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Australia



TRAFFIC MANAGEMENT PLAN

(reviewed October 2020)

NORTHERN SYDNEY CYCLING CLUB

BICYCLE ROAD RACING

BEAUMONT ROAD MT KURING-GAI



1	EVENT DETAILS	3
1.1	Event summary.....	3
1.2	Contact names	3
1.3	Brief description of the event.....	3
2	2. RISK MANAGEMENT - TRAFFIC	3
2.1	2.1 Occupational Health & Safety.....	3
2.2	Traffic Control Public Liability Insurance	4
2.3	Police.....	4
2.4	Fire Brigades and Ambulance	4
3	TRAFFIC AND TRANSPORT MANAGEMENT.....	4
3.1	The route or location.....	4
3.2	Parking.....	4
3.3	Construction, traffic calming and traffic generating developments.....	4
3.4	Trusts, authorities or Government enterprises	4
3.5	Impact on/of Public transport.....	4
3.6	Reopening roads after moving events.....	5
3.7	Traffic management requirements unique to this event	5
3.8	Contingency plans	5
3.9	Heavy vehicle impacts.....	6
4	MINIMISING IMPACT ON NON-EVENT COMMUNITY & EMERGENCY SERVICES	6
4.1	Access for local residents, businesses, hospitals and emergency vehicles	6
4.2	Advertise traffic management arrangements	6
4.3	Special event warning signs	6
5	APPROVAL	7
6	ATTACHMENTS	8
	Attachment A - Race Course Map.....	8
	Attachment B – TCP 0050 – Traffic control for road races – a).....	9
	Attachment B – TCP 0050 – Traffic control for road races – b)	10
	Attachment C – Recent approvals from Cycling NSW, NSW Police and Hornsby Council.....	11



1 EVENT DETAILS

1.1 Event summary

Event Name	Northern Sydney Cycling Club Road Bicycle Racing
Event Location	Beaumont Rd, Mt Kuring-gai
Event Date	various Sundays and Public Holidays
Event Start Time	9am Event Finishing Time: approx 10:05am
Event Setup	Start Time: 8:30am / Event Pack down Finish Time: 10:30am
Notes	The Event is a Category 2 on-street non-moving event held regularly throughout the year

1.2 Contact names

Event Organiser	George Mouhayet / Archie Wilson / Matthew Garnon, Northern Sydney Cycling Club President/Secretary/Treasurer
Phone	0422-373-307
Email	secretary1 @northern Sydneycyclingclub.org.au

NSW Police - Kuring-gai LAC - TBA

Phone: 02 9476 9799 Fax: 02 9476 9731 Email:

Hornsby Shire Council - TBA

Phone: (02) 9847-6666 Fax: (02) 9847-6999 Email: hsc@hornsby.nsw.gov.au

1.3 Brief description of the event

The event is a bicycle road race, comprising up to 4 groups of up to 30-35 riders per group who will complete multiple loops of the race circuit. The start will be close to the eastern end of Beaumont Rd near the intersection of Hamley Rd, out to a turn-around point at the western end of Beaumont Rd where the road ends. The riders will then proceed back to a u-turn near the start line. The length of the race circuit is approximately 3.2 km. The riders would usually average speed of between 35 and 45 km/h, which is less than the speed limit for this road.

The race would last between 40 and 65 minutes, and the participants would finish in an easterly direction adjacent to the start line. There is a sufficient length of the circuit left after crossing the finishing line to allow competitors to slow down and safely execute a u-turn under the control of the traffic controller.

2 2. RISK MANAGEMENT - TRAFFIC

2.1 2.1 Occupational Health & Safety

Northern Sydney Cycling Club has been running road bicycle racing at Beaumont Rd, Mt Kuring-gai under the guidelines of CyclingNSW since 1982 without serious incident. The small 3.2 km course is considered to be ideal for bicycle racing due to its remote location, low traffic volumes and excellent road surface. Prior to racing commencing, the course will be subject to a physical inspection by the race organiser. In the event that circumstances have changed since the last race



(for example road works or active construction sites), impediments considered low risk will be identified and marked with "caution" signs. In the event that impediments are identified and considered high risk and cannot be addressed, racing will be cancelled.

To further enhance safety, prior to racing, all riders are subject to a briefing from the race or event organiser where results of the initial course inspection will be discussed, riding instructions provided and general directions provided. All riders will be reminded that should they breach any directive by a Traffic Controller, marshal or official they face disqualification and/or fines under the rules of the NSWCF.

2.2 Traffic Control Public Liability Insurance

Public liability insurance of \$20M is provided by Cycling NSW (see Attachment C - Race Permit as supplied by AusCycling). Northern Sydney Cycling Club is affiliated with Auscycling and Cycling NSW, and all Traffic Controllers will be members of Northern Sydney Cycling Club.

2.3 Police

Police written approval to be provided, and any additional conditions they chose to apply will be incorporated into this TMP.

2.4 Fire Brigades and Ambulance

Attendance of Fire Brigade and ambulance is not required. In the event of a serious injury, an ambulance will be called by mobile phone. St John's ambulance is also organised to attend events.

3 TRAFFIC AND TRANSPORT MANAGEMENT

3.1 The route or location

See Attachment A.

3.2 Parking

Special parking arrangements are not required, as most participants ride a bicycle to and from the event. The small number of vehicles which attend are parked in nearby side streets off the race circuit.

3.3 Construction, traffic calming and traffic generating developments

There are no construction activities, traffic calming devices or traffic generating developments on the circuit.

3.4 Trusts, authorities or Government enterprises

This event does not use a facility managed by a trust, authority or enterprise

3.5 Impact on Public transport

There are no public transport routes on the race circuit. However buses may enter the circuit from the Transdev bus depot situated along the circuit. Contact has been made with the Transdev bus company, the current schedule has limited or no busses on the timetable leaving during the revised start and finish times. With the current start time of the event being 9am the likelihood of buses being on the circuit during the race is unlikely minimising any impact.



In the event that a bus does need to leave the depot during the race, the driver would have good visibility of the circuit in both directions when leaving the depot, and would be able to execute a right turn onto the circuit with safety. A warning sign will be placed alongside the end of the driveway to the bus depot 30 minutes prior to the start of the race as shown in Attachment A. Two traffic controllers will also be positioned on Beaumont Rd as shown in Appendix B to assist the buses in exiting the depot for special events where busses are scheduled to be entering the circuit during race times. Contact to Transdev will be required regularly to obtain any special event schedules.

The riders participating in the race will not be travelling at an excessive speed, the bus would give way to them under normal traffic rules however traffic controllers will be on hand to manage the traffic safely.

Bicycle racing has been conducted on the circuit for many years and there have been no incidents with buses in the past. The delayed start time will reduce the likelihood of an incident even further.

3.6 Reopening roads after moving events

This is a non-moving event, there are no road closures required.

3.7 Traffic management requirements unique to this event

It is not intended that the route be closed to traffic during the race. The volume of traffic is minimal as the route is in an industrial area with no residential housing. The majority of business activity is conducted during the week.

Minimal (if any) business activity occurs on a Sunday or Public Holiday morning.

There are several locations where the race may encounter motor vehicles, and the following measures will be in place to reduce the likelihood of any incident:

- Cyclists will execute a U-turn near the eastern end of Beaumont Rd: Traffic Control measures will be in place as described in "Standard Traffic Control Plans for Bike Races at Intersections - TCP 0050 Turnaround point - 2 lane, 2 way road", included as Attachment B. The required warning signs will be in place, and Licensed Traffic Controllers will regulate traffic flow as participants are required to make a U-turn in front of traffic at the eastern end of the route. Once participants have completed the u-turn, traffic will be able to proceed at a slightly reduced speed.
- Motor vehicles may enter the circuit at the eastern end of Beaumont Rd: Warning signs as required above will be placed alongside the entry to the route 30 minutes prior to the start of the race as shown in Attachment A.
- Motor vehicles may enter the circuit at the intersection of minor streets long the circuit: A warning sign will be placed on the corner of each side street 30 minutes prior to the start of the race as shown in Attachment A.
- Buses may enter the circuit from the bus depot. The required warning signs and Licensed Traffic controllers will regulate and assist traffic exiting the bus depot if required on special events.

3.8 Contingency plans

Heavy weather. Where heavy weather occurs or may occur the event organiser or race organiser on the day will consider the situational risk and may cancel the event.

Lightning, hail etc. Where lightening, hail occurs or may occur the event or race organiser on the day will consider the situational risk and may cancel the event.

Flood hazard. Where a flood hazard exists on the route the event or race organiser on the day will consider the situational risk and may cancel the event. A flood hazard is not likely to occur in the parking area as it is a side street located on a hill.



Parking during wet weather. Parking is not going to be impacted by wet weather as the parking area is a side street located on a hill.

Bush fire hazard. Where bush fire hazard exists the event or race organiser on the day will consider the situational risk and may cancel the event.

Accident on route. Volunteers will be placed at the accident scene to marshal riders. The accident area will be declared a neutral zone. If accident is considered by the event or race organiser to be serious enough, the event or race organiser may cancel the event.

Absence of volunteers. Racing will not commence until all necessary volunteer positions have been filled.

Slow participants. At the event or race organiser's consideration, slow riders will be asked to vacate the course if they are considered to be a hazard to the respective peletons.

Delayed start to the event. The event duration will be changed to ensure that the area is cleared by 10:30am.

Cancellation of event. The event or race organiser will inform participants if the race is to be cancelled at any stage.

3.9 Heavy vehicle impacts

There are no expected Heavy Vehicle impacts. In the event of an impact the race organiser may neutralise the race until any risk is cleared or cancel the event.

4 MINIMISING IMPACT ON NON-EVENT COMMUNITY & EMERGENCY SERVICES

4.1 Access for local residents, businesses, hospitals and emergency vehicles

No road closures are required, however vehicle speeds may be slightly reduced.

There are no hospitals on the circuit.

In the event of an incident that requires the attendance of emergency vehicles, the event would be cancelled

4.2 Advertise traffic management arrangements

No road closures or special event clearways therefore advertising is not required

4.3 Special event warning signs

Warning signs will be erected a shown in Attachment A.



Northern Sydney Cycling Club

Road Bicycle Racing
Beaumont Road Mt Kuring-gai
(edited October 2020)

5 APPROVAL

TMP Approved by:

George Mouyhat (President, NSCC)

31-Oct 2020

for Northern Sydney Cycling Club

Date

Regulation of Traffic Authorised by:

for Hornsby Shire Council

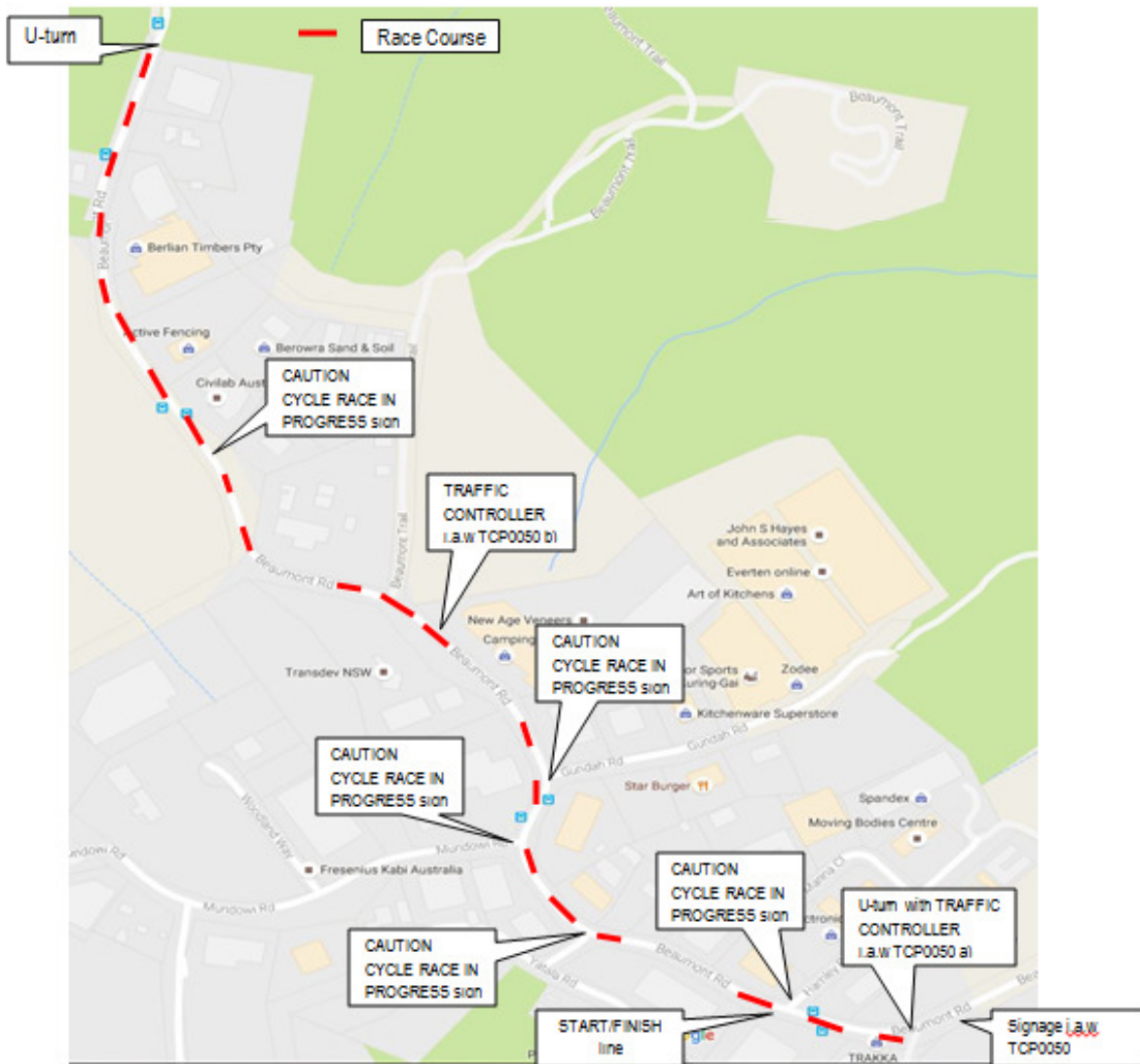
Date



6 ATTACHMENTS

Attachment A - Race Course Map

The race course consists of completing laps of a circuit along the length of Beaumont Rd, Mt Kuring-gai. The start area will be in Beaumont Rd near the intersection of Hamley Rd. The riders will proceed west to the end of Beaumont Rd where the riders will turn around safety cones placed in the turning area. The riders will then proceed east along Beaumont Rd and turn around safety cones placed approximately 200m west of the intersection with the Old Pacific Highway. The finish line will be also in Beaumont Rd near the intersection of Hamley Rd, with the riders finishing while travelling in an easterly direction.





Attachment B – TCP 0050 – Traffic control for road races – a)

www.invarion.com

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 JARROLDTOWN NSW 2178
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 Email: info@completestaff.com.au
 Web: www.completestaff.com.au

CLIENT: N. MOIT AND SONS (NSW) PTY LTD
 CONTACT: NATHAN GILCHRIST PH: 0477 000 309
 PROJECT: EVENT MANAGEMENT
 LOCATION: BEAUMONT ROAD, MT KURING-GAI
 UBD: 114/E6

MANAGEMENT
 STOP / SLOW
 LAINE MERGE
 PARKING LAINE
 CONTRA FLOW
 ROAD CLOSURE
 FOOTPATH WORKS

ROAD CLASSIFICATION
 STATE (RTA/RMG)
 REGIONAL (COUNCIL & RTA/RMG)
 LOCAL (COUNCIL)

PEDESTRIAN MGMT.
 INTERMITTENT
 CONTINUOUS

JOB NO. 1204
 DATE: 16/11/2017
 PLAN NO: CS - AD762
 CERT NUMBER: 00304R0931
 SIGNATURE: *[Signature]*
 REV: _____
 DATE: _____
 SCALE: N.T.S

PURPOSE OF USAGE	APPROACH SPEED (km/h)	MAX SPACING (m)	RECOMMENDED TAPER LENGTHS
			APPROACH TO WORK ZONE DOWNSTREAM AT TAPER
			DOWNSTREAM AT TAPER
			UPSTREAM AT TAPER
			UPSTREAM AT TAPER
All purposes on residential or commercial streets	<= 30	4	
Centrines on approach to traffic controller position	All cones	4	
Outer edge of traffic line, i.e. working on shoulder	51-70 / 70	18 / 24	< 45 15 0 15
Departing opposing traffic on 2 lane 2 way road	51-70 / 70	12 / 18	45-55 15 15 30
Departing opposing traffic on multi-lane undivided road	51-70 / 70	12 / 18	55-65 30 30 30
Alignment to a closed lane on a multi-lane road	51-70 / 70	18 / 24	64-74 N/A 70 114
Taper tapers	51-70 / 70	9 / 12	74-85 N/A 85 120
Leading USB tapers	51-70 / 70	12 / 18	86-98 N/A 90 144
Protecting freshly painted lines	51-70 / 70	24 / 30	99-105 N/A 100 180
ROADSIDE WORK ZONE TAPER FOR TRUCKS			> 105 N/A 110 180

NOTES:

- All Traffic Control works, signs and devices to comply with Australian Standard AS 1742.3.
- Adjustments to TCP may be only made by persons holding an RMS "Select and Modify" ticket or higher.
- All traffic control devices may only be set out by persons holding an RMS "Implement Traffic Control Plans" ticket or higher.
- Traffic control personnel must hold an RMS "Traffic Controller" ticket or higher.
- Signs to be erected so they are visible to motorists and not a hazard to pedestrians.
- Traffic controllers to escort pedestrians past the work area.
- Traffic controllers who are on constant stop-go, must be relieved for a minimum period of 15 minutes every two hours. As per the Australian Standards and the WH&SA Act.
- Team Leader is to conduct a "hot box talk" and complete the adequate paperwork to support the discussion.
- A risk assessment to be conducted on site, prior setup to determine the queue length and site distance to the active TCP.
- If an incident occurs on site, an "incident report form" MUST be completed immediately. Upon completion of the incident report form, site Team Leader is to notify Complete Staff Solutions' Traffic Section.

This TCP has been prepared as a guide for Traffic Management purposes only and is not to scale. The positions of the signs, traffic controllers and equipment are only suggested locations. Amendments to the locations may be required on site. Complete Staff Solutions accepts no liability for the implementation or execution of this TCP unless undertaken by authorised Complete Staff Solutions personnel.



Attachment B – TCP 0050 – Traffic control for road races – b) Special Events Transdev

Bus Depot Access

www.invarion.com

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 Web: www.completestaff.com.au

CLIENT: N. MOY AND SONS (NSW) PTY LTD
 CONTACT: NATHAN GILCHRIST PH: 0477 000 309
 PROJECT: EVENT MANAGEMENT
 LOCATION: BEAUMONT ROAD, MOUNT KURING-GAI
 UBD: 114/CS PO:

MANAGEMENT
 STOP / SLOW
 LAINE MERGE
 PARKING LAINE
 CONTRA FLOW
 ROAD CLOSURE
 FOOTPATH WORKS

ROAD CLASSIFICATION
 STATE (RTA/RMS)
 REGIONAL (COUNCIL & RTA/RMS)
 LOCAL (COUNCIL)

JOB NO. 1204 DATE: 16/11/2017
 TCP/TCS PLAN NO: CSS - AD761
 TMAP CERT NUMBER: 003049921
 CTMP SIGNATURE:
 REV: [Signature]
 DATE: [Signature]
 SCALE: N.T.S.

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PURPOSE OF USAGE	APPROACH SPEED (km/h)	MAX SPACING (m)	RECOMMENDED TAPER LENGTHS			
			STREET	URBAN	RURAL	MOTORWAY
All purposes on residential or commercial streets	< 40	4	10	15	15	15
Centre-line on approach to Traffic Controller position	All cases	4	10	15	15	15
Outer edge of traffic line - i.e. working on shoulder	51-70 / >70	19 / 24	< 45	15	0	15
Separating opposing traffic on a 2 lane 2 way road	51-70 / >70	12 / 18	40 - 55	15	15	30
Separating opposing traffic on multiple undivided road	51-70 / >70	12 / 18	55 - 65	30	30	60
Adjacent to a closed lane on a multi-lane road	51-70 / >70	16 / 24	40 - 75	N/A	70	115
Message tapers	51-70 / >70	9 / 12	75 - 85	N/A	80	150
Extend 20m tapers	51-70 / >70	17 / 18	80 - 95	N/A	90	145
Protecting freshly painted lines	51-70 / >70	24 / 30	95 - 105	N/A	100	120
FIGURES EXTRACTED FROM RTA TCMs MANUAL, v4.0 TABLES 5.1 & 5.2. REFER TO MANUAL FOR FURTHER INFO.			> 105	N/A	110	180



Northern Sydney Cycling Club

Road Bicycle Racing
Beaumont Road Mt Kuring-gai
(edited October 2020)

Attachment C – Recent approvals from Cycling NSW, NSW Police and Hornsby Council

Attached separately as individual documents.