

9 April 2021

Dear Committee Members,

You are kindly requested to attend the **Traffic Committee Meeting** of Wingecarribee Shire Council to be held Electronically on **Friday 9 April 2021**.

Yours faithfully

Mr Richard Mooney
Acting Deputy General Manager Operations, Finance & Risk

Note: Attachments saved separately



Business

1. AGENDA REPORTS

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1 AGENDA REPORTS

1.1 Holly St, Bowral No Parking Restrictions

Reference: 7450
Report Author: Traffic Engineer
Authoriser: Coordinator Assets - Roads and Traffic
Link to Community
Strategic Plan:

PURPOSE

Proposal to install No Parking restrictions on Holly Street to aid traffic flow and improve road safety.

RECOMMENDATION

THAT R5-40 No Parking Signs be installed on the eastern side of Holly St, Bowral from the northern boundary of No.21 Elm Street to the start of the bus zone approximately 30m from the intersection with Bowral Road to improve traffic flow and road safety.

REPORT

BACKGROUND

Council received a complaint from Berrima Buslines in relation to difficulties in negotiating a narrow section of Holly Street due to parked vehicles on both sides. The problem is particularly acute in the vicinity of a hill crest near Nos.39-41 Holly Street where visibility of oncoming vehicles is restricted, leading to vehicles meeting in the middle of the road.

REPORT

Council staff inspected the site with Chris Moule from Berrima Buslines. It was confirmed from site observations that parking on both sides of Holly Street does constrain road width and combined with limited visibility due to the hill crest, was likely to restrict traffic flow and potentially compromise road safety. At its narrowest point where boat trailers are frequently parked on both sides, the trafficable carriageway is reduced to around 4m which is not enough room for two vehicles to pass each other safely (see Attachment 1).

The proposal is to install No Parking signs for a distance of approximately 220m from the northern boundary of No.21 Elm St to the start of the bus zone approximately 30m from the intersection with Bowral Road. This section of road on the eastern side is adjacent to No.21 Elm Street and Nos.4 and 10A Daphne Street, none of which have driveway access via Holly Street. The southern section of the proposed No Parking zone is adjacent No.48 Daphne Street, which is currently an undeveloped block of land with access via Daphne St. Therefore, no existing residents will lose kerbside parking space outside their homes as a result of this proposal.

The proposal is to install 4 (four) R5-40 No Parking signs spaced approximately 70m apart as per Attachment 1. The northern extent of the proposed No Parking zone coincides with the road widening out to approximately 10.5m with kerb and gutter on both sides.



COMMUNICATION AND CONSULTATION

Community Engagement

Nil.

Internal Communication and Consultation

Nil

External Communication and Consultation

Consultation with Berrima Buslines. Consultation with NSW Police regarding legal status of boat trailers that are frequently parked on Holly Street – all were found to be registered.

SUSTAINABILITY ASSESSMENT

- **Environment**

There are no environmental issues in relation to this report.

- **Social**

There are no social issues in relation to this report.

- **Broader Economic Implications**

There are no broader economic implications in relation to this report.

- **Culture**

There are no cultural issues in relation to this report.

- **Governance**

There are no governance issues in relation to this report.

COUNCIL BUDGET IMPLICATIONS

The No Parking signs can be funded from the existing Council maintenance budget.

RELATED COUNCIL POLICY

Nil.

OPTIONS

The options available to Council are:

Option 1

Install No Parking signs for a distance of approximately 220m on the east side of Holly Street from the northern boundary of No.21 Elm Street to the start of the bus zone approximately 30m from the intersection with Bowral Road.

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Option 2

Implement amended parking restrictions as per Local Traffic Committee direction.

Option 3

Do nothing.

Option **No.1** is the recommended option to this report.

CONCLUSION

The No Parking restrictions are recommended to improve road safety and traffic flow on a narrow section of Holly Street, particularly for school and public buses. The proposals will not adversely impact parking amenity for existing residents.

ATTACHMENTS

1. Signage Plan

1.2 ANZAC Day 2021 Traffic Management Plans

Reference: 7400
Report Author: Traffic Engineer
Authoriser: Coordinator Assets - Roads and Traffic
Link to Community
Strategic Plan:

PURPOSE

Reporting on the traffic arrangements for ANZAC Day in 2021.

RECOMMENDATION

THAT permission be granted for the 2021 ANZAC Day traffic arrangements subject to the satisfactory completion of all requirements detailed in the Roads and Traffic Authority's Guide to Traffic and Transport Management for Special Events for a Class 2 Event.

REPORT

BACKGROUND

Due to the ongoing COVID-19 protocols, the planned ANZAC day events are changed from previous years and in some cases not going ahead at all. This report and attachments set out the amended schedule of services and traffic management arrangements.

REPORT

TRAFFIC ARRANGEMENTS FOR ANZAC DAY SUNDAY 25TH APRIL 2021

Berrima

No services this year.

Bowral Dawn Service

6.00am Flag raising ceremony with minimal participants – no traffic management required.

Bowral Main Service

9.30 am.

Covid induction as participants enter closed section of Bong Bong Street.

10.00am.

Form-up for march in Bong Bong Street outside of Commonwealth Bank.

10.30am.

March begins

11.00am.

Wreath laying and Memorial Service at the Cenotaph in Bowral War Memorial

12.00pm.

Service finishes and participants disperse along existing footpaths or in vehicles parked in the closed section of Merrigang Street.

9.30am to 11.00 am.

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Bong Bong Street will be closed to through traffic between Boolwey Street and Bundaroo Street.

Merrigang Street will be closed to traffic between Bendooley Street and Station Street. Traffic will be diverted via Bendooley Street and Station Street.

11.00am to 12.15 pm.

Merrigang Street will be closed to traffic between Bong Bong Street and Station Street. Traffic will be diverted via Bong Bong Street, Wingecarribee Street and Boolwey Street.

Bundanoon Dawn Service

6.00am President's wreath laying ceremony- no traffic management required.

Bundanoon Main Service

10.00am Marchers gather on Railway Avenue inside the road closure point.

10.25am Marchers form up.

10.30 am March from CWA Hall to the Old Soldiers' Memorial Hall in Church Street.

10.45 am Wreath laying and Memorial Service commences.

11.10 a.m. Event finished. Traffic controllers check to make sure closed roads are clear of pedestrians.

11.15 a.m. Roads begin to be re-opened to the public.

Railway Avenue will be closed to west bound traffic between Osborne Street and Church Street from 10.15 a.m. to approximately 11.15 a.m. - 11.30 a.m. West bound traffic will be detoured via Osborne Street, Osborn Avenue, Victoria Street and Phillip Street (one-way westbound) during the march and service.

Anzac Parade and Railway Avenue will be closed to east bound traffic from 10.15 a.m. to approximately 11.15 a.m. - 11.30 a.m. East bound traffic will be detoured via Penrose Road and Erith Street during the march and service. Local resident access will be maintained by traffic controllers and those with disabilities will be permitted to park on the north side of Anzac Parade.

Burrawang

10.15am Wreath laying ceremony only – no traffic management required.

Colo Vale Service

8.00am Wreath laying and dedication ceremony in front of Colo Vale Hall in Railway Avenue. All activities take place at and in front of Colo Vale Hall – no traffic management required.

Exeter Service

9.00am Wreath laying and Memorial Service at Exeter Park. As there is no march, traffic management is limited to advanced warning signs directing people to park inside the oval and not on the road and no parking signs on roadside.

Hill Top Dawn Service

6.00am Memorial Service at the Hill Top War Memorial Hall.

Traffic controls will be in place to stop traffic if necessary to guide pedestrians across Wilson Drive, and direct event motorists to the designated parking areas.

Kangaloon Service

No services this year.

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Mittagong Dawn Service

6.00am Flag raising ceremony with minimal participants – no traffic management required.

Mittagong Main Service

10.00am Marchers to enter the assembly area on Main Street on the south side of the Albion Street closure point. Covid-safe induction to be undertaken prior to assembling for the march at 10.35 am.

10.35 am March starts along Main Street to the Cenotaph on the Bowral Road intersection.

10.45am Memorial Service from 10.45am to 11.45am.

11.45 am March back along Main Street and into Station Street after Service and fall out.

12.00 p.m. Event finished. Roads re-opened to the public.

10.00am Traffic Controllers install devices & close roads.

Main Street between Albion Street and Pioneer Street, and Bowral Road between Main Street and Princess Street will be closed to through traffic from 10.00 a.m. to 12.00 pm. Traffic will be diverted down Regent Street, Princess Street and / or Bowral Road and Pioneer Street during the road closures.

Moss Vale Service

11.00am Commemoration service inside Memorial Club – no traffic management required.

Robertson

11.00am Wreath laying at Robertson School of Arts – no traffic management required.

Sutton Forest Service

7.50am– Form up for march outside All Saints Church

8.00am– Official ceremony at the National Service & Reserve Forces Memorial – cnr Illawarra Highway and Golden Vale Road.

Old Illawarra Highway between Golden Vale Road and Dittons Lane will be closed to through traffic from 7.30am to 9.00am. Advanced Warning Sign in place and traffic controllers at closure points.

COMMUNICATION AND CONSULTATION

Community Engagement

Individual clubs and community associations have been contacted to ensure traffic management arrangements are appropriate. NSW Police have been kept in the loop.

Internal Communication and Consultation

Nil

External Communication and Consultation

As above.

SUSTAINABILITY ASSESSMENT

- **Environment**

There are no environmental issues in relation to this report.

- **Social**

There are no social issues in relation to this report.

- **Broader Economic Implications**

There are no broader economic implications in relation to this report.

- **Culture**

There are no cultural issues in relation to this report.

- **Governance**

There are no governance issues in relation to this report.

COUNCIL BUDGET IMPLICATIONS

All Area Traffic Services have been engaged to provide traffic management services at a cost of ~\$9,000 incl GST.

RELATED COUNCIL POLICY

Nil.

OPTIONS

The options available to Council are:

Option 1

Endorse the traffic management arrangements as enclosed.

Option 2

Propose alternative traffic management arrangements.

Option 3

Do nothing – ANZAC day events would not be able to take place safely.

Option **No.1** is the recommended option to this report.

CONCLUSION

Traffic Committee is invited to endorse the proposed traffic management arrangements for ANZAC Day 2021.

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ATTACHMENTS

1. Bowral TMP
2. Bowral TCP
3. Bundanoon TMP
4. Bundanoon TCP
5. Exeter TMP
6. Exeter TCP
7. Hill Top TMP
8. Hill Top TCP
9. Mittagong TMP
10. Mittagong TCP
11. Sutton Forest TMP
12. Sutton Forest TCP

1.3 Church Road Oval - Request for Disabled Parking Space

Reference: 7450
Report Author: Traffic Engineer
Authoriser: Coordinator Assets - Roads and Traffic

PURPOSE

Endorse the installation of a disabled parking space in conjunction with the upgrade of amenities at Church Road Oval, Moss Vale.

RECOMMENDATION

THAT Council install new Disabled Parking signs (R5-31R and R5-31L) on Church Road, Moss Vale adjacent to the upgraded amenities block.

REPORT

BACKGROUND

Council is upgrading the amenities at Church Road Oval and wishes to install an on-street disabled parking bay in accordance with Australian Standards to ensure equitable parking provision for valid PWD permit holders.

REPORT

The proposed signage and linemarking plan is shown in Attachment 2. Church Road is a quiet residential street where all residential properties have off-street parking. The proposed disabled parking space will be located on the north side of Church Road adjacent to the amenities building, therefore no adverse impacts to on-street parking amenity are anticipated.

COMMUNICATION AND CONSULTATION

Community Engagement

Nil

Internal Communication and Consultation

Liaison with the Church Road Oval project team (Peter Caldwell).

External Communication and Consultation

Nil

SUSTAINABILITY ASSESSMENT

- **Environment**

There are no environmental issues in relation to this report.

- **Social**

There are no social issues in relation to this report.

- **Broader Economic Implications**

There are no broader economic implications in relation to this report.

- **Culture**

There are no cultural issues in relation to this report.

- **Governance**

There are no governance issues in relation to this report.

COUNCIL BUDGET IMPLICATIONS

Minor costs associated with signs and linemarking, to be provided via existing maintenance budget.

RELATED COUNCIL POLICY

Nil.

OPTIONS

The options available to Council are:

Option 1

Install disabled parking bay as outlined in this report.

Option 2

Do nothing.

Option [No.1](#) is the recommended option to this report.

ATTACHMENTS

1. Architectural Drawings
2. Signage Plan

1.4 The Fathering Project Charity Bike Ride

Reference: 7400
Report Author: Traffic Engineer
Authoriser: Coordinator Assets - Roads and Traffic

PURPOSE

To review the proposed arrangements for the Fathering Project Charity Bike Ride, scheduled to take place from Friday 30th April 2021.

RECOMMENDATION

THAT the proposed Charity Bike Ride be approved subject to adherence with the Traffic Management Plan approved by NSW Police.

REPORT

BACKGROUND

The Fathering Project's Big Push Charity Event Bicycle Ride is being staged over two and a half consecutive days commencing at the Picton Showground on Friday 30th April 2021, stopping day one at Goulburn NSW, stopping day two at Sutton NSW and concluding at Manuka Oval in Manuka ACT on Sunday 2nd May 2021.

It is a cycling event staged to raise awareness and funds for the expansion of the Fathering Project programs in NSW, VIC & QLD. Fatherlessness is a major contributor to poor outcomes for kids predominately in the area of delinquency, mental health and suicide, substance abuse and educational performance and therefore growing our impact on families and fathers will improve the outcomes for the next generation significantly.

The event will include 30-40 riders and support crews that will involve 3 vehicles per peloton with marked rest stops for morning tea, lunch and afternoon tea each day.

REPORT

The ride commences at Picton NSW Showground and will head to Goulburn on the first day via the regional towns of Mittagong, Bundanoon, through to Marulan and then onto Goulburn. Within Wingecarribee LGA the route travels on the Old Hume Hwy through the townships of Braemar, Balaclava, Mittagong before skirting the eastern edge of Bowral and re-joining the Old Hume Highway north of Moss Vale. After leaving Moss Vale the route passes through Exeter, Bundanoon and then continues on to the Hume Highway and through to Goulburn.

An overview of the route is shown in Figure 1 and a more detailed route map can be accessed via the following link.

https://www.google.com/maps/d/edit?mid=1-e0e_yyuWWDLiQo83DJRSCiOShjHP3MR&usp=sharing

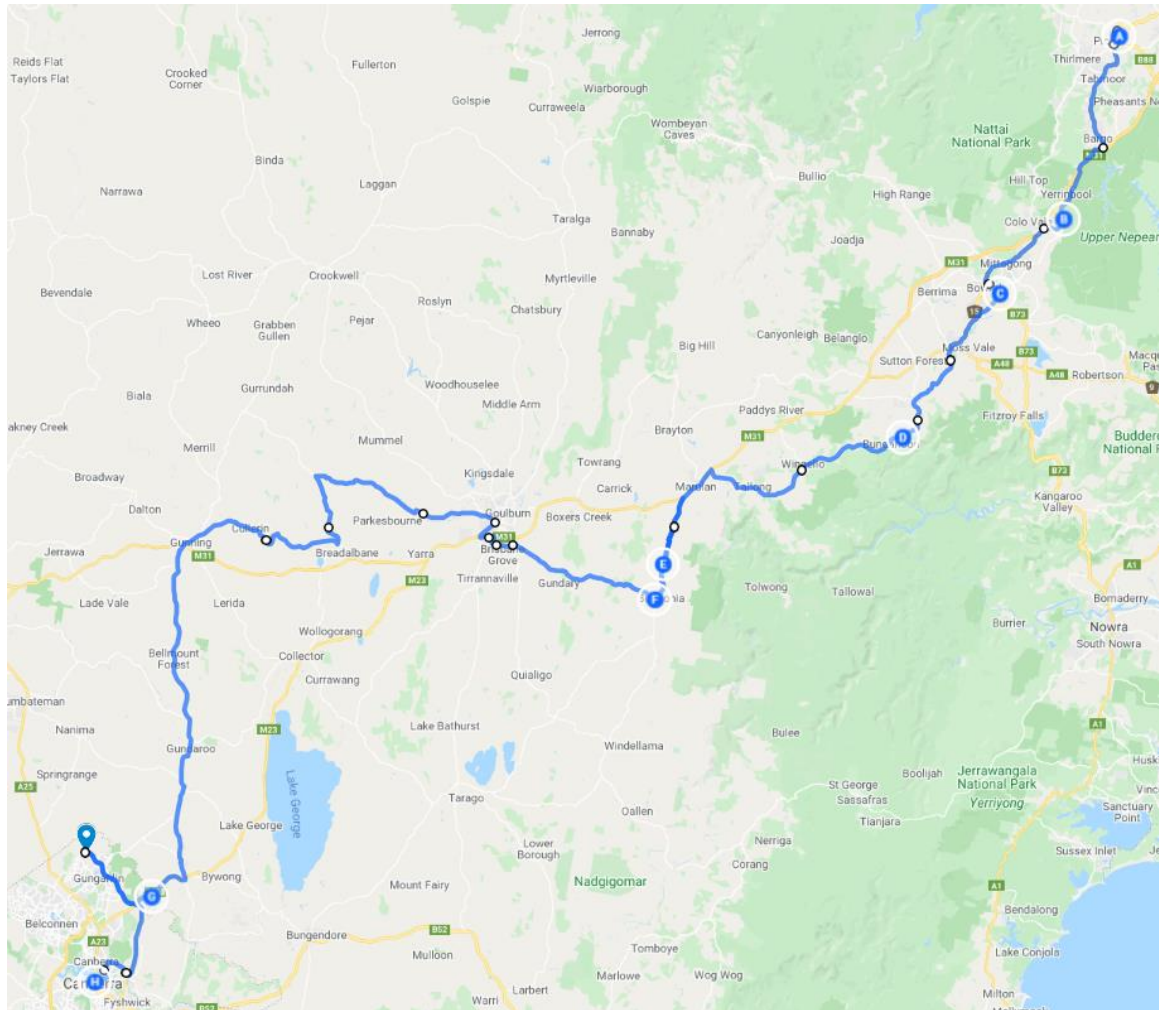


Figure 1 Fathering Project Charity Bike Ride – Overview of Route

Traffic Management

Due to the small scale of the ride (30-40 riders in three groups), there are no prescribed traffic control devices proposed. Rider safety will be ensured through the presence of escort vehicles. With 40 riders in 3 groups there will be no major changes or disruption to traffic or road conditions. There is a process in place for banked up traffic and all captains will ensure that riders regularly pull over to let through traffic that may have been caught behind the peloton. Experienced Captains have been appointed and will communicate with support vehicles to enable this to be managed effectively. Direct calls are made from the rear vehicle when there is banked up traffic, the captains then make the call to pull over and the front vehicle finds the next available safe section to pull over. Vehicles banked up then pass and the Peloton will re-enter the road when safe to do so. Event organisers and riders are cognisant that traffic flow is important for road safety and safety of the riders.

A detailed Traffic Management Plan has been approved by NSW Police and is shown in Attachment 1.

A description of the route is shown in Attachment 2 with more detail provided in Attachment 3.



COMMUNICATION AND CONSULTATION

Community Engagement

The event organisers are sending a media release to the local radio and print media of the areas in the week before the event.

Internal Communication and Consultation

Nil.

External Communication and Consultation

Council staff have engaged with NSW Police. Event organisers have engaged with the Police and four relevant Councils to obtain approval.

SUSTAINABILITY ASSESSMENT

- **Environment**

There are no environmental issues in relation to this report.

- **Social**

There are no social issues in relation to this report.

- **Broader Economic Implications**

There are no broader economic implications in relation to this report.

- **Culture**

There are no cultural issues in relation to this report.

- **Governance**

There are no governance issues in relation to this report.

COUNCIL BUDGET IMPLICATIONS

Nil.

RELATED COUNCIL POLICY

Nil.

OPTIONS

The options available to Council are:

Option 1

Approve the Charity Bike Ride as described.

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Option 2

Approve the Charity Bike Ride with additional conditions.

Option 3

Do not approve Charity Bike Ride.

Option **No.1** is the recommended option to this report.

CONCLUSION

The Fathering Project Charity Bike Ride is raising funds and awareness for a good cause and should be supported by Council. The traffic management arrangements appear adequate considering the scale of the event and NSW Police concurrence has been achieved.

ATTACHMENTS

1. Traffic Management Plan
2. Route Overview
3. Route Description

1.5 Exeter Road Upgrade, Sutton Forest

Reference: 7400
Report Author: Traffic Engineer
Authoriser: Coordinator Assets - Roads and Traffic

PURPOSE

Review Council plans for road upgrade.

RECOMMENDATION

THAT Council endorse the detailed design for the upgrade of Exeter Road, Sutton Forest on the approach to Illawarra Highway.

REPORT

BACKGROUND

Council has prepared detailed design drawings for an upgrade of Exeter Road in Sutton Forest. The upgrade includes improvements to pavement, drainage and road geometry for a length of approximately 800m of Exeter Road from the intersection with Illawarra Highway.

REPORT

The two main issues that are brought to the attention of traffic committee are as follows:

- Relocation of the bus zone on the eastern side of Exeter Road (opposite Sutton Forest Country Store). The proposed design relocates the bus zone to an indented bay approximately 70m away from the intersection with the Illawarra Highway (see Attachment 1). No Stopping restrictions are proposed up to CH 40 to prevent customers of the store parking too close to the intersection with the Illawarra Highway and residential driveways.
- Constrained road geometry at the southern limit of works which is an existing issue. In this location it is proposed to acquire a small portion of land on the inside of the left-hand bend (northbound) to achieve Austroads sight distance requirements (see Attachment 2). The maximum design speed that can be achieved on this bend is 60km/h which would technically require an advisory speed limit of 45 km/h. However, as the posted speed limit in this location is 80 km/h and taking into account the other improvements to road pavement and sight distance, it is proposed to retain the existing 55km/h advisory speed sign.

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COMMUNICATION AND CONSULTATION

Community Engagement

Nil

Internal Communication and Consultation

Consultation with Council's design team.

External Communication and Consultation

Berrima Buslines have been included in discussions regarding the relocated bus zone.

SUSTAINABILITY ASSESSMENT

- **Environment**

There are no environmental issues in relation to this report.

- **Social**

There are no social issues in relation to this report.

- **Broader Economic Implications**

There are no broader economic implications in relation to this report.

- **Culture**

There are no cultural issues in relation to this report.

- **Governance**

There are no governance issues in relation to this report.

COUNCIL BUDGET IMPLICATIONS

Nil

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RELATED COUNCIL POLICY

None.

OPTIONS

The options available to Council are:

Option 1

Endorse the detailed design drawings (dated 25.03.21) as enclosed.

Option 2

Recommend changes to the detailed design.

Option [No.1](#) is the recommended option to this report.

CONCLUSION

The detailed design of the Exeter Road upgrade is recommended for endorsement by Local Traffic Committee.

ATTACHMENTS

1. Intersection General Arrangement
2. Swept Paths

1.6 24 Exeter Road BAR / BAL Treatment

Reference: 7400
Report Author: Traffic Engineer
Authoriser: Coordinator Assets - Roads and Traffic

PURPOSE

To review and endorse a proposed intersection widening treatment providing access to a new subdivision at 24 Exeter Road.

RECOMMENDATION

THAT a proposed intersection widening treatment to provide access to the new subdivision at 24 Exeter Road, Exeter be approved.

REPORT

BACKGROUND

In conjunction with a new residential subdivision at 24 Exeter Road, Exeter the developer has submitted plans for an intersection upgrade where the new access road meets Exeter Road just north of Yarwood Drive.

REPORT

The requirement for the basic right turn (BAR) and basic left turn (BAL) treatments was imposed by the Roads and Traffic Authority (RTA) in June 2009 when the DA was first lodged and when Exeter Road was still under the care and control of the state government. Since Exeter Road was reclassified, Council has successfully upheld the requirement for the intersection upgrade, which effectively provides room for vehicles to pass while turning vehicles are slowing or stopped within the intersection.

The site context is shown in Attachment 1.

The original RTA requirement is shown in Attachment 2.

The basic concept design and linemarking plan is shown in Attachment 3.

COMMUNICATION AND CONSULTATION

Community Engagement

Nil

Internal Communication and Consultation

Nil

External Communication and Consultation

Nil



SUSTAINABILITY ASSESSMENT

- **Environment**

There are no environmental issues in relation to this report.

- **Social**

There are no social issues in relation to this report.

- **Broader Economic Implications**

There are no broader economic implications in relation to this report.

- **Culture**

There are no cultural issues in relation to this report.

- **Governance**

There are no governance issues in relation to this report.

COUNCIL BUDGET IMPLICATIONS

Nil, developer funded works.

RELATED COUNCIL POLICY

Nil

OPTIONS

The options available to Council are:

Option 1

Approve design as shown.

Option 2

Approve design with changes.

Option [No.1](#) is the recommended option to this report.

CONCLUSION

The enclosed design is recommended for approval. The BAR / BAL treatment addresses the original RTA request and will help to ensure safe access to the new subdivision.

ATTACHMENTS

1. Site Context
2. RTA Letter 2009

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3. Design drawing