

AGENDA

of the
Local Traffic Committee Meeting
held in
Council Chambers,
Wingecarribee Shire Council Civic Centre,
68 Elizabeth Street, Moss Vale
on

Thursday 23 February 2023

The meeting will commence at **9:30 am**

**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING
THURSDAY 23 FEBRUARY 2023**

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Our Mission, Our Vision, Our Values

OUR MISSION

To create and nurture a vibrant and diverse community growing and working in harmony with our urban, agricultural and natural environments

OUR VISION

Leadership: *'An innovative and effective organisation with strong leadership'*

People: *'A vibrant and diverse community living harmoniously, supported by innovative services and effective communication with Council'*

Places: *'Places that are safe, maintained, accessible, sympathetic to the built and natural environment, that supports the needs of the community'*

Environment: *'A community that values and protects the natural environment enhancing its health and diversity'*

Economy: *'A strong local economy that encourages and provides employment, business opportunities and tourism'*

OUR VALUES

Integrity, trust and respect

Responsibility and accountability

Communication and teamwork

Service quality

1 OPENING OF THE MEETING

The Traffic Engineer will open the meeting.

2 ACKNOWLEDGEMENT OF COUNTRY

“Wingecarribee Shire Council acknowledges the Gundungurra and Tharawal people as the traditional custodians of this land we now call the Wingecarribee Shire. I pay my respect to Elders both past, present and emerging. I would also like to extend that respect to all Aboriginal and Torres Strait Islanders present here today.”

3 APOLOGIES

Nil at time of print.

4 ADOPTION OF MINUTES OF PREVIOUS MEETING

That the minutes of the Traffic Committee meeting held on 17 November 2022, recommendation numbers TC 2022/26 to TC 2022/37 inclusive, copies of which were forwarded to Committee members, be adopted as a correct record of the proceedings of the meeting.

5 DECLARATIONS OF INTEREST

The provisions of Chapter 14 of the Local Government Act 1993 regulate the way in which nominated staff of Council conduct themselves to ensure that there is no conflict between their private interests and their public trust.

The Act prescribes that where a member of Council (or a Committee of Council) has a direct or indirect financial (pecuniary) interest in a matter to be considered at a meeting of the Council (or Committee), that interest and the reasons for declaring such interest must be disclosed as soon as practicable after the start of the meeting.

As members are aware, the provisions of the Local Government Act restrict any member who has declared a pecuniary interest in any matter from participating in the discussions or voting on that matter and further require that the member vacate the Chamber.

Council’s Code of Conduct provides that if members have a non-pecuniary conflict of interest, the nature of the conflict must be disclosed. The Code also provides for a number of ways in which a member may manage non pecuniary conflicts of interest.

Where necessary any Councillor, Committee Member and nominated staff of Council should disclose any interest and the reason for declaring such interest in the matters under consideration at this meeting.

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Councillors and Committee Members are requested to complete the appropriate form to be handed up at the Meeting.

6 AGENDA REPORTS

6.1 Police Report on recent road crashes in the Shire

Report Author: Traffic Engineer

Authoriser: Director Service and Project Delivery

PURPOSE

Reporting on recent road crashes in the Shire recorded by Police.

RECOMMENDATION

THAT the information be received and noted.

REPORT

BACKGROUND

At its meeting on 28 April 2010, Council adopted the recommendation of the Traffic Committee as follows:

THAT the Police report to each Traffic Committee meeting any fatal and serious injury crashes and locations where a pattern of crashes are developing **AND THAT** these crashes also be reported to Council staff to permit a timely investigation of the road environment.

CONCLUSION

That the information be received and noted.

ATTACHMENTS

Nil

6.2 Road Safety Officer Progress Report

Report Author: Road Safety Officer

Authoriser: Director Service and Project Delivery

PURPOSE

The purpose of this report is to update the Traffic Committee on the progress of various projects undertaken by the Road Safety Officer.

RECOMMENDATION

THAT the information be received and noted.

REPORT

2022 Road Toll

According to a recent media release from Transport for New South Wales (see attached document) the Wingecarribee Shire recorded the most fatalities of any Local Government Area in the state in 2022 with 13 fatalities (it is understood that this number of fatalities can reduce if it is later determined the death was caused by medical issues not related to the crash). This number also includes five children killed in the Buxton crash.

According to the media release Central Coast LGA recorded the next highest number of fatalities with nine. 25 Local government areas had zero fatalities

RSO Projects 2022/23

Grant funding has been received for the 2022– 2023 Road Safety Officer projects. The projects are funded by Transport for New South Wales for the Local Government Road Safety Program (LGRSP).

Projects Funded: Learner Driver Graduated Licencing Scheme, Learner Driver Log Book Run, 65 Plus Senior Driver Safety, Pedestrian safety, Child restraint fittings and the Speed Busters speed management campaign. These programmes continue through a rebuilding phase following staffing and COVID issues.

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	Project Name	Status	Description
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Young road users	Graduated Licencing System Workshops and Log Book Runs	Current	<p>Four online Graduated Licencing Scheme (GLS) Learner Driver Workshops were conducted in the Wingecarribee Shire during 2022.</p> <p>Four GLS workshops are planned for 2023. These workshops are planned to be held face to face in council's theatre at the Civic Centre.</p> <p>The GLS workshops are planned for the following dates;</p> <p>Sunday 5 March 2023,</p> <p>Sunday 21 May 2023,</p> <p>Sunday 23 July 2023,</p> <p>Sunday 22 October.</p> <p>Three Log Book Runs were held in 2022</p> <p>Four more log book runs are planned during 2023. On the following dates:</p> <p>Sunday 19 March 2023,</p> <p>Sunday 4 June 2023,</p> <p>Sunday 20 August 2023,</p> <p>Sunday 5 November 2023.</p> <p>The assistance of Local Police with Breath testing and engaging in discussion with the participants is appreciated.</p>
	Schools	Ongoing	<p>There have been numerous issues in 2022 around schools. The most common issue relates to congestion around pick up time. These matters are regularly monitored and reviewed by council. The proposed installation of numerous Wombat crossing around the shire should improve safety and potentially traffic issues.</p>
	U-Turn the Wheel Program	Annual	<p>Assisting Moss Vale Rotary with reinstating 'U Turn the Wheel' program which informs and educates senior high school students on issues surrounding road safety. Along with Police and Rotary Councils R.S.O. conducted a presentation at Moss Vale High School on 16 August, Chevalier College on 29 and 30th August and Southern Highlands Christian School on 5 September. A covid outbreak saw the cancellation of Bowral High in November and Oxley High was presented to on 28 November.</p> <p>Approximately 500 students have attended the U-turn presentations during 2022.</p> <p>With the help of Transport for NSW over 4000 items of merchandise was given to students.</p> <p>Planning for 2023 U-turn is underway</p>
Drink Drive, Alcohol	Drink Driving	Ongoing	<p>Upcoming Plan B activation at 'A Day On The Green' with TfNSW</p>

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Motorbike	Safe Riding	Ongoing	<p>Motorcycles crashes are of increasing concern within Wingecarribee, with Four Motorcyclists killed in the Shire in 2022.</p> <p>Two 'Coffee with a Cop' activations were held at Robertson during 2022. Discussions with Police and TfNSW are underway to hold several more of these events during 2023.</p> <p>These activations help educate and inform motorcyclists and other road user of the dangers on local roads.</p> <p>Motorcycle safety and awareness is a significant issue within the Wingecarribee Shire. A point is made of raising such issues at public meetings and talks to increase awareness of the vulnerability of motor cyclists and cyclists on our roads.</p>
Speed	Speed Busters	Ongoing	<p>The speed management program 'Speed Buster's' involves the installation and rotation of four signs between permanent concrete foundations at 12 locations across the shire. The intention is to increase a driver's awareness of their travel speed upon approaching towns and villages with high/higher pedestrian activity, thus helping to reduce the risk of road related trauma.</p> <p>The four solar powered speed display signs were moved on February 2022. The signs are currently situated at Exeter, Bundanoon, Wingello and Robertson. The cost of moving the signs has increased dramatically due to the need of traffic management. It has been decided that these signs remain in these locations for the foreseeable future.</p> <p>As part of the 22-23 project funding from Transport for New South Wales, approval has been given to fund the assembly and construction of two further speed indicator signs, which were in storage at council.</p> <p>These two signs are presently with a fabricator and will be installed soon. One Sign is planned to be installed on Merrigang Street Bowral, near Elm Street to present to West bound traffic heading towards Bowral. The placement of the second sign is planned for Throsby Street Moss Vale, for northbound traffic heading towards Moss Vale.</p>
Fatigue	Driver Reviver Community Trailer	Ongoing	<p>The Driver Reviver Community Trailer is finally available for loan to community groups following neglect and damage due to storms.</p>

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Pedestrians	<LOOK>	Ongoing	<p>Another project approved for the 22/23 year is to replace/replenish the existing 'Look Out Before You Step Out' stickers around the Shire.</p> <p>Recent advice from TFNSW is that the stickers are no longer supported as they can themselves present a hazard.</p> <p>In discussions with TFNSW it is planned to thermally adhere the 'Look Out Before You Step Out' message to approximately 20 locations around the Shire.</p> <p>These locations are currently being negotiated.</p>
Seniors	Safe Seniors	Ongoing	<p>The free workshops for residents aged 65 years plus explore the many aspects of ageing and safe road use.</p> <p>With an ageing population and recent fatalities involving elderly drivers this area has an increasing importance.</p> <p>The TFNSW supported project includes discussions about safe driving, information on driving tests, driver licence options and current road rules.</p> <p>Talks were held at the 'Country Woman's association Exeter Branch' and with 'Bowral stepping out group' in 2022.</p> <p>In conjunction with council's community development officer a presentation was conducted at Mt Eymard on 9 February.</p> <p>I am looking for opportunity to conduct similar presentations throughout the community.</p>

ATTACHMENTS

1. NSW road toll increases in 2022 Transport for NSW [6.2.1 - 5 pages]



NSW road toll increases in 2022 but remains below pre-COVID average

Published 2 Jan 2023

Extreme wet weather events, easing of COVID travel restrictions and increased business activities across NSW have contributed to an increase in fatalities, with 288 people dying on NSW roads in 2022.

Tara McCarthy, Deputy Secretary of Safety, Environment and Regulation at Transport for NSW, said while the overall road toll is up from the near 100-year-low of 275 in 2021, the number is below pre-COVID levels of an average 363 deaths a year (2017-19).

"In 2022, as many people returned to the roads and worked on shaping their new normal after two years of COVID restrictions, NSW faced a fresh set of challenges, with record rainfalls battering many parts of the state. Sadly, these factors contributed to an increase in the road toll to 288 from the historic low of 275 recorded in 2021," Ms McCarthy said.

"Last year's road toll is the third-lowest in the state since 1923 and remains below the pre-COVID average of 363 deaths a year."

Ms McCarthy said the NSW Government is committed to achieving its goal of zero deaths or serious injuries in NSW by 2050.

"The road toll isn't just a number. It's someone's mum, dad, son, daughter, partner, or friend. Any death or serious injury is one too many and the NSW Government is continuing to roll out plans to help drive down our toll," said Ms McCarthy.

Extreme weather conditions contributed to an increase in fatalities on wet roads across the state compared to 2021.

"Many communities across the state battled challenging weather conditions in 2022, with Sydney recording its wettest year since 1858. Sadly, 70 people lost their lives around the state on wet roads compared to 44 in 2021," said Ms McCarthy.

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01/02/2023, 16:14

NSW road toll increases in 2022 but remains below pre-COVID average | Transport for NSW

“If you’re travelling this summer, please make sure you slow down and drive to the conditions, especially when the weather is wet. If you come across floodwater, stop, turn around and find another way.”

Fatalities in metropolitan and country NSW climbed to 88 and 200 in 2022 but remained below the 2017-19 pre-COVID average.

“Speeding, drink and drug driving and fatigue continue to be the leading factors involved in death and serious injuries on our roads,” said Ms McCarthy.

“Last year, speeding contributed to 41 per cent of the road toll, with the majority of those being on country roads.

“Drug driving, drink driving and fatigue each contribute to about 14 to 20 per cent of deaths each year.

“With longer distances to cover in the bush, it’s all too easy to become complacent about road safety. But one poor decision or one moment’s lapse in concentration can be the difference between life and death.

“We are determined to make journeys in the regions safer for all road users and have already invested \$640 million since 2018 as part of the Safer Roads Program’s Saving Lives on Country Roads Initiative to build critical safety infrastructure, such as wide centre lines and life-saving flexible safety barriers, to help prevent run-off-road and head-on crashes.”

In 2022, there were 25 local government areas across NSW remain fatality free, including six in metropolitan Sydney.

“This is a great result for those communities and demonstrates that a zero-road toll can be achieved,” Ms McCarthy said.

“Last year, in April, we released the 2026 Road Safety Action Plan, which sets out our new target to halve road deaths and reduce serious injuries by 30 per cent by 2030, compared to the 2018-20 average. Over the next five years, we will spend almost \$2.4 billion on road safety initiatives to help NSW progress towards our new targets.

“Additionally, in 2022, we also delivered many important road safety initiatives to help save lives. This included funding local community groups to deliver grassroots road safety programs as part of our Community Road Safety Grants, the delivery of improved road infrastructure in nearly 600 school zones and routes to schools across NSW as part of the School Infrastructure Sub Program to help keep our children safe, the completion of 68 projects under the Safer Roads Program, as well as the launch of the Empower Mobility Road Safety Pilot to provide young drivers with safe and affordable vehicles.

“We also welcomed a new face to road safety – Terry Godmother. He is part of our Plan B television ad campaign, promoting the importance of having alternative options to get

<https://www.transport.nsw.gov.au/news-and-events/media-releases/nsw-road-toll-increases-2022-but-remains-below-pre-covid-average>

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NSW road toll increases in 2022 but remains below pre-COVID average | Transport for NSW

home if you have a drink. We continued important partnerships with the Sydney Swans, Western Sydney Wanderers and NSW Blues to help continue to reach road users in dynamic ways.

“As we start 2023, I urge everyone to remember that we all have a part to play in bringing down the road toll. Road safety is a shared responsibility, and we need everyone to do their part – drive to the conditions, stick to the speed limit, make sure you’re well rested and never ever drive if you’re affected by drugs or alcohol.”

Key facts

Fatalities on Country Roads and Metropolitan Roads

Fatalities on metropolitan roads increased from 81 in 2021 to 88 in 2022 but remain 25 per cent below the 2017-19 pre-covid levels (118).

With the easing of COVID travel restrictions and increased business activity, fatalities on country roads also increased in 2022, up from 194 in 2021 to 200 in 2022 to lie 18 per cent below the 2017-19 pre-covid levels (245).

Driver, passenger, cyclist, and pedestrian fatalities:

There have been more deaths among passengers as compared to last year (up from a historic low of 29 in 2021 to 43 in 2022), pedestrians (up from 41 to 48) and drivers (up from 133 to 134).

Heavy trucks

We’ve seen a small reduction in the number of fatalities from heavy truck crashes, down from 52 in 2021 to 46 in 2022.

Motorcyclists

Pleasingly, 2022 saw the number of motorcyclists killed decrease to 55 compared with 63 in 2021.

Fatalities by age/gender groups

We’ve seen increases in the number of females killed, up from 63 in 2021 to 77 in 2022, as well as a slight fall in males killed, down from 212 in 2021 to 211 in 2022.

There was a reduction in deaths of road users aged 40 to 49, from 41 in 2021 to 33 in 2022.

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For the first time since records began in 1936, there were no recorded deaths in 2022 among children aged under 5 years.

The age groups that experienced the greatest increase in road deaths in 2021 were 5 to 16 year olds (from 15 to 19), 30 to 39 year olds (from 28 to 32) and 70+ year olds (from 51 to 62).

Speed, Drink, drug driving and fatigue

Excessive or inappropriate speed continues as the leading behavioural factor in 2022 accounting for 41 per cent of fatalities.

Drug driving, drink driving and fatigue each contribute to about 14 to 20 per cent of deaths each year.

Fatigue is one of the leading killers on our roads, contributing to 14 per cent of fatalities in 2022.

During the first nine months of 2022 fatalities from crashes involving an illegal level of alcohol were down by three (down from 35 in 2021 to 32 in 2022).

During the first nine months of 2022, fatalities from crashes involving the presence of an illicit drug were down by three (from 43 to 40) compared to the same period in 2021.

Local / Unclassified roads

Fatalities on local/unclassified roads decreased from 113 in 2021 to 96 in 2022.

Similarly, fatalities on 50 km/h roads decreased from 52 in 2021 to 35 in 2022.

LGAs with the lowest and highest fatalities

Wingecarribee and the Central Coast LGAs (both in regional NSW) had the highest number of fatalities in 2022.

Wingecarribee recorded 13 fatalities (including five from the Buxton car crash in September 2022); and

Central Coast had nine people killed on their roads.

There were 25 fatality-free LGAs across the state including six (Ryde, Randwick, Strathfield, Canada Bay, Hornsby and Hunters Hill) in the Sydney metropolitan area.

Tagged as

<https://www.transport.nsw.gov.au/news-and-events/media-releases/nsw-road-toll-increases-2022-but-remains-below-pre-covid-average>

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[Country Roads \(/tags/country-roads\)](/tags/country-roads) [Road safety \(/tags/road-safety\)](/tags/road-safety)

[Roads \(/tags/roads\)](/tags/roads)

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Transport for NSW acknowledges the traditional owners and custodians of the land, and respects Elders past, present and future.



6.3 Proposed Give way restriction at the Intersection of May Street and Main Street, Roberston

Report Author: Traffic Engineer

Authoriser: Director Service and Project Delivery

PURPOSE

Installation of a Give way sign on May Street at the intersection of Main Street, Robertson to control the traffic flow.

RECOMMENDATION

1. ***THAT the Council approves the installation of a Give way sign on May Street at the intersection of Main Street Robertson; and***
2. ***THAT the Council approves the installation of 8.5m TB line and 8.5m TB1 line on May Street along the kerb line.***

REPORT

BACKGROUND

A request was received from Council's Parks and Open Spaces section to install a Give way sign on May Street at Main Street, Robertson. The west bound traffic flow in May Street is currently controlled by a Give way sign. There is no control for eastbound traffic in this cross intersection.

REPORT

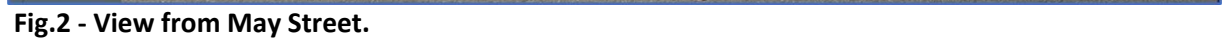
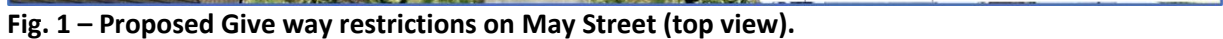
The intersection has been inspected. May Street forms a cross intersection with Main Street. A review of the intersection has determined that traffic flow in Main Street has the priority. To control the traffic flow, it is required to implement a Give Way restriction for both west and east bound traffic in May Street.

The proposed location of the Give Way sign will have minimum impact on adjoining residents.

CONCLUSION

The west bound traffic flow in May Street is currently controlled by a Give Way sign. There is no control for eastbound traffic in this cross intersection. As traffic flow in Main Street has the priority the control of both east and west flow in May Street needs to be consistent.

It is proposed that a Give way sign and delineation be provided in May Street to control the flow of east bound traffic as shown in Figure 1.



6.4 Rumble Strip Installation, Hume Highway Northbound Off-Ramp to Shell Service Centre and McDonalds, Sutton Forest

Report Author: Traffic Engineer

Authoriser: Director Service and Project Delivery

PURPOSE

To install Rumble Strips in 5 groups to form a set of markings on the northbound off Ramp to the Shell Service Centre and McDonalds, Sutton Forest as an alerting device to address the road safety problems.

RECOMMENDATION

THAT Council approves the installation of Rumble Strips in 5 groups to form a set of markings, on the northbound off ramp to the Shell Service Centre and McDonalds, Sutton Forest, ended at the roundabout.

REPORT

BACKGROUND

Council received a request from the Coles Shell Service Centre, Sutton Forest to upgrade/modify the ramp and to regulate vehicles' speed prior to entering the service station. The ramp from the Hume Highway ends at a roundabout intersection at the entry of the Shell station.

The roundabout is partially mountable for heavy vehicles. To increase the visibility for the vehicles coming from the highway the top of the roundabout is currently bordered with sand fill barrels. The barrels have been hit by vehicles in the past, some of which are due to vehicles not slowing to negotiate the roundabout. Council was recently provided with video footage of two incidents where vehicles have not slowed to a reasonable speed to negotiate the roundabout, hitting the mountable section of the roundabout and becoming airborne.

REPORT

The location has been investigated. The total length of the northbound off ramp is 350m with a width of 4m. The slope of the ramp is moderate. The regulatory speed limit in this ramp is 60km/h. To alert drivers 'REDUCE SPEED' with "Roundabout Ahead" signs are in places at the beginning of the ramp. The roundabout itself is a traffic calming device.

A review of the ramp has determined that only vehicle speeding over the regulatory posted speed limit is the main cause of incidents in this location in recent times.

The conventional measures such a signing and road marking have proven to be ineffective and change to geometric layout is not possible in this location. Therefore, it is proposed to install rumble strips known as Audio Tactile Line Marking (ATLM) on the subject ramp to the service station as an alerting device to address the road safety problem as shown as Fig. 1 below.

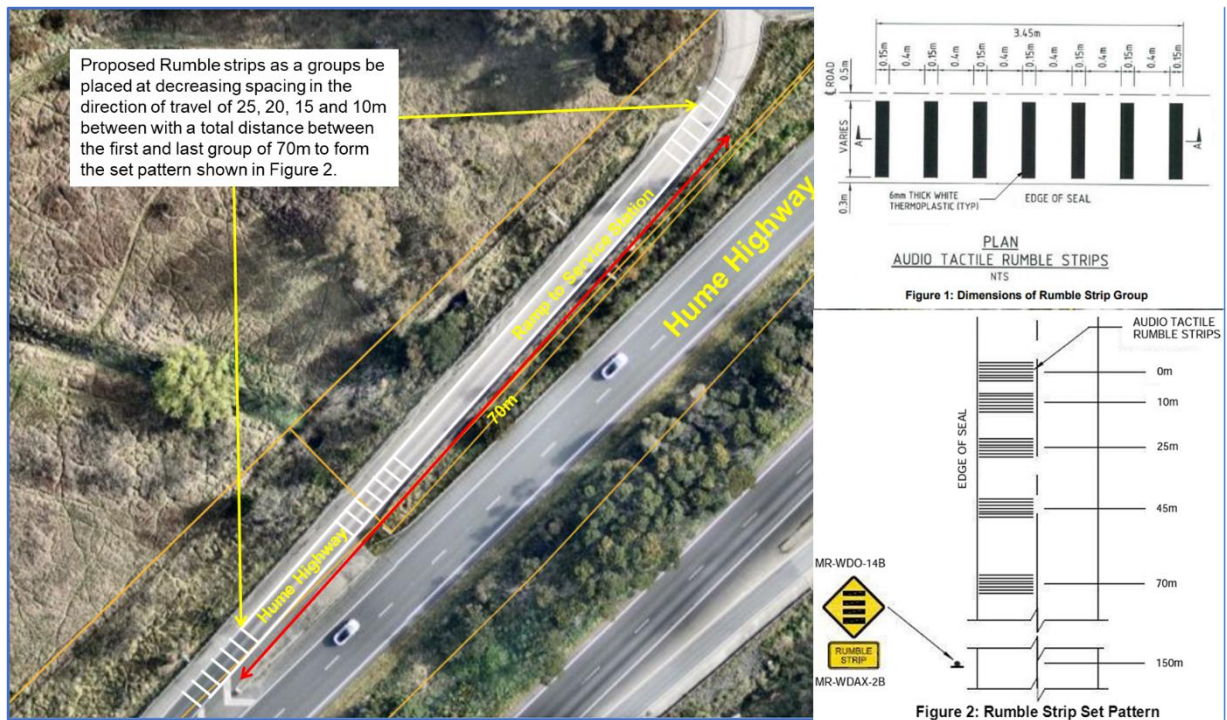


Fig. 1: Site plan of the ramp



Fig. 2: Incident on 19/2/22



Fig. 3: Incident on 13/2/22

CONCLUSION

As the conventional measures such as signing and road marking have proven to be ineffective and a change to a geometric layout is not possible in this location, it is proposed to install rumble strips. The rumble strips are known as Audio Tactile Line Marking (ATLM).

The ATLM are proposed to be installed in 5 groups to form a set of rumble strip markings on the subject ramp as an alerting device to address the road safety problem. The groups are placed at decreasing spacing in the direction of travel of 25, 20, 15 and 10m between with a total distance between the first and last group of 70m to form the set pattern shown in Figure 1.

This treatment targets run-off-road and head-on crashes. It is also particularly effective in night-time conditions or adverse weather conditions.

ATTACHMENTS

Nil

6.5 Proposed Parking Restrictions on Westwood Drive, Bowral

Report Author: Traffic Engineer

Authoriser: Director Service and Project Delivery

PURPOSE

To install "2P 8am-1pm School Days Only" parking restrictions on Westwood Drive fronting the retirement village 'Annesley Bowral' Bowral.

RECOMMENDATION

THAT Council approves the installation of 61.5m+37m = total 98.5m "2P 8am-1pm School Days Only" parking restriction in Westwood Drive fronting the retirement village 'Annesley Bowral' Bowral.

REPORT

BACKGROUND

'Lendlease' requested Council on behalf of the retirement village 'Annesley Bowral' to implement parking restrictions in Westwood Drive. The kerb side parking spaces are marked with white lines and currently there are no parking restrictions in this area.

REPORT

The subject location has been investigated. The pavement width of Westwood Drive is 10m. The on-street parking spaces on both sides of the road are marked with white lines. Currently parking is unrestricted in this section of Westwood Drive.

The senior students from Bowral High School, park their vehicles in front of Annesley Bowral on school days. As a result, parking demand gets higher on school days in the subject location, and it is difficult for the residents/visitors of 'Annesley Bowral' to find parking space during school times.

It is mentioned that 'Lendlease' contacted with Bowral High School and the Principal is in full support of their parking proposal and agrees there is sufficient parking on Park Road for the senior school students. Parking restrictions proposal of Lendlease are 8am-1pm Monday to Friday.

CONCLUSION

A review of parking in Westwood Drive determined that the demand is higher on school days. Therefore, it is proposed to install 2P 8am-1pm, School Days Only restriction on the 'Annesley Bowral' side of Westwood Drive as shown in Fig. 1.



Fig. 1: Plan of proposed 8am – 1pm School Days Only parking restrictions in Westwood Drive Bowral.

ATTACHMENTS

Nil

6.6 Traffic Management arrangements for Highlands Festival 2023 to be held at Bong Bong Racecourse, Kangaloon Road, Bowral

Report Author: Traffic Engineer

Authoriser: Director Service and Project Delivery

PURPOSE

Consideration of the Traffic Management Plans for Highlands Festival which is to be held at Bong Bong Racecourse on Saturday 4 March 2023. The event is approved to hold up to 6,000 people.

RECOMMENDATION

THAT the traffic arrangements proposed by Platinum Traffic Services for Highlands Fest at Bong Bong Racecourse, 460 Kangaloon Road, Bowral, on Saturday 4 March 2023 be approved subject to the implementation of the approved Traffic Management Plan with appropriate additional information, and approval from the Police Service in accordance with the Guide to Traffic and Transport Management for Special Events for a Class 2 event.

REPORT

BACKGROUND

The Highlands Fest is funded by the NSW Government to promote economic and social recovery through the region. The festival aims to bring together Southern Highlands residents to showcase the regions diverse culture of artists, wine, produce and entertainers and supporting the local community. The event is expected to have up to 6000 people.

REPORT

The Highlands Fest event is scheduled to take place on Saturday 4 March 2023. On-site event parking will open at 11:00am. The event will finish at approximately 10:30pm. Traffic control will be implemented on the day from 6:00am to manage traffic volumes and event entry/exit.

Traffic controllers will be in place to intermittently stop traffic on Kangaloon Road to allow for vehicle entry/exit to the event. Traffic controllers will be in place to guide pedestrians across Kangaloon Road at Hordens Road.

All egress is to be through a left out procedure. This procedure means no one is permitted to turn right exiting the site at any time. Any vehicles needing to exit the site traveling Eastbound will need to continue West along Kangaloon Rd and use the roundabout at the intersection of Boardman Road to then head East.

CONCLUSION

That the Traffic Management Plan for Highlands Fest be approved subject to appropriate additional information and Traffic Guidance Schemes, and subject to Police and Transport for NSW approvals.

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ATTACHMENTS

1. Highlands Festival TMP 2023 v 1 [6.6.1 - 15 pages]
2. Highlands Fest 2023 TC P- BV R 2236 [6.6.2 - 1 page]
3. Highlands Fest 2023 TC P- BV R 2235 [6.6.3 - 1 page]



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TRAFFIC MANAGEMENT PLAN



Highlands Festival

2023

Wyeera Racecourse

Prepared for:

Wingecarribee Shire Council

Date Prepared:

January 2023

AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING THURSDAY 23 FEBRUARY 2023



Revision:

2.0

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Introduction

Platinum Traffic was commissioned by Mind Share Events to prepare a Traffic Management Plan (TMP) for the Highlands Festival 2023. The event takes place in picturesque East Bowral, with an expected 6000 people in attendance this year.

This Event will consist of a Music event at the Wyeera Racecourse located on Kangaloon Road, East Bowral.

Background and Existing Conditions

Location and Land Use

The subject site is located on 460 Kangaloon Rd East Bowral NSW 2576 (-34.503658, 150.454704)

The site location is outlined in the below diagrams:



Figure 1: Ariel map view of site location

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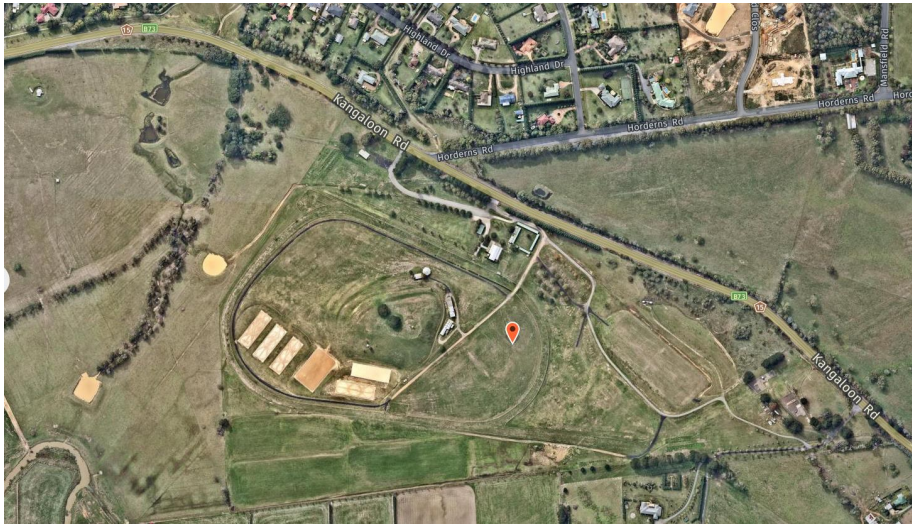


Figure 2: Satellite View of Racecourse



Figure 3: Street view of primary Kangaloon Rd site entrance Westbound



Figure 4: Street view of primary Kangaloon Rd site exit Eastbound



Figure 3: Street view of secondary Kangaloon Rd site entrance / exit Westbound



Project Details

Hours of Operation / Description of works

The Event will take place on Saturday the 4th of March 2023, With the event parking to open at 11am and finishing around 10:30pm. Traffic control will be implemented on the day from approximately 6am in order to effectively manage traffic volumes along with event entry / egress.

Impact of Works

Local Traffic

Local traffic traveling on Kangaloon Rd may be intermittently stopped to help entry / egress to the event. When stopping traffic end of queue management will be managed ensuring there will be no queuing traffic through areas of low visibility or through the extent of the temporary speed zone / worksite in place. No road closures are anticipated for these works, in the event of a road closure due to an emergency, local traffic will be notified of road closures, through warning signage placed on all approaches to affected roads.

Pedestrians / Cyclists

No pedestrians or Cyclists will be affected by site entry / egress at any time.

Public Transport & Emergency Services

No public transport or emergency services will be affected by site entry / egress at any time. In the event of an emergency vehicle needing to get through Kangaloon Rd while traffic is being stopped, the emergency vehicle will be given priority and safe passage immediately.

Public Safety Measures

The following safety measures will be put in place to always ensure the safety of the public:

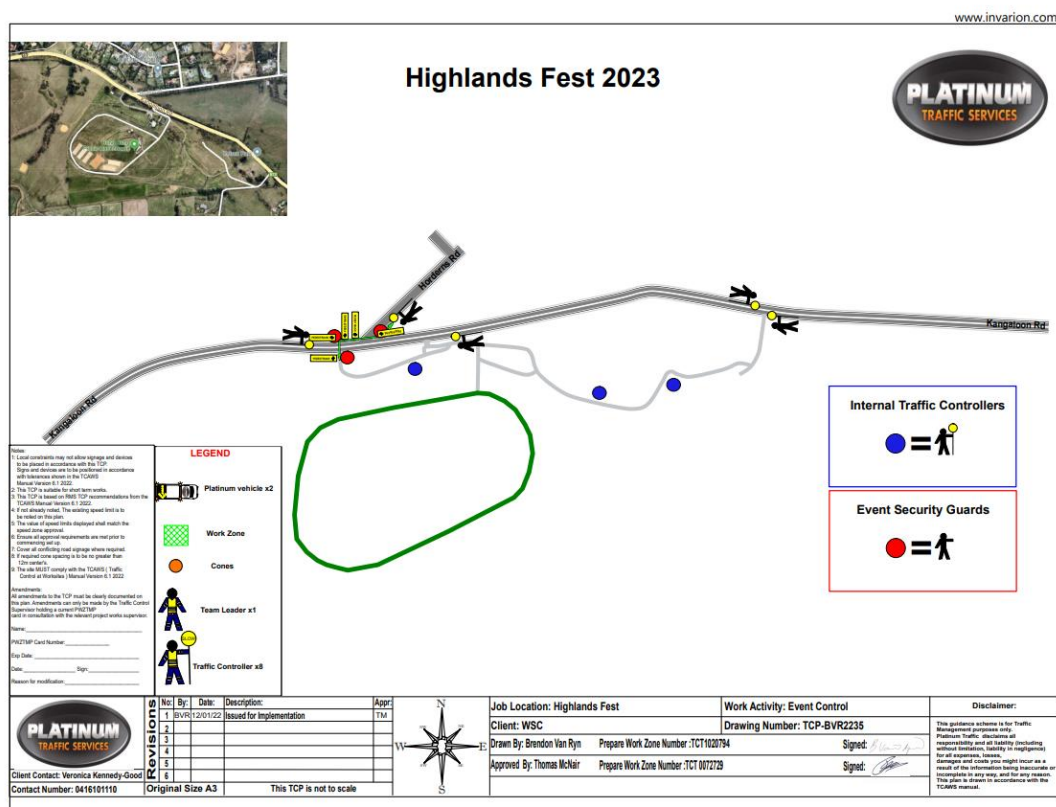
- Traffic management: the traffic management outlined in this TMP will be in place for the duration of the event.
- Site security, event management staff; the event will be coordinated by onsite security in consultation with event management staff.
- Strict safety protocols/ procedures outlined in this TMP will be always followed onsite.
- Community / council consultation advising any effected members of the public of all events associated with the event being undertaken in the area



Pedestrian Movement Plan

Pedestrian Management

- Attendees participating in the Highlands Festival that are parking on Hordens Rd will need to be managed when crossing Kangaloon Rd from Horderns Rd to the gates. Traffic controllers will stop traffic for guests to gain access to the gate on Kangaloon Rd into the event, Security will be positioned on each point to stop pedestrians from running across live traffic. Traffic Controllers & Security will allow pedestrians to cross in groups as to not stop traffic as much as possible and allow Kangaloon Rd to flow freely.





Vehicle/Plant Details & Movements

Vehicle & Plant Deliveries /Frequencies

- Majority of incoming and outgoing traffic will be accessing the event through the main entrance / Exit onto Kangaloon Rd, however for ease of site traffic flow there will be site entry / egress through the secondary Entry marked on the below map. Both entry points will be always accessible throughout the event, no motorist will be turned away from either at any time. once a vehicle has entered the event it will be guided to its destination by internal traffic management staff.

Heavy / Light vehicle movements

All vehicles entering / departing site to follow the procedure outlined in the below vehicle movement plan.

All egress to be done so through left out procedure. This procedure means no one is permitted to turn right exiting the site at any times. For any vehicles needing to exit the site traveling Eastbound will need to continue West along Kangaloon Rd and use the roundabout at the intersection of Boardman Road to then head East. These movements are outlined below in "Figure 2, exiting vehicle movement plan". For all internal vehicle movements please refer to the internal vehicle movement plan below in figure 3.



Figure 1: Entry / Egress points

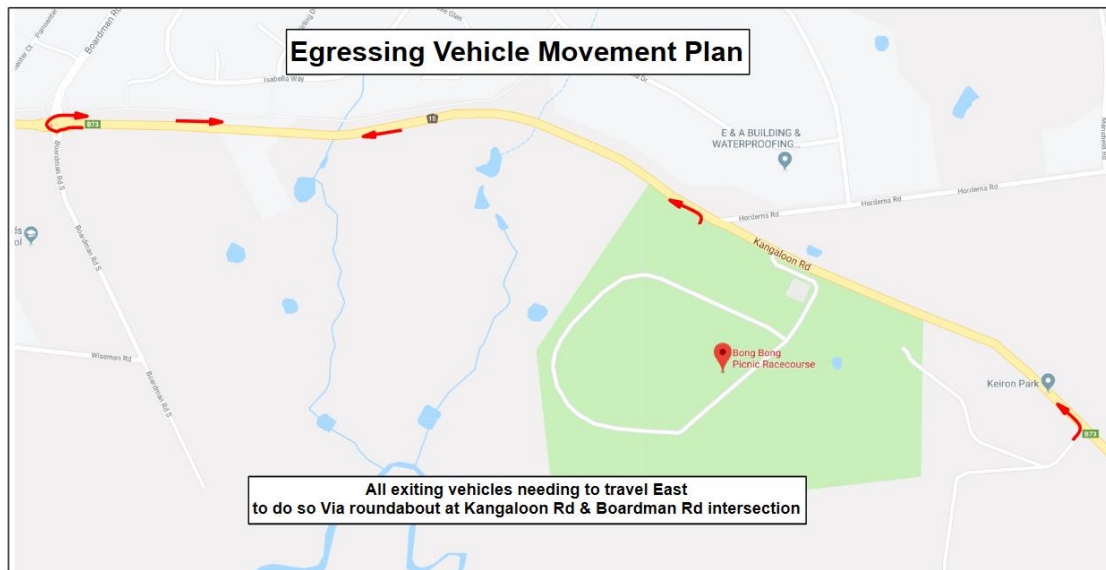


Figure 2: Egressing vehicle movement plan



Figure 3: Event Internal vehicle movement plan

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Risk Assessment of Potential Hazards

It is noted that as per NSW Workplace Health & Safety (WHS) law that the principal event coordinator The Wingecarribee Shire Council in conjunction with its sub-contractors accept responsibility for the management of the individual & shared risks & potential hazards associated with non-transferable WHS statute - Posted obligations and common law duty of care provisions. In this situation the Wingecarribee Shire Council will continually actively consult and take all reasonable measures to practically exercise their duty of care/legal obligations. All risk assessment, policies /procedures & forms for this event are held by Wingecarribee Shire Council, to obtain a copy of the mentioned forms please contact the relevant representative.

Risk Assessment

The Risk Assessment Matrix (below) is used to assess the consequence and likelihood of risks.

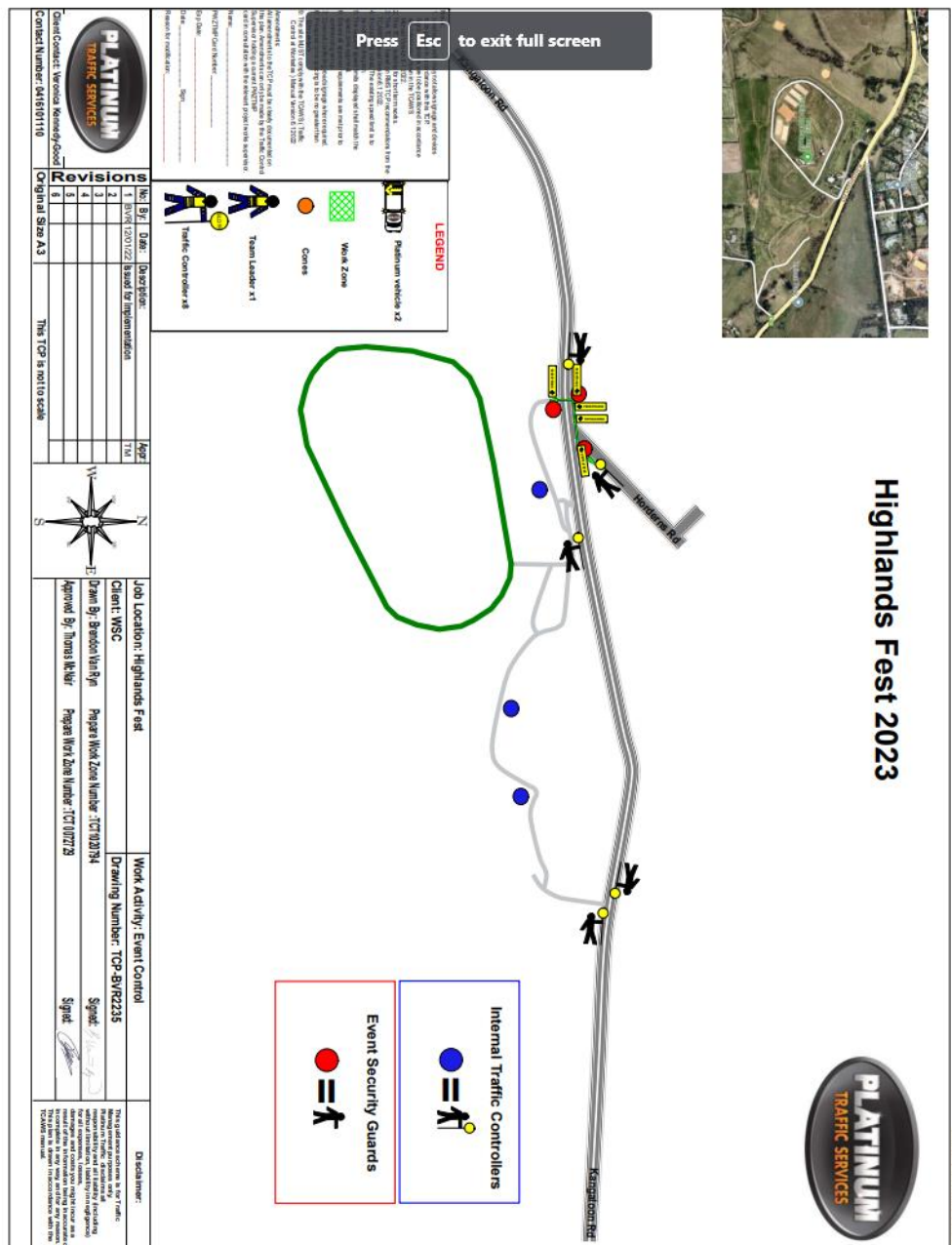
Likelihood: How Likely could it happen?	Consequences: How severely could it affect health & Safety?					
	Insignificant (no injuries)	Minor (first aid treatment)	Moderate (medical treatment)	Major (extensive injuries)	Catastrophic (death)	
Almost certain - expected in most circumstances	3	3	4	4	4	Risk Rating of 4: VERY HIGH Stop work and do something about this risk immediately - requires immediately attention
Likely - will probably occur in most circumstances	2	3	3	4	4	
Possible - might occur at some time	1	2	3	3	4	Risk Rating of 3: HIGH Continue with appropriate supervision and control measures as detailed by the Risk Assessment Process i.e. SWMS or Site Risk Assessment and Company Procedures Risk Rating of 2: MEDIUM Utilise control measures to ensure the risk is as low as reasonably possible
Unlikely - Could occur at some time	1	2	2	3	4	
Rare - may occur, only in exceptional circumstances	1	2	2	3	3	Risk Rating of 1: LOW Continue managing with routine practices and procedures 1 - Low, 2 - Medium, 3 - High, 4 - Very High

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Traffic Control Plans:

TCP 1 - Event Site TCP



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TCP 2 – Parking Restrictions

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Highland Fest 2023 Parking Restrictions

Area to have parking restrictions implemented

Examples of devices used for parking restrictions

- P** (Green)
- NO PARKING** (Yellow)

Legend

- Platinum vehicle x2
- Work Zone
- Cones
- Team Leader x1
- Traffic Controller x2

Job Location: Highlands Fast

Client: WSC

Drawn By: Brendon Van Ryn

Approved By: Thomas Moller

Project Work Zone Number: TCP 007236

Project Work Zone Number: TCP 007236

Signature:

Signature:

Work Activity: Event Control

Drawing Number: TCP-BV-R2236

Signature:

Signature:

Revisions

No.	By	Date	Description	Appr.
1	BV/R	22/01/22	Issued for implementation	TMA
2				
3				
4				
5				
6				

Original Size: A3

This TCP is not to scale

Notes:

The Roadside Parking zone to be installed on both sides of Kangaloon Road, from 500 m west of Hordens Road to 500 m east of Hordens Road.

No Roadside Parking zone to be installed on both sides of Hordens Road, from the Kangaloon Road intersection to 400 m north of the Kangaloon Road intersection.

Traffic Controllers will prevent roadside parking in Hordens Road and direct event traffic to the racecourse entrance.

No Stopping signs will be mounted on poles and spaced at 30 metre intervals on both shoulders inside the No Roadside Parking zone.

The shoulders of Kangaloon Road and Hordens Road inside the No Roadside Parking zone will be flagged off to further deter roadside parking.

PLATINUM TRAFFIC SERVICES

CONTACT: Veronica Kennedy-Good

Contact Number: 0416101110

Job Location: Highlands Fast

Client: WSC

Drawn By: Brendon Van Ryn

Approved By: Thomas Moller

Project Work Zone Number: TCP 007236

Project Work Zone Number: TCP 007236

Signature:

Signature:



Event Management Plan





Traffic Management Personnel on Site

Platinum Traffic services are the prefer supplier of traffic management for this project. Should any traffic management be undertaken by any other party onsite anyone undertaking traffic management must be an authorised traffic controller & hold relevant RMS qualifications. Platinum Traffic Services does not accept responsibility for any traffic management duties not undertaken onsite by Platinum Traffic Services.

Incident Procedure and Reporting

All incidents must be reported to the relevant authorities, but also relayed to the relevant WSC representative in order to handle the situation to prevent any further incidents from occurring.

Traffic Management Application

- For any works associated with this event that are taken place between 1.2 – 3m of live traffic or where live traffic is affected, traffic management will be in place to assist with site safety.
- All traffic management in place as per approved TCP / TMP /VMP
- All signage & equipment must be set out & comply with Australian Standard 1742.3, 2002 and RMS TCAWS Manual V6.1 2022.
- The Traffic Control Plan & Traffic Management Plan are to remain in place for the duration of the event.
- Emergency services are to be notified of event road closures, Detours & Event time schedules that may impact any emergency within the local area.

**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING
THURSDAY 23 FEBRUARY 2023**



Project Contact List


Name	Role	Contact Details
Veronica Kennedy-Good	Mindshare Events	(Mobile) 0416 101 110
Carmel Foster	Wingecarribee Shire Council	(Mobile) 0438 649 589
Brendon Van Ryn	Platinum Traffic Services- Planner for Sydney & Wollongong	(Mobile) 0488 533 664
Franco Floro	Platinum Traffic Services – NSW State Manager	(Mobile) 0401 070 704
Chris Moule	Berrima Bus Services – Onsite contact	(Work) 02 48610000 (Mobile) 0407 208 179
Laurie Stuart	Southern Highland Taxis – Onsite contact	(Work) 02 48724800
Southern Highlands Police	Local Ara Command - ICE	(Work) 02 4886 1222
Bowral Ambulance Station	Local Ara Command - ICE	(Work) 02 48610000
Bowral Fire Station	Local Ara Command - ICE	(Work) 02 48610000

Disclaimer

This Traffic Management Plan complies with AS 1742.3 & TCAWS V6.1.
This Traffic Management Plan was drafted & completed by Brendon Van Ryn.
Prepare a Work Zone Traffic Management Plan Card No: TCT1020794
Platinum Traffic Services does not hold any responsibility for the incorrect or unlawful use of this Traffic Management Plan, any amendments that are to be made to this document may only be done by Platinum Traffic Services or authorised representative.


AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING THURSDAY 23 FEBRUARY 2023

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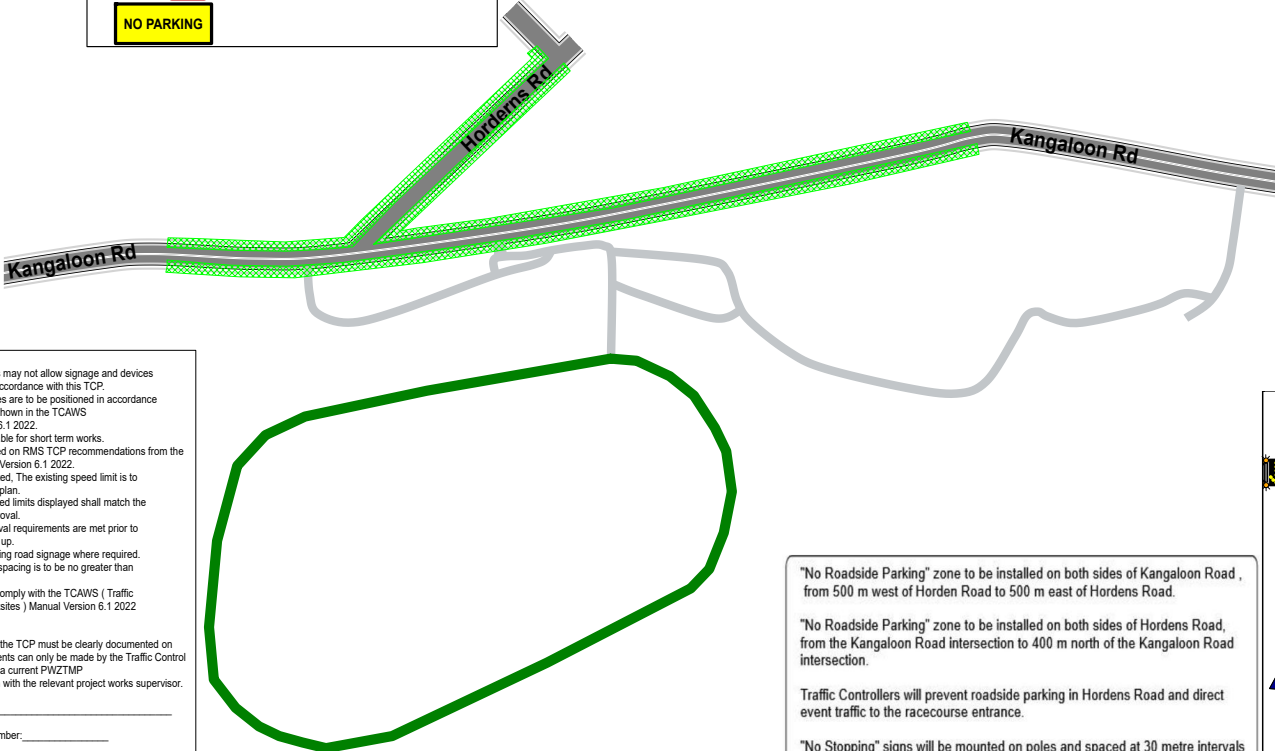
Highland Fest 2023 Parking Restrictions

Area to have parking restrictions implemented



Examples of devices used for parking restrictions





Notes:

- Local constraints may not allow signage and devices to be placed in accordance with this TCP.
- Signs and devices are to be positioned in accordance with tolerances shown in the TCAWS Manual Version 6.1 2022.
- This TCP is suitable for short term works.
- This TCP is based on RMS TCP recommendations from the TCAWS Manual Version 6.1 2022.
- If not already noted, The existing speed limit is to be noted on this plan.
- The value of speed limits displayed shall match the speed zone approval.
- Ensure all approval requirements are met prior to commencing set up.
- Cover all conflicting road signage where required.
- If required cone spacing is to be no greater than 12m center's.
- The site MUST comply with the TCAWS (Traffic Control at Worksites) Manual Version 6.1 2022.

Amendments:

All amendments to the TCP must be clearly documented on this plan. Amendments can only be made by the Traffic Control Supervisor holding a current PWZTMP card in consultation with the relevant project works supervisor.

Name: _____






PWZTMP Card Number: _____

Exp Date: _____

Date: _____ Sign: _____

Reason for modification: _____

LEGEND

-  Platinum vehicle x2
-  Work Zone
-  Cones
-  Team Leader x1
-  Traffic Controller x2


"No Roadside Parking" zone to be installed on both sides of Kangaloon Road , from 500 m west of Horden Road to 500 m east of Hordens Road.

"No Roadside Parking" zone to be installed on both sides of Hordens Road, from the Kangaloon Road intersection to 400 m north of the Kangaloon Road intersection.

Traffic Controllers will prevent roadside parking in Hordens Road and direct event traffic to the racecourse entrance.

"No Stopping" signs will be mounted on poles and spaced at 30 metre intervals on both shoulders inside the "No Roadside Parking" zone.

The shoulders of Kangaloon Road and Hordens Road inside the "No Roadside Parking" zone will be flagged off to further deter roadside parking.



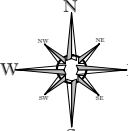
Client Contact: Veronica Kennedy-Good

Contact Number: 0416101110

No:	By:	Date:	Description:	Appr:
1	BVR	12/01/22	Issued for implementation	TM
2				
3				
4				
5				
6				

Original Size A3

This TCP is not to scale



Job Location: Highlands Fest

Client: WSC

Drawn By: Brendon Van Ryn


Approved By: Thomas McNair


Work Activity: Event Control

Drawing Number: TCP-BVR2236

Prepare Work Zone Number :TCT1020794

Prepare Work Zone Number :TCT 0072729

Signed: 

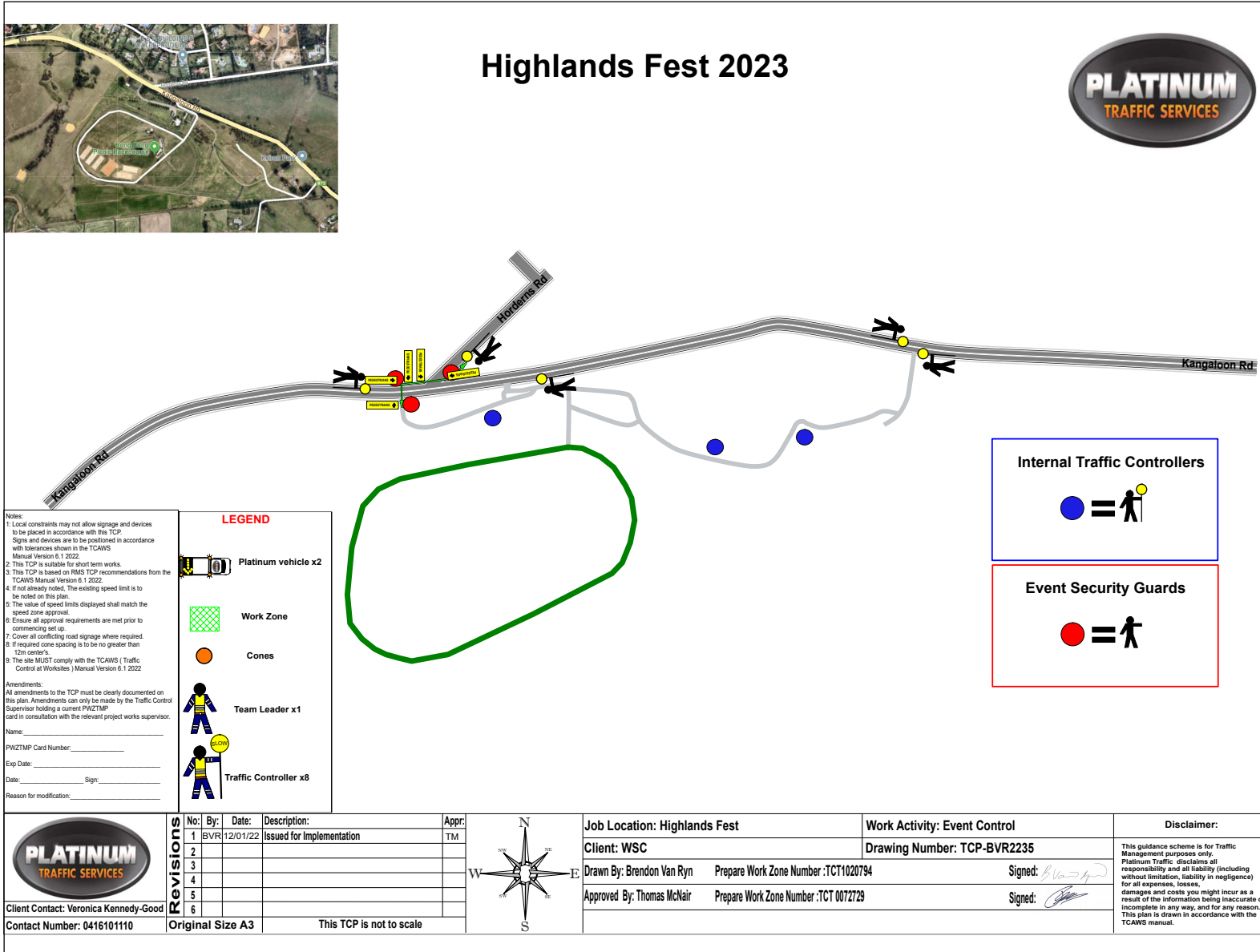
Signed: 

Disclaimer:

This guidance scheme is for Traffic Management purposes only. Platinum Traffic disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages and costs you might incur as a result of the information being inaccurate or incomplete in any way, and for any reason. This plan is drawn in accordance with the TCAWS manual.

AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING THURSDAY 23 FEBRUARY 2023

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6.7 Wombat Crossing for Bowral High School, Park Road, Bowral

Report Author: Traffic Engineer

Authoriser: Director Service and Project Delivery

PURPOSE

To review the previously recommended and approved location for a Wombat Crossing on Park Road, Bowral.

RECOMMENDATION

THAT the wombat crossing and associated signage, linemarking and blister be installed on Park Road. approximately 6m west of Aitken Street.

REPORT

BACKGROUND

Council received grant funding to install six wombat crossings at schools in the Shire. The Traffic Committee at the 17 November 2022 meeting reviewed the wombat crossing design plans and recommended that the design plans be approved with some amendments.

The proposed wombat crossing at Bowral High School at the intersection of Aitken Street was reviewed and recommended to be relocated approximately 6m east to the location of the existing pedestrian crossing.

REPORT

Wingecarribee Shire Traffic Committee at the 17 November 2022 Traffic Committee meeting recommended a change of location for a proposed design plan to install a wombat crossing on Park Road, Bowral, adjacent to Bowral High School.

Council's Design Branch made the recommended changes that were then provided to Council's consultant lighting designer to make changes to the new proposed layout. The lighting designer has informed Council that the change of location requires the lighting to be installed with underground power. The change to the lighting design will cause the cost of installation to become cost prohibitive and therefore installation of the wombat crossing in this location will not be viable.

The proposed new wombat crossing location is approximately 6m west of the previously recommended location by Traffic Committee.

The proposed design includes a 14.41m No Stopping Zone on the western approach to the crossing, and the installation of blister to the west of the crossing on the opposite side of the adjacent driveway. The design allows for 11.81m of parking in front of The Corner Store business located at the corner of Park Road and Loseby Street.

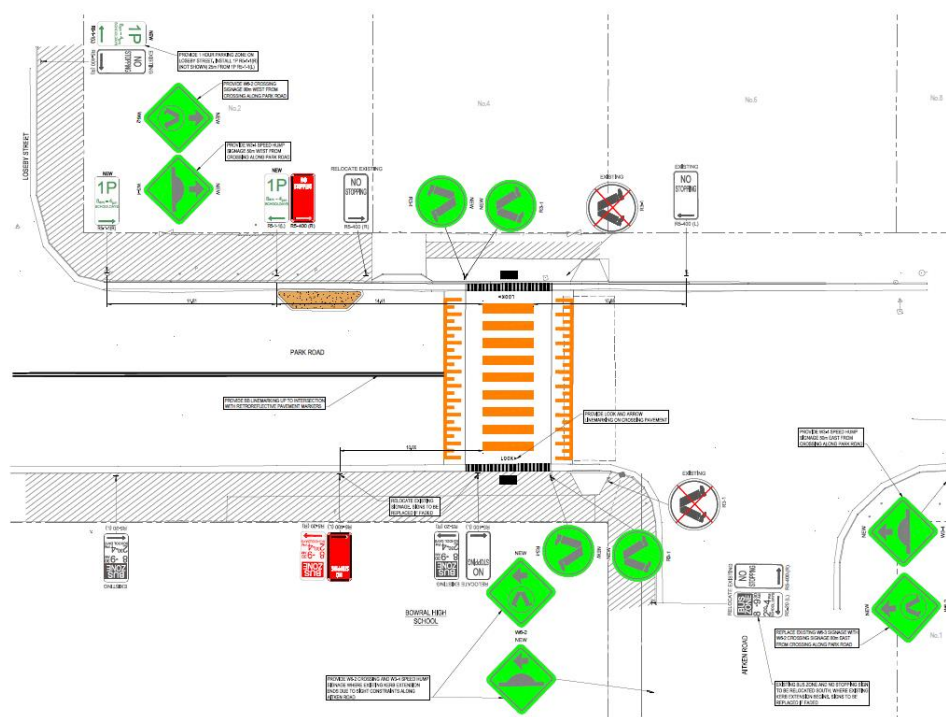


Image 1 – Proposed Wombat Location on Park Road Bowral

The proposed design plans include an approximate 10m reduction in the length of the Bus Zone on the south side of Park Road. A 1P Parking Zone (school days) on Loseby Street has been included to make up for the loss of a car parking space in front of The Corner Store.

CONCLUSION

The wombat crossing location proposed in this report has been determined to be the only viable location considering site and budget constraints. The proposed wombat crossing location has considered the impact on The Corner Store business and has attempted to minimise the parking impacts. The proposed wombat crossing is recommended for approval to improve safety for Bowral High School students and community members.

ATTACHMENTS

1. Wombat Crossing Signage and Linemarking Plan Park Road Bowral (003) [6.7.1 - 1 page]

6.7.1 Wombat Crossing Signage and Linemarking Plan Park Road Bowral (003)



6.8 Proposed change to the drop off/pick up zone on Bundaroo Street, Bowral, at St Thomas Aquinas Primary School

Report Author: Traffic Engineer

Authoriser: Director Service and Project Delivery

PURPOSE

To consider a 5m reduction in the length of the approved Drop Off/Pick Up zone on Bundaroo Street Bowral at St Thomas Aquinas Primary School

RECOMMENDATION

THAT the Traffic Committee consider the safety risk of the currently approved Drop Off/Pick Up zone crossing a residential driveway on Bundaroo Street, Bowral; and

THAT the approved Drop Off/ Pick Up zone be reduced by 5m and the existing Bus Zone on the north side of Bundaroo Street be left in the current arrangement.

REPORT

BACKGROUND

Wingecarribee Council Traffic Committee at the 17 November 2022 Traffic Committee meeting recommended for approval a wombat crossing design with all associated signage, linemarking and physical infrastructure. The approved wombat crossing location included a Drop Off/Pick Up zone on the northern side of Bundaroo Street.

REPORT

The approved drop off/pick up zone on Bundaroo Street is located directly in front of St Thomas Aquinas Primary School. The drop off/pick up zone is 30m long and includes the driveway of No. 34 Bundaroo Street.

The approved wombat crossing and Drop Off/Pick Up zone will not be installed until later this year. There is currently a Bus Zone that starts on the west side of the driveway of No. 34, the bus zone runs across the driveway of No. 34 for approximately 40m east. The approved Drop Off/Pick Up zone was to reduce the bus zone by 5m by including that 5m in the approved drop off/pick up zone.

The property owner of No. 34 Bundaroo Street raised their concern regarding a potential safety issue while exiting their driveway. They are concerned with a risk of conflict with children walking past their driveway and with vehicles frequently parking and moving to drop off/pick up students.



Image 1 – Street View of the Driveway of No. 34 Bundaroo Street, Bowral

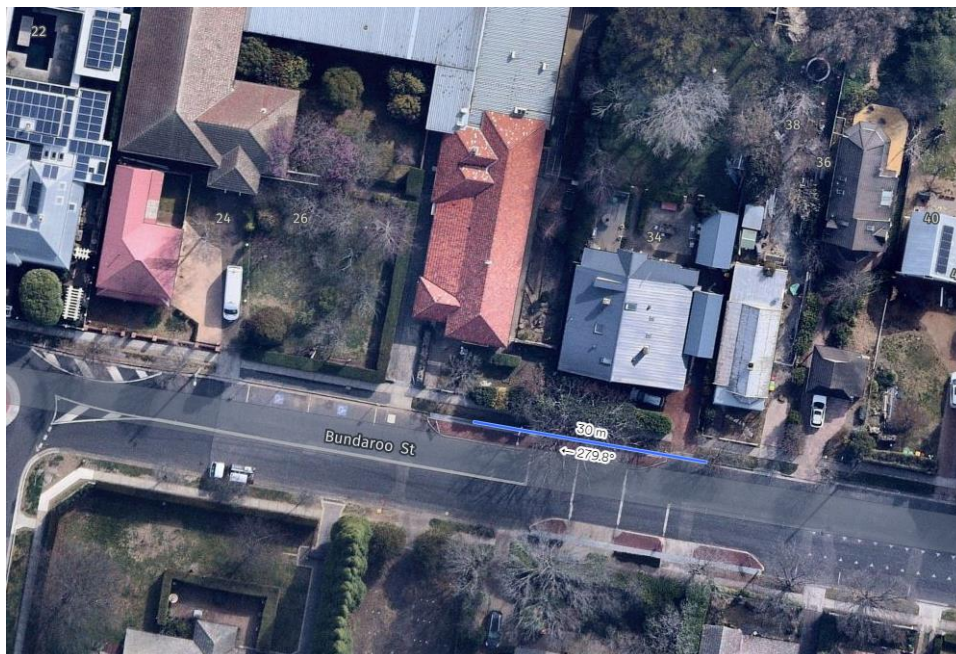


Image 2 – Aerial View Showing 30m Long Approved Drop Off/Pick Up Zone

CONCLUSION

The currently approved location of the Drop Off/Pick Up zone includes the driveway of No. 34. The property owner of No. 34 Bundaroo raised safety concerns with the layout. The recommended action if the approved drop off/pick up is to be changed is to reduce the length by 5m and leave the existing Bus Zone in its current arrangement.

ATTACHMENTS

Nil

6.9 Removal of Temporary Work Zone on Bendooley Street, Bowral

Report Author: Traffic Engineer

Authoriser: Director Service and Project Delivery

PURPOSE

To remove a temporary Work Zone on Bendooley Street, Bowral, and reinstate the 1P parking zone.

RECOMMENDATION

THAT the temporary work zone on Bendooley Street, Bowral be removed and the 1P (8:30am –6pm Mon – Fri, 8:30am-12:30pm Sat) zone be reinstated.

REPORT

BACKGROUND

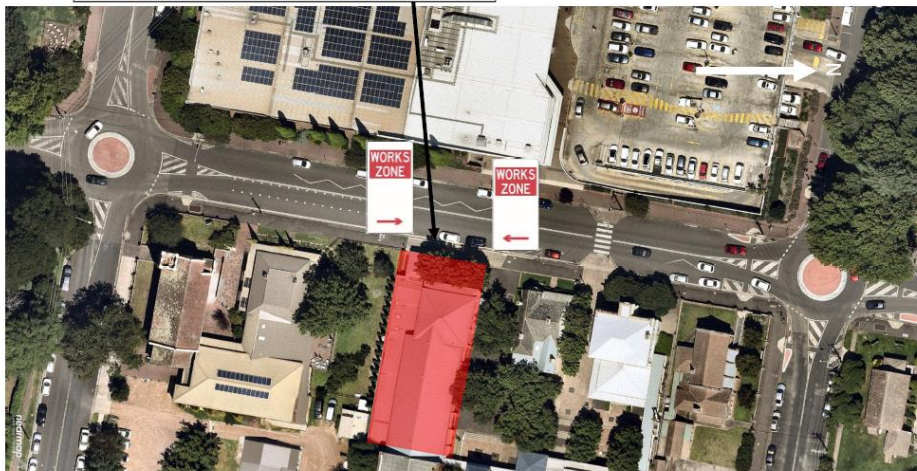
Council have recently completed renovations to the Bowral Memorial Hall on Bendooley Street, Bowral. Prior to works commencing, the Traffic Committee recommended the installation of a temporary work zone.

REPORT

Renovations for Bowral Memorial Hall are now complete. The temporary Work Zone can now be removed and replaced with the previous 1P parking zone.

The 1P parking zone operates between 8:30am – 6:00pm Monday to Friday and 8:30am to 12:30pm Saturdays.

Install R5-25 Works Zone signs for a distance of approximately 36m commencing at existing driveway.



Bowral Memorial Hall Refurbishment – Temporary Works Zone

Image 1 – Approved temporary Work Zone on Bendooley Street



Image 2 – Previous 1P parking zone to be reinstated

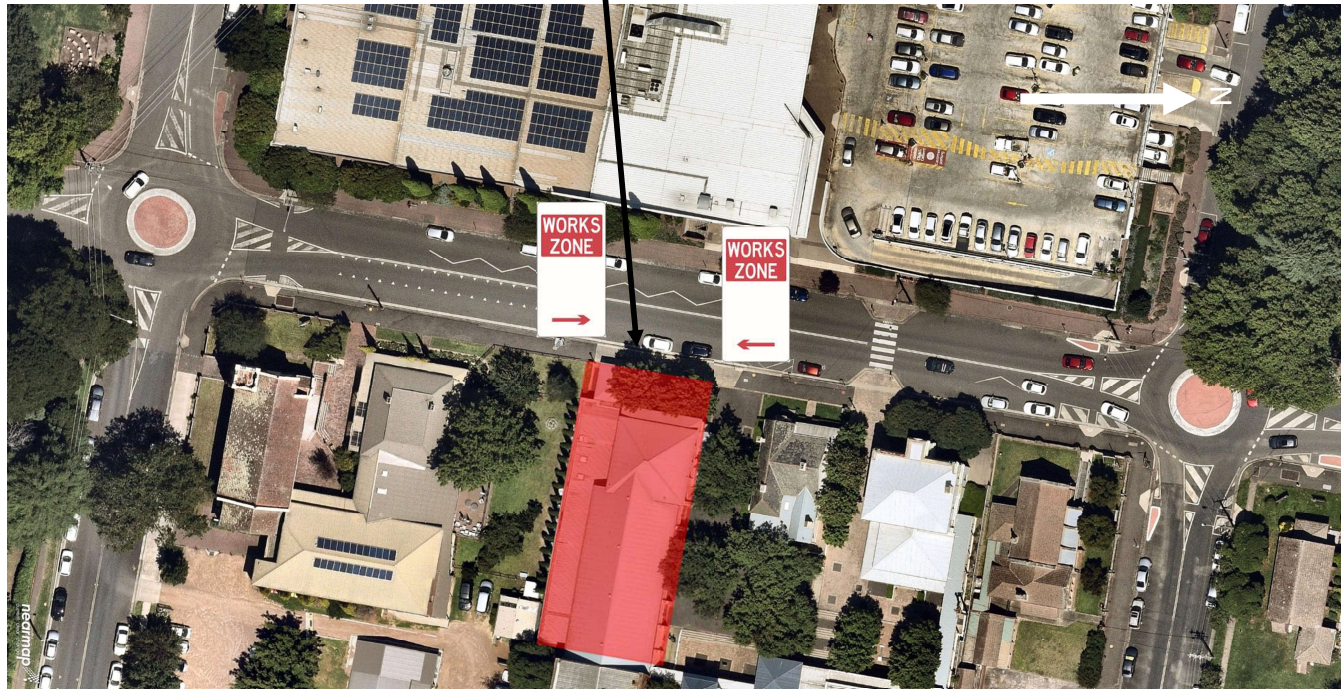
CONCLUSION

That the temporary work zone on Bendooley Street, Bowral, for Bowral Memorial Hall renovations be removed and the previous 1P parking zone be reinstated.

ATTACHMENTS

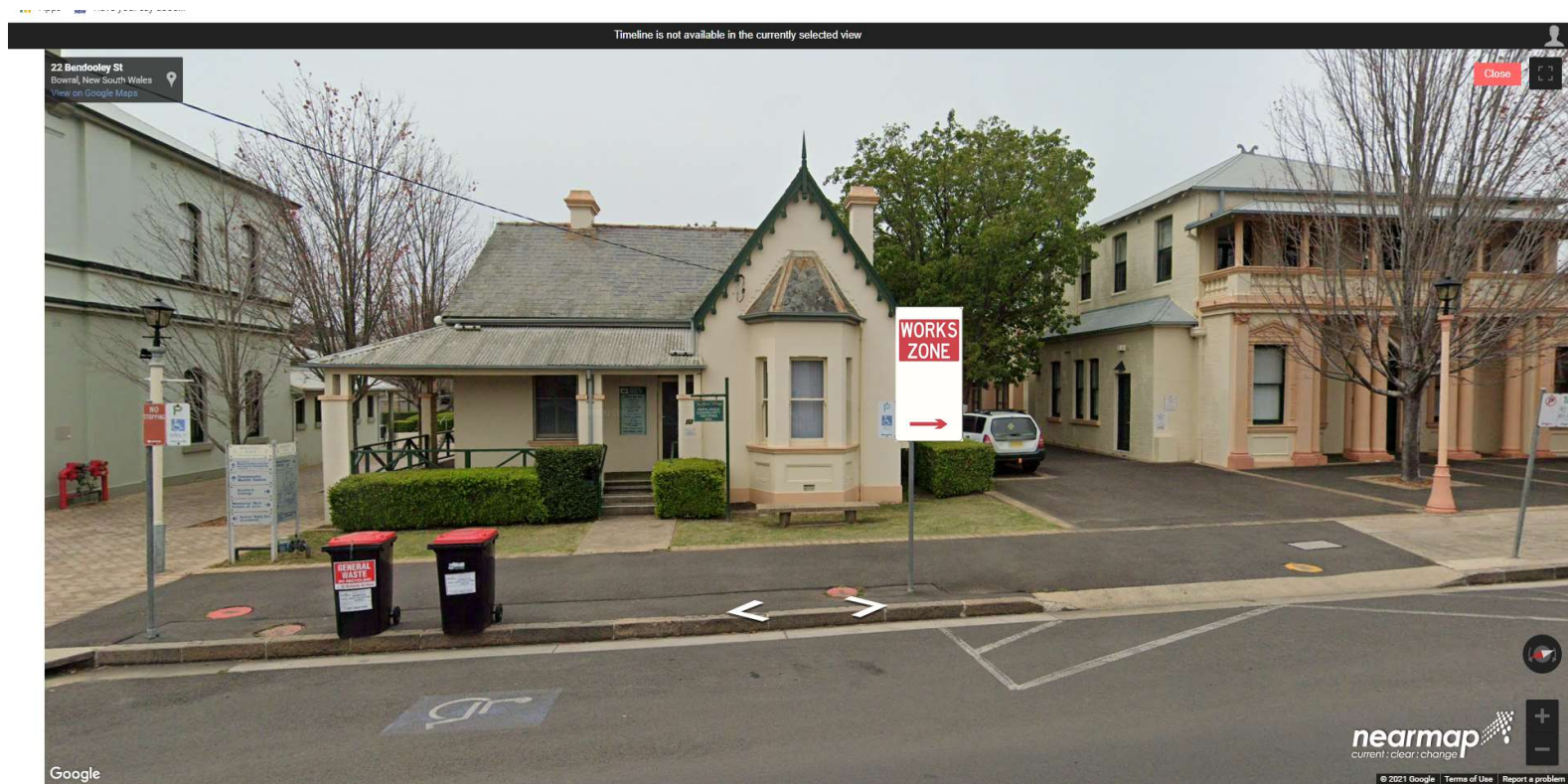
1. Bowral Memorial Hall Works Zone 1 [6.9.1 - 3 pages]

Install R5-25 Works Zone signs for a distance of approximately 36m commencing at existing driveway.



Bowral Memorial Hall Refurbishment – Temporary Works Zone

**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING
THURSDAY 23 FEBRUARY 2023**



**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING
THURSDAY 23 FEBRUARY 2023**



7 GENERAL BUSINESS

PURPOSE

To discuss maintenance and management of roadside vegetation in regards to road safety.

8 DATE OF NEXT MEETING

The next meeting will be held on Thursday 27 April 2023, in the Council Chambers, Civic Centre, Elizabeth Street, Moss Vale commencing at 9:30am.

9 MEETING CLOSURE