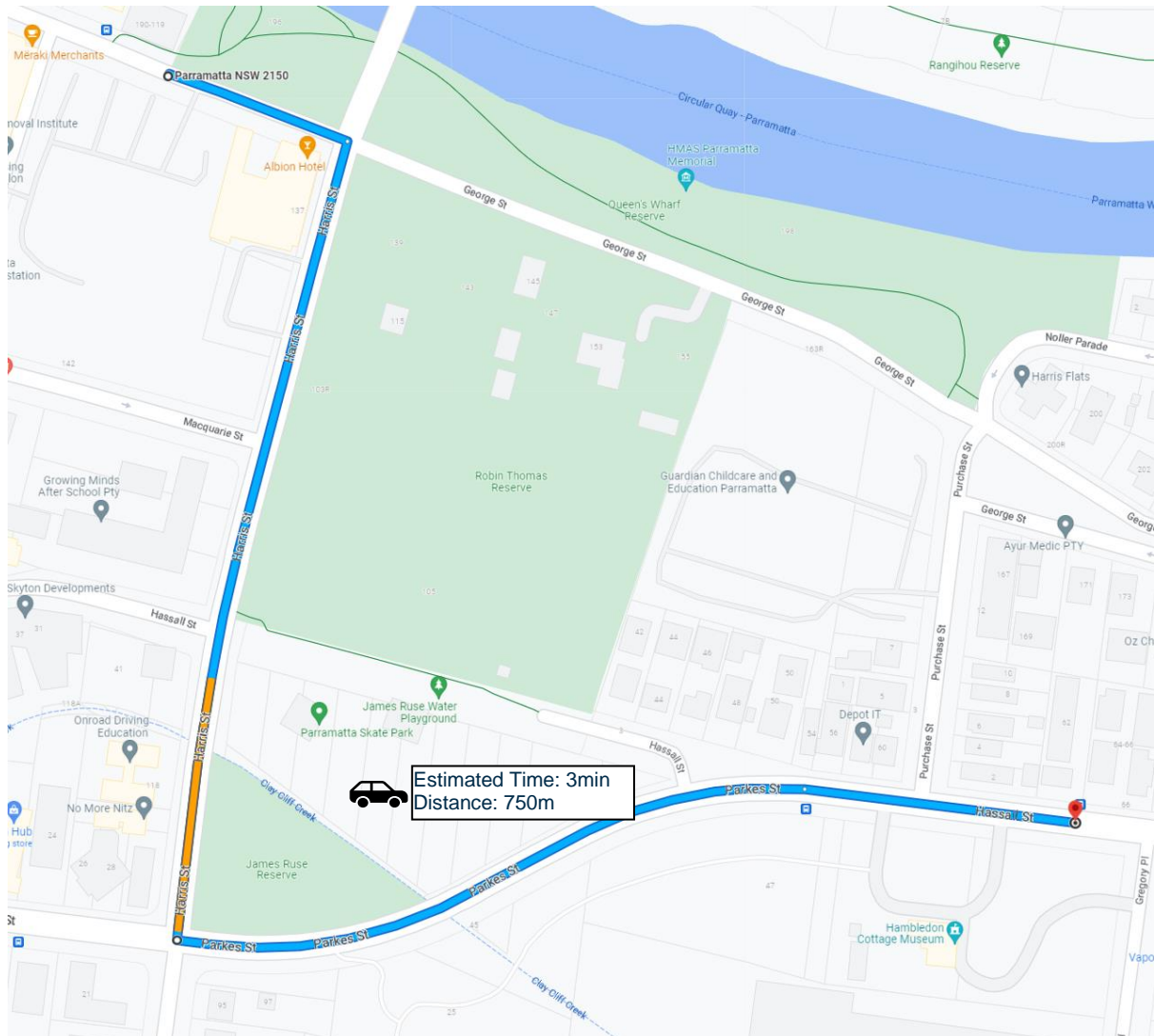


Figure 3: Map of the detour for motorists affected by the 'No Trucks - 3t and Over' load limit restriction in Purchase Street

Traffic Management Plan Approval

The Traffic Management Plan (TMP) for the proposed 'No Trucks - 3t and Over' load limit restriction in Purchase Street, Parramatta has been approved by Transport for NSW (TfNSW) on 16 May 2023 (refer to Attachment B).

Community Consultation

Community consultation was undertaken between March and April 2023 for the proposed 'No Trucks - 3t and Over' load limit restriction in Purchase Street between Hassall Street and George Street, Parramatta and involved the engagement channels listed below:

- Mailout to owners & occupiers within a 50m radius of the intersection (51 owners/occupiers, 50m radius)
- City of Parramatta On-exhibition web page
- On-site posters
- Local Parramatta newspaper
 - Parra News (published 7 March 2023)

Council received three (3) responses, all supporting the proposal.

FINANCIAL IMPLICATIONS

The estimated cost of the proposed 'No Trucks - 3t and Over' restriction is \$2,000 (Incl. GST). This project is 100% funded by Transport for NSW Block Grant Funds for installation and maintenance of traffic signs and line markings in FY2023/24.



Randil Pohorambage

Senior Traffic and Transport Engineer

13/06/2023

Attachments – A. TfNSW TMP Approval Letter

Introduction

City of Parramatta Council has submitted a Traffic Management Plan (TMP) in accordance with the Roads and Maritime Services *Procedures for Use in Preparation of a Traffic Management Plan*. It is proposed to install a 3-tonne load limit on Purchase Street, Parramatta, between Hassall Street and George Street. The purpose of this proposal is to discourage eastbound heavy vehicles on George Street from using Purchase Street as a shortcut route to access Hassall Street.

Details

Purchase Street, Parramatta is a local road, approximately 150m in length and has a signposted speed limit of 50km/h. It runs in the north-south direction and connects with the signalised intersections of George Street to the north and Hassall Street to the south. George Street is a one-way (eastbound) local road, running east from Macarthur Street and Harris Street, which are Regional Roads. Hassall Street is also a Regional Road, running in the east-west direction and forms a significant connection to the State Road network via James Ruse Drive.

Currently, Purchase Street is a popular shortcut route for eastbound motorists travelling between Macarthur Street and Hassall Street via George Street, and for westbound motorists travelling between James Ruse Drive and Hassall Street via River Road West and Noller Parade.

A speed and classification count survey undertaken in February 2023 indicated that the Average Annual Daily Traffic Volume in Purchase Street was 3438 vehicles (3224 southbound, 214 northbound). Of these, 6.7% of through traffic on Purchase Street comprises of heavy vehicles. The proposed 3-tonne load limit will reduce the movement of trucks on the local roads and thereby improve the safety and amenity for the local community.

It is envisaged that the reassigned traffic due to the proposed 3-tonne load limit will have minimal effect on the surround road network. Heavy vehicles would be encouraged to use alternate routes such as Harris Street and Parkes Street, which are Regional Roads.

There is a bus stop located on the east side of Purchase Street, servicing the S423 school bus route. In accordance with Road Rules 2014, Regulation 104, a 'no truck' restriction is not applicable to heavy vehicles (including waste collection trucks and buses) with a destination in Purchase Street. Furthermore, emergency vehicles, cyclists and pedestrians will not be affected by the proposed changes. Emergency services are also not required to abide by such restrictions.

The proposed location of change is supportive by the local community as community consultation was undertaken between March and April 2023 via letterbox drop within a 50m radius of the intersection, City of Parramatta webpage and on-site posters. Council has also advertised for 28 days in the local Parramatta (Parra News) newspaper, as required under the Roads Act 1993. No objections were received from the public.

Recommendation

The submission from City of Parramatta Council has satisfactorily addressed the necessary requirements of the TMP and is **RECOMMENDED FOR APPROVAL**

RECOMMENDED 28/04/2023		Andy Huynh Traffic Engineering Officer Network and Asset Management – Central River City
CONCURRENCE		Tanmila Samin Islam A/Senior Network and Safety Officer Network and Asset Management – Central River City
RECOMMENDED		Kshitij Shah Network and Safety Services Manager Network and Asset Management – Central River City
APPROVED	 16/5/2023	Nick Kocoski Senior Manager Network & Safety Senior Network and Safety Officer Network and Asset Management – Central River City



CITY OF PARRAMATTA COUNCIL

Parramatta Traffic Committee Agenda Item

ITEM NO: 2307 A3
SUBJECT: Parramatta Lanes 2023 – Special Event Traffic Management Plan
APPLICANT: City of Parramatta Council
REPORT OF: Traffic and Transport Engineer
WARD: Parramatta
SED: Parramatta

Purpose

This report seeks approval of a Special Event Traffic Management Plan (SETMP) for the Parramatta Lanes 2023 event scheduled to be held in the Parramatta CBD on 11-14 October 2023.

OFFICER'S RECOMMENDATIONS:

1. That the proposed Parramatta Lanes 2023 event scheduled to be held in Parramatta CBD be classified as a Class 2 Event in accordance with the Austroads Guide to Traffic Management, Part 9 – Transport Control Systems – Strategies and Operations (Table 5.4 – Special Event Planning Matrix) and Guide to Traffic and Transport Management for Special Events.
2. That the implementation of the Special Event Traffic Management Plan for Parramatta Lanes 2023 from Monday 9 to Monday 16 October 2023 be supported in principle subject to:
 - a. The traffic related conditions attached to the report
 - b. Related approvals being obtained from Transport for NSW in relation to the closure of Macquarie Street between Marsden Street and Church Street, Parramatta.
 - c. All identified funding being available

Background

Altus Traffic Pty Ltd on behalf of City of Parramatta Council has prepared a Special Event Traffic Management Plan (SETMP) and Traffic Guidance Schemes (TGSs) for the Parramatta Lanes 2023 event (refer to Attachment B). The event is scheduled to be held at the below locations in the Parramatta CBD from 3pm to 12 midnight on 11- 14 October 2023.

- | | | |
|---------------------|--------------------|----------------------|
| – Riverside Theatre | – River Foreshore | – Justice Precinct |
| – Philip Lane | – Erby Pocket Park | – Eat Street Carpark |

- Heritage Cottage
- UNE Building
- St Johns Lawn
- Red Cow Lane
- Macquarie Street
- Parramatta Square
- 23 George Street
- Centenary Square

The event aims to activate lanes and spaces in the Parramatta CBD with high quality food, music, and art, to encourage city workers to stay after hours in the CBD and to attract residents and visitors to Parramatta. Total expected crowd for the duration of the event is around 55,000.

Classification of the Special Event Traffic Management Plan (SETMP)

As part of the SETMP for the Parramatta Lanes 2023 event, it is proposed to implement traffic controls in the Parramatta CBD as detailed below:

- Closure of Philip Lane north of Phillip Street, Parramatta from 3:00pm to 12:00am (midnight) each day between Wednesday 11 and Saturday 14 October 2023 as per TGS-01.
- Closure of Macquarie Street between Marsden Street and Church Street, Parramatta from 3:00pm to 12:00am (midnight) each day between Wednesday 11 and Saturday 14 October 2023 as per TGS-02.

Phillip Lane is a no through lane and services businesses that have access from the laneway.

Macquarie Street is a one-way (eastbound) street and within the Parramatta Light Rail (PLR) route. The section of Macquarie Street (Marsden Street – Church Street) that is proposed to be closed is however outside the PLR route.

The SETMP for the Parramatta Lanes 2023 will therefore disrupt local traffic and the non-event community. It is therefore proposed to classify the Parramatta Lanes 2023 as a Class 2 Event in accordance with the Austroads Guide to Traffic Management, Part 9 – Transport Control Systems – Strategies and Operations (Table 5.4 – Special Event Planning Matrix) and Guide to Traffic and Transport Management for Special Events. Traffic Guidance Schemes (TGSs) and the Variable Message Sign overview plan are attached to the report.

One Variable Message Sign (VMS) is to be used from Tuesday 4 October to Tuesday 17 October 2023 to advise motorists of the changed traffic conditions.

A special event clearway restriction is not proposed as part of the SETMP for this event.

Special Event Traffic Management Plan (SETMP) Approval

The SETMP requires approval of a Traffic Management Plan (TMP) from Transport for NSW (TfNSW) and Parramatta Police Area Command (PAC). Accordingly, the SETMP has been forwarded to TfNSW and Parramatta PAC for review and approval.

As the closure of Macquarie Street is adjacent to a PLR route, concurrences have been obtained for the closure of Macquarie Street between Church Street and Marsden Street from Parramatta Light Rail (PLR) and Great River City Light rail (GRCLR).

Furthermore, as Macquarie Street at its intersections with Marsden Street and Church Street are operated by traffic signals, a Road Occupancy Licence (ROL) will also be obtained from the Transport Management Centre (TMC) of Transport for NSW (TfNSW).

Community Notification

Council's Major Events Team has consulted the affected businesses during the planning stage of the Parramatta Lanes 2023 event.

Council's Major Events Team will also notify the community via local newspapers, website publications, social media streams and letter box drop to properties and businesses within areas affected by the event.

FINANCIAL IMPLICATIONS

The proposed Special Event Traffic Management Plan (SETMP) for Parramatta Lanes 2023 event will be funded from Council's Major Events budget.



Nathan McLauchlan

Traffic and Transport Engineer

28/06/2023

- Attachments –**
- A. Traffic related conditions
 - B. Special Event Traffic Management Plan

TRAFFIC RELATED CONDITIONS FOR PARRAMATTA LANES 2023

Prior to the event:

1. In accordance with the TfNSW Guide to Traffic and Transport Management for Special Events, the Event Organiser is to submit a signed and completed 'Special Event Transport Management Plan Template' form and all supporting documents to Council. (Refer to page 84 of the RMS Guide).
2. The Event Organiser providing to council contact details, including mobile phone number of the Traffic Controller who will undertake the closure.
3. The Event Organiser submitting to Council a copy of its Public Liability Policy in an amount not less than \$20,000,000 noting Council and TfNSW as an interested parties on the Policy and that Policy to cover both on-road and off-road activity.
4. The Event Organiser advertising the event in the local press and the traffic impact/ delays due to the event two weeks prior to the event; a copy of the proposed advertisement be submitted to Council (indicating the advertising medium). Directly affected residents and businesses are also to be notified via letter box drop at least seven (7) days prior to the event.
5. The Event Organiser notifying the details of the event to the NSW Ambulance Services, NSW Fire Brigade / Rural Fire Service and SES at least two weeks prior to the event; a copy of the correspondence be submitted to Council.
6. The Event Organiser directly notifying relevant bus companies, tourist bus operators and taxi companies operating in the area and all the residences and businesses affected by the proposed event at least two weeks prior to the event.
7. The Event Organiser assessing the risk and addressing the suitability of the entire route as part of the risk assessment considering the possible risks for all participants traveling on winding, narrow, uneven gravel roads with steep roadside embankments and sharp bends; this assessment should be carried out by visual inspection of the route/site by the Event Organiser prior to preparing the TMP and prior to the event.
8. The Event Organiser carrying out an overall risk assessment for the whole event to identify and assess the potential risks to spectators, participants and road users during the event and designing and implementing a risk elimination or reduction plan in accordance with the Work Health and Safety Act 2011; (information for Event Organisers about managing risk is available on the NSW Sport and Recreation's web site at <http://www.dsr.nsw.gov.au>). Note that the safety of all road users and personnel on or affected by the event is the responsibility of the Event Organiser.

During the event:

9. Affected residents and businesses are to be consulted prior to restricting vehicle accesses for their properties.
10. All traffic controllers/marshals operating within the public road network holding appropriate certification required by the SafeWork NSW.
11. In accordance with the submitted TMP and associated TCP, appropriate advisory signs, including temporary speed restriction signs, shall be placed at the Event Organiser's expense after all the required approvals are obtained from the relevant authorities, and traffic control devices be placed during the event along the route under the direction of a traffic controller holding appropriate certification required by the TfNSW.

After the event:

12. All roads and marshalling points are to be kept clean and tidy, with all directional signs are to be removed immediately on completion of the activity.



ALTUS

EVENTS

Traffic Management Plan

Parramatta Lanes 2023

11th-14th October

ALTEV2023PL2023

Prepared For



**CITY OF
PARRAMATTA**



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Author: Bader Sumrain – TCT0007192

Job title: Event Manager -NSW

Approved By: Ashley Kelly – Card No TCT0006840

Job title: Traffic Planner - NSW

Date Approved: 16/06/2023

Version	Effective Date	Description of Revision	Prepared by	Reviewed by
DRAFT	16.06.2023	Initial Draft	Bader Sumrain	Ashley Kelly
1	27.06.2023	Issued for Submission	Bader Sumrain	Ashley Kelly

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APPENDIX D INSURANCE

1 DEFINITIONS

1 DEFINITIONS	
Road User	Any driver, rider, passenger or pedestrian using the road
Traffic Guidance Scheme (TGS)	A diagram showing signs and devices arranged to warn traffic and guide it around, past or, if necessary, through a work site or temporary hazard.
Traffic Management Plan (TMP)	A plan detailing work to be undertaken and describing its effect on the general area, especially its effect on public transport and passengers, cyclists, pedestrians, motorists and commercial operations
Traffic Controller (TC)	A trained person whose duty is to control traffic at a work site
Work Site	The specific area on the road or bridge or within the upgrade work is being undertaken

2 REFERENCES

Road Occupancy Licence (ROL)	
Road Occupancy Licence (ROL)	A permit which allows the applicant to use or occupy as specified road space at approved times, provided that certain conditions are met.
Traffic Control at Work Sites Manual (TC@WS) Version 6.1 - 2023	NSW manual of uniform traffic control devices

3 EVENT OVERVIEW

Altus Traffic have been engaged by City of Parramatta to prepare a Traffic Management Plan (TMP) for the proposed event Parramatta Lanes held across the streets and alleys of Parramatta CBD

This TMP will outline the proposed traffic management prior and during the event as follows:

- Traffic Management - Entry Phase
- Traffic Management - Exit Phase
- Traffic Management - Parking Restrictions

This TMP is prepared to meet the requirements of contract and also to ensure the event is managed in accordance with Drawings, Specifications and Codes of Practice and TC@WS Manual Version 6.1.

This TMP describes how CoP (City of Parramatta) proposes to safely manage vehicular and pedestrian traffic during the event, so that all objectives of the Contract are fully realised and all requirements in relation to implementation of proposed traffic control devices are fully understood.

CoP acknowledges the safety of participants, and the effective management of traffic is paramount to a successful event. This TMP seeks to ensure the certainty of the entry and exit phase of the prescribed requirements for vehicles and pedestrians and participants by providing a safe environment and to ensure minimal impact on the surrounding footpaths and road network.

This TMP operates as the master document and is applicable to all staff, employees, subcontractors and volunteers until event completion and its implementation and on-going development will be managed by the CoP Team and permitting officers.

4 EVENT INFORMATION

4.1 DATE OF EVENT

The event will be held from Wednesday the 11th of October to Saturday the 14th of October.

4.2 EVENT LOCATION

As shown in Figure 4.2, the Event is held across various locations.

Figure 4.2 Aerial View of Site



4.2 IMPORTANT EVENT CONTACT DETAILS

Name	Stakeholder	Position	Phone Number
Bader Sumrain	Altus Traffic	Traffic Manager	0429 120 248
Shelley Broadbridge	CoP	Event Producer	0477 706 382

5 PROPOSED TRAFFIC MANAGEMENT

5.1 ENTRY PHASE

Traffic Treatments Set By – 15:00 – 11th-14th Oct

We expect event go-ers to mostly by public transport but there is also ample parking across the CBD for vehicular access and this has been accommodated by CoP.

Traffic management personnel will be manning the Philip Ln and implementing a road closure daily. This closure will be in place from 3PM daily, until 12AM, daily. The northern end of Philip Ln will be closed from 0800 09th Oct to 1700 16th Oct.

Traffic management will also be in place at Macquarie Street and Church St to close the road from Marsden St to Church St. This will allow a 100% Live Traffic free event space. This closure will be in place from 3PM daily, until 12AM, daily.

This will be the standard traffic plan in place, found in Appendix A – Plan 01.

5.2 EXIT PHASE

Traffic Egress Treatments – 22:00 – 11th-12th Oct – 22:30 – 13th- 14th

Traffic conditions will be returned to normal operating conditions at the end of bump out as per the times above. Non Event Phase aftercare will remain on site at Philip Ln and Macquarie St as per the TGS.

5.3 EXECUTION/IMPLEMENTATION OF EVENT SIGNAGE

The following activities will take place for the success of the road closure:

- On event days, all signage approaching the event precinct are to be implemented prior to event commencement.
- Emergency Service vehicles will have access at all times if they present to the event precinct with their lights on-Emergency Vehicle are to enter the site via the entry points.

To ensure the safe passage for the community at all times, additional control measures are to be adopted, as required:

- Increase number of staff onsite.
- Implement additional traffic management treatments.
- Delay exiting phase of the closed road due to large numbers of participants; and

- Increase advance signage approaching the event precinct.

Any changes to the site conditions must be authorised with an Altus supervisor in conjunction with police or CoP staff onsite prior to the changes and be documented in the TGS by the traffic controller at the specific location.

5.4 PUBLIC TRANSPORT

The event does not impact public transport routes therefore this section is deemed as Not Applicable.

5.5 HOSTILE VEHICLE MITIGATION

HVM in the form of “Jersey Kerbs” and Vehicles will be placed on the western end of Macquarie St. Emergency Vehicles will still have a facilitated route through the event precinct should a need to access the site arises.

5.6 EMERGENCY VEHICLES

All emergency vehicles will be able to access any and all road closures in the TGS pack in Appendix A. This is a conscious effort by CoP to minimise the impact the event will have on stakeholders.

5.7 EVENT NOTIFICATION

CoP will notify all CBD business and residents of the event 8 weeks prior.

This will be supplemented by the use of a VMS board 1 week prior to event start date at Cnr Macquarie St and Marsden St for through traffic.

A copy of the Notification Letter can be found in Appendix C.

5.8 APPROVALS

Approvals for the event are currently on-going with a variety of stakeholders.

The closure of Macquarie St will need to gain the approval of TfNSW, GRCLR, CoP, and NSWPF among others. At the time of this document, Great River City Light Rail have no objections to our proposal for the closure of Macquarie St.

A copy of Approvals secured to date of document will be included in Appendix D.

6 COMPETENCIES

PoC have engaged Altus Traffic to prepare this Traffic Management Plan and associated controls for the works.

6.1 TRAFFIC CONTROLLER AND IMPLEMENT TRAFFIC CONTROL PLANS

Altus will ensure that at all times during working hours all persons conducting traffic control are accredited in:

- RIIWHS205D Control traffic with stop-slow bat
- RIIWHS302D Implement traffic management plan
- RIIWHS201D Work safely and follow WHS policies and procedures
- RIICOM201D Communicate in the workplace

It is also recommended that traffic controllers (TC) used on the day of the event are experienced in different traffic volume situations and have completed the recommended accredited courses in traffic control.

7 SAFE WORK METHOD STATEMENT / OH&S

Altus Traffic implements all traffic management in compliance with Australian Standards 1742.3, 2019 and the Traffic Control at Work Sites Manual (TC@WS) Version 6.1 - 2023. All Traffic Control Plans will be implemented by trained personnel. Altus Traffic have been assessed and registered as complying with the requirements of the Australian/New Zealand Standards AS/NZS 4801:2001 – Occupational health and safety management systems. A copy of the current SWMS can be found in the Appendix B.

8 SITE ASSESSMENT

8.1 PROVISION TO ADDRESS ENVIRONMENTAL CONDITIONS

1. Adverse Weather

Weather is not expected to adversely impact on the effectiveness of the traffic control detailed on the attached TGS. Notwithstanding this, should adverse weather conditions be encountered during the works, the following contingency plans should be activated. Note: any adjustments to the plan shall be risk assessed and approved by the Traffic Manager/Planner. Major changes will require road authority approval.

2. Rain

In the event of rain, an on-site assessment shall be made and sign spacing, and tapers may be extended by 25% to account for increased stopping distances. Slippery (T3-3) signs may be placed as required and all changes shall be recorded in the daily diary.

If rain occurs, Traffic Management Personnel shall inspect the site and where signage and / or devices are not clearly visible, signage may need to be adjusted to improve visibility or if necessary, provide additional signage and delineation. Where stopping distances are adversely affected by wet surfaces, spacing between signs may need to be adjusted to provide increased reaction time for drivers. In cases where it is determined that the rain is so heavy that the risk is considered unacceptable, all work shall cease until rain has cleared.

All changes shall be noted in the Sign Diary.

3. Floods

Should works be affected by flooding to the extent that the worksite becomes impassable or risk is considered unacceptable, all work shall cease immediately and Traffic Controllers (and other personnel if necessary) shall be deployed immediately to close the site and direct traffic around the flooded area (under the direction of the project manager or traffic manager). Emergency services and the Road Authority shall be notified immediately, and Traffic Controllers shall remain onsite until emergency services and the Road Authority personnel arrive and take control of the site.

4. Other Adverse Weather (Strong Winds, Thunderstorms, etc)

When adverse weather such as strong winds and/or thunder storms, is identified as adversely affecting the works and work site safety, weights on signs and delineations to be used to contrast strong winds effect; in case of thunder storms all powered equipment shall be turned off and shelter to be sought after.

Should works be affected to the extent that the worksite becomes impassable or risk is considered unacceptable, all work shall cease immediately and Traffic Controllers (and other

personnel if necessary) shall be deployed immediately to close the site and remove TM arrangements.

All changes are to be noted in the Sign Diary.

5. Sun Glare

Where sun glare is identified as adversely affecting a driver's ability to sight signage and / or traffic control devices, sign locations may need to be adjusted and additional delineation and/or traffic control devices provided to address the risk from glare. Additionally, in the event that traffic control is adversely affected by glare at sunset and sunrise, traffic controllers may need to assist in maintaining low traffic speeds.

All changes are to be noted in the Sign Diary.

6. Fog, Dust and Smoke

Where fog, dust or smoke is identified as adversely affecting a driver's ability to sight signage and / or traffic control devices, sign locations may need to be adjusted and additional delineation and/or traffic control devices provided to address the risk. All changes are to be noted in the daily diary.

Should works be affected by fog, dust or smoke to the extent that risk is considered unacceptable, all work shall cease immediately and Traffic Controllers (and other personnel if necessary) shall be deployed immediately to close the site.

Emergency services and the Road Authority shall be notified immediately, and Traffic Controllers shall remain onsite until emergency services and the Road Authority personnel arrive and take control of the site.

7. Road Geometry, Terrain, Vegetation and Structures

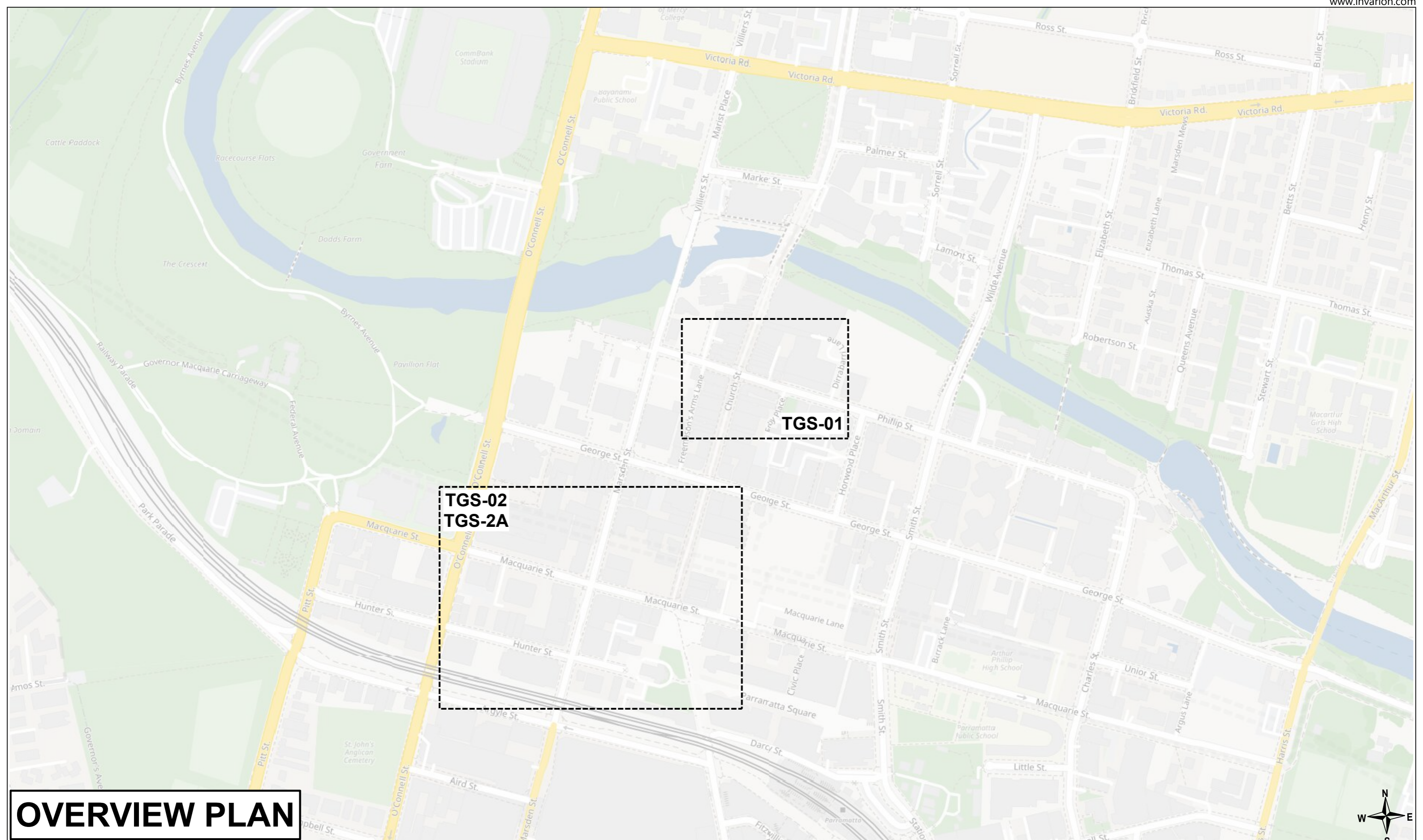
All existing vegetation surrounding the location of the works shall be maintained. Site assessment to be conducted prior to signs being erected on site. Should any existing landscape create obstruction and/or decreases the visibility of advanced warning signage prior to the work area, signs are to be moved accordingly. Traffic Controllers shall adjust sign locations and provide additional delineation and traffic control devices necessary to address the risk from existing vegetation. All changes are to be noted in the daily diary.

There are no structures affecting sight lines or access. The surrounding environment is built-up and/or landscaped.

APPENDIX

A


TRAFFIC GUIDANCE SCHEMES




OVERVIEW PLAN

ISSUE	DESG	APPD	DATE	AMENDMENT DESCRIPTION
1	BS	AK	22-05-23	INITIAL PLAN
2	BS	AK	13-06-23	CLIENT'S REQUEST
3	BS	AK	26-06-23	CLIENT'S REQUEST


CLIENT:
PARRAMATTA CITY COUNCIL

TGS DRAWN BY: Bader Sumrain
 TRAFFIC CONTROL WORK NUMBER: TCT0007192
 SIGNATURE: 
 DATE OF ISSUE: 15th JUNE 2017


TGS APPROVED BY: Ashley Kelly
 TRAFFIC CONTROL WORK NUMBER: TCT0006840
 SIGNATURE: 
 DATE OF ISSUE: 10th JULY 2016

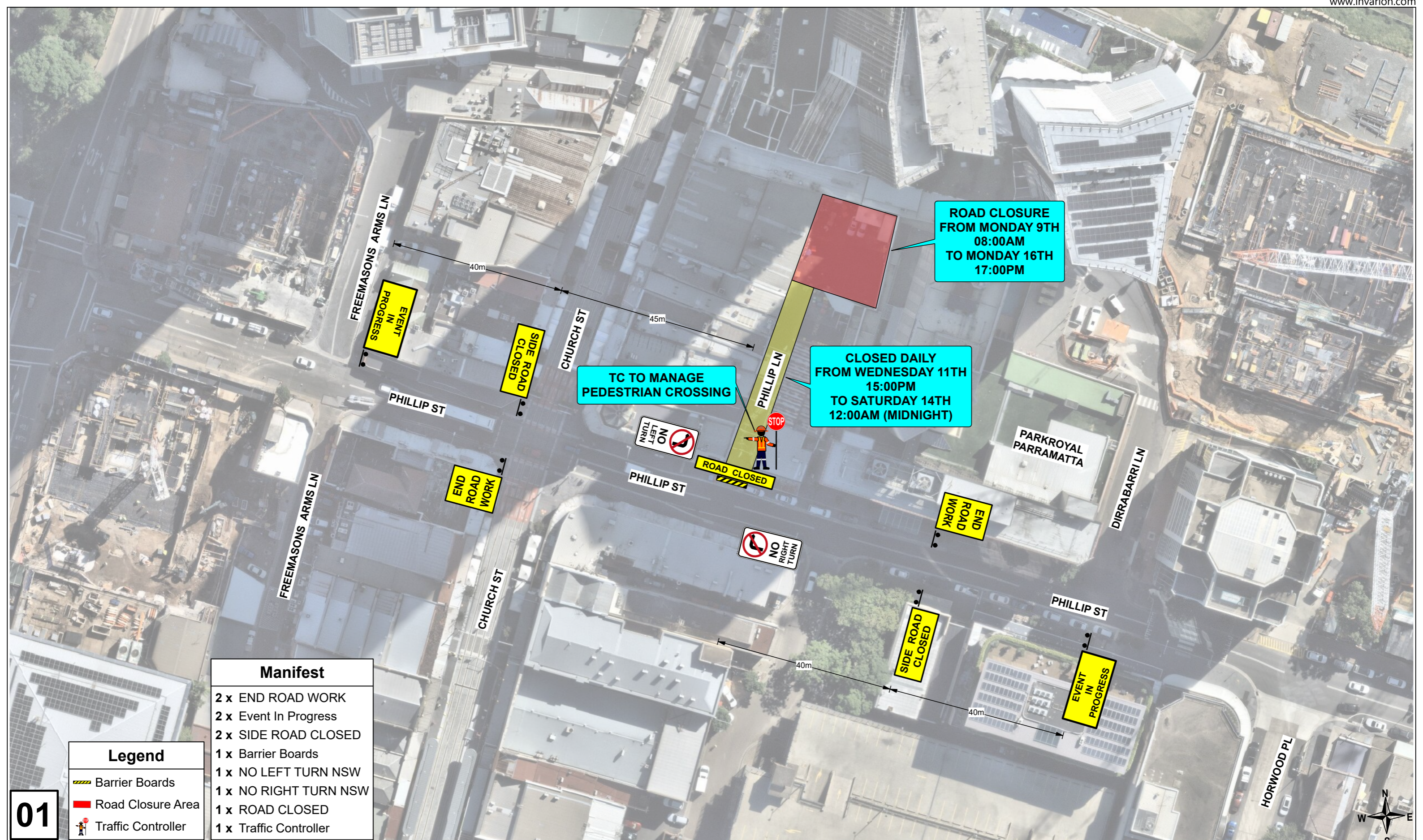
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NOT TO SCALE
 DATE OF DESIGN: 26/06/2023 TIME OF DESIGN: 14:00
 DATE OF APPROVAL: 26/06/2023
 DRAWING NUMBER: TCP-PCC-PL-23-OP
 SHEET NO: 1 Of 1 ISSUE: 03

PROJECT:
PARRAMATTA LANES 2023
 VARIOUS LOCATIONS
 TITLE:
OVERVIEW PLAN



Call Altus Traffic
 Toll Free (Australia)
 1300 TRAFFIC (872 334)
 ABN 84 102 768 061





ROAD CLOSURE FROM MONDAY 9TH 08:00AM TO MONDAY 16TH 17:00PM

CLOSED DAILY FROM WEDNESDAY 11TH 15:00PM TO SATURDAY 14TH 12:00AM (MIDNIGHT)

TC TO MANAGE PEDESTRIAN CROSSING

Manifest	
2 x	END ROAD WORK
2 x	Event In Progress
2 x	SIDE ROAD CLOSED
1 x	Barrier Boards
1 x	NO LEFT TURN NSW
1 x	NO RIGHT TURN NSW
1 x	ROAD CLOSED
1 x	Traffic Controller

Legend	
	Barrier Boards
	Road Closure Area
	Traffic Controller

01

ISSUE	DESG	APPD	DATE	AMENDMENT DESCRIPTION
1	BS	AK	22-05-23	INITIAL PLAN
2	BS	AK	13-06-23	CLIENT'S REQUEST
3	BS	AK	26-06-23	CLIENT'S REQUEST

CLIENT: **PARRAMATTA CITY COUNCIL**

TGS DRAWN BY: Bader Sumrain
 TGS APPROVED BY: Ashley Kelly
 TRAFFIC CONTROL WORK NUMBER: TCT0007192
 SIGNATURE:
 DATE OF ISSUE: 15th JUNE 2017

TRAFFIC CONTROL WORK NUMBER: TCT0006840
 SIGNATURE:
 DATE OF ISSUE: 10th JULY 2016

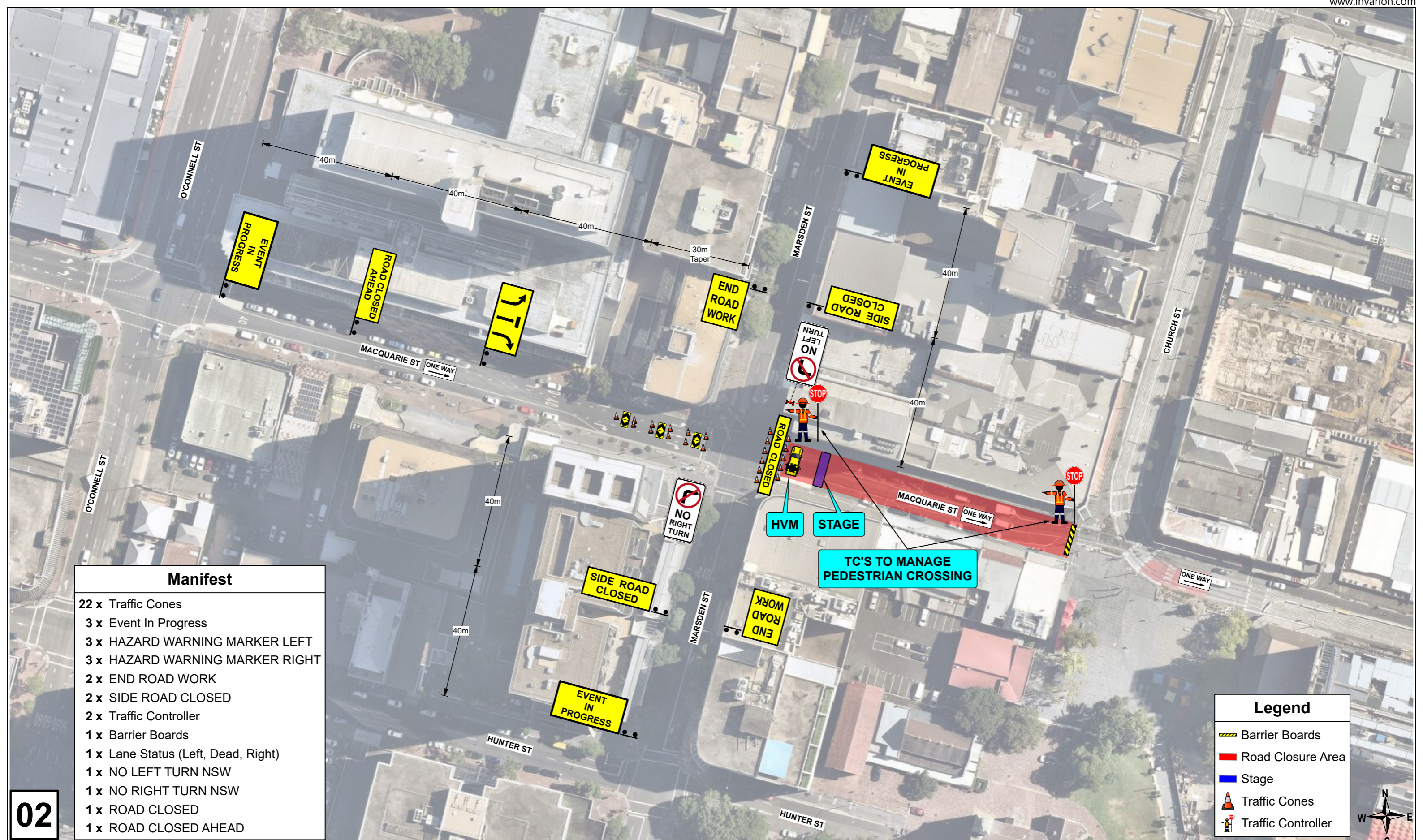
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 DATE OF DESIGN: 26/06/2023
 TIME OF DESIGN: 14:00
 DATE OF APPROVAL: 26/06/2023
 DRAWING NUMBER: TCP-PCC-PL-23-01
 SHEET NO: 1 Of 1
 ISSUE: 03

PROJECT: **PARRAMATTA LANES 2023**
 PHILLIP LN & PHILLIP ST, PARRAMATTA
 TITLE: **ROAD CLOSURE**

ALTUS GROUP
 Call Altus Traffic
 Toll Free (Australia)
 1300 TRAFFIC (872 334)
 ABN 84 102 768 061

SCI QUAL INTERNATIONAL





Manifest	
22 x	Traffic Cones
3 x	Event In Progress
3 x	HAZARD WARNING MARKER LEFT
3 x	HAZARD WARNING MARKER RIGHT
2 x	END ROAD WORK
2 x	SIDE ROAD CLOSED
2 x	Traffic Controller
1 x	Barrier Boards
1 x	Lane Status (Left, Dead, Right)
1 x	NO LEFT TURN NSW
1 x	NO RIGHT TURN NSW
1 x	ROAD CLOSED
1 x	ROAD CLOSED AHEAD

Legend	
	Barrier Boards
	Road Closure Area
	Stage
	Traffic Cones
	Traffic Controller

02

ISSUE	DESG	APPD	DATE	AMENDMENT DESCRIPTION
1	BS	AK	22-05-23	INITIAL PLAN
2	BS	AK	26-06-23	CLIENT'S REQUEST

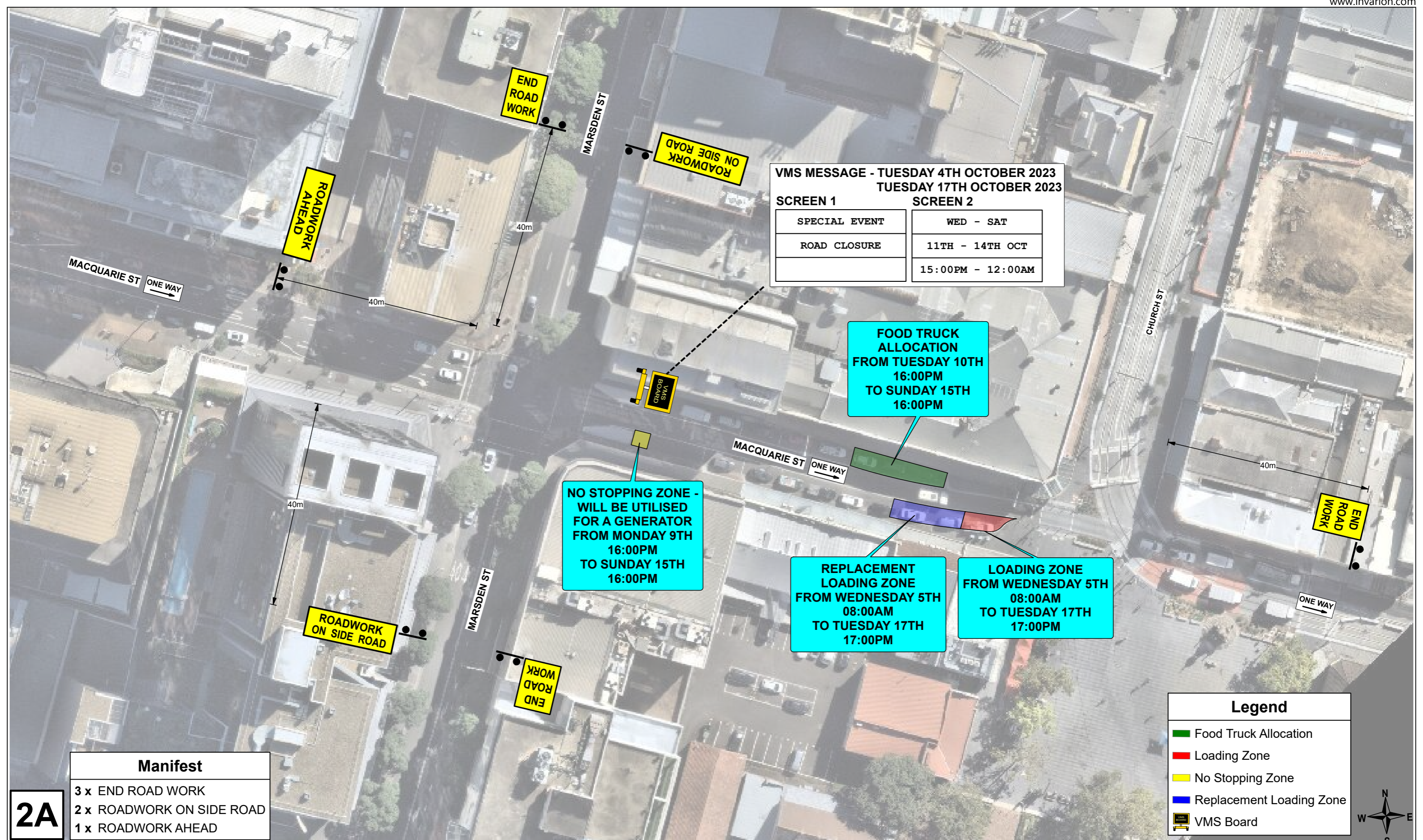
CLIENT:
PARRAMATTA CITY COUNCIL

TGS DRAWN BY: Bader Sumrain
 TGS APPROVED BY: Ashley Kelly
 TRAFFIC CONTROL WORK NUMBER: TCT0007192
 TRAFFIC CONTROL WORK NUMBER: TCT0006840
 SIGNATURE:
 SIGNATURE:
 DATE OF ISSUE: 15th JUNE 2017
 DATE OF ISSUE: 10th JULY 2016

SCALE:
NOT TO SCALE
 DATE OF DESIGN: 26/06/2023
 TIME OF DESIGN: 14:00
 DATE OF APPROVAL: 26/06/2023
 DRAWING NUMBER: TCP-PCC-PL-23-02
 SHEET NO: 1 Of 1
 ISSUE: 02

PROJECT:
PARRAMATTA LANES 2023
 MACQUARIE ST, PARRAMATTA
 TITLE:
ROAD CLOSURE

Call Altus Traffic
 Toll Free (Australia)
 1300 TRAFFIC (872 334)
 ALTUS GROUP
 ABN 84 102 768 061



**VMS MESSAGE - TUESDAY 4TH OCTOBER 2023
TUESDAY 17TH OCTOBER 2023**

SCREEN 1	SCREEN 2
SPECIAL EVENT	WED - SAT
ROAD CLOSURE	11TH - 14TH OCT
	15:00PM - 12:00AM

NO STOPPING ZONE - WILL BE UTILISED FOR A GENERATOR FROM MONDAY 9TH 16:00PM TO SUNDAY 15TH 16:00PM

FOOD TRUCK ALLOCATION FROM TUESDAY 10TH 16:00PM TO SUNDAY 15TH 16:00PM

REPLACEMENT LOADING ZONE FROM WEDNESDAY 5TH 08:00AM TO TUESDAY 17TH 17:00PM

LOADING ZONE FROM WEDNESDAY 5TH 08:00AM TO TUESDAY 17TH 17:00PM

Manifest

3 x END ROAD WORK
2 x ROADWORK ON SIDE ROAD
1 x ROADWORK AHEAD

Legend

- Food Truck Allocation
- Loading Zone
- No Stopping Zone
- Replacement Loading Zone
- VMS Board

2A

ISSUE	DESG	APPD	DATE	AMENDMENT DESCRIPTION
1	BS	AK	26-06-23	INITIAL PLAN

CLIENT:
PARRAMATTA CITY COUNCIL

TGS DRAWN BY: Bader Sumrain
TRAFFIC CONTROL WORK NUMBER: TCT0007192
SIGNATURE:
DATE OF ISSUE: 15th JUNE 2017

TGS APPROVED BY: Ashley Kelly
TRAFFIC CONTROL WORK NUMBER: TCT0006840
SIGNATURE:
DATE OF ISSUE: 10th JULY 2016

SCALE:
NOT TO SCALE
DATE OF DESIGN: 26/06/2023
TIME OF DESIGN: 14:00
DATE OF APPROVAL: 26/06/2023
DRAWING NUMBER: TCP-PCC-PL-23-2A
SHEET NO: 1 Of 1
ISSUE: 01

PROJECT:
PARRAMATTA LANES 2023
MACQUARIE ST, PARRAMATTA
TITLE:
ROAD CLOSURE

ALTUS GROUP

Call Altus Traffic
Toll Free (Australia)
1300 TRAFFIC (872 334)
ABN 84 102 768 061

SCI QUAL INTERNATIONAL



APPENDIX

B

SWMS



SWMS AT A GLANCE – WHAT MUST GO RIGHT



YOUR LIFE SAVING RULES -

“KNOW THE RIGHT THING, DO THE RIGHT THING, CALL OUT THE WRONG THING”

DRUG AND ALCOHOL FREE WORKPLACE
Attend work free of any trace of alcohol or illegal drugs

SAFE DRIVING
Drive to conditions and follow safe driving laws, procedures and rules

EXCLUSION ZONES
Maintain established exclusion and drop zones around mobile plant and machinery

MOBILE PHONES
No use of phones while performing Stop/Slow duties

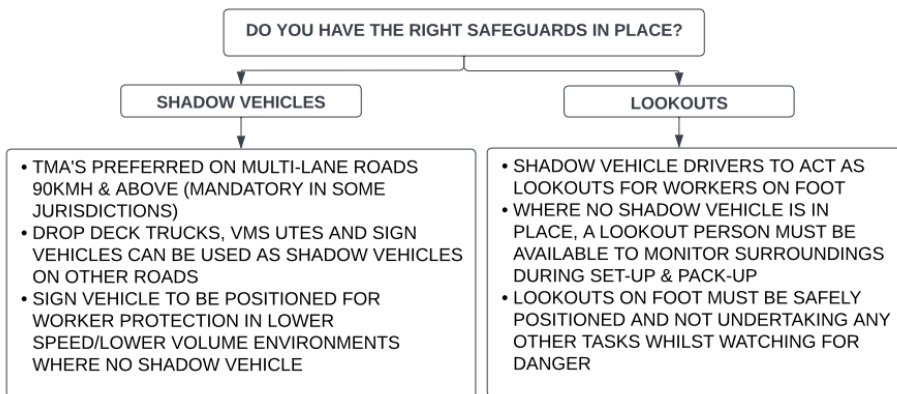
WORKING IN AND AROUND LIVE TRAFFIC
Minimise exposure to live traffic

SAFETY CONTROLS
Follow all procedures for safety critical activities

If you are pressured to break a life-saving rule, or feel there is no other option to get the job done, **STOP and call your supervisor.**

If you choose to break the life-saving rules, you are choosing not to work for Altus Traffic.

SAFETY DURING SET-UP & PACK-UP -



IF YOU DO NOT FEEL YOU HAVE ADEQUATE PROTECTION AND SAFEGUARDS IN PLACE, **STOP WORK** AND ESCALATE TO YOUR LINE MANAGER

HAVE YOU GOT THE RIGHT PPE FOR THE JOB?



WHAT MUST GO RIGHT?

OUR BEHAVIOURS

DON'T RUSH	Don't succumb to pressure from the client or your workmates to rush. Rushing leads to shortcuts and mistakes and increases the likelihood that you will be injured;/'''''
COMMUNICATE	Ensure everyone knows what they are doing and how to do it safely. Maintain proactive communication with your team-mates and workers throughout the shift
WATCH YOUR MATES	Act as a Lookout person whenever your team-mates are in the line of fire. When doing so, don't be distracted by other tasks. Continually watch for danger and be ready to warn/act
SPEAK-UP	Report safety concerns immediately. All staff are empowered to speak up and stop work if it's not safe. Closing safety gaps can prevent significant incidents
MAKE IT SAFE / KEEP IT SAFE	Set up safely and continually monitor your work area for hazards. Immediately communicate changing conditions or emerging hazards so they can be managed

OUR ACTIONS

BEWARE OF LIVE TRAFFIC	Ensure you always have an escape route, minimise exposure to live traffic and never cross a live lane on multi-lane roads (any speed) or other roads with permanent speeds 80kmh or above
PRE-START	Complete vehicle and equipment pre-starts PRIOR to use! All TC's to participate in the identification of hazards and controls at pre-start. Identify the Team Leader for the escalation of all issues
REVERSING VEHICLES	Prioritise travel in a forward direction at all times - no reversing in live lanes; At other times, if reversing is unavoidable, you MUST have a Lookout person or apply the GOAL principle - Get Out And Look!
EXCLUSION ZONES	Always maintain a safe exclusion zone around mobile plant. Establish agreed exclusion zones with the client at the pre-start and stay well clear!
SAFETY CONTROLS	Observe critical safety controls – use harnesses on drop decks and in TMA's! Establish safe areas to control traffic; Set-up sites as per a supplied TGS – No TGS, No set-up!

ONE LIFE – TWO CHOICES – ZERO INJURIES

Employer/Contractor: Altus Traffic Pty Ltd

ABN: 84 102 768 061

Regions: WA, SA, TAS, VIC, NSW, QLD

ACN: 102 768 061

Head Office: Level 1, 660 Lorimer St, Port Melbourne VIC 3207

Contact Number: 1800 TRAFFIC (872 334)

High Risk Activity:	<p>Working on, in or adjacent to a road or other traffic corridor in use by traffic other than pedestrians</p> <p>Working in proximity to powered mobile plant</p>	
Client:	<p>Refer to Traffic Management Risk Assessment for the client, work location and worker details</p>	
Date:		
Location and limits of the control area:		
ALTUS Team Leader Name and signature		
Client Crew Leader Name and signature		
Document prepared by	National HSEQ Team	
Document consulted and reviewed by	State-based Health and Safety Committees (incl consultation opportunity for wider staff base)	
Document approved by	<p>Chris Thornton</p>	<p>General Manager - Health, Safety, Environment & Quality</p>
Version	Version: Nat 6	
Date of Issue	October 2022	
Next review date	End October 2023	

Comments	<p>Directors and Executive/State Managers to ensure sufficient resources and management support are provided to enable controls to be effective. All staff are to be briefed and inducted on SWMS prior to commencing works. SWMS will be reviewed annually or following any significant incident or high potential near miss. Employee submissions accepted at any time via the Health and Safety Committee or by contacting your State Safety Manager directly.</p>
Altus Traffic's Life Saving Rules	<p>Drug and Alcohol-Free Workplace – Attend work free of any trace of alcohol or illicit drugs</p> <p>Safe Driving – Drive to conditions and follow safe driving laws, procedures and rules</p> <p>Exclusion Zones – Maintain established exclusion and drop zones around mobile plant and machinery</p> <p>Mobile Phones – No use of phones while performing Stop/Slow duties</p> <p>Working in and around Live Traffic – Minimise exposure to live traffic</p> <p>Safety Controls – Follow all procedures for safety critical activities including SWMS, SOP's and Work Instructions</p> <p>If you are pressured to break a life-saving rule or feel there is no other option to get the job done, STOP and call a manager or supervisor.</p> <p>If you choose to break the life-saving rules, you are choosing not to work for Altus traffic.</p> <p><i>Note: Clients who have their own safety-based rules which exceed the Altus Traffic Life Saving Rules will take precedence. For example, some clients/projects may have rules forbidding the entering of any live lane at any time.</i></p>
Continuous Improvement Cycle	<div style="display: flex; align-items: center;"> <div style="text-align: center;"> </div> <div style="margin-left: 20px;"> <p>Altus Traffic encourages all staff to engage in the Continuous Improvement Cycle by:</p> <p>Planning all tasks;</p> <p>Carrying out all tasks safely;</p> <p>Checking that your work methods or controls are effective and;</p> <p>Taking action if controls need to be altered</p> </div> </div>

NOTE – ALL TASKS & ACTIVITIES DETAILED IN THIS SWMS REQUIRE MANDATED ITEMS OF PPE SPECIFIED BELOW TO BE WORN AT ALL TIMES

<p>Plant and Equipment Approved for this Activity (May vary from State to State)</p>	<ul style="list-style-type: none"> • Traffic Control Vehicle (complete with beacons, arrow-board, signage, traffic cones, traffic flags, sign weights etc). • Stop/Slow bats • Hand-held two-way radios • Trucks – including Drop Deck/Cone Deployment vehicles • Trailer mounted Variable Message Signs (VMS), arrow-boards and traffic lights • Truck Mounted Attenuator (TMA) vehicle • Portable Traffic Control Devices – including free-standing traffic lights, boom gate units and speed radar units • Trailers • Pedestrian Control Devices - Pedestrian Tape / “Tiger Tails” • Bollards and bollard bases • Star pickets & Barrier Mesh (only when approved for use) 		
<p>Altus approved and supplied Personal Protective Equipment (PPE) required (mandatory and project specific):</p>	<p>All Shifts</p> <ul style="list-style-type: none"> • Long pants • Long sleeve hi-vis, fluorescent shirts and/or vests • Hard hat (with brim and shade cloth in daylight hours) • Compliant hard hat alternative (ONLY when approved and supplied by local Branches and subject to documented Risk Assessment) • Safety glasses/Prescription/Over Safety Glasses • Lace up steel cap ankle high boots – to AS/NZS 2210 – correctly fitted. (No jogger-style steel caps) • Cat-5 Resistant Gloves 	<p>Periods of darkness/poor light</p> <ul style="list-style-type: none"> • Nightwand • Approved long sleeve hi-vis, fluorescent shirts or TC Vest • Bio-motion compliant reflective hoops on pants and shirts • Clear/Yellow Safety Glasses 	<p>Other – as required</p> <ul style="list-style-type: none"> • Water resistant jacket/pants • Dust mask • Face mask • Hard hat chin straps • LED Head Lamps
<p>Personnel Qualifications Required for this Activity (Must be available for inspection on site)</p>	<ul style="list-style-type: none"> • Prepare to Work Safely in the Construction Industry (OHS White Card) - CPCCWHS1001 • Control Traffic with a Stop/Slow Bat- RIIWHS205E or equivalent • Implement Traffic Management Plans- RIIWHS302E or equivalent 		
<p>Permits/Licences Required for this Activity</p>	<ul style="list-style-type: none"> • Current copies of Traffic Plans and Approvals kept on site and made available upon request 		
<p>Specific Training Required for this Activity</p>	<ul style="list-style-type: none"> • All workers must: <ul style="list-style-type: none"> ○ Have completed the Altus Traffic induction ○ Have completed relevant Altus Traffic E-Learning modules ○ Be trained, inducted and work in compliance with this SWMS ○ Have completed Verification of Competency (VOC) requirements before using specified equipment • All workers must complete project or client specific inductions as required 		
<p>List Safety Data Sheets (SDS) required for this Activity</p>	<ul style="list-style-type: none"> • Sunscreen provided is non-hazardous according to NOHSC criteria • No SDS’s required for this activity 		

Item No.	Specific Task, Steps or Activity to be done	Potential Hazards and Consequences E.g. sharp knife/cut fingers	Risk Rating	Controls to be used to manage the risk	Residual Risk	Specific person who will ensure risk controls are implemented
1 a)	Safe vehicle operation	<ul style="list-style-type: none"> Increased likelihood of incident or injury due to undetected vehicle faults 	High (3C)	<ul style="list-style-type: none"> Complete Vehicle Pre-Start Checklist Escalate any faults that you deem may affect the safe operation or roadworthiness of the vehicle immediately to an Altus Management representative DO NOT drive vehicles that you deem are unsafe or unroadworthy – request for them to be tagged out 	Medium (3D)	<ul style="list-style-type: none"> Vehicle Driver All Site Staff
1 b)	Safe vehicle operation	<ul style="list-style-type: none"> Increased likelihood of incident or injury due to unsafe driving 	High (3C)	<ul style="list-style-type: none"> Ensure all drivers hold a current driver's licence specific to the vehicle Seat belts MUST be worn <u>at all times</u> whilst operating vehicles Drive to conditions, check mirrors/blind spots when changing lanes Road rules and speed limits must be obeyed at all times – this includes no U-turns over solid white lines or multiple traffic lanes unless signed or marked otherwise 	Low (3E)	<ul style="list-style-type: none"> Altus Management representative Vehicle Driver
1 c)	Safe vehicle operation	<ul style="list-style-type: none"> Unsecured equipment becoming a hazard to other road users Equipment damaged due to improper loading/unrestrained 	High (3C)	<ul style="list-style-type: none"> Ensure that loads are correctly restrained when operating a vehicle (consult Ratchet Strap SOP if required) Where transporting portable traffic control devices ensure that purpose-built storage areas, bags etc are utilised as designed Ensure trailers are correctly and safely secured – DO NOT hitch or unhitch a trailer unless you have completed the relevant VOC 	Low (3E)	<ul style="list-style-type: none"> Vehicle Driver
1 d)	Safe vehicle operation	<ul style="list-style-type: none"> Obscured rear vision due to rear loads – accidents when reversing, changing lanes etc 	High (3C)	<ul style="list-style-type: none"> Comply with Life Saving Rule – drive to conditions/follow road rules To reduce the likelihood of U-Turn vehicle incidents, utilise side streets, driveways or other safe turn-around areas so that vehicles are re-entering traffic with clear visibility of approaching traffic from both directions Prioritise driving in a forwards direction wherever possible. If reversing vehicles, use a Lookout person wherever practicable, if no Lookout person is available, perform a 360 degree walk around to confirm clearance to reverse safely All reversing at walking pace only Vehicles to be fitted with reverse beepers and/or reverse cameras Where practicable, advise other team members on site of your intention to reverse on two-way radio and wait for acknowledgement 	Medium (2C)	<ul style="list-style-type: none"> Vehicle Driver
1 e)	Safe vehicle operation	<ul style="list-style-type: none"> Distracted/fatigued drivers causing traffic accident 	High (3C)	<ul style="list-style-type: none"> Comply with Life Saving Rule re: Mobile Phones NO mobile phone use whilst driving unless using an approved hands-free device DO NOT continue driving if fatigued. Rotate driving or pull off road to revive before continuing journey If unfit to drive, escalate to a line manager to confirm your location and to make alternate travel or accommodation arrangements 	Medium (3D)	<ul style="list-style-type: none"> Vehicle Driver

1 f)	Safe vehicle operation	<ul style="list-style-type: none"> Unsecured vehicle being stolen or becoming a runaway – injury to people or damage to property/equipment 	Medium (3D)	<ul style="list-style-type: none"> When exiting vehicle, place vehicle in 1st gear or Park, turn off motor and apply handbrake. Lock vehicle and maintain possession of keys. Turn wheels to kerbside to “control the roll” Where vehicles are left idling to maintain arrow board charge, the driver must remain in close proximity to the vehicle at these times 	Low (3E)	<ul style="list-style-type: none"> Vehicle Driver
1 g)	Safe vehicle operation	<ul style="list-style-type: none"> Vehicles or trailers on slopes rolling and hitting or crushing people or other vehicles 	High (3C)	<ul style="list-style-type: none"> Vehicles or trailers on slopes – <ul style="list-style-type: none"> Ensure handbrakes are engaged If available, place chocks on trailed equipment to prevent unplanned rolling or movement; otherwise utilise trailer stabiliser legs allowing tyres to be elevated 	Low (3E)	<ul style="list-style-type: none"> Vehicle Driver
2	Arrive at site and prepare for work	<ul style="list-style-type: none"> Increased likelihood of incident or injury due to: <ul style="list-style-type: none"> No assessment of site-specific risks and hazards No understanding of scope of works 	High (3C)	<ul style="list-style-type: none"> Complete Site Traffic Management Risk Assessment clearly identifying site specific hazards not referenced in this SWMS and how the risks have been controlled. i.e.: wet weather, night works, pedestrian management, proximity to intersections, school zones, blind corners, excavations/fall hazards etc All Traffic Controllers must participate in and sign on to the Traffic Management Risk Assessment to confirm an understanding of site specific hazards and controls Complete Pre-Start Meeting/Toolbox with Client and Contractors and sign-on to Pre-Start documentation Discuss process for set-up and pack-up sequence in addition to toilet, rest and meal breaks with client at pre-start/toolbox Verify Plans & Approvals are appropriate and all staff are aware of convoy arrangements (mobile works) and set-up sequence (static sites) Conduct a drive-through of the approaches to the work area to identify safe and compliant locations for the placement of signage and devices 	Medium (3D)	<ul style="list-style-type: none"> Altus Team Leader All Site Staff
3 a)	Installation and Removal of Traffic Control Devices	<ul style="list-style-type: none"> Approaching traffic unaware of workers on foot ahead – <ul style="list-style-type: none"> Worker struck by traffic Vehicle damaged by passing traffic 	High (3C)	<ul style="list-style-type: none"> Exit vehicle from non-traffic side if possible or where there is a suitable break in traffic. Do not open vehicle door until all approaching traffic has passed and a suitable gap in traffic exists Use a shadow vehicle when provided for the physical protection of workers on foot. Shadow vehicle driver to act as a Lookout person Where a Lookout person is monitoring approaching traffic, they must be located off the travelled path with an unobstructed escape route where they can clearly monitor approaching traffic and provide early warning of errant vehicles. Lookout person not to be undertaking any other tasks while undertaking lookout duties. On lower risk roads where no shadow vehicle is present, park off the travelled path where possible, being mindful of creating a hazard to pedestrians and/or cyclists. Activate flashing beacons/strobes & utilise roof-mounted arrow-board (if fitted) – check for overhead obstructions such as tree branches before raising arrow boards 	Medium (3D)	<ul style="list-style-type: none"> Altus Team Leader All Site Staff
3a) (cont)	Installation and Removal of Traffic Control Devices	<ul style="list-style-type: none"> Exposure to vehicle being struck by passing traffic during set-up/pack-up process 	High (3C)	<ul style="list-style-type: none"> Activate flashing beacons/strobes & utilise roof-mounted arrow-board (if fitted) – check for overhead obstructions such as tree branches before raising arrow boards 	Medium (3D)	<ul style="list-style-type: none"> Altus Team Leader All Site Staff

	<ul style="list-style-type: none"> Exiting/entering vehicle 			<ul style="list-style-type: none"> Use arrow to advise of requirement to merge on multi-lane roads; on single lane roads, activate hazard configuration to provide warning of obstruction 		
3 b)	<ul style="list-style-type: none"> Installation and Removal of Traffic Control Devices Exiting/entering vehicle 	<ul style="list-style-type: none"> Uneven surfaces – slips, trips, falls, stumbling into live traffic 	High (3C)	<ul style="list-style-type: none"> If parked on shoulder or off-road, look for sloping, uneven, unsteady or rough surfaces, grass-covered holes and concealed objects when entering/exiting vehicle Do not rush – investigate surroundings before exiting vehicle Ensure appropriate footwear – correctly fitted ankle-high lace/zip boots Do not use off-road areas as personal amenities areas 	Medium (3D)	<ul style="list-style-type: none"> Altus Team Leader All Site Staff
3 c)	<ul style="list-style-type: none"> Installation and Removal of Traffic Control Devices Reversing vehicles 	<ul style="list-style-type: none"> Injuries and damage to equipment caused by reversing with undue care and attention 	High (3C)	<ul style="list-style-type: none"> Comply with Life Saving Rule – do not drive in a way which could be regarded as dangerous, negligent or careless Prioritise travel in a forward direction on any road No reversing in live lanes Use a Lookout person If no Lookout person, apply GOAL principle – Get Out And Look All reversing strictly at walking pace only All vehicles to be fitted with reverse awareness technology (cameras, beepers and/or alarms) 	Medium (3D)	<ul style="list-style-type: none"> Altus Team Leader All Site Staff
4 a)	<ul style="list-style-type: none"> Installation and Removal of Traffic Control Devices Unloading and loading vehicles 	<ul style="list-style-type: none"> Approaching traffic unaware of workers on foot ahead Exposure to/being struck by passing traffic Shadow or traffic control vehicle being shunted by third-party vehicle, striking workers on foot 	High (4C)	<ul style="list-style-type: none"> Comply with Life Saving Rule – minimise exposure to live traffic Shadow vehicle shall be considered for worker protection based upon an assessment of road type, traffic volumes etc On lower risk roads, where no shadow vehicle is present, the signage vehicle shall be utilised as protective cover Maintain a safe and suitable distance from the front of the vehicle as an exclusion zone in the event of a third-party rear vehicle strike The provision of a Lookout person is strongly encouraged for all jobs whilst installing or removing signs and devices In situations where shadow vehicles and/or Lookout personnel are required but not available for the task, STOP work and escalate to your Manager Prioritise suitable gaps in traffic before accessing equipment Arrange signage prior to commencement of set-up to minimise exposure to trafficked side of road whilst accessing equipment Access signage from off-side of road wherever possible – minimise exposure to live traffic at the rear of the vehicle; where this is unavoidable, a Lookout person and suitable gaps in traffic are a mandatory requirement Maintain unobstructed escape route Pack-up site in reverse order to set-up ensuring advance warning signage remains in place whilst delineation is dismantled 	High (4D)	<ul style="list-style-type: none"> Altus Team Leader All Site Staff
4a) (cont)						

				<ul style="list-style-type: none"> All staff to assist with pack-up (ie: act as a Lookout Person, share manual handling) – no-one to leave site until all signage and devices have been collected. Do not turn your back to traffic Wear required PPE–most notably hi-vis garments, gloves & hard hat 		
4 b)	Installation and Removal of Traffic Control Devices <ul style="list-style-type: none"> Unloading and loading vehicles 	<ul style="list-style-type: none"> Manual Handling injuries as a result of handling portable traffic devices, signs, bollards cones and other equipment 	High (3C)	<ul style="list-style-type: none"> Adopt correct manual handling techniques – do not over-exert (ie: No more than 4 cones to be lifted/carried at a time) Never attempt to lift weights beyond comfort levels, seek assistance for heavy lifts if required. Take additional precaution when handling signs in windy conditions Job not to be rushed, plan lift and be aware of surroundings (Obstructions, uneven ground, clearance from traffic etc) Perform all movements in a controlled, balanced and comfortable position Minimise repetitive bending, twisting and over-reaching movements Complete VOC training on all portable traffic control devices 	Medium (3D)	<ul style="list-style-type: none"> Altus Team Leader All Site Staff
4 c)	Installation and Removal of Traffic Control Devices <ul style="list-style-type: none"> Unloading and loading vehicles 	<ul style="list-style-type: none"> Sign covers and permanent signage maintenance – fall from heights 	High (3C)	<ul style="list-style-type: none"> No ladders to be used under any circumstances to access signs for covering/uncovering or changing. Escalate if signs cannot be safely accessed from ground level Utilise supplied clips, hooks or brackets to safely secure sign covers 	Low (3E)	<ul style="list-style-type: none"> Altus Team Leader All Site Staff
4 d)	Installation and Removal of Traffic Control Devices <ul style="list-style-type: none"> Unloading and loading vehicles 	<ul style="list-style-type: none"> Signage becoming a hazard to road users 	High (3C)	<ul style="list-style-type: none"> Signage to be weighted down (i.e.: with sandbags, weight-bases or “weight-mates”) and regularly checked for effectiveness against wind gusts and/or passing heavy vehicles Signage not to obstruct bike-lanes or create a hazard for pedestrians or approaching traffic. Place cones adjacent to signs to provide additional visibility 	Low (3E)	<ul style="list-style-type: none"> Altus Team Leader All Site Staff
5 5 (cont)	Installation and Removal of Traffic Control Devices <ul style="list-style-type: none"> All multi-lane road environments Two-way roads (Permanent posted speed of 80 km/h and above) 	<ul style="list-style-type: none"> Risk of injury/death by crossing live lanes of traffic or by positioning vehicle unprotected in a live lane 	Extreme (5C)	<ul style="list-style-type: none"> Comply with Life Saving Rules - on all multilane roads (any speed) and all other roads with a permanent posted speed of 80km/h and above, live lanes are not to be crossed under any circumstances. Shadow vehicles shall be considered for worker protection on these roads TMA’s are strongly recommended on all multi-lane roads with a permanent posted speed of 80> kmh (may be mandatory in some jurisdictions) Light TMA’s may be considered for use on roads of 70km/h or less subject to availability and an assessment of risk Advance warning vehicle types shall be considered in accordance with safety and road authority requirements A Lookout person is mandatory for all jobs on these roads – this can be the driver of a shadow vehicle Avoid exiting vehicles on the traffic side wherever possible – where this is unavoidable, prioritise gaps in traffic and use of a Lookout person 	Medium (4E)	<ul style="list-style-type: none"> Altus Team Leader All Site Staff

				<ul style="list-style-type: none"> Ensure buffer/shadow vehicle remains a suitable distance from workers on foot, a minimum distance of 40 metres Crews shall do a circuit (loop) to place signs on the opposite side of a multi-lane road. Do not reverse up a lane or shoulder in order to cross multiple lanes to access the other side of a multi-lane road 		
6	Installation and Removal of Traffic Control Devices <ul style="list-style-type: none"> Two-way roads (Permanent posted speed less than 80 km/h) 	<ul style="list-style-type: none"> Risk of injury/death by crossing live lanes of traffic or by positioning vehicle unprotected in a live lane 	High (4C)	<ul style="list-style-type: none"> Comply with Life Saving Rule – minimise exposure to live traffic Crossing live lanes of traffic on two-way roads with a permanent posted speed of less than 80kmh shall be avoided wherever possible. However, where workers assess that this is the safest option due to local geographic/road conditions, suburban low speed/low volume roads etc, at least two of the following controls must be met: <ul style="list-style-type: none"> Lookout person to warn of approaching motorists Identify suitable gaps in traffic to install signs safely Shadow vehicle suitable to the permanent posted speed and volume of traffic provided for physical protection Where no shadow vehicle is on site, position the work vehicle to provide a buffer to passing vehicles with flashing beacons and/or arrow-board activated Ensure ample visibility for approaching traffic in either direction (min 200 metres in either direction recommended on roads with speeds above 50km/h) In situations considered to be unsafe without at least two of the above controls able to be safely implemented, STOP work and contact the Principal Contractor representative and/or Altus Supervisor and await further instruction. 	Medium (4E)	<ul style="list-style-type: none"> Altus Team Leader All Site Staff
7 a) 7a) (cont)	Controlling Traffic using a Stop/Slow bat or a Portable Traffic Control Device (PTCD)	<ul style="list-style-type: none"> Entering live lane and being struck by vehicle Poor selection of control point increasing likelihood of injury 	High (4C)	<ul style="list-style-type: none"> Comply with Life Saving Rule – no mobile phone use whilst directing traffic Maintain escape route at all times Do not leave your control point to converse with drivers – this may increase your exposure to live traffic and may reduce your visibility to other road users When using a Stop/Slow bat, remain outside of live lanes until multiple vehicles are safely stopped a minimum of 6 metres from your control point and you have established eye contact with the lead driver When operating PTCD's, a control point should be established a safe distance from the device (10 metre minimum where possible) taking into account the risk of devices becoming projectiles if struck 	Medium (4E)	<ul style="list-style-type: none"> Altus Team Leader All Site Staff

7 b)	Controlling Traffic using a Stop/Slow bat or a Portable Traffic Control Device (PTCD)	<ul style="list-style-type: none"> Motorists confused by changed conditions – breach of work zone or traffic accident on site Potential breach of procedure leading to double-send of traffic 	High (4C)	<ul style="list-style-type: none"> Do not turn your back to traffic Ensure control point is clearly visible to approaching drivers Maintain escape route at all times Utilise two-way radios to maintain clear communication with team members to be able to control traffic safely and respond to emergency situations In the instance of a breach, alert all personnel over the radio (Examples include: “Breach, Breach, Breach” or “Abort, Abort, Abort” (Confirm how site breaches will be communicated at your pre-start) Avoid stopping heavy vehicles at the front of a traffic queue and ensure approaching vehicles have ample time to stop safely at the control point 	Medium (4E)	<ul style="list-style-type: none"> Altus Team Leader All Site Staff
7 c)	Controlling Traffic using a Stop/Slow bat or a Portable Traffic Control Device (PTCD)	<ul style="list-style-type: none"> Uneven ground and trip hazards causing injuries as a result of slips, trips and falls 	High (2B)	<ul style="list-style-type: none"> Ensure control points are established on even ground, free of obstructions and hazards 	Low (2D)	<ul style="list-style-type: none"> Altus Team Leader All Site Staff
7 d)	Controlling Traffic using a Stop/Slow bat or a Portable Traffic Control Device (PTCD)	<ul style="list-style-type: none"> Fitness for work – risk of being struck by traffic or causing vehicle incident 	High (4C)	<ul style="list-style-type: none"> Comply with Life Saving Rules – drug and alcohol-free workplace Arrive for shift well rested and with plenty of food and water Ensure rest, fatigue and rotation of duties breaks are observed as required. Escalate immediately to a line manager (as per 7f) if access to breaks is an issue. 	Medium (4E)	<ul style="list-style-type: none"> Altus Team Leader All Site Staff
7 e)	Controlling Traffic using a Stop/Slow bat or a Portable Traffic Control Device (PTCD)	<ul style="list-style-type: none"> Workers at risk of being struck by passing traffic Potential for vehicle accidents/vehicle breaches into work site 	High (4C)	<ul style="list-style-type: none"> Monitor work site for changes to conditions, queue lengths and traffic flow – conduct periodic sign checks (preferably every 2 hours) When workers are within 1.2 metres of live traffic, reduce speed to a maximum of 40km/h (may be less in some States {such as SA} or as a result of a risk assessment) Monitor workers activities and maintain delineation devices to ensure workers remain separated from live traffic If 1.2m cannot be achieved, speed must be reduced to 40km for a maximum of 500m. (ie: 250 meters either side of the work area) Do not allow work vehicles to drive through a STOP bat or red PTCD signal to access a work site. This encourages trailing vehicles to ignore STOP signals and potentially breach work areas or to drive towards oncoming traffic On long sites with a heightened risk of driver non-compliance, consider use of an escort vehicle to regulate traffic flow at correct speed 	Medium (4E)	<ul style="list-style-type: none"> Altus Team Leader All Site Staff
7e) (cont)						
7 f)	Controlling Traffic using a Stop/Slow bat or a Portable Traffic Control Device (PTCD)	<ul style="list-style-type: none"> Distracted by mobile phone usage – being struck by vehicle or plant or causing vehicle incident 	High (4C)	<ul style="list-style-type: none"> Comply with Life Saving Rule – Digital device/mobile phone use is prohibited whilst performing Stop/Slow – including operating PTCD’s (eStops, Trilights, Portabooms, etc) or operating a Stop/Slow bat. 	Medium (4E)	<ul style="list-style-type: none"> Altus Team Leader All Site Staff

				<ul style="list-style-type: none"> At other times devices may only be used in accordance with OPS 510 – Acceptable Use of Mobile Phones & Portable Electronic Devices. Confine use to break times unless use is work-related If taking or making a call, advise team members and locate yourself a safe area away from site where there is no risk of being struck by vehicles or plant Do not wear noise-emitting headphones (for music or phone conversations whilst on site) 		
8 a)	Working around mobile plant and machinery (ie: bobcats, rollers, forklifts, trucks, pavers, utes etc)	<ul style="list-style-type: none"> Being struck by moving plant 	High (4C)	<ul style="list-style-type: none"> Comply with the Life Saving Rule – maintain exclusion zones Discuss risks associated with Plant Movements at pre-start Observe 10-metre minimum No-Go Zone (or higher if mandated by client or as a result of completing a risk assessment) Personnel movements within this zone only after direct comms with plant operator where plant movements are on hold Do not stand in blind spots or within No-Go Zones. Maintain eye contact with plant and machinery operators 	Medium (4E)	<ul style="list-style-type: none"> Altus Team Leader All Site Staff
8 b)	Working around mobile plant and machinery (ie: bobcats, rollers, forklifts, trucks, pavers, utes etc)	<ul style="list-style-type: none"> Noise affecting radio comms Noise affecting hearing 	High (3C)	<ul style="list-style-type: none"> Ensure communication is maintained either via eye contact, hand signals or radio comms (or combination of these) Assess control point – remove from noise source if possible Consider ear plugs where relocation from noise source is not possible 	Low (3E)	<ul style="list-style-type: none"> Altus Team Leader All Site Staff
8 c)	Working around mobile plant and machinery (ie: bobcats, rollers, forklifts, trucks, pavers, utes etc)	<ul style="list-style-type: none"> Exposure to fumes 	Medium (3D)	<ul style="list-style-type: none"> Assess control point – remove from fume source if possible Rotate or relocate staff where possible to minimise ongoing exposure to noise/fumes Escalate to a line manager if unable to comply 	Low (3E)	<ul style="list-style-type: none"> Altus Team Leader All Site Staff
9 a)	Controlling Traffic – Hazardous Environmental Conditions: <ul style="list-style-type: none"> Exposed/Extreme Environments 	<ul style="list-style-type: none"> Exposure to weather extremes whilst conducting traffic management duties causing injury/illness: <ul style="list-style-type: none"> Heat-related illness Hypothermia 	High (3C)	<ul style="list-style-type: none"> Refer Pg2 – PPE. Apply and re-apply sunscreen as per manufacturer’s instructions Access to breaks commensurate with conditions and industry requirements, constant hydration and nourishment during shift Liaise with client re: shift lengths, start times, resources etc Escalate immediately to a direct Line Manager if feeling fatigued 	Medium (3D)	<ul style="list-style-type: none"> Altus Team Leader All Site Staff
9 b)	Controlling Traffic – Hazardous Environmental Conditions: <ul style="list-style-type: none"> Isolation/remote works 	<ul style="list-style-type: none"> Dehydration/heat stress/fatigue increasing likelihood of incident or injury Long grass on verges - potential for snakes & fire risk from hot exhaust 	High (3C)	<ul style="list-style-type: none"> Ensure regular breaks and hydration – take ample supply of water Consider shade stations if exposed to elements consistently and where no shade is available (i.e.: ongoing remote project works) Avoid parking in long grass Ensure First Aid Kit is fully stocked including pressure bandages Check vehicle has fire extinguisher, within test and tag date 	Medium (3D)	<ul style="list-style-type: none"> Altus Team Leader All Site Staff
9 c)	Controlling Traffic – Hazardous Environmental Conditions: <ul style="list-style-type: none"> Isolation/remote works 	<ul style="list-style-type: none"> Break in communications with workers, unable to verify whereabouts and well-being of workers Driving or workplace incident resulting in injury to workers in remote location 	High (4C)	<ul style="list-style-type: none"> Create a Journey Management Plan for journeys in excess of 200kms to establish a communications program and ensure regular breaks from driving Send teams in convoy, rotate drivers every 2 hours wherever possible when driving long distances Consider Satellite Phone (or other communication devices) for enhanced comms in remote regions No single-person crews to work in remote locations 	Medium (4E)	<ul style="list-style-type: none"> Altus Team Leader All Site Staff

9 d)	<p>Controlling Traffic – Hazardous Environmental Conditions:</p> <ul style="list-style-type: none"> Emergency situations 	<ul style="list-style-type: none"> Incident or injury arising from accident, fire, explosion, flood etc 	High (4C)	<ul style="list-style-type: none"> Discuss emergency procedures and assembly area prior to shift commencement Ensure the Field Emergency Response Plan is available and followed in the event of an emergency event Contact and assist Emergency Services (000) on site where required Maintain escape routes in case emergency evacuation is required Fire extinguishers & first aid kits accessible, all items in date Work area clear of debris & fire hazards controlled Vehicles kept clear of long grass or flood prone areas Remain vigilant at all times and communicate any sudden changes in weather conditions – monitor weather notifications when safe to do so Never attempt to cross flooded roads – “If it’s flooded, forget it.” If working in proximity to downed overhead wires as a result of storm or work activities, always treat wires as live. Create an exclusion zone around the area and escalate the hazard to the site foreman or a line manager. 	Medium (4E)	<ul style="list-style-type: none"> Altus Team Leader All Site Staff
10	<p>Interactions with Hostile Members of Public</p>	<ul style="list-style-type: none"> Verbal and/or physical abuse/assault from hostile members of public causing physical and/or psychological injury 	High (3C)	<ul style="list-style-type: none"> TC’s shall strive to remain polite, calm, and professional – do not raise voice or engage in retaliatory, posturing behaviour TC’s to engage two-way radio ‘talk button’ to alert others on site of confrontation and seek assistance TC’s shall strive to remove themselves from volatile situations if they feel they are in physical danger TC’s to risk assess control points – ensure line of sight to other work crew members where possible, particularly in high risk environments such as CBD night works etc. Avoid working in isolation wherever possible. TC’s to log all incidents via Near Miss or Incident reporting channels If TC is threatened or assaulted, police to be contacted immediately on 000 	Medium (3D)	<ul style="list-style-type: none"> Altus Team Leader All Site Staff
11	<p>Interaction with workmates, contractors and the general public during periods of public health emergencies (pandemics), flu season etc</p>	<p>Spread of infection causing:</p> <ul style="list-style-type: none"> Potentially significant illness to employees Symptomatic personnel unable to complete tasks at required safety levels Large scale absenteeism affecting skill base and capacity to supply 	High (3C)	<p>Follow all Government Health directives and Altus Traffic guidelines in place at any time. These may include but not be limited to the following:</p> <ul style="list-style-type: none"> Apply recommended best practice hygiene whilst at work Do not attend work if feeling sick or unwell Escalate to your Team Leader/workmate if feeling unwell during shift 	Medium (3D)	<ul style="list-style-type: none"> All Traffic Controllers

		CONSEQUENCE				
		1. Insignificant	2. Minor	3. Major	4. Severe	5. Catastrophic
LIKELIHOOD	A. Almost Certain	Medium (1A)	High (2A)	Extreme (3A)	Extreme (4A)	Extreme (5A)
	B. Likely	Medium (1B)	High (2B)	High (3B)	Extreme (4B)	Extreme (5B)
	C. Possible	Low (1C)	Medium (2C)	High (3C)	High (4C)	Extreme (5C)
	D. Unlikely	Low (1D)	Low (2D)	Medium (3D)	High (4D)	High (5D)
	E. Rare	Low (1E)	Low (2E)	Low (3E)	Medium (4E)	High (5E)

1. RISK RATING TABLE (USE FOR INITIAL AND RESIDUAL RISK ASSESSMENTS).

2. CONSEQUENCE DESCRIPTOR TABLE (USED TO ASSESS HOW SEVERE AN EVENT COULD BE IF IT OCCURRED).

	HEALTH, SAFETY & ENVIRONMENT
5. CATASTROPHIC	Fatality or multiple fatalities. Catastrophic Environmental harm with long term serious impact or is not rectifiable.

4. SEVERE	Permanent Injury – damage which permanently alters a person’s future. Significant Environmental harm with medium to long term impact before rectification
3. MAJOR	Lost Time Injury (LTI) – damage which temporarily alters a person future Major Environmental harm that can be rectified in the medium term (1-3 months)
2. MINOR	Medical Treatment Injury (MTI) – damage which temporarily inconveniences a person. Localised reversible environmental harm that can be rectified <1 month
1. INSIGNIFICANT	First Aid Injury (FAI) – an actual injury which requires either no treatment or simple first aid. Minimal environmental harm that can be quickly rectified

3. LIKELIHOOD DESCRIPTOR TABLE (USED TO ASSESS HOW LIKELY AN EVENT IS TO HAPPEN).

Likelihood	Description	Frequency	Probability
A. Almost Certain	The threat is a common or frequent occurrence.	One or more events per month	>95% probability
B. Likely	The threat is known to occur, or “It has happened from time to time”.	One event every 6 months	80-95% probability
C. Possible	The threat could occur sometime, or “I’ve heard of it happening”.	One event every 6-12 months	20-80% probability
D. Unlikely	The threat is improbable	One event every 1-5 years	5-20% probability
E. Rare	The threat is conceivable but only in exceptional circumstances.	Less than 1 event every 5-10 years	<5% probability

4. HIERARCHY OF CONTROLS

Hierarchy of Controls	
OHS Hazards	Environmental Hazards
Elimination (ELIM) - controlling the hazard at source ie: closing a road	Pollution prevention/ avoidance
Substitution (SUBS) – replace a substance or activity with a less hazardous one	Re-use and Recycling
Engineering (ENG) – e.g. Isolation, use of crash barriers to separate workers from traffic	Energy recovery

Administration (ADMIN) - policies and procedures for safe work practices

Personal Protective Equipment (PPE) -e.g. hi-vis garments, hard hats

Note: Look to utilise combination of more than one control method.

Most preferred



Least Preferred

Treatment and containment

Procedures and disposal

APPENDIX

C

EVENT NOTIFICATION

14 August 2023

Dear Business Owner or Resident,

Re: Parramatta Lanes 2023

On behalf of the City of Parramatta I wish to inform you of the upcoming Parramatta Lanes event which will take place across various locations within the Parramatta CBD from Wednesday 11th October and Thursday 12th October, 5:00pm – 10:00pm, and Friday 13th October and Saturday 14th October 2023, 5:00pm – 10:30pm.

This is an event aimed at young adults, residents, city-workers, families, and visitors to the city with a view to reinvigorating the CBD with a sophisticated offering of gourmet food, art and music. There are 15 sites in the Parramatta CBD which will be activated:

1. Parramatta Square
2. PHIVE
3. Centenary Square
4. St Johns Lawn
5. Macquarie Street
6. UNE Building
7. 23 George Street
8. Red Cow Lane
9. Eat Street Carpark
10. Erby Pocket Park
11. Heritage Cottage
12. NSW Justice Precinct
13. Phillip Lane
14. Parramatta River Foreshore
15. Riverside Theatres

Each laneway will be decorated with beautiful lighting and scenic design treatments and will host a mix of music, artworks and food stallholders. There will be temporary bars operating at Centenary Square, 23 George Street, Eat Street Carpark and Phillip Lane.

Traffic management strategies will be in place throughout the CBD to manage vehicular movement and pedestrian thoroughfare. Please see the following overview and maps of the relevant road closures and car park changes below:

Contact us:

council@cityofparramatta.nsw.gov.au | 02 9806 5050
@cityofparramatta | PO Box 32, Parramatta, NSW 2124
ABN 49 907 174 773 | cityofparramatta.nsw.gov.au

Road closures, access and car park changes:


- **Macquarie Street** - (between Marsden and Church Streets) closed from 3:00pm – 12:00am daily on event days - Wednesday 11th October through Saturday 14th October.
- **Eat Street Car Park** - ground level restricted access and rooftop level closed from 4:00pm Monday 9th - Monday 16th October.
- **Phillip Lane** - closed from 3:00pm – 12:00am on Friday 13th October and 4:00pm – 12:00am on Saturday 14th October.

Additional traffic management measures will include marshalled pedestrian crossing points. Please be aware there may be traffic delays in the CBD on event evenings and take care when travelling through the city.

If you are a business in the hospitality industry, we strongly encourage you to stay open and trade during the event hours and take advantage of the high volume of patrons in the City.

For further information, please see www.parramattalanes.com/lanes

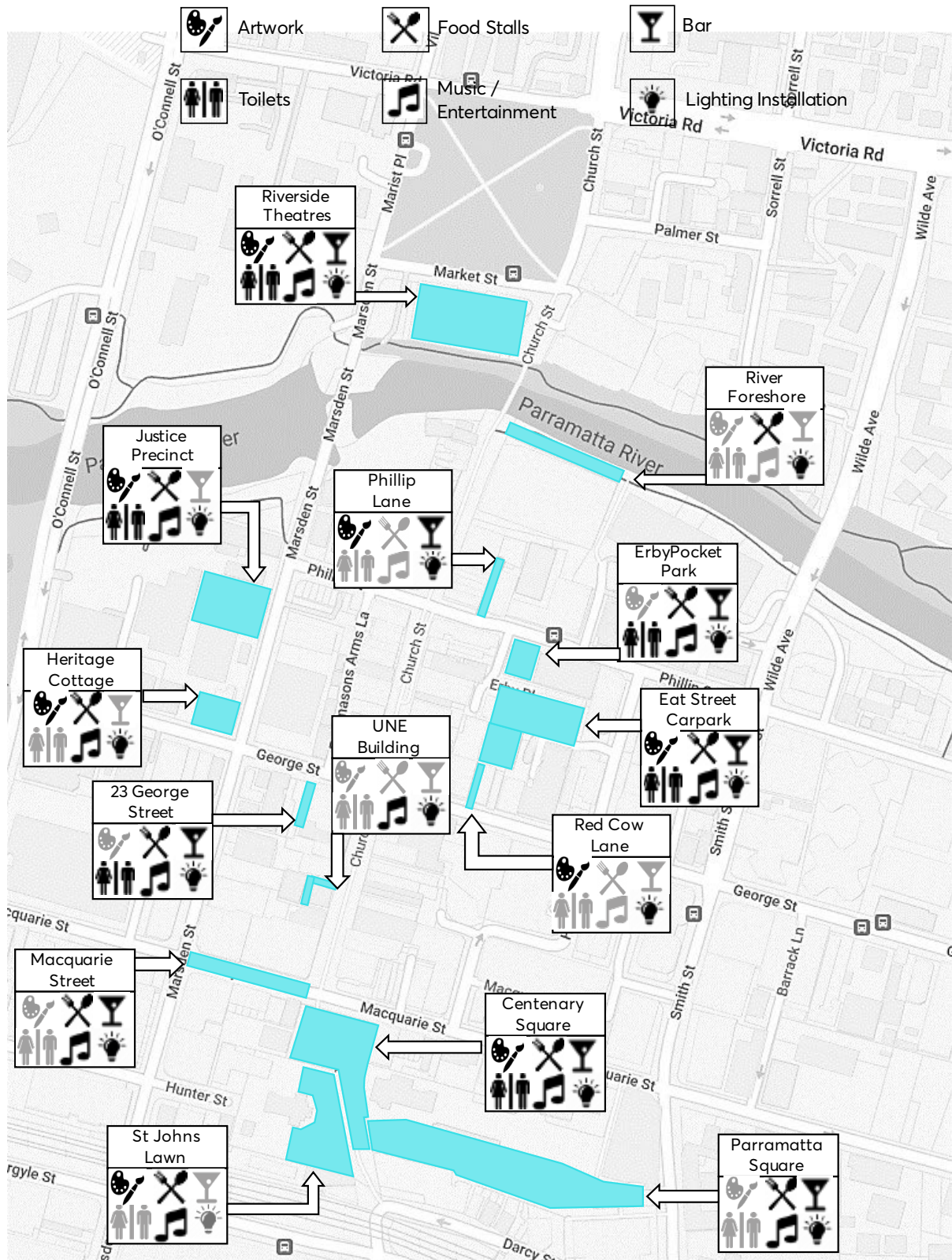
Yours sincerely,



Tim Mall

Team Leader - Programming | Events and Festivals
02 9806 5898 | 0418 579 678
City of Parramatta
126 Church Street, Parramatta NSW 2150
tmall@cityofparramatta.nsw.gov.au

Parramatta Lanes 2023– Overview Map (all sites)



APPENDIX

D

APPROVALS

JY

Jonathan Yip <jonathan.yip@greatrivercity.com.au>

To: Shelley Broadbridge <sbroadbridge@cityofparramatta.nsw.gov.au>; Ian Taylor <ITaylor@cityofparramatta.nsw.gov.au>



Fri 23-Jun-23 4:08 PM

*****[EXTERNAL EMAIL] Stop and think before opening attachments, clicking on links or responding. *****

Thank you Shelley.

As just spoken on the phone, I've just received feedback from the team. GRCLR have no objections to your proposed setup on the west side of the Church St / Macquarie St intersection for this year's CoPC's Parramatta Lanes event in October.

As mentioned, I'm still waiting on feedback from our T&C team on your proposed bump-in bump-out across Lennox Bridge over our tracks. I will respond to that email separately once I've heard back from the team.

Regards,

Jonathan Yip

Interface Manager

M +61 418 656 084

E jonathan.yip@greatrivercity.com.au



Level 1, 31 Macquarie St, Parramatta NSW 2150

APPENDIX

E

INSURANCE

Honan Insurance Group

Level 5
1 York Street
Sydney NSW 2000

P.O. Box R1782
Royal Exchange NSW 1225

t — +61 2 9299 0767

f — +61 2 9299 0747

honan.com.au

Honan.

27 April 2023

CONFIRMATION OF INSURANCE

This letter is to confirm that the appointed insurance broker has arranged the following contract of insurance. The policy referred to is current as at the date of issue of this confirmation and whilst a due date has been indicated it should be noted that the policy may be cancelled in the future. Accordingly, reliance should not be placed on the expiry date.

Insured: Altus Group Holdings Pty Ltd, Altus Group Pty Ltd,
Altus Traffic Pty Ltd, Altus Training Pty Ltd, Altus People Pty Ltd,
Pacific 2021 TopCo E Pty Ltd, Traffic Diversions Group Pty Ltd

Policy Number: Primary, 41-A411566-PLB
Umbrella, 41-A007234-UMB

Policy Class: Primary Public, Product, & Umbrella Liability

Primary Limit/s: \$20,000,000 Any one occurrence and
\$20,000,000 in the aggregate in respect of Products Liability

Umbrella Liability: \$30,000,000 Any one occurrence in Excess of Primary Limit/s

Policy Period: From: 30th April 2023 at 4:00pm local standard time
To: 30th April 2024 at 4:00pm local standard time

Total Limits:

Policy	Underlying Limit	Umbrella Limit	Total
Primary Public & Product Liability	\$20,000,000	\$30,000,000	\$50,000,000
Motor Third Party Liability Limit	\$35,000,000	\$30,000,000	\$65,000,000
Corporate Travel	\$10,000,000	\$30,000,000	\$40,000,000

Signed:



Adam Richardson
Honan Insurance Group

Insurance.
Advice.
Support.

Australia — New Zealand — Singapore — Malaysia — USA



Certificate of Currency

This certificate acknowledges that the Policy referred to is in force for the period shown.
Summary of cover is listed below.

This Certificate is subject to the terms, Definitions, Conditions and Exclusions of this Policy.

DATE:	26/04/2023
POLICY NUMBER:	41A411566PLB
INSURED NAME:	Altus Group Holdings Pty Ltd, Altus Group Pty Ltd, Altus Traffic Pty Ltd, Altus Training Pty Ltd, Altus People Pty Ltd, Pacific 2021 TopCo E Pty Ltd, Traffic Diversions Group Pty Ltd
PERIOD OF INSURANCE:	From: 4.00pm on 30/04/2022 to: 4.00pm on 30/04/2023
POLICY:	General Public and Products Liability Insurance Policy
LIMIT OF LIABILITY	General Liability: \$20,000,000 any one Occurrence Products Liability: \$20,000,000 any one Occurrence and in the aggregate during any one Period of Insurance
WORDING:	QM8216-0822 and agreed endorsements where applicable
NOTING:	N/A

Issued by: QBE Australia

Underwriter: Darren Fennessy



**QBE INSURANCE (AUSTRALIA)
LIMITED**
ABN 78 003 191 035
AFS Licence No 23545

Commercial Lines
Level 27, 8 Chifley Square
Sydney NSW 2000

Postal Address
Box 82 GPO
Sydney NSW 2001

26 April 2023

Certificate of Insurance

The policy described is current until 4.00pm on the Expiry Date shown

INSURED: Altus Group Holdings Pty Ltd, Altus Group Pty Ltd, Altus Traffic Pty Ltd, Altus Training Pty Ltd, Altus People Pty Ltd, Pacific 2021 TopCo E Pty Ltd, Traffic Diversions Group Pty Ltd

CLASS OF INSURANCE: Umbrella Policy

POLICY NUMBER: 41A007234UMB

PERIOD OF INSURANCE: From: 30/04/2023
To: 30/04/2024

LIMITS OF LIABILITY: General Liability \$30,000,000 any one occurrence in respect of Personal Injury or Property Damage or Advertising Liability or any combination thereof in excess of Underlying Insurances or the Self Insured Retention.

Products Liability \$30,000,000 any one Occurrence and in the aggregate for all occurrences during one period of Insurance in excess of Underlying Insurances or the Self Insured Retention.

WORDING: QBE Umbrella Liability Wording QM2391-0719

UNDERLYING INSURANCES: Primary General Liability - \$20,000,000
Motor Vehicle – Third Party Property Damage Limit of Liability \$50,000,000
Corporate Travel Liability - \$10,000,000

Subject otherwise to the terms, conditions, definitions, and exclusions of this policy.

SIGNED ON BEHALF OF THE COMPANY

Darren Fennessy

Senior Liability Underwriter

Phone No. 03 9246 2719

Email address Darren.fennessy@qbe.com

Privacy & Confidentiality Notice

The information contained in this transmission is intended for the named addressee only. It may contain privileged and confidential information. If you are not the intended addressee, you may not copy, distribute or take any action in reliance on it. If you receive this transmission in error, please telephone us immediately and return the original transmission to the sender by mail. We will reimburse you for telephone and postal expenses so incurred.

Honan Insurance Group

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Sydney NSW 2000

P.O. Box R1782
Royal Exchange NSW 1225

t — +61 2 9299 0767

f — +61 2 9299 0747

honan.com.au

Honan.

28 April 2023

CONFIRMATION OF INSURANCE

This letter is to confirm that the appointed insurance broker has arranged the following contract of insurance. The policy referred to is current as at the date of issue of this confirmation and whilst a due date has been indicated it should be noted that the policy may be cancelled in the future. Accordingly, reliance should not be placed on the expiry date.

Named Insured:	Altus Group Holdings Pty Ltd,	79 163 179 691
	Altus Group Pty Ltd,	92 137 788 544
	Altus Traffic Pty Ltd,	84 102 768 061
	Altus Training Pty Ltd,	13 161 243 214
	Altus People Pty Ltd	85 656 004 189
	Traffic Diversion Group Pty Ltd	64 612 841 193
	Pacific 2021 Topco E Pty Ltd	65 648 897 278

and/or any other companies as provided for by the policy and as may be declared to and agreed by the Underwriter.

Policy Class: Professional Indemnity

Limit: \$10,000,000 Any one occurrence and
\$20,000,000 in the Aggregate

Insurer: Berkshire Hathaway
Policy Number 47-ZEP-328100-01

Policy Period From: 30th April 2023 at 4:00pm local standard time
To: 30th April 2024 at 4:00pm local standard time

Retroactive Date: Unlimited

Signed:



Adam Richardson
Honan Insurance Group

Insurance.
Advice.
Support.

Australia — New Zealand — Singapore — Malaysia — USA



Berkshire Hathaway
Specialty Insurance

Certificate of Currency

This is to certify that the Policy below is current at the time of issuance of this Certificate of Currency subject to the policy terms and conditions.

Policy Number: 47-ZEP-328100-01

Insured: Pacific 2021 Topco E Pty Ltd

Address: Suite 1.05 3 Thomas Holt Drive, Macquarie Park
Sydney
2113
Australia

Insured Risk: Civil Liability Professional Indemnity Insurance

Professional Services: The provision of advice in relation to the design and development and implementation of traffic management plans and traffic management training.

Period of Insurance: From: 30 April 2023 To: 30 April 2024
Both days at 4:00pm Australian Local Time

Limit of Liability: \$10,000,000 any one claim
\$20,000,000 in the aggregate

Retention: \$10,000

Signed By:

A handwritten signature in blue ink, appearing to read 'Fiona Lunn', written over a light blue circular stamp.

Date: 24 April 2023

Insurer: Berkshire Hathaway Specialty Insurance Company
ABN 84 600 643 034
AFSL 466713



CITY OF PARRAMATTA COUNCIL

Parramatta Traffic Committee Agenda Item

ITEM NO:	2307 A4
SUBJECT:	Ferndale Close, Constitution Hill – Installation of speed humps as part of the T-Way Cycleway realignment project
APPLICANT:	City of Parramatta Council
REPORT OF:	Traffic and Transport Engineer
WARD:	North Rocks
SED:	Winston Hills

Purpose

This report seeks approval for the installation of four speed humps in Ferndale Close north of Constitution Road, Constitution Hill as part of the State Government funded T-Way Cycleway realignment project in Constitution Hill. The purpose of the proposal is to reduce vehicle speeds in Ferndale Close, Constitution Hill.

OFFICER'S RECOMMENDATION:

That four watts profile speed humps with associated signs, pavement markings and pedestrian safety fence be installed in Ferndale Close north of Constitution Road, Constitution Hill as shown in Figures 3 and 4 of the report and as part of the T-Way Cycleway realignment project in Constitution Hill.

Background

City of Parramatta has received funding from the State Government Get NSW Active Program for the realignment of the T-Way Cycleway along Ferndale Close and Harris Road, Constitution Hill. During community consultation, residents requested that speed humps be installed to reduce vehicle speeds in Ferndale Close.

Ferndale Close is a residential local road and runs between Cumberland Highway and Old Windsor Road. This street at Cumberland Highway is controlled by traffic signals and closed to vehicular traffic at Old Windsor Road. Pedestrians and cyclists can access Old Windsor Road through a shared path/trails. A Bus T-Way runs along Old Windsor Road and one of its stops is located near Ferndale Close and accessible via the shared path. Accordingly, bus patrons use this street for set-down and pick up of passengers and all-day parking. Figures 1 and 2 show the map and street view of the street.

A vehicle volume and speed count survey undertaken in June 2023 indicated that the average annual daily traffic (AADT) volume in Ferndale Close (north of Constitution Road) was 896 vehicles. Of these 446 vehicles were traveling in the northbound direction and 450 vehicles in the southbound direction. The speed at which 85% of northbound vehicles travelled at or below was 51.3km/h and 49.1km/h for southbound vehicles.

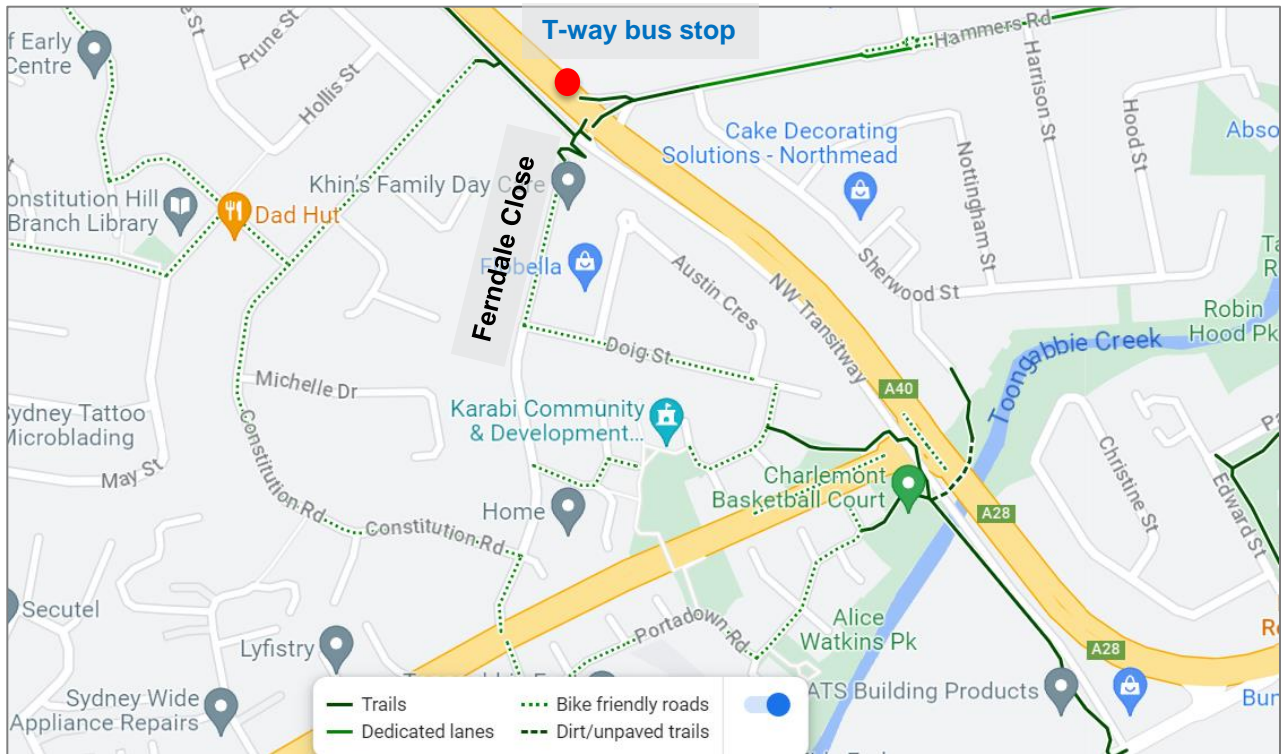


Figure 1: Location map of Ferndale Close Constitution Hill



Figure 2: Street view of Ferndale Close looking north from Constitution Road, Winston Hills

According to Transport for NSW (TfNSW) crash data, there were three recorded non-injury accidents in Ferndale Close during the 5-year period between October 2017 and September 2022. Of these, two were off road and the other one was with a parked car.

Design of Speed Humps

The Australian Standards recommend the installation of more than one speed hump where low speeds are required over a prescribed length of road. In such cases, the spacing between successive speed humps should be between 80-120m (maximum 150m) to ensure that vehicle speeds do not reach unacceptable levels. In order to ensure that vehicles speeds are reduced, it is proposed to install four watts profile speed humps as shown in Figure 3.

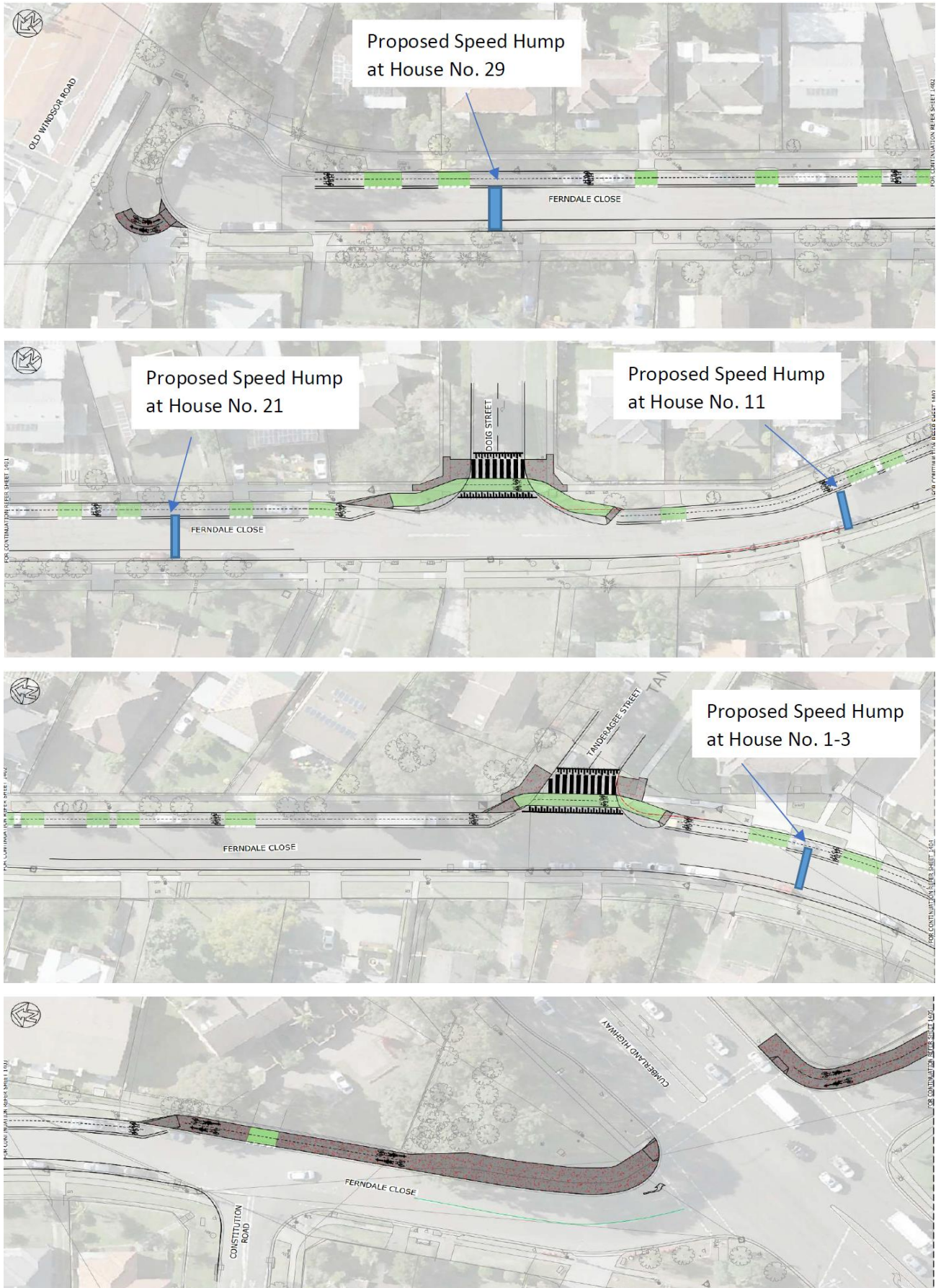


Figure 3: Proposed speed humps in Ferndale Close north of Constitution Road

The speed humps are proposed near the existing streetlights so that they are adequately illuminated. The associated signs and linemarkings are also to be installed in accordance

with Figure 4 so that they are clearly visible to approaching drivers. The proposal will also incorporate treated pine fencing in accordance with the TfNSW supplements to AS 1742.13 to ensure that the speed humps are not mistaken for pedestrian crossings.

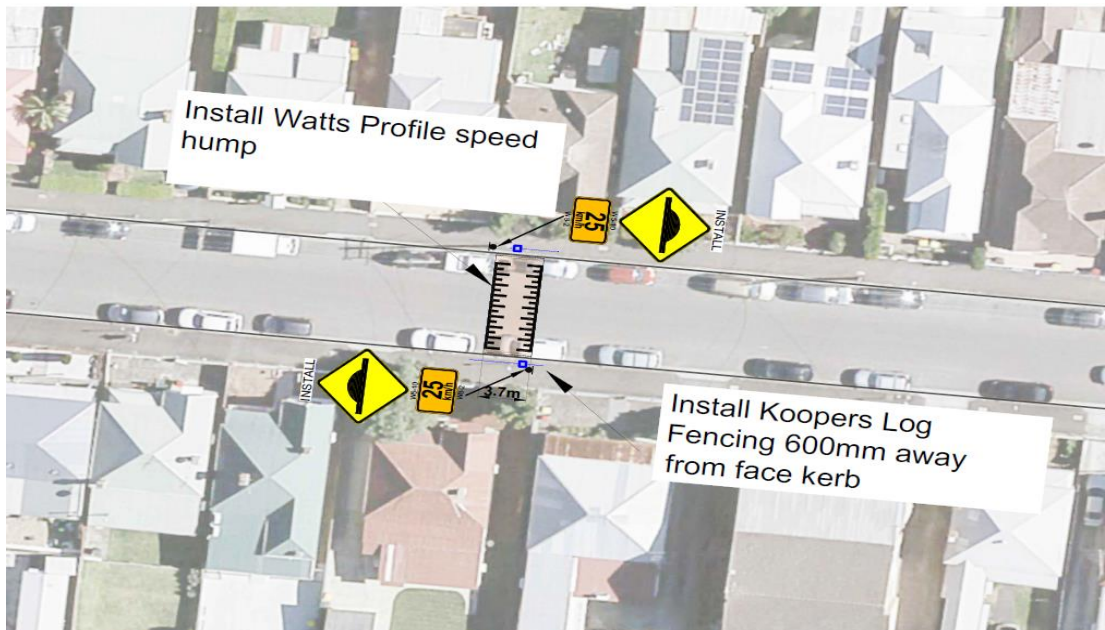


Figure 4: Watts Profile Speed Hump with signs and pedestrian safety barriers

Community Consultation

Consultation letters were sent to affected residents inviting submissions by 12 June 2023 on the proposal to install four speedhumps in Ferndale Close, Constitution Hill.

City of Parramatta Council has received seven responses with four agreeing, two objecting and one partially supporting the proposal. Accordingly, it is proposed to proceed with the installation of four speed humps in Ferndale Close north of Constitution Road, Constitution Hill.

Financial Implications

The cost estimate for the proposed four asphalt speed humps in Ferndale Close, Constitution Hill is \$65,000. This project is to be installed as part of the T-Way Cycleway realignment project funded by State Government Get NSW Active Program. Accordingly, there will not be any direct impact on Council's budgets.

Zulfiquar Ali
Traffic and Transport Engineer
30/06/2023

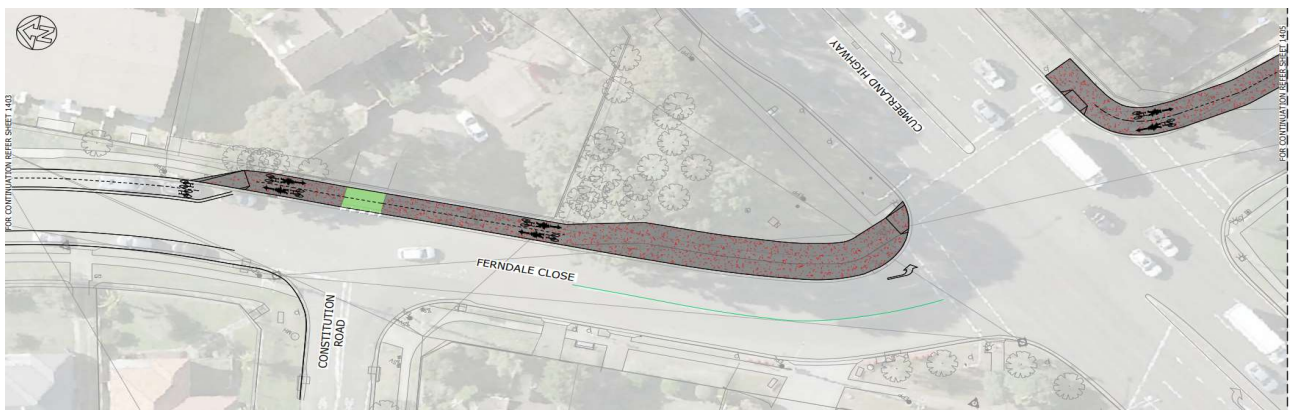
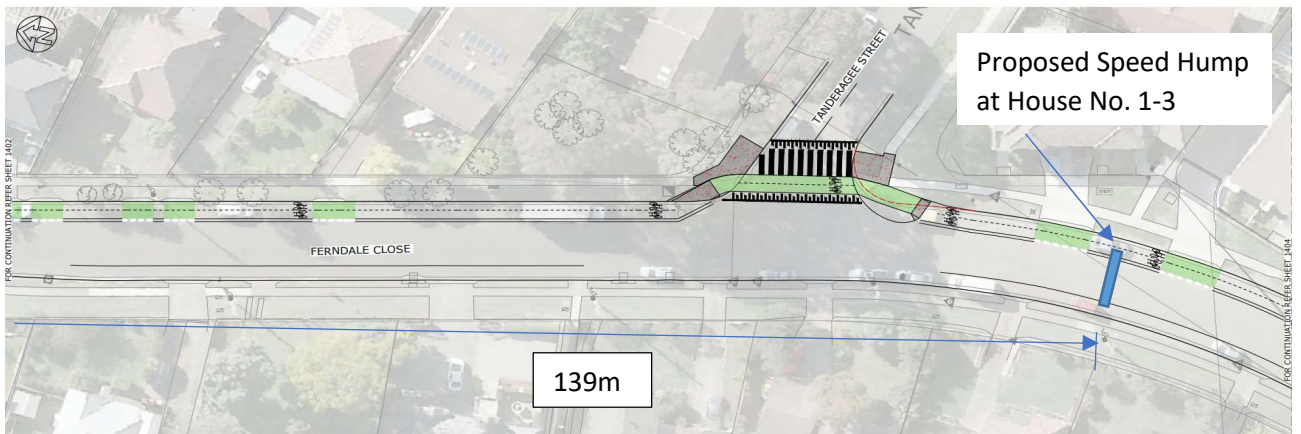
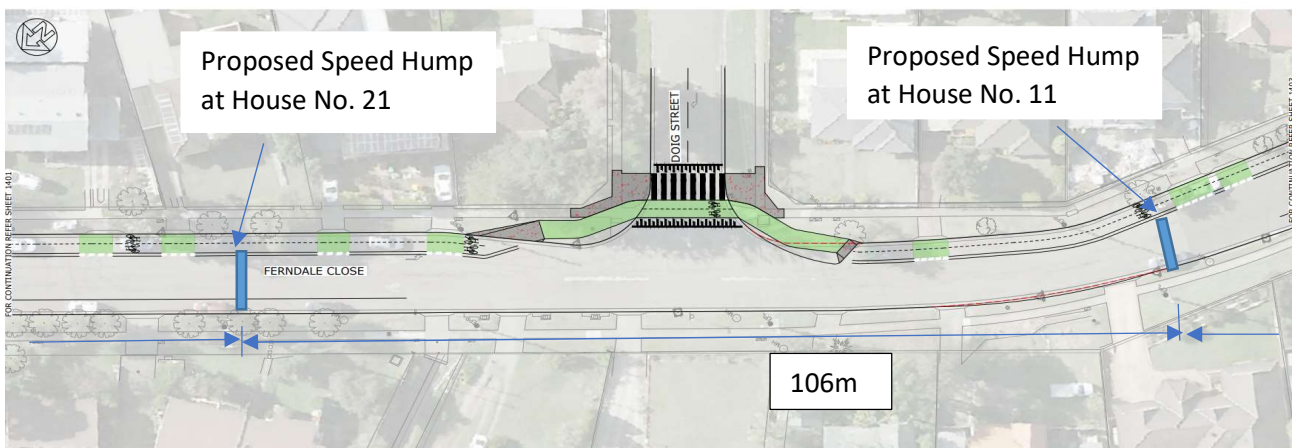
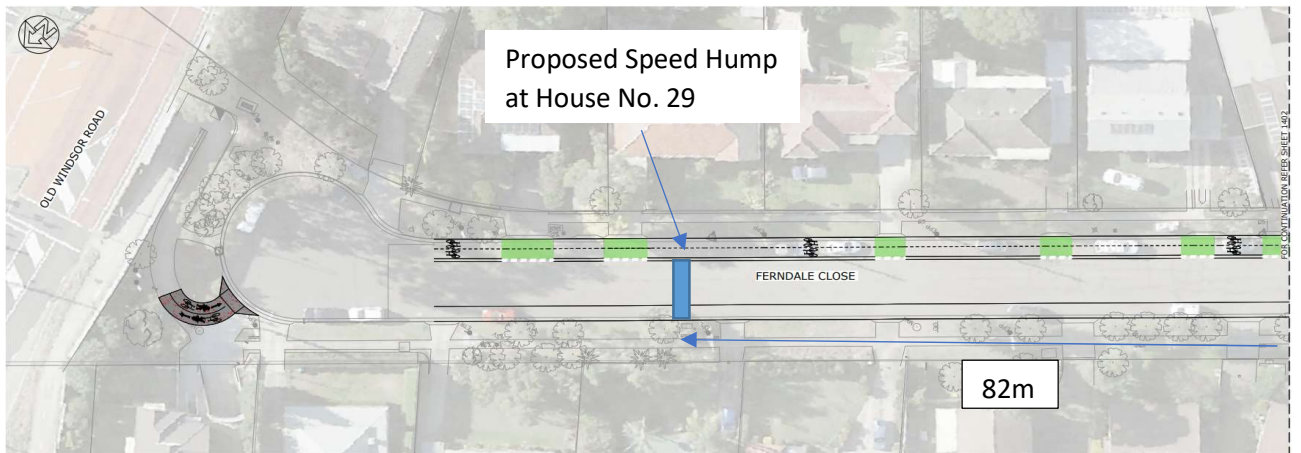
- Attachments** – 1. Public Consultation Comments and Council Officer's Response
2. Sketch Plan – Speed Humps Ferndale Close, Constitution Hill

Attachment 1: Public Consultation Comments and Council Officer's Response

Date	Stakeholder	Stakeholder Comment	Council Officer Response
20/05/2023	Resident (D08985799)	Supported	
23/05/2023	Resident (D08988990)	Supported Requested speed humps in Dorothy Street	The request is outside the scope of this project.
23/05/2023	Resident (D09025061)	Supported	
24/05/2023	Resident (D09025061)	Supported	
28/05/2023	Resident (D08995109)	<p>Not Supported</p> <p>Speed humps cause danger to cyclists and are unpleasant to cycle over.</p> <p>Speed humps cause damage to cars and increases noise pollution and exhaust emissions.</p> <p>Dead end street - need to cross 8 speed humps to enter and exit the street. Instead, consideration should be given to install a roundabout at Doig Street and a mobile speed camera in Ferndale Close.</p>	<p>Speed hump not to be installed on cycleway</p> <p>Speed humps are requested by the residents of the street. Speed humps are designed and constructed in accordance with Australian Standards, Austroads Guidelines, and supplementary material provided by TfNSW.</p> <p>According to Transport for NSW crash data, there was no intersection accident in Ferndale Close at Doig Street during the 5-year period between October 2017 and September 2022. Accordingly, a roundabout at this location is a low priority compared to traffic safety works at other locations.</p> <p>Speed cameras are under the care and control of TfNSW. Any such requests are to be made via the Centre for Road Safety website.</p>
28/05/2023	Resident (D08995135)	Supported two speed humps at House Nos. 21 and 29.	Speed humps in Ferndale Close have been designed in accordance with the Australian Standards. The Standards recommend that

		Requested that the speed hump at Nos. 1-3 be removed and the one at No. 11 be relocated to No. 5.	the spacing between successive speed humps should be between 80-120m (maximum 150m) to ensure that vehicle speeds do not reach unacceptable levels. Wherever possible, speed humps are installed near streetlights so that they are adequately illuminated and visible to motorists. Accordingly, the number of speed humps cannot be reduced in Ferndale Close.
12/06/2023	Resident (D09013657)	<p>Not Supported</p> <p>Vehicles are not speeding down the street regardless of the public opinion the speed humps will be installed</p> <p>Speed humps will remove street parking</p> <p>No need to install the bike lanes in Ferndale Close</p>	<p>According to traffic count data undertaken in Ferndale Close in June 2023, 85% of vehicles travelled at or below 51.3km/h in the northbound direction and 49.1km/h in the southbound direction. Note that the urban speed limit of 50km/h applies in this street is.</p> <p>Speed hump does not remove on-street parking. Vehicles can be parked at speed humps.</p> <p>Separate consultation was undertaken for the cycleway and the feedback from respondents were considered by the Parramatta Traffic Committee and Council before determining this matter.</p>

PROPOSED FOUR SPEED HUMPS FERDALE CLOSE CONSTITUTION HILLS





CITY OF PARRAMATTA COUNCIL

Parramatta Traffic Committee Agenda Item

ITEM NO:	2307 A5
SUBJECT:	Brodie Street, Rydalmere – Installation of a raised combined pedestrian and cyclist crossing
APPLICANT:	City of Parramatta Council
REPORT OF:	Traffic and Transport Engineer
WARD:	Rosehill
SED:	Parramatta

Purpose

This report seeks approval for the installation of a raised combined pedestrian and cyclist crossing in Brodie Street, Rydalmere at Parramatta Valley Cycleway shared path (south of Alan Street). The purpose of this proposal is to improve walking and cycling connectivity, amenity and safety along the Parramatta Valley Cycleway route. This project is fully funded by the State Government Parramatta to Sydney Foreshore Link Program.

OFFICER'S RECOMMENDATIONS:

1. That the construction of a raised combined pedestrian and cyclist crossing with associated signs and pavement markings be installed in Brodie Street, Rydalmere at Parramatta Valley Cycleway shared path (south of Alan Street) be approved as shown on the plan attached to the report.
2. That detailed design plans for the raised combined pedestrian and cyclist crossing as referred in recommendation 1 above be submitted to Transport for NSW (TfNSW) for approval prior to commencement of construction.

Background

City of Parramatta Council has received an offer of 100% funding from the State Government Parramatta to Sydney Foreshore Link Program for the installation of a raised combined pedestrian and cyclist crossing in Brodie Street, Rydalmere at Parramatta Valley Cycleway shared path (south of Alan Street).

Location Details

Brodie Street, Rydalmere is a 10.5m wide local road with a speed limit of 50km/h. This street provides a single travel lane in each direction. On street parking in Brodie Street south of Allen Street is only permitted on the western side of the street.

Brodie Street is located within the industrial area and a 25/26m B-Double route. This street

in within a 300m walking or cycling distance from Western Sydney University and 800m from two (2) Parramatta Light Rail (PLR) stops. The Parramatta Valley Cycleway runs in an east and west direction and crosses Brodie Street. The aerial and street views of the area near Brodie Street are shown in Figures 1 and 2.

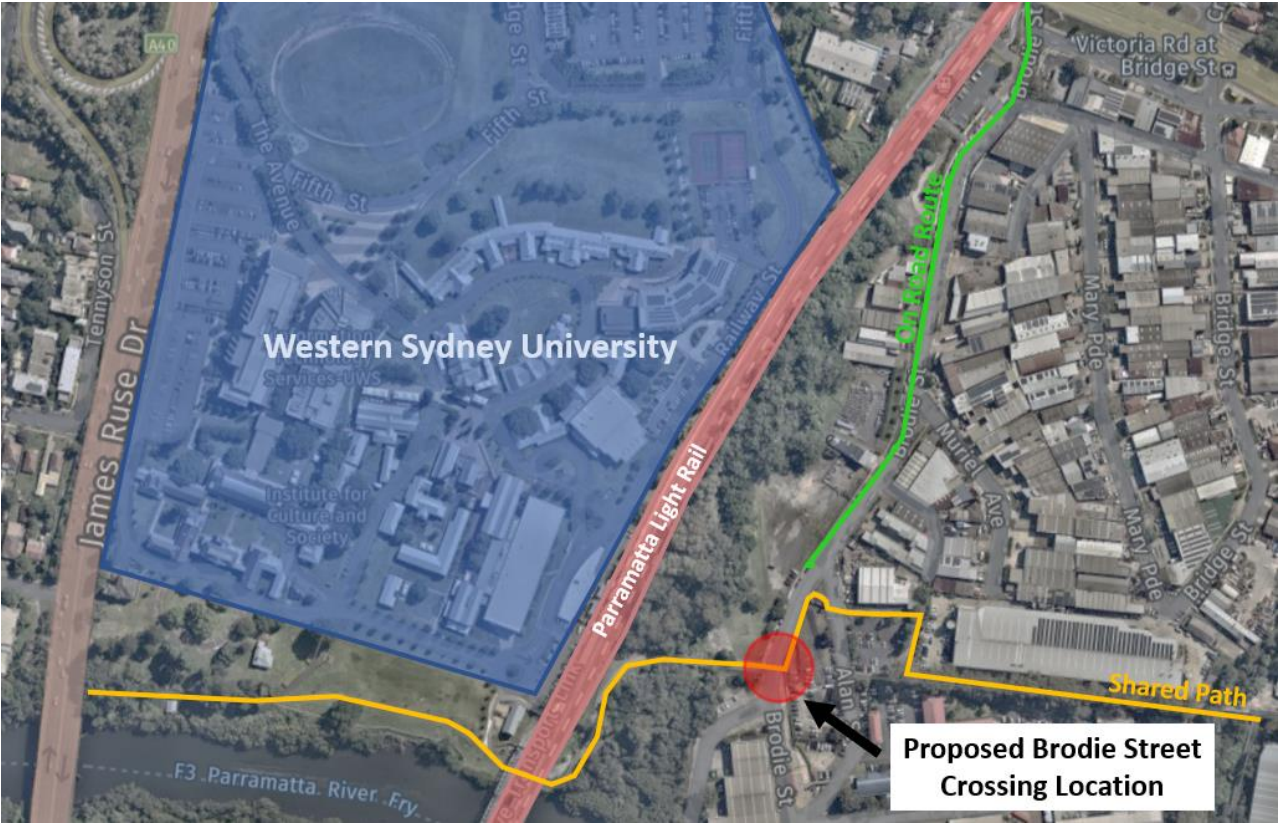


Figure 1: Location map of the area around Brodie Street, Rydalmere



Figure 2: Street view of Brodie Street south of Alan Street, Rydalmere facing north

A traffic and pedestrian volume count survey undertaken at the intersection of Brodie Street and Allen Street on Wednesday 28 March 2018 indicated that during the peak one-hour period, 27 cyclists in the morning (7:45am – 8:45am) turned left from Allan Street into Brodie Street (southbound) and 33 in the afternoon turned right from Brodie Street into Allan Street to access the cycleway. The count did not include pedestrians and cyclists that remained on the path at this intersection (did not cross the road).

Vehicle volumes are low in Brodie Street. According to traffic count data undertaken in March 2018, the peak vehicle volume was 205 between 6am and 7am. Of these vehicles, 3.9% were heavy vehicles. The peak percentage of heavy vehicle volumes in the street was 12.3% (13 trucks out of 106 vehicles) which occurred between 9am and 10am

A cyclist volume count survey undertaken between Alan Street and the Subiaco Creek Bridge, Rydalmere in 2023 indicated a daily cyclist crossing volume of 706, with 352 eastbound and 354 westbound. Estimated peak hour volumes can be calculated by approximately 10% of daily volume, that is 70 cyclists per hour. The survey was taken 50m northeast of the proposed raised combined pedestrian and cyclist crossing.

Assuming that the majority of cyclists use the shared paths rather than the road, then this location meets Council's requirements for a pedestrian crossing based on these volumes alone. It is noted that some will stay using the road, however there are also many pedestrians that were not included in the counts. These Council guidelines were adopted by Council on 22 February 2021 and require a minimum of 20 pedestrians and cyclists combined for the installation of a pedestrian crossing (both at grade and raised). A combined pedestrian and cyclist crossing is to be considered where the footpaths are designated as shared user paths or have separated pedestrian and cycle facilities.

As there is a shared path on the east side of the street and a 3m wide shared path proposed to be installed on the west side, it is proposed to install a raised combined pedestrian and cyclists crossing in Brodie Street at Parramatta Valley Cycleway as shown in Figure 3. A copy of the plan is also attached to the report (refer to 'Attached B').

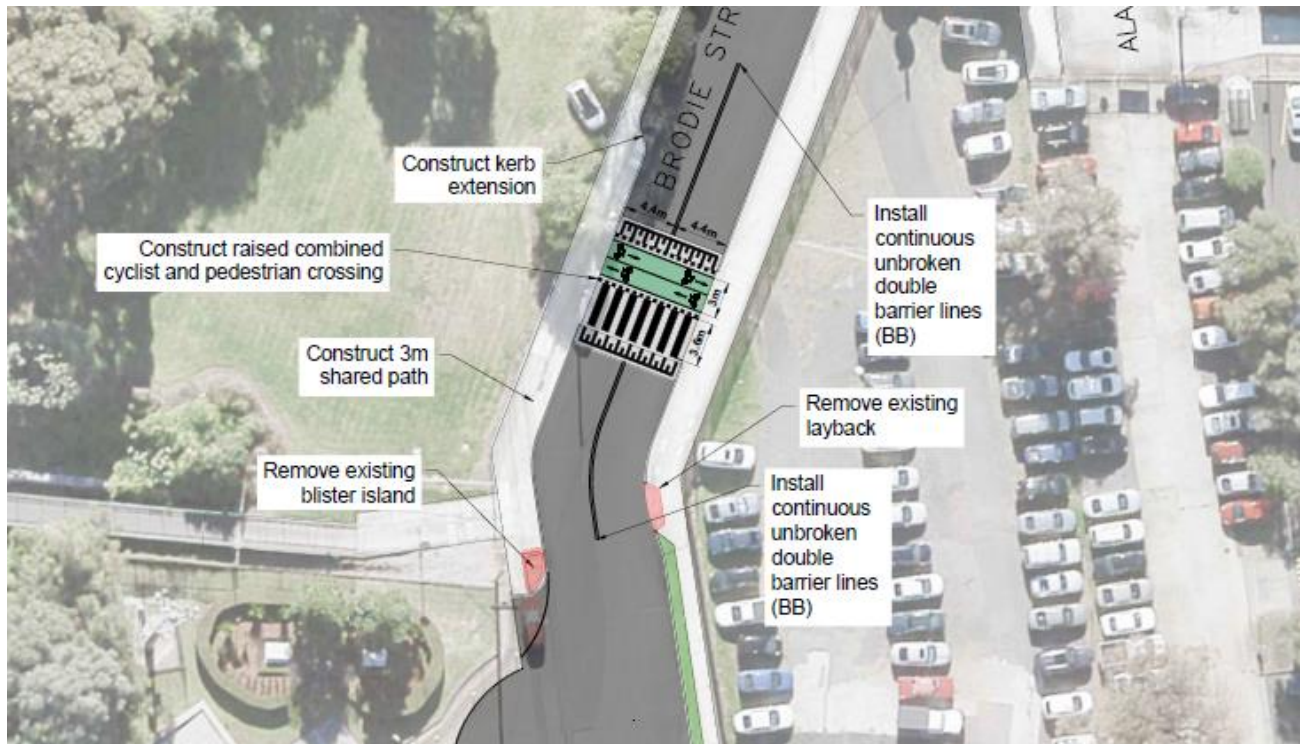


Figure 3: Concept plan of the proposed raised combined pedestrian and cyclist crossing in Brodie Street south of Alan Street, Rydalmere

The proposed facilities will be designed and installed to accommodate 19m long heavy vehicles in accordance with Austroads Guide to Traffic Management Part 8 – Local Street Management, Australian Standard AS1742 series, TfNSW Supplement to AS1742.10 and TfNSW Technical Directions on Delineation and Pedestrian Refuges (Ref. TDT 2011/01a).

Community Consultation

Community consultation was undertaken for the proposed raised combined pedestrian and cyclist crossing in Brodie Street south of Alan Street, Rydalmere. The consultation invited submissions by 4 April 2023 and involved the engagement channels listed below:

- City of Parramatta website (On-Exhibition page)
- Local Parramatta newspaper
 - Parra News (published 7 March 2023)
- Mailout to owners & occupiers (9 letters to owners and occupiers)
- On-site corflute signs

City of Parramatta Council has received five responses from four cycleway users and one local business. Of these responses, one supported the proposal to an extent, three did not support and one did not provide a clear indication. The respondents who did not support the proposal raised questions regarding whether the crossing is needed in a low volume street like Brodie Street. Some of these respondents also raised concern regarding cyclists crossing the street at speed and making sharp turns to access the cycleway.

It is noted that vehicle volumes are low in Brodie Street. According to traffic count data undertaken in March 2018, the peak vehicle volume was 205 between 6am and 7am. Of these vehicles, 3.9% were heavy vehicles. The peak percentage of heavy vehicle volumes

in the street was 12.3% (13 trucks out of 106 vehicles) which occurred between 9am and 10am

The crossing is also proposed at an offset to the path to the west. This will ensure that cyclists slow down before crossing the road and will increase the length of time they are in view of motorists in Brodie Street. The raised crossing will also act as traffic calming and reduce vehicle speed at the approach of the crossing.

Considering the above, it is proposed to proceed with the installation of a raised combined pedestrian and cyclist crossing in Brodie Street south of Alan Street, Rydalmere.

The Public Consultation Summary and Council Officer's Response is available in Attachment A of this report.

FINANCIAL IMPLICATIONS

The estimated cost of the proposed raised combined pedestrian and cyclist crossing in Brodie Street south of Alan Street, Rydalmere is \$540,500. This project is 100% funded by State Government Parramatta-Sydney Foreshore Link (Early Delivery Projects) Program.



Nathan McLauchlan

Traffic and Transport Engineer

26/06/2023

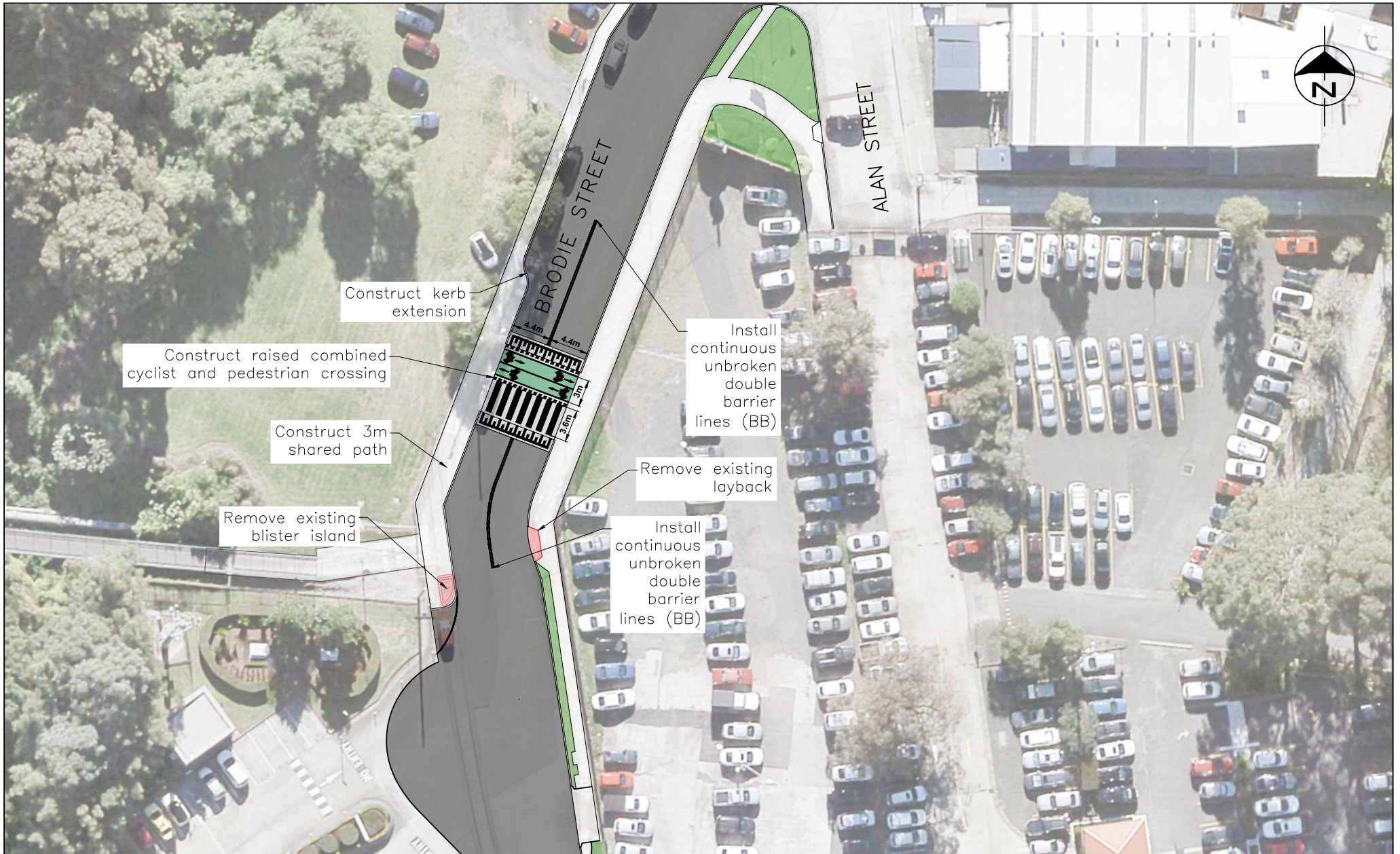
Attachments – A. Public Consultation Summary and Council Officer's Response
B. Sketch Plan – Brodie Street, Rydalmere

Attachment A: Public Consultation Summary and Council Officer's Responses

Date	Stakeholder Type	Opinion and Key Concerns	Council Officer Response
31/3/2023	Shared Path User (D08930316)	Required more details in design	Noted
31/3/2023	Shared Path User (D08930327)	<p>Do Not Support.</p> <ul style="list-style-type: none"> • Unnecessary expense due to low traffic volumes 	<p>It is noted that vehicle volumes are low in Brodie Street. According to traffic count data undertaken in March 2018, the peak vehicle volume was 205 between 6am and 7am. Of these vehicles, 3.9% were heavy vehicles. The peak percentage of heavy vehicle volumes in the street was 12.3% (13 trucks out of 106 vehicles) which occurred between 9am and 10am</p> <p>The purpose of the pedestrian and cyclist crossing in Brodie Street is to improve walking and cycling connectivity, amenity and safety along the Parramatta Valley Cycleway route which is within the Parramatta to Sydney Foreshore link.</p>

3/4/2023	Local Business (D08931807)	<p>Support to Extent.</p> <ul style="list-style-type: none"> • Location of crossing allowed cyclists travelling at high speeds taking most direct path, causing conflicts and safety concerns for pedestrians and vehicles. 	<p>Noted.</p> <p>It is to be noted that the crossing is proposed at an offset to the path. This will ensure that cyclists slow down before crossing the road and will increase the length of time they are in view of motorists in Brodie Street. The raised crossing will also act as traffic calming and reduce vehicle speed at the approach of the crossing.</p>
14/4/2023	Shared Path User (D08945319)	<p>Do Not Support</p> <ul style="list-style-type: none"> • Location required cyclists to make sharp turning manoeuvres to navigate • Bridge over Brodie Street recommended 	<p>Noted.</p> <ul style="list-style-type: none"> • The crossing is proposed at an offset to the path. This will ensure that cyclists slow down before crossing the road and will increase the length of time they are in view of motorists in Brodie Street. Raised crossing will also act as traffic calming and reduce vehicle speed at the approach of the crossing. • Construction of bridge over Brodie Street is outside the scope of works.

2/5/2023	Shared Path User (D08964033)	<p>Do Not Support.</p> <ul style="list-style-type: none"> • Unnecessary expense due to low traffic volumes • Location required cyclists to make sharp turning manoeuvres to navigate 	<ul style="list-style-type: none"> • It is noted that vehicle volumes are low in Brodie Street. According to traffic count data undertaken in March 2018, the peak vehicle volume was 205 between 6am and 7am. Of these vehicles, 3.9% were heavy vehicles. The peak percentage of heavy vehicle volumes in the street was 12.3% (13 trucks out of 106 vehicles) which occurred between 9am and 10am. <p>The purpose of the pedestrian and cyclist crossing in Brodie Street is to improve walking and cycling connectivity, amenity and safety along the Parramatta Valley Cycleway route which is within the Parramatta to Sydney Foreshore link.</p> <ul style="list-style-type: none"> • The crossing is proposed at an offset to the path. This will ensure that cyclists slow down before crossing the road and will increase the length of time they are in view of motorists in Brodie Street.
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DATE	AMENDMENT	INIT.	NOTES	SCALE	N.T.S.
			ALL SIGN POSTING TO BE IN ACCORDANCE WITH AS.1742	DESIGNED	NM
			ALL DIMENSIONS ARE IN METRES	DRAWN	26/06/2023
			CAUTION: SERVICES TO BE LOCATED PRIOR TO EXCAVATION	CHECKED	
				APPROVED	

CITY OF PARRAMATTA COUNCIL
TRAFFIC AND TRANSPORT SERVICES

STD DWG
PTC 2307



CITY OF PARRAMATTA COUNCIL

Parramatta Traffic Committee Agenda Item

ITEM NO: 2307 A6
SUBJECT: Verona Drive, Wentworth Point – Proposed Raised Pedestrian Crossing
APPLICANT: Richard Crookes Constructions Pty Ltd
REPORT OF: Traffic and Transport Investigations Engineer
WARD: Rosehill
SED: Parramatta

Purpose

This report seeks approval for the installation of a raised pedestrian crossing in Verona Drive, Wentworth Point, at the intersection with Hill Road. The proposed treatment will improve pedestrian access within Wentworth Point.

OFFICER'S RECOMMENDATIONS:

That Council approve the construction of a raised pedestrian crossing with associated signs and pavement markings in Verona Drive at Hill Road, Wentworth Point as shown in the attached plan subject to all costs associated with the construction being paid for by the applicant at no cost to Council.

Background

On 9 August 2019, City of Parramatta Council approved the development application (DA/1041/2017) for the construction of new roads within the site at 37-39 Hill Road, Wentworth Point, also known as Block D. As part of the approved development plans, the developer is required to reconstruct Verona Drive at a new alignment along the northern boundary of the development site.



Figure 1: Approved Block D Concept Masterplan showing the new alignment of Verona Drive

During the detail design and investigation for the proposed new roads within the development site, the developer has identified a number of significant underground services, including high voltage lines, running along the eastern side footpath of Hill Road. These services are shallow and will need to be relocated at significant cost to the developer should they proceed as per the approved plans. As such, the developer is proposing to construct a raised platform at this intersection which is to act as a bridge over the services and ensure that they achieve appropriate clearances.

Given that the location of the raised platform is at a pedestrian crossing point, the developer is proposing to install a formal pedestrian crossing to ensure there is no confusion between pedestrian and vehicle priorities within the road.

Location Description

Hill Road, Wentworth Point (north of Bennelong Parkway) is 1.1km long with a speed limit of 50km/h. This road provides access to high density residential developments, retail developments and some remaining industrial developments. The proposed re-aligned Verona Drive will be constructed as a dual carriageway boulevard which is to be accessed from Hill Road. The road is to have two 3.5m wide travel lanes with 2.3m width parking lanes on both sides of the road as well as a 5.4m wide central median island/swale. Verona Drive will remain in private ownership and is to be maintained by the Strata following occupation.



Figure 2: An aerial view of the area surrounding the development site at 37-39 Hill Road Wentworth Point



Figure 3: A StreetView of Hill Road, Wentworth Point looking southbound at the intersection with Verona Drive

In accordance with pedestrian counts undertaken by the applicant in March 2023 at the existing intersection of Hill Road and Verona Drive, a total of 158 pedestrians were observed to be crossing Verona Drive at Hill Road during the AM peak hour. During the PM peak hour, a total of 110 pedestrians were crossing at this location. The summary of the traffic counts undertaken is shown in Figure 4 below.

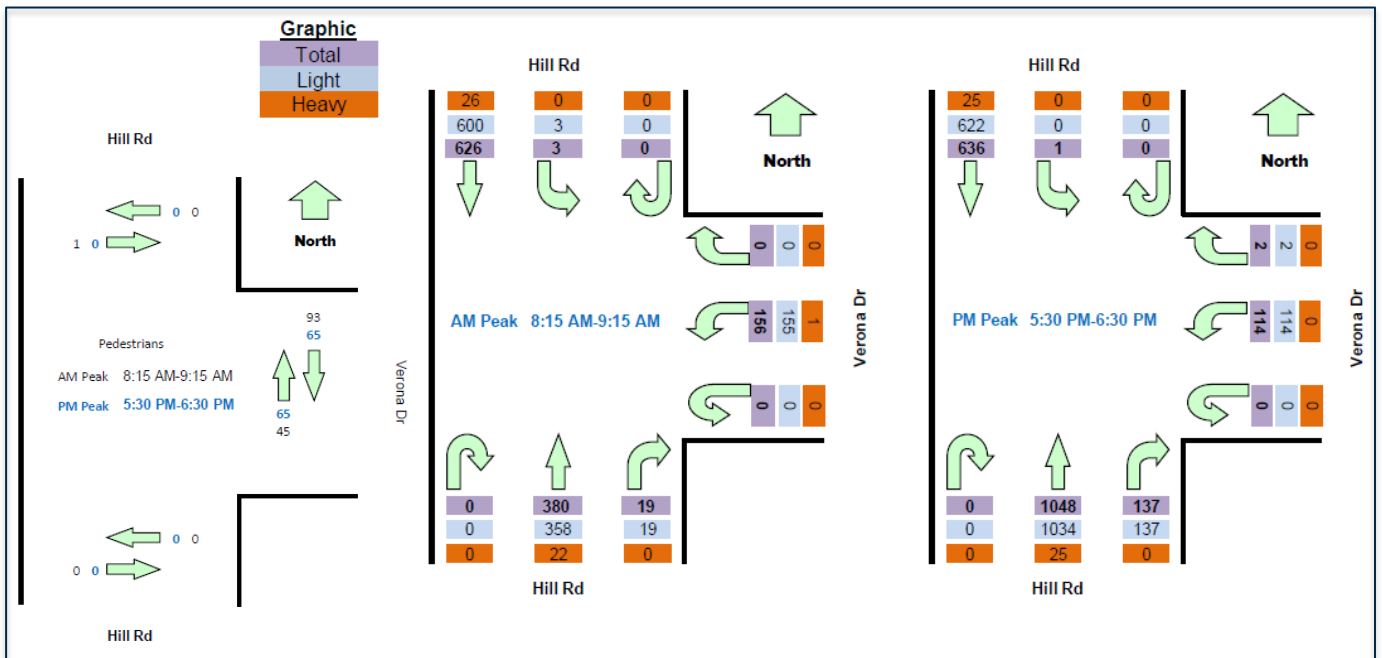


Figure 4: Summary of the vehicle and pedestrian counts undertaken at the intersection of Hill Road and Verona Drive, Wentworth Point on 22 March, 2023

It is expected that once the development is complete, both the traffic volumes in Hill Road and the pedestrian volumes crossing Verona Drive will likely increase. However, it is noted that the current volumes comfortably satisfy Council's warrants for a raised pedestrian crossing.

Proposed Treatment

As noted above, the proposal is for a raised pedestrian crossing such that there is sufficient cover above the existing underground services. This will however mean that the raised platform needs to be extended up to the existing kerb line in Hill Road. To ensure that the crossing remains unobstructed by turning vehicles, the crossing has been set back by 6m to allow for the storage of one vehicle. Furthermore, the design retains the kerb returns at the intersection and incorporates kerb ramps to direct pedestrians to cross at the marked crossing and to ensure that vehicles do not inadvertently mount or overhang the footpath space when turning into the street.

It is noted that a continuous footpath treatment, which could be installed as an alternative treatment at this location, is not considered suitable due to the high vehicle volumes that are expected to use Verona Drive.

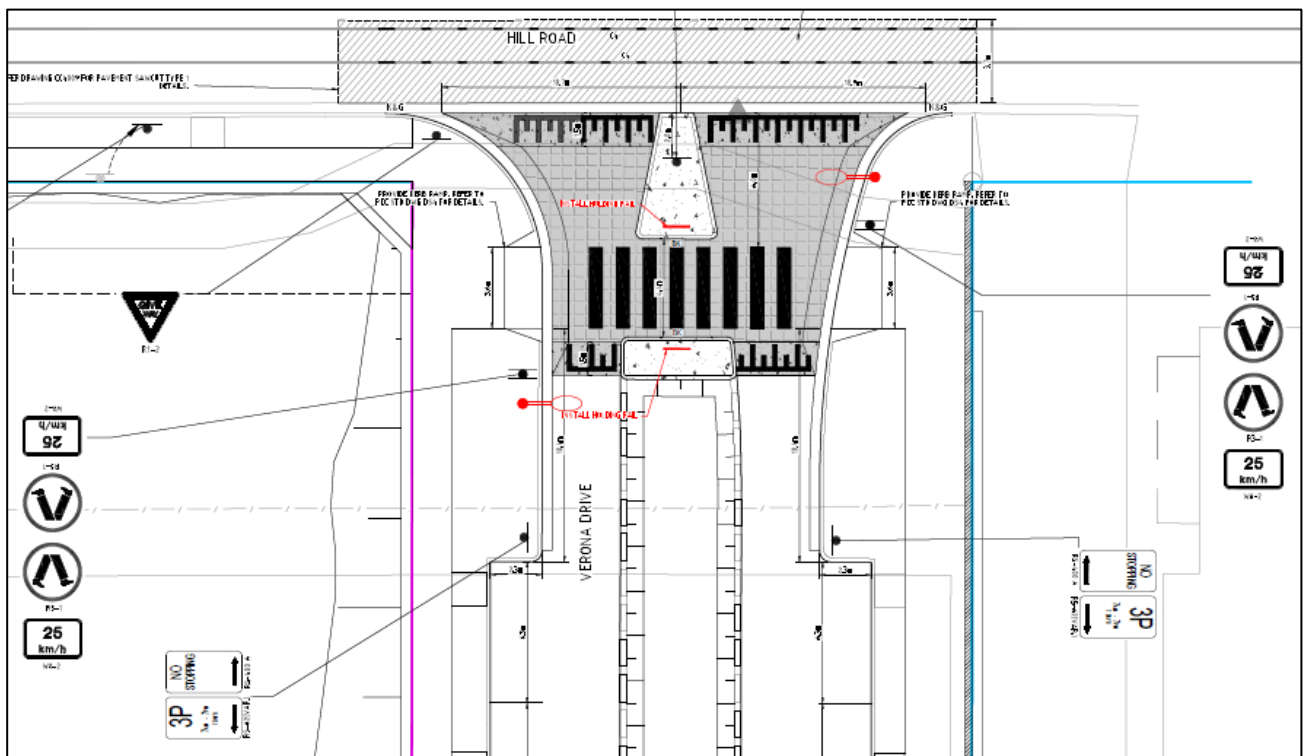


Figure 5: Design of the proposed raised pedestrian crossing in Verona Drive at Hill Road, Wentworth Point

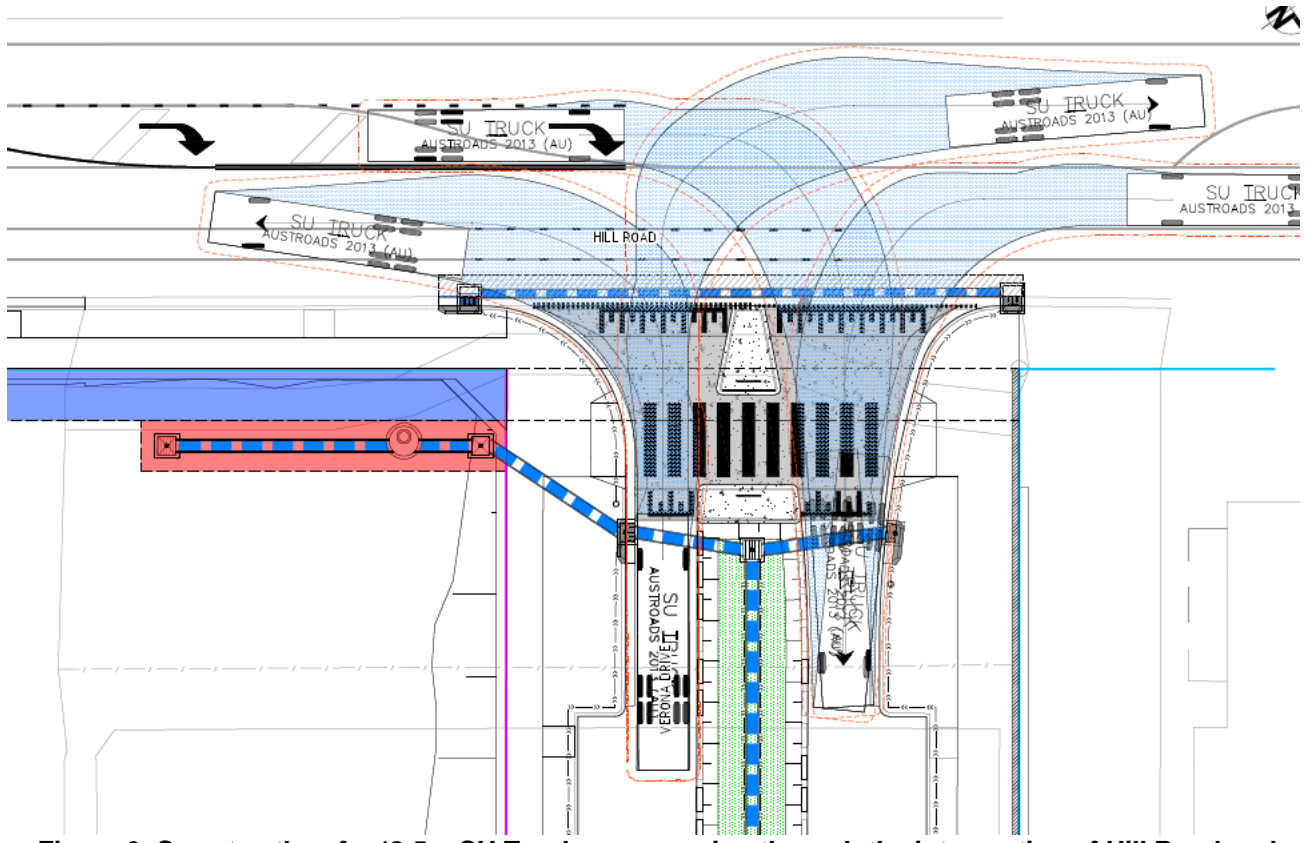
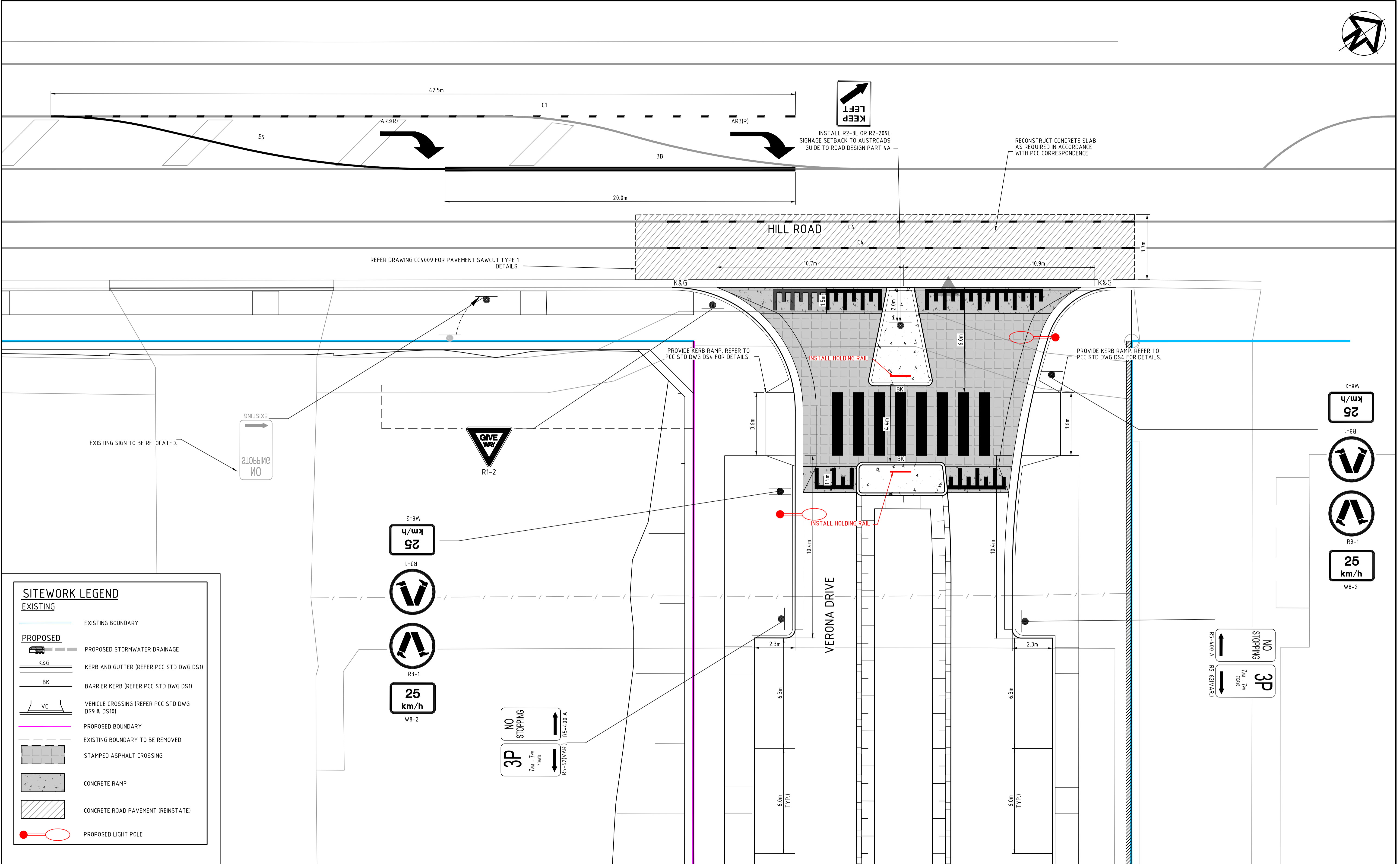
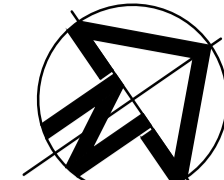


Figure 6: Swept paths of a 12.5m SU Truck manoeuvring through the intersection of Hill Road and Verona Drive, Wentworth Point

FINANCIAL IMPLICATIONS

The proposed raised pedestrian crossing is to be installed by the developer of 37-39 Hill Road, Wentworth Point at no cost to Council. Accordingly, there is no direct impact to Council’s budget as a result of this proposal.

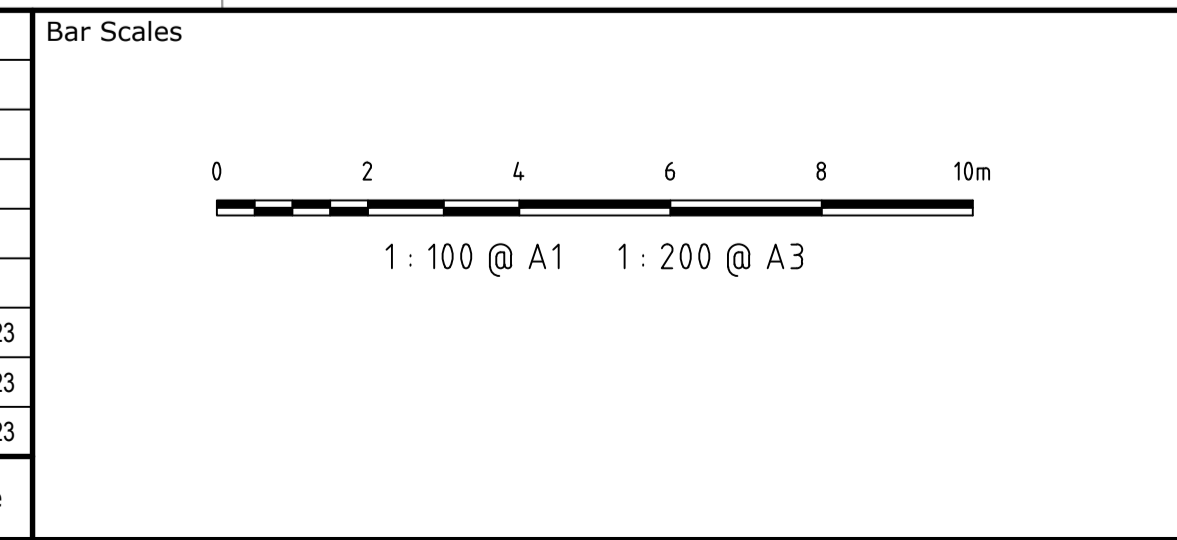
Behzad Saleh
Traffic and Transport Investigations Engineer
 4/07/2023
Attachments – Design Plans



SITWORK LEGEND

EXISTING	
	EXISTING BOUNDARY
PROPOSED	
	PROPOSED STORMWATER DRAINAGE
	KERB AND GUTTER (REFER PCC STD DWG DS1)
	BARRIER KERB (REFER PCC STD DWG DS1)
	VEHICLE CROSSING (REFER PCC STD DWG DS9 & DS10)
	PROPOSED BOUNDARY
	EXISTING BOUNDARY TO BE REMOVED
	STAMPED ASPHALT CROSSING
	CONCRETE RAMP
	CONCRETE ROAD PAVEMENT (REINSTATE)
	PROPOSED LIGHT POLE

Issue	Description	Date
C	ISSUED FOR CONCEPT	16-06-23
B	ISSUED FOR CONCEPT	03-05-23
A	ISSUED FOR CONCEPT	04-04-23



THIS DRAWING CANNOT BE COPIED OR REPRODUCED IN ANY FORM OR USED FOR ANY OTHER PURPOSE OTHER THAN THAT ORIGINALLY INTENDED WITHOUT THE WRITTEN PERMISSION OF AT&L

Builder
RICHARD CROOKES CONSTRUCTIONS

Developer
HOMEBUSH BAY PROPERTIES PTY LTD

Drawn	CK
Designed	CK
Checked	GJ
Approved	AT

DA/1040/2017
DA/1041/2017

Project
37-39 HILL ROAD, WENTWORTH POINT

Title
Hill Road CONCEPT PLAN SHEET 1

Civil Engineers and Project Managers

at&l

Level 7, 153 Walker Street
North Sydney NSW 2060
ABN 96 130 882 405
Tel: 02 9439 1777
Fax: 02 9923 1055
www.atl.net.au
info@atl.net.au

Status
CONCEPT
 NOT TO BE USED FOR CONSTRUCTION

Project - Drawing No.
17-477-SKC019B

Issue
C



CITY OF PARRAMATTA COUNCIL

Parramatta Traffic Committee Agenda Item

ITEM NO: 2307 A7
Hill Road and Holker Street, Sydney Olympic Park and Wentworth Point
– Proposed Billbergia Bennelong Bridge Run on Sunday 15 October 2023

SUBJECT: 2023

APPLICANT: True Sports Events

REPORT OF: Senior Traffic and Transport Engineer

WARD: Rosehill

SED: Parramatta

Purpose

This report seeks approval of a Special Event Traffic Management Plan (SETMP) for the Billbergia Bennelong Bridge Run scheduled to be held on Sunday 15 October 2023.

OFFICER'S RECOMMENDATIONS:

1. That the proposed 'Billbergia Bennelong Bridge Run' event scheduled to be held on Sunday 15 October 2023 be classified as a Class 2 Event in accordance with the Austroads Guide to Traffic Management Part 9: Transport Control Systems - Strategies and Operations (Table 5.4 – Special Event Planning Matrix) and Transport for NSW Guide to Traffic and Transport Management for Special Events.
2. That the use of Holker Street west of Jamieson Street, Jamieson Street up to 70m north of Holker Street and Hill Road in Sydney Olympic Park and Wentworth Point for the 'Billbergia Bennelong Bridge Run 2023' event be approved subject to adherence with the following:
 - a. That the Event Organiser comply with the attached traffic related conditions.
 - b. That all costs associated with the 'Billbergia Bennelong Bridge Run 2023' Event be funded and paid by the Event Organiser at no cost to Council.
 - c. That a notification letter to notify businesses and residents regarding the closure of roads and travel lanes within Parramatta LGA be distributed at least 28 days prior to the event and a copy of this letter be submitted to Council.
 - d. That the bus service provider be requested to notify its affected commuters regarding the closure of bus stops and a copy of this correspondence be submitted to Council.
 - e. That written evidence obtaining a Road Occupancy License (ROL) approval from the Transport Management Centre (TMC) of Transport for NSW (TfNSW) to implement traffic controls be submitted to Council.
 - f. That written evidence of a satisfactory Hostile Vehicle Mitigation and Pedestrian Management Plan approved by Auburn Police Area Command be submitted to Council, unless Police deem such a plan unnecessary.

- g. That a valid Public Liability Insurance with a cover of at least \$20,000,000 be submitted to Council.
3. That the use of Jamieson Street more than 70m north of Holker Street for the 10km Wheelchair Race not be approved due to a TCP not having been provided.
4. That the Event Organiser obtain approval from the Sydney Olympic Park Authority (SOPA) and Wentworth Point Strata Management to close roads that are under its care and control.
5. That SOPA be requested to require (as part of its approval) installation of event notification signs (made of waterproof materials) on off-road cycleways at least 28 days prior to the event, so that the users of these facilities are aware of the Event.

Background

City of Parramatta has received a request from True Sports Events to hold the 'Billbergia Bennelong Bridge Run' event in Sydney Olympic Park and Wentworth Point on Sunday 15 October 2023. This event has 3 options:

1. 10km Wheelchair Race along the route shown in Figure 1a (7:15am to 8:45am)
2. 10km Community Run along the route shown in Figure 1b (7:20am to 8:45am)
3. 2km Family Run along the route shown in Figure 1c (9am to 10am)

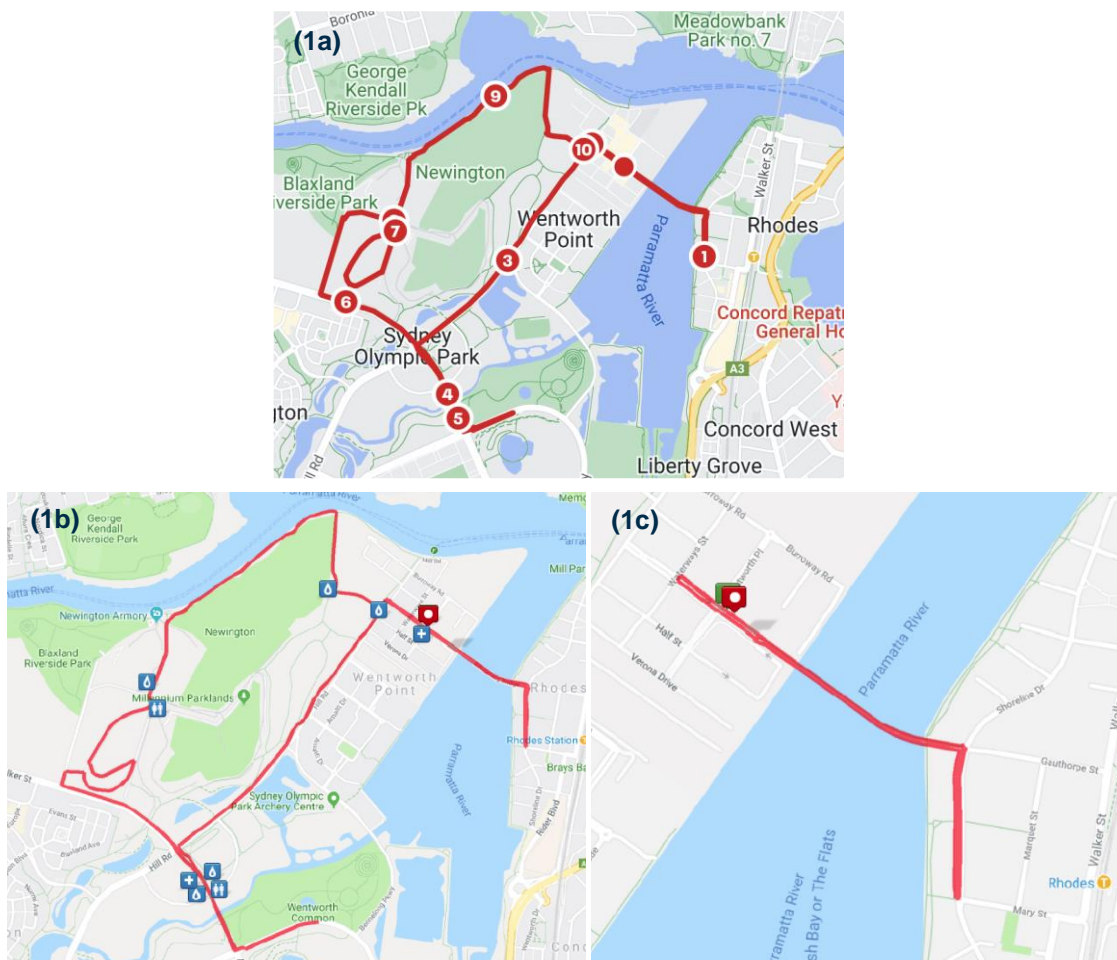


Figure 1: Overview of the proposed Billbergia Bennelong Bridge Run route (a) 10km Wheelchair Race; (b) 10km Community Run; (c) 2km Family Run

The Billbergia Bennelong Bridge Run was introduced in 2017. As part of the Traffic Management Plan for the 'Billbergia Bennelong Bridge Run', it is proposed to close various public and private roads for the event between 5am and 11am on Sunday 15 October 2023. An overview of the proposed lane and road closures are shown in Figure 2 and the attached Traffic Guidance Schemes.

As part of the wheelchair event, the applicant has requested that wheelchair racers use the travel lane of Jamieson Street. However, the Traffic Guidance Scheme does not satisfactorily demonstrate that wheelchair racers are protected from motorists. Therefore, the use of Jamieson Street more than 70m north of Holker Street for the 10km Wheelchair Race is not to be approved.

Bus Services

Hill Road is part of the 526 and 533 bus routes. Bus route 526 will terminate at Olympic Park Wharf, it will not cross Bennelong Bridge and service Rhodes. Traffic Controllers will allow bus access to Olympic Park Wharf. Bus stop on western side of Hill Road north of Holker Street will not be serviced between 5am and 10am on Sunday 15 October 2023.

Bus route 533 will need to detour around the event footprint due to the closure of the Bennelong Bridge. It will detour via Australia Avenue, Homebush Bay Drive, Oulton Avenue, Rider Boulevard and Mary Street. Signage will be installed at the affected stops informing customers that they must go to either TSN 212755 (Olympic Park Station) or TSN 213863 (Rhodes Station, Walker Street, Stand C) between 5am and 10am on Sunday 15 October 2023.

A copy of the Special Event Traffic Management Plan including event overview and Traffic Guidance Scheme is attached to this report.

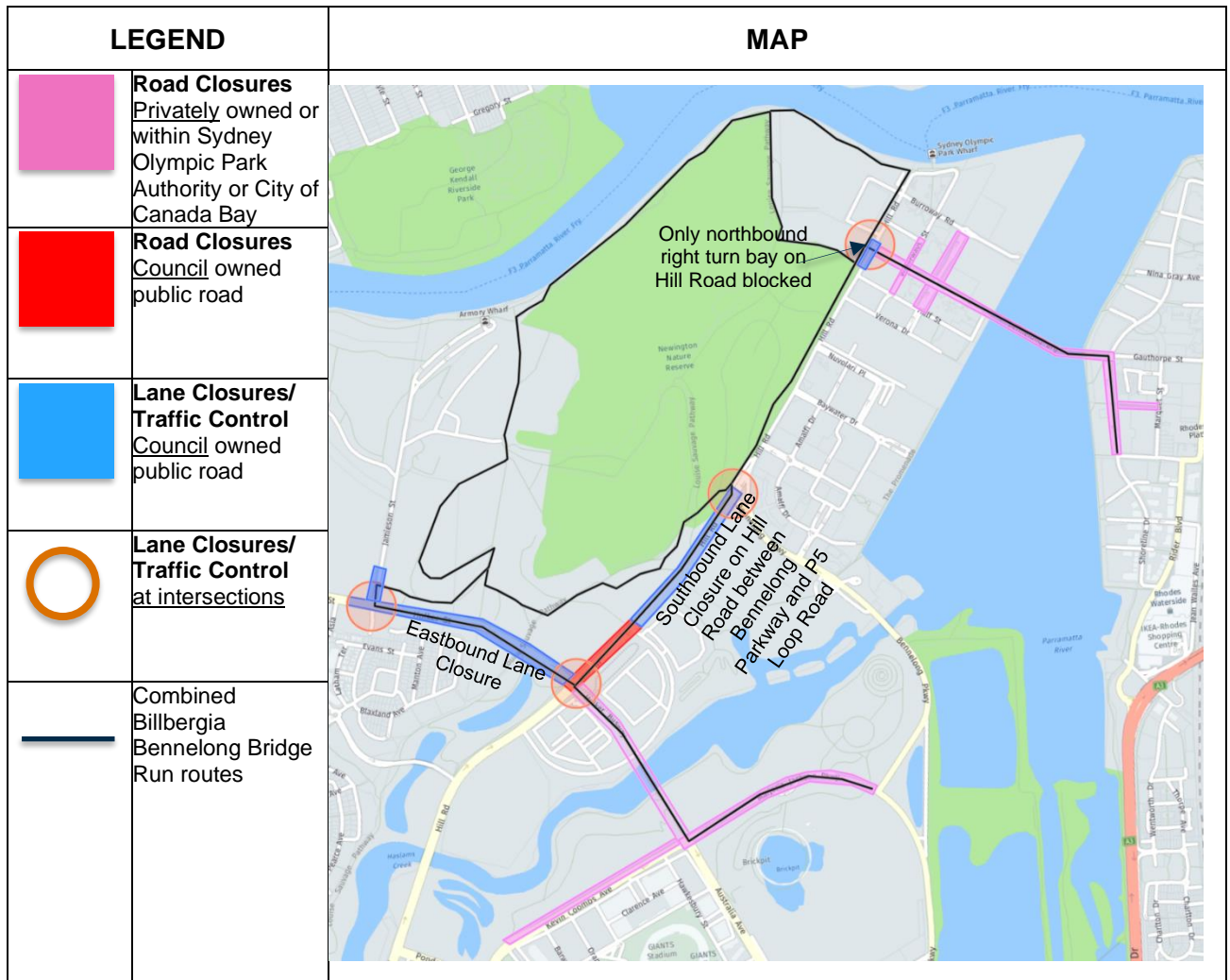


Figure 2: Overview of the proposed road closures in Sydney Olympic Park and Wentworth Point

Approval Process

Holker Street west of Jamieson Street, Jamieson Street and Hill Road are local roads under the care and control of Council. Accordingly, only traffic control and closures on these roads are considered as part of this report.

The remaining roads within the proposed route are private roads located in Sydney Olympic Park and Wentworth Point. Accordingly, the Event Organiser is to obtain approval from the Sydney Olympic Park Authority and Wentworth Point Strata Management to undertake traffic control and close roads/lanes under their care and control.

The Event Organiser is also required to obtain approval from Traffic Management Centre (TMC) of TfNSW. This is because the event is expected to affect streets in Sydney Olympic Park.

Advisory Signs On Off-road Cycleways

The Event Organiser is required to install event notification signs (made of waterproof materials) on off-road cycleways at least 28 days prior to the event. This is required to advise recreational cyclists and families that regularly use the off-road cycleways on weekends.

Community Notification

The Event Organiser will notify all local residents via letter box drop. Notice of the road closures will also be placed in local newspapers, at least 28 days prior to the event.

Portable Variable Message Sign (VMS) boards will also be placed to advise the motorists of the changed traffic conditions for the event as shown in the attached Traffic Guidance Scheme.

Classification of the Event

The proposed road closures for the 'Billbergia Bennelong Bridge Run' event will disrupt local traffic, non-participating members of the community and transport systems but not major traffic and transport systems. It is therefore proposed to classify the event as a Class 2 Event in accordance with the Austroads Guide to Traffic Management Part 9: Transport Control Systems - Strategies and Operations (Table 5.4 – Special Event Planning Matrix) and Transport for NSW Guide to Traffic and Transport Management for Special Events.

FINANCIAL IMPLICATIONS

The proposed traffic management is to be implemented by the organiser of Billbergia Bennelong Bridge Run at no cost to Council. Therefore, this matter has no direct financial impact upon Council's budget.



Randil Pohorambage
Senior Traffic and Transport Engineer
10 July 2023

Attachments

1. Traffic related Conditions
2. Special Event Traffic Management Plan
3. Traffic Guidance Scheme

ATTACHMENT 1: TRAFFIC RELATED CONDITIONS **FOR BILLBERGIA BENNELONG BRIDGE RUN 2023**

Prior to the event:

1. In accordance with the Transport for NSW Guide to Traffic and Transport Management for Special Events, the Event Organiser is to submit a signed and completed 'Special Event Transport Management Plan Template' form and all supporting documents to Council. (Refer to page 91)
2. The Event Organiser to provide to council the contact details, including mobile phone number of the Traffic Controller who will undertake the closure.
3. The Event Organiser to submit to Council a copy of its Public Liability Policy in an amount not less than \$20,000,000 noting City of Parramatta and Transport for NSW as interested parties on the Policy and that Policy to cover both on-road and off-road activity.
4. The Event Organiser is to advertise the event in the local press and the traffic impact/ delays due to the event at least at least 28 days prior to the event; a copy of the proposed advertisement is to be submitted to Council (indicating the advertising medium). Directly affected residents and businesses are also to be notified via letter box drop at least seven (7) days prior to the event.
5. The Event Organiser is to notify the details of the event to the NSW Police, NSW Ambulance Services, NSW Fire Brigade / Rural Fire Service and SES at least at least 28 days prior to the event; a copy of the correspondence be submitted to Council.
6. The Event Organiser is to directly notify relevant bus companies, tourist bus operators and taxi companies operating in the area and all the residences and businesses affected by the proposed event at least at least 28 days prior to the event.
7. The Event Organiser is to assess the risk and addressing the suitability of the entire route as part of the risk assessment considering the possible risks for all participants traveling on winding, narrow, uneven gravel roads with steep roadside embankments and sharp bends; this assessment should be carried out by visual inspection of the route/site by the Event Organiser prior to preparing the TMP and prior to the event.
8. The Event Organiser is to carry out an overall risk assessment for the whole event to identify and assess the potential risks to spectators, participants and road users during the event and design and implement a risk elimination or reduction plan in accordance with the Work Health and Safety Act 2011; (information for Event Organisers about managing risk is available on the NSW Sport and Recreation's web site at <http://www.dsr.nsw.gov.au>). Note that the safety of all road users and personnel on or affected by the event is the responsibility of the Event Organiser.

During the event:

9. Access is to be maintained for businesses, residents and their visitors.
10. All traffic controllers/marshals operating within the public road network are to hold appropriate certification required by the TfNSW.
11. In accordance with the submitted Special Event Traffic Management Plan and associated Traffic Guidance Scheme, appropriate advisory signs, including temporary speed restriction signs, shall be placed at the Event Organiser's expense after all the required approvals are obtained from the relevant authorities, and traffic control devices be placed during the event along the route under the direction of a traffic controller holding appropriate certification required by the TfNSW.

After the event:

12. All roads and marshalling points are to be kept clean and tidy, with all directional signs removed immediately on completion of the activity.



**BILLBERGIA
BENNELONG BRIDGE RUN**

TRAFFIC MANAGEMENT PLAN

Billbergia Bennelong Bridge Run

Sunday 15th October 2023

PREPARED ON BEHALF OF



**Version 1.1
12th June 2023**

**By
WHO DARES PTY LTD**

**TRAFFIC PLANNERS
SAFETY CONSULTANTS**

**SHED 8 / 1 CANAL ROAD
LEICHHAROADT 2040
P.O. BOX 187
FIVE DOCK 2046**

**Ph: 02 9569 9922
Fax: 02 9569 9933**

Event Organiser: **True Sports Events**

Document Author: **Tim Emslie**
Who Dares Pty Ltd
Prepare a Work Zone Traffic Management Plan
Certificate: 0048945001
Phone: 02 9569 9922

Version Control

Version	Date	Status	Comments
Version 1.0	18 May, 2023	DRAFT	First Draft
Version 1.1	12 June, 2023	DRAFT	Wheelchair route amended

1. INTRODUCTION

1.1. Introduction

This plan has been prepared for **True Sports Events**.

It has been prepared after discussions with True Sports Events and Who Dares.

The plan relates to traffic management arrangements for the *Billbergia Bennelong Bridge Run* event held on Sunday 15th October 2023.

1.2. Objective

It is the objective of this report to set out the means and measures by which roads may managed so that the *Billbergia Bennelong Bridge Run* can take place.

The plan will include a description and detailed plan of the proposed measures, will identify and assess the impact of the proposed measures, will discuss the impact of re-assigned traffic, the proposal's effect on public transport services and what provisions are to be made for Emergency Services vehicles, heavy vehicles, cyclists and pedestrians. Furthermore, the plan will assess the effect of the proposal on existing and future developments within the vicinity, the possible flow on effects for traffic in adjoining Council Areas and finally will include a discussion about the requirement for a public consultation process with respect to the proposal.

1.3. Authority of the TMP

This Transport Management Plan (TMP) when approved by the relevant authorities becomes the prime document detailing the traffic, transport and pedestrian arrangements under which the Lunar Lanes event, will operate.

In case of emergencies, or for the management of incidents, the NSW Police are not subject to the conditions of this TMP but should endeavour to inform other agencies of the nature of the incident and the Police response.

2. EVENT DETAILS

2.1. Event summary

Event Name	Billbergia Bennelong Bridge Run
Event Date:	Sunday 15th October 2023
Wheelchair Event Times:	07:15 hours - 08:45 hours.
10km Event Times:	07:20 hours - 08:45 hours.
2km Event Times:	09:00 hours – 10:00 hours.
Event Set Up Time:	05:00 hours
Event Pack Down Finish Time:	11:00 hours

2.2. Contact Names

True Sports Events

Glen Lebeau

Race Director

Phone

Mobile 0434 565 353

E-mail glen@bbbrun.com.au

Sydney Olympic Park

Stephen Kennett

Phone 02 9714 7928

E-mail stephen.kennett@sopa.nsw.gov.au

City of Canada Bay Council

Saskia Vromans

Place Manager Rhodes

Phone 02 9911 6548

Mobile 0407 104 739

E-mail saskia.vromans@canadabay.nsw.gov.au

Parramatta City Council

TBC

Phone 02 9806 5762

E-mail

Transport for NSW

Kenneth Seeto

Transport Operators Planner

Major Events

Phone 8396 1536

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Transport for NSW - Buses

Steven Blight

A/Transport Planning Project Manager

Phone

Mobile 0447 377 450

Email steven.blight2@transport.nsw.gov.au

Who Dares Pty Ltd

Tim Emslie

Events Manager

Phone 02 9569 9922

Mobile 0477 014 173

E-mail tim@whodares.com.au

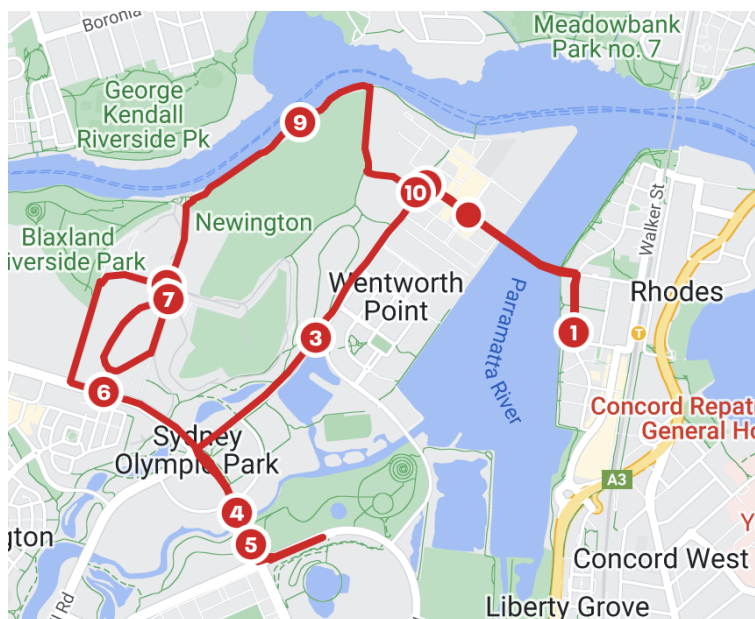
2.3. Brief Description of the event

The Rhodes, Sydney Olympic Park and Wentworth Point areas are experiencing a huge redevelopment and growth phase. We believe a successful community run will not only showcase these suburbs but will also add to the liveability of the area.

In its sixth year now the event will deliver a 10km Wheelchair race in addition to the 10km community run and 2km family run. The event will highlight and promote the area as a fun vibrant place to live, as well as help build a cohesive active community.

3. TRAFFIC AND TRANSPORT MANAGEMENT

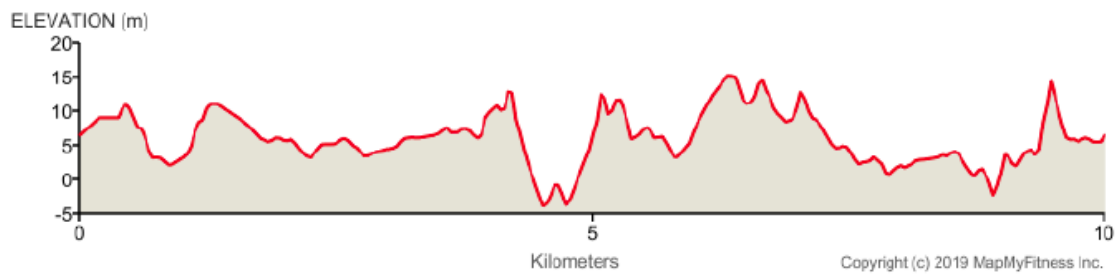
3.1. 10km Wheelchair Route



3.2. 10km Wheelchair Route Cues

Distance (km)	Notes
0	START
0.20	Continue onto Bennelong Bridge
0.60	Turn right onto Shoreline Drive
0.90	Perform U-Turn at Mary Street and return north on Shoreline Drive
1.20	Turn left onto Bennelong Bridge
1.50	Continue onto Footbridge Blvd
2.0	Cross Hill Road and turn left onto Louise Sauvage Pathway
2.91	Veer left onto Hill Road
3.65	Turn left onto Holker Busway
4.24	Turn left onto Marjorie Jackson Parkway
4.73	Perform U-Turn at Wentworth Common Carpark and return west on Marjorie Jackson Parkway
5.15	Turn right onto Holker Busway
5.75	Continue straight onto Holker Street
6.20	Turn right onto Jamieson St
6.70	Turn right into Newington Armoury
7:01	Turn Right onto Newington Armoury Criterium Circuit
8.20	Complete loop of Criterium Circuit and continue straight
8.60	Turn right onto River Walk
9.70	Turn right onto Louise Sauvage Pathway
10.1	Turn left towards Hill Road
10.30	Turn left, cross Hill Road and continue straight onto Footbridge Blvd
10.60	FINISH

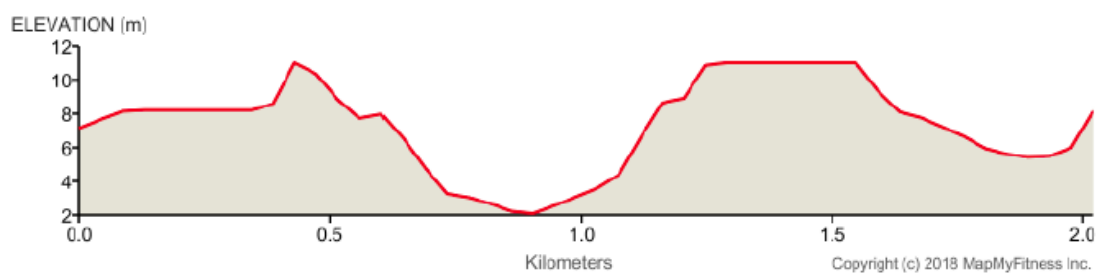
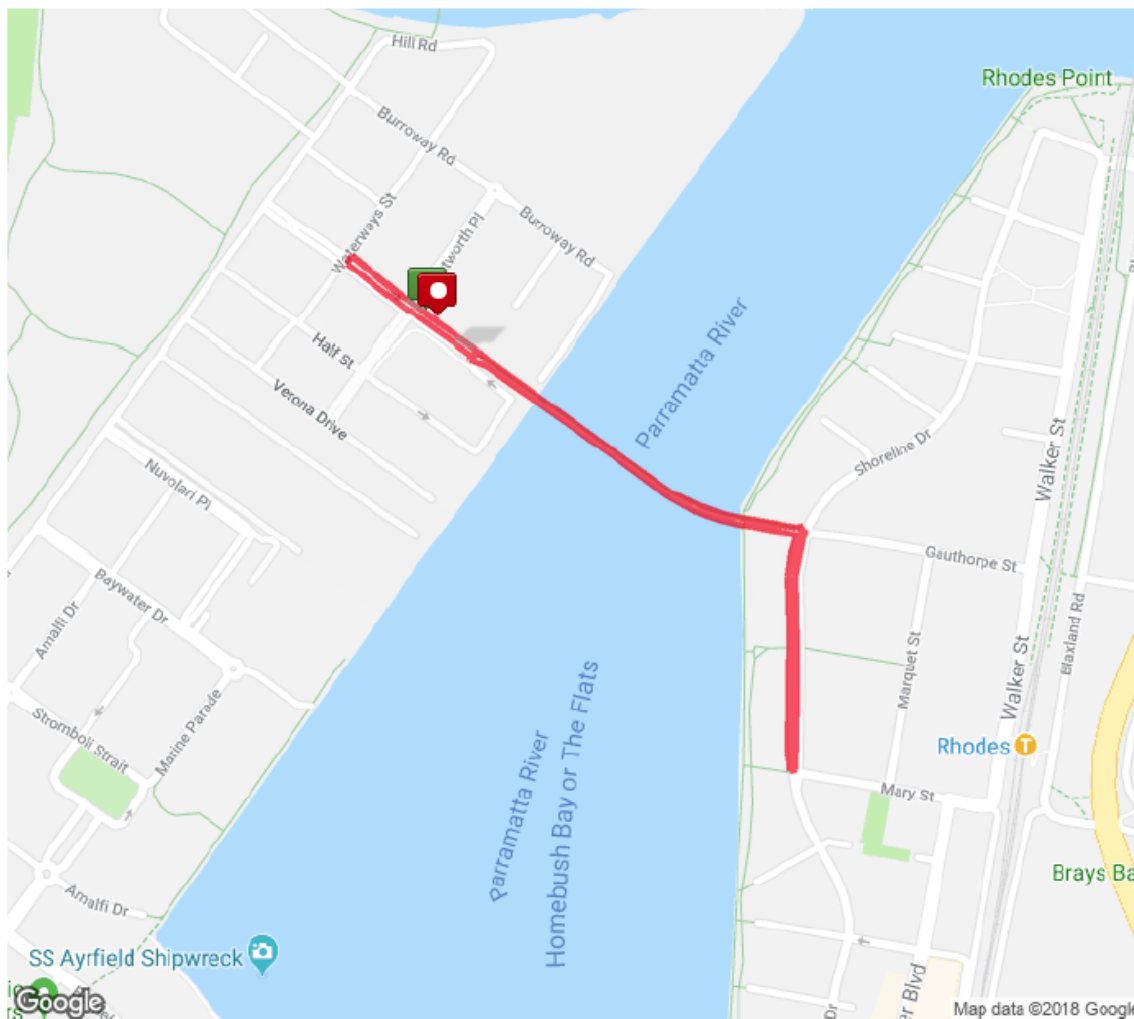
3.3. 10km Route



3.4. 10km Route Cues

Distance (km)	Notes
0	START
0.20	Continue onto Bennelong Bridge
0.60	Turn right onto Shoreline Drive
0.90	Perform U-Turn at Mary Street and return north on Shoreline Drive
1.20	Turn left onto Bennelong Bridge
1.50	Continue onto Footbridge Blvd
2.0	Cross Hill Road and turn left onto Louise Sauvage Pathway
2.91	Veer left onto Hill Road
3.65	Turn left onto Holker Busway
4.24	Turn left onto Marjorie Jackson Parkway
4.73	Perform U-Turn at Wentworth Common Carpark and return west on Marjorie Jackson Parkway
5.15	Turn right onto Holker Busway
5.75	Continue straight onto Holker Street
6.44	Turn right onto Jamieson St
6.53	Turn right into Newington Armoury
6.60	Turn Right onto Newington Armoury Criterium Circuit
7.61	Turn Left towards Parramatta River
8.11	Turn right onto River Walk
9.15	Turn right onto Louise Sauvage Pathway
9.50	Turn left towards
9.70	Turn left, cross Hill Road and continue straight onto Footbridge Blvd
10.10	FINISH

3.5. 2km Route



3.6. 2km Route Cues

Distance (km)	Notes
0	START
0.14	Continue onto Bennelong Bridge
0.62	Turn right onto Shoreline Dr
0.93	Perform U-Turn at Mary Street and return north on Shoreline Drive
1.20	Turn left onto Bennelong Bridge
1.90	Make U-Turn at Waterways Street and return east on Footbridge Boulevard
2.01	FINISH

3.7. Road closures 05:00 hours – 11:00 hours Sunday 15th October 2023

- Wentworth Place between Burroway Road & Footbridge Boulevard

3.8. Road closures 05:00 hours – 10:00 hours Sunday 15th October 2023

- Bennelong Bridge between Shoreline Drive and Waterways Street.
- Waterways Street between Park Street North and Half Street.
- Wentworth Place between Footbridge Boulevard & Half Street
- Shoreline Dr between Mary St & Gauthorpe St
- Annie Leggett Promenade between Marquet Street & Shoreline Drive

3.9. Road closures 05:00 hours – 09:00 hours Sunday 15th October 2023

- Hill Road between Holker Street and the P5 Loop Road (both directions).
- Hill Road between the P5 Loop Road and Bennelong Parkway (northbound).
- Holker Busway between Hill Rd and Kevin Coombs Avenue
- Kevin Coombs Avenue between Olympic Boulevard and Australia Avenue (eastbound)

3.10. Lane closures 05:00 hours – 10:00 hours Sunday 15th October 2023

- Jamieson Street Southbound lane between shared path and Holker Street (approx. 80 metres).
- Holker Street Eastbound between Jamieson Street and Hill Road (approx. 650 metres).

3.11. Intermittent Stop Slow Traffic Control from 05:00 hours – 10:00 hours Sunday 15th October 2023

- Intersection of Hill Road & Footbridge Boulevard.
- Jamison St between Holker Street and shared path.

3.12. Detours

Access around the Road closure on Hill Road will be via P5 Loop Road.

3.13. Cleaning

Prior to the reopening of the roads at 10:00 hours Sunday 15th October 2023, the event organiser will commence cleaning operations and make sure all roads are cleaned of any event waste before reopening's occur.

3.14. Modification to existing signage

There will be no requirement to modify any existing street signage.

3.15. Transit Systems amended route changes

- Bus route 526 will terminate at Olympic Park Wharf, it will not cross Bennelong Bridge and service Rhodes. The following stops will be missed; 213859, 213863, 2138100, 2127110, 212716, 2127109, 213899, 213864, 213859.
- Traffic Controllers will allow bus access to Olympic Park Wharf.
- Bus stop on western side of Hill Road north of Holker Street will not be serviced between 05:00hrs & 10:00hrs on Sunday 15th October 2023.

3.16. Busways Northwest amended route changes

- Bus route 533 will need to detour around the event footprint due to the closure of the Bennelong Bridge. It will detour via Australia Avenue, Homebush Bay Drive, Oulton Avenue, Rider Boulevard and Mary Street.
- The following stops will be missed due to the detour; 2127111, 2127112, 212715, 212719, 212746, 212793, 212797, 212752, 2127109, 2127110, 213899 and 2138100. Signage will be installed at these stops informing customers that they must go to either TSN 212755 (Olympic Park Station) or TSN 213863 (Rhodes Station, Walker Street, Stand C) between 05:00hrs & 10:00hrs on Sunday 15th October 2023.

3.17. Parking

Event parking for participants will be in any legal street parking spaces or local pay parking stations. The event organiser will encourage all participants to use public transport given the proximity to Rhodes train station.

3.18. Construction, traffic calming and traffic generating developments

At present, there are no indication of construction works that will be impact the event. There are no traffic calming devices or traffic generating developments along the route.

3.19. Traffic Control

An accredited Who Dares Traffic Manager and NSW Police will oversee implementation of the Traffic Guidance Schemes.

Temporary traffic control signage, barricades and equipment as per the supplied Traffic Guidance Schemes must be installed by TfNSW or SafeWork accredited traffic controllers with a current "Implement Traffic Control Plan" certificate. Any person operating a Stop/Slow bat onsite must hold a current "Traffic Controller" certificate.

3.20. Pedestrian and Cycle Management Control

There will be no affect to pedestrians, they will be able to use all the existing pedestrian paths along with the event participants. Cyclists will be asked to dismount and walk past the event or detour around the event if they do not wish to dismount.

3.21. Heavy Vehicle impacts

A Portable VMS will be positioned at the intersection of Hill Road and Old Hill Link to advise heavy vehicles wanting to access Wentworth Point to use the suggested detour of Old Hill Link, Edwin Flack Avenue, Sarah Durack Avenue, and Bennelong Parkway. This will avoid going under the 4.5metre bridge on the P5 Loop Road and then having a tight right hand turn back onto Hill Road to enter the contra low in place for general traffic.

3.22. Special Event Clearways

No special event clearways will be installed for this event.

4. RISK MANAGEMENT - TRAFFIC

4.1. Occupational Health & Safety – Traffic Control

“Temporary traffic management (TTM) is one of the highest risk activities on a roadwork site.”*

True Sports Events are the Risk Managers for their event operations. It is True Sports Events policy to identify and treat hazards by endeavouring to prevent or eliminate health and safety risk as far as is reasonably practicable (SFAIRP).

Who Dares as the contracted Traffic Control Company engaged by True Sports Events is the Delivery Partner and will fulfill all its legal duty to advise during consultation to deliver traffic plans that reflect the joint efforts of Who Dares, True Sports Events and all agencies assigned to the process of devising a plan that creates traffic and other arrangements appropriate to the safe delivery of the event.

The appropriateness of the arrangements is directly linked to the desirability of the event to the community compared with what is reasonably practicable to ameliorate inconvenience and safety risks.

Any risk treatment measure implemented by Who Dares through the Traffic Guidance Systems (TGS)s that are added to this TMP will be consistent with their obligations in accordance with the Work Health and Safety Act 2011 (NSW), Work Health and Safety Regulations 2017 (NSW) and AS/NZS ISO 31000:2018 Risk Management- guidelines.

The risk methods in this TMP will adhere to a feasibility hierarchy firstly endeavouring to eliminate risk by detouring traffic around effected areas completely separating traffic from the event. Secondly if traffic is unable to be detoured around traffic will be planned to pass the event using engineering methods to isolate risk. Some through methods will be considered under very controlled methods such as limited crossover points or emergency access.

True Sports Events must develop with the help of Who Dares a plan that is appropriately resourced through accumulating sufficient data to evaluate options to produce a draft TMP for consultation and development that will create the best achievable outcome for all stakeholders.

Who Dares in its capacity as the traffic management specialist and will do all that is reasonably practicable to give advice for options to ameliorate risks that are identified.

* Transport for NSW Traffic Control at work sites, Technical Manual issue 6.1, 2022, 31.

4.2. Public Liability Insurance

Public liability insurance in the value of \$20,000,000 has been arranged by the event organiser.

A copy is included as ***Annex 1***

4.3. Hostile Vehicle Mitigation

Hostile Vehicle mitigation strategies may be undertaken in accordance with the event's Vulnerability Report and NSW Police direction. This information is to remain confidential.

4.4. Police

Burwood and Flemington Local Area Commands are to be notified of the event and a Public Assembly Form submitted to Police.

4.5. Fire and Rescue NSW and NSW Ambulance

Fire and Rescue NSW and NSW Ambulance will be notified in writing of the event by the event organiser.

4.6. Risk & Contingency Plans

True Sports Events has compiled Risk Assessments and Site-Specific Safety Plans for the events that are not included in this Transport Management Plan

Item	Verified	Action Taken
All one-way streets are as described	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<i>Road closures, barricade and signage installed. Point duty by NSW Police and or authorised Traffic Controllers.</i>
Block access to local businesses	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	<i>Confirm list of letters to residents, businesses, and car parks. Advertisement of event to general public.</i>
Block Police vehicle access	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	<i>Confirm access and consultation of routes to and within areas affected by closures with Emergency Services.</i>
Block Ambulance access	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	<i>Confirm access and consultation of routes to and within areas affected by closures with Emergency Services.</i>
Block fire station access	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	<i>Normal access to fire station facilities are maintained Confirm access and consultation of routes to and within areas affected by closures with Emergency Services.</i>
Block heavy vehicle access	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	<i>All heavy vehicles are diverted before the closure.</i>
Restricted movements – banned turns, heavy/high vehicles	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	<i>All vehicles are diverted before the closure.</i>
Block Public facility (football oval, car park etc.)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	<i>Confirm list of letters to residents, businesses, and car parks. Advertisement of event to general public.</i>
Block public transport access	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<i>Bus 526 & 533 will be impacted by the Bennelong Bridge closure.</i>
Can route use alternatives such as bicycle tracks, paths, parks, bush tracks etc.?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	<i>None required</i>
Construction – existing, proposed that may conflict	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	<i>None required</i>
Numbers of lanes and their width are as described	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<i>None required</i>

Item	Verified	Action Taken
Road signage – existing/temporary	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<i>Temporary signage Installed and removed by Who Dares Traffic Management.</i>
Route impeded by traffic calming devices?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	<i>None required</i>
Signalised intersections (flashing yellow? Point duty?)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	<i>NSW Police to control intersections as required</i>
Tidal flows	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	<i>None required</i>
Traffic generators – shopping centres, schools, churches, industrial area, hospitals	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<i>Advertisement of event to general public.</i>
Traffic movement contrary to any Notice	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	<i>Under the direction of Police or traffic controllers</i>
Traffic signals are as described	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<i>Controlled by TfNSW</i>
Turning lanes are as described	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<i>None required</i>
Letter Drop Zone Maps to indicate precincts mailed	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	<i>None required</i>

This section of the Transport Management Plan describes the contingency plans for the event. The contingency plan checklist identifies all possible issues/risks that may interfere with the event and the action to be taken to minimise the disturbance of the event.

Issues/Risks	Applicable	Action Taken
Heavy Weather	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	If heavy weather may cause crowds to depart early
Flood hazard on the route	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	TfNSW and Police provide diversions around flooded area
Flood hazard at the parking area	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Event organiser to close parking area and direct to hardstand parking
Parking during Wet weather	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Local Car parks only
Bush fire hazard	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	For major local/regional bushfire hazard affecting general public health or transport to greater Sydney, take direction from NSW Police
Accident on the route	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	If CCTV monitored by TfNSW. Facilitate emergency response to area
Breakdown	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	If CCTV monitored by TfNSW. Facilitate response to area.
Absence of marshals and volunteers	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Re-deploy existing staff as required.
Block public transport access	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	526 & 533 services impacted by Bennelong Bridge closure
Slow participants	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Cutoffs enforced
Delayed Event	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Cutoffs enforced
Cancellation of Event	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Cancellation of any aspect of the event will be communicated by the event organiser
Security of participants/general public	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Provided by event organiser
Security of very important persons (VIP's)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	As Required

It shall be noted that Transport Management Plan (TMP) and particularly Traffic Guidance Schemes (TGS) are seen as risk control measures, but alone they cannot substitute for a compliant and detailed event Risk Assessment.

Contingency forms part of the risk assessment and management plan and will be addressed in the overall Event Risk Assessment.

4.7. Regulatory Framework

This Transport Management Plan has been written in accordance with the following Act, Regulation, Australian Standards and Road Design Technical Direction

- NSW WHS Act 2011
- NSW WHS Regulation 2017
- AS/NZS ISO 31000:2018 Risk Management - Guidelines
- ISO/IEC 31010:2019 - Risk Management - Risk Assessment Techniques
- ISO Guide 73:2009 - Risk Management – Vocabulary
- Traffic Control at Work Sites – (TfNSW) V6.1 Feb 2022
- AS 1742.2:2009 Manual of uniform traffic control devices - Traffic control devices for general use
- AS 1743:2018 Road signs - Specifications
- AS/NZS 1906.4:2010 Retro-reflective materials and devices for road traffic control purposes - High-visibility materials for safety garments
- AS 3996-2019 Access covers and grates
- AS 1742.10-2009 Manual of uniform traffic control devices - Pedestrian control and protection
- AS 1742.13-2009 Manual of uniform traffic control devices - Local area traffic management
- AS 1742.3-2009 Manual of uniform traffic control devices - Traffic control for works on roads
- RMS Guide to Traffic & Transport Management for Special Event
- Version 3.5 – June 2018

5. MINIMISING IMPACT ON THE NON-EVENT COMMUNITY AND EMERGENCY SERVICES

5.1. Emergency Lane

A minimum 4 metre emergency lane will be maintained along the entire closure. Traffic controllers will be onsite to assist emergency vehicles through the closure points.

5.2. Advertise the traffic management arrangements

All residents will be notified of the event through:

- Letterbox drop will be conducted for impacted residents within and near the road closure precinct at least two weeks prior to the event.
- Notice of the road closures will be placed in Public Notice in the metropolitan newspapers, at least two weeks prior to the event.

5.3. Portable variable message signs

VMS 1 – Located on Median Strip on Hill Road 75 metres south of P5 Loop Road facing north bound traffic. This will be utilised to advertise the road closure times and the detour to Wentworth Point.

VMS 2 – Located on grass area at the intersection of Bennelong Parkway and Hill Road facing south bound traffic. This will be utilised to advertise the road closure times and the detour back to Hill Road.

VMS 3 – Located on footpath on Hill Road near Old Hill Link facing north bound traffic. This will be utilised to advertise the suggested heavy vehicle detour to Wentworth Point.

Refer TGS & detour map for location of VMS boards and messages.

6. PRIVACY NOTICE

The "Personal Information" contained in the completed Transport Management Plan may be collected and held by the NSW Police, Transport for NSW (TfNSW), or Local Government.

I declare that the details in this application are true and complete. I understand that:

The "personal information" is being collected for submission of the Transport Management Plan for the event described in Section 1 of this document;

I must supply the information under the Road Transport Legislation (as defined in the Road Transport (General) Act 1999) and the Roads Act 1993;

Failure to supply full details and to sign or confirm this declaration can result in the event not proceeding;

The "personal information" being supplied is either my own or I have the approval of the person concerned to provide his/her "personal information";

The "personal information" held by the Police, TfNSW or Local Government may be disclosed inside and outside of NSW to event managers or any other person or organisation required to manage or provide resources required to conduct the event or to any business, road user or resident who may be impacted by the event;

The person to whom the "personal information" relates has a right to access or correct it in accordance with the provisions of the relevant privacy legislation.

7. APPROVAL

TMP Approved by: Date:

Event Organiser – True Sports Events

8. AUTHORITY TO *REGULATE TRAFFIC

Council’s traffic management requirements have been met. Regulation of traffic is therefore authorised for all non-classified roads described in the risk management plans attached to this TMP.

Regulation of traffic authorised by: Date:

Parramatta City Council

Regulation of traffic authorised by: Date:

City of Canada Bay Council

Regulation of traffic authorised by: Date:

Sydney Olympic Park Authority

TfNSW’s traffic management requirements have been met. Regulation of traffic is therefore authorised for all classified roads described in the risk management plans attached to this TMP.

Regulation of traffic authorised by: Date:

Transport for NSW

* “Regulate traffic” means restrict or prohibit the passage along a road of persons, vehicles or animals (Roads Act, 1993). Council and TfNSW require traffic to be regulated as described in the risk management plans with the layouts installed under the direction of a qualified person.

Attachments

Annex 1 – Public Liability Insurance

Annex 2 – Sydney Olympic Park Authority Traffic Guidance Schemes

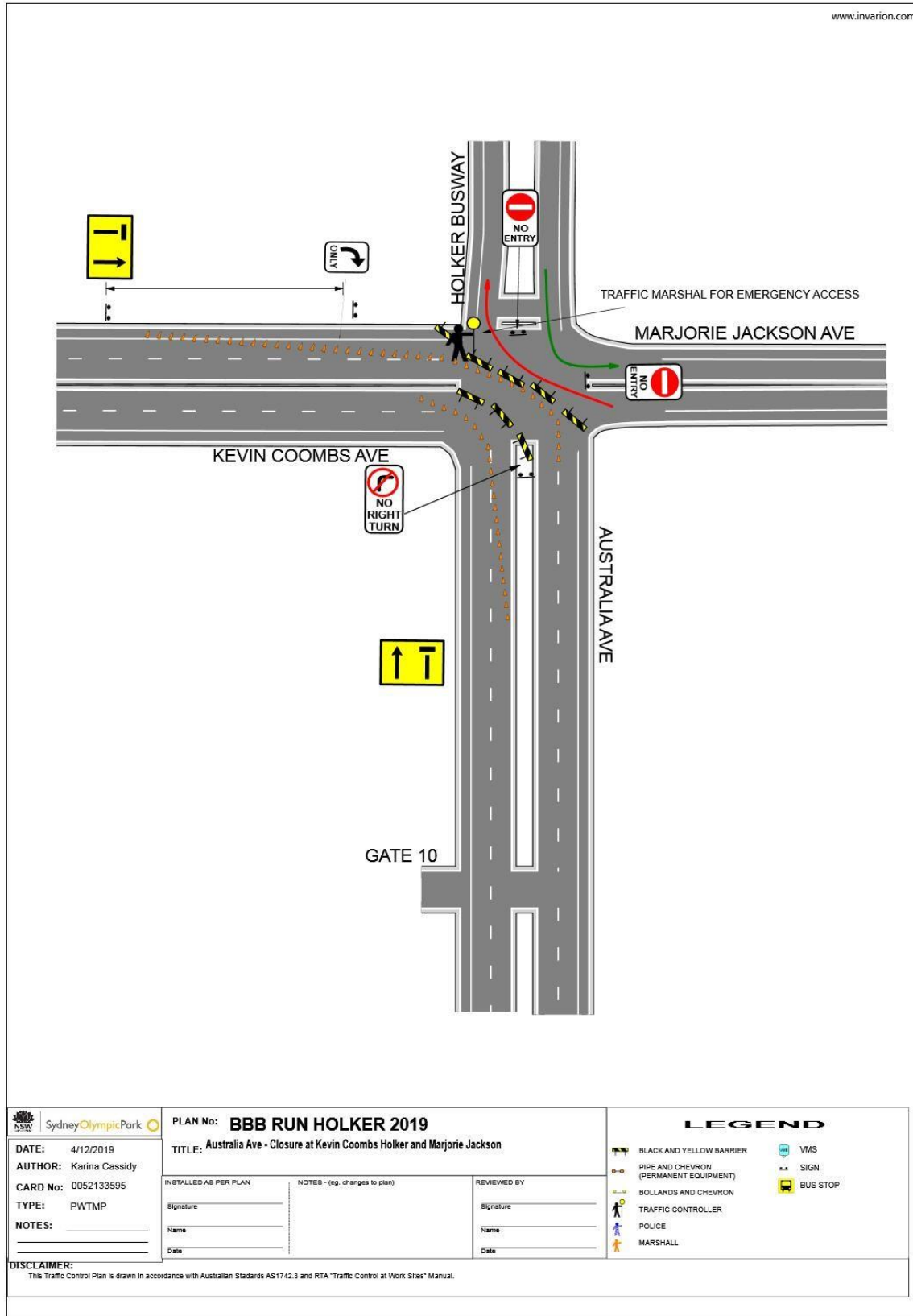
Traffic Guidance Schemes

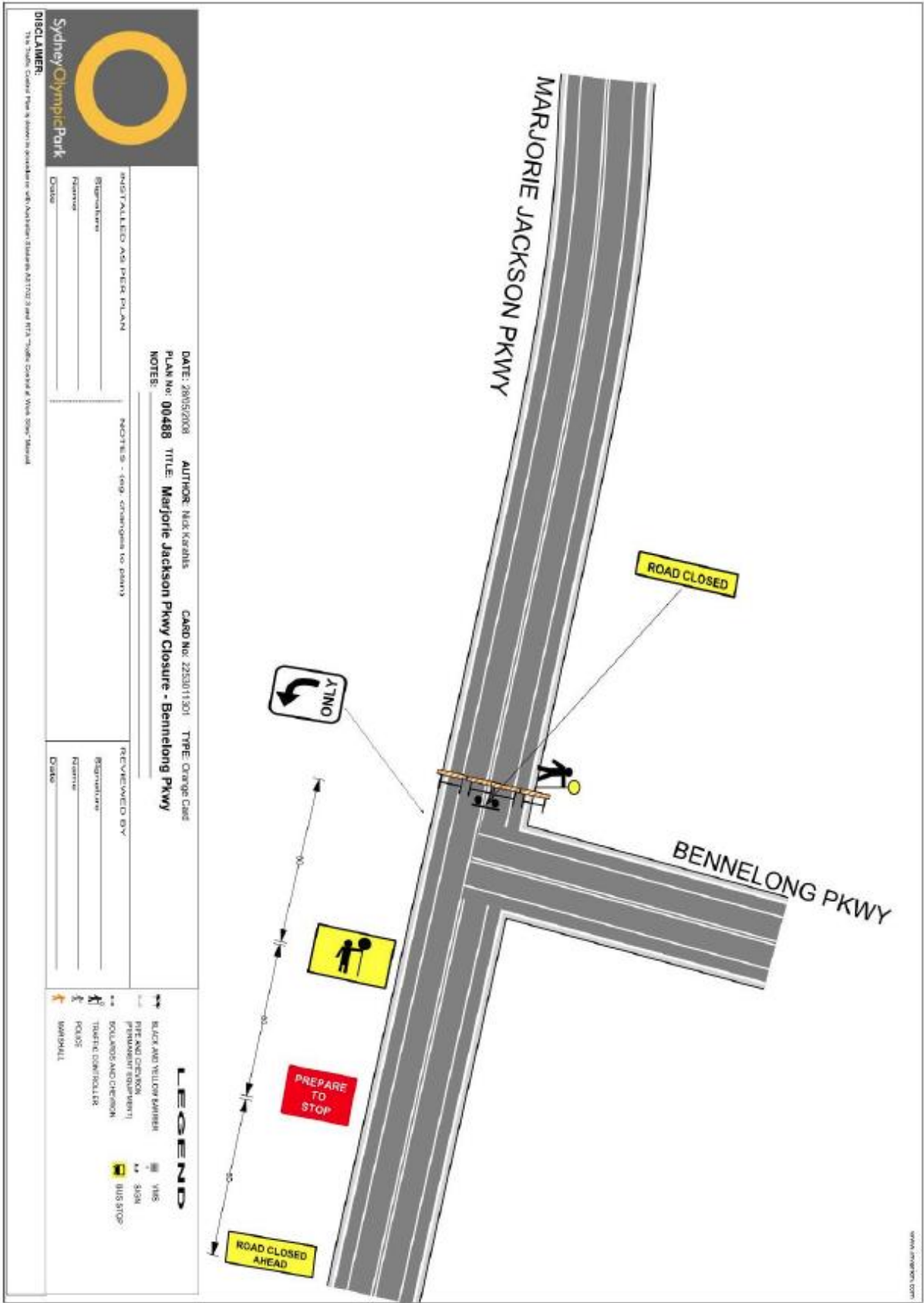
Who Dares Traffic Guidance Schemes 1-10

PUBLIC LIABILITY INSURANCE

(Attach when available)

SYDNEY OLYMPIC PARK AUTHORITY TRAFFIC GUIDANCE SCHEMES





TRUE SPORTS EVENTS BILLGERGIA BENNELONG BRIDGE RUN SUNDAY 15th OCTOBER 2023 TRAFFIC GUIDANCE SCHEMES

TGS 01 Shoreline Dr & Mary St
TGS 02 Shoreline Dr & Gauthorpe St
TGS 03 Footbridge Blvd & Wentworth Pl
TGS 04a Waterways St, Burroway Rd & Hill St
TGS 04b Waterways St, Burroway Rd & Hill St
TGS 04c Waterways St, Burroway Rd & Hill St
TGS 05 Hill St & Benelong Pkwy
TGS 06 Hill St & P5 Loop Rd
TGS 07 Hill St & Ave of Ocieana
TGS 08 Holker St & Jamieson St
TGS 09 VMS locations
TGS 10 Detour map

Who Dares

Version 1.1

Revised 12 Jun 23

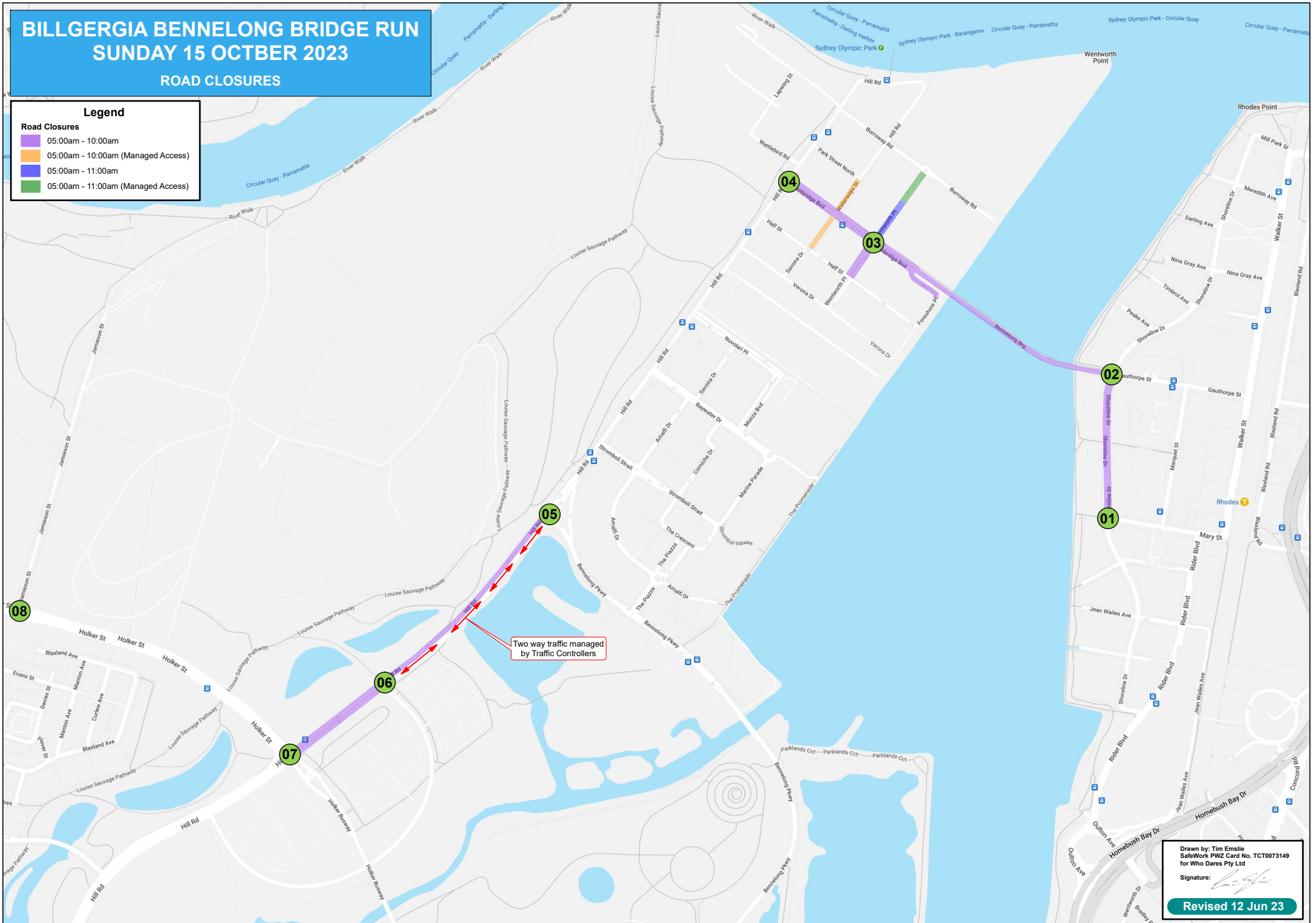
BILLGERGIA BENNELONG BRIDGE RUN

SUNDAY 15 OCTOBER 2023

ROAD CLOSURES

Legend

- Road Closures**
- 05:00am - 10:00am
 - 05:00am - 10:00am (Managed Access)
 - 05:00am - 11:00am
 - 05:00am - 11:00am (Managed Access)

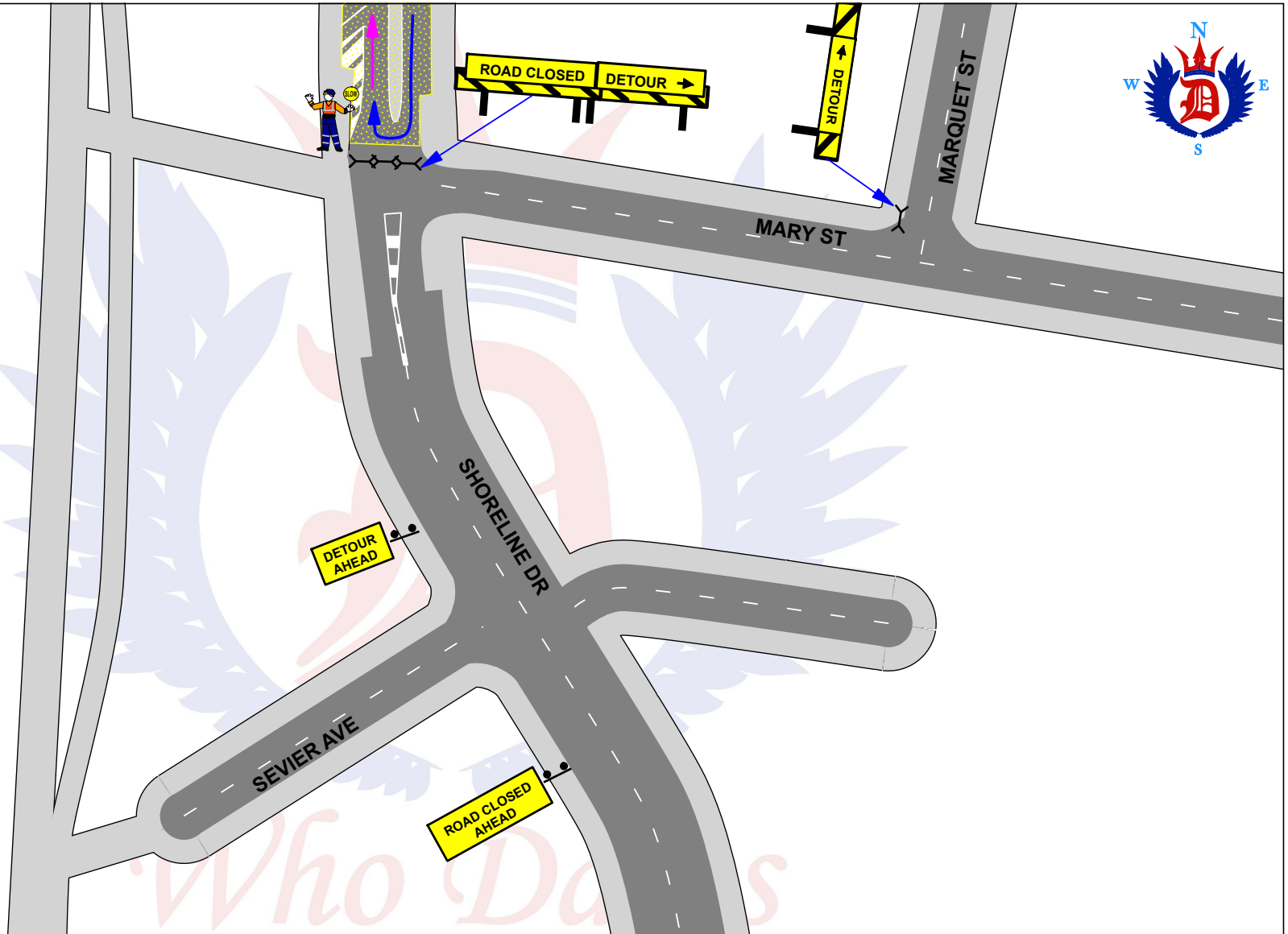


Drawn by: Tim Emalle
 SafeWork PWZ Card No. TCT0073149
 for Who Dares Pty Ltd
 Signature: *[Signature]*

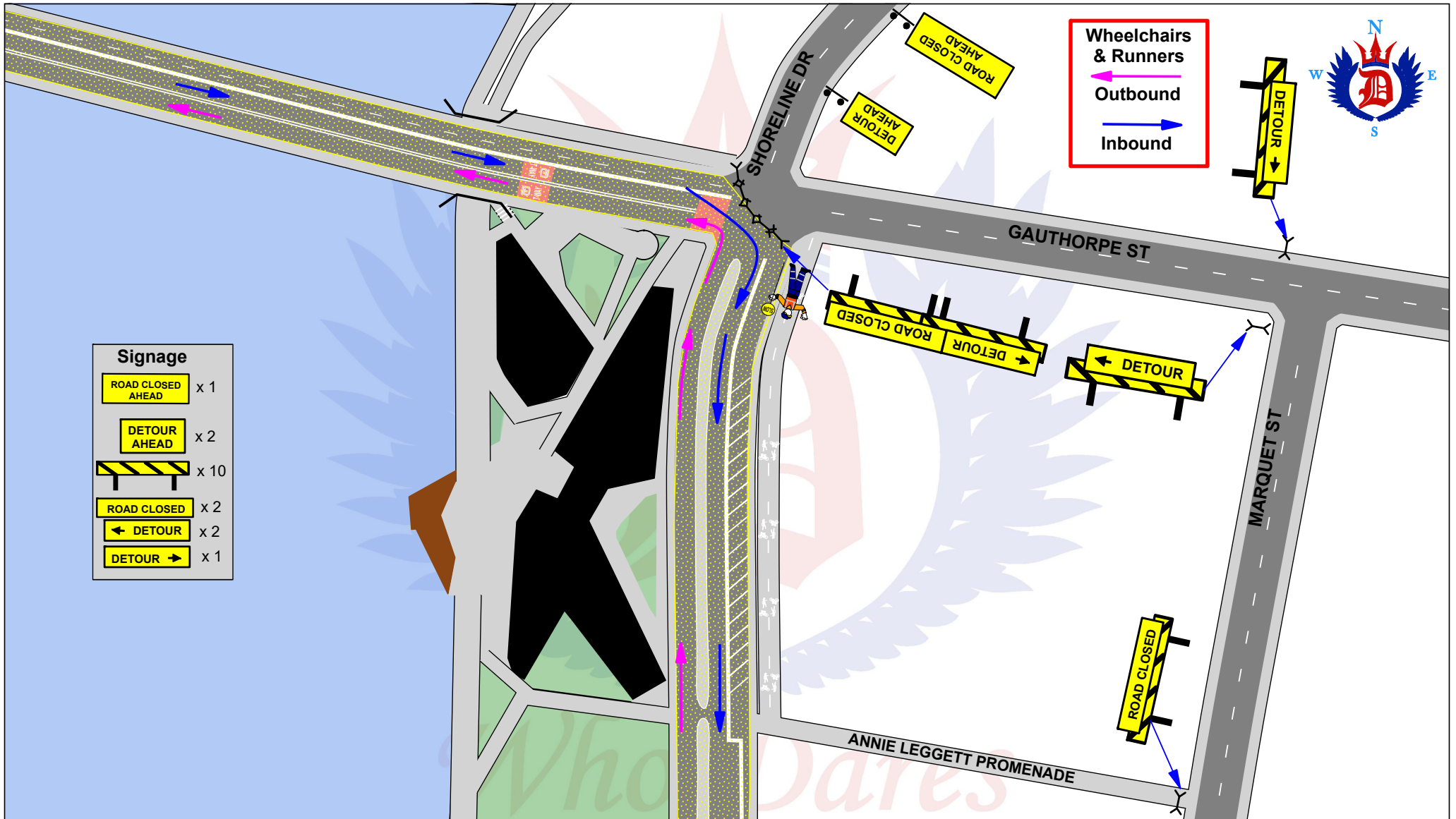
Revised 12 Jun 23

Signage	
	x 1
	x 1
	x 5
	x 1
	x 1
	x 1

Wheelchairs & Runners	
	Outbound
	Inbound

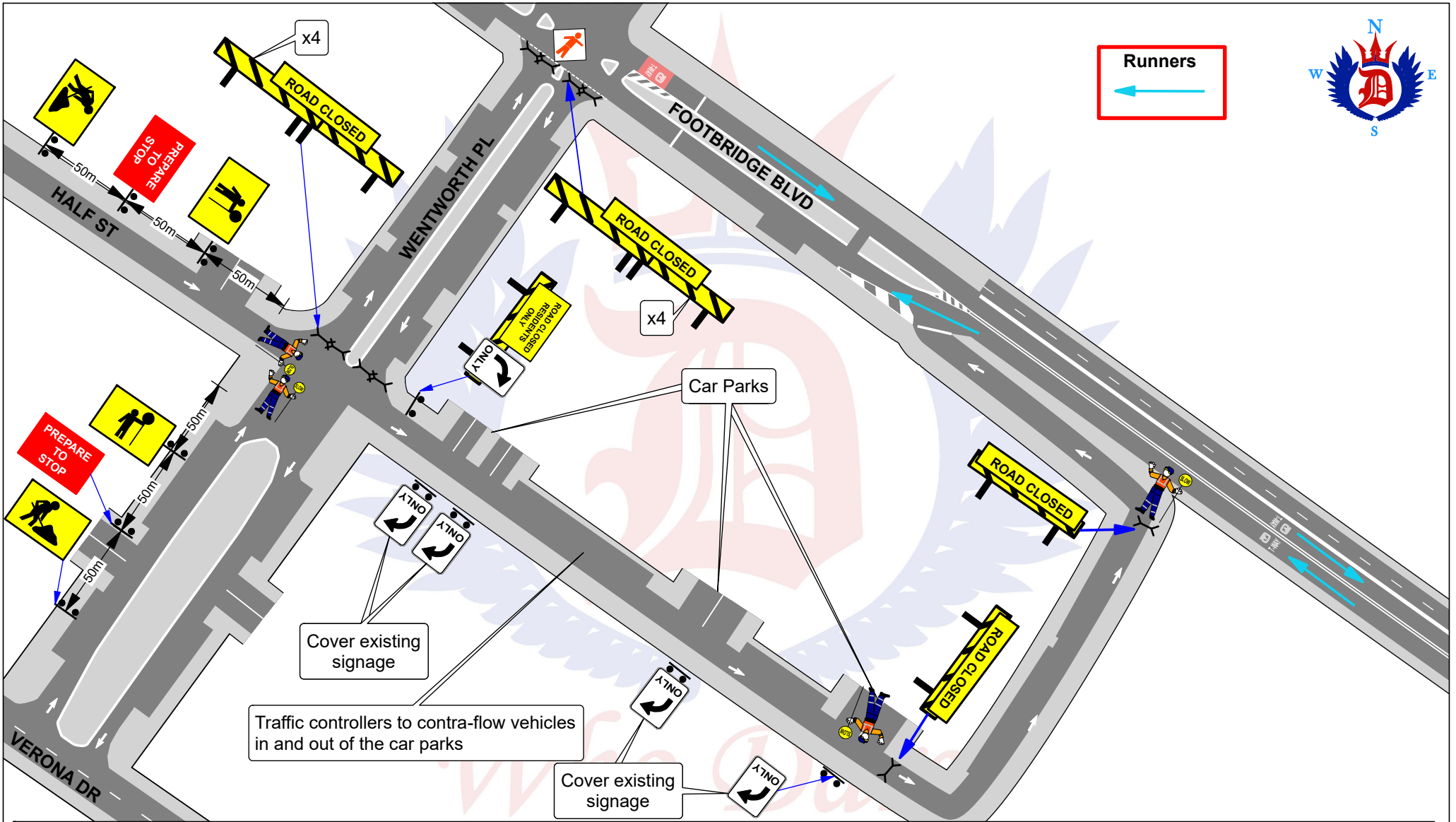


AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIME	BILLGERGIA BENNELONG BRIDGE RUN Shoreline Drive & Mary Street RHODES	TGS	01
TfNSW						DATE	Sun 15th Oct 2023
POLICE						Drawn by: Tim Emslie SafeWork PWZ Card No. TCT0073149 for Who Dares Pty Ltd	
WHO DARES	Monitor Closure	Deliver Signage	1	0500 - 1000		Signature:	
MARSHAL						Revised 12 Jun 23	



AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIME	BILLGERGIA BENNELONG BRIDGE RUN Shoreline Drive & Gauthorpe Street RHODES	TGS	02
TfNSW						DATE	Sun 15th Oct 2023
POLICE						Drawn by: Tim Emslie SafeWork PWZ Card No. TCT0073149 for Who Dares Pty Ltd	
WHO DARES	Monitor Closure	Deliver Signage	1	0500 - 1000		Signature:	
MARSHAL					Revised 12 Jun 23		

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AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIME
TfNSW				
POLICE				
WHO DARES	Monitor Closures	Contraflow Vehicles out of Carparks	4	0500 - 1000
MARSHAL	Monitor Closures		1	0500 - 1000

BILLGERGIA BENNELONG BRIDGE RUN
Footbridge Boulevard & Wentworth Place
WENTWORTH POINT

Revised 12 Jun 23

TGS	03
DATE	Sun 15th Oct 2023
Drawn by: Tim Emslie SafeWork PWZ Card No. TCT0073149 for Who Dares Pty Ltd Signature:	

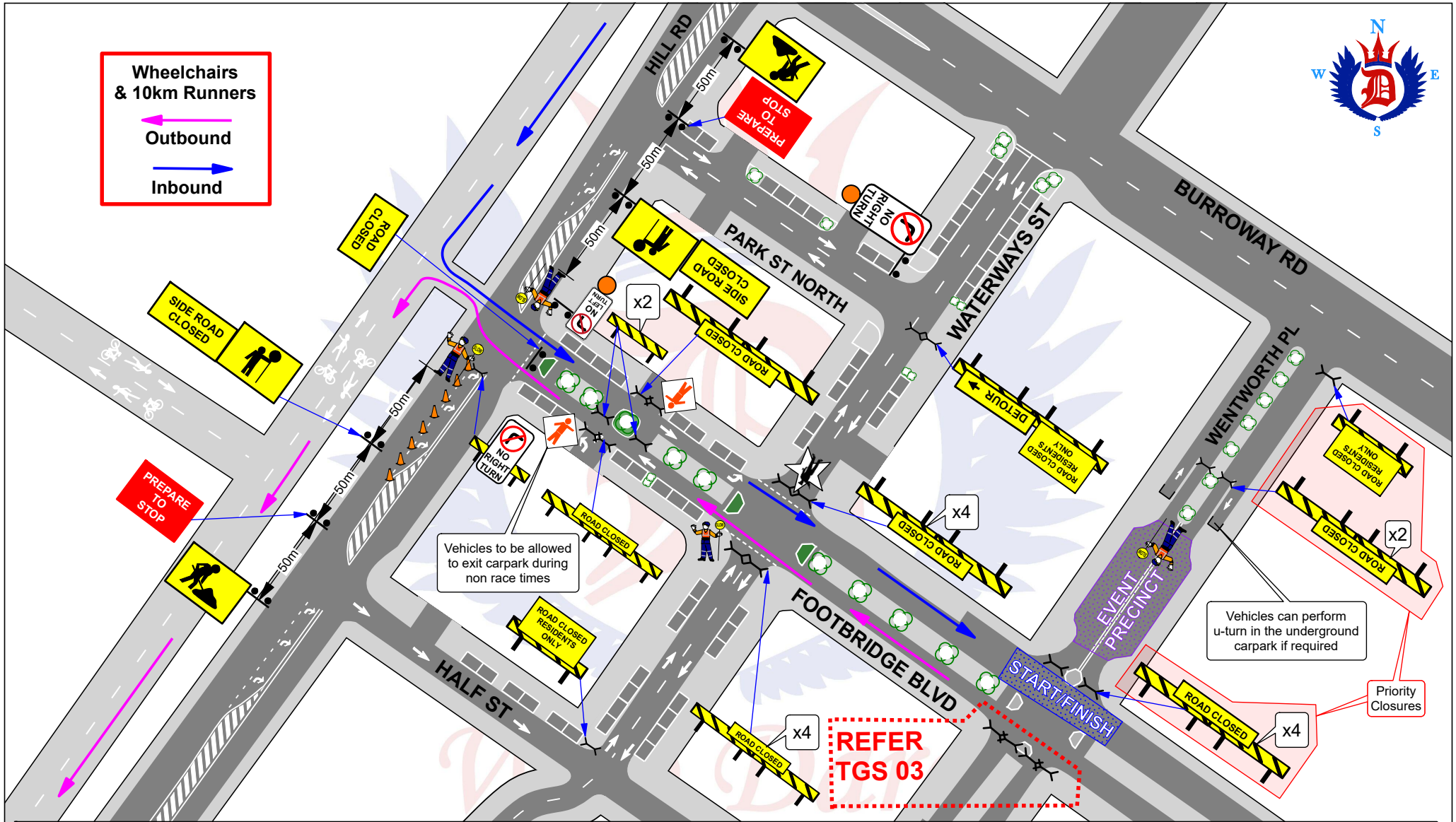
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Wheelchairs & 10km Runners

← Outbound

→ Inbound



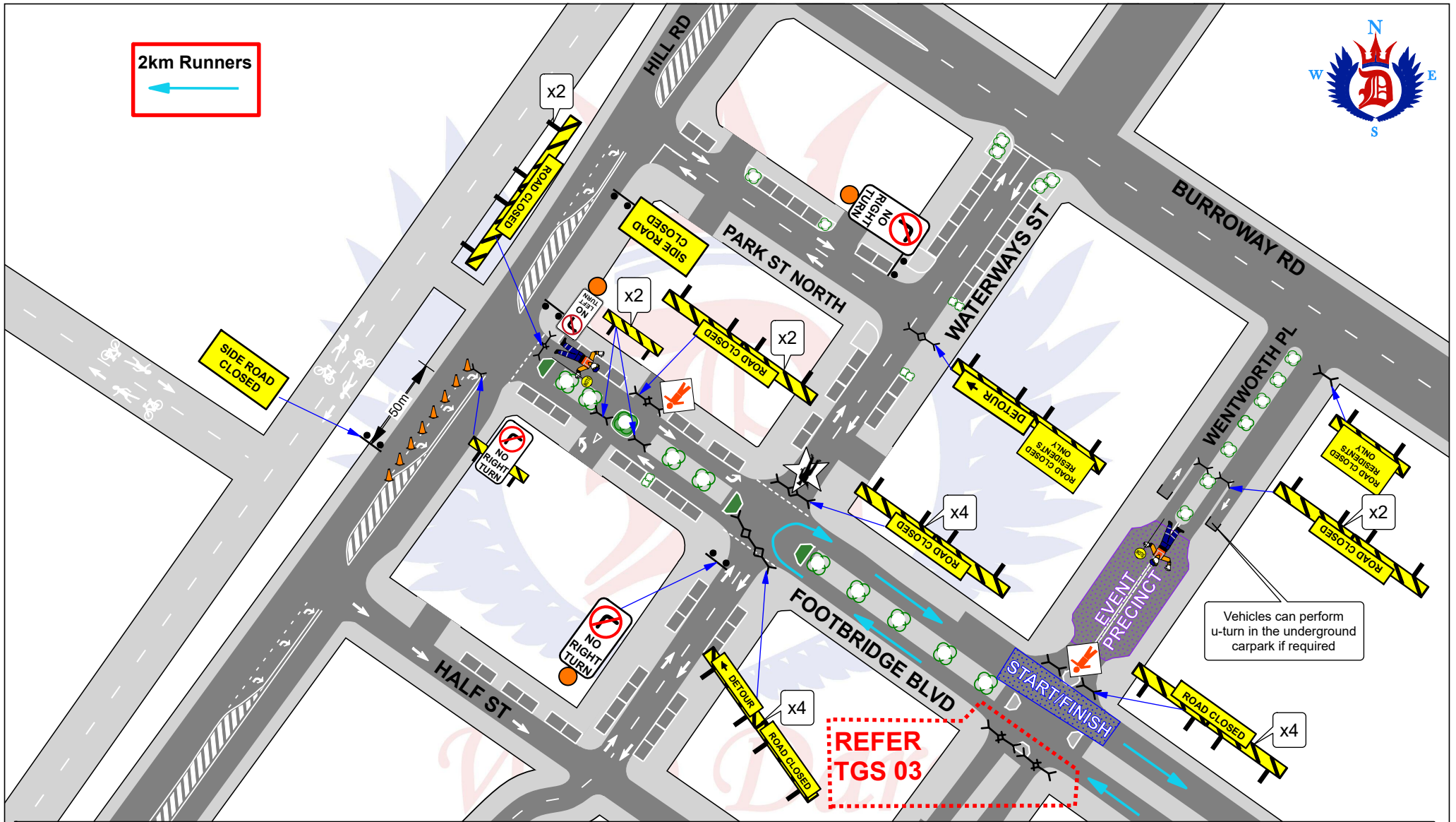
AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIME	BILLGERGIA BENNELONG BRIDGE RUN Footbridge Boulevard, Hill Road & Waterways Street WENTWORTH POINT	TGS	04A	
TfNSW							DATE	Sun 15th Oct 2023
POLICE	Monitor Closures		1	0500 - 0900			Drawn by: Tim Emslie SafeWork PWZ Card No. TCT0073149 for Who Dares Pty Ltd Signature: <i>[Signature]</i>	
WHO DARES	Monitor Closures & Control Traffic	Deliver Signage	4	0500 - 0900				
MARSHAL	Monitor Closures		2	0500 - 0900				

Revised 12 Jun 23

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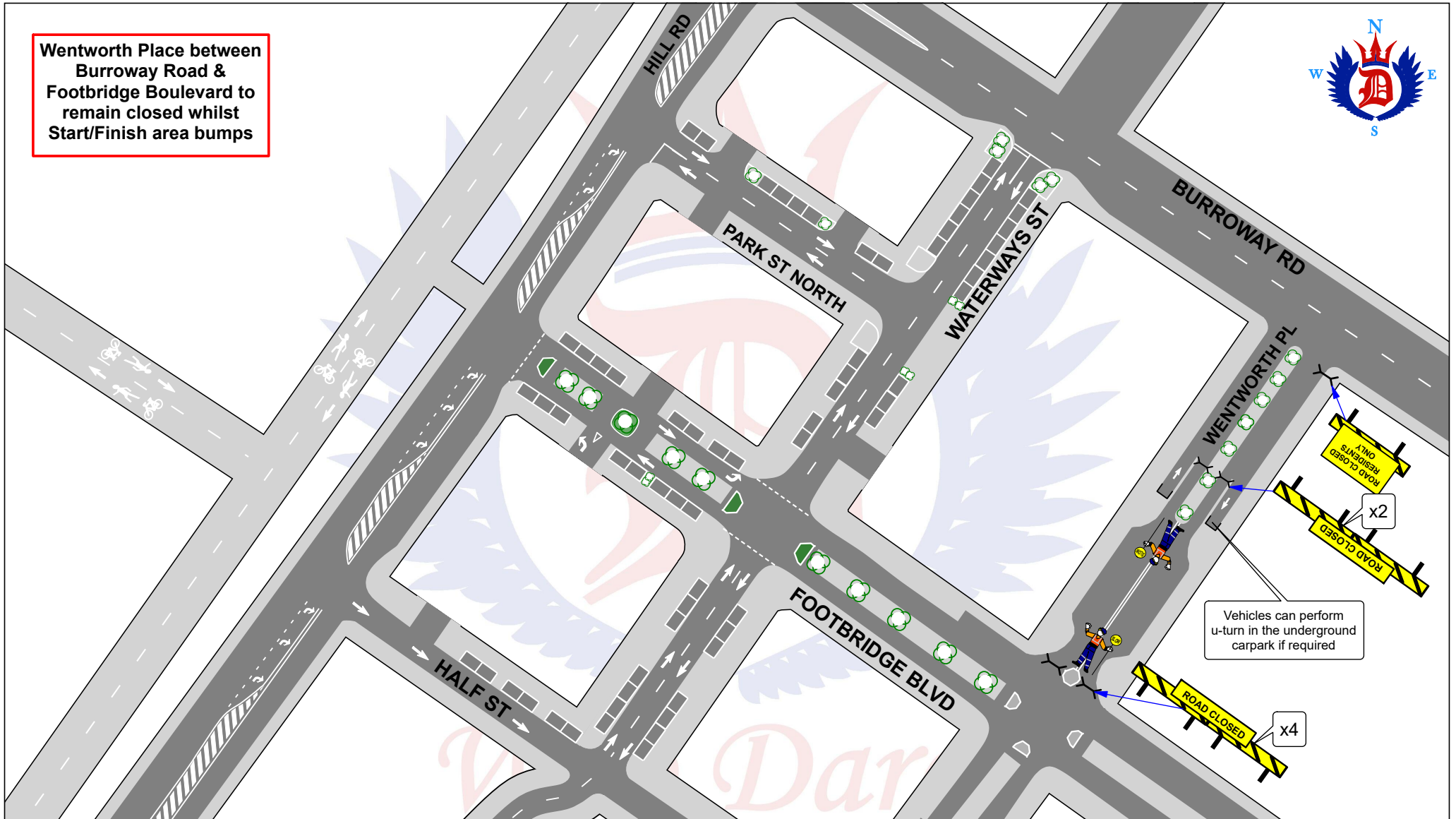
2km Runners
←



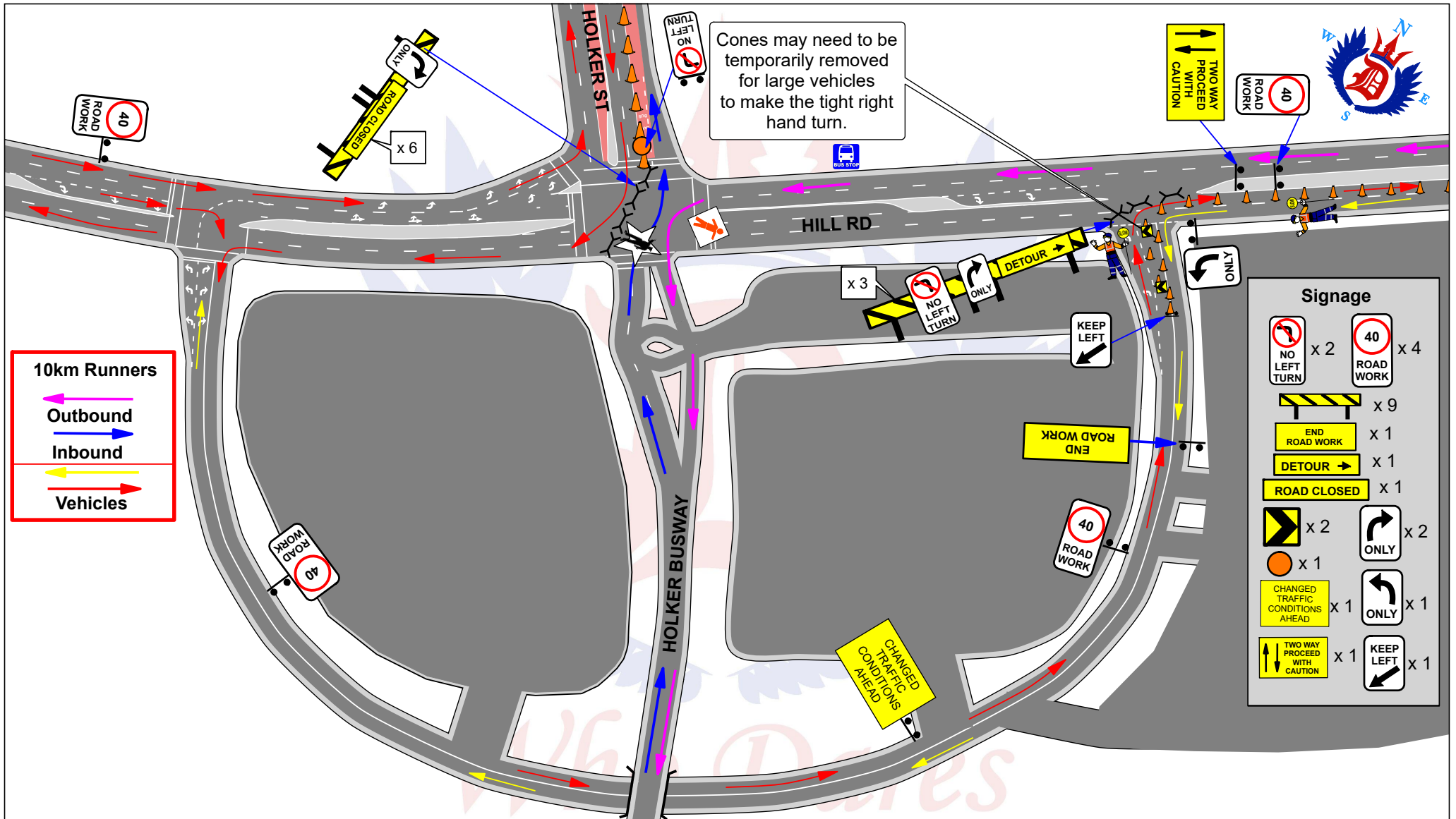
AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIME	BILLGERGIA BENNELONG BRIDGE RUN Footbridge Boulevard, Hill Road & Waterways Street WENTWORTH POINT	TGS	04B	
TfNSW							DATE	Sun 15th Oct 2023
POLICE	Monitor Closures		1	0900 - 1000			Drawn by: Tim Emslie SafeWork PWZ Card No. TCT0073149 for Who Dares Pty Ltd	
WHO DARES	Monitor Closures	Deliver Signage	2	0900 - 1000			Signature:	
MARSHAL	Monitor Closures		2	0900 - 1000			Revised 12 Jun 23	

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Wentworth Place between Burroway Road & Footbridge Boulevard to remain closed whilst Start/Finish area bumps



AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIME	BILLGERGIA BENNELONG BRIDGE RUN Footbridge Boulevard, Hill Road & Waterways Street WENTWORTH POINT	TGS	04C
TfNSW						DATE	Sun 15th Oct 2023
POLICE						Drawn by: Tim Emslie SafeWork PWZ Card No. TCT0073149 for Who Dares Pty Ltd	
WHO DARES	Monitor Closures	Deliver Signage	2	1000 - 1100		Signature:	
MARSHAL						Revised 12 Jun 23	



AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIME
TfNSW				
POLICE	Monitor Closure		1	0500 - 1000
WHO DARES	Monitor & Direct Traffic	Deliver Signage	2	0500 - 1000
MARSHAL	Direct Event Participants		1	0500 - 1000

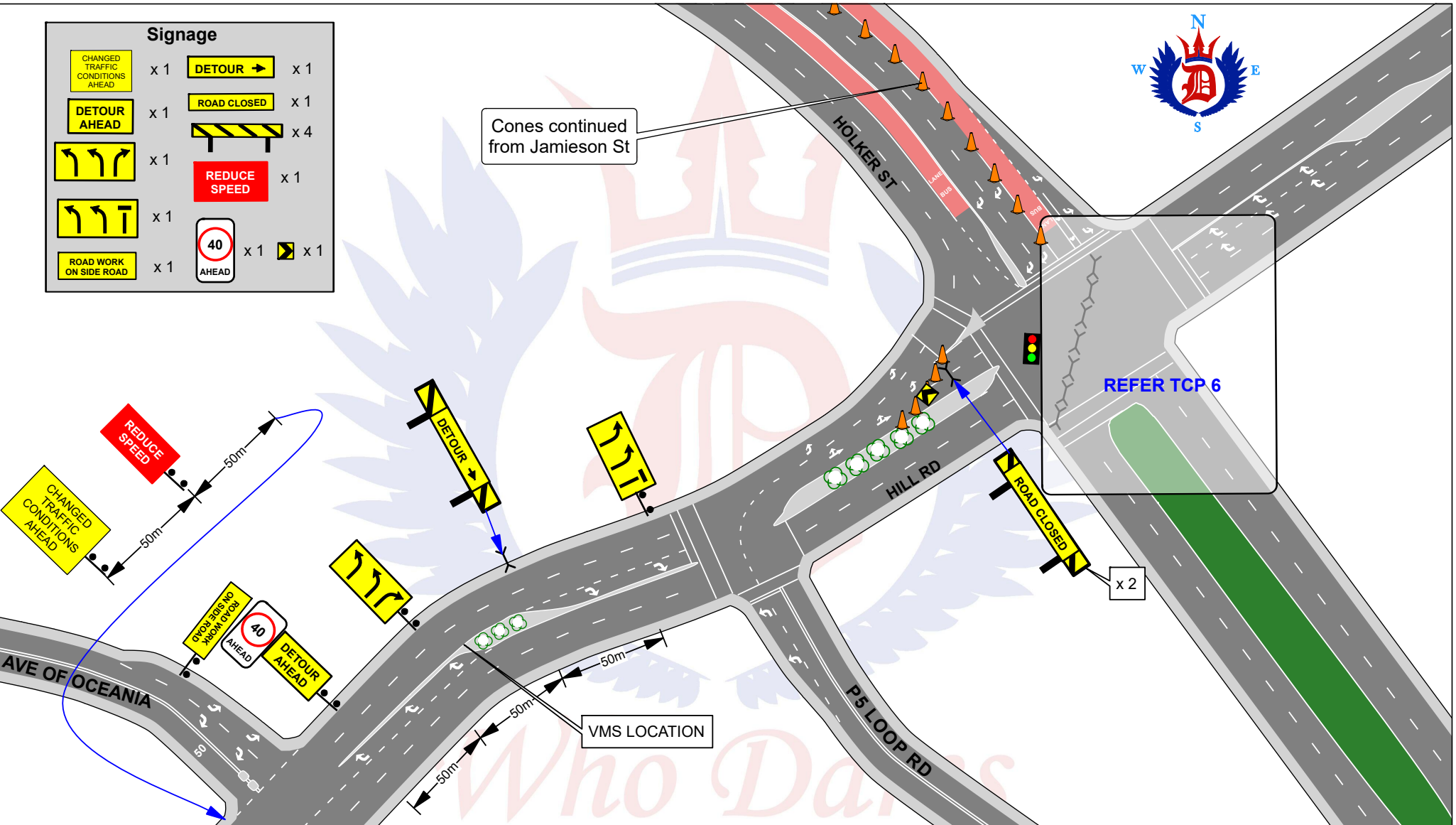
BILLGERGIA BENNELONG BRIDGE RUN
 Hill Road, Holker Street & P5 Loop Road
 SYDNEY OLYMPIC PARK

Revised 12 Jun 23

TGS	06
DATE	Sun 15th Oct 2023
Drawn by: Tim Emslie SafeWork PWZ Card No. TCT0073149 for Who Dares Pty Ltd Signature: <i>[Signature]</i>	

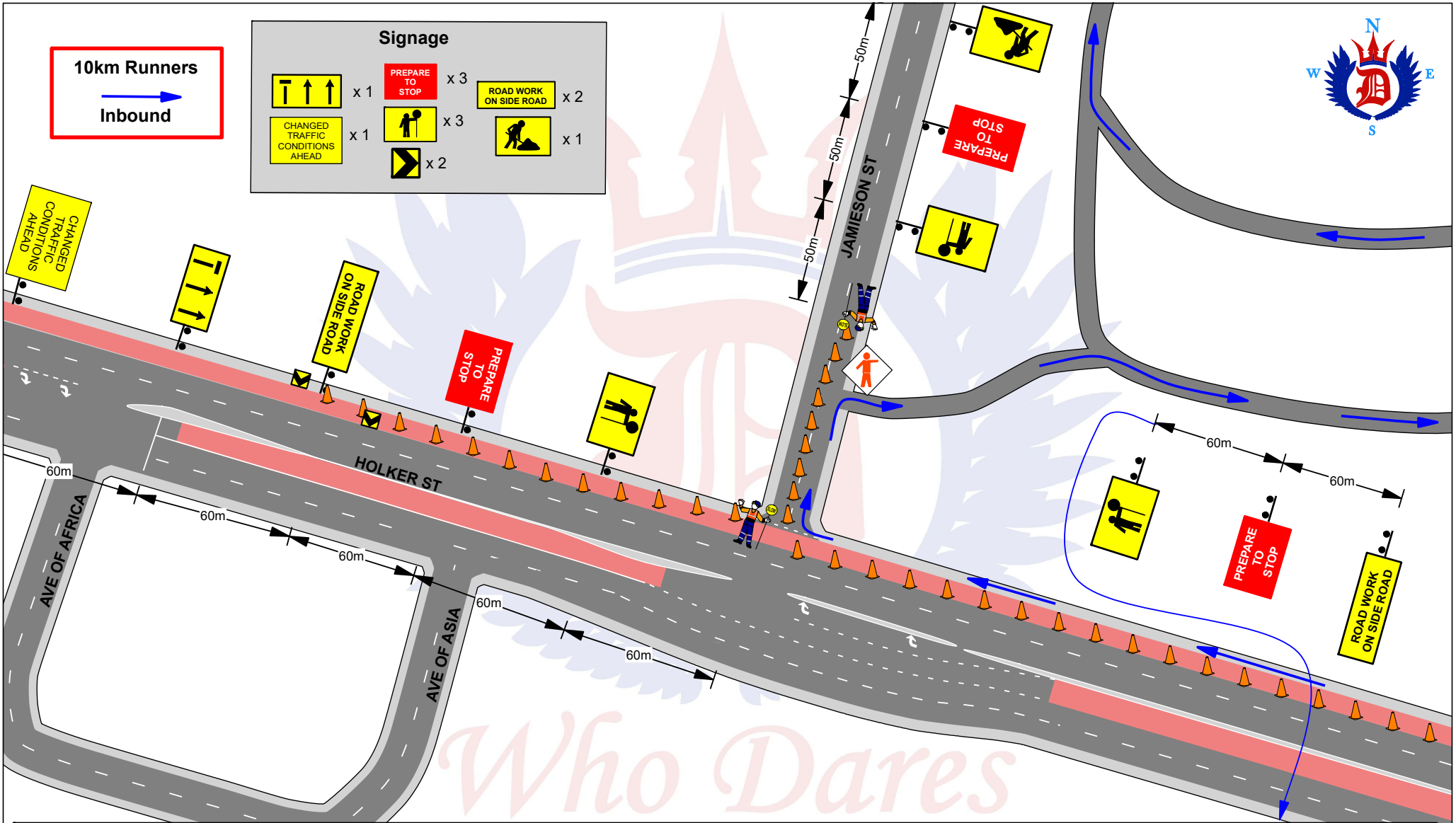
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Signage			
CHANGED TRAFFIC CONDITIONS AHEAD x 1	DETOUR → x 1	ROAD CLOSED x 1	ROAD CLOSED x 4
DETOUR AHEAD x 1	REDUCE SPEED x 1	40 AHEAD x 1	ROAD WORK ON SIDE ROAD x 1
→ → → x 1			
→ → → x 1			
ROAD WORK ON SIDE ROAD x 1			



AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIME	BILLGERGIA BENNELONG BRIDGE RUN Hill Road & Avenue of Oceania SYDNEY OLYMPIC PARK	TGS	07
TfNSW						DATE	Sun 15th Oct 2023
POLICE						<small>Drawn by: Tim Emslie SafeWork PWZ Card No. TCT0073149 for Who Dares Pty Ltd</small>	
WHO DARES	Monitor Traffic	Deliver Signage	1	0500 - 1000		<small>Signature:</small> 	
MARSHAL					Revised 12 Jun 23		

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10km Runners
 Inbound

Signage

- CHANGED TRAFFIC CONDITIONS AHEAD x 1
- ROAD WORK ON SIDE ROAD x 2
- PREPARE TO STOP x 3
- ROAD WORK ON SIDE ROAD x 2
- CHANGED TRAFFIC CONDITIONS AHEAD x 1
- PREPARE TO STOP x 3
- ROAD WORK ON SIDE ROAD x 1
- CHANGED TRAFFIC CONDITIONS AHEAD x 1
- PREPARE TO STOP x 2



Who Dares

AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIME
TfNSW				
POLICE				
WHO DARES	Manage Traffic in/out of Jamison Road	Deliver Signage	2	0500 - 1000
MARSHAL	Direct Event Participants		1	0500 - 1000

BILLGERGIA BENNELONG BRIDGE RUN
 Holker Street & Jamison Road
 SYDNEY OLYMPIC PARK

TGS	08
DATE	Sun 15th Oct 2023

Drawn by: Tim Emslie
 SafeWork PWZ Card No. TCT0073149
 for Who Dares Pty Ltd
 Signature: *[Signature]*

Revised 12 Jun 23

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PRIOR TO EVENT		EVENT DAY (BEFORE ROAD CLOSURES)		EVENT DAY (DURING ROAD CLOSURES)	
From Fri 6th Oct till 23:59 on Sat 14h Oct		Displayed from 00:00 till 05:00 on Sun 15h Oct		Displayed from 05:00 till 10:00 on Sun 15th Oct	
SCREEN 1		SCREEN 1		SCREEN 1	
		SCREEN 2		SCREEN 2	

PRIOR TO EVENT		EVENT DAY (BEFORE ROAD CLOSURES)	
From Fri 6th Oct till 23:59 on Sun 15th Oct		Displayed from 00:00 till 10:00 on Sun 15th Oct	
SCREEN 1		SCREEN 1	
SCREEN 2		SCREEN 2	

AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIME	BILLGERGIA BENNELONG BRIDGE RUN Holker Street & Jamison Road SYDNEY OLYMPIC PARK	TGS	09
TfNSW						DATE	Sun 15th Oct 2023
POLICE						Drawn by: Tim Emslie SafeWork PWZ Card No. TCT0073149 for Who Dares Pty Ltd	
WHO DARES						Signature:	
TRUE SPORTS EVENTS	Supply VMS Boards					Revised 12 Jun 23	

