
REPLIES TO GENERAL BUSINESS QUESTIONS – COUNCIL MEETING WEDNESDAY, 11 OCTOBER 2017

1. DUMPED VEHICLES IN AND AROUND GIBBERGUNYAH CREEK 5509, 5457/1

Clr I M Scandrett asked if staff could advise when the three vehicles in and around Gibbergunyah Creek (waterholes and fire trails) will be removed and how?

REPLY FROM GROUP MANAGER PLANNING, DEVELOPMENT AND REGULATORY SERVICES

The vehicles in and around Gibbergunyah Creek have been investigated by Council's Illegal Dumping Project Officer and Council's Ranger Services Unit and they were removed on Friday 20 October 2017 utilising specialised vehicle recovery contractors.

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2. MEDWAY MINE 100/4, 5456/6

Clr G M Turland tabled a letter from Boral in response to the Council's invitation for them to address Council Meeting on Wednesday, 27 September 2017.

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3. MEDWAY MINE 100/4, 5456/6

Clr G M Turland advised that he also has a letter from Hume Coal which he will forward to Council in relation to this matter.

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4. TULIP TIME 1671/8

Clr G M Turland asked if a workshop can be held for the stakeholders of Tulip Time on how Tulip Time will proceed – where it can be taken and how it can be moved forward and revitalised in the next 12 months or 2 years. He suggested that it could be a festival of the Southern Highlands for the whole month and not just Tulip Time. Clr Turland advised that time is of the essence.

The General Manager advised that she will arrange for an Information Session and discussion for Councillors at first, as there are already plans for the future and how we move in the right direction.

REPLY FROM EA TO THE GENERAL MANAGER

This will be included as part of the Strategic Planning Day on 1 November 2017.

5. PCYC – STAND-ALONE BOXING FACILITY

1830/24

Clr L A C Whipper referred to the site inspection of the PCYC in relation to their request to identify a stand-alone facility for boxing, and asked if an Information Session can be held for Councillors, as soon as possible, to formulate a strategy to move forward on the matter. He asked that an invitation be extended to the CEO and local Manager of PCYC to attend the Information Session.

The General Manager advised that an Information Session will be held. She advised that we will want to know what information is required to make the Information Session meaningful. The General Manager advised that it may not be until the new year.

REPLY FROM DEPUTY GENERAL MANAGER OPERATIONS, FINANCE AND RISK

Meeting arranged between Senior Asset Officer and PCYC staff to discuss potential options.

5. INTERSECTION OF RENWICK DRIVE AND OLD HUME HIGHWAY

RD 1219, RD 4111 0120

Clr T D Gair asked if Council staff can contact Reverend Doug McPherson to discuss traffic issues in relation to the traffic lights at the intersection of Renwick Drive and the Old Hume Highway, to explore methods to alleviate or remediate some of the problems associated with the traffic flow.

REPLY FROM TRAFFIC AND TRANSPORT PLANNING ENGINEER

The Reverend McPherson has been contacted. Reverend McPherson advised that he had written to Council on 17 October and raised several concerns regarding safety at the intersection of Renwick Drive and Old Hume Highway and other suggestions.

After considering Reverend McPherson's letter and additional information provided through discussion, Council is advised of the following:

- Concern relating to the phasing of the signals and the lane configuration on the approach on Renwick Drive. The "STOP" sign on Ferguson Crescent is frustrating some motorists who find it difficult to move across to the designated right turn lane to the Old Hume Highway. Reverend McPherson made some suggestions to alleviate this issue which have been noted.
- On a number of occasions vehicles turning right from Ferguson Crescent onto Renwick Drive (which is prevented by the median in Renwick Drive) drive contraflow until the end of the median. Other drivers wishing to turn from the Old Hume Highway into Ferguson Crescent "U" turn at the end of the median in Renwick Drive rather than using the small roundabout provided for this purpose at the intersection of Renwick Drive and Crane Street.

Issues relating to the operation of the signals, including Reverend McPherson's suggestions, will be referred to the RMS for determination as soon as possible. Issues relating to the local road network have been referred to the Traffic Committee.

Reverend McPherson also raised the lack of pedestrian facilities along Ferguson Crescent. This matter has been referred to the Asset Liaison Officer.

Reverend McPherson also suggested that the existing Picton-Mittagong Railway Line (in particular the rail bridge carrying the Old Hume Highway near the old Ferguson Garden site) could be used as a road underpass. The Traffic and Transport Planning Engineer advised that the line is still active and TfNSW had just replaced the rail bridge at Railway Terrace confirming their commitment to the long term use of the line, at least to where it currently terminates at Braemar.

Council will keep Reverend McPherson informed of the outcome of discussion of matters through the Traffic Committee and recommendations adopted by Council.

Council's Asset Liaison Officer will contact and advise Reverend McPherson that the project will go on a Capital Works list which will then be scoped, costed and then prioritised against other competing projects.

The RMS will be requested to keep Council informed of any changes to the traffic signals at Renwick Drive and Old Hume Highway. RMS practice is to also contact members of the community directly that raise concerns such as those listed.

See copy of letter to the RMS attached – see **Attachment 1**.

A reply from the RMS has been received and is attached – see **Attachment 2**.

7. ROAD MAINTENANCE

7810/3

The Mayor Clr K J Halstead asked if the General Manager can congratulate Council's Works staff involved in and responsible for the maintenance of potholes and small patches for the noticeable "lift" in the standard of restorations over the last six months. The Mayor asked for the General Manager to also extend his appreciation of the efforts of Council's Group Manager Infrastructure Services, the officer responsible for supervision of the gangs involved. The Mayor asked also if she could extend the Mayor's appreciation of the efforts of Deputy General Manager Operations, Finance and Risk with regard to his management processes.

The General Manager advised that she will be delighted to pass on these congratulations.

REPLY FROM GENERAL MANAGER

Letters sent to Dominic Lucas, Group Manager Infrastructure Services and the Deputy General Manager Operations, Finance and Risk expressing the Mayor's message of congratulations.

Our Ref: RD1219, RD4111 0120
 Contact: Frank Iacono



26 October 2017

Roads and Maritime Services
 PO Box 477
WOLLONGONG NSW 2520

Attention: Chris Harding

**OLD HUME HIGHWAY INTERSECTION WITH OLD HUME HIGHWAY – MITTAGONG
 COMPLAINT REGARDING DELAYS & SAFETY CONCERNS**

Council has received a complaint from a resident regarding delays and possible safety issues at the signalised intersection of Old Hume Highway and Renwick Drive (TCS 4355). Council requests the RMS to consider the concerns and discuss recommendations with both Council and the resident.

The complaint has been lodged by the Reverend Doug McPherson [REDACTED]

The Reverend lives in close proximity to the intersection and has observed several regularly occurring events, compromising safety, that Council believes warrants consideration for remediation by both the RMS and Council.

The concerns raised by the Reverend include:

1. The right turn phase from Renwick Drive onto the Old Hume Highway is often short and causes some vehicles, apparent frustration, and regular running the amber.
2. The closely located intersection of Ferguson Crescent has a left turn only onto Renwick Drive. Most vehicles exiting Ferguson Crescent have a destination to the right on the Highway. To use the intersection legally, vehicles must come to a full "STOP" and then proceed. Often a vehicle waiting at the signal hold line prevents the vehicle from Ferguson Crescent to move into the right turning lane, they are faced with the option of blocking the left turning lane on Renwick Drive or holding back and missing the phase because of other arriving traffic along Renwick Drive. Often vehicles both block the left turning lane and due to the short phase often, at least, run the amber.

Other concerns relate to mid-block "U" turns on Renwick drive (vehicles turning off the Old Hume Highway and turning at the Renwick Drive median end to access Ferguson Crescent) rather than progressing a little further and performing a legal "U" turn at the roundabout at Renwick Drive and Crane Street. The other issue is a number of drivers turning right from Ferguson Crescent onto Renwick Drive (which is prevented by the median) and driving

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Working with you

contraflow until they move across to the correct side beyond the median end, which is of significant concern.

The concerns relating to "U" turns, contraflow movements and the consideration of changing the "STOP" sign to a "GIVE WAY" sign have been referred to the Local Traffic Committee. RMS comments relating to the change from "STOP" to "GIVE WAY" with regard to possibly impacting the operation of the signals, either positive or negative, is requested.

In addition to the RMS investigating the phasing timing to provide additional time for right turn movement onto the Old Hume Highway, the Reverend has suggested the consideration of marking both lanes as right turn lanes (with the left turn a combined left and right).

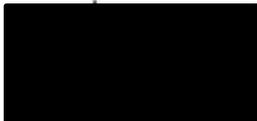
Council believe that the suggestion may have merit and recommend it for consideration of the RMS. This, coupled with the change of "STOP" control to "GIVE WAY" control could ease frustration for a number of drivers. As the left turn would be shared with right turning vehicles, unless the first vehicle at the stop line at the Old Hume Highway is turning left, they will not have benefit of the left turn phase whilst the right turn phase from the Old Hume Highway is running.

Perhaps the best approach is to give consideration to initially extending the phase time for right turners and, should the Local traffic Committee and Council support the change to "GIVE WAY" control, that might be sufficient to address the issues observed by the Reverend.

Council requests that the RMS keep both Council and the Reverend informed of the RMS investigations, changes and possible future considerations.

Should any issue need to be clarified or discussed, please contact me on (02) 4868 0817 or by email: frank.iacono@wsc.nsw.gov.au.

Yours sincerely,



Frank Iacono

TRAFFIC AND TRANSPORT PLANNING ENGINEER

ATTACHMENT 2

Hi Frank,

As discussed, I believe the immediate treatment of the issue here is to increase the “gap” timers for the Renwick Dr phase (C phase) which I have done. I believe this should go a long way to alleviate the green time problem. As you described in your letter, the issue with the Stop Sign and the U turns etc, can be dealt with via the LTC in consultation with Jayd. In addition, as you also explained in part, the suggestion to change the lane configuration in Renwick Dr at the signals to dual right turning lanes with lane 1 combined left and right would bring other inefficiencies such as left turners being held up and the fact that the right turn would be held up by the pedestrian crossing on the northern approach of Old Hume Hwy for the entire length of “walk” and “flashing don’t walk” (i.e. full protection). We will continue to monitor the intersection.

Regards

Chris Harding
A/Team Leader, Network Operations
Network Operations | Network Sydney

www.rms.nsw.gov.au

Every journey matters

Roads and Maritime Services
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