Business Paper

Sutherland Traffic and Traffic Safety Committee Meeting

Friday, 7 October 2016
8:30am

Committee Rooms 203 and 204,
Level 2, Administration Building
4-20 Eton Street, Sutherland
ORDER OF BUSINESS

1. APOLOGIES

2. DISCLOSURES OF INTEREST

3. CONFIRMATION OF MINUTES OF THE PREVIOUS MEETING

4. REPORTS FROM OFFICERS – SUTHERLAND TRAFFIC AND TRAFFIC SAFETY COMMITTEE

   STR030-17 Minor Signage Items
   STR031-17 Milburn Road, North of Kingsway, Gymea - Work Zone
   STR032-17 Parraweena Road, Miranda - Works Zone
   STR033-17 Formosa Street, Sylvania - Pedestrian Refuge Island
   STR034-17 Kingswood Road, Engadine - Drop off & Pick up zone at Marton Public School
   STR035-17 Matson Crescent, Miranda - Proposed 'No Stopping' Restrictions
   STR036-17 'No Parking' Restrictions at Denman Avenue, Woolooware
   STR037-17 Parking Restrictions at Wills Road, Woolooware
   STR038-17 Proposed Work Zone at Ewos Parade, Cronulla
   STR039-17 Boronga Close, Bangor - Timed 'No Parking' Restrictions
   STR040-17 Proposed 'No Parking' Restrictions at Horning Street, Kurnell
   STR041-17 2016/2017 Kurnell Sprint Series Triathlon

5. LATE REPORTS TABLED AT MEETING (if any)

6. LATE MATTERS RAISED AT MEETING (if any)
EXECUTIVE SUMMARY

- Proposed minor sign signposting and linemarking treatments.

REPORT RECOMMENDATION

THAT:

1. The recommendations listed in the Minor Signage Items table, be approved in accordance with the attached Plans.

2. The Environmental Health & Regulation Group be advised of this decision.
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File Number: 2016/231313
ISSUES:

- Illegal parking close to corner due to building works at aged care centre.
- Narrow roadway, north of Moona Road.
- Improved vision all drivers and pedestrians.
- Steep incline and road crest in Acacia Road.
- Northbound bus route.

Please install yellow edge lines.
80mm clear of lip of concrete gutter
Acacia Road at Magnolia Street, Kirrawee

Yellow Edge Lines.

ISSUES:

- Illegal parking in Magnolia St due to building works at aged care centre.
- Improved vision all drivers and pedestrians.
- Buses turn right into Magnolia Street.

Please install new yellow edge line
80mm clear of lip of concrete gutter

Approx 10.5 m

10 m

14 m
Flora Street off Oak Rd, Kirrawee.

Mark yellow edge lines.

Please install “P - Motor Cycle Only” sign on a new stem just east of tree between driveways.

Issues:

- Small cars obstructing vehicle access to large residential carparks.
- Motorcycle park in this locality.
Issues:

- Limited vision when commuters parked around inside of curve.
- Improve access for waste collection vehicles.
Tathra Place off Avenel Rd, Gymea Bay.

Proposed yellow no stopping’ edge lines.

ISSUES:

- Narrow road
- Illegal parking adjacent to Avenel Road.
- On-coming vehicle conflicts when cars are parked on both sides of road.
Penprase Lane, east of Central Road, Miranda.
Proposed ‘No Stopping’ zone and Yellow Line.

ISSUES:
- Faded and redundant “No Parking” signs on northern side of lane.
- Some delivery trucks are parking on right hand side of this One Way road.
- Proposed yellow lines will improved vision for drivers and pedestrians.

Please remove redundant “No Parking” signs on northern side and install one new “No Stopping (L&R)” sign at location A at western end of lane.
Budyan Road at Inglewood Rd, Grays Point.

Mark yellow edge lines.

Please mark yellow edge line between existing sign and new sign at A. 80mm clear of lip line.

Please install new ‘No Stopping (R) sign at back of concrete path, approximately 15 metres north of driveway.

Please remove bent NS sign & stem adjacent to kerb.

Existing NS (L) sign to be retained

Issues:

- Improve vision for drivers entering and exiting the eastern end of Budyan Rd.
- Clockwise buses route.
29 WOODFIELD BOULEVARDE, CARINGBAH
PROPOSED ‘WORK ZONE 7AM-6PM MON-FRI AND 8AM-1PM SAT’ SIGNS

INSTALL ‘WORK ZONE’ SIGNS ON EXISTING POWER POLE AS SHOWN

PROPOSED 15m ‘WORK ZONE’

INSTALL ‘WORK ZONE’ SIGNS ON NEW STEM AS SHOWN

INSTALL ‘WORK ZONE’ SIGNS ON EXISTING POWER POLE AS SHOWN
LEUMEAH STREET AND NICHOLSON PARADE, CRONULLA

PROPOSED YELLOW ‘NO STOPPING’ LINES

PROVIDE C3 ‘NO STOPPING’ YELLOW LINE MARKINGS AS SHOWN

PLAN E2
CAMBRAI AVENUE, ENGADINE

PROPOSED ‘NO STOPPING’ RESTRICTIONS at WALLAWA AVENUE

Please paint C3 linemarking for No Stopping restrictions, as shown.
EXECUTIVE SUMMARY

- Council has received an application for a Work Zone for the purpose of carrying out construction works associated with a proposed residential development at No. 705 Kingsway.
- The applicant has requested the installation of a Work Zone for a period of six to nine months. The proposed "Work Zone" will be located in Milburn Road, Gymea and will be generally 15 metres in length. This Work Zone will operate between 7am to 6pm Mon - Fri and 8am to 1pm on Saturdays.

REPORT RECOMMENDATION

THAT:

1. A Work Zone be approved on the western side of Milburn Road, north of Kingsway, Gymea in accordance with Plan A attached to the report.

2. The Environmental Health & Regulation Group be advised of this decision.
LOCATION
Milburn Road, north of Kingsway, Gymea - Work Zone for No.705 Kingsway.

ISSUES
Construction work.

PREVIOUS CONSIDERATION BY COMMITTEE
No.

COMMENTS FROM INVESTIGATING OFFICER
A site inspection was conducted in late September following the receipt of an application by a builder for the provision of a 15 metre long "Work Zone" in Milburn Road adjacent to the side boundary of No.705 Kingsway.

The provision of this "Work Zone" on the western side of Milburn Road is appropriate as it will assist the builder to safely access the construction site and / or unload building materials from large trucks. The existing 'No Stopping' sign will be retained.

File Number: 2016/231313
Milburn Road, north of Kingsway, Gymea
Works Zone for building site at 705 Kingsway.

Please install signs and stems approximately 15m apart.

Existing NS(R) sign and stem to be retained.
EXECUTIVE SUMMARY

- Council has received an application for a Work Zone for the purpose of carrying out construction works associated with a proposed dual occupancy residential development.
- The applicant has requested the installation of a Work Zone for a period of six to nine months. The proposed work zone will be located in Parraweena Road, Miranda and be generally 15 metres in length. This Work Zone will operate between 7am to 6pm Mon - Fri and 8am to 1pm on Saturday.

REPORT RECOMMENDATION

THAT:

1. A Work Zone be approved outside No.160 Parraweena Road, Miranda in accordance with Plan A attached to the report.

2. The Environmental Health & Regulation Group be advised of this decision.
LOCATION
No.160 Parraweena Road, Miranda.

ISSUES
Construction work.

PREVIOUS CONSIDERATION BY COMMITTEE
No.

COMMENTS FROM INVESTIGATING OFFICER
A site inspection was conducted in early September following the receipt of an application RDA /1100 by a builder for the provision of a 15 metre long "Work Zone" outside No.160 Parraweena Road.

The provision of this "Work Zone" on the southern side of Parraweena Road is appropriate as it will assist the builder to safely access the construction site and / or unload building materials from large trucks. Arrangements have been made to install these signs at an early date.

File Number: 2016/231313
Parraweena Road, Miranda
Proposed Work Zone at No.160.

7 Sept 2016

Please install “WORK ZONE” signs on power pole and approx 16m to the east.

On power pole.

1m clear of driveway.

Time of operation:
7am – 6pm Mon – Fri
8am – 1pm Sat

7 Sept 2016
EXECUTIVE SUMMARY

- In response to pedestrian safety concerns in Formosa Street midway between Melrose Avenue and Princes Highway, Sylvania, detailed plans be prepared for a concrete refuge island with a minimum width of at least two metres adjacent to the pedestrian laneway leading to Juniper Place.

REPORT RECOMMENDATION

THAT:

1. The provision of a pedestrian refuge island in Formosa Street midway between Melrose Avenue and Princes Highway, Sylvania as shown in Plan 'A' attached to the report be endorsed by the Committee.

2. The above work be further scoped, costed and listed for consideration for inclusion in a future Traffic and Transport Works Program and that adjoining residents be consulted as part of the process.

3. Street lighting improvements be provided in Formosa Street at an early date, adjacent to the pedestrian laneway leading to Juniper Place.
LOCATION
Formosa Street between Melrose Avenue and Princes Highway, Sylvania.

REFERRAL TO COMMITTEE
A resident request to improve pedestrian safety in Formosa Street adjacent the Southgate Shopping Centre adjacent to the laneway leading to and from Juniper Place.

ISSUES
Pedestrian safety adjacent to the laneway.
Adjacent Bus Zone.
Vehicles turning into the shopping centre carparks.

PREVIOUS CONSIDERATION BY COMMITTEE
Yes - STR038-03 - 6 June 2002

COMMENTS FROM INVESTIGATING OFFICER

Background
Pedestrian safety in Formosa Street between Princes Highway and Melrose Avenue adjacent the Southgate Shopping Centre has been reviewed several times in recent years.

There are two existing pedestrian refuge islands in this section of Formosa Street located as follows:

- Directly adjacent to the McDonalds site near the Princes Highway.
- 12 metres north of Melrose Avenue.

Both of these pedestrian refuge islands were constructed circa 2008 and have been appropriately positioned to assist pedestrians to cross at each end of this section of road.

However, there is an existing pedestrian laneway located midway between Melrose Avenue and Princes Highway which links to Juniper Place and the residential catchment to the west. The presence of the laneway, a bus zone and entry to the centre creates a strong pedestrian desire line to cross Formosa Street midblock. Consequentially, pedestrians including the aged and mobility impaired currently cross Formosa Street adjacent to the laneway between parked vehicles.

Council has been requested to provide an additional pedestrian facility at this location.
Traffic Counts
A pedestrian count survey adjacent to the laneway has revealed the following:

- 15 to 25 pedestrian per hour were observed crossing this section of road between 2 to 4pm.
- Two to three bus passengers cross the road following the departure of the southbound bus.
- Elderly people with groceries from the shopping centre walk across the road within the vacant bus zone area.

Crash Data
There were a total of seven recorded crashes between Melrose Avenue and Princes Highway in the latest available five year period RMS crash history ending June 2015. Five of these crashes in Formosa Street involved drivers emerging from a shopping centre driveway. In addition, one off-road crash occurred near the corner together with a crash involving an 89 year old motorist driving on the footpath at the bottom of the down ramp from the roof-top carpark. No pedestrian crashes were recorded during this period.

Comment
Whilst sight distances up and down Formosa Street are generally acceptable, parked vehicles can restrict driver vision of pedestrians, especially for northbound motorists in Formosa Street. Given the current pedestrian volume and known midblock pedestrian desire line to and from the laneway, an additional pedestrian refuge island is considered to be an appropriate treatment. A pedestrian refuge will allow pedestrians to cross the road in two stages with improved vision thereby increasing safety for pedestrians.

Street Lighting
Street lighting will have to be improved at the location of the refuge island and can be provided at an early date as part of the design process.

Loss of Parking
The proposed refuge island would necessitate the provision of "No Stopping" restrictions which will result in the loss of ten parking spaces in order to satisfy RMS sight distance requirements. The loss of five parking spaces on each side of Formosa Street is significant, however it is considered that this is outweighed by the benefits to pedestrian safety and accessibility. Affected residents are to be consulted in this regard.

RISK RANKING SCORE
The risk ranking score of 51 using the "Risk Ranking of Traffic Engineering Works Involving Safety" Score Sheet is mid range. It is considered that this traffic facility is justified for the following reasons:

- Provision of improved pedestrian accessibility and safety adjacent to a major retail and commercial facility.
• The direct link with the existing footpath network to the surrounding residential catchment. At present the existing laneway promotes the crossing of pedestrians between parked cars.
• Activity associated with vehicles turning into and out of the centre driveways.

FINANCIAL / RESOURCE IMPLICATIONS

Similar, recently constructed concrete pedestrian refuge islands cost in the region of $20,000 to $25,000 excluding a $5,000 allowance to provide an additional high intensity street light on an existing power pole. It is proposed that funding be allocated in Council’s 2017/2018 Transport Infrastructure Program.

File Number: 2016/231313
Formosa Street, Sylvania
Proposed Pedestrian Refuge Island.

Please install replacement BZ(R) sign on new stem adjacent to property boundary.

Please reposition existing ‘No Stopping’ sign & stem to be approximately 4 metres south of bus shelter.

6m clear of driveway.

Proposed new NS signs and edge lines.

Existing sign.
EXECUTIVE SUMMARY

Council received a request from a member of the public to create a drop off and pick-up zone at Marton Public School. It is proposed that 'No Parking 8am to 9.30am, 2.30pm to 3.30pm School Days' signs be provided at Kingswood Road, Engadine outside the school.

REPORT RECOMMENDATION

THAT:

1. 'No Parking 8am to 9.30am, 2.30pm to 3.30pm School Days' signs be provided at Kingswood Road, Engadine, outside Marton Public School, in accordance with Plan 'A' attached to the report.

2. The Environmental Health & Regulation Group be advised of this decision.
LOCATION
Kingswood Road, Engadine. Adjacent Marton Public School, east of raised threshold pedestrian crossing.

REFERRAL TO COMMITTEE
Member of public (CR16-119136).

ISSUES
- Lack of drop off / pick up area.
- Convenient location close to school gate.

PREVIOUS CONSIDERATION BY COMMITTEE
No.

COMMENTS FROM INVESTIGATING OFFICER
Council received a request from a member of the public to create a drop off and pick-up zone in Kingswood Road, Engadine, conveniently close to the gate of Marton Public School.

There is currently no provision for a drop off and pick-up zone in front of the school. Parents and carers stop further away and walk to the school gate with smaller children. Some drivers have been observed stopping in the excessively long 'No Stopping' area east of the raised threshold pedestrian crossing.

It is therefore proposed to install 'No Parking 8am to 9.30am, 2.30pm to 3.30pm School Days' signs east of the school driveway for 36 metres to permit motorists to stop and drop off/pick-up passengers. It is also proposed to relocate the 'No Stopping' sign to 3 metres east of the school driveway. This will be 19 metres from the pedestrian crossing and exceeds the requirements of 10 metres on the departure side of a pedestrian crossing.

The proposal was circulated to the School Principal and the P&C committee. Written support has been received from both parties.

FINANCIAL / RESOURCE IMPLICATIONS
Fully funded in current budget.

File Number: 2016/231313
KINGSWOOD ROAD, ENGADINE
PROPOSED DROP OFF and PICK UP ZONE at MARTON PUBLIC SCHOOL

Proposed time limited “No Parking” signs outside Marton Public School, as shown, to create 36m long drop off & pick up zone. Proposed time limits are 8am-9.30am and 2.30pm-3.30pm school days only.

Move existing “No Stopping” sign to 3 metres from school driveway.
EXECUTIVE SUMMARY

- Proposed ‘No Stopping’ restrictions and Unidirectional Hazard Signs at Matson Crescent, Miranda to improve traffic accessibility and safety.

REPORT RECOMMENDATION

THAT:

1. ‘No Stopping’ yellow line markings and unidirectional hazard marker signs be provided at Matson Crescent, Miranda in accordance with Plan ‘A’ and Plan ‘B’ attached to the report.

2. The Environmental Health & Regulation Group be advised of this decision.
LOCATION
Matson Crescent, Miranda.

REFERRAL TO COMMITTEE
Council Officer.

ISSUES
- Narrow Road
- Traffic Safety

PREVIOUS CONSIDERATION BY COMMITTEE
No.

COMMENTS FROM INVESTIGATING OFFICER
Council has recently constructed a new Kerb & Gutter and Footpath along the southern side of Matson Crescent, Miranda. (refer to Plan A and Plan B attached to the report.)

As part of construction work and in order to protect large trees, Council has constructed kerb extensions frontage to 74-76 Matson Crescent and 84-86 Matson Crescent. The kerb extensions at these locations considerably reduces the road width to approximately 4.8 m.

It is considered that parked vehicles along the kerb extensions would create a potential safety hazard for opposing vehicles by reducing visibility particularly during night time in Matson Crescent.

In order to improve traffic safety at this section of Matson Crescent, it is recommended to provide ‘No Stopping’ restrictions (yellow line markings) and unidirectional hazard marker sings in accordance with Plan A and Plan B attached to the report.

FINANCIAL / RESOURCE IMPLICATIONS
Fully funded in current budget.

File Number: 2016/231313
INSTALL CONCRETE ISLAND WITH FLUORO YELLOW UNIDIRECTIONAL HAZARD SIGN D4-1-2AC1

PROVIDE YELLOW C3 LINEMARKING

C3 = 15m

C3 = 19.0m
INSTALL CONCRETE ISLAND WITH FLUORESCENT YELLOW UNIDIRECTIONAL HAZARD SIGN D4-1-2AC1

PROVIDE YELLOW COLUMNS/MARKING

C3 = 15.0m C3 = 19.5m

Sutherland Traffic and Traffic Safety Committee
7 October 2016

STR035-17 Plan B
STR036-17  'NO PARKING' RESTRICTIONS AT DENMAN AVENUE, WOOLOOWARE

Attachments: Plan A

EXECUTIVE SUMMARY

- Proposed 'No Parking' restrictions at Denman Avenue, Woolooware to improve traffic safety on the curve section of Denman Avenue and improve safety for vehicles exiting from 73-79 Denman Avenue.

REPORT RECOMMENDATION

THAT:

1. 'No Parking' Signs be provided at Denman Avenue, Woolooware in accordance with Plan 'A' attached to the report.

2. The Environmental Health & Regulation Group be advised of this decision.
LOCATION
Denman Avenue, Woolooware.

REFERRAL TO COMMITTEE
Resident of Denman Avenue CR16-124951, CR16-124437.

ISSUES
- traffic safety.

PREVIOUS CONSIDERATION BY COMMITTEE
No.

COMMENTS FROM INVESTIGATING OFFICER
Council has received concerns from a resident of Denman Avenue, Woolooware, regarding an unsafe traffic condition on the curved section of road adjacent to 73-79 Denman Avenue and limited sight lines for vehicles exiting the driveways of 73-79 Denman Avenue.

Site observations indicate that vehicles, particularly heavy vehicles, frequently cross the centreline and travel along the wrong side of road due to the parked vehicle on this bend that creates the potential for head on type collisions. In addition, sight lines for vehicles exiting the driveways of 73-79 Denman Avenue are significantly reduced due to the parked vehicle on the bend resulting in frequent near misses. A crash occurred in August this year, when a vehicle exiting the driveway collided with an eastbound vehicle due to poor sight distance.

To improve visibility and safety for vehicles, it is recommended to provide 'No Parking' signs in Denman Avenue, Woolooware in accordance with Plan A attached to the report.

It is noted that under normal circumstances it is the general policy not to provide parking restrictions across private driveways. However it is considered that they are justified for the safety reasons outlined above and that the subject driveway services 24 residential townhouses.

The proposal will result in the loss of three on-street parking spaces. Consultation was undertaken with the residents (73-79 Denman Avenue) with no objection to this proposal.

FINANCIAL / RESOURCE IMPLICATIONS
Fully funded in current budget.

File Number: 2016/231313
DENMAN AVENUE, WOOLOOWARE
PROPOSED 'NO PARKING RESTRICTIONS'

PROPOSED 'NO PARKING' SIGN ON NEW STEM AS SHOWN

Sutherland Traffic and Traffic Safety Committee
7 October 2016
STR036-17 Plan A
STR037-17 PARKING RESTRICTIONS AT WILLS ROAD, WOOLOOWARE

Attachments: Plan A

EXECUTIVE SUMMARY

- Proposed 10 minute parking restrictions at Wills Road, Woolooware to improve traffic and pedestrian safety and drop-off / pick-up facilities.

REPORT RECOMMENDATION

THAT:

1. Subject to no significant objection from the adjacent residents that P10 minute parking 8:00AM to 9:30AM and 3:30PM to 5:00PM during weekdays be provided at Wills Road in accordance with Plan 'A' attached to the report.

2. The Environmental Health & Regulation Group be advised of this decision.
LOCATION
Wills Road, Woolooware.

REFERRAL TO COMMITTEE
Child Care Centre Staff Member CR16-120660.

ISSUES
- lack of drop off / pick-up facilities
- sight lines for vehicle exiting the child care centre driveways
- traffic and pedestrian safety

PREVIOUS CONSIDERATION BY COMMITTEE
No.

COMMENTS FROM INVESTIGATING OFFICER
Council has received concerns from the Child Care Centre on the corner of Wills Road and Sturt Road, Woolooware, regarding unsafe traffic conditions for vehicles exiting their driveways due to parked vehicles, particularly heavy vehicles on both sides of the driveways, and lack of an on-street drop-off / pick-up facilities close to the centre.

Site observations indicate that there are four on-site parking spaces provided for 26 children attending the child care centre. Existing on-site parking facilities are inadequate to meet the peak parking demand for the child care centre. Therefore parents use adjacent on-street kerb side parking for drop-off / pick-up. With the development activities along Sturt Road, construction vehicles parking at Wills Road adjacent to the child care centre result in limited or no availability of parking spaces for drop-off / pick-up. In addition, on many occasions construction heavy vehicles park too close to the child care centre driveways, reduce the sight lines for vehicles exiting the driveways, creating a safety hazards for both vehicles and pedestrians.

In accordance with Council's DCP, there is a provision for flexibility of parking rates for Child Care Centres by allowing for safe and convenient parking on street. The subject Child Care Centre was approved on this basis allowing for the use of three on-street parking spaces directly adjacent to the property in Wills Road.

It is therefore recommended to provide 'P10 Minute' signs from 8:00AM to 9:30AM and 3:30PM to 5:00PM on Wills Road in accordance with Plan A attached to the report to facilitate children drop-off / pick-up activities.
FINANCIAL / RESOURCE IMPLICATIONS

Fully funded in current budget.

File Number: 2016/231313
WILLS ROAD, WOOLOOWARE

PROPOSED '10 MINUTE PARKING RESTRICTIONS' SIGNS

13m

PROPOSED 'P10MINUTE' PARKING RESTRICTION SIGNS ON NEW STEM AS SHOWN

PROPOSED 'P10MINUTE' PARKING RESTRICTION SIGNS ON EXISTING POWER POLE AS SHOWN

Sutherland Traffic and Traffic Safety Committee

7 October 2016

STR037-17 Plan A

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STR038-17 PROPOSED WORK ZONE AT EWOS PARADE, CRONULLA

Attachments: Plan A

EXECUTIVE SUMMARY

- Council has received an application for a Work Zone for the purpose of carrying out construction works associated with a residential apartments development.
- The applicant has requested the installation of a Work Zone for a period of four months. The proposed work zone will be located in Ewos Parade and is 27 metres in length. This Work Zone will operate between 7am to 6pm Mon - Fri and 7am to 1pm on Saturday.

REPORT RECOMMENDATION

That a Work Zone be approved at Ewos Parade, Cronulla in accordance with Plan A attached to the report.
LOCATION
Ewos Parade, Cronulla.

ISSUES
Construction work.

PREVIOUS CONSIDERATION BY COMMITTEE
No.

COMMENTS FROM INVESTIGATING OFFICER
Council has received a late application for a work zone to commence the construction works from early September 2016. The parking area fronting the proposed development works is currently unrestricted. It is considered that there would be no significant adverse impact to the surrounding unrestricted on-street parking at Ewos Parade due to the proposed work zone.

Council has received feedback from RMS and NSW Police with no objection to the proposed work zone. Following the concurrence from other stakeholders, Council has advised the Environmental Health & Regulation Group to install the proposed work zone sign in accordance with Plan A attached to the Report.

Therefore, it is recommended that a work zone be approved at Ewos Parade in accordance with Plan A attached to the report.

File Number: 2016/231313
60 EWOS PARADE, CRONULLA
PROPOSED 'WORK ZONE 7AM-6PM MON-FRI AND 7AM-1PM SAT' SIGNS

PROPOSED 27m 'WORK ZONE'

INSTALL 'WORK ZONE' SIGNS ON NEW STEM AS SHOWN

Sutherland Traffic and Traffic Safety Committee
7 October 2016
STR038-17 Plan A
BORONGA CLOSE, BANGOR - TIMED 'NO PARKING' RESTRICTIONS

EXECUTIVE SUMMARY

- Concerns have been raised regarding obstruction of traffic due to parked vehicles on both sides of this narrow cul-de-sac. It is therefore recommended that a section of timed 'No Parking' restrictions be provided along the north side of Boronga Close from 9am to 2pm on school days.

REPORT RECOMMENDATION

THAT:

1. A section of timed 'No Parking' restrictions be provided at Boronga Close, Bangor, in accordance with Plan 'A' attached to the report.

2. Yellow linemarkings for 'No Stopping' restrictions be provided at the intersection of Boronga Close, Bangor, with Belarada Close, in accordance with Plan 'A' attached to the report.

3. The Environmental Health & Regulation Group be advised of this decision.
LOCATION
Boronga Close, Bangor.

REFERRAL TO COMMITTEE
Member of public (CR16-117582).

ISSUES
- Parked vehicles belonging to students from Inaburra school are obstructing traffic flow.

PREVIOUS CONSIDERATION BY COMMITTEE
No.

COMMENTS FROM INVESTIGATING OFFICER
Concerns have been raised by a resident of Boronga Close, Bangor, of obstruction of this cul-de-sac due to parked vehicles on both sides of the road.

Investigations showed parked vehicles on both sides of the road on school days, mainly by the students of the nearby Inaburra private school. Due to the combination of the narrow width of the road (7.1m) and a curve, when vehicles are parked on both sides of the road, delivery trucks are unable to proceed through the constriction.

Given the regular occurrences, it is recommended that a section of timed 'No Parking' restrictions be provided along the north side of Boronga Close; from 9am to 2pm on school days. Similar measures have been successfully employed in Dindima Place, Bangor, near Aquinas College (STR048-12) Consultation with affected residents resulted in a 75% response rate and all respondents supported the proposal.

FINANCIAL / RESOURCE IMPLICATIONS
Fully funded in current budget.

File Number: 2016/231313
PLAN A

Please install 'No Parking 9am – 2pm School Days' signs, as shown.

Please paint C3 yellow linemarking for No Stopping restrictions at the intersection, as shown.

BORONGA CLOSE, BANGOR
PROPOSED TIME LIMITED 'NO PARKING' SCHOOL DAYS SIGNS

Sutherland Traffic and Traffic Safety Committee
7 October 2016

STR039-17 Plan A
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EXECUTIVE SUMMARY

- Proposed ‘No Parking’ restrictions at Horning Street, Kurnell to improve traffic accessibility and safety related to vehicle movements particularly heavy vehicles.

REPORT RECOMMENDATION

THAT:

1. ‘No Parking’ signs be provided at Horning Street, Kurnell in accordance with Plan 'A' attached to the report.

2. The Environmental Health & Regulation Group be advised of this decision.
LOCATION
Horning Street, Kurnell.

REFERRAL TO COMMITTEE
Council Officer.

ISSUES
- traffic safety.

PREVIOUS CONSIDERATION BY COMMITTEE
No.

COMMENTS FROM INVESTIGATING OFFICER
As part of Council Kerb and Gutter construction in Horning Street, Kurnell, Council has proposed to upgrade the existing vehicle turning area at the end of Horning Street to provide a standard hammer head to accommodate vehicle turning movements. In addition, Council has proposed a kerb extension (refer to attached plan) to protect several large trees at the northern side of kerb frontage to 17 Horning Street.

It is considered that parked vehicles along the hammer head and the proposed kerb extension would significantly restrict the vehicle movement in Horning Street.

In order to improve safety and manoeuvrability of vehicles at this section of Horning Street, it is recommended to provide ‘No Parking’ restrictions in Horning Street in accordance with Plan A attached to the report.

FINANCIAL / RESOURCE IMPLICATIONS
Fully funded in current budget.

File Number: 2016/231313
HORNING STREET - KURNELL
KERB AND GUTTER CONSTRUCTION
SIGNPOSTING PLAN

PLAN
SCALE 1:300

INSTALL
R5-40 (R) SIGN
INSTALL
R5-40 (R&L) SIGN
INSTALL
R5-40 (L) SIGN

No. 12
No. 16
No. 20-24
No. 20-24
No. 46-28
No. 32
No. 36
No. 44

TASMAN STREET

HORNING STREET

Sutherland Traffic and Traffic Safety Committee
7 October 2016

STR040-17 Plan A
EXECUTIVE SUMMARY

- Special Event regulation of traffic for the 2016/2017 Kurnell Sprint Series Triathlon.

REPORT RECOMMENDATION

THAT:

1. Pursuant to Section 116 of the Roads Act 1993, the regulation of traffic be approved in Captain Cook Drive and Sir Joseph Banks Drive from 7am to 9.30am on Sundays 4 December 2016 and 2 April 2017, provided the applicant ensures the following conditions and requirements are satisfied:

   (a) The applicant shall organise sufficient police, accredited traffic controllers, security and/or private marshals to ensure and supervise the safe conduct of the event at all times.

   (b) The applicant shall use barriers, detour signposting and directional signposting to adequately highlight the area of the proposed temporary closure and ensure motorists are warned of changes to local traffic patterns in view of the proposed closure(s).

   (c) The applicant shall ensure that all laws, rules and regulations are strictly observed by participants. It is the applicant's responsibility to ascertain which laws, rules and regulations may be applicable to the use of the road.

   (d) The applicant shall notify the State Emergency Service prior to the event.

   (e) The applicant shall ensure the road is left in a reasonably clean condition after the event.

   (f) The event be advertised in the local paper for a minimum period of 28 days and a letter box drop undertaken of affected businesses and provided there are no substantial or reasonable objections received, the event be permitted to proceed.
(g) The applicant shall meet the advertising fee of $260.00 and pay this sum to the Sutherland Shire Council, at least seven calendar days prior to the event. Such monies should be paid at the front counter of Council’s Administration Centre, 4 to 20 Eton Street Sutherland (Account Number: SCCA2ADSSTC001); and proof of payment should be forwarded to the Sutherland Traffic Committee Executive Officer for appropriate action.

(h) That Australian Standard 1742.3 be complied with and that the applicant grant ‘Lead Agencies’ (i.e., the NSW Police, the Roads and Maritime Services and the Sutherland Shire Council) an indemnity from and against all claims, demands, remedies, suits, injuries, damage, losses, costs, liabilities, actions, proceedings, rights of action and claims for compensation for which the ‘Lead Agencies’ may become liable in connection with injury, damage or accidental death through the applicants neglect or default or the neglect/default of any other person in connection with the approved use of the streets for the event.

(i) The applicant will send evidence of public liability insurance coverage for the event, including Council’s interest noted thereon, to the Executive Officer - Governance at Council’s Administration Centre, 4 to 20 Eton Street Sutherland; at least seven calendar days prior to the event.

(j) A letterbox drop of affected local residents and businesses a minimum of seven days prior to the event.

2. The event referred to in 1 above be conducted in accordance with the requirements of the Roads and Maritime Services (RMS) "Guidelines for Traffic Management for Special Events".

3. After the event, Council may reconsider use of the road by the applicant, and any improper use and/or disregard of the conditions and requirements may lead to a rejection of future applications.

4. Pursuant to the Delegations to Councils on the Regulation of Traffic, a Traffic Management Plan be submitted to the Sydney Transport Management Centre - Special Events Unit of the RMS for consideration of approval. Under these circumstances the advice of the RMS representative is offered without prejudice and will not be construed as embodying the concurrence of the RMS.

5. That the Sutherland Traffic Committee and the applicant note that as this event is a Bike Race, it must be approved by the Police Regional Commander under Section 40 of the Road Transport Act 1999.
LOCATION
Captain Cook Drive, Kurnell.

REFERRAL TO COMMITTEE
Application by Triathlon NSW.

PREVIOUS CONSIDERATION BY COMMITTEE
Yes - annual event.

COMMENTS FROM INVESTIGATING OFFICER
Triathlon NSW plans to conduct two races on 4 December 2016 and 2 April 2017 as part of their Sydney Triathlon Series.

The event is held annually with no major issues reported, and follows a standard Traffic Control Plan and a detailed Traffic Management Plan, both attached to this report.

The events will take place commencing at Botany Bay National Park, near the corner of Captain Cook Drive and Polo Street, Kurnell from 7.00am to 9.30am. The temporary road closures are carried out using traffic controllers and Police whereby traffic is stopped only as required, minimising delays for motorists.

This application seeks approval to conduct the following two races using mostly the same route as in previous years:

- Race 1 - 4 December 2016
- Race 2 - 2 April 2017

The event organiser has requested an amendment to the bicycle route. Upon the return to Kurnell the proposed amended route is (L) into Bridges Street, (R) into Dampier Street, (R) Prince Charles Parade, (R) Captain Cook Drive and (L) into Cape Solander Drive, as shown on the attached bike overview sketch. The amendment is in response to serious safety concerns expressed by Police and traffic controllers with the potential for an incident at intersections on the previously used return route.

File Number: 2015/214919
1. **Purpose of this Traffic Management Plan**

The purpose of this Traffic Management Plan is to ensure that traffic is managed in a way that:
* Provides maximum safety for event participants, spectators and employees.
* Allows the event to proceed safely.
* Reduces as much as possible the traffic impact on the non-event community.

100% Events aims to provide a concise Traffic Management Plan to control the traffic throughout the course. To minimise the impact on local community activity, whilst providing a technically safe environment for the participating competitors and spectators.
2. Contact Names

These are the names of those responsible for organising or approving the event

**Company Name:**  Triathlon NSW and 100% Events

**Event Directors:**  Steve Hunter 0437 896 300 and Mark Stewart 0402 428 600

**Traffic Management Consultant:**  Vinni Sedgwick.  
Licence No: RMS 0023847452  
Phone 0417 436 535  
E-mail: vinnis@bigpond.com

**Police:**  Gary Cooper – Miranda Police  
Phone: 02 9541 3841  
E-mail: coop1gar@police.nsw.gov.au

**Council:**  Cristian Vasquez – Sutherland Council  
Phone: 02 9710 0132  
E-mail: cvasquez@ssc.nsw.gov.au
3. Brief Description of the event

The Triathlon NSW Sprint Triathlon Series– is a long standing event that has been staged in the local community for many, many years.

Currently the event attracts a maximum of 800 participants and 200 spectators each series, from all over New South Wales, to the Sutherland Shire. The numbers are capped at this level to minimise impact on the environment and the local community.

The series is part of the core focus program by TriNSW designed to support and encourage those who want to exercise in a multi discipline format.

The event is to be based at Kamay Botany Bay NP, Kurnell with the establishment of a transition area finish compound and registration based in the open space within the KBBNP behind the discovery centre.

The Swim: - the swims are a beach multi-wave start in the relatively safe waters of Botany Bay.

The Cycle: - starting at the KBBNP Car Park the 20.5 km cycle is an out and back course along Cape Solander Drive, Captain Cook Drive, Bridges St, Dampier St, Prince Charles Parade, Captain Cook Drive and back into Cape Solander Drive (see attached maps).

The 10km cycle is a 2 lap course that remains within Kamay Botany Bay National Park and is running concurrent to the Sprint event.

The Run: - the 5km run, is a 3 lap run around the Kamay Botany Bay National Park. The 3km run is a 2 lap run around the Kamay Botany Bay National Park.

4. Execution

Execution describes the traffic management details at a high level. Individual plans are derived from this section.
5. General

5.1 General Outline

A. The Event Director: To coordinate the various volunteer groups providing the manpower for course marshals and parking controllers etc

B. The NSW Police: To provide traffic management support at the turnaround point on Captain Cook Drive east of the intersection of Lindum Road.

C. Sutherland Shire Council: To provide the approval of special traffic control conditions required to facilitate the smooth flow of the event.

5.2 The Route

5.2.1 The Swim: The swims are a multi-wave beach start, starting at the small beach adjacent the front park at Kamay Botany Bay NP.

5.2.2 The Cycle: The 20.5km cycle will begin in the Car Park at the Kamay Botany Bay NP, where competitors will mount their bikes, turn left and proceed east along Cape Solander Drive. At the end of Cape Solander Drive, the competitors will slow and make a U turn and continue west along Cape Solander Drive. At the exit of Kamay Botany Bay NP the competitors will turn left into Captain Cook Drive, until they reach the round-a-bout at the intersection of Captain Cook Drive & Torres Street.

At the round-a-bout the competitors will veer left through the round a bout and continue along Captain Cook Drive. Contestants will continue along Captain Cool Dr to a turnaround point established east of the Elouera Road Roundabout, in the widened road section near the entrance to the water treatment works, then travel back along Captain Cook Drive.

The competitors will then turn left onto Bridges St and travel west, then right onto Dampier St and travel north, then right into Prince Charles Parade and travel east.

The competitors will then turn right into Captain Cook Drive and then left into Cape Solander Drive and back to the car park in Kamay Botany Bay NP.

Once they have reached this point they dismount their bicycles and place their bicycles in the transition area before heading out onto the run course.

The 10km cycle will begin in the Car Park at the Kamay Botany Bay NP, where competitors will mount their bikes, turn left and proceed east along Cape Solander...
Drive. At the end of Cape Solander Drive, the competitors will slow and make a U turn and continue west along Cape Solander Drive. At a designated turn point prior to the exit of Kamay Botany Bay NP, competitors will conduct a U turn and complete a 2\textsuperscript{nd} lap within the Kamay Botany Bay and back to the car park in Kamay Botany Bay NP.

Once they have reached this point they dismount their bicycles and place their bicycles in the transition area before heading out onto the run course.

5.2.3 The Run: The 5km run is a three (3) lap course beginning at the transition area in Kamay Botany Bay NP, running clockwise around the Kamay Botany Bay NP to the finish line adjacent to the start line. The 3km run is a two (2) lap course beginning at the transition area in Kamay Botany Bay NP, running clockwise around the Kamay Botany Bay NP to the finish line adjacent to the start line.
### 5.3 Physical Survey of Route:

<table>
<thead>
<tr>
<th>Item</th>
<th>YES or NO</th>
</tr>
</thead>
<tbody>
<tr>
<td>Are one way streets as described?</td>
<td>Not applicable – there are no one way streets on the route</td>
</tr>
<tr>
<td>Is the number of lanes as described?</td>
<td>Yes</td>
</tr>
<tr>
<td>Is street signage as described?</td>
<td>Yes</td>
</tr>
<tr>
<td>Are the traffic signals as described?</td>
<td>Not applicable – there are no traffic signals on the route</td>
</tr>
<tr>
<td>Are the turning lanes as described?</td>
<td>Yes</td>
</tr>
<tr>
<td>Can route use alternatives such as bicycle tracks, paths, parks, bush tracks etc? i.e. Does event absolutely require a state road</td>
<td>Yes – there is a bicycle lane all the way along Captain Cook Drive. Sweeping of road before the event will been arranged with SCC or a private contractor.</td>
</tr>
<tr>
<td>Will traffic movement contrary to any notice be required?</td>
<td>Signage advising the local community of the event will be erected.</td>
</tr>
<tr>
<td>Will the event block: • Access to places of worship?</td>
<td>No</td>
</tr>
<tr>
<td>• Access to local businesses?</td>
<td>No</td>
</tr>
<tr>
<td>• Ambulance access?</td>
<td>No</td>
</tr>
<tr>
<td>• Fire station access?</td>
<td>No</td>
</tr>
<tr>
<td>• Heavy Vehicle access?</td>
<td>No – the event takes place early on a Sunday morning; there is no history of heavy vehicle access nor is any expected.</td>
</tr>
<tr>
<td>• Hospital access?</td>
<td>No n/a</td>
</tr>
<tr>
<td>Local resident access?</td>
<td>No – Between the hours of 7.15am – 9.30am some delays may occur entering Captain Cook Drive adjacent to Cronulla High School. There will also be delays for vehicles wanting to access Captain Cook Drive.</td>
</tr>
<tr>
<td>Police vehicle access?</td>
<td>No – Police will be on duty during the conduct of the Cycle leg to assist in traffic management at the turnaround on Captain Cook Drive.</td>
</tr>
<tr>
<td>A public facility (football oval etc)?</td>
<td>No – Marshals/Personnel will be posted to oversee traffic flow at all intersections, round-a-bouts and turn-a-rounds</td>
</tr>
<tr>
<td>Public transport access?</td>
<td>There is a bus expected during the event. Communication with the bus company is made to ensure they are aware of the event.</td>
</tr>
<tr>
<td>Are any of the following evident: construction activities in the area?</td>
<td></td>
</tr>
<tr>
<td>---------------------------------------------------------------</td>
<td>---</td>
</tr>
<tr>
<td>• Traffic calming devices</td>
<td>NO</td>
</tr>
<tr>
<td>• Traffic generators such as shopping centres, schools, churches, industrial area, hospitals?</td>
<td>Marshals/Personnel will be posted to oversee traffic flow at all intersections, round-a-bouts and turn-a-rounds</td>
</tr>
<tr>
<td>• Tidal flows</td>
<td>No</td>
</tr>
</tbody>
</table>

Restricted movements such as banned turns, heavy/high vehicles?

Between the hours of 7.30am – 10.00am some delays may occur entering Captain Cook Drive adjacent to Cronulla High School. There will also be some delays for vehicles wanting to access Captain Cook Drive.

• Road signage – existing/temporary                        | Signage will be posted to advise varied traffic flow |
5.4 Traffic Control Plan

5.4.1 Plan Overview:

The Traffic Control Plan (TCP) for the Triathlon NSW Kurnell Sprint Series Triathlon only affects the Cycle leg of the event; therefore it is this leg that is referred to in the TCP.

The Kamay Botany Bay NP will be closed to the public for the duration of the event, from 0630am until 1000am

The implementation of the TCP utilizes the services of approximately 20 volunteer workers and three (3) accredited traffic controllers to assist in the control of flow of traffic within the streets that will be used for the event. To facilitate this, we have applied for Police and Council approval to help with the traffic flow along the cycle section of the course, effectively minimising disruption.

To compliment these actions the starting order of the 800 athletes will be coordinated in waves (staggered) over a period of approx 50mins - 60mins therefore ensuring only 50% of the participants will be on the road at one time.

It is intended to place warning signs at all significant intersections and to place Marshals (who will be wearing high visibility vests) at these intersections to ensure both motorists and competitors entering the course, do so in a safe manner and to enable the motorists to proceed with minimum disruptions.

Accredited Triathlon Australia Technical officials will be on motorbikes throughout the cycle leg to ensure the safety of participants and enforce competition rules. The Triathlon Australia rules state that a cyclist must keep left at all times, unless overtaking, and may only proceed to overtake if it is safe to do so.

The rules also state that cyclists must keep a distance of seven (7) metres from the cyclist in front; they must not ride side by side unless overtaking and only have 15 secs to do so.

Triathlon Australia, through Triathlon NSW, sanctions all these triathlon races for safety and fairness.

In order to obtain insurance and sanctioning the organiser must abide by Triathlon Australia rules and regulations.
### 5.4.2 Contingency Plan – Operation:

<table>
<thead>
<tr>
<th>Item</th>
<th>Verified</th>
<th>Action Taken</th>
</tr>
</thead>
<tbody>
<tr>
<td>Heavy Weather</td>
<td>Yes</td>
<td>Event Cancellation</td>
</tr>
<tr>
<td>Lighting and hail</td>
<td>Yes</td>
<td>Event Cancellation</td>
</tr>
<tr>
<td>Poor lighting</td>
<td>Yes</td>
<td>Event Cancellation</td>
</tr>
<tr>
<td>Flood hazard on the course</td>
<td>Yes</td>
<td>Leg cancellation</td>
</tr>
<tr>
<td>Flood hazard at the parking area</td>
<td>Yes</td>
<td>There is alternative parking available if an area is flooded</td>
</tr>
<tr>
<td>Parking during wet weather</td>
<td>Yes</td>
<td>There is plenty of parking available in wet weather</td>
</tr>
<tr>
<td>Bush Fire hazard</td>
<td>Yes</td>
<td>Event Cancellation if the fire is within the confines of the Botany Bay National Park</td>
</tr>
<tr>
<td>Accident on course</td>
<td>Yes</td>
<td>Leg cancellation - there will be emergency paramedics on course during conduct of the event</td>
</tr>
<tr>
<td>Breakdown of tow truck</td>
<td>No</td>
<td>Not applicable</td>
</tr>
<tr>
<td>Absence of Marshals</td>
<td>Yes</td>
<td>Back up crew will be on stand by and can be placed in position by the course director</td>
</tr>
<tr>
<td>Absence of traffic signal crew</td>
<td>No</td>
<td>Not applicable</td>
</tr>
<tr>
<td>Block public transport access</td>
<td>No</td>
<td>Not applicable</td>
</tr>
<tr>
<td>Slow participants</td>
<td>Yes</td>
<td>The event has been structured so that the slower competitors start earlier than the faster competitors</td>
</tr>
<tr>
<td>Delayed event</td>
<td>Yes</td>
<td>At the most this event will start 30 mins after the 7.00am scheduled time</td>
</tr>
<tr>
<td>Cancellation of event</td>
<td>No</td>
<td>Not applicable</td>
</tr>
<tr>
<td>Security of participants</td>
<td>No</td>
<td>NSW Police will have a number of Officers present to ensure the safety of the competitors</td>
</tr>
<tr>
<td>Security of VIPS</td>
<td>No</td>
<td>Not applicable</td>
</tr>
</tbody>
</table>
5.9 Advertise Traffic Management Arrangements

On behalf of Triathlon NSW, Sutherland Shire Council will place advertisements in the local newspaper, two weeks prior to the event detailing the Traffic Plan for the event. Letterbox drops will be made to all residents and businesses affected by the Traffic Plan, informing them of the traffic arrangements on event days.

5.10 Volunteers and Event Marshals

The members of local organizations that we have contacted to assist in the smooth running of the event are as follows:

- Local Triathlon Club members
- Ulysses Motorcycles
- SLSA

There are enough personnel from the above to cover if some personnel fail to attend the event.

5.11 Public Safety - Police

- Crowd:
  Numbers are estimated to be a maximum of 800 competitors & an additional 200-300 people in and around the transition area

- Duration:
  It is expected that the first competitors will start at 7.00am, with the slowest competitors finishing the cycle by 9.30 am and the run around 10.30am. However the event set up will commence at 5.00am on the Saturday before the race day and dismantle / pack out will finish around 3.00pm on the Sunday afternoon.

- Electricity:
  The only electricity required is for the PA and timing equipment. A generator will supply power.

- Emergency vehicle access:
  There will be no impediment of any emergency vehicles on the course.

- First Aid:
  We employ paramedics to supply on first aid as well as qualified lifeguards with First Aid certification.

- Insurance:
  As the event organizer Triathlon NSW has a certificate of currency for $20million Public Liability.
• Location:
The central location of the transition area is within the Kamay Botany Bay NP, Kurnell.

• Noise:
The only noise will be from the PA system where our MC’s at the event will be advising competitors of a race briefing and throughout the event to advise spectators where the competitors are on the course.
The PA system will be ‘live’ from 6.00am through to approximately 11.00am. There may also be music played throughout the morning, when our MC’s are having a rest. As the event is staged well within the confines to the park the noise impact on local residents should be minimal, if any.

• Parking:
Parking will be in the car parks within the Kamay Botany Bay NP, Kurnell.

• Public transport:
There will be no disruption to public transport. However there will be a bus travelling along Captain Cook Drive whilst the competitors are on the course, this has been detailed in the traffic control plan and the bus may experience short delays.
The bus company has been notified and is fully aware the event is on. No public transport is required to support this event.

• Safety:
This race has been sanctioned by a Triathlon NSW Technical Delegate, who ensures safety contingencies are in place in order to obtain insurance and sanctioning. The organisers must abide by Triathlon Australia rules and regulations. Triathlon Australia through Triathlon NSW sanctions all NSW races for safety and fairness to obtain public liability insurance.

• Security:
Accredited Technical Officials will attend the event to ensure the safety of the competitors throughout the day. All competitors are given security numbers to enter and exit the transition area. Only competitors are allowed in the transition area to set up and retrieve clothing and equipment. The transition area has volunteers within the compound to ensure only competitors enter the compound.

• Timing:
This event is electronically timed. All competitors are given a timing chip, which is placed on their ankle. This allows timing officials to monitor where a competitor is on the course. Timing mats are placed at strategic points throughout out the course.

• Toilets:
Portable toilets are positioned on site
• Traffic:
   * As per TMP & TCP.

• Waste:
  Waste bins will be onsite and professional garbage removalists will ensure all waste is removed from the site.

• Media and Officials:
  * There are no known official VIPs or media attending the events. Therefore there is no need for media or crowd control procedures to be in place.

* Event signs:

  Signage will be installed to advise local residents and motorists of the event and the cyclists will be on the road between 7.30am – 10.30am. There will also be signage along the course route to advise cyclists of any turns, intersections, turnarounds etc.

* Access for local residents, businesses, hospitals and emergency vehicles:

  This event does not restrict access for local residents, businesses, hospitals and emergency vehicles in any way. Due to the number of competitors on the bike course there maybe delays at strategic points. These points are as follows:

<table>
<thead>
<tr>
<th>Point</th>
<th>Action taken</th>
</tr>
</thead>
<tbody>
<tr>
<td>Round-a-bout Torres Street of Captain Cook Drive and Torres Street</td>
<td>There maybe some delays to local traffic entering the round-a-bout from Torres Street onto Captain Cook Drive. There will be a traffic controller to direct traffic from Torres St into Captain Cook Drive. This round-a-bout will have one person to supervise that the competitors stay to the left, slow down &amp; obey road rules and that traffic is flowing to ensure minimum disruption to the local residents.</td>
</tr>
<tr>
<td>Cycle turn-a-round on Captain Cook Drive (adjacent to Sydney Water STP)</td>
<td>There maybe some delays to traffic at this turn-a-round entering Captain Cook Drive, as the competitors will be turning around and heading back to the transition area. This turn-around will have one marshal plus two police to ensure the safety of the competitors and the smooth flow of the traffic.</td>
</tr>
<tr>
<td>Parking competitor’s and spectator’s vehicles</td>
<td>All competitors and spectators will be directed to appropriate parking areas.</td>
</tr>
</tbody>
</table>
5.14.1 Advertise traffic management arrangements
The Kurnell Sprint Series will be advertised in local papers within the Sutherland Shire. These advertisements will be utilised to advise residents and the non-event community of the event. Signage will be erected along Captain Cook Drive to advise the local community that cyclists will be on the road on the scheduled event dates and during the times of 6.45am – 11.15am.

5.14.2 Local Resident Access
All residents, local businesses and occupants in areas affected will receive a letterbox notice with a minimum of seven days notice. Signs advising the traffic arrangements, as per Local Council requirements, will be displayed.

5.14.3 Emergency Vehicle Access
Special arrangements of emergency vehicles during the event are not necessary, as emergency vehicles will have full access to the course.

5.15 Parking
Sufficient parking for competitor and spectator cars has been identified.

5.16 Heavy Vehicle Alternate Routes
Heavy vehicle activity is not anticipated due to the timing of the event.

5.17 Council-Specified Conditions
TBC
Organiser: Place signage prior to race start & remove after last cyclist

Traffic Controller: RMS Accredited traffic controller - Provide Stop/Slow control on Torres St into roundabout. High visibility vests to be worn.

Marshal: Observe traffic, advise cyclists of route. High visibility vests to be worn.

Author: Vinni Sedgwick RMS 0023847452 exp 23/07/2018 10/08/2016
Cape Solander Drive turnaround

<table>
<thead>
<tr>
<th>Role</th>
<th>Responsibilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Organiser</td>
<td>Place signage prior to race start &amp; remove after last cyclist</td>
</tr>
<tr>
<td>Traffic Controller</td>
<td>RMS Accredited traffic controller- Provide Stop/Slow control on Torres St into roundabout. High visibility vests to be worn</td>
</tr>
<tr>
<td>Marshal</td>
<td>Observe traffic, advise cyclists of route High visibility vests to be worn</td>
</tr>
</tbody>
</table>

Author: Vinni Sedgwick  RMS 0023847452 exp 23/07/2018 10/08/2016

Page 66
Cape Solander Drive / car park entrance

Organiser: Place signage prior to race start & remove after last cyclist

Marshal: Observe traffic, advise cyclists of route. High visibility vests to be worn

Author: Vinni Sedgwick  RMS 0023847452  exp 23/07/2018

10/08/2016

LEGEND

Traffic Controller
Advisory Marshall
Cyclist Movement
Traffic movement
Traffic Cones
Barrier Boards

Sutherland Traffic and Traffic Safety Committee
7 October 2016

STR041-17 Appendix B
Organiser: Place signage prior to race start & remove after last cyclist

Traffic Controller: RMS Accredited traffic controller - Provide Stop/Slow control on Captain Cook Drive
High visibility vests to be worn

Marshal: Observe traffic, advise cyclists of route
High visibility vests to be worn

Author: Vinni Sedgwick RMS 0023847452 exp 23/07/2018
10/08/2016
Organiser: Place signage prior to race start & remove after last cyclist

Marshal: Observe traffic, advise cyclists of route
High visibility vests to be worn

Author: Vinni Sedgwick
RMS 0023847452 exp 23/07/2018
10/08/2016
Organiser: Vinni Sedgwick  
RMS 0023847452  exp 23/07/2018  

Captain Cook Rd / Cook St

Place signage prior to race start & remove after last cyclist

25m

Captain Cook Drive

Traffic Controller
Advisory Marshall
Cyclist Movement
Traffic movement
Traffic Cones
Barrier Boards

7 October 2016

TCP
6 of 13
### Sutherland Traffic and Traffic Safety Committee

**Captain Cook Rd / Silver Beach Rd**

<table>
<thead>
<tr>
<th>TCP 7 of 13</th>
<th><strong>Organiser</strong></th>
<th><strong>Author</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Virni Sedgwick</td>
<td>RMS 0023847452 exp 23/07/2018</td>
</tr>
</tbody>
</table>

Place signage prior to race start & remove after last cyclist.

---

**Legend**

- Traffic Controller
- Advisory Marshall
- Cyclist Movement
- Traffic Movement
- Traffic Cones

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Organiser Place signage prior to race start & remove after last cyclist

Traffic Controller RMS Accredited traffic controller - Provide Stop/Slow control on Torres St into roundabout. High visibility vests to be worn

Marshal Observe traffic, advise cyclists of route High visibility vests to be worn

Author Vinni Sedgwick RMS 0023847452 exp 23/07/2018 10/08/2016

Captain Cook Rd / Torres St TCP

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LEGEND

Traffic Controller
Advisory Marshall
Cyclist Movement
Traffic movement
Traffic Cones
Barrier Boards
Organiser
Place signage prior to race start & remove after last cyclist

 Marshal
Observe traffic, advise cyclists of route
High visibility vests to be worn

Author
Vinni Sedgwick
RMS 0023847452  exp 23/07/2018
10/08/2016
Organiser
Captain Cook Dr / Sir Joseph Banks Dr

Marshals
Place signage prior to race start & remove after last cyclist
Observe traffic, advise cyclists of route
High visibility vests to be worn

Author
Vinni Sedgwick
10/08/2016

RMS 003-3874452 exp 23/07/2018

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**Legend**
- Traffic Controller
- Advisory Marshall
- Cyclist Movement
- Traffic movement
- Traffic Cones
- Barrier Boards

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**Sutherland Traffic and Traffic Safety Committee**

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<td>Place signage prior to race start &amp; remove after last cyclist</td>
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<tr>
<td>Policier</td>
<td>Provide Stop / Slow control on Captain Cook Parade</td>
</tr>
<tr>
<td>Marshal</td>
<td>Observe traffic, advise cyclists to slow down for turnaround High visibility vests to be worn</td>
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</table>

**Author:** Vinni Sedgwick  
RMS 0023847452  exp 23/07/2018  
10/08/2016

**Legend:**
- Police car
- Traffic Controller
- Advisory Marshall
- Cyclist Movement
- Traffic movement
- Traffic Cones

**Maps:**
- Sutherland Traffic and Traffic Safety Committee  
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Bridges St / Dampier St / Torres St

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<td><strong>Marshal</strong></td>
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<td><strong>Author</strong></td>
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</tbody>
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**LEGEND**
- Traffic Controller
- Advisory Marshall
- Cyclist Movement
- Traffic movement
- Traffic Cones
- Barrier Boards

**Sutherland Traffic and Traffic Safety Committee**

7 October 2016

STR041-17 Appendix B
Prince Charles Parade
Dampier St

LEGEND
Traffic Controller
Advisory Marshall
Cyclist Movement
Traffic movement
Traffic Cones
Barrier Boards

Prince Charles Pde/ Dampier St / Silver Beach Rd

Organiser
Place signage prior to race start & remove after last cyclist

Traffic Controller
RMS Accredited traffic controller-
Provide Stop/Slow control on Prince Charles Parade.
High visibility vests to be worn

Marshal
Observe traffic, advise cyclists of route
High visibility vests to be worn

Author
Vinni Sedgwick RMS 0023847452 exp 23/07/2018 10/08/2016

Captain Cook Drive
Silver Beach Rd

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