Local Traffic Committee Meeting

Monday, 18 March 2013
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MINUTES of the Local Traffic Committee of The Hills Shire Council held in the Council Chambers, Castle Hill on 18 February 2013

179 PRESENT

Cllr Dr M Byrne (Mayor in the Chair)
Mr Ray Williams MP (Member for Hawkesbury)
Mr D Elliott MP (Member for Baulkham Hills)
Mr D Perrottet MP (Member for Castle Hill)
Mr K Jordan (Hills Bus)
Mr J Booth (ComfortDelgroCabcharge)
Mr K Shah (RTA)
Sgt R Toynton (Castle Hill Police)
Const M Brown (Castle Hill Police)
Mr A King (Manager - Infrastructure Planning THSC)
Mr M Doyle (Traffic Engineer THSC)
Mr J Laidler (Trainee Traffic Engineer)

180 APOLOGIES

Dr G Lee (Member for Parramatta)
Local Area Commander Superintendent Philip Flogel (Castle Hill Police)

181 TIME OF COMMENCEMENT

2:07 pm

182 TIME OF COMPLETION

2:46 pm
ITEM-1 CONFIRMATION OF MINUTES

183 RECOMMENDATION

Proceedings In Brief
Mr K Shah noted that Item No. 2 of the Minutes of 17 December 2012 regarding the roundabout in Ironbark Ridge Road was now not required as the construction work had been completed in January. Mr Shah also pointed out that under the appropriate RMS Delegation to Council, all traffic facilities will need to be referred through the LTC in future.

A MOTION WAS MOVED BY MR WILLIAMS MP AND SECONDED BY SGT R TOYNTON THAT The Minutes of the Local Traffic Committee Meeting of Council held on 17 December 2012 be confirmed without change.

THE MOTION WAS PUT AND CARRIED UNANIMOUSLY.

The Minutes of the Local Traffic Committee meeting held on 17 December 2012 were adopted without change by Council on 12 February 2013.

ITEM-2 SOLENT CIRCUIT, BELLA VISTA - NO STOPPING RESTRICTIONS

184 RECOMMENDATION

Proceedings In Brief
Mr Elliott MP requested that before the parking restrictions are installed on Solent Circuit that the business located on the western side of the road be consulted and comments sought.

A MOTION WAS MOVED BY MR ELLIOTT MP AND SECONDED BY MR K SHAH THAT

1. ‘No Stopping’ signs be installed for 20 metres either side of both driveways to Hillsong Church on Solent Circuit.
2. Council contact businesses on the western side of Solent Circuit seeking their comments regarding the installation of ‘No Stopping’ signs on the eastern side of Solent Circuit from Inglewood Place to Norwest Boulevard adjacent to the Church property prior to this matter being reconsidered by the LTC.

THE MOTION WAS PUT AND CARRIED UNANIMOUSLY.

ITEM-3 SEVEN HILLS ROAD, BAULKHAM HILLS - PROPOSED RELOCATION OF BUS STOP

185 RECOMMENDATION

A MOTION WAS MOVED BY MR ELLIOTT MP AND SECONDED BY CLR DR BYRNE THAT The proposed relocation of the existing bus stop in Seven Hills Road in the vicinity of Flinders Avenue be supported subject to no substantial objections from the affected property owners.

THE MOTION WAS PUT AND CARRIED UNANIMOUSLY.

This is page number 2 of the Minutes of the Local Traffic Committee Meeting of The Hills Shire Council, held on 18 February 2013.
ITEM-4 RAILWAY STREET, BAULKHAM HILLS - REQUEST FOR BUS STOPS ON RAILWAY STREET NEAR JENNER STREET INTERSECTION

186 RECOMMENDATION

A MOTION WAS MOVED BY MR ELLIOTT MP AND SECONDED BY CLR DR BYRNE THAT Council install a ‘Bus Zone School Days 8:00am to 9:30am and 2:30pm to 4:00pm’ with ‘No Stopping at Other Times’ in the existing ‘No Stopping’ zones in Railway Street at Jenner Street.

THE MOTION WAS PUT AND CARRIED UNANIMOUSLY.

ITEM-5 RIDGECROP DRIVE, CASTLE HILL - REVIEW OF REMOVAL OF ‘NO PARKING’ ZONE

187 RECOMMENDATION

A MOTION WAS MOVED BY CLR DR BYRNE AND SECONDED BY MR K SHAH THAT

1. Council note the success of removing the kiss and drop zone at Samuel Gilbert Public School on Ridgecrop Drive.
2. Council remove the ‘No Parking’ zone on Gilbert Road immediately north of the roundabout at Ridgecrop Drive (south).

THE MOTION WAS PUT AND CARRIED UNANIMOUSLY.

ITEM-6 OAKES ROAD, CARLINGFORD - REQUEST FOR PARKING RESTRICTIONS

188 RECOMMENDATION

A MOTION WAS MOVED BY MR PERROTTET MP AND SECONDED BY CLR DR BYRNE THAT

1. Council expedite the Hills Commuter Carparking Strategy for the provision of additional car parking areas.
2. This matter be reviewed once the Hills Commuter Carparking Strategy is finalised.

THE MOTION WAS PUT AND CARRIED UNANIMOUSLY.

ITEM-7 COONARA AVENUE, WEST PENNANT HILLS - REQUEST FOR REMOVAL OF ‘NO PARKING’ RESTRICTIONS

189 RECOMMENDATION

A MOTION WAS MOVED BY MR PERROTTET MP AND SECONDED BY CLR DR BYRNE THAT the existing parking restrictions on the north western kerbline of Coonara Avenue be adjusted to remove 30m of ‘No Parking’ fronting house numbers 52 to 56.

THE MOTION WAS PUT AND CARRIED UNANIMOUSLY.
MINUTES of the Local Traffic Committee of The Hills Shire Council held in the Council Chambers, Castle Hill on 18 February 2013

ITEM-8 REACH FOR THE RAINBOW FUN RUN - CASTLE HILL

190 RECOMMENDATION

A MOTION WAS MOVED BY CLR DR BYRNE AND SECONDED BY MR K SHAH THAT the matter be deferred to the March meeting of the Local Traffic Committee pending further information relating to the TMP being received.

THE MOTION WAS PUT AND CARRIED UNANIMOUSLY.

ITEM-9 RIDE TO RIVERSTONE - CHARITY BIKE RIDE

Proceedings in Brief
TMP is not complete therefore the matter should be deferred to special meeting between LTC members and the organisers to resolve safety issues relating to the proposed route. As the ride is held in May the meeting has been tentatively set for Thursday, 21st February 2013 at The Hills Shire Council to allow sufficient time for the approval process.

191 RECOMMENDATION

A MOTION WAS MOVED BY MR WILLIAMS MP AND SECONDED BY CLR DR BYRNE THAT the matter be deferred to a special meeting on the 21st February at The Hills Shire Council between LTC members and the organisers of the charity ride to clarify certain details of the TMP.

THE MOTION WAS PUT AND CARRIED UNANIMOUSLY.

QUESTIONS WITHOUT NOTICE

192 Mungerie Road, Beaumont Hills – Parking Issues at School

Mr Williams MP tabled correspondence from a resident regarding problems he is experiencing at the Malek Fahd Islamic School when parents are attempting to drop off and pick up their children. Council’s Traffic Engineer will investigate this matter to seek an appropriate solution.

193 Old Northern Road, Castle Hill – Guard Rails

Mr Williams MP tabled correspondence from a resident regarding the guard rails near Oakhill High School on Old Northern Road, Castle Hill. Council’s Traffic Engineer advised the Committee that Council has responded previously to this resident and copies of Council’s correspondence will be provided to Mr Williams. The matter will be followed up by the RMS who has care and control of Old Northern Road.

194 Showground Road, Castle Hill – Upgrade

Mr Williams MP tabled correspondence requesting information as to the timing of the upgrading of Showground Road. Council’s Traffic Engineer will refer the matter to the RMS for response directly to the resident.

This is page number 4 of the Minutes of the Local Traffic Committee Meeting of The Hills Shire Council, held on 18 February 2013.
195 Crestwood Public School – Parking Issues in Peel Road

Sgt Toynton raised a matter relating to parents at Crestwood School parking contrary to the parking signs and advised that enforcement is required by both Council and the Police. The Police have spoken to the school, and they are supportive of enforcement action or a change to the restrictions. Sgt Toynton has requested 'No Stopping' signage be installed. Council's Traffic Engineer will investigate and report to next LTC meeting.

196 Baker Street, Carlingford

Sgt Toynton reported a dangerous situation occurring in Baker Street, Carlingford. Vehicles travelling on Baker Street towards Pennant Hills Road are overtaking vehicles banked up to make left turns at Pennant Hills Road and crossing the centreline to do so. Police are enforcing this action and asked what can Council do to assist. The drainage construction works on Jenkins Road may be contributing to the higher number of vehicles using this intersection. Two lanes in Jenkins Road are due to be opened this week however the work has been delayed due to recent wet weather. Council's Traffic Engineer will investigate and report to a future LTC meeting.

197 Norwest Rail Update – Early Works Construction

Council’s Manager – Infrastructure Planning advised the Committee that representatives from Baulderstone were hoping to address the Committee today regarding issues relating to early works construction. He asked the Committee when it would be most convenient to meet the Baulderstone team. As the presentation would probably take a couple of hours it may be possible to start presentation at 1PM before the meeting. It was agreed that Baulderstone should be requested to make their presentation before the March or April LTC meeting.

The Minutes of the above Meeting were confirmed at the Meeting of the Local Traffic Committee held on 18 March 2013.
ITEM-2  WINDSOR ROAD, BAULKHAM HILLS - EXTENSION OF BUS BAY BETWEEN COOK STREET AND OAKLAND AVENUE

THEME:  Balanced Urban Growth

HILLS 2026 OUTCOME/S:  BUG 1 I can get where I need to go.

COUNCIL STRATEGY/S:  BUG 1.1 Facilitate the provision of integrated transport alternatives that link residents to their home, places of work and services and facilities.

ELECTORATE:  BAULKHAM HILLS

AUTHOR:  INFRASTRUCTURE PLANNING SUPPORT OFFICER
BEVERLEY BENFIELD

RESPONSIBLE OFFICER:  MANAGER – INFRASTRUCTURE PLANNING
ANDREW KING

REPORT

Advice has been received from the Roads & Maritime Services regarding the proposed extension to the existing bus bay on the eastern side of Windsor Road between Cook Street and Oakland Avenue, Baulkham Hills. A copy of the concept design plan for the bus bay is attached to this report for information (Attachment 1).

The objective of the extension to the bus bay is to improve the efficiency and reliability of bus services on Windsor Road by allowing an additional two buses to simultaneously use the bus stop. A Review of Environmental Factors (REF) is currently being prepared to assess the likely impacts of the proposal under Part 5 of the Environmental Planning and Assessment Act, 1979.

The RMS has invited Council to comment and advise of any interests, concerns or statutory requirements relating to the proposal. Comments received will be considered in the REF. The RMS has requested a written response from Council be received by the 22nd March 2013.

The RMS will notify the adjacent residents and businesses in the near future advising of the proposal, also giving them the opportunity for comment. A copy of the proposed correspondence is attached for information (Attachment 2).

IMPACTS

Financial
This matter has no direct financial impact upon Council’s adopted budget or forward estimates.

Hills 2026
The recommendation of this report demonstrates Council’s aim of achieving a safer road network through the installation, renewal and modification of traffic facilities.
RECOMMENDATION
Council supports the provision of improved bus stop facilities across the Shire and have no objection to the proposal.

ATTACHMENTS
1. RMS Concept Design Plan
2. RMS Correspondence for residents and businesses.
To the householder &
business owner

FEBRUARY 2013

Dear householder/business operator

Re: Proposed extension of bus bay on Windsor Road between Cook Street and
Oakland Avenue, Baulkham Hills

Roads and Maritime Services (RMS) is proposing an extension of the bus bay on Windsor Road
between Cook Street and Oakland Avenue, Baulkham Hills as part of the NSW Government’s
Bus Priority Program.

This project forms part of an overall strategy to improve bus reliability along strategic bus corridors
linking major centres across the Sydney metropolitan area.

The extension would improve the efficiency and reliability of bus services on Windsor Road by
allowing an additional two buses to simultaneously use this bus stop.

The proposal involves:
- Property adjustments.
- Relocation of bus shelter.
- Relocation of directional sign.
- Utility adjustments (gas, water, street lighting, electricity, telecommunications)
- Demolition of existing kerb and gutter and footpath.
- Construction of new kerb and gutter, road pavement and footpath.

Refer to the diagram included with this letter for a visual description of the proposed work.

Work to build the proposal in mid 2013 would involve possible night work with saw cutting,
concreting, installing kerb and gutter, asphalt paving and line marking activities. There would be
temporary impacts to traffic and noise generated from the work, however, every effort will be
made to minimise impacts on nearby residents.

Before we progress this proposal further we would like to hear your views. Please send your
written comments to David Payne, Senior Project Development Manager, PO Box 973,
Parramatta NSW 2124 or email buspriority@rms.nsw.gov.au by Wednesday 20 March 2013.

For more information, please call me during business hours on 02 8849 2268.

Yours sincerely,

David Payne

Senior Project Development Manager
Bus Network Development

Roads and Maritime Services of New South Wales

RMS project achievements. Have a look.
ITEM-3  GOLDFINCH CRESCENT, BELLA VISTA - INTRODUCTION OF 'NO PARKING' RESTRICTIONS

THEME: Balanced Urban Growth

HILLS 2026 OUTCOME/S: BUG 1 I can get where I need to go.

COUNCIL STRATEGY/S: BUG 1.1 Facilitate the provision of integrated transport alternatives that link residents to their home, places of work and services and facilities.

ELECTORATE: BAULKHAM HILLS

AUTHOR: PRINCIPAL COORDINATOR TRAFFIC & TRANSPORT STEPHEN BARNES

RESPONSIBLE OFFICER: MANAGER – INFRASTRUCTURE PLANNING ANDREW KING

REPORT
Council has received a request from the Executive Committee of the Swallow Ridge Estate at Bella Vista to consider the installation of full time ‘No Parking’ restrictions on the southern side of Goldfinch Crescent adjacent the side boundary of house no. 12.

The Committee have advised that vehicles, including a boat, are continually parking around the bend restricting sight distance and vehicle movements thereby forcing vehicles into the centre of the carriageway, possibly increasing the potential for a head on collision to occur.

Council has written to the owner of 12 Goldfinch Crescent however to date there has been no response.

To improve both sight distance and traffic safety it is recommended that approximately 30 metres of full time parking restrictions be installed around the bend up to the driveway of 12 Goldfinch Crescent.

IMPACTS
Financial
Funding for signposting will be provided from Council’s existing signs and linemarking budget.

Hills 2026
The recommendation of this report demonstrates Council’s aim of achieving a safer road network through the installation, renewal and modification of traffic facilities.

RECOMMENDATION
Approximately 30 metres of full time ‘No Parking’ restrictions be installed around the bend of Goldfinch Crescent, Bella Vista up to the driveway of house no. 12.
ATTACHMENTS

1. Locality Plan
2. Photographs submitted from the Swallow Ridge Executive Committee
ITEM-4  MERCER STREET, CASTLE HILL - PROPOSED 'NO PARKING' RESTRICTIONS

THEME: Balanced Urban Growth

HILLS 2026 OUTCOME/S: BUG 1 I can get where I need to go.

COUNCIL STRATEGY/S: BUG 1.1 Facilitate the provision of integrated transport alternatives that link residents to their home, places of work and services and facilities.

ELECTORATE: CASTLE HILL

AUTHOR: TRAINEE TRAFFIC ENGINEER
JAMES LAIDLER

RESPONSIBLE OFFICER: MANAGER – INFRASTRUCTURE PLANNING
ANDREW KING

REPORT
Council had received a request from a resident living in the vicinity of the intersection of Mercer Street and Crane Road, concerned with traffic movements towards the south end of Mercer Street, Castle Hill.

In 2012 correspondence was forwarded to the residents of 1-5 Mercer Street in relation to the introduction of ‘No Parking’ restrictions to improve accessibility for service vehicles picking up garbage bins for the apartment complex. A short section of ‘No Parking’ restrictions was subsequently installed near the garbage bin storage facility on Mercer Street.

Letters were recently sent to the residents in the apartment complex as well as the single dwelling at 1a Mercer Street requesting comment regarding the possible introduction of full time ‘No Parking’ restrictions on Mercer Street from the corner of Crane Road to the existing ‘No parking’ near the driveway of 1-5 Mercer Street.

Of the 40 letters sent out to the affected residents, only 3 responses were received. Due to the minimal number of responses to Council’s letter, it can be concluded that by far the majority of residents are not opposed to the introduction of the parking restrictions.

IMPACTS
Financial
Funding for the signposting will be provided from Council’s existing signs and line marking budget.

Hills 2026
The recommendation of this report demonstrates Council’s aim of achieving a safer road network through the installation, renewal and modification of traffic facilities.

RECOMMENDATION
Full time ‘No Parking’ restrictions be installed on the eastern side of Mercer Street from the corner of Crane Road up to the existing ‘No Parking’ signs near the driveway of 1-5 Mercer Street.
ATTACHMENTS

1. Locality Plan
ITEM-5 BOUNDARY ROAD, CARLINGFORD - REQUEST FOR PARKING RESTRICTIONS

THEME: Balanced Urban Growth

HILLS 2026 OUTCOME/S: BUG 1 I can get where I need to go.

COUNCIL STRATEGY/S: BUG 1.1 Facilitate the provision of integrated transport alternatives that link residents to their home, places of work and services and facilities.

ELECTORATE: CASTLE HILL

AUTHOR: ROAD SAFETY OFFICER
ANGELA VERNICOS

RESPONSIBLE OFFICER: MANAGER – INFRASTRUCTURE PLANNING
ANDREW KING

REPORT
Council has received a request from a resident of 8-10 Boundary Road, Carlingford to install ‘No Parking’ restrictions fronting the property in order to improve access for the garbage trucks during the collection of garbage bins for the units. The development utilises commercial bins which reduces the need for the individual units to have their own smaller bins. The location of this unit development is at the southern end of an unformed cul-de-sac in Boundary Road adjoining Railcorp NSW property.

The bins are collected on Mondays and Thursdays and when vehicles park in the area adjacent to the pathway where the garbage bins are located it is difficult for the garbage contractors to collect the bins.

Feedback from Council’s Resource Recovery section has also highlighted the difficulties the garbage contractors have with both the collection of garbage bins and turning around in this unformed cul-de-sac.

The installation of 30 metres of full time ‘No Parking’ restrictions will provide improved access to the garbage bins at 8-10 Boundary Road and will also improve the turning path for trucks turning around at the end of this unformed cul-de-sac.

IMPACTS
Financial
Funding for sign posting will be provided from Council’s existing signs and linemarking budget.

Hills 2026
The recommendation of this report demonstrates Council’s aim of achieving a safer road network through the installation, renewal and modification of traffic facilities.
RECOMMENDATION

1. ‘No Parking’ restrictions be installed for 30 metres from the entry path at 8-10 Boundary Road, Carlingford to the end of the unformed cul-de-sac.

2. The Body corporate of 8-10 Boundary Rd, Carlingford to be advised of the proposal.

ATTACHMENTS

1. Locality Plan
ITEM-6  OLD NORTHERN ROAD, GLENORIE - RELOCATION OF BUS STOP

THEME: Balanced Urban Growth

HILLS 2026 OUTCOME/S: BUG 1 I can get where I need to go.

COUNCIL STRATEGY/S: BUG 1.1 Facilitate the provision of integrated transport alternatives that link residents to their home, places of work and services and facilities.

ELECTORATE: HAWKESBURY

AUTHOR: PRINCIPAL COORDINATOR TRAFFIC & TRANSPORT STEPHEN BARNES

RESPONSIBLE OFFICER: MANAGER – INFRASTRUCTURE PLANNING ANDREW KING

REPORT
Council has received a request from Hillsbus for consideration to be given to relocating an existing bus stop fronting 886/888 Old Northern Road, Glenorie to the frontage of 884/884A Old Northern Road, Glenorie. The bus company initially received representations from the owner of 884A Old Northern Road who has two children that attend Dural Public School and catch the Route 637 bus service home every afternoon.

Representatives from the bus company have inspected the site and concur with resident that the existing bus stop is located on a bend and has limited opportunity for a bus to pull up clear of the carriageway.

CONCLUSION
Due to the safety concerns raised by the resident and confirmed by the bus company the existing bus stop fronting 886/888 Old northern Road, Glenorie be moved in a southerly direction fronting 884/884A Old Northern Road, Glenorie

IMPECTS
Financial
This matter has no direct financial impact upon Council’s adopted budget or forward estimates.

Hills 2026
The recommendation of this report demonstrates Council’s aim of achieving a safer road network through the installation, renewal and modification of traffic facilities.

RECOMMENDATION
The existing bus stop fronting 886/888 Old northern Road, Glenorie be moved in a southerly direction fronting 884/884A Old Northern Road, Glenorie

ATTACHMENTS
1. Locality Plan
Proposed new location for bus stop.
ITEM-7 RIDE TO RIVERSTONE - CHARITY BIKE RIDE 3013

THEME:
Balanced Urban Growth

HILLS 2026 OUTCOME/S:
BUG 1 I can get where I need to go.

COUNCIL STRATEGY/S:
BUG 1.1 Facilitate the provision of integrated transport alternatives that link residents to their home, places of work and services and facilities.

ELECTORATE: HAWKESBURY

AUTHOR: TRAFFIC ENGINEER
MICHAEL DOYLE

RESPONSIBLE OFFICER: MANAGER – INFRASTRUCTURE MANAGER
ANDREW KING

BACKGROUND
At the Local Traffic Committee meeting on 18 February 2013 a report on the Ride To Riverstone – Charity Bike Ride was deferred to the March meeting because the route maps for the ride were not available. The route maps are now available and the report is re-submitted for consideration.

REPORT
The Lions Club of Riverstone proposes to undertake the annual fund raising bicycle ride ‘Ride to Riverstone’ on Sunday, 15th May 2013.

The event is similar to previous years and involves the closure of Blue Gum Road and a temporary speed reduction on Bannerman Road. This year however there are some minor alterations to the event from last year. To minimise the impact on Bannerman Road only the 30km and 100km routes will use Bannerman Road and it is anticipated that they will be clear of Bannerman Road by 9:30am.

All details are attached to this report (Attachments 1 & 2).

It is noted that the amended routes will result in Annangrove Road between Edwards Road and Blue Gum Road being used by cyclists in both directions and will need to have both the intersections with Annangrove Road being controlled by authorised traffic controllers.

IMPACTS
Financial
This matter has no direct financial impact upon Council’s adopted budget or forward estimates.

Hills 2026
The recommendation of this report demonstrates Council’s aim of achieving a safer road network through the installation, renewal and modification of traffic facilities.
RECOMMENDATION
Council give approval to the ‘Ride to Riverstone Charity Bike Ride’ subject to the concurrence of the Roads & Maritime Services and the Police Service.

ATTACHMENTS
1. Route Maps
2. Traffic Management Plan
TRAFFIC MANAGEMENT PLAN

ENTIRE ROUTE

5th May 2013

MANAGER: (ROUTE AND EVENT) John Holstein (CAMWEST) 0410662390

POLICE: The event will take place in the Quakers Hill, Hawkesbury and The Hills Local Area Commands

COUNCILS: The Event will traverse areas controlled by Blacktown, Hawkesbury and The Hills Local Government Areas.

ORGANISER: Wal Smith, for Riverstone and District Lions Club

PLAN PREPARATION:

Original prepared by John Holstein with assistance from Rob Kemp.

Updated: Rob Kemp & John Holstein

Version: 2013-1, Date: 23/01/2013
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RIDE 2 RIVERSTONE LOOP

Event Summary

EVENT NAME: Ride 2 Riverstone Loop.

LOCATION: Event will commence and finish in Riverstone and will traverse a series of Roads within Blacktown, Hawkesbury and The Hills Local Government and Police Local Area Commands. (Quakers Hill, Hawkesbury and The Hills) The main route is approximately 55 Kilometres in length and will encompass the 50 km and 100km ride (2 laps). Two shorter sections will comprise parts of the 30 and 80 Km rides. (See Attached maps for detail).

PREFERRED EVENT DATE: Sunday 5 May, 2013

ALTERNATIVE EVENT DATE:

START / FINISH: The start and finish site is within the area bounded by Park, Pitt Market and George Streets,

Riverstone. EVENT START

TIME: 0730. EVENT FINISH

TIME: 1300

SET UP TIME: Traffic control signs will be distributed the day before the event, and displayed or left at secure locations along the route. Start site will be set up from 0500 on the event date. Traffic control signs will be put in place by Marshalls just prior to
RISK ASSESSMENT.

OCCUPATIONAL HEALTH AND SAFETY:

OVERVIEW: The event will be held entirely on Public Roads or road related areas. Each intersection has been examined and evaluated and the routes have been both driven and ridden on bicycle. A Traffic Management Plan (TMP) has been written and incorporates Traffic Control Plans for all intersections which have been deemed to present a risk to event riders and require monitoring by qualified Traffic Controllers. Steps will be taken to advise motorised traffic of the presence of cyclists on the roadway both at the intersections and on the roads travelled. The purpose of the TMP is to identify, isolate and minimise risk in areas deemed to pose a hazard to the safety of riders, or other road users, including pedestrians. The event will attract very low levels of spectators and as it is being held on semi-rural roads, should provide little opportunity for conflict with pedestrian traffic. The effect on local access from properties to roadways has been assessed as minimal.

Marshals will be deployed at each intersection identified as posing a perceived risk to rider safety to supervise the movements of the cyclists at those intersections and also to provide a visual link for motorised traffic.

There are several areas identified which are deemed to pose higher risks to cyclists and they are addressed within the Traffic Management Plan. They are the Start/Finish site in Riverstone, Blue Gum Road & Annangrove Road Intersection, Annangrove Road & Edwards Rd intersection & Bannerman Road for its entirety. One less significant area has been identified in a crossing of Boundary Road, all within The Hills LGA and Police LAC.

VOLUNTEERS – ROUTE MARSHALS.

OVERVIEW: Event Marshalls will be drawn from local Rural Fire Service and volunteers from the community. Volunteers from the RFS are preferred due to their perceived ability to give and receive orders. For ease of management the route will be divided into Sectors and a Controller appointed to each Sector who will be responsible for that Sector and its personnel. Each Sector will be about 10 Km in length and in certain cases, the different distances of the ride will traverse common sectors.
RISKS IDENTIFICATION:

The following have been identified as areas of risk for volunteers participating at the Ride 2 Riverstone:-

PERSONAL WELLBEING: Exposure to sun and / or other weather elements, provision of food and water, safety whilst on the traffic point and communication with organisers.

ASSESSMENT:

Likelihood of occurrence – Low

Impact Rating – High

Priority – High

Each Volunteer Marshal will be asked to attend with a sun hat, or be provided with one. They will also be provided with a safety (HiVis) vest, food and water. RFS Personnel will wear usual operating uniform (Yellows)

They will be asked to attend wearing closed footwear and with a mobile phone and provided with three emergency phone numbers – their Sector Controller, the Event Manager and 000. Their control points have been identified by name and UBD Map Reference. Should they attend without a form of personal communication device, then they are to be paired with another volunteer who has such a device, or provided with one. (UHF Radio, Mobile phone etc) Sector Controllers will also have radio contact through the RFS Networks. There will also be a number of RFS Portable Radios (GRN) available for use by volunteer Marshals.

Marshals will be instructed to place themselves in a safe position where they can be easily seen by riders and motorised traffic. They will not be permitted to control the movement of motorised traffic. Their role will be to advise cyclists of the presence of approaching traffic and provide a visual link between cyclists and other traffic.

A series of briefings are planned as the event nears to advise all personnel of their obligations. Attendance by Controllers will be compulsory. Attendance is advisable and desirable for volunteers. Volunteers will also be presented with a list of their duties and responsibilities prior to the event. Sector Supervisors will be expected to provide a safety briefing prior to commencement of the event and induct the volunteer into their worksite. Part of the briefing will also include instruction on safety strategies whilst attending to their duties.
COMMUNICATIONS:

Risk identification: Loss of communication due to topography of course or equipment failure.

ASSESSMENT:
Likelihood of occurrence: - Moderate

Impact Rating – Moderate

Priority - High

A Rural Fire Service Communications Van and Operator will be in attendance at the Start Site and will utilise the RFS Radio System on the Government Radio Network. A representative of the Ride Organiser will be in attendance at the Communications Centre at all times and the RFS will supply a minimum of 10 personnel to act as Sector Supervisors throughout the ride. They will have communication links with their base at the Start Site.

Portable radios will be made available to key personnel along the route such as Sector Managers and mobile Marshals.

Sector Managers will check each Marshal site to evaluate the best method of communication with that site. (e.g. Mobile phone, GRN Radio or regular personal contact.)

Marshals will be asked to carry a mobile phone and will be provided with three contact numbers for use in the event of an incident or emergency.

Mobile Marshals and a sweep vehicle will be patrolling sectors of the ride on a regular basis and will be able to relay messages should a communications failure occur at a particular point. They will also carry a limited number of spare batteries & radios to replace faulty equipment.
NON ATTENDANCE OF MARSHAL:

ASSESSMENT: Likelihood of occurrence – Medium

Impact Rating – Low

Priority - Medium

A pool of back-up volunteers will be on hand on the day to fill in for non-attendees. Further, there will be a number of motorised volunteers who will be able to take the place of injured or unwell Marshals, should the need arise. Each intersection will be rated from 1 to 4 in priority being:

1. Must be attended
2. Should be attended
3. May be left vacant
4. Does not need to be attended.

Intersections assessed as 1 will be given priority and will be attended by a Marshall. Intersections assessed as priority 2 and 3 will be attended if sufficient Marshals are available, with preference to priority 2 intersections first.

Marshals required to be absent from their points will be instructed to inform their Sector Manager before leaving and if practicable, remain at their location until a replacement or relief Marshal is available. This applies particularly to Priority 1 sites.

ACCIDENTS INVOLVING PARTICIPANTS:
**ASSESSMENT:** Likelihood of occurrence – High

Impact Rating – Medium

Priority – High

In any event where bicycles are ridden, there is an inherent risk riders may suffer some form of injury. These injuries may range from cuts, abrasions, dehydration through to broken bones, serious lacerations or, in extreme cases, death. These injuries may arise from falls, collisions or natural causes such as heart attack or dehydration.

Marshals will be instructed to monitor each rider as they pass. Water stops have been placed at strategic intervals and Marshals will be asked to evaluate the wellbeing of participants when they arrive at their stops by way of covert questioning, monitoring of behaviour, water consumption and general observations. Each Marshal will be asked to pass information on to subsequent Marshals should they have concerns regarding riders who show signs of problems and choose to continue riding. This will be by identifying the rider by number and passing that information on by radio or mobile phone.

Each Marshal will also be provided with a folder containing an Incident Information Form with the details they are required to obtain from parties involved in any Incident as well as Emergency Contact details. Mobile Marshals will also be on the route to provide assistance, if necessary, to riders and Marshals as required.

The entire event is on or near public roads and ambulance and other emergency service access is not an issue. Many of the RFS Personnel have had First Aid training.

Each Marshal location and intersection has been identified with a UBD Map Reference and Marshals will be provided with the contact details of their adjacent Marshal.

**EMERGENCY ACCESS:** The majority of all of the routes is on road. Emergency vehicles will have access without the need for special access points along the road sections. There are two sections of shared path used along the route:

1. There is a section less than 2km in length alongside Second Ponds Ck and Windsor Road that all cyclists will ride along;

2. There is a section of the 30km route along Smalls Ck in the Rouse Hill/Kellyville areas.

These Cycle Path Sections are adjacent to and can be accessed from roadways in most areas. Emergency access points for the 30km route shared path section are identified in the TMP of that section (page 144).

**SERIOUS INJURY OR DEATH:** Marshals will be instructed on the procedures required in the event of any incident resulting in serious injury, death or the likelihood of death. Police are to be notified immediately via the radio or mobile phone network of any incident that may need Police attendance and asked to attend immediately.

Police Investigation or action will be referred to the Local Area Command responsible for the incident location.
RIDE 2 RIVERSTONE LOOP
SUNDAY, 6th MAY 2012

TRAFFIC MANAGEMENT PLAN

OBJECTIVES OF ROUTE MANAGEMENT:
1. To secure a safe and attractive route for the targeted number of participants.
2. To maintain as close to normal traffic flow around and along the route.
3. To meet Police, RMS and LGA requirements; and
4. To work with the community to ensure their support and co-operation.

THE ROUTE:
This Traffic Management Plan encompasses the routes for 4 different rides within the one event. The routes have been planned to ensure that it traverses mainly areas of relatively low traffic flow, therefore providing a safe route which will have a low impact on traffic using the area. All distances of the ride will cover some common areas, thus reducing the impact on traffic and the number of Marshalls required for supervision of the ride. It is also designed to provide a safe environment for the riders and Marshalls.

SECTORS: The ride has been broken up into 8 Sectors with 1 sub sector, 8A. Some Sectors will be used twice within the ride. (to be amended – will consist of 11 sectors)

START SITE: The Start site will be in an area bounded by Pitt, Park, George and Market Streets, Riverstone. Parking will be available in the adjacent Parking Area bounded by Pitt, Mill and Market Streets and Riverstone Parade.

There will be a requirement to close Park St between Pitt and George Streets during the start of the event and a Traffic Control Plan for that closure is attached. Management of the Road Closure will be carried out by Adams Traffic Management. (Ph 98993307)

RISK MANAGEMENT:
1. Riders in this event and motor vehicles will share the roads identified for this event.

2. No off road cycle ways exist which are suitable for carrying large numbers of cyclists for most of this event. There are some exceptions in an area identified for the 30 km route and along Windsor Road between Gunawon Road and Withers Road, where it is prudent to avoid main roads. It is anticipated cyclists will be spread over longer distances during these phases of the ride.

3. Adequate sign posting will be provided along all routes warning drivers not associated with the event that riders will be on the road.
4. Riders will be released from the start site in groups of approximately 50 riders, so as not to have the entire field on one section of the ride at one time.

5. A safety briefing will be delivered at the Start Site prior to rider participation in the event. Pre ride information sheets will also be forwarded to riders with confirmation of their entry.

6. All volunteer Marshals will be given an induction to their site by their Sector Manager and clearly instructed that they are not at any time permitted to stop, direct or interfere with the movement of motorised traffic on any public road, unless in the case of a medical or similar emergency.

7. Several small buses and a trailer will act as support vehicles collecting riders and their bicycles in the case of mechanical or physical breakdown whilst on the course. A number of motor cycles will also be on hand to provide support for riders and Marshals throughout the event. Where possible, smart phone or GPS technology will be utilised to monitor the location of these vehicles to facilitate easy deployment.

8. The sweeper buses will be provided with flashing warning lights and have these lights, together with hazard lights activated when required, such as when the vehicle is travelling at less than the posted speed limit, or is stationary picking up riders along the route. The vehicle will travel at the posted speed limit at all other times.

9. When attending to riders, the driver will activate all warning devices and position the vehicle clearly off road so as not to disrupt traffic.

10. Motor Cycle Marshals will be required to wear a helmet at all times whilst riding and are to provide a helmet if required to convey a pillion passenger. Each rider is also required to wear an approved Hi-Vis Vest at all times whilst performing this duty. Motor Cycle Marshals will be drawn from the ranks of the Blue Liners Motor Cycle Club, members of which consist mainly of serving and ex Police Officers. They will be acting in a purely voluntary role during the event.

11. First Aid Stations and toilet facilities will be provided at regular intervals throughout the ride.

12. Communication will be primarily by way of the RFS Channels on the Government Radio Network. A limited number of Volunteers will have access to the RFS Radio Network. All volunteers will be provided with the contact details of the Ride Manager (John Holstein 0410662390), the Emergency Number 000 and the number of their Sector Manager. The RFS will provide a mobile Communications Van which will be situated at the Start Site and attended by RFS personnel and the Route Manager.

TRAFFIC CONTROL:

13. Licensed Traffic Controllers will be utilised for the control of traffic in Pitt St during the start of the event. They will also be utilised for the closure of Blue Gum Road and speed reduction signage on Bannerman Road. It is anticipated Traffic Control Plans may also be required for the Edwards Road & Blue Gum Road intersections where they meet Annangrove Road. Full TCP's will be provided for these intersections.
OCCUPATIONAL HEALTH and SAFETY.

14. Appropriate Occupational Health and Safety procedures will be addressed for the entire event as required by the Occupational Health and Safety Act 2000.

RISK ASSESSMENT.

15. In the event of a death or injury to a volunteer, the event organiser will report such incident to Work Cover. Police will also be informed immediately of such an incident or death and appropriate steps taken to investigate such event and report to the Coroner, if necessary.

PUBLIC LIABILITY INSURANCE:

16. The Event organisers (Lions Club of Riverstone and District) possess current Public Liability Insurance cover for AUD $1,000,000 and USD $19,000,000. CAMEST Bicycle User Group Inc. also has Public Liability Cover of $20 Million AUD.

POLICE:

17. An application seeking approval to conduct this event has been lodged with Quakers Hill Police on behalf of all Police Commands. (The Hills, Hawkesbury and Quakers Hill Local Area Commands)

FIRE and AMBULANCE:

18. The event organisers have notified the Police, Ambulance, Fire Brigade, RFS and SES of this event. All services will assist the event organisers on the day.

TRAFFIC and TRANSPORT MANAGEMENT PLAN:

19. A plan identifying the event routes is attached.

20. A physical check of the route has been conducted by event organisers by both motor vehicle and bicycle. The routes are unobstructed by any construction works. Seven sites are identified as posing risks to riders during the event, Start Site, Windsor Rd Crossing at Bandon Rd, Blue Gum Road, Bannerman Road and Guntawong Rd/Windsor Rd Intersection. Marshals will be utilised to supervise the crossings of Windsor Road in accordance with Traffic Control Signals. Closure of Blue Gum Road will be carried out and supervised by Licensed Traffic Controllers employed by Adams Traffic Management as will the speed reduction on Bannerman Road.

PARKING:

21. A large Public Car park is adjacent to the start site and will be utilised for participants parking. An area will be cordoned off to allow for casual parking by members of the public attending to personal shopping in the Riverstone Town Area. Participants have been warned regarding illegal parking within the Riverstone Town Area and provided with directions to alternative off street parking.
PUBLIC TRANSPORT:

22. A train service normally operates to Riverstone, however only 3 train services are scheduled to arrive at Riverstone from Blacktown between 0500 and 0700 on Sunday mornings. A check of the city rail website reveals there is track work on the Western Line on the weekend proposed for the R2R, with the Blue Mountains line only operating to Blacktown from the Mountains with express buses replacing trains to Central. Buses will also operate between Strathfield and Parramatta on the Western Line.

23. There are minimal bus services operating in the area traversed by the ride and they are not expected to impact on this event. All major tour bus and general bus operators in the area will be informed by email of the event location and times. No scheduled bus services operate in the area on Sundays.

REOPENING ROADS AND MOVING EVENTS:

24. There are two road closures planned for this event. They are the Start Site & Blue Gum Road and it is anticipated it will not seriously impact on local residents. They will be informed by letter drop and doorknock of the event. Blue Gum Road will only be closed between 0800 and 1200. They will also be informed of the closure by way of local Newspaper advertising. The Start site will only be closed from 0730 to 0745 & again from 0800 to 0815.

25. This is a moving event and only minimal disturbances are expected to the movement of motorised traffic as the event moves along its course. Some delays may be expected where speed zone restrictions are in place on Bannerman Road and also around the areas of Blue Gum Road and Edwards Road where they intersect with Annangrove Road.

HEAVY VEHICLE IMPACTS:

26. The event should not interfere with or be affected by the movement of heavy vehicles on the day. Attempts have been made to identify Heavy vehicle operators in the area and notify them of the event by way of email.

SPECIAL EVENT CLEAR WAYS:

27. No clear way areas are required for this event.

MINIMISING IMPACT ON THE NON - EVENT COMMUNITY:

28. This event will have minimal effect on the non - event community, limited mainly to residential properties in semi-rural areas for limited periods of time.

ADVERTISING TRAFFIC MANAGEMENT ARRANGEMENTS:

SPECIAL EVENT WARNING SIGNS:

29. The route will be signposted advising riders and motorists of the route used for this event.

PERMANENT VISIBLE WARNING SIGNS:

30. Not required for this event.

PORTABLE VARIABLE MESSAGE SIGNS:

31. Portable VMS will be needed for Blue Gum Road and Annangrove Road.
TRAFFIC CONTROLLERS & TRAFFIC MARSHALS:

32. The Traffic Marshals for this event will:
   a. Be inducted into their work sites by the event
      organisers.
   b. Receive training for their respective
      work site.
   c. Be aware of their responsibilities in an emergency.
   d. Be provided with a reflective vest & be asked to wear closed footwear.
   e. Have access to sunscreen & sun protection.
   f. Be provided with food and water during the event.

33. The Traffic Marshals will not control or direct traffic on any public roads. Their duties will
    include:
    a. Directing cyclists along the designated event route.
    b. Providing advice & information to participants & non-event
       community.
    c. Directing cars to parking areas.
    d. Assisting with the erection of signs &
       barriers.
    e. Assisting people with
       disabilities.

RIDERS:

34. Riders will be briefed as to the content of this plan and the rules for this event.

SIGNED OFF:

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TMP CERTIFIED BY: Date: zdv". /
EVENT SIGNAGE

The Following Signage will be used for the Ride2Riverstone.

![CAUTION]

**CHARITY CYCLE EVENT**

Advisory Sign

Two sizes, 600 x 500 and 1,000 x 600.

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Direction Signs

![80KM RIDE]

Riders dismount, Riders Keep Left and other rider advisory signs will be placed where needed.

Directional Arrows will be placed at intersections where riders are required to change direction.

Advisory signs will be placed at distances of approximately 500 metres apart on each road traversed by the cyclists and at relevant intersections where non event traffic will enter roads travelled by the cyclists. These will be placed in accordance with guidelines (Posted Speed Limit X 2 = metres from intersection.)

Spreadsheets are included in the Sector Summaries with more specific details regarding the placement of signage.