

# AGENDA – out of session

## Local Traffic Committee



*We're with you*

Thursday 4 April 2024

**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING  
THURSDAY 4 APRIL 2024**

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**1 AGENDA REPORTS .....4**

- 1.1 Yarrawa Road / Spencer Street Roundabout Signage And Line Marking .....4
- 1.2 Southern Highlands Cycling Club Race - 18 May 2024 .....54
- 1.3 A Day On The Green - 14 April 2024 - Amendments To Traffic Guidance  
Scheme .....77
- 1.4 Medieval Festival 2024 - Black Springs Road, High Range.....90

**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 AGENDA REPORTS**

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### **1.1 Yarrawa Road / Spencer Street Roundabout Signage and Line Marking**

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**Report Author:** Traffic Engineer

**Authoriser:** Karin Targa

#### **PURPOSE**

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To assess the signage and line marking plan for the roundabout at the intersection of Yarrawa Road and Spencer Street, Moss Vale.

#### **RECOMMENDATION**

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1. ***THAT the signage and line marking plan as designed by Beveridge Williams (Sheet 3, Project Reference 1801, Stage No. 203, Drawing No. 010) for the roundabout at the intersection of Yarrawa Road and Spencer Street, Moss Vale, be recommended for approval.***
2. ***THAT the proposed W2-7 ROUNDABOUT AHEAD sign (shown as a W2-5A sign on the plan) on the northern approach to the roundabout be placed on the existing pole of the existing W2-1 FOUR WAY CROSS INTERSECTION sign located just north of the driveway to No. 6 Yarrawa Road.***
3. ***THAT the proposed W2-7 ROUNDABOUT AHEAD sign (shown as a W2-5A sign on the plan) on the southern approach to the roundabout be placed on the existing pole of the existing W2-1 FOUR WAY CROSS INTERSECTION sign located just north of the intersection of Yarrawa Road and Craig Street.***
4. ***THAT the proposed W2-7 ROUNDABOUT AHEAD sign (shown as a W2-5A sign on the plan) on the western approach to the roundabout be relocated to just west of the driveway to No. 5 Darren Road.***

#### **REPORT**

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This report specifically discusses the signage and line marking design for the Spencer Street/Yarrawa Road roundabout.

The roundabout has been constructed. Traffic Committee will review the roundabout centre island design and pavement improvements at a future meeting.

The line marking and signage that are currently in place are in accordance with the attached design plan. There are recommendations in this report to relocate the ROUNDABOUT AHEAD signs to meet the recommendations in the Road Safety Audit undertaken by DC Traffic Engineering (attached).

The attached signage and line marking design plan provides signage location, Give Way line marking, splitter island dimensions, and approach and departure lane widths.





**Image 1 - Existing W2-7 ROUNDABOUT AHAD sign on the northern approach**



**Image 2 – Existing W2-1 FOUR WAY INTERSECTION AHEAD sign on the northern approach**



**Image 3 - Existing W2-7 ROUNDABOUT AHAD sign on the southern approach**



**Image 4 – Existing W2-1 FOUR WAY INTERSECTION AHEAD sign on the southern approach**





**Image 5 - Existing W2-7 ROUNDABOUT AHAD sign on the western approach**

## **CONCLUSION**

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The current signage and line marking at the Yarrawa Road / Spencer Street roundabout provide warning of the presence of the roundabout, and guidance to drivers as to the approach, departure and circulating lanes of the roundabout.

The signage and line marking enhances the safety of the roundabout and is recommended for approval.

## **ATTACHMENTS**

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1. Yarrawa Road Spencer Street Roundabout Design Plans [1.1.1 - 10 pages]
2. PM E- PRO J-0002-01 DD RSA Moss Vale Rev 1 R A-2023-2926 [1.1.2 - 34 pages]

# YARRAWA ROAD/SPENCER STREET, MOSS VALE

## ROUNABOUT PLANS FOR S.138 APPROVAL

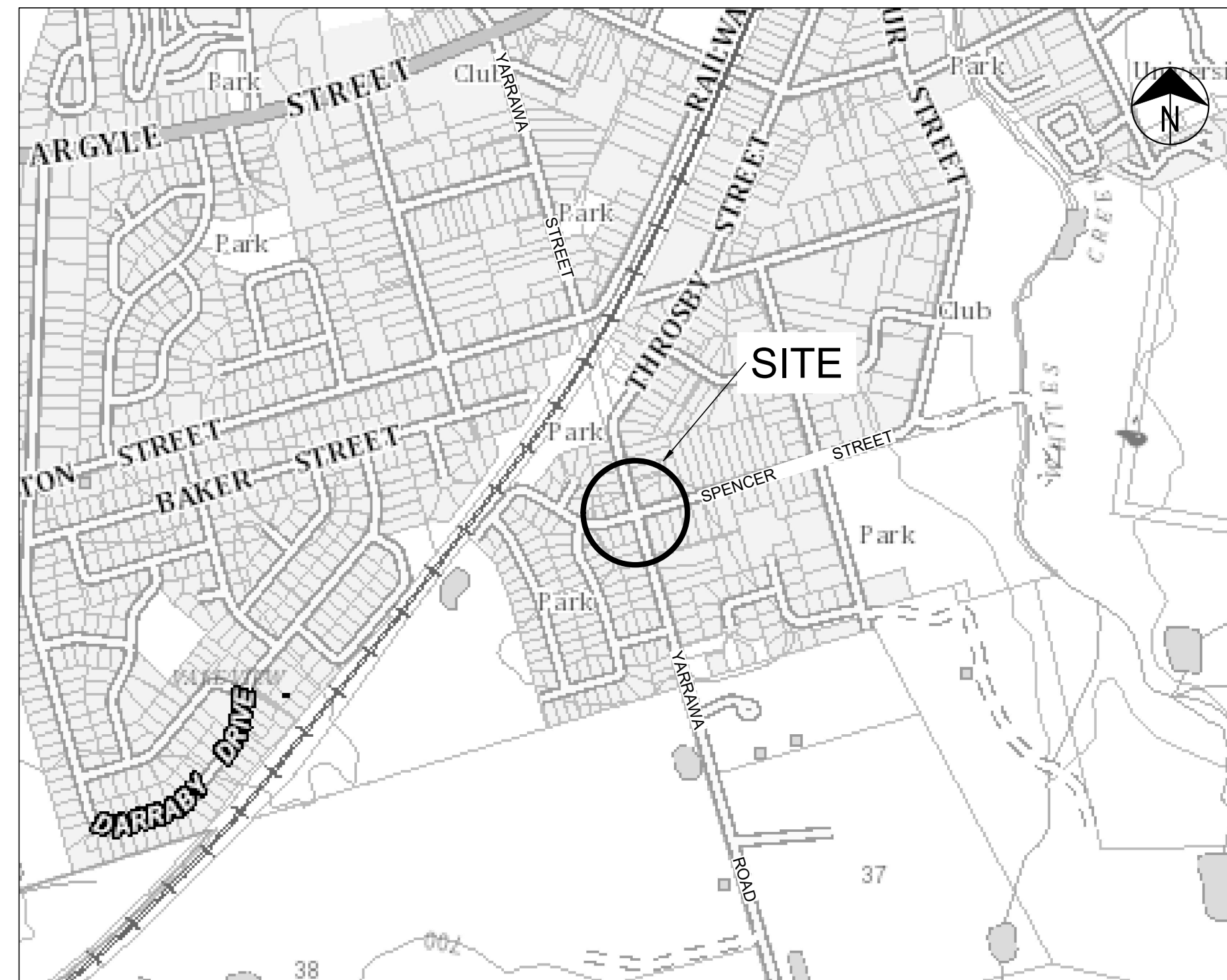
**NOTES**

**GENERAL**

- G1 All Development Consent Conditions are to be fully complied with throughout the completion of the project.
- G2 All work to be in accordance with Development Control Plan No 41 of the Wingecarribee Shire Council.
- G3 Inspections by Council's Development Control Engineers are to be undertaken at critical stages when directed and where required by DCP 41. Generally a minimum of 48 hours notice is required for inspections, however this may vary for certain inspections - see DCP 41 for details.
- G4 No work to be carried out on Council property or private property without the written permission of the owner. A copy of the written permission is to be sent to Council for its records.
- G5 All rubbish, buildings, sheds, undergrowth, and fences are to be removed from the site and road reserves to the satisfaction of Council's Development Control Engineer.
- G6 Make smooth connection to all existing engineering work.
- G7 All existing services to be located and levelled by the Contractor prior to the commencement of work.
- G8 The Contractor shall provide traffic control which complies with AS1742.3 - 2002. A copy of the plan showing layout of proposed traffic control for the commencement of work and certified by a suitably qualified person is to be submitted to Council prior to commencement of any work. Further plans are to be submitted if work site alters.
- G9 Any road restoration required shall be in 150mm layers of DGS 40 from the bottom of trench or top of sand overlay over any pipes, compacted to a minimum of 98% modified compaction with the final layer of 100mm of DGB 20 compacted to a minimum of 98% modified compaction and finished level with existing road surface.
- G10 The Contractor shall maintain and/or restore any damage which may have been caused by the construction of the subdivision to the road pavement, roadside drainage or underground facilities in Council Road's which give access to the subdivision.
- G11 All disturbed areas to be reinstated as nearly as possible to the pre-construction condition.
- G12 Vehicular access and all services to be maintained at all times to adjoining properties affected by construction.
- G13 The contractor shall ensure that effective sediment and erosion protection measures are in place on site at all times. Such measures shall be in accordance with the plans and the requirements of the Landcom manual "Managing Urban Stormwater Soils and Construction".
- G14 The contractor shall obtain levels from the established benchmarks only.
- G15 All works and procedures carried out in association with this development shall be completed in accordance with the requirements of the Workcover Authority and Occupational Health and Safety Legislation and Regulations.
- G16 All contractors and demolition works shall be restricted to the following hours.  
7am to 5pm Mondays to Fridays (inclusive)  
8am to 1pm Saturdays  
No work on Sundays and public holidays
- G17 All waste shall be disposed of at an approved waste disposal depot and copies of all documentation associated with such disposal shall be provided to the principal. A waste control container shall be located on site and no waste material shall be stored on site other than in such container.
- G18 Contractor shall erect a sign (minimum size of 300mmx400mm) at the entrance to the site prior to the commencement of any works advertising the following:-  
- Full details of the PCA - Wingecarribee Shire Council  
- Full details of the Construction Certificate  
- Full details of the Development Consent DA ?????  
- Full details of the builder/contractor

**ROADWORKS**

- R1 Signposting and linemarking to conform with AS1742.2 raised retro-reflective pavement markers to conform with AS1906. All aprons and kerb face on central islands of roundabouts and all other islands should be delineated by reflective white marking.
- R2 Road subgrade and pavement materials to be compacted in accordance with Council's specifications.
- R3 Signposting and line marking where required is to conform to AS1742.2. Raised retro-reflective pavement markers where required to conform to AS1906. All aprons and kerb faces on central islands of roundabouts and other islands are to be delineated with reflective white markings.



**LOCALITY SKETCH**  
(NOT TO SCALE)

**EROSION AND SEDIMENT CONTROL**

1. All erosion and sedimentation control measures, including revegetation and storage of soil and topsoil, shall be implemented in consultation with the Council during the construction phase.
2. Disturbance of vegetation shall be kept to a minimum by staging the development.
3. All disturbed areas shall be revegetated as soon as the relevant works are completed.
4. The capacity and effectiveness of runoff and sediment control measures shall be maintained at no less than 70% capacity at all times to the satisfaction of Wingecarribee Shire Council.
5. All controls should be inspected at the end of each day and particularly before weekends and/or when the site is to be left for extended periods.
6. All erosion and sediment control devices are to remain in position and be maintained until advised by Council's Development Engineer that they may be removed or until the 12 month maintenance period has lapsed.

SCHEDULE OF SHEETS		
SHEET No.	ISSUE	DESCRIPTION
1	A	COVER SHEET
2	A	PLAN OF ADJUSTMENTS TO EXISTING FEATURES
3	A	PROPOSED ROUNABOUT PLAN OF YARRAWA ROAD
4	A	LEG 1 SIGHT LINES
5	A	LEG 2 SIGHT LINES
6	A	LEG 3 SIGHT LINES
7	A	LEG 4 SIGHT LINES
8	A	CAR & BUS SWEEP PATH ANALYSIS'
9	A	B-DOUBLE SWEEP PATH ANALYSIS'
10	A	SERVICE VEHICLE SEPT PATH ANALYSIS'

**WARNING**  
**BEWARE OF UNDERGROUND SERVICES**  
The locations of underground services are approximate only and their exact position should be proven on site.  
No guarantee is given that all existing services are shown. Locate all underground services before commencement of works.  
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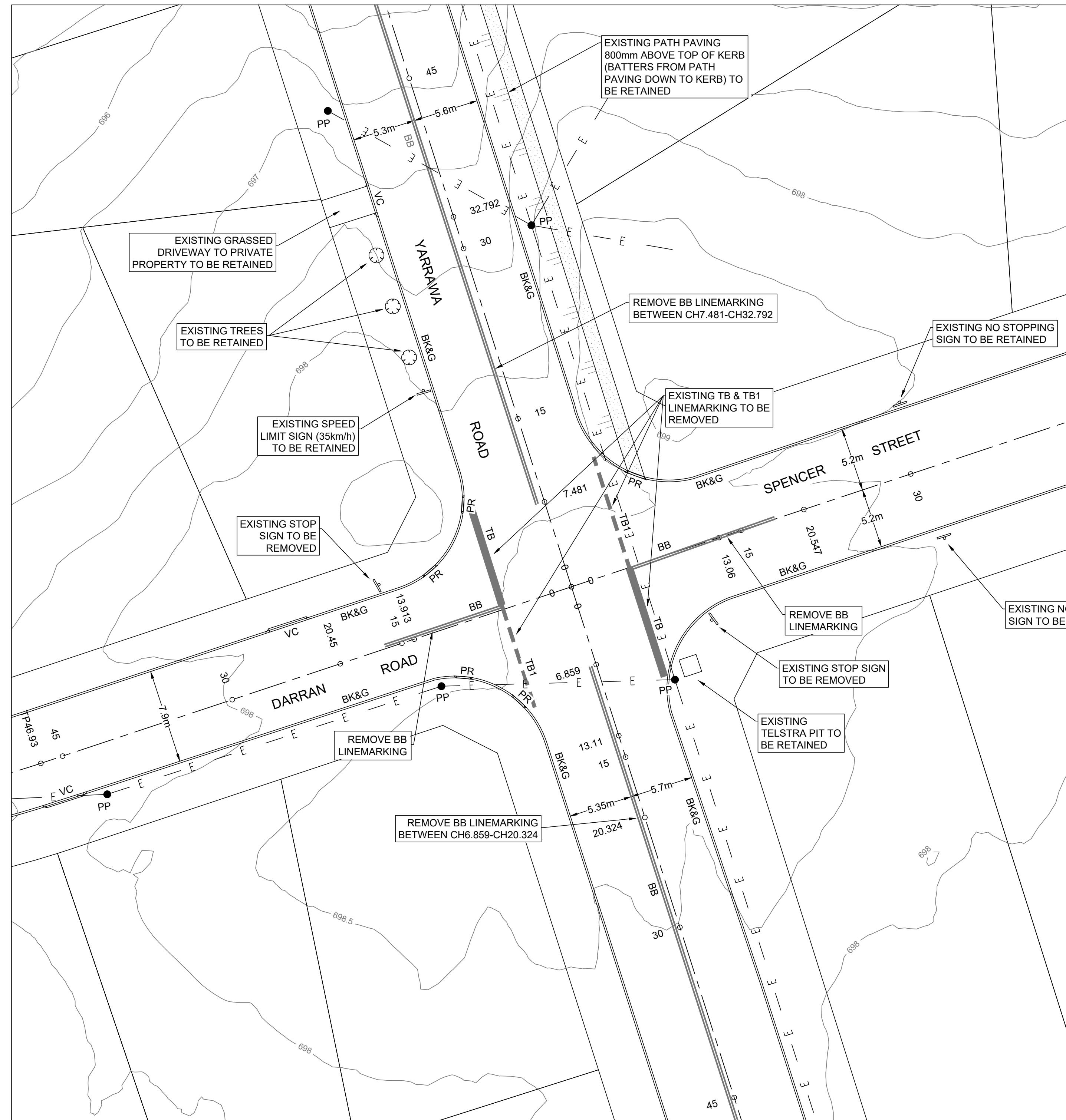
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Client: PRIME MOSS VALE PTY LTD																																																																					
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Project Details YARRAWA ROAD/SPENCER STREET ROUNABOUT PLANS	Sheet 01 of 10 Scale NOT TO SCALE
Drawing Title COVER SHEET	Project Ref 18001
	Stage No 203
	Drawing No 001
	Rev A

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LEGEND	
BK&G	DENOTES EXISTING BARRIER KERB & GUTTER TO BE RETAINED
-699-	DENOTES 0.5m EXISTING SURFACE CONTOURS
BB	DENOTES EXISTING BB LINEMARKING AS PER TRANSPORT FOR NSW DELINEATION MAUNUAL TABLE 4.2
TB TB1	DENOTES PROPOSED TB & TB1 LINEMARKING AS PER TRANSPORT FOR NSW DELINEATION MAUNUAL TABLE 6.1
PR	DENOTES EXISTING PRAM RAMP TO BE RETAINED
VC	DENOTES EXISTING VEHICULAR CROSSING TO BE RETAINED
E ● PP	DENOTES EXISTING POWER POLE & OVERHEAD ELECTRICITY TO BE RETAINED

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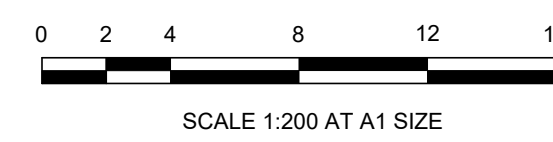
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PLAN OF ADJUSTMENTS TO EXISTING FEATURES  
RATIO:- 1:200

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A	ISSUED FOR S.138 APPROVAL	15-01-2023	D.P.	T.H.					

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Project Details  
YARRAWA ROAD/SPENCER STREET  
ROUNDAABOUT PLANS

Drawing Title  
PLAN OF ADJUSTMENTS TO EXISTING FEATURES

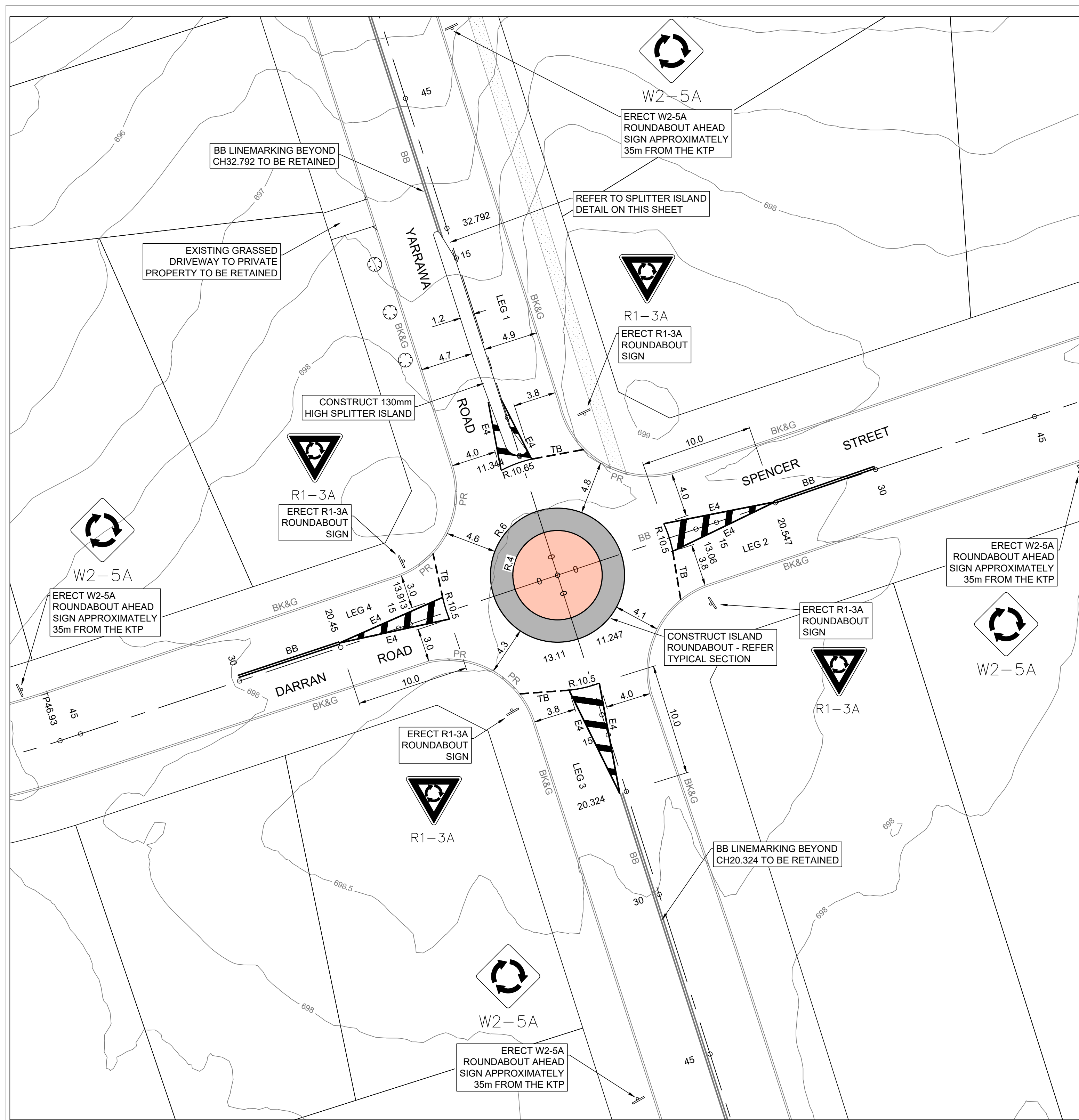
Sheet 02 of 10

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1:200 @ A1

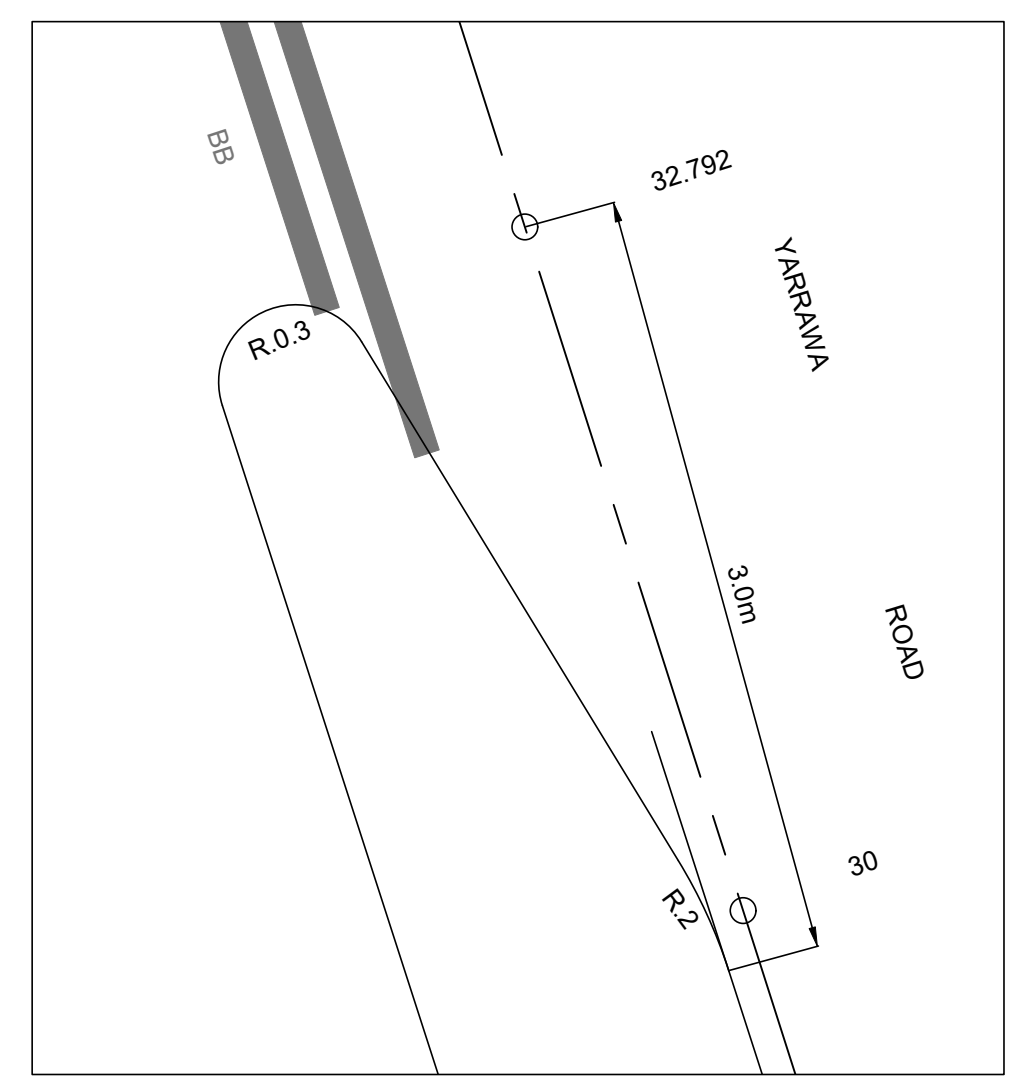
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18001	203	002	A

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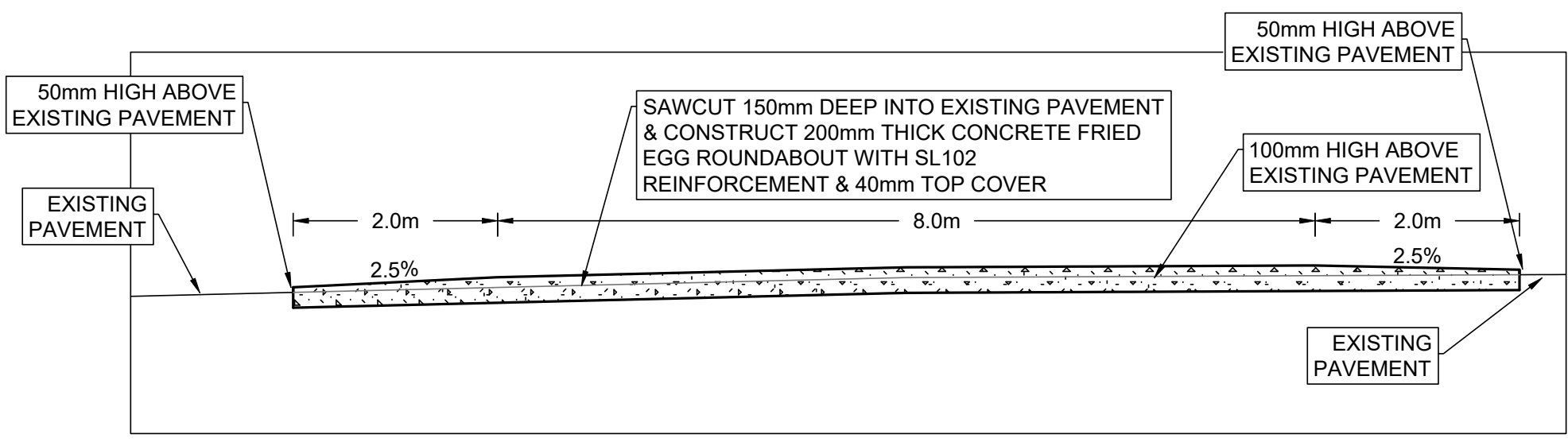




PLAN OF PROPOSED ROUNDABOUT  
RATIO:- 1:200



SPLITTER ISLAND DETAIL  
RATIO:- 1:20



ROUNDABOUT TYPICAL SECTION  
RATIO:- 1:50

**LEGEND**

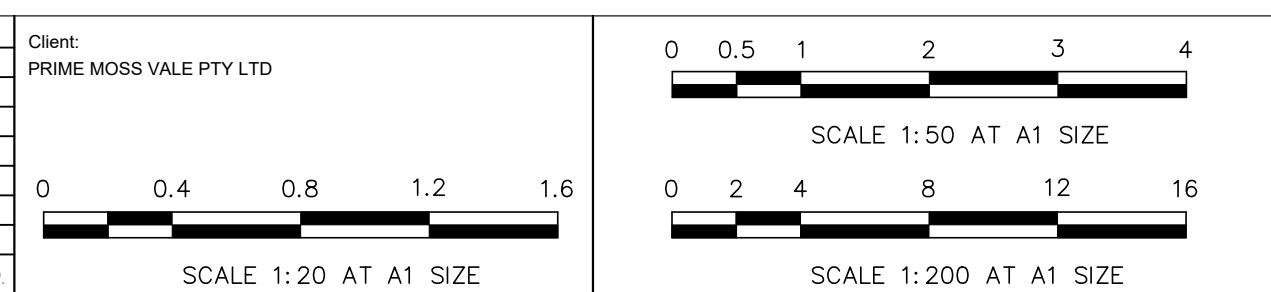
- BK&G DENOTES EXISTING BARRIER KERB & GUTTER TO BE RETAINED
- PR DENOTES EXISTING PRAM RAMP TO BE RETAINED
- 699- DENOTES 0.5m EXISTING SURFACE CONTOURS
- [Orange Circle] DENOTES CENTRAL ISLAND TO BE PAINTED TERRACOTTA OR SIMILIAR
- [Grey Circle] DENOTES OUTER ISLAND TO BE PAINTED WHITE
- BB DENOTES EXISTING BB LINEMARKING AS PER TRANSPORT FOR NSW DELINEATION MAUNUAL TABLE 4.2
- BB DENOTES PROPOSED BB LINEMARKING AS PER TRANSPORT FOR NSW DELINEATION MAUNUAL TABLE 4.2
- TB DENOTES PROPOSED TB HOLDING LINEMARKING AS PER TRANSPORT FOR NSW DELINEATION MAUNUAL TABLE 6.1
- E4 DENOTES PROPOSED E4 EDGE LINEMARKING AS PER TRANSPORT FOR NSW DELINEATION MAUNUAL TABLE 4.5
- [Hatched Line] DENOTES PROPOSED PAINTED MEDIAN LINEMARKING AS PER TRANSPORT FOR NSW DELINEATION MAUNUAL FIGURE 8.6

NOTE: PAINTED ISLANDS AND MEDIANS TO BE GENERALLY IN ACCORDANCE WITH AS1742.2

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PS Number	-

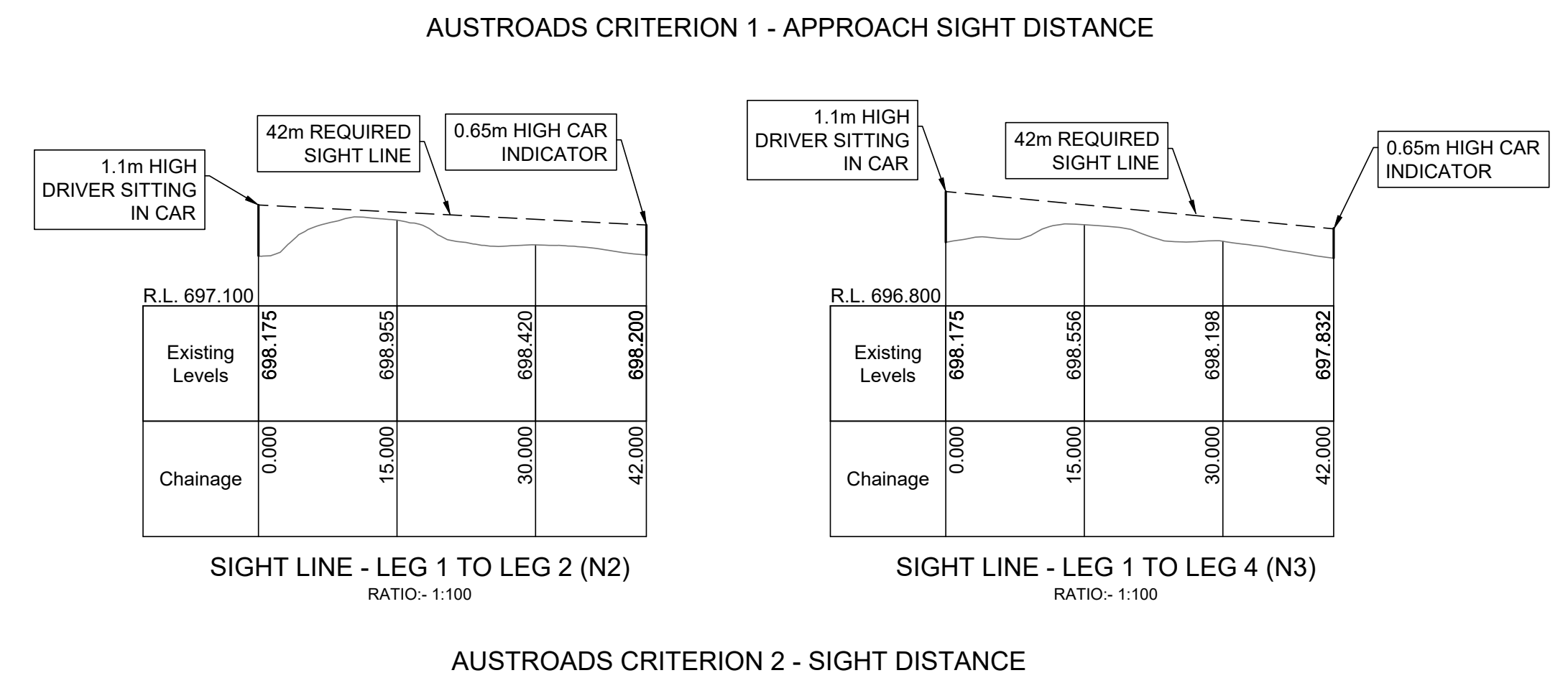
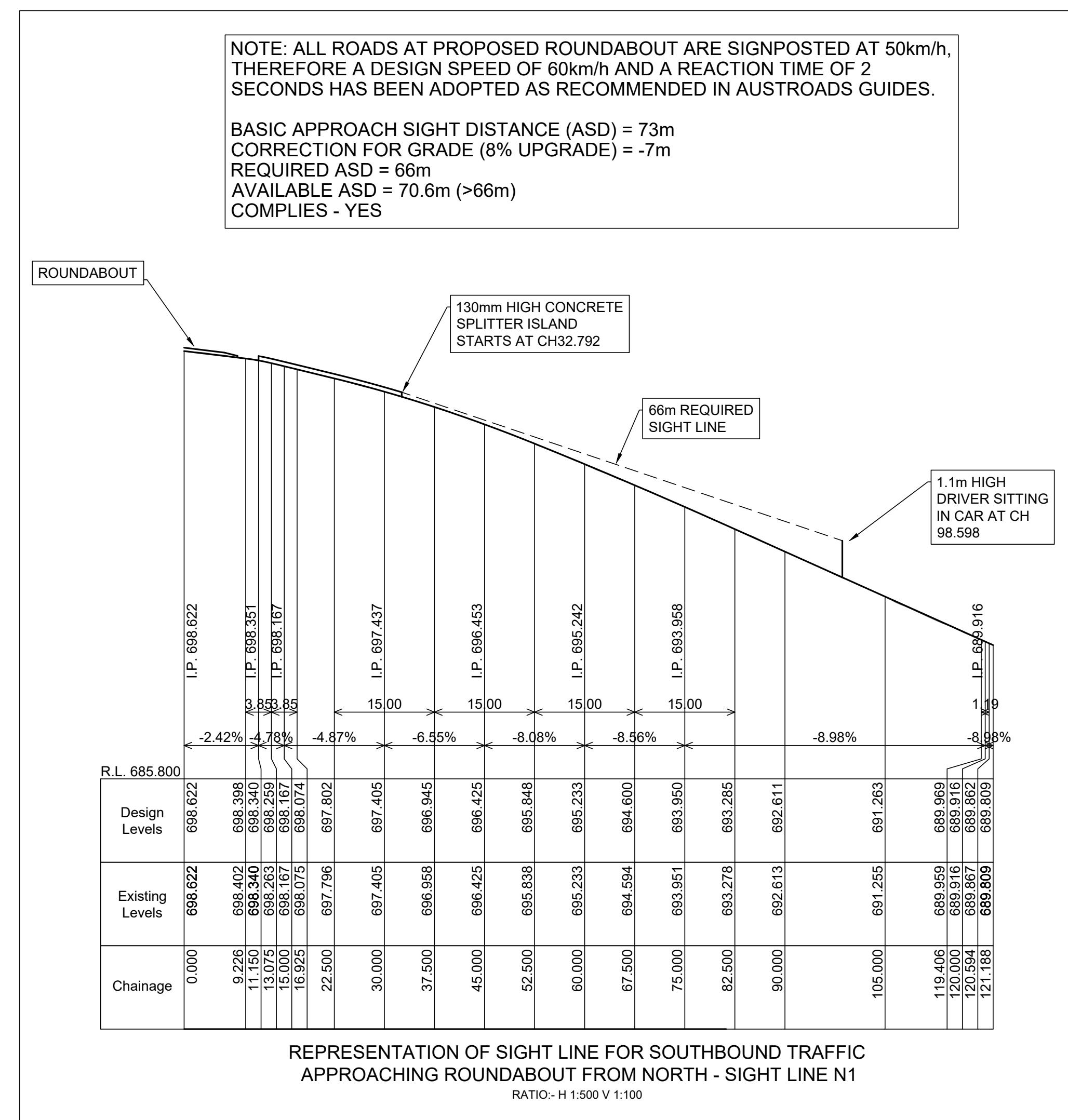
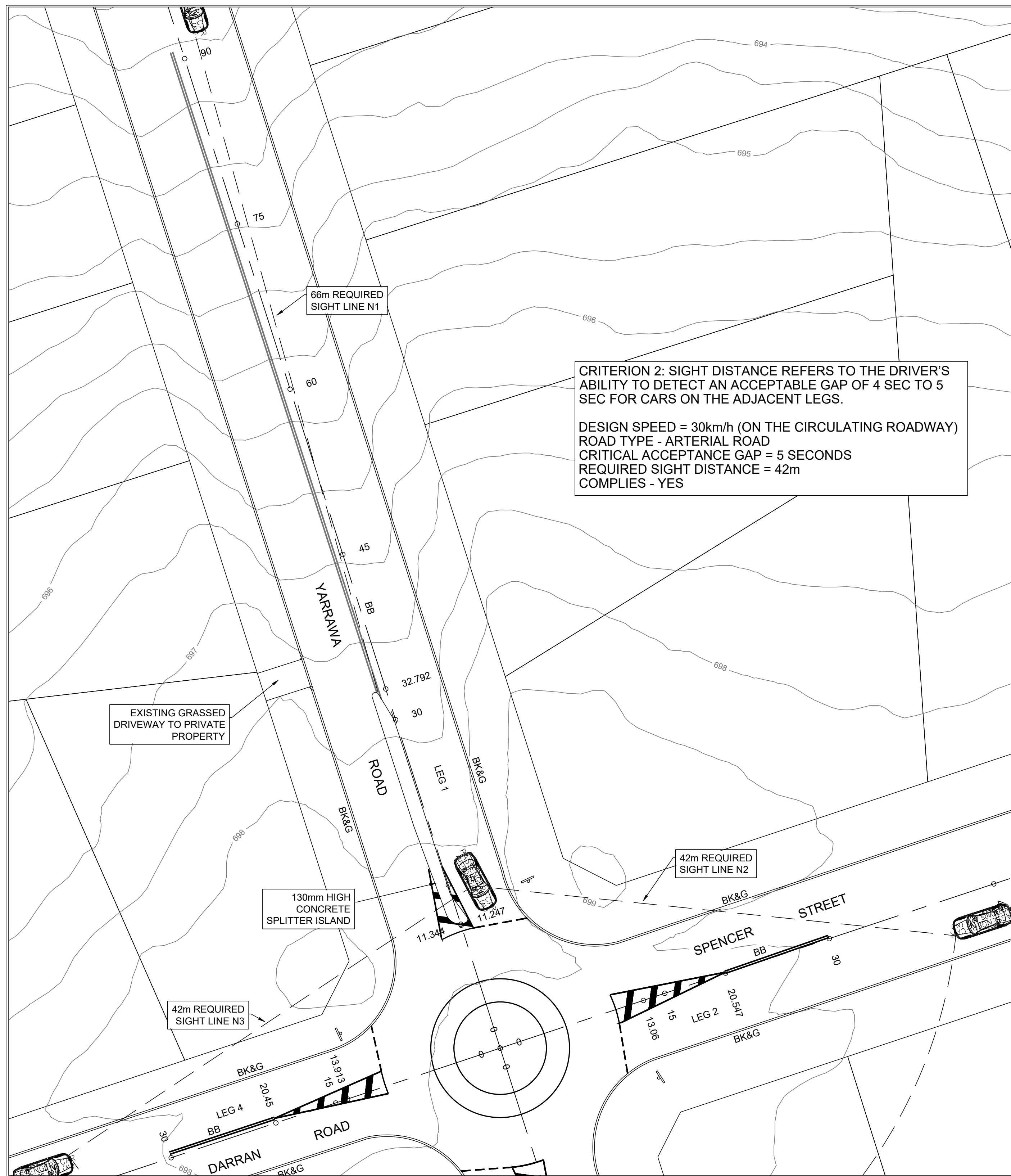
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Project Details	YARRAWA ROAD/SPENCER STREET ROUNDABOUT PLANS
Drawing Title	PROPOSED ROUNDABOUT PLAN OF YARRAWA ROAD

Sheet	03 of 10
Scale	AS SHOWN
Project Ref	18001
Stage No	203
Drawing No	010
Rev	A

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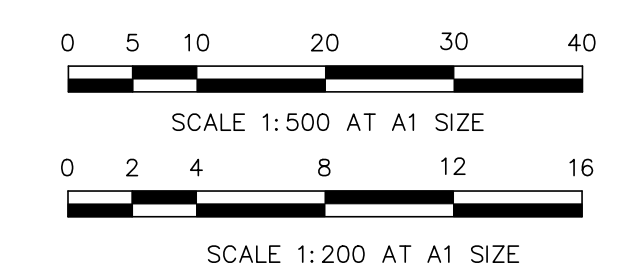


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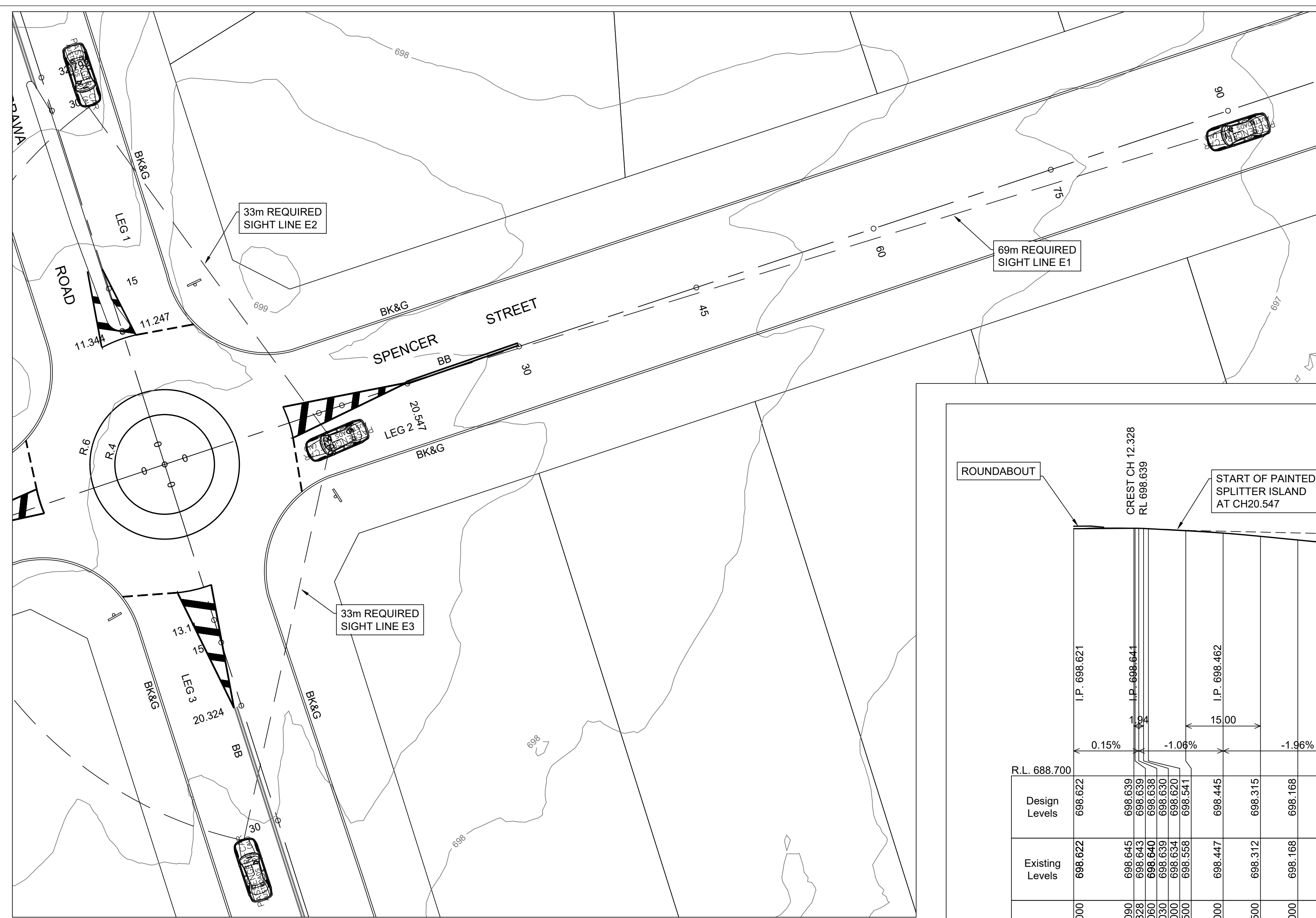
Project Details: YARRAWA ROAD/SPENCER STREET ROUNDABOUT PLANS  
Drawing Title: LEG 1 SIGHT LINES

Sheet 04 of 10  
Scale: AS SHOWN

Project Ref	Stage No	Drawing No	Rev
18001	203	011	A

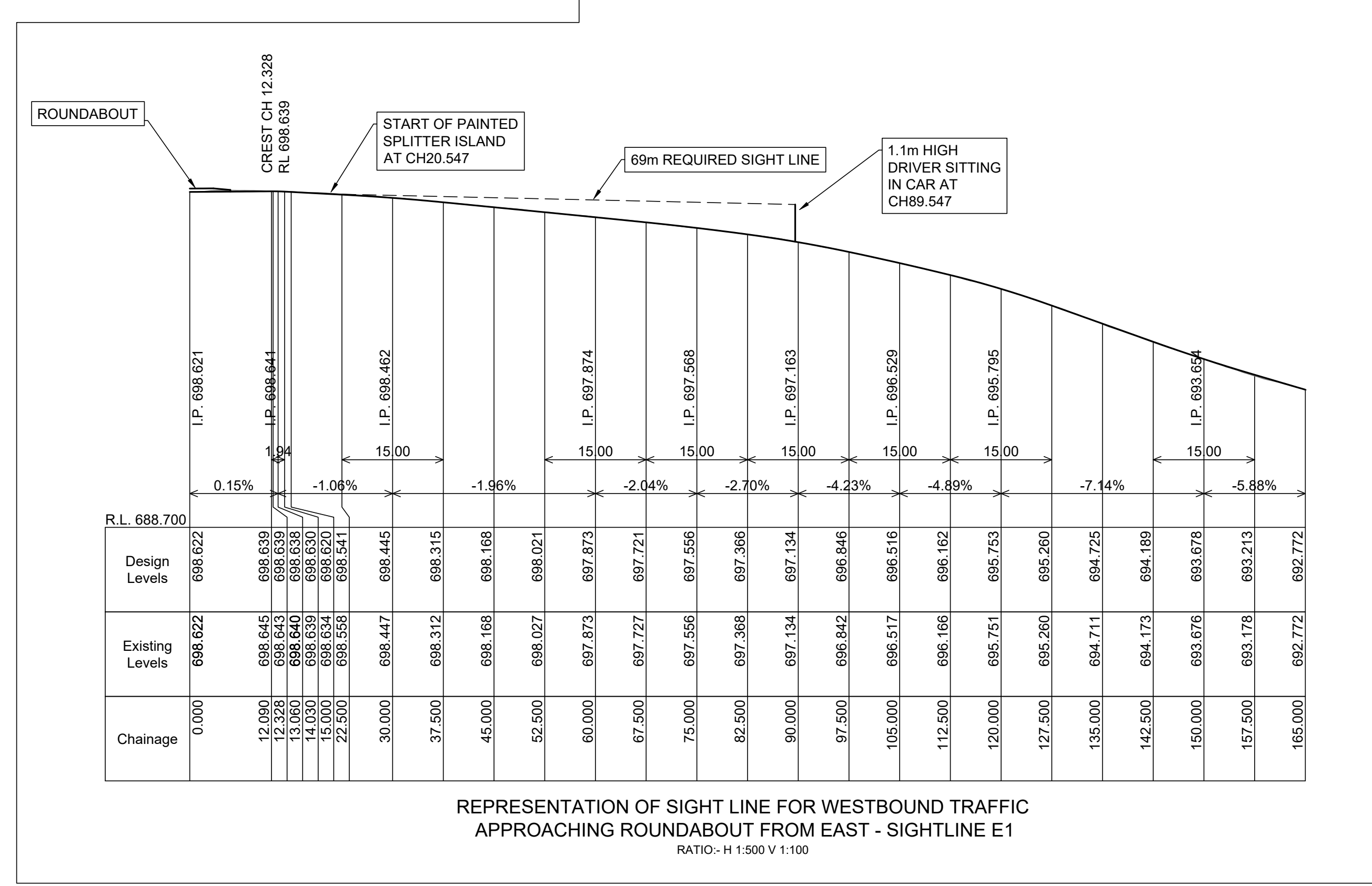
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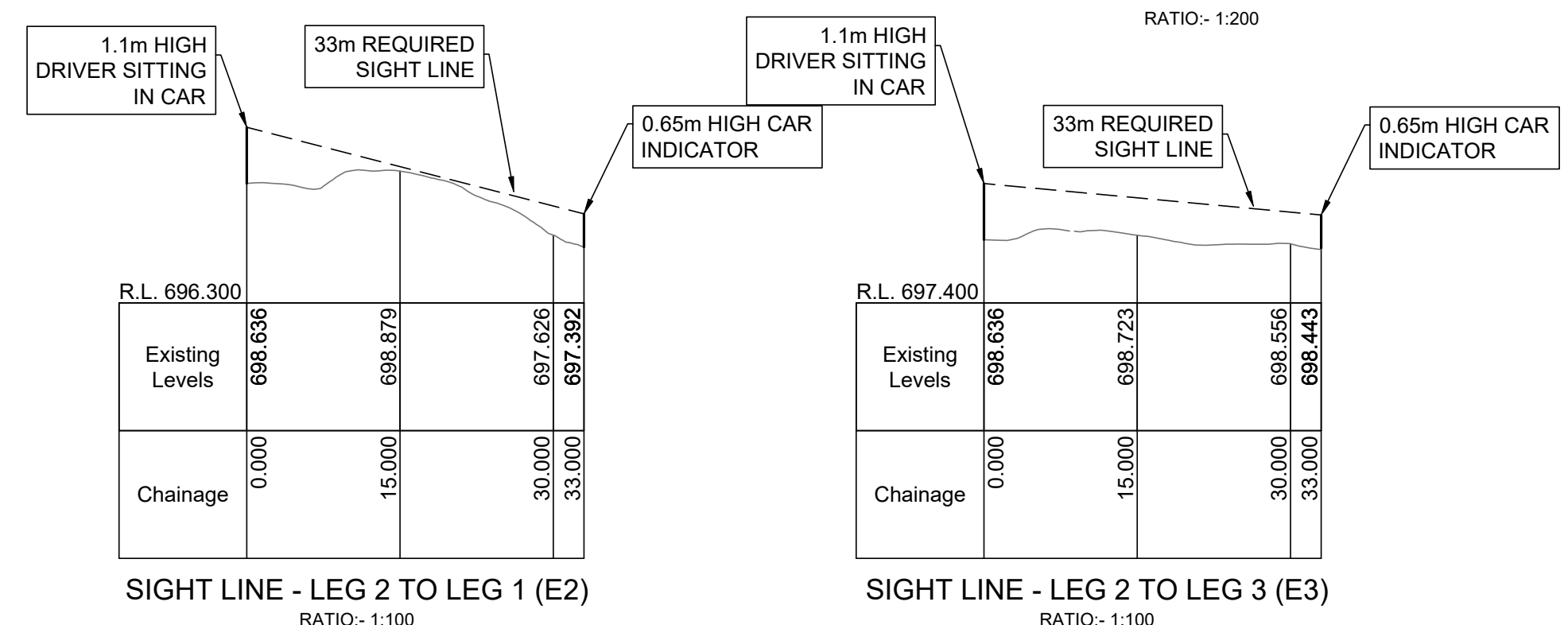
NOTE: ALL ROADS AT PROPOSED ROUNDABOUT ARE SIGNPOSTED AT 50km/h, THEREFORE A DESIGN SPEED OF 60km/h AND A REACTION TIME OF 2 SECONDS HAS BEEN ADOPTED AS RECOMMENDED IN AUSTRoadS GUIDES.

BASIC APPROACH SIGHT DISTANCE (ASD) = 73m  
CORRECTION FOR GRADE (4% UPGRADE) = -4m  
REQUIRED ASD = 69m  
AVAILABLE ASD = 103.5m (>69m)  
COMPLIES - YES



REPRESENTATION OF SIGHT LINE FOR WESTBOUND TRAFFIC APPROACHING ROUNDABOUT FROM EAST - SIGHTLINE E1  
RATIO:- H 1:500 V 1:100

AUSTROADS CRITERION 1 - APPROACH SIGHT DISTANCE



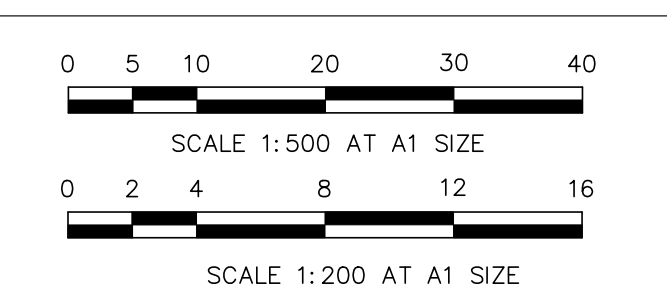
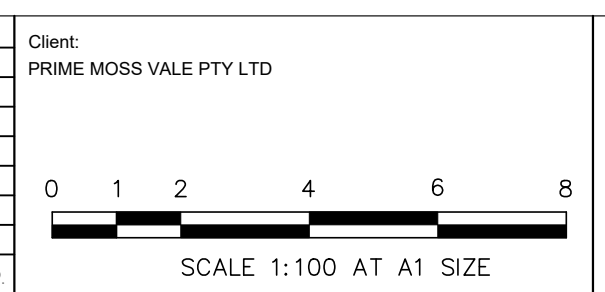
AUSTROADS CRITERION 2 - SIGHT DISTANCE

CRITERION 2: SIGHT DISTANCE REFERS TO THE DRIVER'S ABILITY TO DETECT AN ACCEPTABLE GAP OF 4 SEC TO 5 SEC FOR CARS ON THE ADJACENT LEGS.

DESIGN SPEED = 30km/h (ON THE CIRCULATING ROADWAY)  
ROAD TYPE - LOCAL STREET  
CRITICAL ACCEPTANCE GAP = 4 SECONDS  
REQUIRED SIGHT DISTANCE = 33m  
COMPLIES - YES

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T.H.

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Project Details: YARRAWA ROAD/SPENCER STREET ROUNDABOUT PLANS

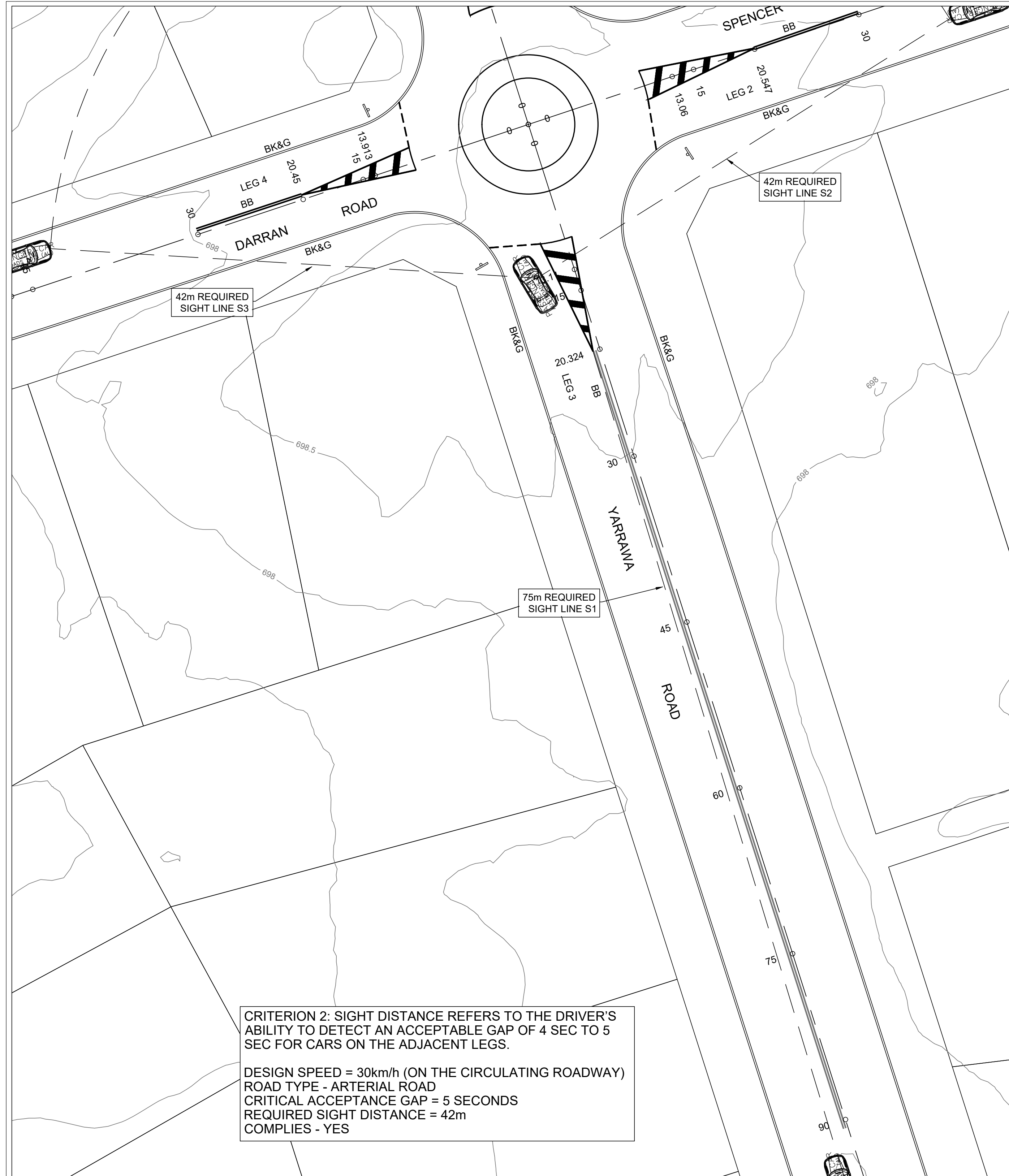
Drawing Title: LEG 2 SIGHT LINES

Sheet 05 of 10

Scale: AS SHOWN

Project Ref: 18001  
Stage No: 203  
Drawing No: 012  
Rev: A

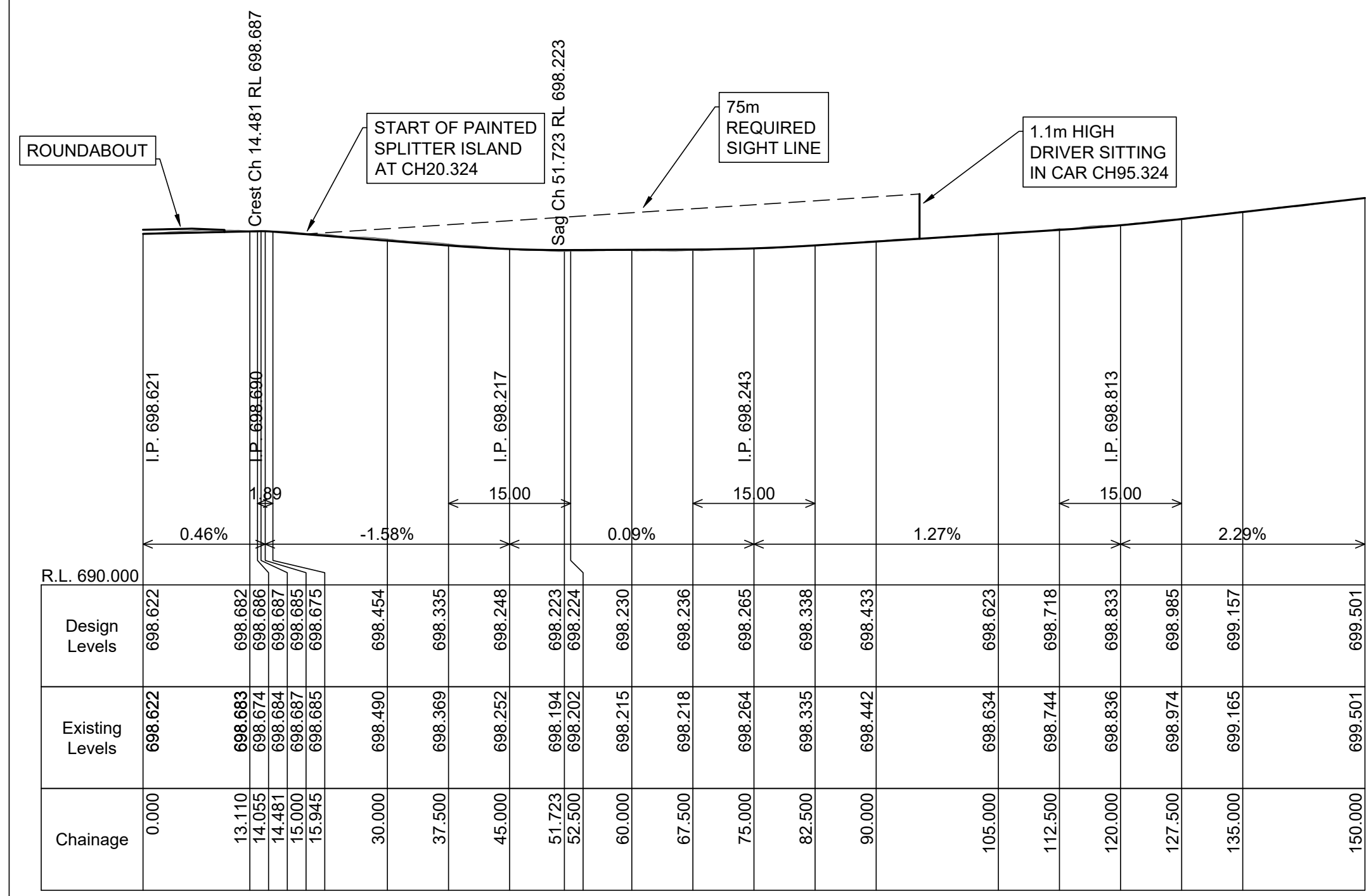




CRITERION 2: SIGHT DISTANCE REFERS TO THE DRIVER'S ABILITY TO DETECT AN ACCEPTABLE GAP OF 4 SEC TO 5 SEC FOR CARS ON THE ADJACENT LEGS.  
DESIGN SPEED = 30km/h (ON THE CIRCULATING ROADWAY)  
ROAD TYPE - ARTERIAL ROAD  
CRITICAL ACCEPTANCE GAP = 5 SECONDS  
REQUIRED SIGHT DISTANCE = 42m  
COMPLIES - YES

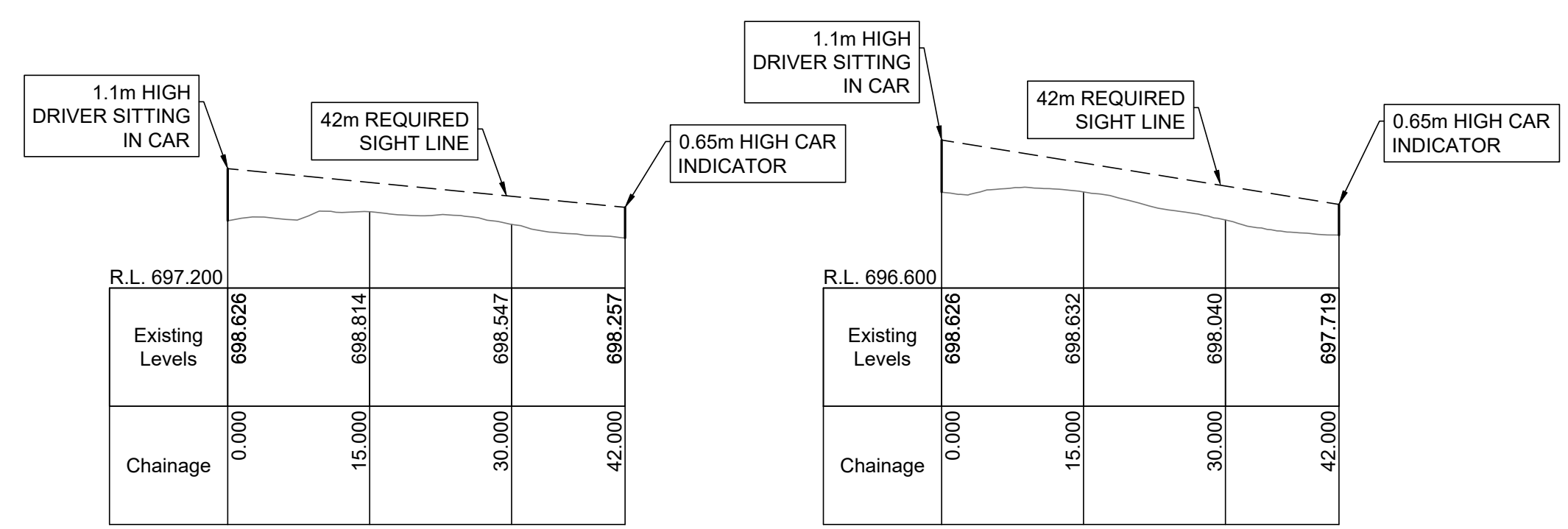
LEG 3 PLAN  
RATIO:- 1:200

NOTE: ALL ROADS AT PROPOSED ROUNDABOUT ARE SIGNPOSTED AT 50km/h, THEREFORE A DESIGN SPEED OF 60km/h AND A REACTION TIME OF 2 SECONDS HAS BEEN ADOPTED AS RECOMMENDED IN AUSTRROADS GUIDES.  
BASIC APPROACH SIGHT DISTANCE (ASD) = 73m  
CORRECTION FOR GRADE (2% DOWNGRADE) = -2m  
REQUIRED ASD = 75m  
AVAILABLE ASD = 103.5m (>75m)  
COMPLIES - YES



REPRESENTATION OF SIGHT LINE FOR NORTHBOUND TRAFFIC APPROACHING ROUNDABOUT FROM SOUTH - SIGHT LINE S1  
RATIO - H 1:500 V 1:100

AUSTROADS CRITERION 1 - APPROACH SIGHT DISTANCE



AUSTROADS CRITERION 2 - SIGHT DISTANCE

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REV	DESCRIPTION	DATE	DRN	APP	REV	DESCRIPTION	DATE	DRN	APP
A	ISSUED FOR S.138 APPROVAL	15/01/2023	D.P.	T.H.					

Client: PRIME MOSS VALE PTY LTD

SCALE 1:500 AT A1 SIZE  
SCALE 1:200 AT A1 SIZE

Designed Date: 18-01-2023  
Drawn: D.P.  
Approved Date: 18-01-2023  
PS Number: -

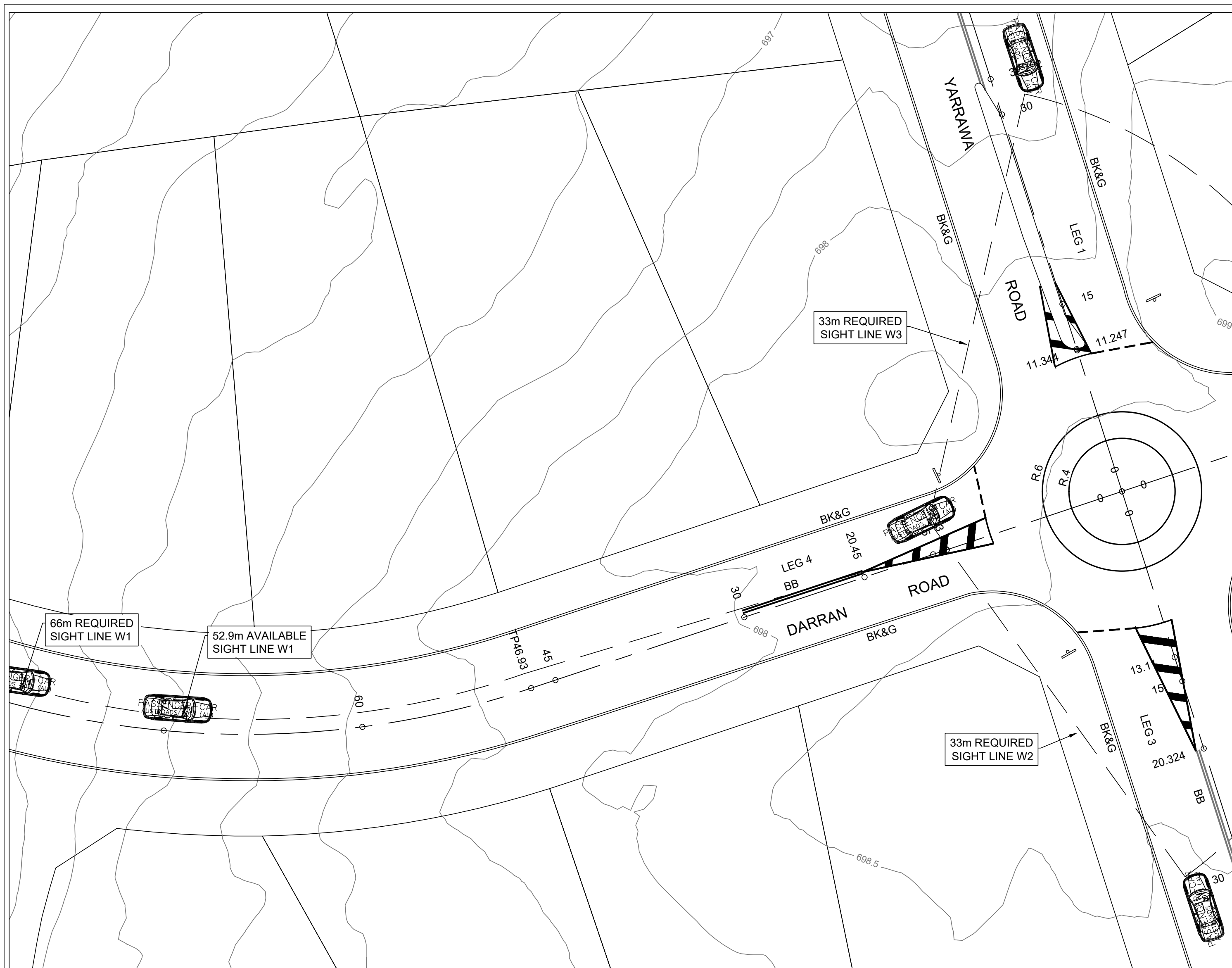
T.H.  
T.H.

**BW Beveridge Williams**  
32 Iolanthe St  
Campbelltown, NSW 2560  
ph: 02 4625 5055  
www.beveridgewilliams.com.au

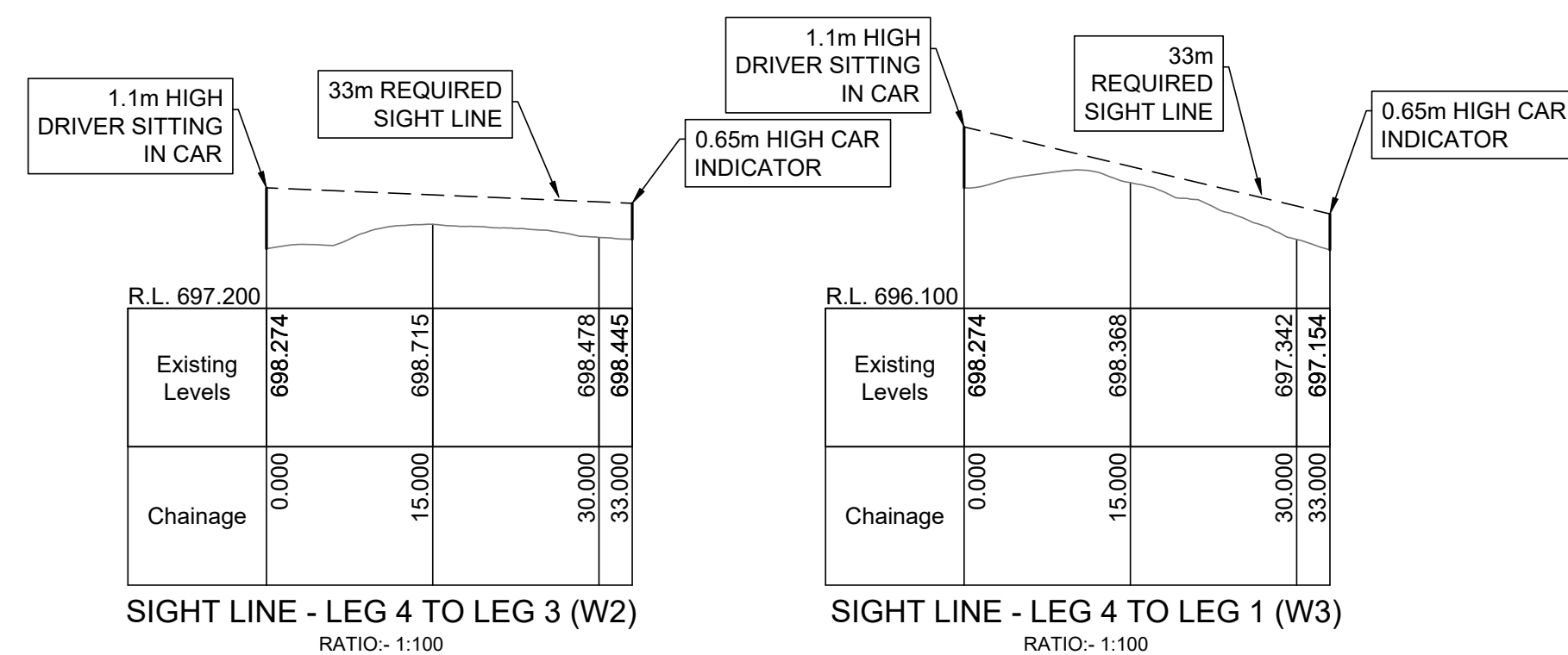
Project Details: YARRAWA ROAD/SPENCER STREET ROUNDABOUT PLANS  
Drawing Title: LEG 3 SIGHT LINES

Sheet 06 of 10  
Scale: AS SHOWN  
Project Ref: 18001  
Stage No: 203  
Drawing No: 013  
Rev: A





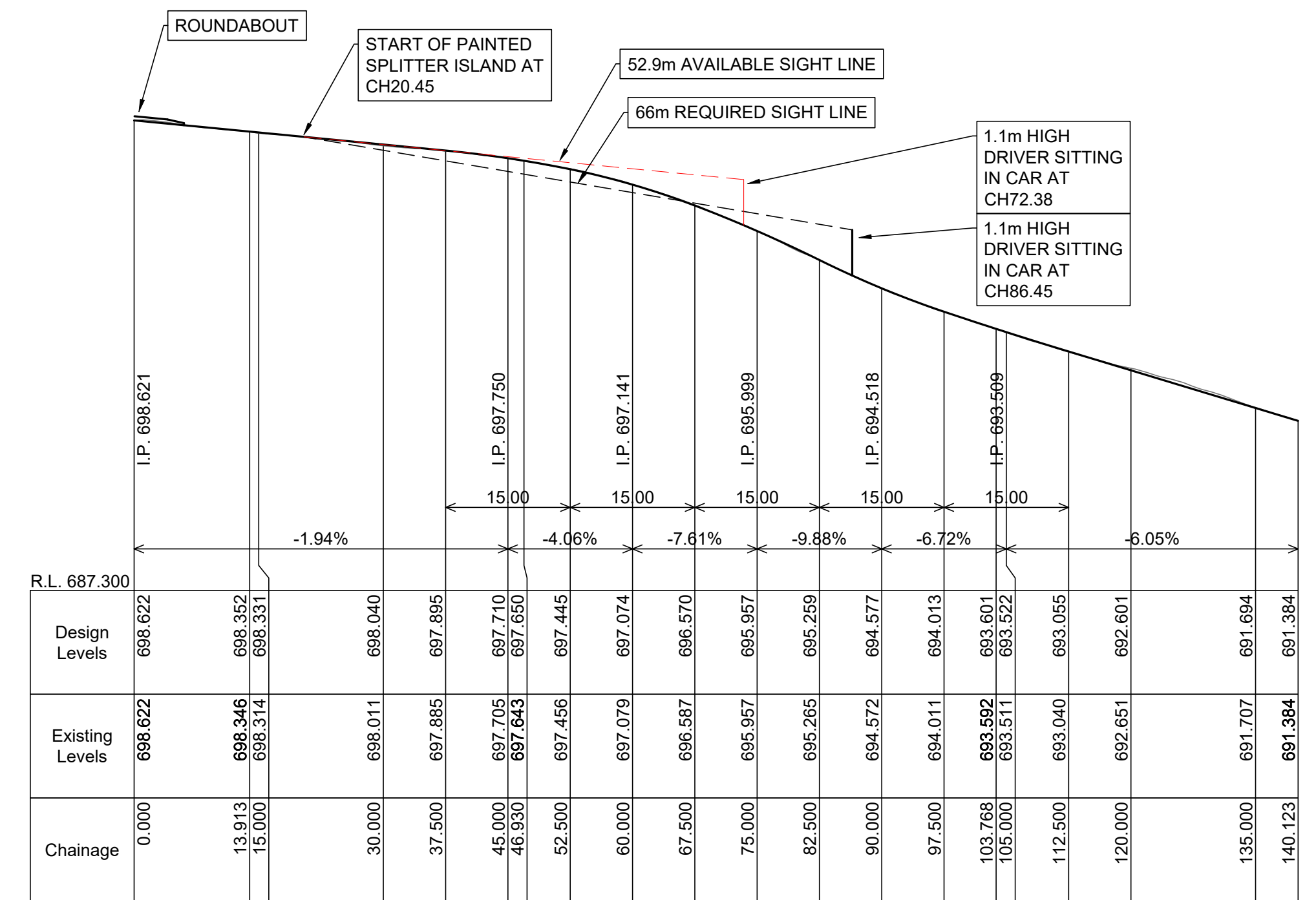
LEG 4 PLAN  
RATIO:- 1:200



AUSTROADS CRITERION 2 - SIGHT DISTANCE

CRITERION 2: SIGHT DISTANCE REFERS TO THE DRIVER'S ABILITY TO DETECT AN ACCEPTABLE GAP OF 4 SEC TO 5 SEC FOR CARS ON THE ADJACENT LEGS.  
DESIGN SPEED = 30km/h (ON THE CIRCULATING ROADWAY)  
ROAD TYPE - LOCAL STREET  
CRITICAL ACCEPTANCE GAP = 4 SECONDS  
REQUIRED SIGHT DISTANCE = 33m  
COMPLIES - YES

NOTE: ALL ROADS AT PROPOSED ROUNDABOUT ARE SIGNPOSTED AT 50km/h, THEREFORE A DESIGN SPEED OF 60km/h AND A REACTION TIME OF 2 SECONDS HAS BEEN ADOPTED AS RECOMMENDED IN AUSTROADS GUIDES.  
BASIC APPROACH SIGHT DISTANCE (ASD) = 73m  
CORRECTION FOR GRADE (8% UPGRADE) = -8m  
REQUIRED ASD = 66m  
AVAILABLE ASD = 52.9m (<66m)  
COMPLIES - NO, NOTING THAT RESTRICTED SIGHT DISTANCE APPLIES EQUALLY TO THE EXISTING GIVE WAY SIGN CURRENTLY INSTALLED BY COUNCIL.



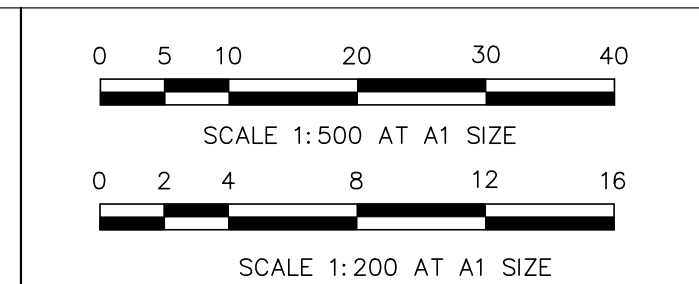
REPRESENTATION OF SIGHT LINE FOR EASTBOUND TRAFFIC APPROACHING ROUNDABOUT FROM WEST - SIGHT LINE W1  
RATIO:- H 1:500 V 1:100

AUSTROADS CRITERION 1 - APPROACH SIGHT DISTANCE

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Client:	PRIME MOSS VALE PTY LTD
Scale:	SCALE 1:100 AT A1 SIZE



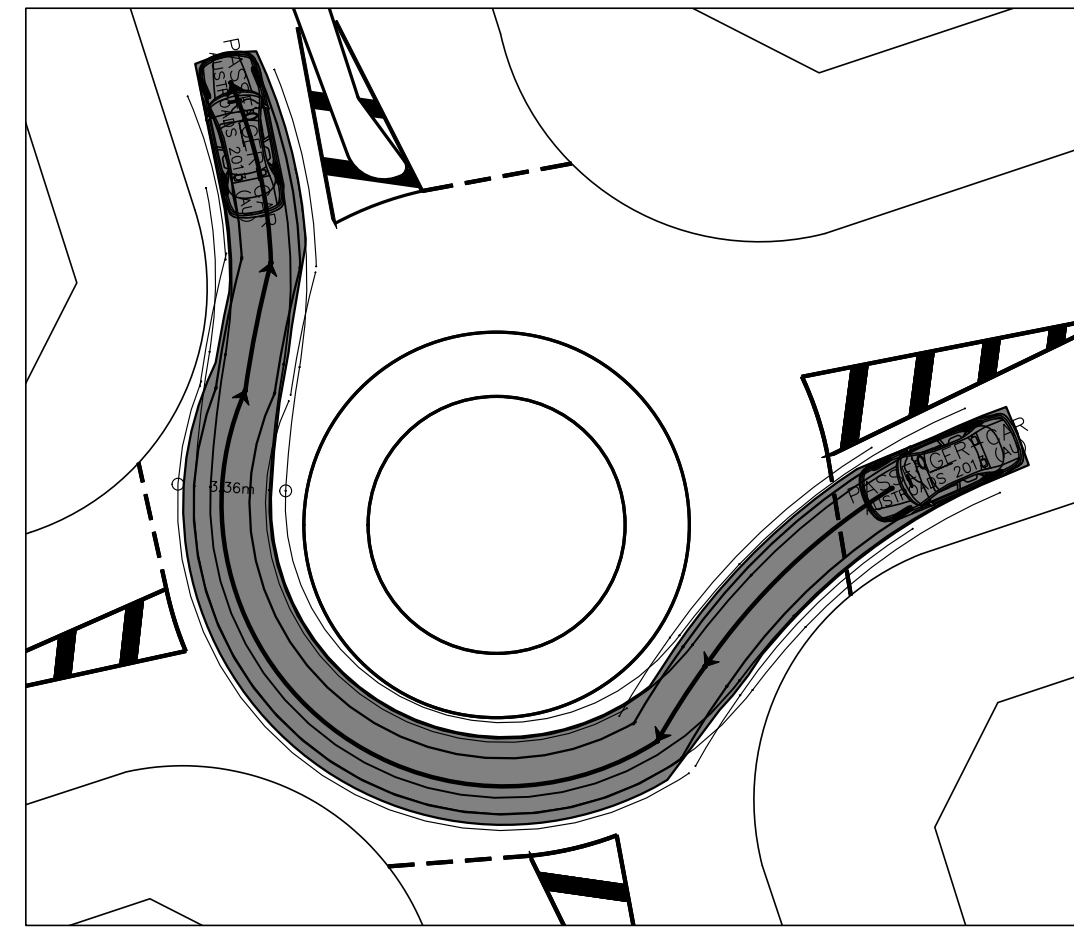
Designed Date:	18-01-2023
Drawn:	D.P.
Approved Date:	18-01-2023
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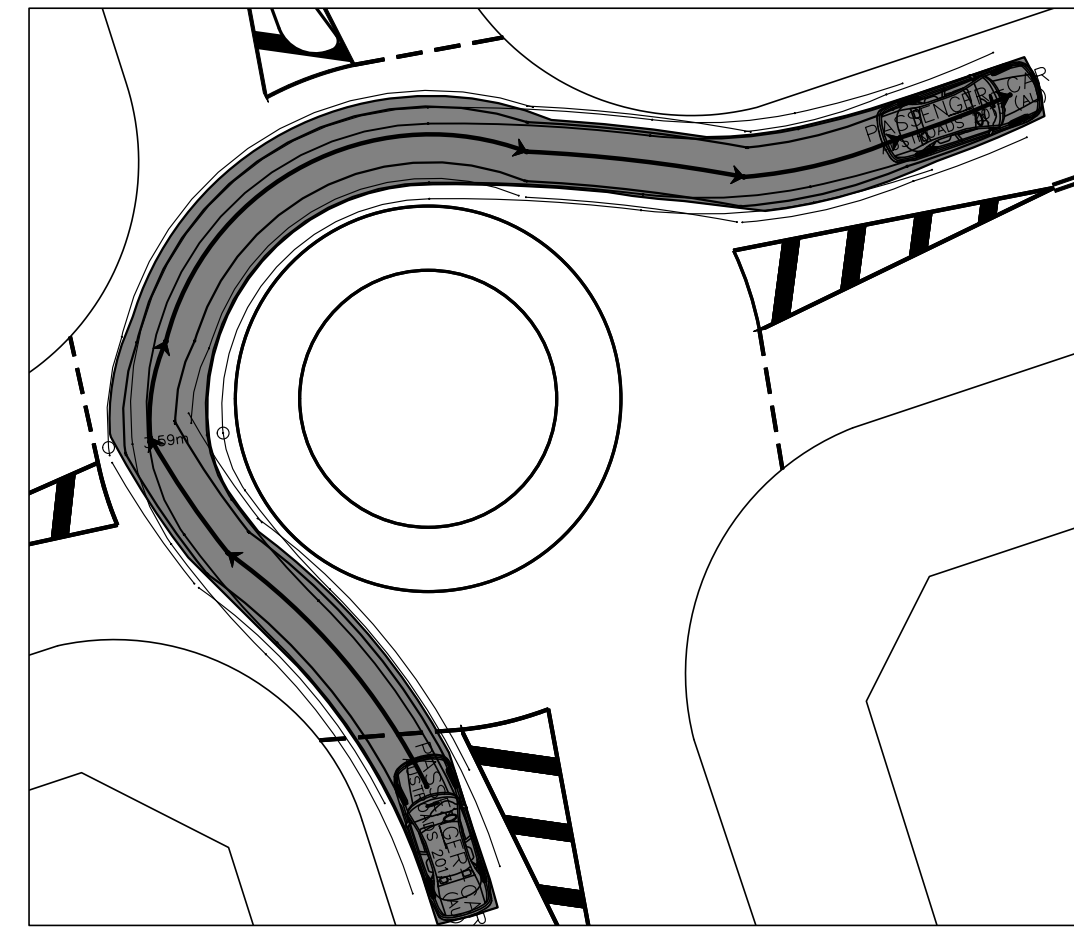
Project Details:	YARRAWA ROAD/SPENCER STREET ROUNDABOUT PLANS
Drawing Title:	LEG 4 SIGHT LINES

Sheet	07 of 10
Scale	AS SHOWN
Project Ref	18001
Stage No	203
Drawing No	014
Rev	A

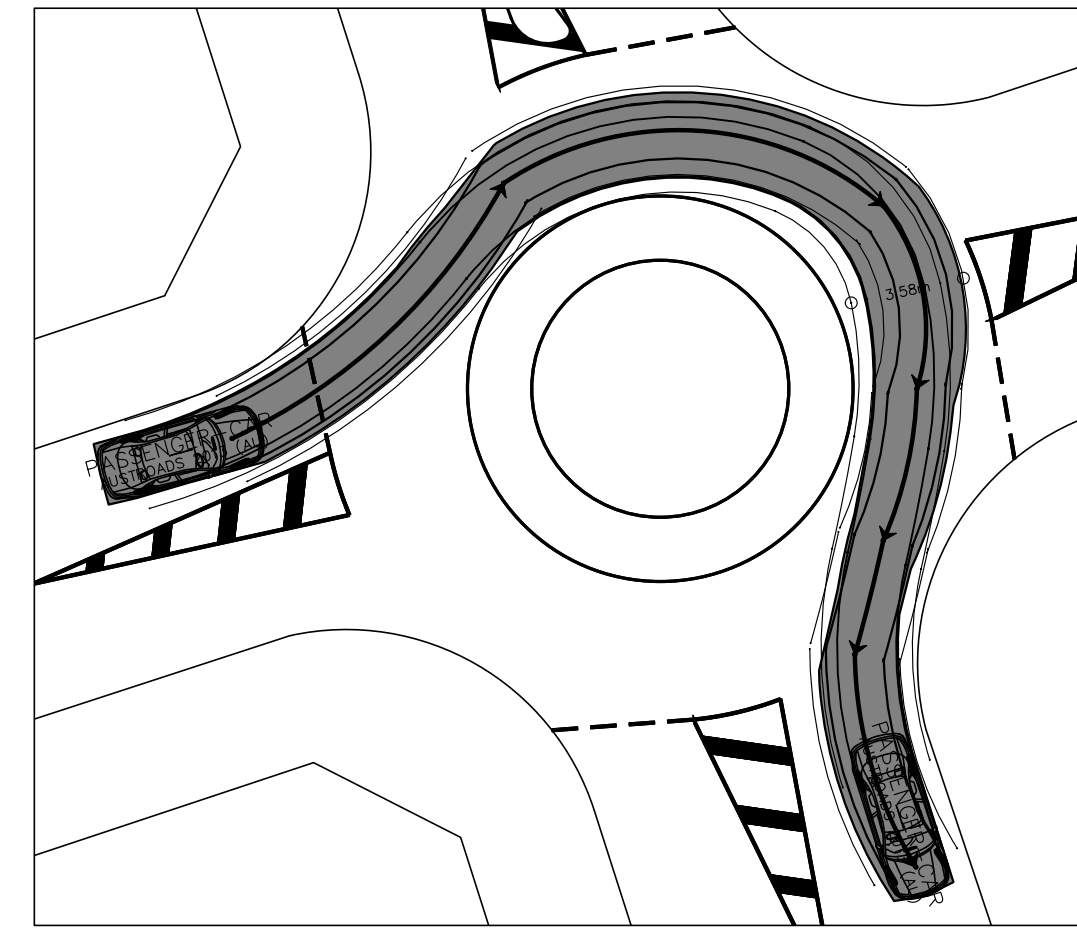




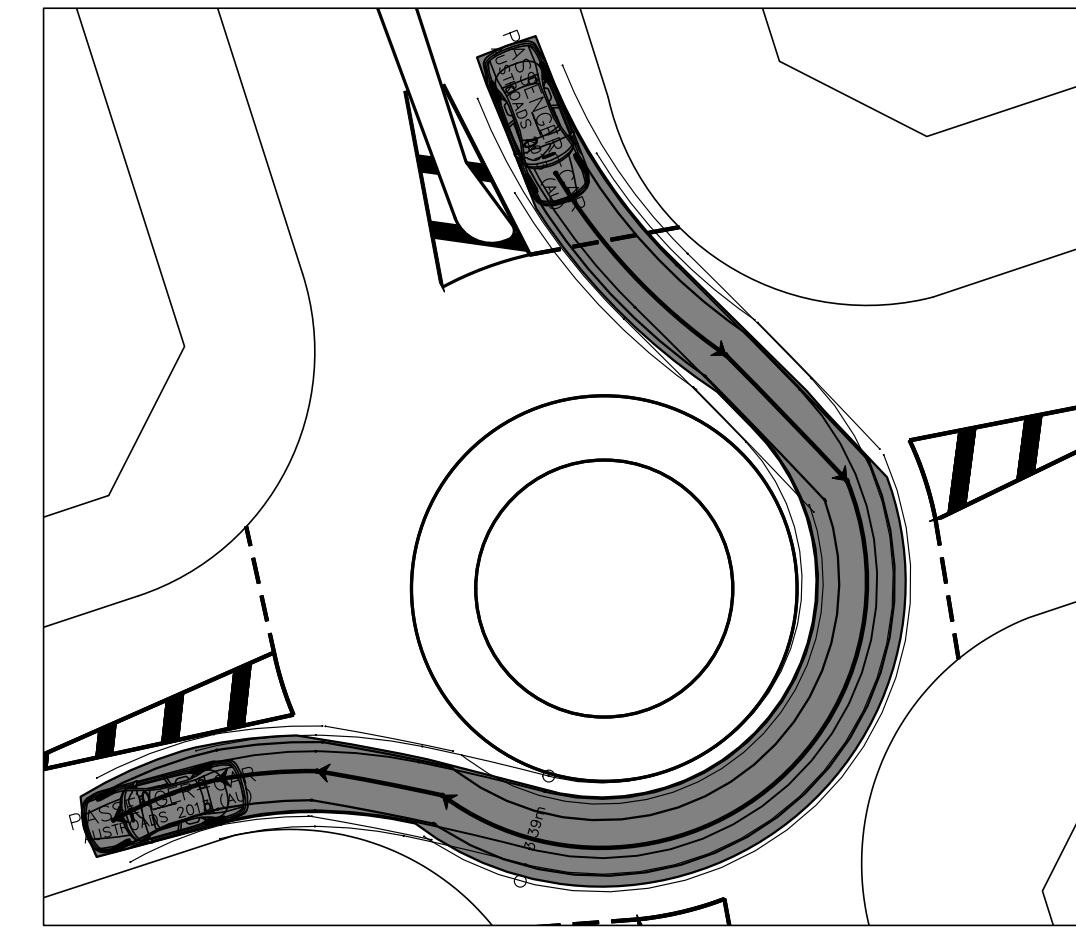
CAR TURN NORTHBOUND  
RATIO:- 1:200



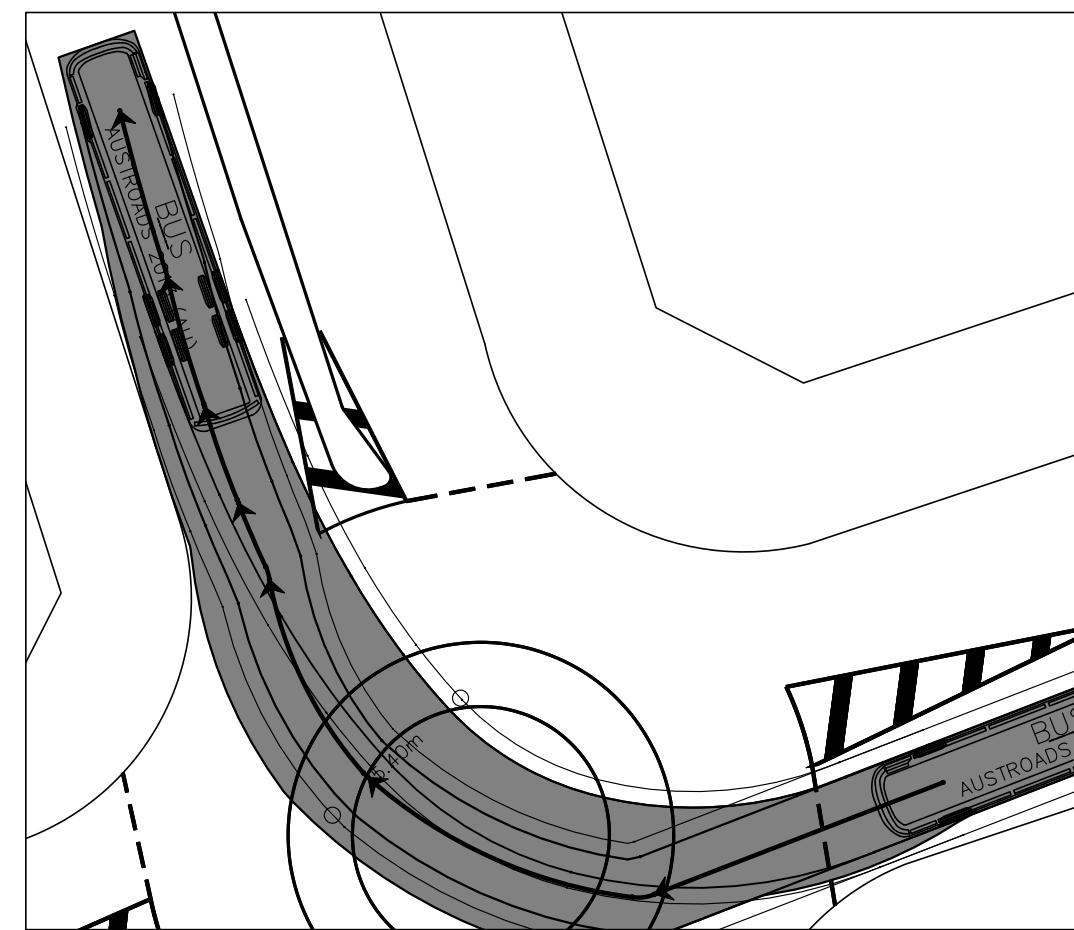
CAR TURN EASTBOUND  
RATIO:- 1:200



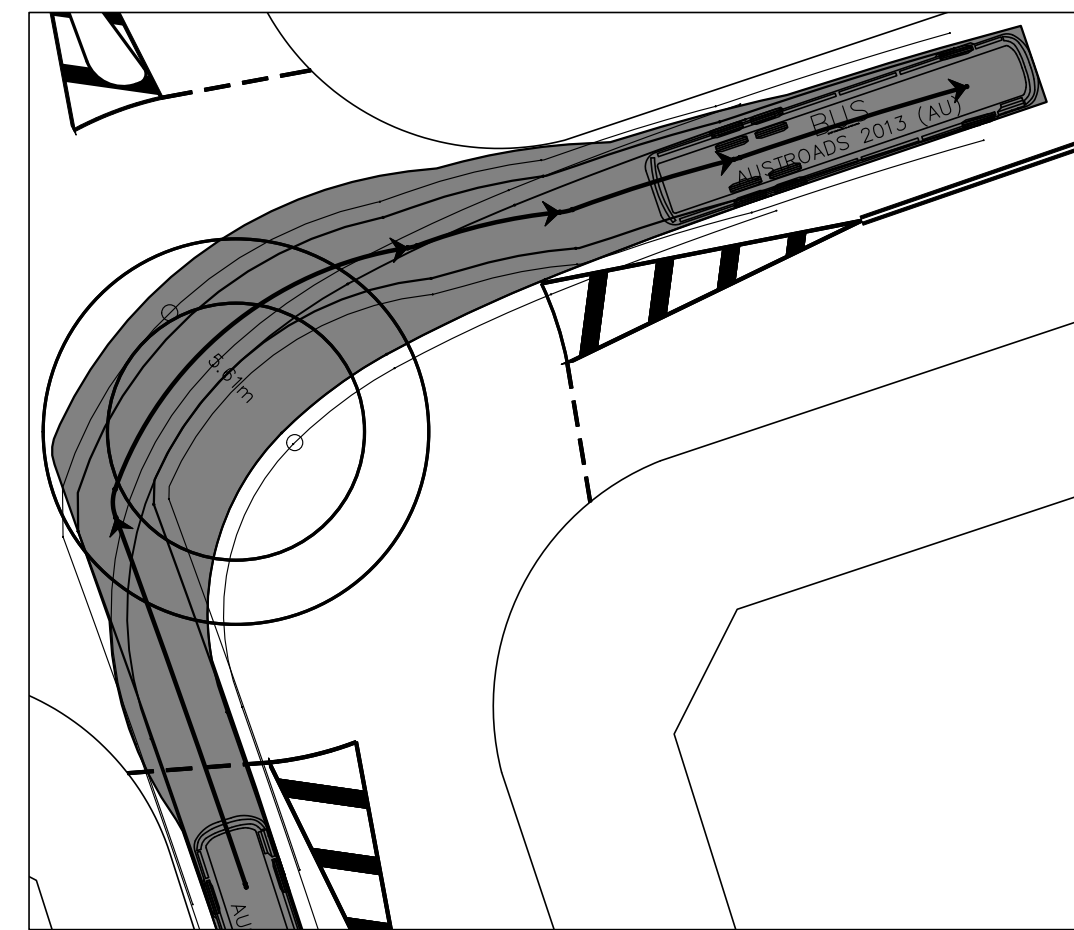
CAR TURN SOUTHBOUND  
RATIO:- 1:200



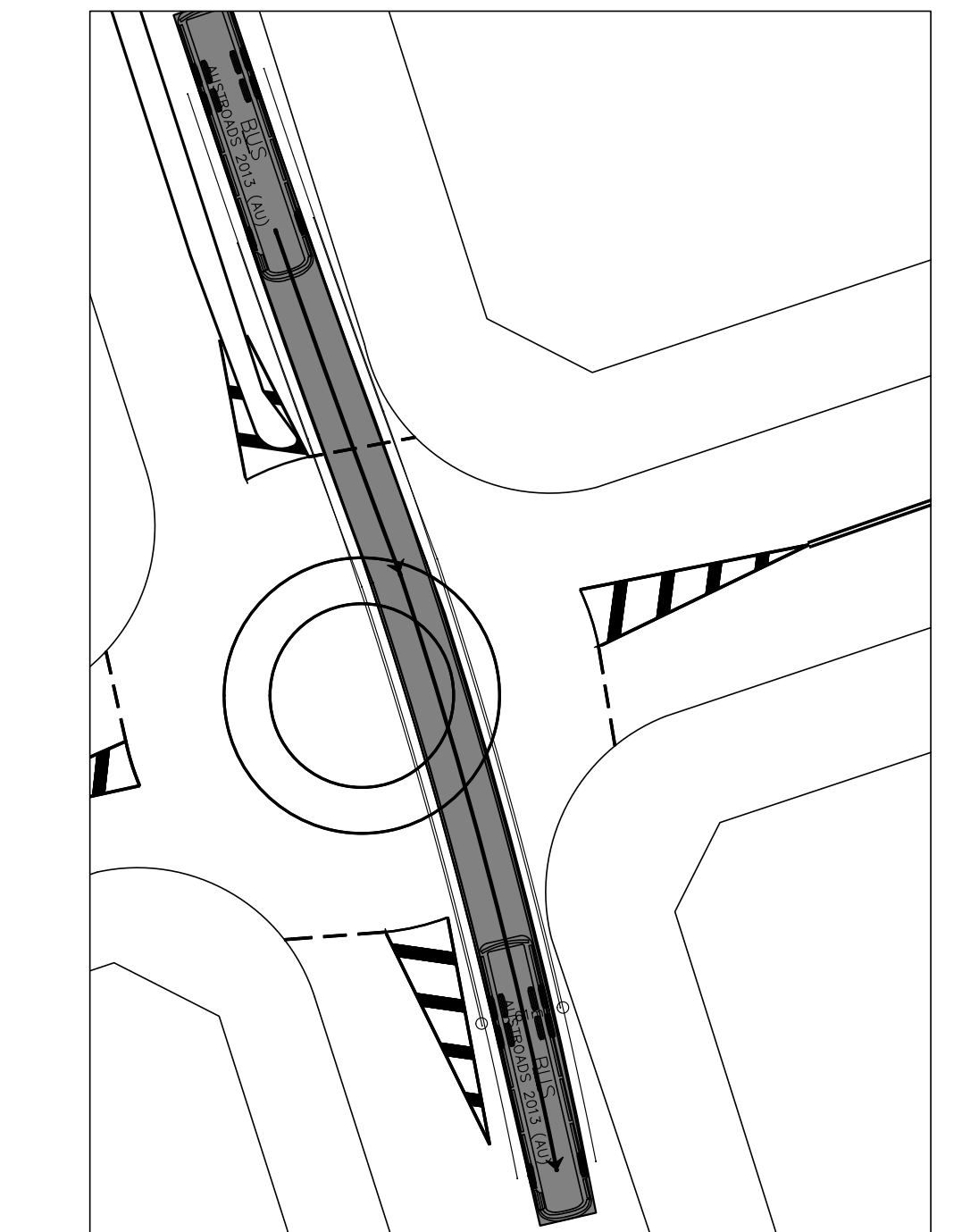
CAR TURN WESTBOUND  
RATIO:- 1:200



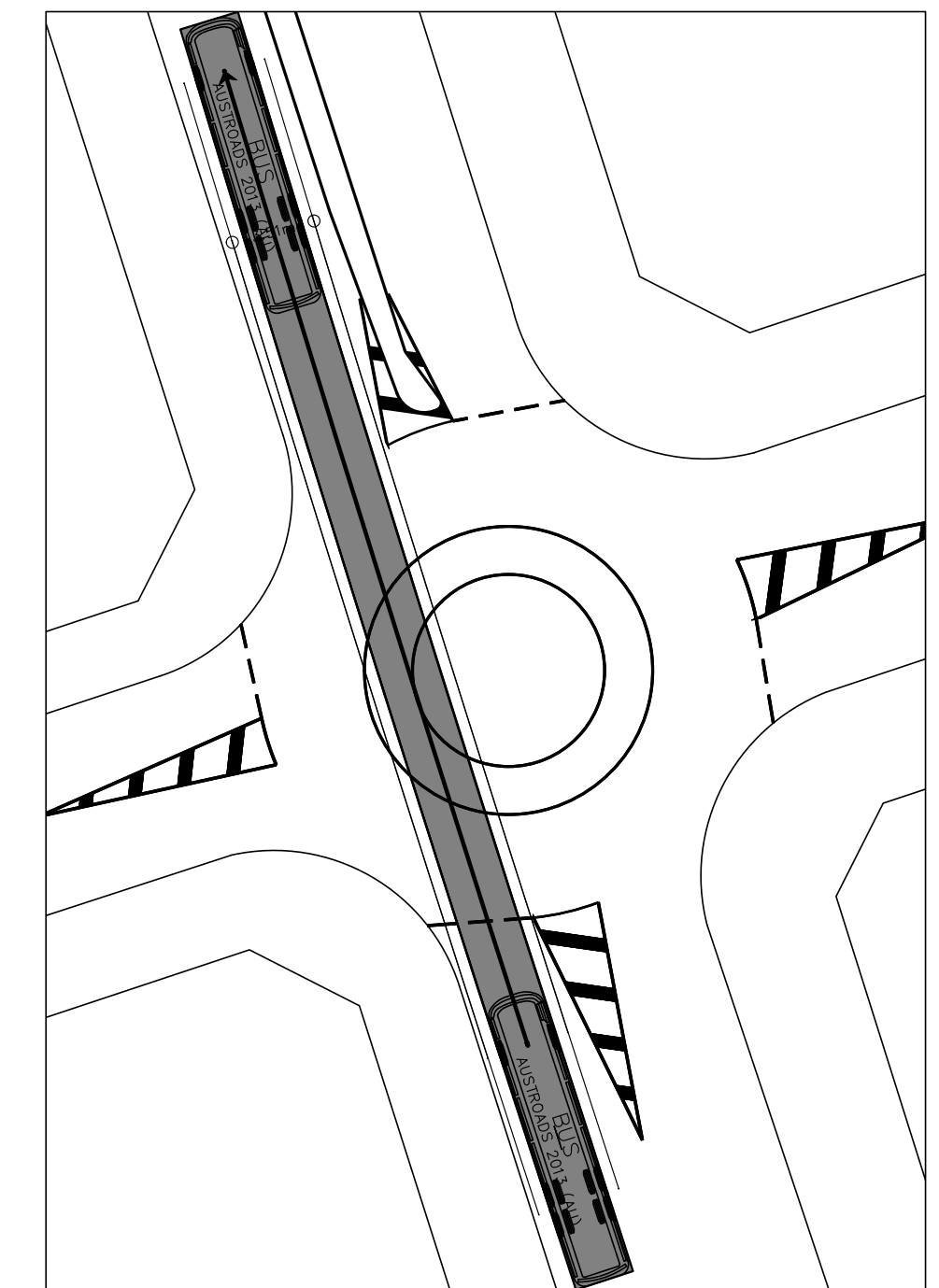
BUS TURN NORTHBOUND  
RATIO:- 1:200



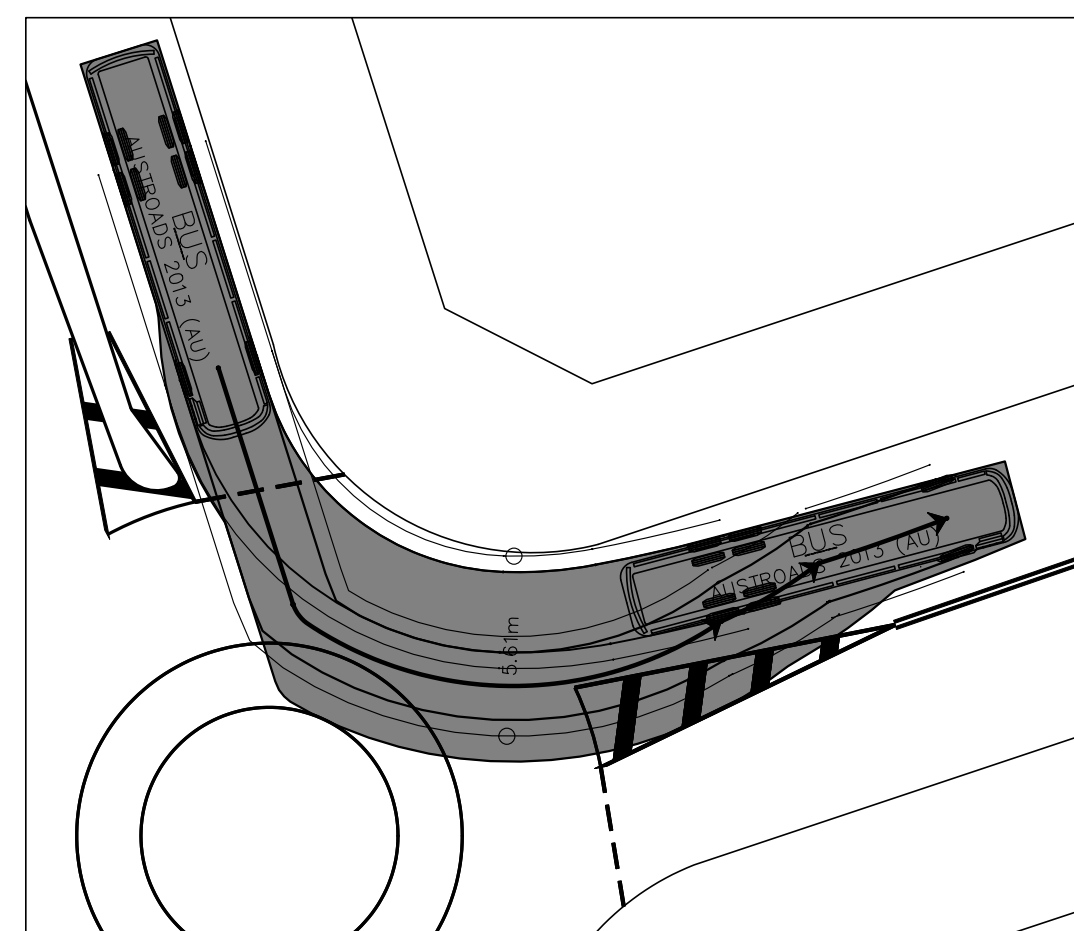
BUS TURN EASTBOUND 1  
RATIO:- 1:200



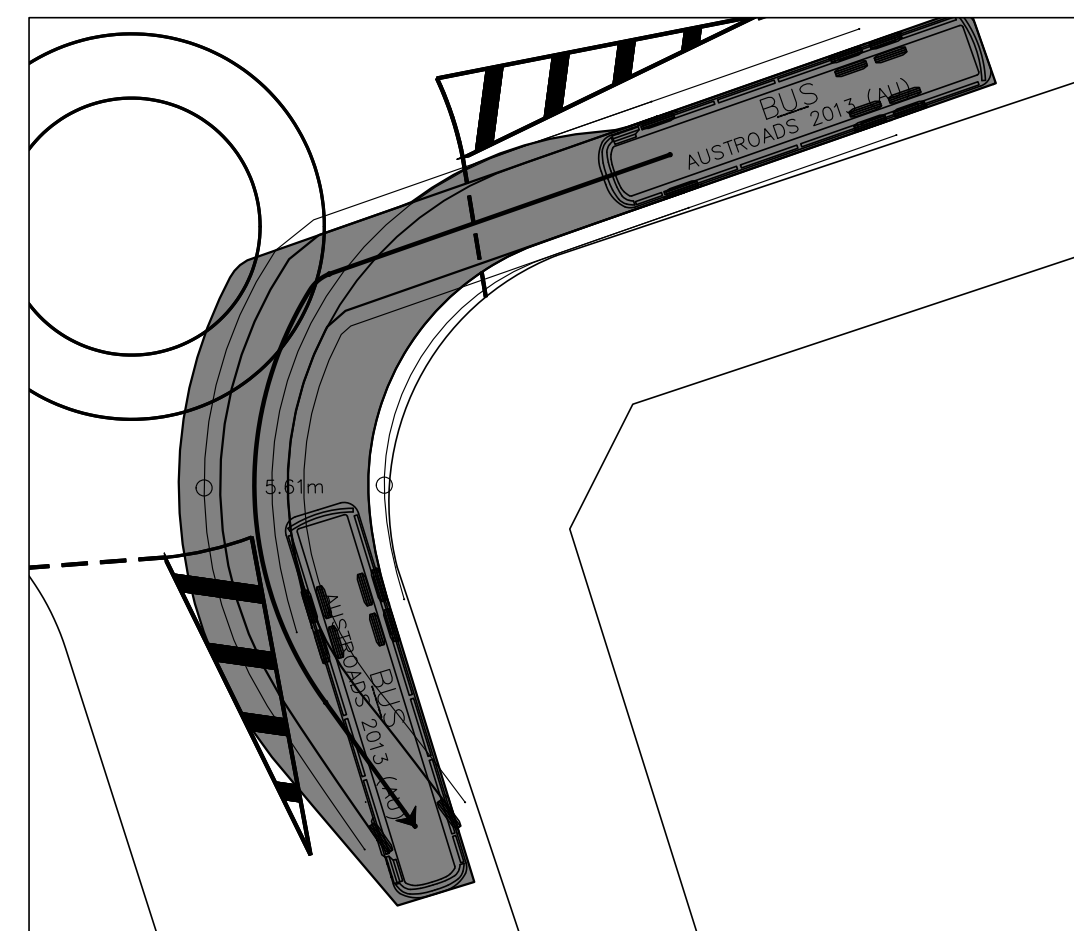
BUS NORTHBOUND 2  
RATIO:- 1:250



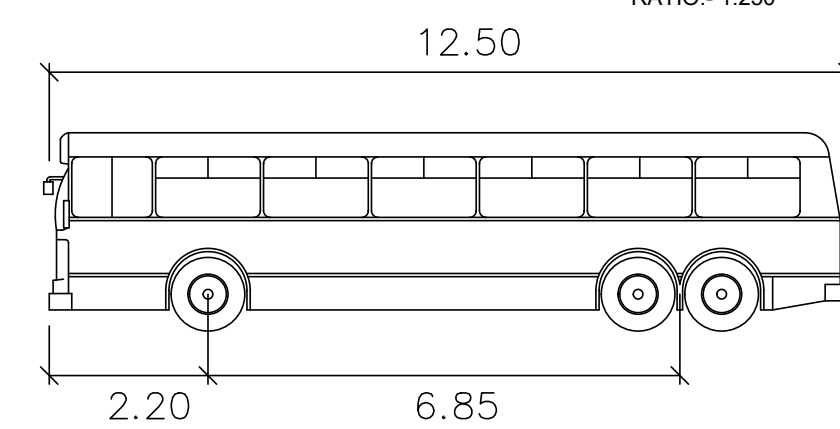
BUS NORTHBOUND 2  
RATIO:- 1:250



BUS TURN EASTBOUND 2  
RATIO:- 1:200

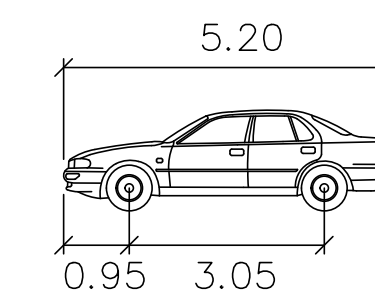


BUS TURN SOUTHBOUND  
RATIO:- 1:200



BUS

Width : 2.50 meters  
Track : 2.50  
Lock to Lock Time : 6.0  
Steering Angle : 36.6



PASSENGER-CAR

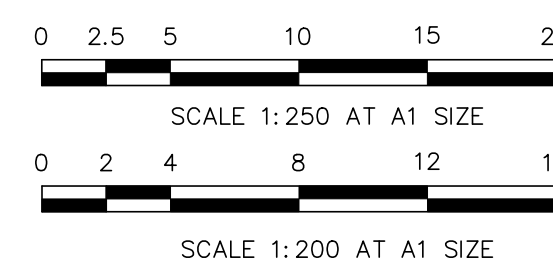
Width : 1.94 meters  
Track : 1.84  
Lock to Lock Time : 6.0  
Steering Angle : 33.6

LEGEND	
FRONT TYRES	
REAR TYRES	
VEHICLE BODY	
0.5m CLEARANCE	

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REV	DESCRIPTION	DATE	DRN	APP	REV	DESCRIPTION	DATE	DRN	APP
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Client: PRIME MOSS VALE PTY LTD



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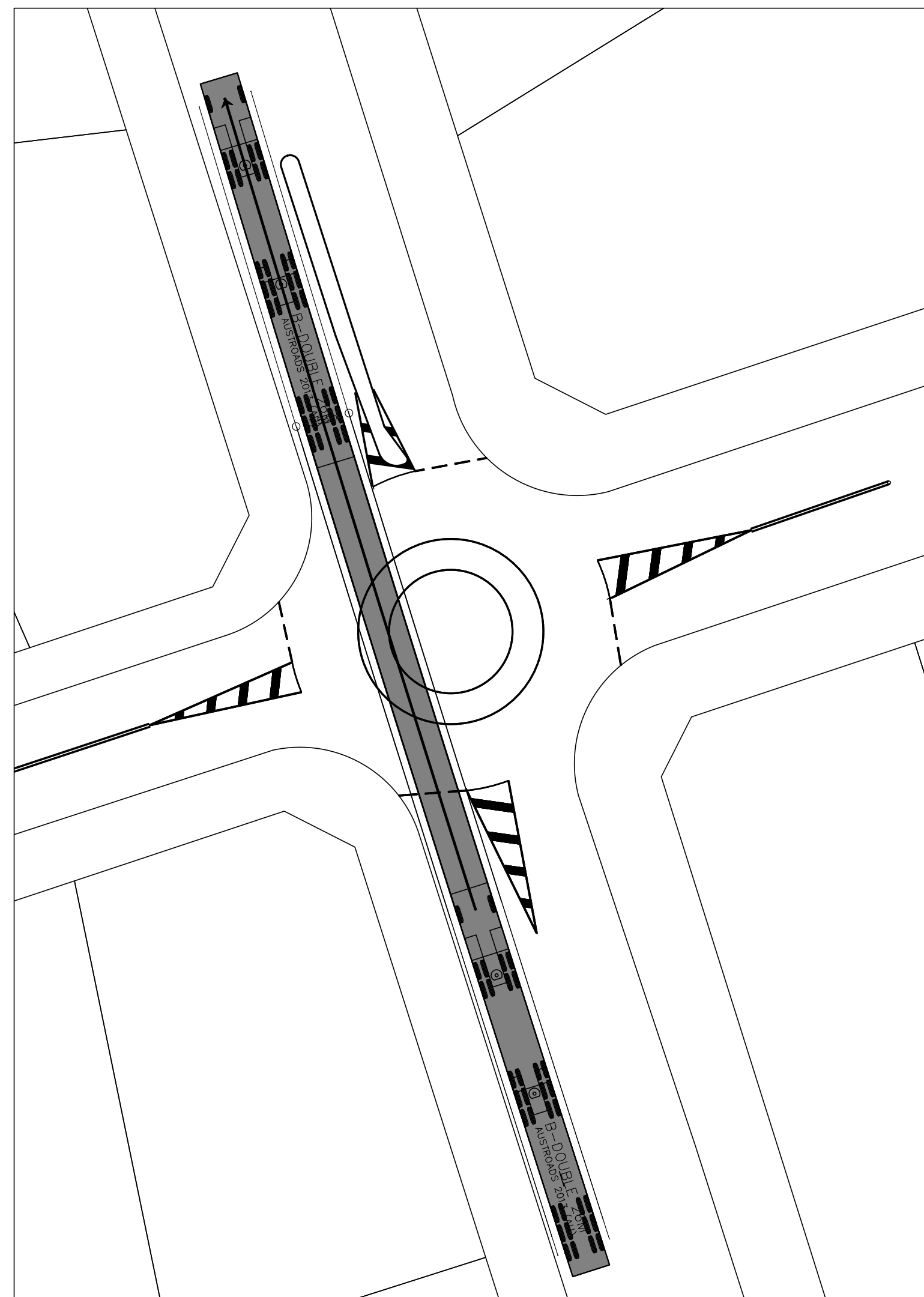
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Drawing Title: CAR & BUS SWEPT PATH ANALYSIS'

Sheet 08 of 10

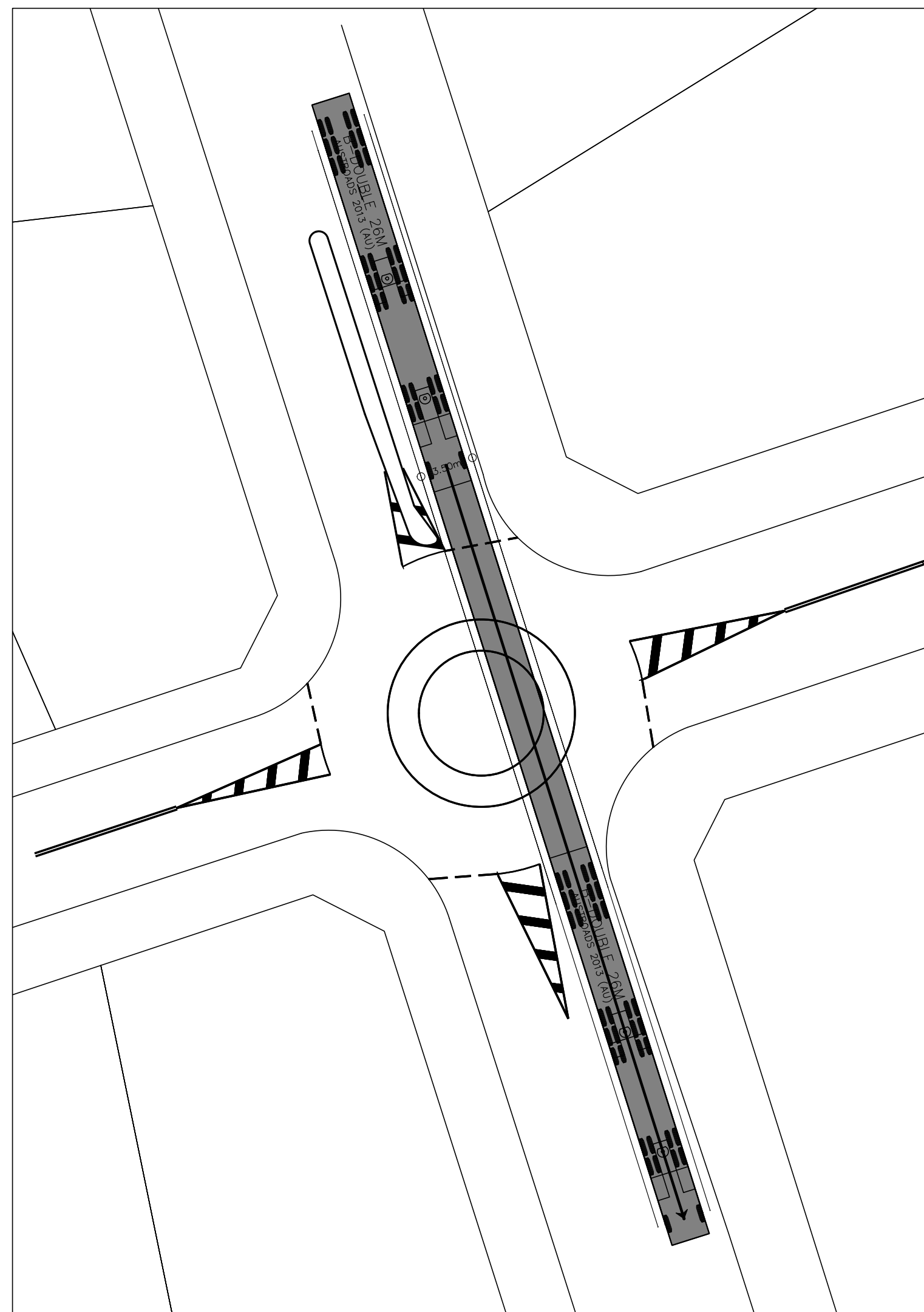
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Project Ref	Stage No	Drawing No	Rev
18001	203	016	A

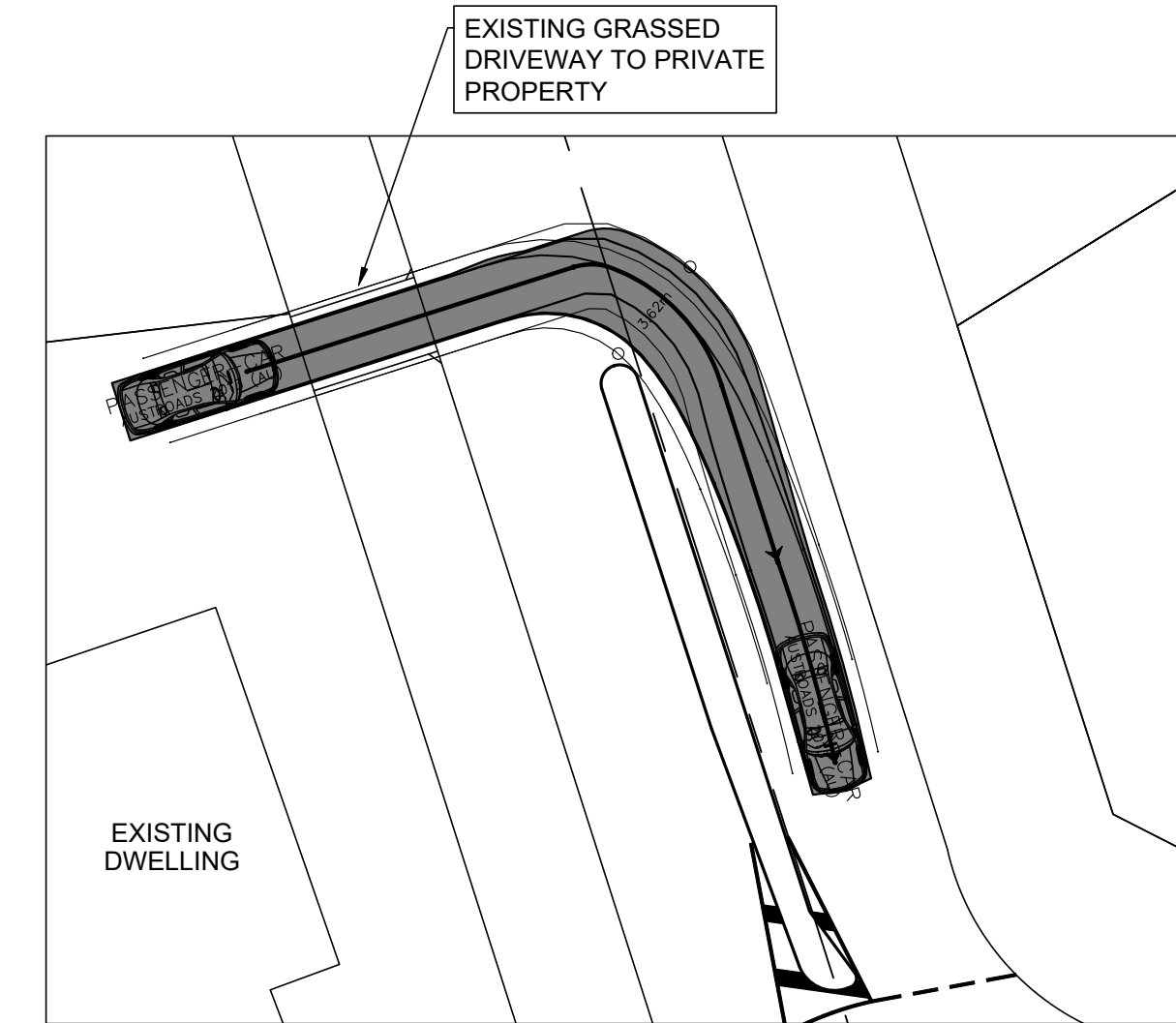




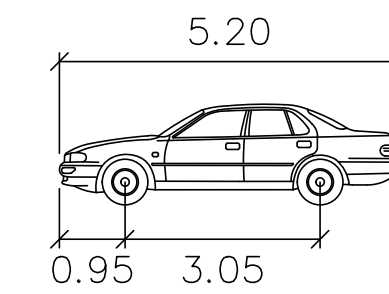
**B-DOUBLE NORTHBOUND**  
RATIO: 1:250



**B-DOUBLE SOUTHBOUND**  
RATIO: 1:250

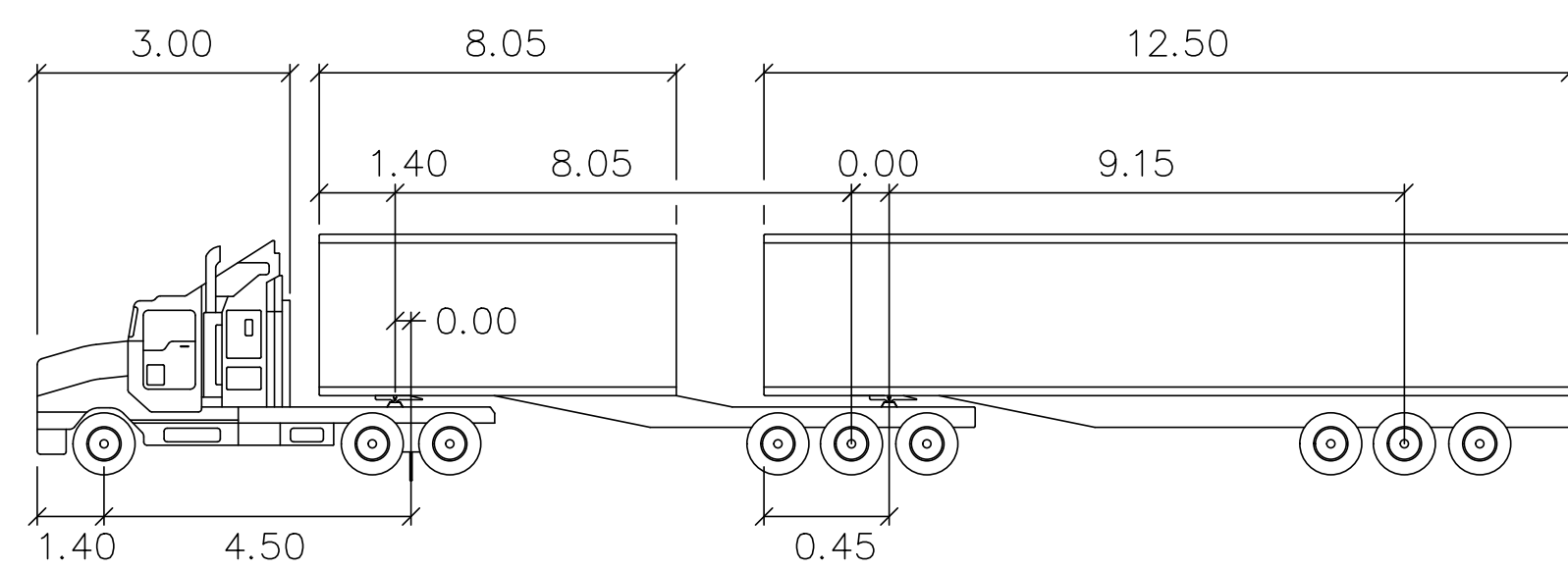


**CAR TURN OUT OF DRIVEWAY SOUTHBOUND**  
RATIO: 1:200



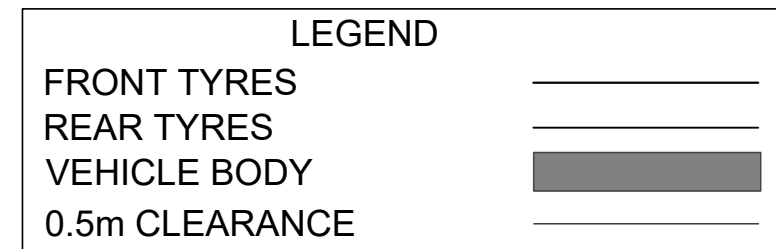
**PASSENGER-CAR**

	meters
Width	: 1.94
Track	: 1.84
Lock to Lock Time	: 6.0
Steering Angle	: 33.6



**B-DOUBLE 26M**

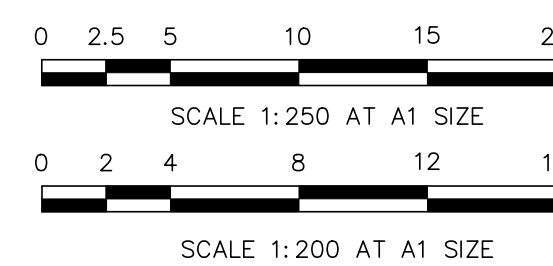
	meters		
Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Tractor Track	: 1.40	Steering Angle	: 23.4
Trailer Width	: 8.05	Articulating Angle	: 70.0
Trailer Track	: 2.50		



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REV	DESCRIPTION	DATE	DRN	APP	REV	DESCRIPTION	DATE	DRN	APP
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Client:  
PRIME MOSS VALE PTY LTD



Designed Date: 18-01-2023  
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Project Details  
YARRAWA ROAD/SPENCER STREET  
ROUNDAABOUT PLANS

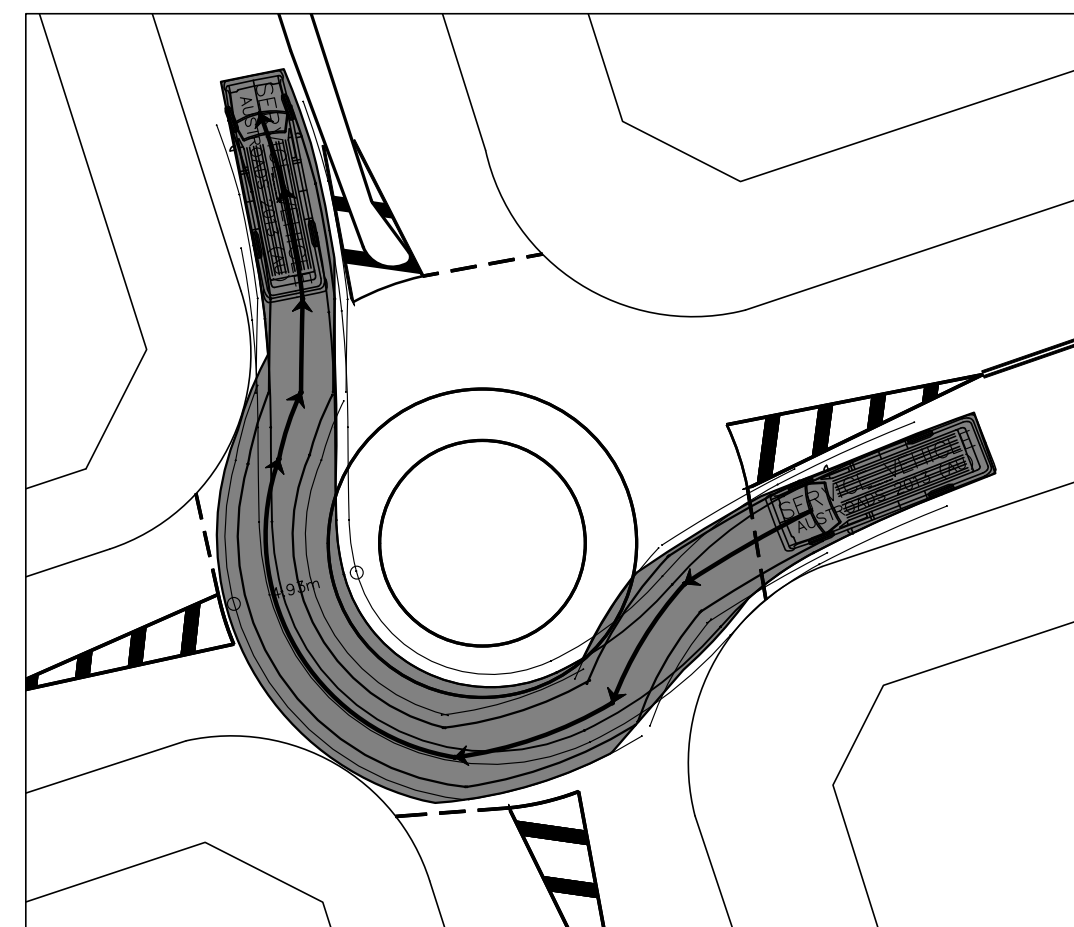
Drawing Title  
B-DOUBLE SWEEP PATH ANALYSIS'

Sheet 09 of 10

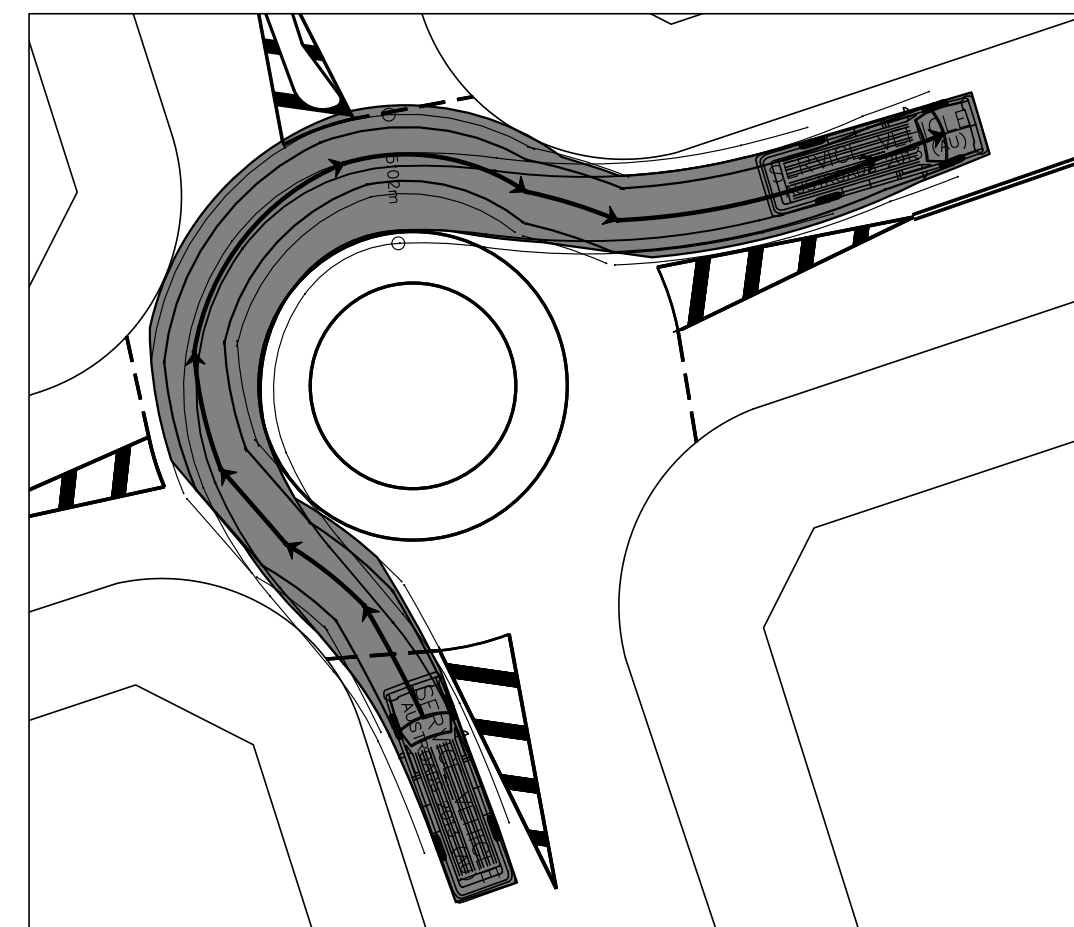
Scale  
AS SHOWN

Project Ref	Stage No	Drawing No	Rev
18001	203	017	A

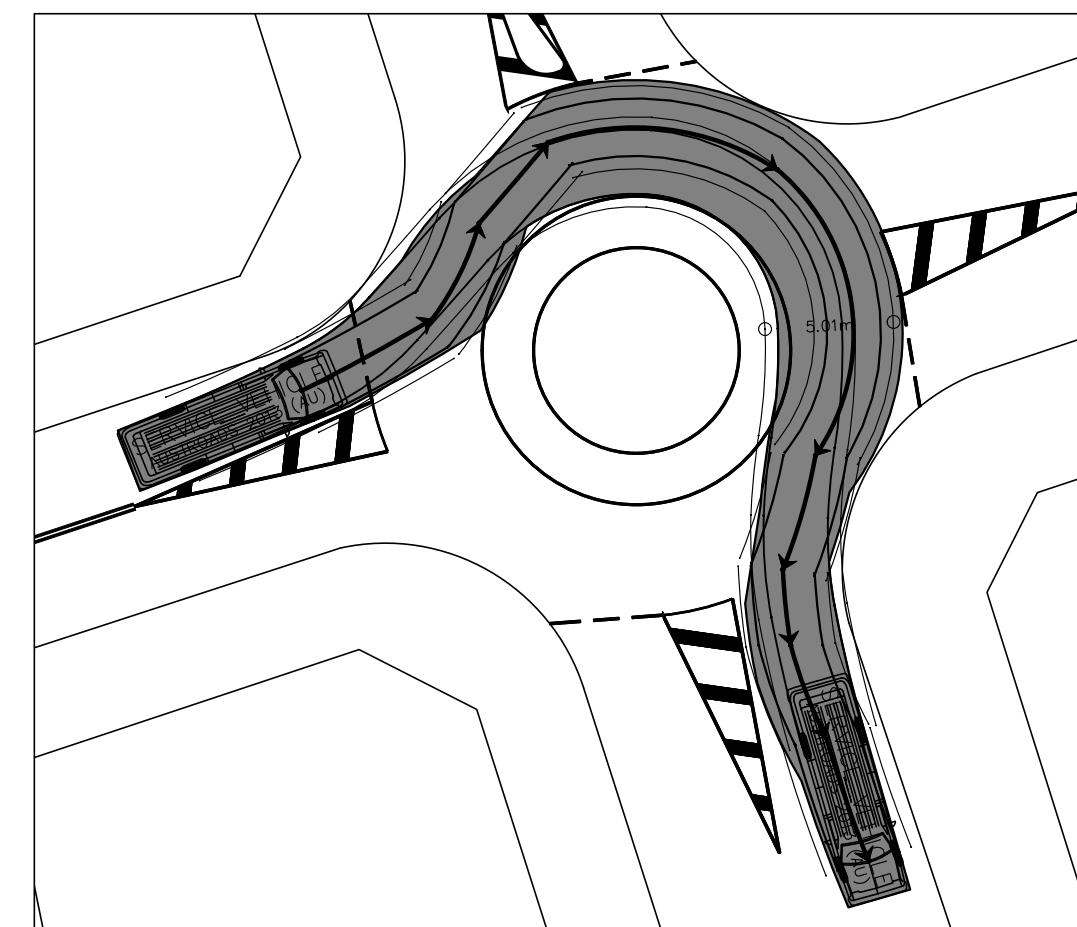




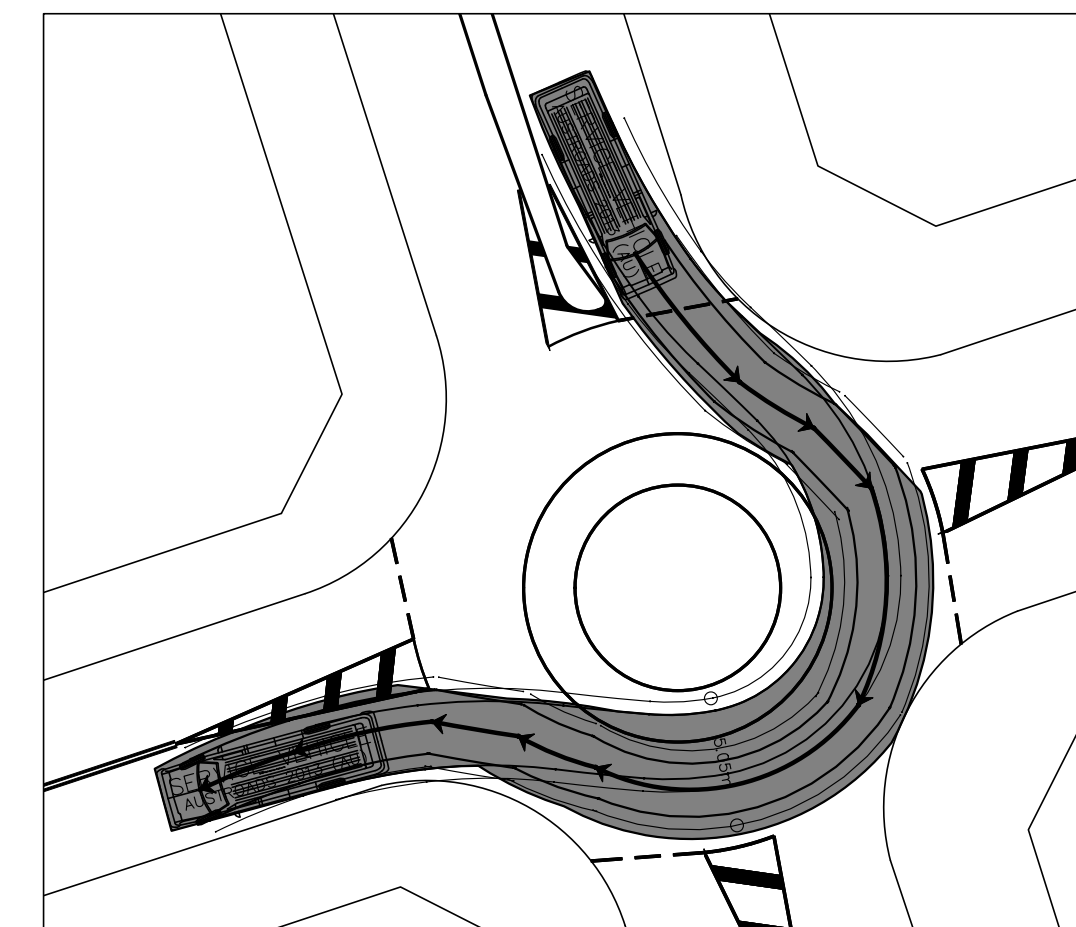
SERVICE VEHICLE TURN NORTHBOUND  
RATIO:- 1:250



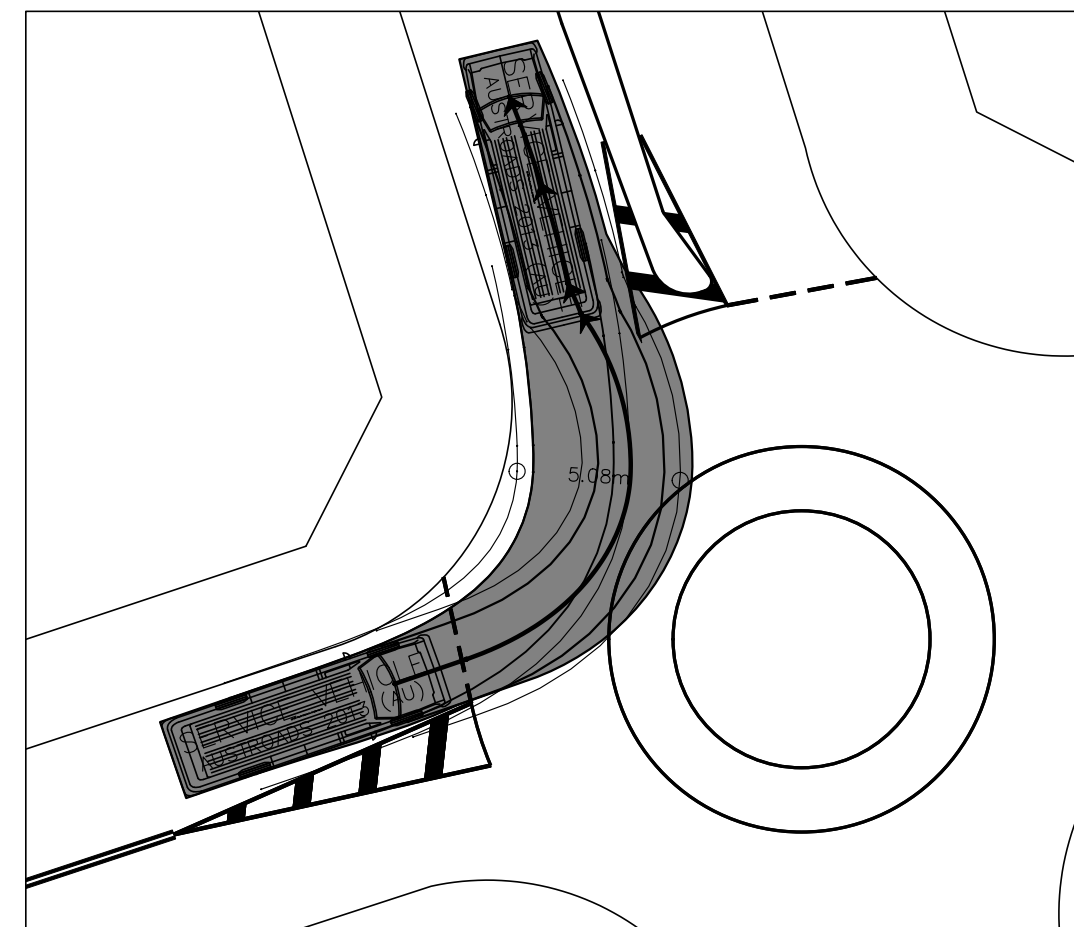
SERVICE VEHICLE TURN EASTBOUND  
RATIO:- 1:250



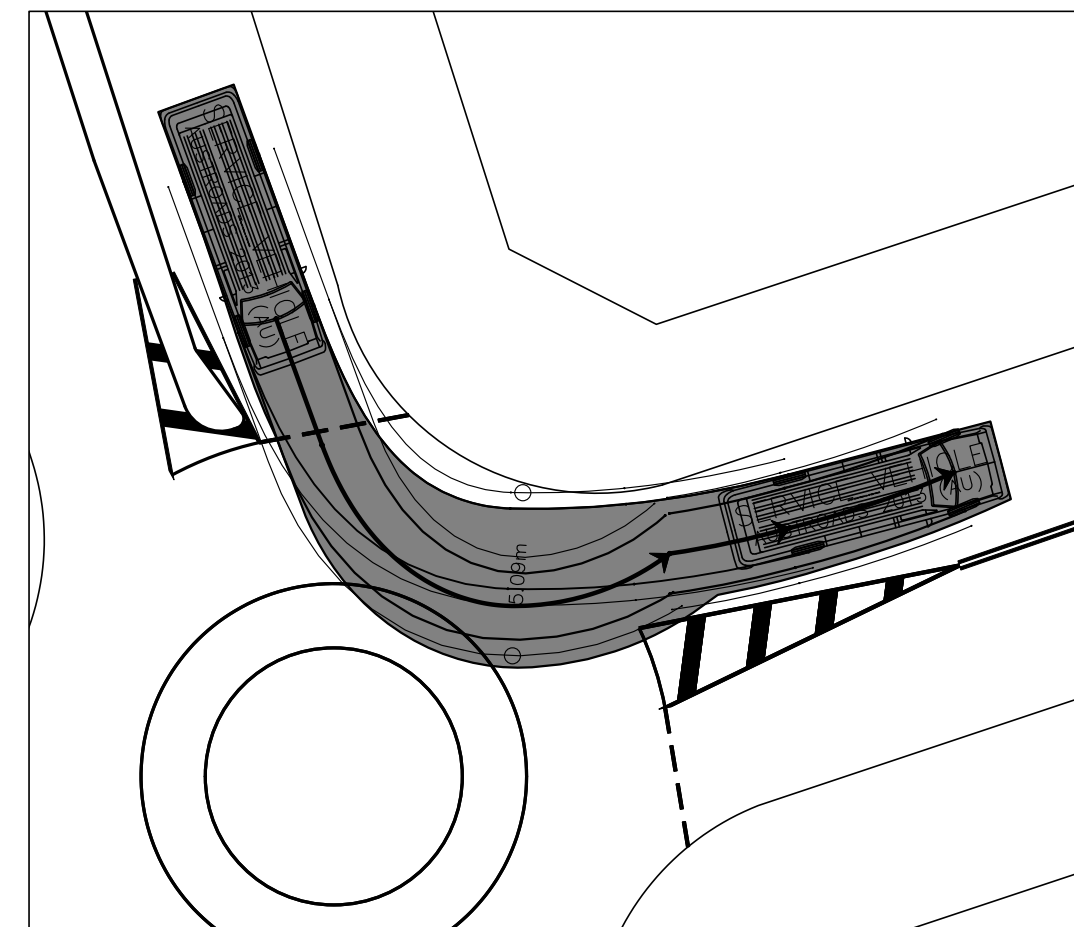
SERVICE VEHICLE TURN SOUTHBOUND  
RATIO:- 1:250



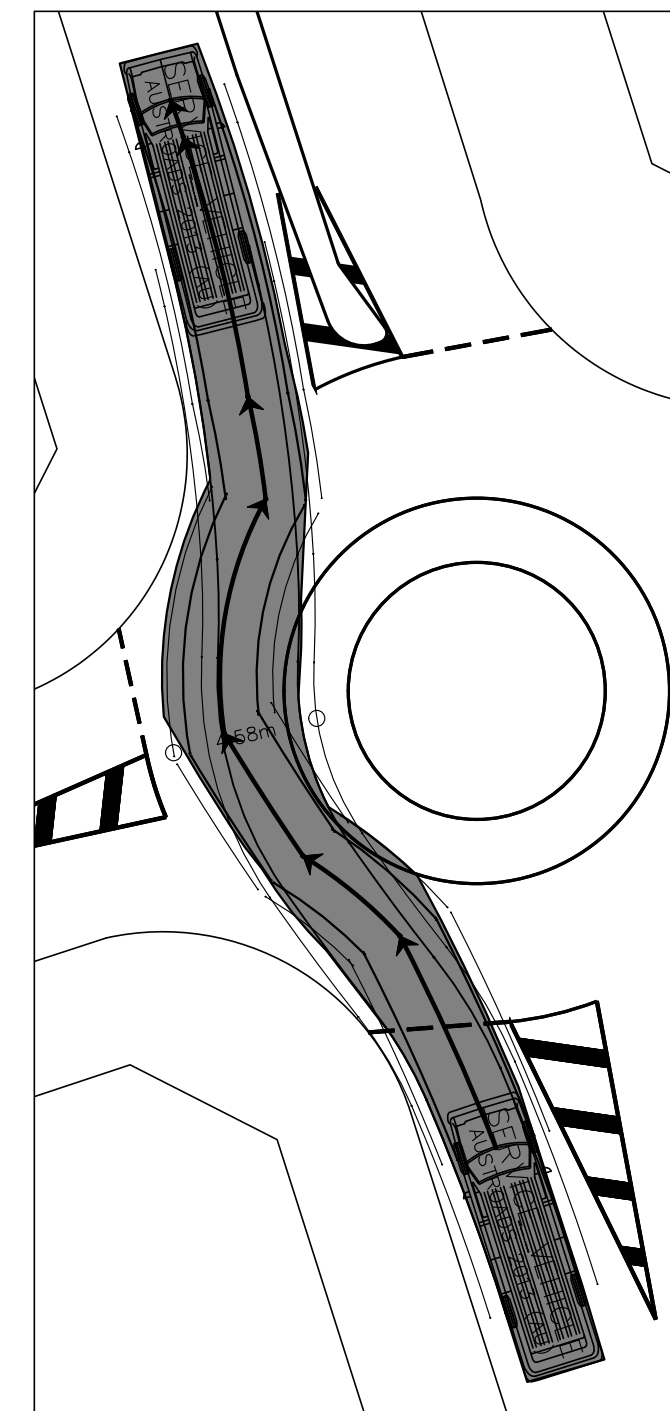
SERVICE VEHICLE TURN WESTBOUND  
RATIO:- 1:250



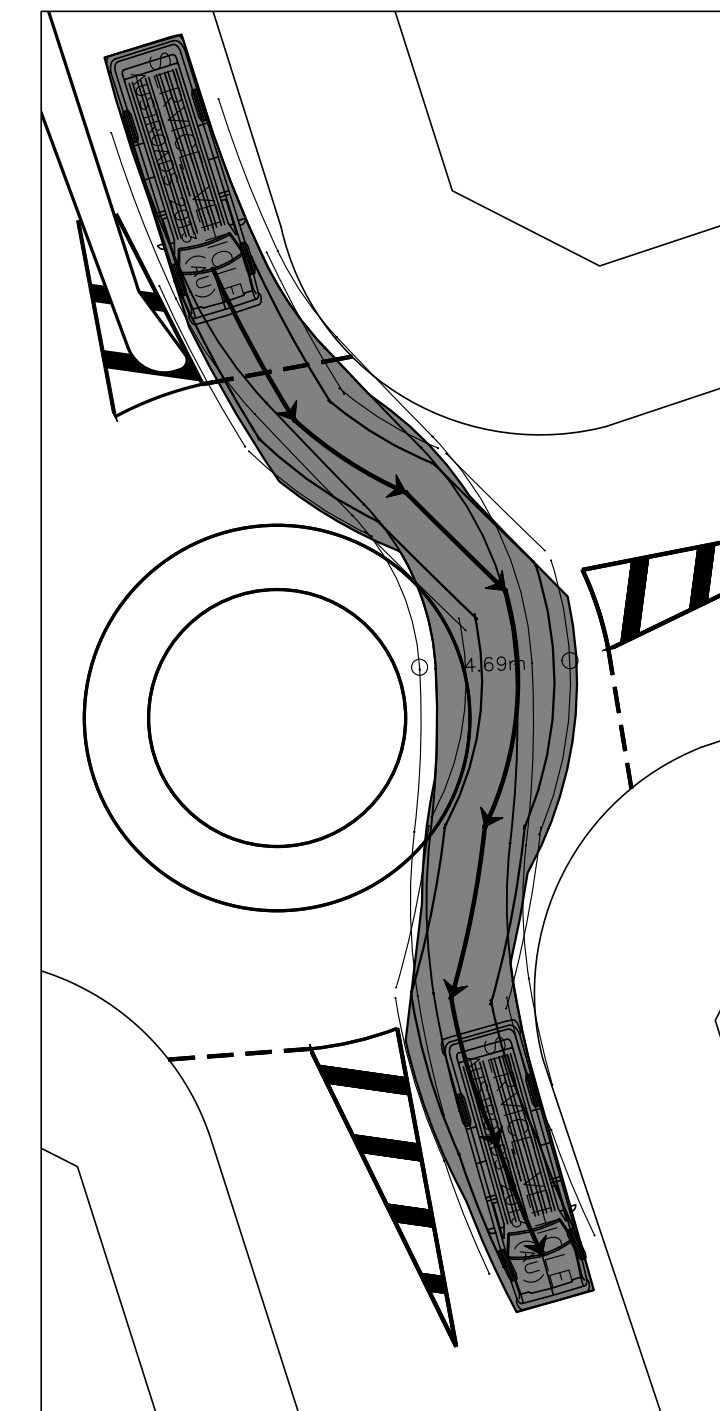
SERVICE VEHICLE TURN NORTHBOUND 2  
RATIO:- 1:200



SERVICE VEHICLE TURN EASTBOUND 2  
RATIO:- 1:200



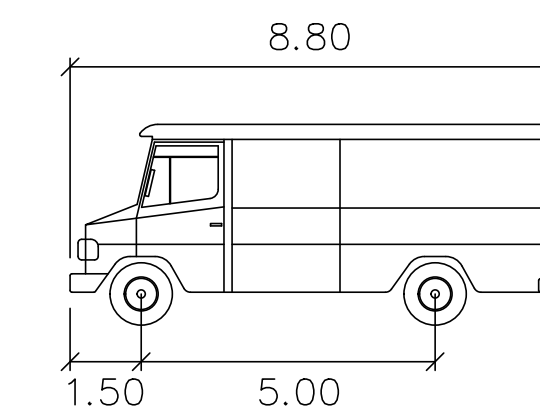
SERVICE VEHICLE NORTHBOUND 3  
RATIO:- 1:200



SERVICE VEHICLE SOUTHBOUND 3  
RATIO:- 1:200

**LEGEND**

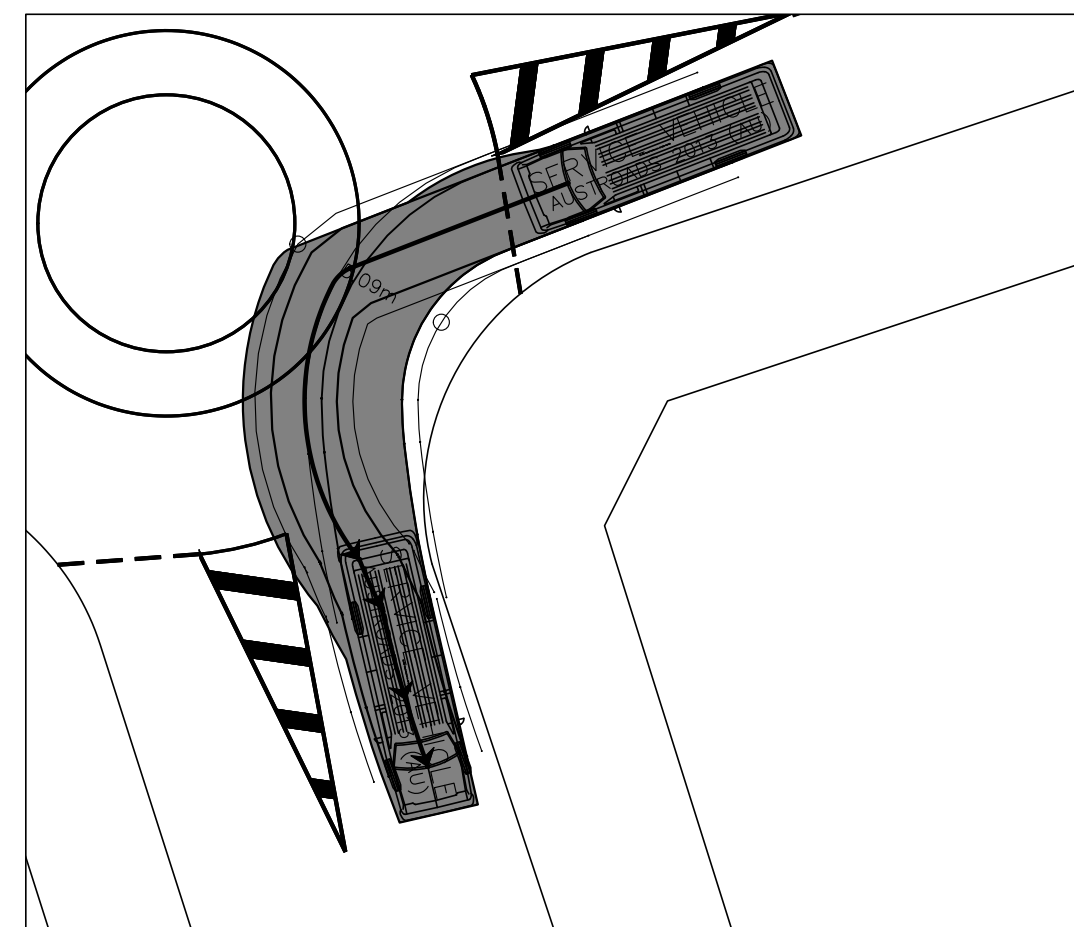
- FRONT TYRES
- REAR TYRES
- VEHICLE BODY
- 0.5m CLEARANCE



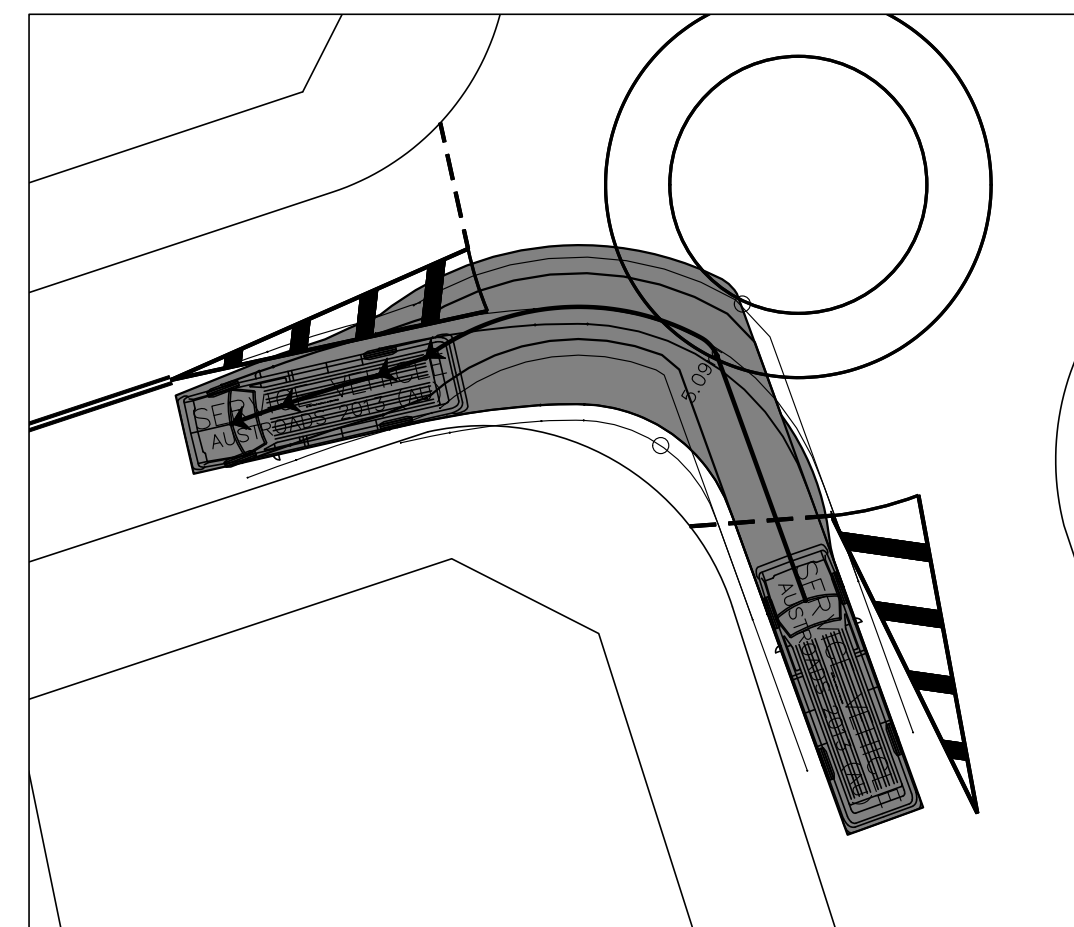
SERVICE VEHICLE

Width : 2.50 meters  
Track : 2.50  
Lock to Lock Time : 6.0  
Steering Angle : 38.7

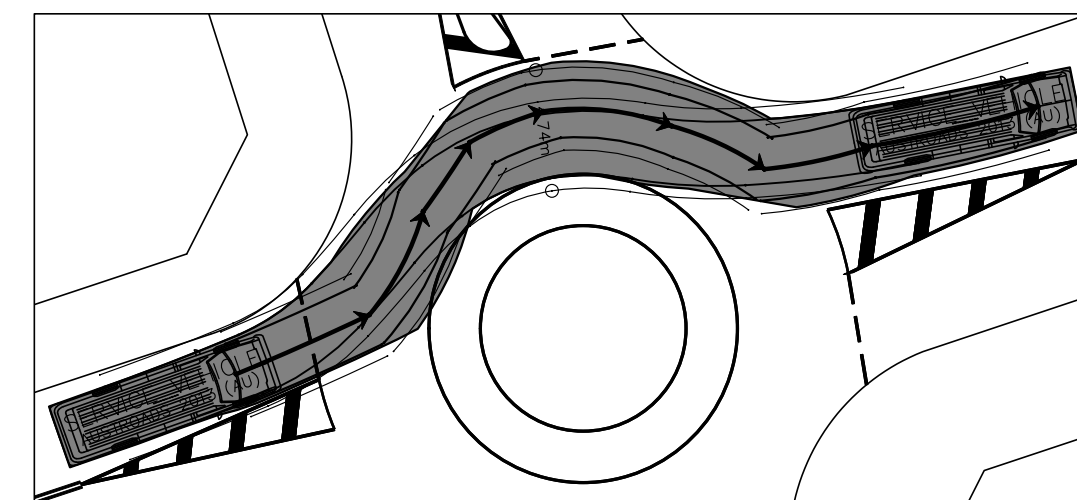
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SERVICE VEHICLE TURN SOUTHBOUND 2  
RATIO:- 1:200



SERVICE VEHICLE TURN WESTBOUND 2  
RATIO:- 1:200



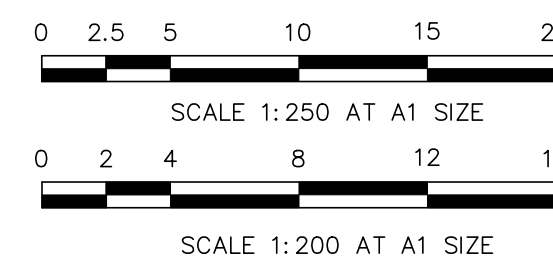
SERVICE VEHICLE EASTBOUND 3  
RATIO:- 1:250



SERVICE VEHICLE TURN WESTBOUND 3  
RATIO:- 1:250

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Client:  
PRIME MOSS VALE PTY LTD



Designed Date: 18-01-2023  
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Project Details  
YARRAWA ROAD/SPENCER STREET  
ROUNDABOT PLANS

Drawing Title  
SERVICE VEHICLE SEPT PATH ANALYSIS'

Sheet 10 of 10			
Scale AS SHOWN			
Project Ref 18001	Stage No 203	Drawing No 018	Rev A

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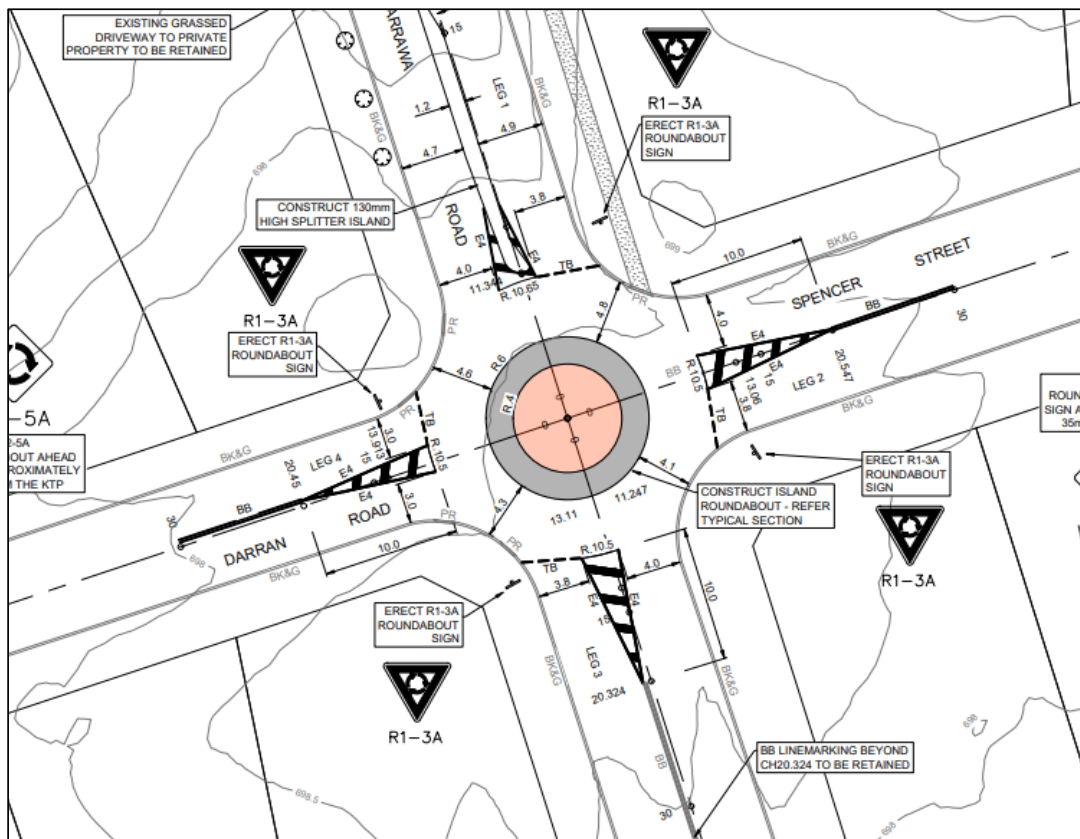




## Prime Moss Vale Pty Ltd

### Yarrawa Road/ Spencer Street intersection, Moss Vale

#### Detailed design road safety audit





**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING  
THURSDAY 4 APRIL 2024**

**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING  
THURSDAY 4 APRIL 2024**

DC Traffic Engineering Pty Ltd  
ABN 50 148 960 632  
www.dctrfficengineering.com.au



## Prime Moss Vale Pty Ltd

### Yarrowa Road/ Spencer Street intersection, Moss Vale

---

Detailed design road safety audit

**Authors** Damien Chee

A handwritten signature in black ink that reads 'Damien Chee'. The signature is written in a cursive style with a horizontal line underneath it.

**Report No** PME-PROJ-0002-01 DD RSA MOSS VALE REV 1

**Date** 3/5/2023

This report has been prepared for Prime Moss Vale Pty Ltd.

---

Yarrowa Road/ Spencer Street intersection, Moss Vale-Detailed design road safety audit  
DC Traffic Engineering Pty Ltd –ABN 50 148 960 632  
pme-proj-0002-01 dd rsa moss vale rev 1

**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING  
THURSDAY 4 APRIL 2024**



## CONTENTS

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1	Introduction .....	2
1.1	Project and audit details .....	2
1.2	Responding to the audit report .....	3
1.3	Previous audits .....	3
2	Safety audit findings .....	4
3	Concluding statement .....	14

## Appendices

- Appendix A  
Road Safety Audit Checklist



**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING  
THURSDAY 4 APRIL 2024**

# 1 Introduction

## 1.1 Project and audit details

Details of the audit have been summarised in Table 1.

**Table 1 Details of the road safety audit.**

<b>Audited project</b>	Proposed roundabout at the Yarrowa Road/ Spencer Street/ Darran Road intersection, Moss Vale.																																	
<b>Client/contact</b>	Prime Moss Vale Pty Ltd  c/- Beveridge Williams & Co Pty Ltd.  Contact: Karen Worsnop Office Coordinator Western Sydney Ph: (02) 4625 5055 / 0408 066 843 E: <a href="mailto:worsnopk@bevwill.com.au">worsnopk@bevwill.com.au</a>																																	
<b>Audit type</b>	<i>Detailed design</i> road safety audit.																																	
<b>Purpose</b>	A <i>detailed design</i> road safety audit was required to identify potential safety issues for consideration prior to the construction phase.																																	
<b>Background</b>	Prime Moss Vale Pty Ltd is developing the land at 32 Lovelle Street and 141 Yarrowa Road, Moss Vale. They have been issued Notice of Determination of a Modification Application 20/00227 by Wingecarribee Shire Council granting concept approval for a subdivision of a maximum of 1073 residential lots and stage 1 subdivision works comprising 178 lots.  Condition B18(c) of the Notice of Determination states:  Construction of a roundabout and associated pedestrian facilities at the intersection of Yarrowa Road and Spencer Street as per Council's Standard Drawings and concept plans prepared by JMD Development Consultants; Reference No. 18001E2; Issue B; dated 29/06/21. The detailed design of the roundabout is to be accompanied by an independent Road Safety Audit, undertaken in accordance with relevant Austroads guidelines.  In these respects, this report details the processes and findings associated with the <i>detailed design</i> road safety audit of the proposed roundabout at the Yarrowa Road/ Spencer Street intersection, in Moss Vale.																																	
<b>Scope of project/ audit</b>	The following designs were issued to the audit team and were regarded as the auditable materials:  <table border="1"> <thead> <tr> <th>SHEET No.</th> <th>ISSUE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>A</td> <td>COVER SHEET</td> </tr> <tr> <td>2</td> <td>A</td> <td>PLAN OF ADJUSTMENTS TO EXISTING FEATURES</td> </tr> <tr> <td>3</td> <td>A</td> <td>PROPOSED ROUNDABOUT PLAN OF YARRAWA ROAD</td> </tr> <tr> <td>4</td> <td>A</td> <td>LEG 1 SIGHT LINES</td> </tr> <tr> <td>5</td> <td>A</td> <td>LEG 2 SIGHT LINES</td> </tr> <tr> <td>6</td> <td>A</td> <td>LEG 3 SIGHT LINES</td> </tr> <tr> <td>7</td> <td>A</td> <td>LEG 4 SIGHT LINES</td> </tr> <tr> <td>8</td> <td>A</td> <td>CAR &amp; BUS SWEEP PATH ANALYSIS'</td> </tr> <tr> <td>9</td> <td>A</td> <td>B-DOUBLE SWEEP PATH ANALYSIS'</td> </tr> <tr> <td>10</td> <td>A</td> <td>SERVICE VEHICLE SEPT PATH ANALYSIS'</td> </tr> </tbody> </table> Version/ revision details are also provided above.	SHEET No.	ISSUE	DESCRIPTION	1	A	COVER SHEET	2	A	PLAN OF ADJUSTMENTS TO EXISTING FEATURES	3	A	PROPOSED ROUNDABOUT PLAN OF YARRAWA ROAD	4	A	LEG 1 SIGHT LINES	5	A	LEG 2 SIGHT LINES	6	A	LEG 3 SIGHT LINES	7	A	LEG 4 SIGHT LINES	8	A	CAR & BUS SWEEP PATH ANALYSIS'	9	A	B-DOUBLE SWEEP PATH ANALYSIS'	10	A	SERVICE VEHICLE SEPT PATH ANALYSIS'
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10	A	SERVICE VEHICLE SEPT PATH ANALYSIS'																																
<b>Audit team details</b>	Damien Chee, DC Traffic Engineering (level 3 and lead auditor – RSA-02-0094). Linda Chee, DC Traffic Engineering (level 2 road safety auditor - RSA-02-1069).																																	

## AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING THURSDAY 4 APRIL 2024

<b>Audit methodology</b>	The audit was undertaken using the following methodology: <ul style="list-style-type: none"><li>▪ Formal review of plans on 1/5/2023.</li><li>▪ A site inspection was carried out on 29/4/2023 for familiarisation purposes.</li><li>▪ The road safety audit findings have been documented in this report in accordance with the NSW Centre for Road Safety's <i>Guidelines for Road Safety Audit Practices</i> (2011).</li><li>▪ This report includes completed <i>checklist 3—detailed design stage audit</i> as sourced from the Austroads <i>Guide to Road Safety Part 6A: Implementing Road Safety Audits</i>.</li></ul>
--------------------------	---

### 1.2 Responding to the audit report

Road safety audits provide the opportunity to highlight potential road safety problems and have them formally considered by the project manager in conjunction with all other project considerations.

The responsibility for the project rests with the project manager, not with the auditor. The project manager is under no obligation to accept the audit findings. Also, it is not the role of the auditor to agree to, or approve the project manager's responses to the audit.

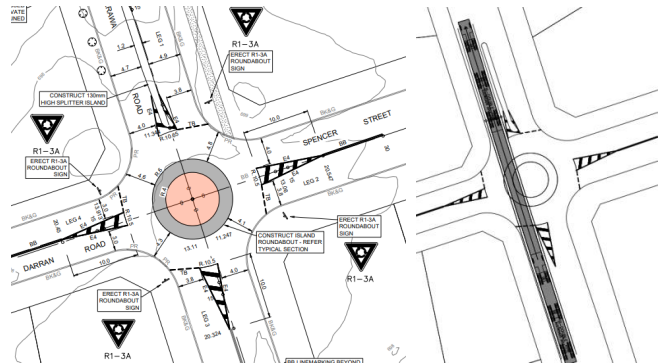
### 1.3 Previous audits

There were no previous audits of direct relevance to the design that were issued to the audit team.

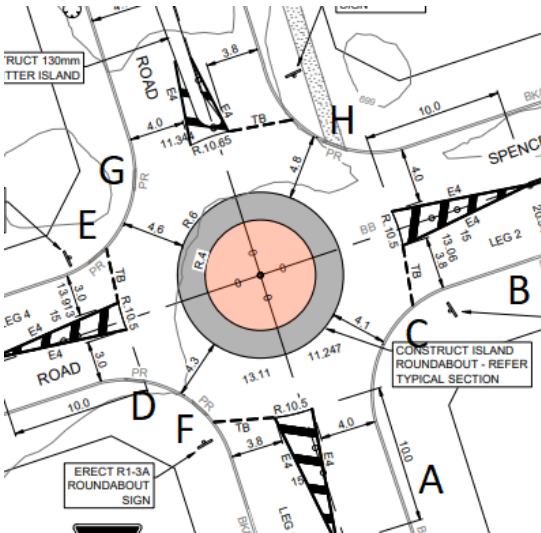
## 2 Safety audit findings

The road safety audit findings are presented in Table 2.

**Table 2 Road safety audit findings.**

Ref	Location	Road safety audit finding	Priority
1	General – Lack of physical devices to effect the horizontal deflection in approach to, when circulating and when departing the roundabout.	<p>There are virtually no raised/ physical devices in place to effect the required horizontal deflection when entering, circulating and departing the roundabout. Horizontal deflection is one of the key requirements of safe roundabout design as it:</p> <ul style="list-style-type: none"> <li>▪ Forces approaching traffic to slow down and enter the roundabout at an acute angle. The acute angle of entry reduces the potential severity of any vehicle-on-vehicle collision. The more acute the angle, the more the collision resembles a “glancing blow”.</li> <li>▪ Forces circulating traffic to maintain a low and steady speed when negotiating the roundabout. If drivers are forced on a circular path, they tend to have more compatible circulation speeds. This reduces the speed differential and <i>rear-end</i> crash potential.</li> <li>▪ Forces departing traffic to steer a smooth transition back into the departure lane.</li> </ul> <p>By contrast, this roundabout has very little physical devices to effect the horizontal deflections described above. The splitter islands in the Spencer Street, Darran Road and Yarrowa Road southern leg are all painted and flush, and hence trafficable. These offer very little deterrent to vehicle movements and many vehicles will simply track over them. The roundabout island is also trafficable and offers very little vertical displacement. The edges will contain 50mm vertical lips. Although the island will be 100mm higher than the surrounding pavement, the 2m annulus will be profiled with 2.5% (1:40) slopes which will be barely noticeable by drivers. Many drivers will simply drive a straight line either fully mounting the central island or partially mounting it with the right wheels.</p> <p>With reduced (forced) horizontal deflection, and little vertical displacement in the splitter and central islands, many vehicles are likely to “straight line” through the roundabout or “cut the corner”. This is likely to increase the negotiating speeds and hence crash risk.</p> <p>The other implication of increased speeds in approach to, when circulating and when departing the roundabout is that it affects the critical sight lines. The design included a sight line assessment which assumed that the circulation speed of the roundabout was 30km/h. In reality, with little physical devices and raised islands in place, the negotiation speeds may be a lot higher.</p>  <p><i>Left-hand image: The design proposed painted splitter islands and a low-profile centre island which are trafficable and instil very little discipline with regards to circular paths through the roundabout. Right-hand image: The swept path model for buses and trucks (as per above) assumes “straight lining” and corner-cutting behaviour.</i></p>	High

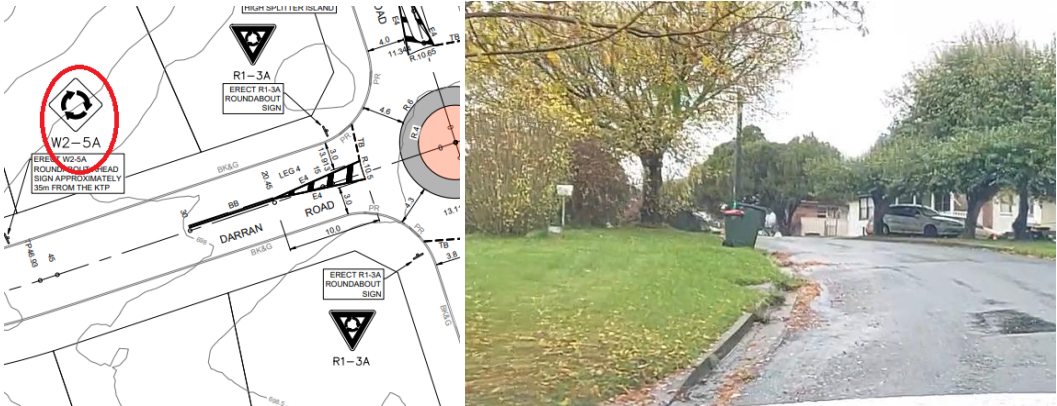
**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING  
THURSDAY 4 APRIL 2024**

Ref	Location	Road safety audit finding	Priority
2	General – Pedestrian movements with the new roundabout in place.	<p>There are numerous deficiencies with respects to pedestrian movements and facilities once the new roundabout is in place. Issues include:</p> <ul style="list-style-type: none"> <li>▪ The kerb ramp at point H allows southbound pedestrians to enter the roadway. However, there is no receiving kerb ramp at point C and no continuing footpath along A and B. Also, any pedestrians that enter the road via H would be entering into the circulating lane of the roundabout and exposed to impacts by circulating traffic.</li> <li>▪ There is an existing kerb ramp at point F but no corresponding kerb ramp at point C. Also, this point of entry puts pedestrians into the circulating lane of the roundabout.</li> <li>▪ There is a kerb ramp at point G but no corresponding ramp at point H for this particular crossing path. Any pedestrians that use ramp G to enter the road would also be entering directly into the circulating lane of the roundabout.</li> <li>▪ The Spencer Street, Darran Road and Yarra Road southern leg all contain painted splitter islands which are not suitable as pedestrian refuges. These do not offer any physical deterrent against vehicle encroachment. As such, any pedestrians that use these spaces would be exposed to impacts by approaching and departing vehicles. The Yarra Road northern leg contains a raised island. However, this has not been profiled as a pedestrian refuge. It is a kerbed 1.2m wide island which could pose as a trip hazard. See item 6 for more details.</li> </ul>  <p><i>Left: There are existing kerb ramps (labelled as "PR") at points D, E, F, G and H. These are not compatible with the proposed roundabout and most of these ramps direct pedestrians into the circulating lane of the roundabout.</i></p>	Medium

**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING  
THURSDAY 4 APRIL 2024**


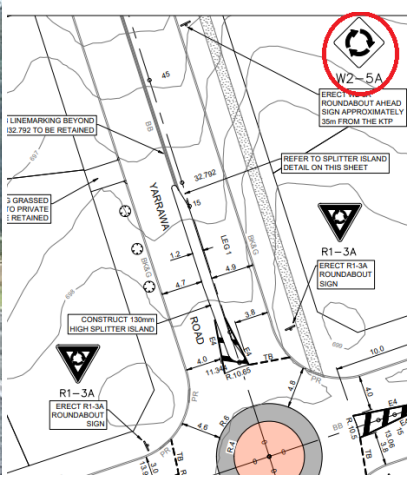
Ref	Location	Road safety audit finding	Priority
3	Swept path models for trucks and buses.	<p>The swept path models were predicated on the basis that left and right-turning trucks and buses would mount and cross over the central island of the roundabout without observing any circular path. Whilst this may be necessary given the spatial limitations, the roundabout island is likely to suffer damage in the form of chipped and broken edges, and scuff marks giving an unsightly appearance. Over time the scuff marks may also reduce the visual prominence of the central island.</p> <p>The high degree of tyre marks over the island will diminish driver "respect" for the island. That is, even if drivers are able to steer clear of the island, many may simply drive over it as it is perceived to be a more acceptable road user behaviour. This may also create false-confidence. Often, even if it safe to mount and cross a central island under dry conditions, there could be a high risk of tyre-slip and <i>loss of control</i> under wet conditions. Also, the vertical lip of the central island could topple motorcyclists.</p> <div style="display: flex; justify-content: space-around;"> <div data-bbox="600 504 960 818"> <p data-bbox="685 826 842 855">BUS TURN NORTHBOUND RATIO: 1:200</p> </div> <div data-bbox="1025 504 1386 818"> <p data-bbox="1111 826 1267 855">BUS TURN EASTBOUND 1 RATIO: 1:200</p> </div> </div> <div data-bbox="593 866 1312 1279"> </div> <p data-bbox="1391 727 1787 842"><b>Top left and right:</b> Examples of right-turn movements which were swept path tested. These models showed that the right-turning bus would need to mount and cross the central island of the roundabout.</p> <p data-bbox="1391 871 1794 1102"><b>Bottom:</b> An example of a roundabout with a mountable central island at another site. This was a new build facility on a bus route. As shown, in the short time since the roundabout was built, it had already suffered a high degree of tyre/ scuff marks giving an unsightly appearance. Over time, this is likely to become worse and could also reduce the visual prominence of the island.</p>	Medium

**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING  
THURSDAY 4 APRIL 2024**


Ref	Location	Road safety audit finding	Priority
4	Advanced warning to the roundabout for eastbound drivers on Darran Road.	<p>The design indicates that a ROUNDABOUT AHEAD warning sign will be provided for eastbound drivers on Darran Road in approach to the roundabout. Note that this was incorrectly labelled with sign code W2-5A instead of W2-7.</p> <p>The sign is placed too close to the roundabout and would fail to give sufficient advanced warning to eastbound drivers. Further west along Darran Road, there is a left-hand horizontal curve (for eastbound traffic). This is a sight-restricted curve since there are trees on the inside of the curve. Ideally, the W2-7 ROUNDABOUT AHEAD sign should be placed upstream of the horizontal curve so that drivers have more advanced expectation of the roundabout. The location as proposed in the design is at a point where the driver will probably be able to see the roundabout anyway, and not need to rely on an advanced warning sign.</p> <p>The sight distance assessment, as included in the design, indicated that there would be limited <i>approach sight distance</i> from this approach. This is further justification for relocating this warning sign to upstream of the curve, to control the approach speeds and hence reduce the demand for sight distance (as sight distance is speed-dependent).</p>  <p><b>Left:</b> The signage design indicates that the ROUNDABOUT AHEAD sign for eastbound traffic on Darran Road will be placed downstream of the horizontal curve. This is too late and at a point where the driver would probably have visibility to the roundabout itself. <b>Right:</b> Looking eastbound along Darran Road towards the sight-restricted horizontal curve. The ROUNDABOUT AHEAD warning sign would be better placed upstream of this curve.</p>	Medium



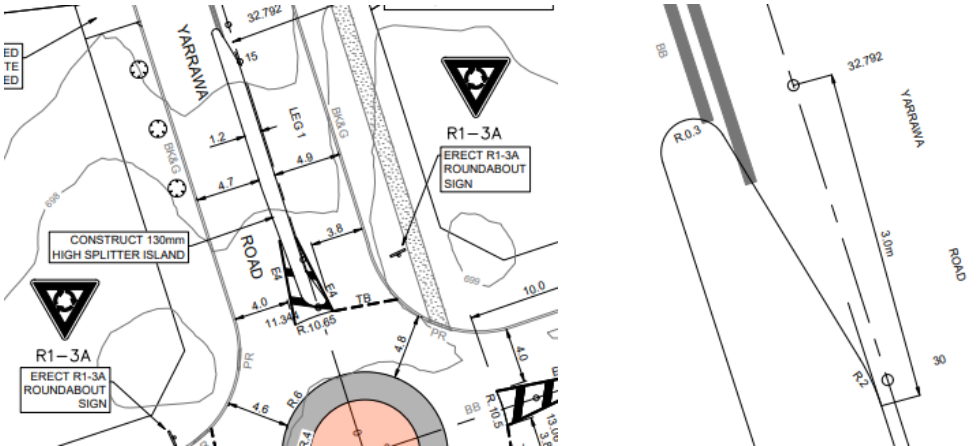
**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING  
THURSDAY 4 APRIL 2024**

Ref	Location	Road safety audit finding	Priority
5a	Yarra Road northern leg.	<p>The audit team notes the following with regards to the advanced warning signs in the Yarra Road northern leg to the roundabout:</p> <ul style="list-style-type: none"> <li>At present, under pre-project conditions, there is a W2-1 FOUR WAY CROSS INTERSECTION AHEAD sign in the Yarra Road northern leg. As shown in the left-hand image, this sign faces southbound traffic heading towards the existing intersection. The design fails to recognise this existing sign, and include instructions for its removal. This sign blade should be removed since it will no longer be an accurate reflection on the future intersection configuration (ie. a roundabout). The design proposes a ROUNDABOUT AHEAD sign (right-hand image) which will provide advanced warning to the intersection.</li> <li>The design (right-hand image) indicates that a ROUNDABOUT AHEAD sign will be provided for southbound traffic on Yarra Road in approach to the future roundabout. This sign ought to be placed on the same sign post as the redundant W2-1 sign discussed in the previous point. This is to provide the same degree of advanced warning to the roundabout as the existing W2-1 sign. A key deficiency in this design is that it assumes a circulation speed of 30km/h which may not be realistic given the lack of raised features to force the horizontal deflection. As such, an earlier advanced warning advice would encourage drivers to reduce speed when approaching the roundabout.</li> </ul> <div style="display: flex; justify-content: space-around; align-items: center;">   </div> <p><b>Left:</b> At present, under pre-project conditions, there is a W2-1 FOUR WAY CROSS INTERSECTION AHEAD sign in place for southbound traffic on Yarra Road. This sign should be removed as part of the project. The same signpost can be used to support the ROUNDABOUT AHEAD sign. <b>Right:</b> The design proposes a ROUNDABOUT AHEAD sign as circled in red. However, this would be better placed on the same signpost as the existing W2-1 sign (left-hand image).</p>	Medium

**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING  
THURSDAY 4 APRIL 2024**

Ref	Location	Road safety audit finding	Priority
5b	Yarra Road southern leg.	<p>Similar to item 5a, there is an existing W2-1 FOUR WAY CROSS INTERSECTION sign for northbound traffic on Yarra Road (ie. to the south of the intersection). The following actions are suggested:</p> <ul style="list-style-type: none"> <li>▪ The W2-1 sign blade should be removed as part of the project/ design.</li> <li>▪ The same signpost should be used to support the proposed ROUNDABOUT AHEAD sign, to ensure that a similar degree of advanced warning is provided to the roundabout compared with the existing case.</li> </ul>  <p><b>Above:</b> Looking northbound along Yarra Road towards the intersection where a W2-1 FOUR WAY CROSS INTERSECTION sign is in place. This sign blade should be removed as part of the project.</p>	Medium

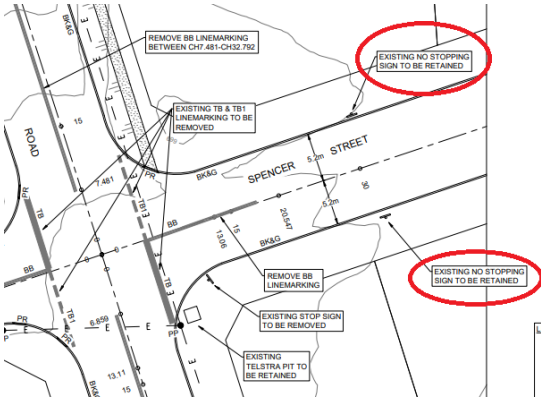
**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING  
THURSDAY 4 APRIL 2024**

Ref	Location	Road safety audit finding	Priority
6	Raised island on Yarrowa Road to the north of the roundabout.	<p>The design indicates that a raised median island will be provided on Yarrowa Road to the north of the roundabout. This will be a 1.2m wide island creating a physical division between the northbound and southbound traffic lanes. The audit team is uncertain what the exact function of this median is. There are several layout anomalies as discussed below:</p> <ul style="list-style-type: none"> <li>▪ If the raised island is to perform as a splitter island, it does not have the correct shape. As shown below, the island is mostly rectangular (oblong) and does not form the typical “wedge-shaped” splitter island to encourage deflection into the circulating path of the roundabout for southbound traffic, and transition back into the straight departure for northbound traffic.</li> <li>▪ As there are no driveways or laybacks either side of Yarrowa Road for the length of the island, this means the island is clearly not meant for restricting right-turns.</li> <li>▪ If the island is intended to stop cross centreline movements and dangerous overtaking movements, then the audit team questions why the Yarrowa Road southern leg was not treated in the same way.</li> <li>▪ As shown in the design, the median island is not even used to support a median-based R1-3 ROUNDABOUT GIVE WAY sign. Such a median-based sign would be advantageous in making this sign and control more visually prominent.</li> </ul> <p>The audit team considers this a missed opportunity. If the function and need for the raised median was defined, it could be better designed to suit these needs. As a side note, the audit team notes that the approach centreline (BB double barrier as shown in the right-hand image) does not adequately shift the southbound traffic away from the nose of the median. These vehicles need to be sufficiently shifted to the left (east) to clear the raised kerb and median.</p>  <p><b>Left:</b> The design shows that a raised median will be provided in the Yarrowa Road northern leg to the roundabout. <b>Right:</b> The centreline in approach to the raised median does not adequately shift the southbound traffic to the left (east).</p>	Medium

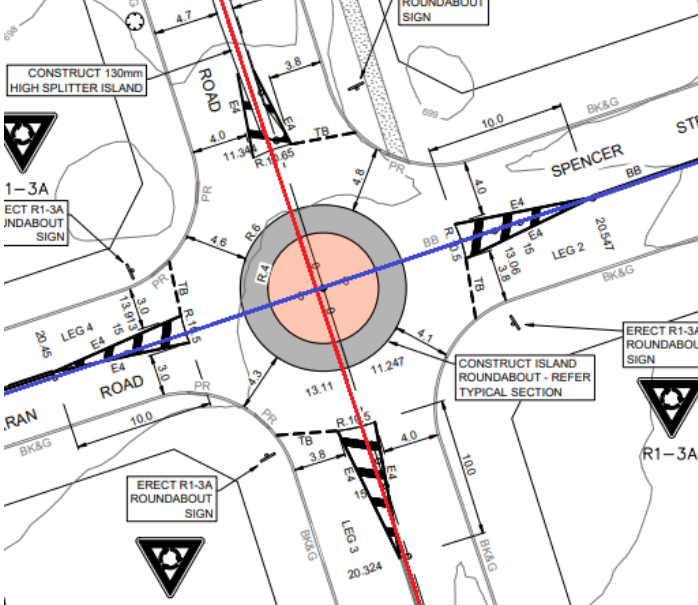
**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING  
THURSDAY 4 APRIL 2024**

Ref	Location	Road safety audit finding	Priority
7	Darran Road approach to the roundabout.	<p>At present under pre-project conditions, the STOP sign for the Darran Road approach is partially obscured by a tree. The design indicates that the ROUNDABOUT GIVE WAY sign for the future roundabout will be placed at the same location. As such, the future sign is also likely to be obscured. Consideration should be given to pruning the tree or duplicating the sign on the right-hand side of the road.</p>  <p><i>Above: Looking eastbound along Darran Road towards the existing four-way, STOP-controlled intersection. The STOP sign is partially obscured by a tree.</i></p>	Medium

**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING  
THURSDAY 4 APRIL 2024**

Ref	Location	Road safety audit finding	Priority
8	NO STOPPING signs on Spencer Street.	<p>The design (left-hand image) indicates that existing NO STOPPING signs on the northern and southern kerblines of Spencer Street should be retained. However, as shown in the right-hand image, there were no such signs in place at the time of the inspection.</p> <p>Since these signs no longer exist on site, the design should include instructions to install these, if the kerblines up to this point need to be kept clear of parked cars.</p> <p>Note: With no signs in place, NSW Road Rules 170(3) would apply. This rule stipulates no stopping within 10m of the intersection (roundabout). However, the existing signs as noted in the design would achieve a 20m <i>no stopping</i> zone.</p>  <p><b>Left:</b> The design indicated that the existing NO STOPPING signs on Spencer Street should be retained. <b>Right:</b> At the time of the inspection, there were no NO STOPPING signs in place on Spencer Street. This photo is the northern kerbline.</p>	Low

**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING  
THURSDAY 4 APRIL 2024**

Ref	Location	Road safety audit finding	Priority
9	Central island of the roundabout.	<p>The design extract below shows that the central island of the roundabout is not centrally positioned in the intersection. Rather it appears to be shifted to the east. The red line is the projection line of the centreline of the Yarrawa Road alignment. The blue line is the projection line of the centreline of Spencer Street-Darran Road. Since the roundabout is not symmetrical, the circulating lane width is variable throughout. This will vary from 4.1m wide to 4.8m wide. This is also undesirable as the width conditions are not uniform all the way around the circulating lane.</p>  <p><i>Left: The central island of the roundabout is not centrally positioned in the intersection.</i></p>	Low

Yarrawa Road/ Spencer Street intersection, Moss Vale-Detailed design road safety audit  
DC Traffic Engineering Pty Ltd –ABN 50 148 960 632  
pme-proj-0002-01 dd rsa moss vale rev 1



### 3 Concluding statement

*DC Traffic Engineering* has undertaken a *detailed design* road safety audit of this project in accordance with the methodology outlined in Section 1 of this report.

Issues identified have been noted in this report for the Project Manager to review, assess, and where appropriate, make the necessary recommendations to improve safety.



Damien Chee  
Audit Team Leader  
DC Traffic Engineering Pty Ltd

## Appendix A

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### Road Safety Audit Checklist

**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING  
THURSDAY 4 APRIL 2024**

Checklist questions	Comments
<b>3.1 General topics</b>	
<b>3.1.1 Changes since previous audit</b> <ul style="list-style-type: none"> <li>▪ Do the conditions for which the scheme was originally designed still apply? (i.e. no significant changes to the surrounding network or area to be served, or traffic mix).</li> <li>▪ Has the design of the project remained unchanged since previous audit (if any)?</li> </ul>	There were no previous audit reports of direct relevance to this design that were issued to the audit team.
<b>3.1.2 Drainage</b> <ul style="list-style-type: none"> <li>▪ Will the new road drain adequately?</li> <li>▪ Are the road grades and crossfalls adequate for satisfactory drainage?</li> <li>▪ Are flat spots avoided or adequately dealt with at start/end of superelevation?</li> <li>▪ Has the possibility of surface flooding been adequately addressed, including overflow from surrounding or intersecting drains and water courses?</li> <li>▪ Is gully pit spacing adequate to limit flooding?</li> <li>▪ Is pit grate design safe for pedal cycles? (i.e. gaps not parallel with wheel tracks)</li> <li>▪ Will footpaths drain adequately?</li> </ul>	Yes.
<b>3.1.3 Climatic conditions</b> <ul style="list-style-type: none"> <li>▪ Has the design taken into account weather records or local experience which may indicate a particular problem? (for example, snow, ice, wind, fog)</li> </ul>	Yes.
<b>3.1.4 Landscaping</b> <ul style="list-style-type: none"> <li>▪ Will drivers be able to see pedestrians (and vice versa) past or over the landscaping?</li> <li>▪ Will intersection sight lines be maintained past or over the landscaping?</li> <li>▪ Will safety be adequate with seasonal growth? (for example, no obscuring of signs, shading or light effects, slippery surface, etc.)</li> <li>▪ Will roadside safety be adequate when trees or plantings mature (no roadside hazard)?</li> <li>▪ Has 'frangible' vegetation been used in possible run-off road areas?</li> </ul>	Sight-obstructing tree identified.
<b>3.1.5 Services</b> <ul style="list-style-type: none"> <li>▪ Does the design adequately deal with buried and overhead services? (especially in regard to overhead clearances, etc.)</li> <li>▪ Has the location of fixed objects/furniture associated with services been checked? (including any loss of visibility, position of poles, and clearance to overhead wires)</li> </ul>	Yes.

**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING  
THURSDAY 4 APRIL 2024**

Checklist questions	Comments
<p><b>3.1.6 Access to property and developments</b></p> <ul style="list-style-type: none"> <li>▪ Can all accesses be used safely?</li> <li>▪ Is the design free of any downstream or upstream effects from accesses, particularly near intersections?</li> <li>▪ Do rest areas and truck parking area have adequate sight distance at access points?</li> </ul>	Yes.
<p><b>3.1.7 Emergencies, breakdowns, emergency and service vehicle access</b></p> <ul style="list-style-type: none"> <li>▪ Has provision been made for safe access and movements by emergency vehicles?</li> <li>▪ Does the design and positioning of medians and vehicle barriers allow emergency vehicles to stop and turn without unnecessarily disrupting traffic?</li> <li>▪ Have broken-down vehicles or stopped emergency vehicles been adequately considered?</li> <li>▪ Is provision for emergency telephones satisfactory?</li> <li>▪ Are median breaks on divided carriageways safely located? (i.e. frequency, visibility)</li> </ul>	Yes.
<p><b>3.1.8 Future widening and/or realignments</b></p> <ul style="list-style-type: none"> <li>▪ If the scheme is only a stage towards a wider or dual carriageway is the design adequate to impart this message to drivers? (is the reliance on signs minimal/appropriate, rather than excessive?)</li> <li>▪ Is the transition between single and dual carriageway (either way) handled safely?</li> </ul>	Unknown.
<p><b>3.1.9 Staging of the scheme</b></p> <ul style="list-style-type: none"> <li>▪ If the scheme is to be staged or constructed at different times: <ul style="list-style-type: none"> <li>▪ are the construction plans and program arranged to ensure maximum safety?</li> <li>▪ do the construction plans and program include specific safety measures, signing; adequate transitional geometry; etc. for any temporary arrangements?</li> </ul> </li> </ul>	Unknown.
<p><b>3.1.10 Staging of the work</b></p> <ul style="list-style-type: none"> <li>▪ If the construction is to be split into several subprojects, is the order safe? (i.e. the stages are not constructed in an order that creates unsafe conditions)</li> </ul>	Unknown.
<p><b>3.1.11 Adjacent developments</b></p> <ul style="list-style-type: none"> <li>▪ Does the design handle accesses to major adjacent generators of traffic and developments safely?</li> <li>▪ Is drivers' perception of the road ahead free of misleading effects of any lighting or traffic signals on an adjacent road?</li> <li>▪ Has the need for screening against glare from lighting of adjacent property been adequately considered?</li> </ul>	The future traffic volumes associated with the development were not known.

**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING  
THURSDAY 4 APRIL 2024**

Checklist questions	Comments
<p><b>3.1.12 Stability of cut and fill</b></p> <ul style="list-style-type: none"> <li>▪ Is the stability of batters satisfactory? (for example, no potential for loose material to affect road users)</li> </ul>	NA.
<p><b>3.1.13 Skid resistance</b></p> <ul style="list-style-type: none"> <li>▪ Has the need for anti-skid surfacing been considered where braking or good road adhesion is most essential? (for example, on gradients, curves, approaches to intersections and signals)</li> </ul>	Yes.
<b>3.2 Design issues (general)</b>	
<p><b>3.2.1 Geometry of horizontal and vertical alignment</b></p> <ul style="list-style-type: none"> <li>▪ Does the horizontal and vertical design fit together correctly?</li> <li>▪ Is the vertical alignment consistent and appropriate throughout?</li> <li>▪ Is the horizontal alignment consistent throughout?</li> <li>▪ Is the alignment consistent with the function of the road?</li> <li>▪ Is the design free of misleading visual cues? (for example, visual illusions, subliminal delineation like lines of poles)</li> </ul>	There is virtually no physical deflection in approach to, when circulating and when departing the roundabout. This is due to the lack of raised features.
<p><b>3.2.2 Typical cross-sections</b></p> <ul style="list-style-type: none"> <li>▪ Are lane widths, shoulders, medians and other cross section features adequate for the function of the road?</li> <li>▪ Are the shoulder widths adequate for stationary vehicles and errant vehicles?</li> <li>▪ Are median widths adequate for road furniture?</li> <li>▪ Is superelevation consistent with the road environment?</li> <li>▪ Is the width of traffic lanes and carriageways suitable in relation to: <ul style="list-style-type: none"> <li>▪ alignment?</li> <li>▪ traffic volume?</li> <li>▪ vehicle dimensions?</li> <li>▪ the speed environment?</li> <li>▪ combinations of speed and traffic volume?</li> </ul> </li> <li>▪ Are the shoulder crossfalls safe for vehicles to traverse?</li> <li>▪ Are batter slopes drivable for cars, trucks?</li> <li>▪ Are side slopes under structures appropriate?</li> <li>▪ Have adequate facilities been provided for pedestrians and cyclists?</li> </ul>	There are no raised medians which is a significant shortcoming from the perspective of pedestrian safety and horizontal deflection of traffic entering and using the roundabout.
<p><b>3.2.3 Effect of cross-sectional variation</b></p> <ul style="list-style-type: none"> <li>▪ Is the design free of undesirable variations in cross section design?</li> <li>▪ Are crossfalls safe? (particularly where sections of existing highway have been used, there have been compromises to accommodate accesses, at narrowings at bridges, etc.)</li> <li>▪ Are any curves with adverse crossfall within appropriate limits?</li> <li>▪ Is superelevation provided and sufficient at all locations where required?</li> </ul>	Yes.

**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING  
THURSDAY 4 APRIL 2024**

Checklist questions	Comments
<p><b>3.2.4 Roadway layout</b></p> <ul style="list-style-type: none"> <li>▪ Are all traffic management features designed so as to avoid creating unsafe conditions?</li> <li>▪ Is the layout of road markings and reflective materials able to deal satisfactorily with changes in alignment? (particularly where the alignment may be substandard)</li> <li>▪ Is there adequate provision for overtaking?</li> <li>▪ Are overtaking lanes provided where required and safely commenced and ended?</li> <li>▪ Are overtaking requirements satisfactory?</li> <li>▪ Is the design free of sunrise/sunset problems?</li> <li>▪ Have public transport requirements been adequately catered for?</li> </ul>	<p>Yes.</p>
<p><b>3.2.5 Shoulders and edge treatment</b></p> <ul style="list-style-type: none"> <li>▪ Are the shoulders likely to be safe if used by slow moving vehicles or cyclists?</li> <li>▪ Are the following safety aspects of shoulder provision satisfactory? <ul style="list-style-type: none"> <li>▪ provision of sealed or unsealed shoulders</li> <li>▪ width and treatment on embankments</li> <li>▪ crossfall of shoulders</li> </ul> </li> </ul>	<p>No new shoulders as part of the design.</p>
<p><b>3.2.6 Effect of departures from standards or guidelines</b></p> <ul style="list-style-type: none"> <li>▪ Any approved departures from standards or guidelines: is safety maintained?</li> <li>▪ Any hitherto undetected departures from standards: is safety maintained?</li> </ul>	<p>There is no physical deflection in the roundabout. Splitter islands are flush or unflared. The central island is trafficable.</p>
<p><b>3.2.7 Visibility and sight distance</b></p> <ul style="list-style-type: none"> <li>▪ Are horizontal and vertical alignments consistent with visibility requirements?</li> <li>▪ Has an appropriate design speed been selected for visibility requirements?</li> </ul>	<p>Sight-restrictions noted. The sight distance assessment was based on a circulation speed of 30km/h. This is unrealistic seeing that there is no physical deflection to force traffic to slow down when approaching and negotiating the roundabout.</p>
<p><b>3.2.8 Environmental treatments</b></p> <ul style="list-style-type: none"> <li>▪ Has safety been considered in the location of environmental features? (for example, noise fences)</li> </ul>	<p>Yes.</p>
<p><b>3.3 Alignment details</b></p>	



**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING  
THURSDAY 4 APRIL 2024**

Checklist questions	Comments
<p><b>3.3.1 Visibility; sight distance</b></p> <ul style="list-style-type: none"> <li>▪ Are horizontal and vertical alignments consistent with the visibility requirements?</li> <li>▪ Is the design free of sight line obstructions due to safety fences or barriers? <ul style="list-style-type: none"> <li>▪ boundary fences?</li> <li>▪ street furniture?</li> <li>▪ parking facilities?</li> <li>▪ signs?</li> <li>▪ landscaping?</li> <li>▪ bridge abutments?</li> <li>▪ parked vehicles in laybys or at the kerb?</li> <li>▪ queued traffic?</li> </ul> </li> <li>▪ Are railway crossings, bridges and other hazards all conspicuous?</li> <li>▪ Is the design free of any other local features which may affect visibility?</li> <li>▪ Is the design free of overhead obstructions (for example, road or rail overpasses, sign gantries, overhanging trees) which may limit sight distance at sag curves?</li> <li>▪ Has a clear headroom or a high vehicle detour been provided where necessary?</li> <li>▪ Is visibility adequate at: <ul style="list-style-type: none"> <li>▪ any pedestrian, bicycle or cattle crossings?</li> <li>▪ access roads, driveways, on and off ramps, etc.?</li> </ul> </li> <li>▪ Has the minimum sight triangle been provided at: <ul style="list-style-type: none"> <li>▪ entry and exit ramps?</li> <li>▪ gore areas?</li> <li>▪ intersections?</li> <li>▪ roundabouts?</li> <li>▪ other conflict points?</li> </ul> </li> </ul>	<p>Yes.</p>

**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING  
THURSDAY 4 APRIL 2024**

Checklist questions	Comments
<p><b>3.3.2 New/existing road interface</b></p> <ul style="list-style-type: none"> <li>▪ Have implications for safety at the interface been considered?</li> <li>▪ Is the transition from old road to the new scheme satisfactory?</li> <li>▪ If the existing road is of a lower standard than the new scheme, is there clear and unambiguous warning of the reduction in standard?</li> <li>▪ Have the appropriate provisions for safety been made where sudden changes in speed are required?</li> <li>▪ Is access or side friction handled safely?</li> <li>▪ Does the interface occur well away from any hazard? (for example, a crest, a bend, a roadside hazard or where poor visibility/distractions may occur)</li> <li>▪ If carriageway standards differ, is the change effected safely?</li> <li>▪ Is the transition where the road environment changes (for example, urban to rural; restricted to unrestricted; lit to unlit) done safely?</li> <li>▪ Has the need for advance warning been considered?</li> </ul>	Yes.
<p><b>3.3.3 Readability of the alignment by drivers</b></p> <ul style="list-style-type: none"> <li>▪ Will the general layout, function and broad features be recognised by drivers in sufficient time?</li> <li>▪ Will approach speeds be suitable and will drivers correctly track through the scheme?</li> </ul>	Yes.
<p><b>3.3.4 Detail of geometric design</b></p> <ul style="list-style-type: none"> <li>▪ Are the design standards appropriate for all the requirements of the scheme?</li> <li>▪ Is consistency of general standards and guidelines, such as lane widths and crossfalls, maintained?</li> </ul>	Yes.
<p><b>3.3.5 Treatment at bridges and culverts</b></p> <ul style="list-style-type: none"> <li>▪ Is the geometric transition from the standard cross-section to that on the bridge handled safely?</li> </ul>	NA.
<p><b>3.4 Intersections</b></p>	

**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING  
THURSDAY 4 APRIL 2024**

Checklist questions	Comments
<p><b>3.4.1 Visibility to and at intersections</b></p> <ul style="list-style-type: none"> <li>▪ Are horizontal and vertical alignments at the intersection or on the approaches to the intersection consistent with the visibility requirements?</li> <li>▪ Is the standard adopted for provision of visibility appropriate for the speed of traffic and for any unusual traffic mix?</li> <li>▪ Will the design be free of sight line obstructions due to safety fences or barriers <ul style="list-style-type: none"> <li>▪ boundary fences?</li> <li>▪ street furniture?</li> <li>▪ parking facilities?</li> <li>▪ signs?</li> <li>▪ landscaping?</li> <li>▪ bridge abutments?</li> <li>▪ parked vehicles in laybys and at the kerb?</li> <li>▪ queued traffic?</li> </ul> </li> <li>▪ Are railway crossings, bridges and other hazards all conspicuous?</li> <li>▪ Is the design free of any other local features which may affect visibility?</li> </ul>	<p>The sight distance assessment assumed a 30km/h circulation speed. However, this is unrealistic seeing that there is no physical deflection in the roundabout.</p>
<p><b>3.4.2 Layout</b></p> <ul style="list-style-type: none"> <li>▪ Are intersections and accesses adequate for all vehicular movements?</li> <li>▪ Have the appropriate design vehicle and check vehicle been used for turning dimensions?</li> <li>▪ Are swept paths accommodated for all likely vehicle types? (has the appropriate design vehicle been used?)</li> <li>▪ Are intersections free of any unusual features which could affect road safety?</li> <li>▪ Are pedestrian fences provided where needed? (for example, to guide pedestrians or discourage parking)</li> <li>▪ Has pavement anti-skid treatment been provided where needed?</li> <li>▪ Have islands and signs been provided where required?</li> <li>▪ Vehicles which may park at or close to the intersection: can they do this safely or does this activity need to be relocated?</li> <li>▪ Are safety hazards due to parked vehicles avoided?</li> </ul>	<p>Swept paths for long vehicles assumed straight line movements and corner cutting. This defeats the purpose of a roundabout as a speed-attenuation device. There would be a lack of respect for the roundabout. Many drivers may resort to driving over the splitter and central islands since they are trafficable.</p>

**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING  
THURSDAY 4 APRIL 2024**

Checklist questions	Comments
<p><b>3.4.3 Readability by drivers</b></p> <ul style="list-style-type: none"> <li>▪ Will the existence of the intersection and its general layout, function and broad features be perceived correctly and in adequate time?</li> <li>▪ Are the approach speeds and likely positions of vehicles tracking through the intersection safe?</li> <li>▪ Is the design free of misleading elements?</li> <li>▪ Is the design free of sunrise or sunset problems which may create a hazard for motorists?</li> </ul>	<p>Yes.</p>
<p><b>3.4.4 Detailed geometric design</b></p> <ul style="list-style-type: none"> <li>▪ Can the layout safely handle unusual traffic mixes or circumstances?</li> <li>▪ Does any median or any island safely account for: <ul style="list-style-type: none"> <li>▪ vehicle alignments and paths?</li> <li>▪ future traffic signals?</li> <li>▪ pedestrian storage space and surface?</li> <li>▪ turning path clearance?</li> <li>▪ stopping sight distance to the nose?</li> <li>▪ mountability by errant vehicles?</li> </ul> </li> <li>▪ Is adequate vertical clearance to structures provided? (for example, powerlines, shop awnings)</li> </ul>	<p>The raised median in the Yarrawa Road northern leg is a missed opportunity. The purpose of this raised median is not clear. As such, its layout fails to achieve the optimal safety outcome. For example, if it was more of a wedge shape, it could act as a splitter island and improve approach and departure trajectory. If it was meant to accommodate a sign, it could be made wider to improve lateral clearance between the traffic lane and the sign blade.</p>
<p><b>3.4.5 Traffic signals</b></p> <ul style="list-style-type: none"> <li>▪ Is the signal phasing/sequence safe?</li> <li>▪ Is adequate time provided for traffic movements and pedestrian movements?</li> <li>▪ Will the signal lanterns be visible? (for example, not obstructed by trees, poles, signs or large vehicles)</li> <li>▪ Are lanterns for other approach directions adequately shielded from view?</li> <li>▪ Are high-intensity signals and/or target boards provided if likely to be affected by sunrise/sunset?</li> <li>▪ Does the alignment (vertical and horizontal) provide satisfactory stopping sight distance to the intersection or back of queue?</li> <li>▪ Are pedestrian facilities provided where they are required?</li> <li>▪ Will approaching drivers be able to see pedestrians?</li> <li>▪ Are partially or fully controlled turning phases provided where required?</li> <li>▪ Are signal posts located where they are not an undue hazard?</li> <li>▪ Are road markings for turning traffic satisfactory?</li> <li>▪ Have adequate pedestrian phases been provided?</li> </ul>	<p>NA.</p>

**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING  
THURSDAY 4 APRIL 2024**

Checklist questions	Comments
<p><b>3.4.6 Roundabouts</b></p> <ul style="list-style-type: none"> <li>▪ Is adequate deflection provided to reduce approach speeds?</li> <li>▪ If splitter islands are needed, are they adequate for sight distance, length, pedestrian storage, etc.?</li> <li>▪ Is the central island prominent?</li> <li>▪ Can the appropriate design vehicle and check vehicle be accommodated?</li> <li>▪ Are the central island details satisfactory? (delineation, mountability, conspicuousness)</li> <li>▪ Can pedestrians be seen by drivers in sufficient time?</li> <li>▪ Can pedestrians determine whether vehicles are turning? (no obstructions to sight lines)</li> <li>▪ Are direction markings in approach lanes provided where required?</li> <li>▪ Is the lighting adequate?</li> </ul>	<p>Key deficiencies include a lack of physical deflection and hence reduced speed-reduction potential. The lack of deflection will also increase the entry angle (rather than being acute). This could also increase the severity of any <i>cross traffic</i> crashes.</p> <p>The lack of raised splitter islands also means there is no refuge space for pedestrians.</p>
<p><b>3.4.7 Other intersections</b></p> <ul style="list-style-type: none"> <li>▪ Has the need for kerbed or painted islands and refuges been considered?</li> <li>▪ Do intersections have adequate queue length/storage for turning movements (including in the centre of a staggered intersection)?</li> </ul>	<p>This is a key omission from the design.</p>
<p><b>3.5 Special road users</b></p>	
<p><b>3.5.1 Adjacent land</b></p> <ul style="list-style-type: none"> <li>▪ Are all accesses to and from adjacent land/properties safe?</li> <li>▪ Have the special needs of agriculture and stock movements been considered?</li> </ul>	<p>Yes.</p>

**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING  
THURSDAY 4 APRIL 2024**

Checklist questions	Comments
<p><b>3.5.2 Pedestrians</b></p> <ul style="list-style-type: none"> <li>▪ Can pedestrians cross safely at: <ul style="list-style-type: none"> <li>▪ intersections?</li> <li>▪ signalised and pedestrian crossings?</li> <li>▪ refuges?</li> <li>▪ kerb extensions?</li> <li>▪ bridges and culverts?</li> <li>▪ other locations?</li> </ul> </li> <li>▪ Is each crossing point satisfactory for: <ul style="list-style-type: none"> <li>▪ visibility, for each direction?</li> <li>▪ use by the disabled?</li> <li>▪ use by the elderly?</li> <li>▪ use by children/schools?</li> </ul> </li> <li>▪ Is pedestrian fencing on reservations and medians provided where required for each crossing?</li> <li>▪ Is fencing adequate on freeways?</li> <li>▪ Are pedestrians deterred from crossing roads at unsafe locations?</li> <li>▪ Are pedestrian related signs appropriate and adequate?</li> <li>▪ Is width and gradient of pedestrian paths, crossings, etc. satisfactory?</li> <li>▪ Is surfacing of pedestrian paths, crossings, etc. satisfactory?</li> <li>▪ Have dropped kerbs been provided for each crossing?</li> <li>▪ Have channels and gullies been avoided at each crossing?</li> <li>▪ Is lighting satisfactory for each crossing?</li> <li>▪ Are crossings sited to provide maximum use?</li> <li>▪ Is avoidance of a crossing unlikely? (for example, by more direct but less safe alternative)</li> </ul>	<p>Lack of raised splitter islands for pedestrian refuge when crossing the road.</p> <p>Existing kerb ramps are not compatible with the ultimate roundabout design.</p>
<p><b>3.5.3 Cyclists</b></p> <ul style="list-style-type: none"> <li>▪ Have the needs of cyclists been considered: <ul style="list-style-type: none"> <li>▪ at intersections (particularly roundabouts)?</li> <li>▪ especially on higher speed roads?</li> <li>▪ on cycle routes and crossings?</li> <li>▪ at freeway entry and exit ramps?</li> </ul> </li> <li>▪ Are shared cycleway/footway facilities (including subways and bridges) safe and adequately signed?</li> </ul>	<p>Yes.</p>

**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING  
THURSDAY 4 APRIL 2024**

Checklist questions	Comments
<p><b>3.5.4 Motorcyclists</b></p> <ul style="list-style-type: none"> <li>▪ Has the location of devices or objects that might destabilise a motorcycle been avoided on the road surface?</li> <li>▪ Is the roadside clear of obstructions where motorcyclists may lean into curves?</li> <li>▪ Will warning or delineation be adequate for motorcyclists?</li> <li>▪ Has barrier kerb been avoided in high-speed areas?</li> <li>▪ In areas more likely to have motorcycles run off the road is the roadside forgiving or safely yielded?</li> <li>▪ Are all unnecessary poles, posts and devices removed or appropriately shielded?</li> <li>▪ Are drainage pits and culverts traversable by motorcycle?</li> </ul>	<p>Straight lining could lead to toppling by motorcyclists if they clip the vertical lip of the central island of the roundabout.</p>
<p><b>3.5.5 Equestrians and stock</b></p> <ul style="list-style-type: none"> <li>▪ Have the needs of equestrians been considered, including the use of verges or shoulders and rules regarding the use of the carriageway?</li> <li>▪ Can underpass facilities be used by equestrians/stock?</li> </ul>	<p>NA.</p>
<p><b>3.5.6 Freight</b></p> <ul style="list-style-type: none"> <li>▪ Have the needs of truck drivers been considered, including turning radii and lane widths?</li> <li>▪ Have the needs of freight transport been considered, adequately signed and catered for?</li> </ul>	<p>Poor swept paths – no deflection.</p>
<p><b>3.5.7 Public transport</b></p> <ul style="list-style-type: none"> <li>▪ Have the needs for public transport been considered, adequately signed and catered for?</li> <li>▪ Have the needs of public transport users been considered?</li> <li>▪ Have the manoeuvring needs of public transport vehicles been considered?</li> <li>▪ Are bus stops well positioned for safety?</li> </ul>	<p>Poor swept paths – no deflection.</p>
<p><b>3.5.8 Road maintenance vehicles</b></p> <ul style="list-style-type: none"> <li>▪ Have the needs of road maintenance vehicles been considered, adequately signed and catered for?</li> <li>▪ Can maintenance vehicles be safely located?</li> </ul>	<p>Yes.</p>
<p><b>3.6 Lighting, signs and delineation</b></p>	



**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING  
THURSDAY 4 APRIL 2024**

Checklist questions	Comments
<p><b>3.6.1 Lighting</b></p> <ul style="list-style-type: none"> <li>▪ Has lighting been adequately provided where required?</li> <li>▪ Is the design free of features which interrupt illumination? (for example, trees or overbridges)</li> <li>▪ Is the design free of lighting poles that would present a fixed roadside hazard?</li> <li>▪ Are frangible or slip-base poles to be provided?</li> <li>▪ Ambient lighting: if it creates special lighting needs, have these been satisfied?</li> <li>▪ Is the lighting scheme free of confusing or misleading effects on signals or signs?</li> <li>▪ Does the lighting adequately illuminate crossings, nearby paths, refuges, etc.?</li> <li>▪ Are all gore areas adequately illuminated?</li> <li>▪ Are all merge areas adequately illuminated?</li> <li>▪ Is the scheme free of any lighting black patches?</li> <li>▪ If there are locations with accident problems that are known to be amenable to treatment with improved lighting, has this lighting been provided?</li> </ul>	<p>Lighting plans not issued.</p>
<p><b>3.6.2 Signs</b></p> <ul style="list-style-type: none"> <li>▪ Are signs appropriate for their location?</li> <li>▪ Are signs located where they can be seen and read in adequate time?</li> <li>▪ Will signs be readily understood?</li> <li>▪ Are signs appropriate to the driver's needs? (for example, direction signs, advisory speed signs, etc.)</li> <li>▪ Are signs located so that drivers' sight distance is maintained?</li> <li>▪ Are signs located so that visibility is maintained: <ul style="list-style-type: none"> <li>▪ to/from accesses and intersecting roads?</li> <li>▪ to/from pedestrians and important features on the road?</li> </ul> </li> <li>▪ Have the consequences of vehicles striking signposts been considered?</li> <li>▪ Are sign supports out of the clear zone?</li> <li>▪ If not, are they: <ul style="list-style-type: none"> <li>▪ frangible?</li> <li>▪ shielded by barriers (e.g. guard fence, crash cushions)?</li> </ul> </li> <li>▪ Has an over-reliance on signs (in lieu of adequate geometric design) been avoided?</li> <li>▪ Are signs on the new scheme consistent with those on the adjoining section of road (or will the previous signs need to be upgraded)?</li> </ul>	<p>Signage issues noted.</p>

**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING  
THURSDAY 4 APRIL 2024**

Checklist questions	Comments
<p><b>3.6.3 Marking and delineation</b></p> <ul style="list-style-type: none"> <li>▪ Are markings (lines, arrows, etc.) consistent with standard markings?</li> <li>▪ Have any locations where standard markings might be confusing or misread been identified and treated in a way which considers road users' likely responses?</li> <li>▪ Are barrier lines (no overtaking) provided where required?</li> <li>▪ Are raised retroreflective pavement markers (RRPMs) provided where necessary?</li> <li>▪ Are curve warning signs, advisory speed plates or chevron alignment markers provided where required?</li> <li>▪ Are markings on the new scheme consistent with those on the adjoining section of road (or will the previous markings need to be upgraded)?</li> <li>▪ Are diagonal markings or chevrons painted where required?</li> <li>▪ Will markings and delineation be visible at night-time?</li> <li>▪ Will markings and delineation be visible in wet weather?</li> <li>▪ Has the need for profiled (audible) line marking been considered?</li> <li>▪ Have both high and low-beam cases been considered?</li> <li>▪ Are guide posts of the frangible type?</li> </ul>	<p>Yes.</p>
<p><b>3.7 Physical objects</b></p>	
<p><b>3.7.1 Median barriers</b></p> <ul style="list-style-type: none"> <li>▪ Have median barriers been considered and properly detailed?</li> <li>▪ Have all design features that require special attention (for example, end treatments) been considered?</li> </ul>	<p>NA.</p>
<p><b>3.7.2 Poles and other obstructions</b></p> <ul style="list-style-type: none"> <li>▪ Are all poles located well away from moving traffic?</li> <li>▪ Have frangible or breakaway poles been included where required?</li> <li>▪ Are median widths adequate to accommodate lighting poles or trees?</li> <li>▪ Is the position of traffic signal controllers and other service apparatus satisfactory?</li> <li>▪ Is the roadside clear of any other obstructions that may create a safety hazard?</li> <li>▪ Have all necessary measures been taken to remove, relocate or shield all hazards?</li> <li>▪ Can roadside drains and channels be safely traversed by any vehicle that runs off the road?</li> </ul>	<p>Yes.</p>

**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING  
THURSDAY 4 APRIL 2024**

Checklist questions	Comments
<p><b>3.7.3 Crash barriers</b></p> <ul style="list-style-type: none"> <li>▪ Are crash barriers provided where necessary and properly detailed? (for example, at embankments, structures, trees, poles, drainage channels, bridge piers, gore areas) Is the crash barrier safe? (i.e. unlikely to create a danger for road users including pedestrians, cyclists, motorcyclists, etc.)</li> <li>▪ Are the end conditions of the crash barrier safe and satisfactory?</li> <li>▪ Is the guard fence designed according to standards for: <ul style="list-style-type: none"> <li>▪ end treatments?</li> <li>▪ anchorages?</li> <li>▪ post spacing?</li> <li>▪ block outs?</li> <li>▪ post depth?</li> <li>▪ rail overlap?</li> <li>▪ stiffening at rigid obstacles?</li> </ul> </li> <li>▪ Is all guard fence necessary? (i.e. what it shields is a greater hazard than the fence)</li> <li>▪ Where pedestrians and cyclists travel behind guard fence, is the rear of the fence safe for them?</li> </ul>	NA.
<p><b>3.7.4 Bridges, culverts and causeways/floodways</b></p> <ul style="list-style-type: none"> <li>▪ Are bridge barriers and culvert end walls safe regarding: <ul style="list-style-type: none"> <li>▪ visibility?</li> <li>▪ ease of recognition?</li> <li>▪ proximity to moving traffic?</li> <li>▪ the possibility of causing injury or damage?</li> <li>▪ collapsible or frangible ends?</li> <li>▪ signs and markings?</li> <li>▪ connection of crash barriers?</li> <li>▪ roadside hazard protection?</li> </ul> </li> <li>▪ Is the bridge railing at the correct level and strong enough?</li> <li>▪ Is the shoulder width on the bridge the same as on the adjacent road lengths?</li> <li>▪ Is safe provision made for non-vehicular traffic over structures? (for example, pedestrians, pedal cycles, horses/stock, etc).</li> <li>▪ Are all culvert end walls (including driveway culverts) drivable or outside the clear zone?</li> <li>▪ Have causeways/floodways etc. been given correct signing and adequate sight distance?</li> </ul>	NA.
<p><b>3.8 Additional questions to be considered for development proposals</b></p>	Questions omitted as this intersection is external to the development.
<p><b>3.9 Any other matter</b></p>	

**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING  
THURSDAY 4 APRIL 2024**

Checklist questions	Comments
<p><b>Safety aspects not already covered</b></p> <ul style="list-style-type: none"> <li>▪ Is the road able to safely handle oversize vehicles, or large vehicles like trucks, buses, emergency vehicles, road maintenance vehicles?</li> <li>▪ If required, can the road be closed for special events in a safe manner?</li> <li>▪ If applicable, are special requirements of scenic or tourist routes satisfied?</li> <li>▪ Have all unusual or hazardous conditions associated with special events been considered?</li> <li>▪ Have all other matters which may have a bearing on safety been addressed?</li> </ul>	<p>No.</p>

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## **1.2 Southern Highlands Cycling Club Race - 18 May 2024**

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**Report Author: Traffic Engineer**

**Authoriser: Karin Targa**

### **PURPOSE**

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To assess the proposed cycling event hosted by Southern Highlands Cycling Club. The event is Round 5 of the Southern Region Interclub series which will be held on 18 May 2024.

### **RECOMMENDATION**

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***THAT the proposed Round 5 of the Southern Region Interclub series, to be held on 18 May 2024, on Wombeyan Caves Road, Greenhills Road and Old Hume Highway, between Berrima and Woodlands, be recommended for approval.***

### **REPORT**

---

Southern Highlands Cycling Club proposes to host Round 5 of the Southern Region Interclub series.

The event is scheduled to start at 2:00pm and will be run as a two-division scratch race with two grades in each division.

The race is 50km and will begin at the corner of Wombeyan Caves Road and Old Hume Highway, Woodlands. The route for the race will be Wombeyan Caves Road, Greenhills Road and Old Hume Highway.





## **CONCLUSION**

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Southern Highlands Cycling Club has been conducting on-road cycle races in the Wingecarribee Shire for many years.

Round 5 of the Southern Region Interclub series which will be held on 18 May 2024, is recommended for approval.

## **ATTACHMENTS**

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1. SHCC Road Approval Application Inter Club 2024 [1.2.1 - 21 pages]

**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING  
THURSDAY 4 APRIL 2024**

	<p style="text-align: right;">Southern Highlands Cycling Club</p> <p style="text-align: right;">PO Box 2182 Bowral 2576 NSW</p>
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Wingecarribee Shire Council  
68 Elizabeth St. Moss Vale,  
NSW 2577  
PO Box 141 Moss Vale NSW 2577

Attn: Hayley Upton Traffic Services Officer

Dear Hayley,

**Saturday, 18 May Southern Highlands Cycling Club  
Round 5 of the Southern Region Interclub series hosted by Southern Highlands Cycle Club**

Southern Highlands Cycling Club is seeking approval from:

1. NSW Police Force Southern Command
2. Roads and Maritime Services
3. Wingecarribee Shire Council

Once permission is received, Southern Highlands Cycling Club undertakes to conduct Round 5 of the Southern Region Interclub series hosted by Southern Highlands Cycle Club with the level of care and safety as displayed and required by the traffic management plan. Southern Highlands Cycling Club will abide by those conditions agreed to with Police, Local Government, and Roads and Maritime.

Southern Highlands Cycling Club is seeking to use the following road and routes for the Round 5 of the Southern Region Interclub series

**The proposed Event Racecourses (Wombeyan Caves Road and Green Hills Road)**

With this application, please find attached the following:

- Maps of the proposed course

**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING  
THURSDAY 4 APRIL 2024**

- Schedule for racing
- Traffic Management Plan
- Risk Assessment
- Notice of Intention to Hold a Public Assembly
- Directives to riders and Traffic Controllers
- Police Special Traffic Conditions with Organisers response
- SHCC Handbook (See [www.southernhighlandsc.com.au](http://www.southernhighlandsc.com.au))
- Certificate of Currency with Cycling Australia

Should any questions arise please do not hesitate to contact the Club.

Yours sincerely

Nicholas Bray



Race Director Nicholas Bray 0417278267  
Southern Highlands Cycling Club



Zac Hulm 0410 435 148  
Qualified to prepare, inspect and assess  
Traffic Management Plans  
Qualification No 0051861708

**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING  
THURSDAY 4 APRIL 2024**

**Appendix 1**

**Saturday 18 May Southern Highlands Cycling Club  
Round 5 of the Southern Region Interclub series hosted by Southern Highlands Cycle Club**

The event is scheduled for a 2 pm start and is to be run as a 2 division graded scratch race with 2 grades in each division.

Entries close on the 8<sup>th</sup> May 2024.

This is a ticketed event Register here on Bunchuer

If you don't have a race license you can get a 4 week free trial with AusCycling

here [auscycling.org.au/membership/other/free-trial](https://auscycling.org.au/membership/other/free-trial)

Sign-on will be from 1 pm at the car park on the corner of Wombeyan Caves Rd and the Old Hume Highway Woodlands between Welby and Berrima.

Distance approx 50km: Greenhills Road runs between Wombeyan Caves Rd and the Old Hume Highway at Berrima, riders will do two laps and finish at the top of Bendooley Hill on the second lap.

**Appendix 2**

**Course Map**

**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING  
THURSDAY 4 APRIL 2024**



**Appendix 3**

**TRAFFIC MANAGEMENT PLAN**

**1. Requirements for all category 1 events**

	YES	NO	NOTES
<b>The route or location</b> As event organiser has a map of the route or location been provided? Identifying one way streets, the number of lanes, street signage, traffic signals and turning lanes.	Yes		Refer Map
Police Agree with proposed route/location			
Council/s Agree with proposed route/location			

**2. Event Physical survey of route or location**

	YES	NO	NOTES
Are one way streets as described in 1.0 above		No	
Is the number of lanes as described in 1.0 above	Yes		



**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING  
THURSDAY 4 APRIL 2024**

Is street signage as described in 1.0 above	Yes		
Are the traffic signals as described in 1.0 above		No	
Are the turning lanes as described in 1.0 above		No	
Can route use alternatives such as bicycle tracks, paths, parks, bush tracks etc? I.e. does event absolutely require a State Road?		No	
Will traffic movement contrary to any notice be required?		No	

**3. Will the event block**

	YES	NO	NOTES
Access to places of worship?-		No	
Access to local businesses?		No	
Ambulance access?		No	
Fire station access?		No	
Heavy vehicle access?		No	
Hospital access?		No	
Local resident access?		No	
Police vehicle access?		No	
A public facility (football oval, etc.)?		No	
Public transport access?		No	

**4. Are any of the following evident**

	YES	NO	NOTES
Construction activities in the area?		No	
Traffic generators such as shopping centres,		No	
Tidal flows?		No	
Traffic calming devices?		No	
Schools, churches, industrial area, hospitals?		No	
Restricted movements such as banned turns, heavy/high vehicles?		No	

**Public safety - Event Organiser**

	YES	NO	NOTES

**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING  
THURSDAY 4 APRIL 2024**

<b>Steps to safely separate people from traffic.</b> As Event Organiser A Traffic Control Plan (TCP) that conforms with Australian Standard AS1742.3. will be in effect during this event.	Yes		
Under the Summary Offences Act 1998 - Section 23, Police require a completed Schedule Form, " <b>NOTICE OF INTENTION TO HOLD A PUBLIC ASSEMBLY</b> ". This must be complete by the event organizer and sent to NSW Police	Yes		Refer to Appendix

**5. Liability insurance**

	YES	NO	NOTES
The policy indemnifies Local Council, and the RMS. The level determined is appropriate and set in accordance during discussions with local Council.			Refer attached
As Event Organiser Certificate of Currency of Public Liability Insurance. Is coverage provided?	Yes		Public Liability \$20,000,000 Refer to Appendix No 10

**6. Minimising the impact on the non-event community.**

	YES	NO	NOTES
Is there impact of this event on local residents, businesses, hospitals and emergency vehicles.	Yes		Races are conducted on low volume roads with minimal impact
Non-Event Community Plan attached.		No	

**7. Advertise traffic management arrangements**

	YES	NO	NOTES
Has a suitable medium been used to advise the non-event community before-hand. i.e. in the local newspaper advertisements for the event itself. For example, a paragraph at the bottom of the advertisement could describe traffic restrictions, parking, public transport arrangements, expected delays and so forth. Does this apply?	Yes		
Advertising proposed by Letter box drop		No	

**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING  
THURSDAY 4 APRIL 2024**

Advertising proposed by Local Newspaper	Yes		
Advertising proposed by Radio/Television		No	
Advertising proposed by Other	Yes		Personal contact when required

**8. Permanent Variable Message Signs**

	YES	NO	NOTES
Council Construct and display traffic management messages for council controlled VMS.		No	
RMS Construct and display traffic management messages for RMS controlled VMS		No	

**9. Portable Variable Message Signs**

	YES	NO	NOTES
As Event Organiser do you intend to hire portable VMS to advise road users of altered traffic conditions leading up to, during and after an event. <i>(Note: The message format and the physical location of the VMS will conform to RMS Standards. These standards are primarily for safety reasons.)</i>		No	
As Event Organiser do you require RMS Supply of RMS VMS Standards.		No	

**10. Planning, Contingency Planning** As Event Organiser we have considered the things that can affect traffic management before, during or after the event. Consideration was given to the following and items shown as "Yes" were deemed to require action by the Organiser: Also refer to Risk Assessment attached.

	YES	NO	NOTES
Heavy weather	Yes		Where heavy weather occurs or may occur the event organisers will discuss the situational risk with the Commissaires who may cancel the event.
Lightning, hail, etc	Yes		Where lightning or hail occurs or may occur the event organisers will discuss the situational risk with the Commissaires who may cancel the event.
Poor lighting	Yes		Where poor lighting occurs or may occur the event organisers will discuss the situational risk with the Commissaires who may cancel the event.

**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING  
THURSDAY 4 APRIL 2024**

Flood hazard on the route	Yes		Where roads are flooded the event/s will be cancelled.
Bush fire hazard	Yes		Where bush fire hazard occurs or may occur the event organisers will discuss the situational risk with the Commissaires who may cancel the event.
Accident occurs on the route	Yes		Volunteer Traffic Controllers will be placed at the accident scene to control riders. The zone will be declared a neutral racing area, with no racing permitted on that section of road as appropriate. If severe the Commissaire may cancel the event.
Absence of volunteers	Yes		Where insufficient volunteers or designated event staff are absent (as described in Traffic Control plan of event) the event will not be permitted to start or continue.
Slow participants	Yes		Slow participants who lose contact and who are judged by the Commissaires to no longer be racing will be withdrawn from the event. At this point these participants must obey all NSW Road and Traffic Rules and are not part of the events protection.
Delayed start to the event	Yes		The race/s duration will be reduced to ensure that the event finish time is before sunset.
Cancellation of the event	Yes		All participants will be informed.

**11. Volunteers**

	YES	NO	NOTES
As Event Organiser is documentation available for volunteers regarding traffic control duties. For example, volunteers to erect cones or barriers.	Yes		
As Event Organiser are contingency plans required for personnel who fail to show on the day.	Yes		

**12. Traffic Management**

<b>Council-specified traffic management conditions</b>	YES	NO	NOTES
Local Council has supplied to the Event Organiser Special Traffic Conditions.	Yes		As per RMS "Guidelines for Bicycle Races"
As Event Organiser, Local Council Special Traffic Conditions is to be managed by Event Organiser	Yes		

**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING  
THURSDAY 4 APRIL 2024**

<b>Police requirements</b>	YES	NO	NOTES
Police have supplied to the Event Organiser "Special Traffic Conditions".	Yes		
As Event Organiser, Police Special Traffic Conditions is to be managed by the Event Organiser unless advised by NSW Police otherwise.	Yes		

**13. Public transport**

	YES	NO	NOTES
As the Event Organiser we have where practicable given emphasis to the benefits of public transport to attend the event.		No	None available
This has is being promoted through Letter Box Drop Newspapers.			
This has is being promoted through Letter box drop Radio and or Television.			
This has is being promoted through other means.			

**14. Parking**

	YES	NO	NOTES
As Event Organiser consideration is required for special parking for cars, buses and essential or emergency vehicles.	Yes		
Special Parking is indicated on event location map.	Yes		See Attached maps

**15. Reopening roads after cycling events**

	YES	NO	NOTES
As Event Organiser the items listed below and attached indicate time appropriate to the reopening of roads.			
Start point last participant departure .			Winter Saturday 2.30pm Summer Tuesday 6.30pm
Finish point last participant estimated arrival			Winter Saturday 4.00pm Summer Tuesday 7.30pm
If appropriate other route through times for Traffic Management may be required. If so reference estimated times against Route Map locations.		No	



**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING  
THURSDAY 4 APRIL 2024**

**16. Other considerations**

	YES	NO	NOTES
<b>Unregistered or special purpose vehicles.</b> Is this is an on-street event and it intends to use special purpose or unregistered Vehicles		No	
<b>Considerations unique to this event</b> Other information that may be unique to this event. For example: Does the event intend to use a facility that is managed by a trust such as the Centennial Park & Moore Park Trust? Is included.		No	
<b>Managing expectations</b> As Event Organiser we are able to provide patrons with an estimate of the time required to leave the event when it ends and advise on Public Transport locations etc.		No	

**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING  
THURSDAY 4 APRIL 2024**

**Appendix 4 - Risk Assessment**

**Risk Assessment Evaluation for proposed  
Saturday 18 May Southern Highlands Cycling Club  
Round 5 of the Southern Region Interclub series**

**Introduction**

Historically, Southern Highlands Cycling Club has been racing on the roads indicated for over thirty-five years. The courses selected are based upon their location for minimum impact on the local amenities and for the maximum safety for the proposed events.

**Course Attributes and Standards**

All racing is conducted on Secondary Roads, these being roads which are the responsibility of the Wingecarribee Shire Council, or the NSW RMS. Refer to Attachment for locations. All affected residents or property users who live on the course will be notified of times of the event by publication in the local paper.

There are no places of worship, schools, or sporting grounds on the proposed courses, and therefore an influx of people to these areas during the hours of racing (who would not normally be aware of the racing) is not expected.

The courses are set out to the Australian Standard 1742.3.2002 Manual of Uniform Traffic Control Devices – Traffic Control devices for works on Roads (See attachment) and the accredited Traffic Controllers are in constant communication with mobile phones and all escort vehicles and the start line. The total management of the event conforms to the New South Wales Roads and Traffic Authority, Guidelines for Bicycle Road Races (1<sup>st</sup> January 2004).

As a result of complying with the Australian Standard and Guidelines for bicycle Road Races, the entire circuit is defined by the placement of controllers, whose presence is further enhanced by the placement of signage advising people entering the course that “Cycle Racing in Progress”, “Prepare to Stop”, “Stop, Slow” and signage indicating “Stop, Slow signs ahead” are placed at all turnaround points where cyclists and vehicles intersect. additional static signs (eg. ‘CYCLISTS ON ROAD’ or ‘Cycle Racing in Progress’) These will also be placed at the main intersections of side roads on the cycle routes to the TCPs for each route. According to NSW Guidelines for Bicycle Road Races, the lead and following escort vehicles must be marked with a sign that says “RACE IN PROGRESS”. The sign must be mounted so it is essentially rigid and easily readable when the vehicle is in motion. The lead and following escort vehicles will be marked with mounted “RACE IN PROGRESS” signs” In the event of non-compliance by motorists, controllers will neutralize the race until any impediment is removed.

The race has a lead vehicle, which displays flashing amber lights. The race also has a follow up vehicle which displays hazard lights. The race also has a control vehicle driving up and down the length of the race for the duration of the race. All escort vehicles have mobile phone numbers of all other vehicles, and of all the marshals and helpers assigned on duty for the race. All escort vehicles have the ability to neutralize the riders, in the event that impediments arise during the course of the event. Any such impediments are also communicated to all controllers, other vehicles and marshals, which in turn is transmitted to the riders, and if necessary, the race can either be neutralized or terminated if the Commissaire decides that it is unsafe to continue.

## **AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING THURSDAY 4 APRIL 2024**

When there is any impact on the motorists on this specific road or other roads cyclists will ride single file or pull over with all support cars and neutralise the ride to allow traffic to pass

### **Conducting the Event**

Prior to the race commencing, the course is inspected physically. Road work sites and any other impediments are identified and either marked with “caution” signs, where it is a low risk item, or by the placement of a controller, where there is a perceived high risk to the riders. In the event that the impediment is considered to be too high a risk to rider safety, the race does not commence.

To ensure safety, riders must attend a riders’ briefing ten minutes before the commencement of each race. The briefing is given by the Commissaire and Race Controller. Items discussed include the road condition, any hazards to watch out for, and general rules of riding in a race on the road are repeated. All riders are told that should they breach any of these directives or racing rules, they face disqualification. If the breach of rules is considered to be serious, the rider also faces fines and potential suspension. Riders cannot race with the Southern Highlands Cycling Club unless they are financial members of Cycling Australia.

If an incident does occur during the race, the Race Controller or Commissaire fills out an incident report. If the incident involves a rider, the rider also completes an incident report. All race incidents are referred to the commissaire, and brought to the attention of the Race Committee, for further discussion, and jurisdiction.

Cycle racing is considered by some to be a high-risk sport. However, average speeds for races vary from 30kph to 45kph, all of which is well within speed limits. The only exception to this situation is the final sprint, which traditionally occurs in the last two hundred metres of the race.

### **Marshals for races**

The SHCC has a roster system, which organizes a system of supervision for each race. This comprises a group of 6 people, to include two traffic controllers plus several helpers. SHCC pays for volunteers to complete the RMS accredited traffic controller’s course each year, ensuring that two accredited traffic controllers are present at each race. All traffic controllers are instructed to have their accredited license on their person while they are present at the race. Only accredited traffic controllers may use the “Stop/go” signs.

### **Directions to riders**

As a Club, SHCC takes its role of educating its members to ride and behave safely at all times, according to road rules and regulations, very seriously. To this end, SHCC has published a Handbook, which is given out to every member. This handbook contains rules and regulations regarding riding on public roads, as well as general information.

### **Summary**

By the above processes, races are conducted in a safe and secure manner and the risk to riders, motorists, and the general public is minimised to acceptable limits.

**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING  
THURSDAY 4 APRIL 2024**

**Appendix 5**

**SUMMARY OFFENCES REGULATION 2005 - SCHEDULE 1**

**SCHEDULE 1 – Forms (Clause 3 (2))  
Form 1 - Notice of intention to hold a public assembly  
Notice of intention to hold a public assembly**

( *Summary Offences Act 1988* , [section 23](#))

(Clause 13)

To: The Commissioner of Police  
Zac Hulm of PO Box 2182 Bowral, NSW, on behalf of Southern Highlands Cycling Club,  
notifies the Commissioner of Police that on Saturday 18 May Southern Highlands will  
be hosting Round 5 of the Southern Region Interclub series

\**(b)* a public assembly, being a procession of approximately 40 – 60 persons, which will  
assemble at the intersection of Hume Highway and Wombeyan Caves Road attached  
Map Appendix 2

2

The purpose of the proposed assembly is to hold an Amateur Sporting Event (cycling).

3

The following special characteristics associated with the assembly would be useful for  
the Commissioner of Police to be aware of in regulating the flow of traffic or in regulating  
the assembly:

\**(a)* The event/s will be conducted as outlined in the Traffic Management Plans of the  
Southern Highlands Cycle Club.

\**(b)* There will be 0 (nil) bands, musicians, entertainers etc., entertaining or addressing  
the assembly.

c) The following number and type of animals will be involved in the assembly - Nil\*

*(d)* Other special characteristics of the proposed assembly are as follows

4

I take responsibility for organising and conducting the proposed public assembly.

5

Notices for the purposes of the [Summary Offences Act 1988](#) may be served on me at 1  
Boardman Road Bowral

Signed:



Date: 7 February 2024  
Zachary Hulm / Nicholas Bray  
Southern Highlands Cycling Club

**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING  
THURSDAY 4 APRIL 2024**



## **AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING THURSDAY 4 APRIL 2024**

### **Appendix 6**

#### **Riders Briefing – Road Racing**

1. Riders should obey traffic regulations at all times
2. Riders should obey instructions from officials at all times
3. Racings is only permitted on the designated roads
4. Riders should leave the race area immediately after the conclusion of the race
5. If conditions deteriorate during a race, the Chief Commissaire may stop the race
6. Should an emergency occur during a race, the race will be stopped and riders should move to the side of the ride so as not to hinder emergency vehicles. Only when the emergency has passed will racing resume
7. Riders should respect the privacy of residents
8. Riders disregarding the road rules or instructions from an official, shall be withdrawn from the race
9. Riders MUST have a rear flashing red light and a forward clear flashing light', 'Riders who turns up without lights will not be allowed to ride', and 'Riders are encouraged to wear The Southern Highlands Cycling Club riding uniform

#### **Traffic Controllers Briefing**

1. Traffic Controllers must wear safety vests at all times
2. Accredited traffic controllers must have their ticket with them during races
3. All traffic controllers must have mobile phones
4. Give clear and courteous instructions to the public
5. Racing is only permitted on the designated roads
6. If conditions deteriorate at your location posing a danger to riders, spectators or other road users, communicate with the Chief Commissaire.
7. Should an emergency occur during a race, the race will be stopped and riders should move to the side of the ride so as not to hinder emergency vehicles, only when the emergency has passed with racing resume
8. If an emergency arises concerning any residents, any race in progress must be stopped and clear access given to the residents
9. Officials, riders and spectators should respect the privacy of the residents
10. Traffic controllers should abide by the conditions of the Traffic Management Plan (copy attached)

**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING  
THURSDAY 4 APRIL 2024**

**Appendix 7**

**Police Special Traffic Conditions with Organisers response**

The following are typical Conditions or Queries raised by Police with a Response from the Event Organiser.

<b>GENERAL Event Organiser Response</b>	
1. Permission of the relevant Local Government Authorities to be obtained and conditions adhered to.	Organiser is requesting approval from Local Government
2. Provisions of the Road Transport Legislation to be observed.	Noted and understood.
3. Any direction given by a member of the Police Service in accordance with the Road and Transport Legislation to be promptly obeyed.	Noted and understood.
4. Any conditions imposed and direction given by the officers of the Roads and Traffic Authority must be obeyed.	Noted and understood.
5. Escorting police to have full control of competitors and support vehicle whilst the race is in progress on public streets.	Noted and understood, SHCC is not anticipating a police escort.
6 Organisers, officials and participants to take all reasonable measures to reduce obstruction to pedestrians or vehicles during the course of the event.	Noted and understood.
7. The race is to be conducted in accordance with the race timing and route approved by Police.	Noted and understood.
8. The event is to be conducted during daylight hours only.	Noted and understood.
<b>ORGANISERS AND OFFICIALS</b>	
9. Organisers to provide sufficient controllers to properly control participants in the event.	Noted and understood, controllers will be stationed as noted on Course Maps and Traffic Control Plans.
10 Organisers, competitors and support persons shall obey any Police direction given in the interests of safety of competitors or other persons.	Noted and understood.
11. The event organisers shall enforce immediate disqualification upon any competitor; a) Who fails to comply with any Police direction, b) Who fails to comply with any of these conditions.	Noted and understood, the event organiser has delegated this to be the responsibility of the Commissaire.
12. A list of duties of each official is to be provided to the Police Commander at least 24 hours prior to the commencement of the event.	Refer appendix 6.

**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING  
THURSDAY 4 APRIL 2024**

13. Officials with large red flags shall be located at those locations where cyclists will be turning from one street into another, or at any point so requested by police	Noted and understood, SHCC Traffic Controllers utilise “Stop / Slow” signs.
14. Organisers must brief competitors in regard to their compliance with the traffic regulations and the conditions set down by Police.	Noted and understood, responsibility of the Race Starter, the conditions set down by Police will be available for the competitors.
15. A list detailing the following is to be provided to the Police Commander at least 24 hours prior to the commencement of the event:- (a) each competitor’s name, address, and identifying race number with the name of the Cycling Federation to which that person is attached; (b) official names and addresses; (c) Registration number of official, escort and support vehicles; (d) The radio communication call signs for each vehicle.	(a) Competitor’s details are not known until they register for the event, which is on the day of the event. (b) (c) Event Officials details will be made available no later than 24 prior to the event taking place. (d) refer 38 below.
16. A list of duties of each official to be provided to the Police Commander at least 24 hours prior to the commencement of the event.	Refer appendix 6.
<b>COMPETITORS</b>	
17. Competitors to remain on the portion of the carriageway as directed by Police.	Noted and understood.
18. Competitors are not permitted to ride on the carriageway during periods of poor visibility, due to inclement weather or fog, where there is insufficient daylight to render a person dressed in dark clothing discernible at a distance of 100 metres.	Noted and understood.
19. Participants who fall behind the Rear Escort Vehicle in their group, or who are outside the area controlled by Police, must remain on the correct side of the carriageway, and comply with normal requirements of the Road Transport Legislation.	Noted and understood.
20. Whilst the event is traveling along dual lane carriageway competitors are to remain in the nearside lane and not enter the right-hand lane so as to allow traffic to overtake at discretion of Police Escort Commander.	Noted and understood.
21. All entrants shall be issued with an individual identification number of not less than 100 mm in height in black on a white background.	Noted and understood. If other colour configurations are used these are to be passed to the Police Commander.
22. The race number allocated to each competitor is to be worn so that is conspicuously displayed throughout the race.	Noted and understood, race numbers are displayed on the riders’ lower torso left side, rear.

**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING  
THURSDAY 4 APRIL 2024**

<b>CONTROLLERS</b>	
23. Controllers are to be suitably instructed as to their duties by the organizers.	Noted and understood.
24. Controllers and officials are to be provided with a copy of these conditions.	Noted and understood.
25. Controllers must be dressed in apparel which will instantly identify them as such.	Noted and understood, controllers are issued with Yellow fluoro vests
<b>MEDIA CYCLES</b>	
26. Any motor cycle carrying a pillion passenger facing rearwards utilized for the purpose of filming the event shall: (a) be fitted with special sitting apparatus to accommodate the camera operator (b) such cycles and apparatus shall be inspected and approved by the Road and Traffic Authority and a permit obtained (c) A copy of the permit is to be carried and produced to any member of the Police Service on request. (d) Such permits to be used only for that particular event.	Not Applicable
27. All conditions relating to Road Closures outlined in the Road Transport Legislation and or as specified by the RMS Guidelines for Bicycle Road Races are to be complied with by the promoters. (a) Each road closure is to be supervised by controllers supplied by the promoters. (b) All necessary signposting, barricades and road closure barricades are to be erected and removed by personnel supplied by the promoters.	Noted and understood.
<b>BARRIERS</b>	
28. BARRIERS: (a) Barriers are to be provided, erected and dismantled by personnel supplied by the promoters. (b) Barriers are to be erected in accordance with direction given by Police to close roads. (c) Barriers are to be placed at each intersection not controlled by Police on the route, displaying a sign "NO ENTRY" (d) Barriers to be dismantled and moved off the carriageway immediately after the rear Police Vehicle has passed (e) Barriers Truck must pick barriers after the last participants have passed to facilitate immediate restoration of traffic flow	SHCC does not use barriers

**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING  
THURSDAY 4 APRIL 2024**

<b>ESCORT VEHICLES</b>	
<p>29. The organiser shall provide escort vehicles as detailed below for each group which must be positioned so as to create a positive awareness of the presence of participants on the carriageway to other road users.</p> <p>(I) Motor Cycle Marshal. (II) Lead Escort vehicle. (III) Primary Escort Vehicle.</p>	<p>Noted and understood, event organiser will notify the Police Commander of vehicle details. In addition the following Escort Vehicle shall follow at the rear of the last group. Other escort vehicles may be required as the event demands, e.g. as specified in the RMS Guidelines for Bicycle Road Races. Police to advise.</p>
<p>30. Unless otherwise directed by police, Escort Vehicles shall be positioned in the following order.</p> <p>(I) MOTOR CYCLE MARSHAL This vehicle shall be positioned behind the forward Police Escort and ahead of the Lead Escort Vehicle for each group.</p> <p>(ii) LEAD ESCORT VEHICLE On single carriageways, a Lead Escort Vehicle shall be positioned approximately 300 metres ahead of the participant leading in each group. This vehicle shall display a sign directed to the front of the vehicle displaying the words "CAUTION CYCLISTS FOLLOWING" so as to provide advance warning to oncoming traffic and passing road users.</p> <p>(iii) PRIMARY ESCORT VEHICLE The Primary Escort Vehicle shall be in positioned immediately following the last participant in each group so as to provide a shield to the participant/s and serve as a warning to overtaking motorists. This vehicle shall display a sign directed to the rear of the vehicle displaying the words "CAUTION CYCLISTS AHEAD".</p>	<p>Noted and understood.</p>
<p>(iv) REAR ESCORT VEHICLE This vehicle shall be positioned approximately 300 metres to the rear of the Primary Escort Vehicle following the last group of participants. This vehicle shall display a sign directed to the rear of the vehicle displaying the words "CAUTION CYCLISTS AHEAD".</p>	<p>Noted and understood this is for Category 2 events.</p>
<p>31. Warning signs referred to above shall not be less than 900mm x 400mm in size with large lettering proportionate to the dimensions of the sign and in accordance with the Road and Transport Legislation.</p>	<p>Noted and understood.</p>

**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING  
THURSDAY 4 APRIL 2024**

<p>32. Each escort vehicle shall also: -          (a) be fitted with flashing amber light on the highest point of the roof;          (b) have flashing amber lights operating at all times;          (c) have hazard and warning lights operating at all times;          (d) be equipped with sets of triangle signs which shall be displayed in the event of breakdowns;          (e) have no advertising material whatsoever affixed to the portion of the vehicle displaying the required " Caution " sign, i.e.: -          (I) the front of the Lead Escort Vehicle;          (ii) the rear of the Primary Escort Vehicle:          (iii) the rear of the Rear Escort Vehicle.</p>	<p>Noted and understood.</p>
<p>33. Escort or support vehicles are to move off the carriageway when required to wait for participants, so as not to obstruct traffic on single lane carriageways.</p>	<p>Noted and understood.</p>
<p><b>SUPPORT VEHICLES</b></p>	
<p>34. Official Support Vehicles to be clearly identified as such.</p>	<p>Noted and understood.</p>
<p>35. Official Support vehicles accompanying the cyclists shall be limited to those listed below:          (I) Support Vehicle - one per group.          (ii) Spares Vehicles - one vehicle per group.          All other vehicles to remain at rear of the procession, behind the rear Police Escort vehicle.</p>	<p>Noted and understood. The number of vehicles required will be determined on many occasions by the amount and therefore number of groups in the event. The event organiser will keep the Police Commander informed of event make up at earliest opportunity.</p>
<p>36. Apart from the Race officials Escort and Support vehicles, no other vehicle is to travel adjacent to the riders between Front Police Vehicle and Rear Police Vehicle for each group.</p>	<p>Noted and understood.</p>
<p><b>COMMUNICATION</b></p>	
<p>37. Radio communication is to be provided to each official, support or media vehicle which is permitted by the Race Commissaire to be within the sterile zone created by Police for such vehicles and competitors.</p>	<p>Noted and understood, the event organiser will have phone communication between traffic marshals, commissaire and support vehicles</p>
<p>38. Radio call signs to be nominated for all escort and official vehicles and provided to the Police Commander of this operation at least 24 hours prior to the commencement of the event.</p>	<p>See above</p>



**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING  
THURSDAY 4 APRIL 2024**

<p>39. The following Emergency Services are to be informed in writing at least 8 weeks prior to the commencement of the event of any delays that may occur during the conduct of the event. A map detailing the roads to be occupied by the race must be provided to the person in charge of the emergency Service.</p> <ul style="list-style-type: none"> <li>· Fire Brigades</li> <li>· Ambulance Services.</li> </ul>	<p>See Appendix 10</p>
<p>40. All major Hotels, Private Coaches and Religious institutions along the route of the event must be notified in writing at least 8 weeks prior to the event.</p>	<p>Noted and understood nil.</p>
<p>41. In the interest of promoting road safety and public awareness of the conduct of the event, advertisements are to be placed in the local newspapers and other media along the route so to advise members of the public and forewarn them of the presence of the cyclists and support vehicles occupying the roadway.</p>	<p>Noted and understood. Where required the event organiser will place a notice in the local newspapers and community radio and notice board/s.</p>
<p>42. All Officials to be fully conversant with the event route.</p>	<p>Noted and understood, all event officials will be provided with the event program which includes the route map, as per the Attached – Course Maps.</p>
<p><b>OTHER</b></p>	
<p>43. The race organiser to undertake to formally advise the relevant Police Region Traffic Services of the Chief Commissaries' name and mobile phone number for the event/s by the preceding Thursday of the event by e-mail to the following.</p>	<p>Noted and understood.</p>
<p>44. That the NSW Police needs to be jointly indemnified under your Public Liability insurance.</p>	<p>Noted and understood, insurance certificate at Appendix 3 indemnifying the NSW Police and Local Government Council/s or Shire/s</p>

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### **1.3 A Day on the Green - 14 April 2024 - Amendments to Traffic Guidance Scheme**

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**Report Author: Traffic Engineer**

**Authoriser: Karin Targa**

#### **PURPOSE**

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To assess the proposed Traffic Guidance Scheme amendments for A Day on the Green to be held at Centennial Vineyards on Sunday 14 April 2024.

#### **RECOMMENDATION**

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**THAT the Traffic Guidance Scheme amendments proposed by All Area Traffic Services for A Day on the Green to be held at Centennial Vineyards on Sunday 14 April 2024 be approved subject to the implementation of the approved Traffic Management Plan and approval from the NSW Police in accordance with the Guide to Traffic and Transport Management for Special Events for a Class 2 event.**

#### **REPORT**

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##### **BACKGROUND**

Wingecarribee Shire Council Local Traffic Committee recommended that the Traffic Management Plans and Traffic Guidance Schemes reported to the 15 February 2024 meeting for 14 April 2024 A Day on the Green be approved.

The expected attendance of the for this event was up to 9000 people.

Ticket sales are lower than expected with an expected 2500 people to attend.

##### **REPORT**

This report proposes to amend the Traffic Guidance Schemes to cater for the lower number of people attending the event.

There are 50% of attendees expected to travel by bus with approximately 1,250 travelling by car. There is expected to be approximately 500 cars arriving in a 4-hour period.

In the previous Traffic Guidance Scheme all private vehicles were directed to access the event via Old Hume Highway and Centennial Road, with buses and taxis accessing via Kirkham Road and Centennial Road.

The amended Traffic Guidance Scheme would allow vehicles to access via Kirkham Road, which will negate the need for additional traffic control personal to provide traffic control at the Centennial Road / Old Hume Highway intersection.

The expected number of attendees and traffic management will be like the Borealis in the Vines event that was held at Centennial Vineyards in 2023. The traffic management for the Borealis in the Vines was sufficient with traffic queues never exceeding 100m on Centennial Road.

**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING  
THURSDAY 4 APRIL 2024**

---

Please see attached Traffic Guidance Scheme for further details.

**CONCLUSION**

---

The attendance for the 14 April 2024 A Day on the Green is significantly less than expected which has prompted amendments to the approved Traffic Guidance Scheme.

The amended Traffic Guidance Scheme is recommended for approval.

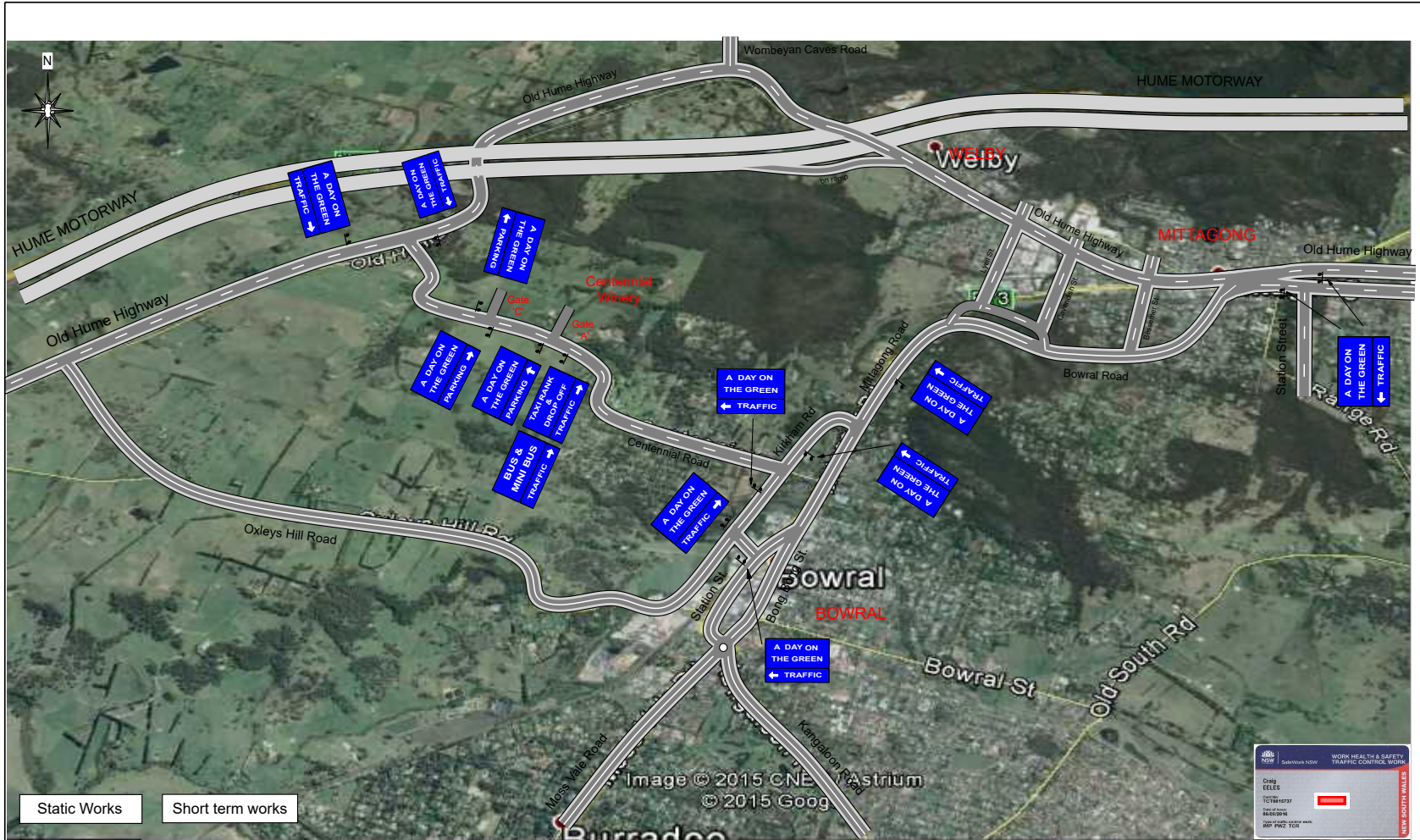
**ATTACHMENTS**

---

1. ADOT G. 140424. 2500 patrons. amended TGS [**1.3.1** - 11 pages]

# AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING THURSDAY 4 APRIL 2024

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Plan Date 25-01-24	Revision A 01-04-24	Revision B	Revision C	Traffic Guidance Scheme - TGS 01 v2	Client : A Day On The Green	Plan Designed by : Craig Eeles PAWZTMP Cert. No. TCT 0015737
TGS Ref. ADOTG - CEN - 140424 - TGS 01 v2				Centennial Winery approaches	Location: Bowral & Mittagong	This plan is not to scale.
<p>ALL AREA TRAFFIC SERVICES 07 Old Hume Highway Mittagong, NSW, 2576. phone: 0407 872088 email: allaretrafficservices@gmail.com</p>				Event Directional Signs	Event Date : Sunday 14-04-24	This plan is intended to comply with AS 1742.3-2019 "Manual of Uniform Traffic Control Devices, Part 3: Traffic control for works on roads" and the Transport NSW "Traffic Control At Worksites" 2020 manual ( version 6 ).
				INGRESS	Times : 12.00 p.m. to 8.00 p.m.	Any modifications or alterations to this plan must be made by a suitably qualified person to the above standards.
						This plan remains the property of All Area Traffic Services.



**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING  
THURSDAY 4 APRIL 2024**

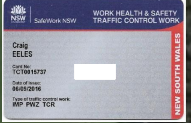
www.invarion.com



**VMB 01**  
**Message 1**  
 CONCERT TRAFFIC RIGHT LANE  
**Message 2**  
 THROUGH TRAFFIC LEFT LANE

**VMB 02**  
**Message 1**  
 CONCERT TRAFFIC LEFT LANE  
**Message 2**  
 THROUGH TRAFFIC RIGHT LANE

Static Works    Short term works



Plan Date 25-01-24	Revision A 01-04-24	Revision B	Revision C
-----------------------	------------------------	------------	------------

Traffic Guidance Scheme - TGS 02 v2

Client : A Day On The Green  
 Location: Old Hume Highway, Bowral  
 Event Date : Sunday 14-04-24  
 Times : 12.00 p.m. to 8.00 p.m.

Plan Designed by : Craig Eeles  
 PAWZTMP Cert. No. TCT 0015737

TGS Ref. ADOTG - CEN - 140424 - TGS 02 v2

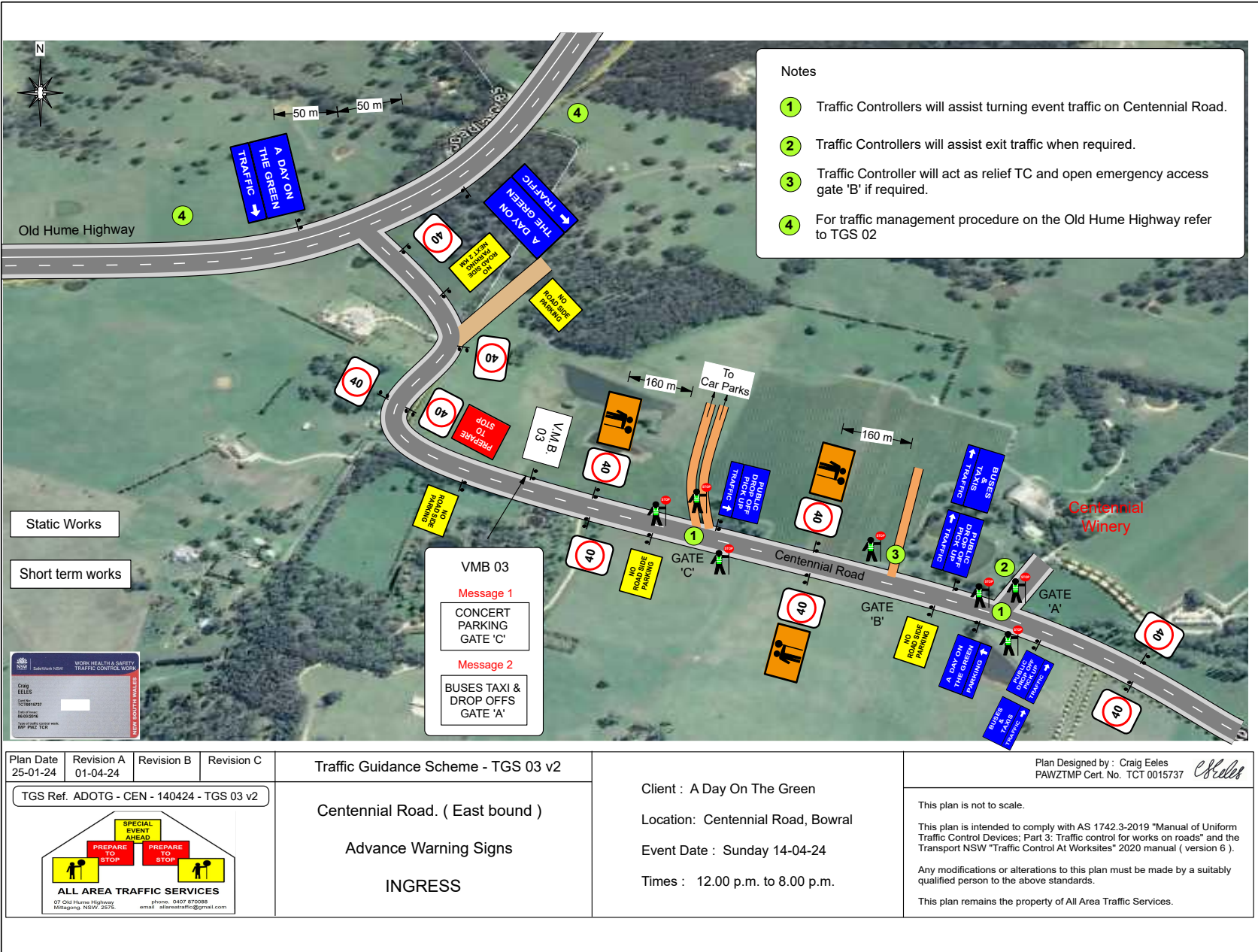
**ALL AREA TRAFFIC SERVICES**  
 07 Old Hume Highway  
 Mittagong NSW 2570  
 phone: 0407 870088  
 email: allareatraf@icloud.com

Old Hume Highway  
 & Centennial Road  
 Advance Warning Signs  
 INGRESS

This plan is not to scale.  
 This plan is intended to comply with AS 1742.3-2019 "Manual of Uniform Traffic Control Devices; Part 3: Traffic control for works on roads" and the Transport NSW "Traffic Control At Worksites" 2020 manual ( version 6 ).  
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**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING  
THURSDAY 4 APRIL 2024**

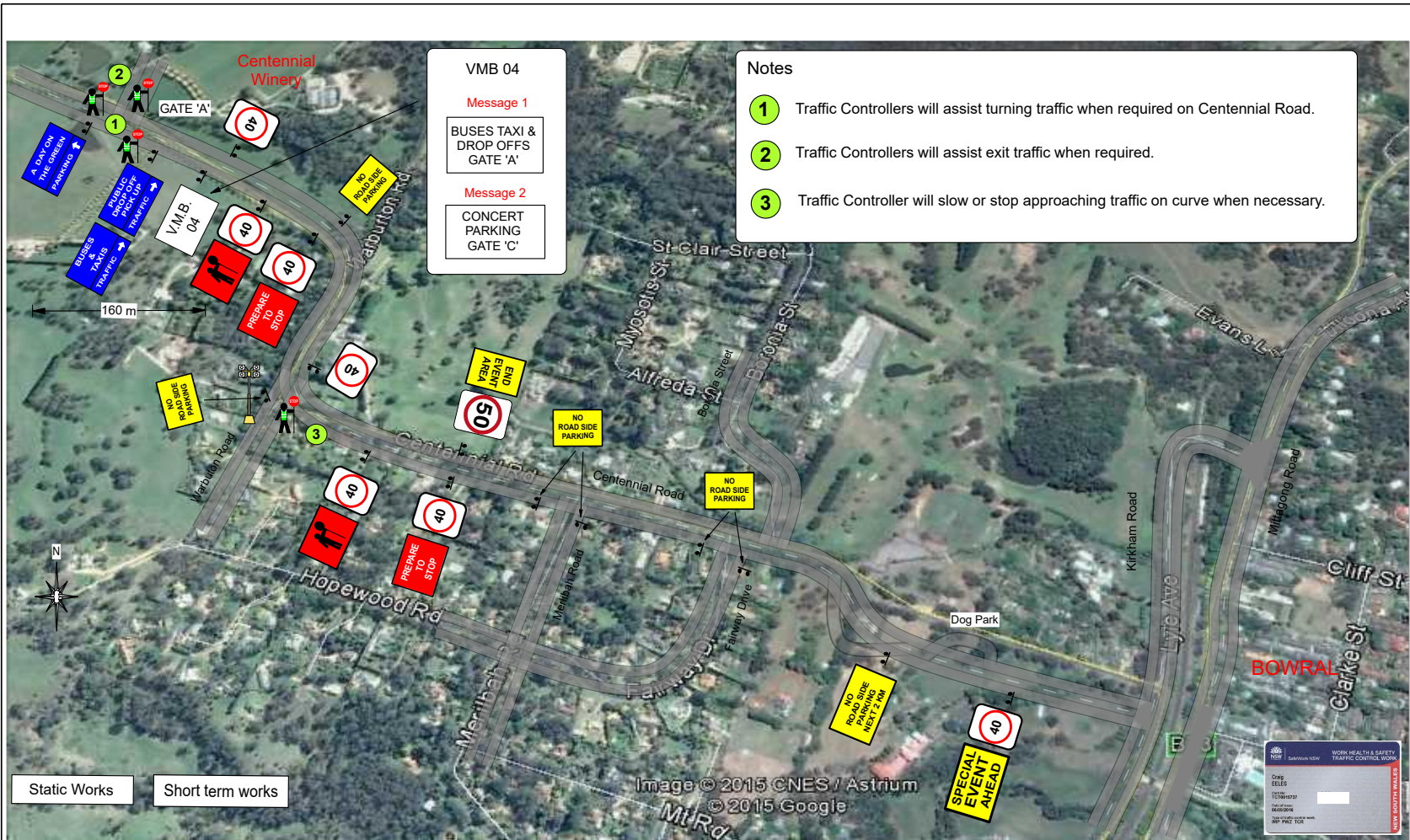
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# AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING THURSDAY 4 APRIL 2024

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**VMB 04**

**Message 1**

BUSES TAXI & DROP OFFS GATE 'A'

**Message 2**

CONCERT PARKING GATE 'C'

**Notes**

- 1 Traffic Controllers will assist turning traffic when required on Centennial Road.
- 2 Traffic Controllers will assist exit traffic when required.
- 3 Traffic Controller will slow or stop approaching traffic on curve when necessary.

Static Works      Short term works

Plan Date 25-01-24	Revision A 01-04-24	Revision B	Revision C
-----------------------	------------------------	------------	------------

TGS Ref. ADOTG - CEN - 140424 - TGS 04 v2



Traffic Guidance Scheme - TGS 04 v2

Centennial Road. ( West bound )

Advance Warning Signs

INGRESS & EGRESS

Client : A Day On The Green

Location: Centennial Road, Bowral

Event Date : Sunday 14-04-24

Times : 12.00 p.m. to 12.00 a.m.

Plan Designed by : Craig Eeles  
PAWZTMP Cert. No. TCT 0015737

This plan is not to scale.

This plan is intended to comply with AS 1742.3-2019 "Manual of Uniform Traffic Control Devices; Part 3: Traffic control for works on roads" and the Transport NSW "Traffic Control At Worksites" 2020 manual ( version 6 ).

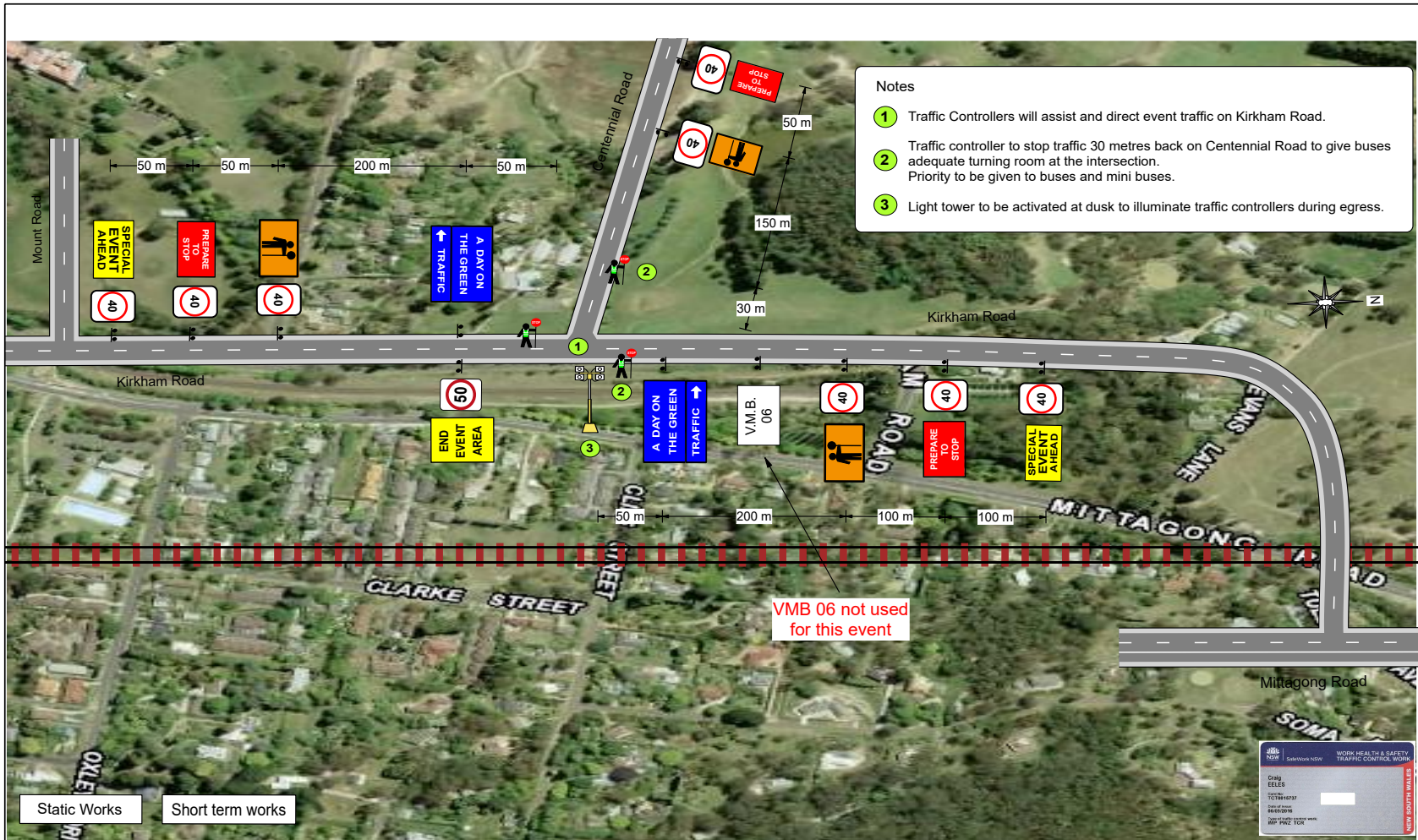
Any modifications or alterations to this plan must be made by a suitably qualified person to the above standards.

This plan remains the property of All Area Traffic Services.



# AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING THURSDAY 4 APRIL 2024

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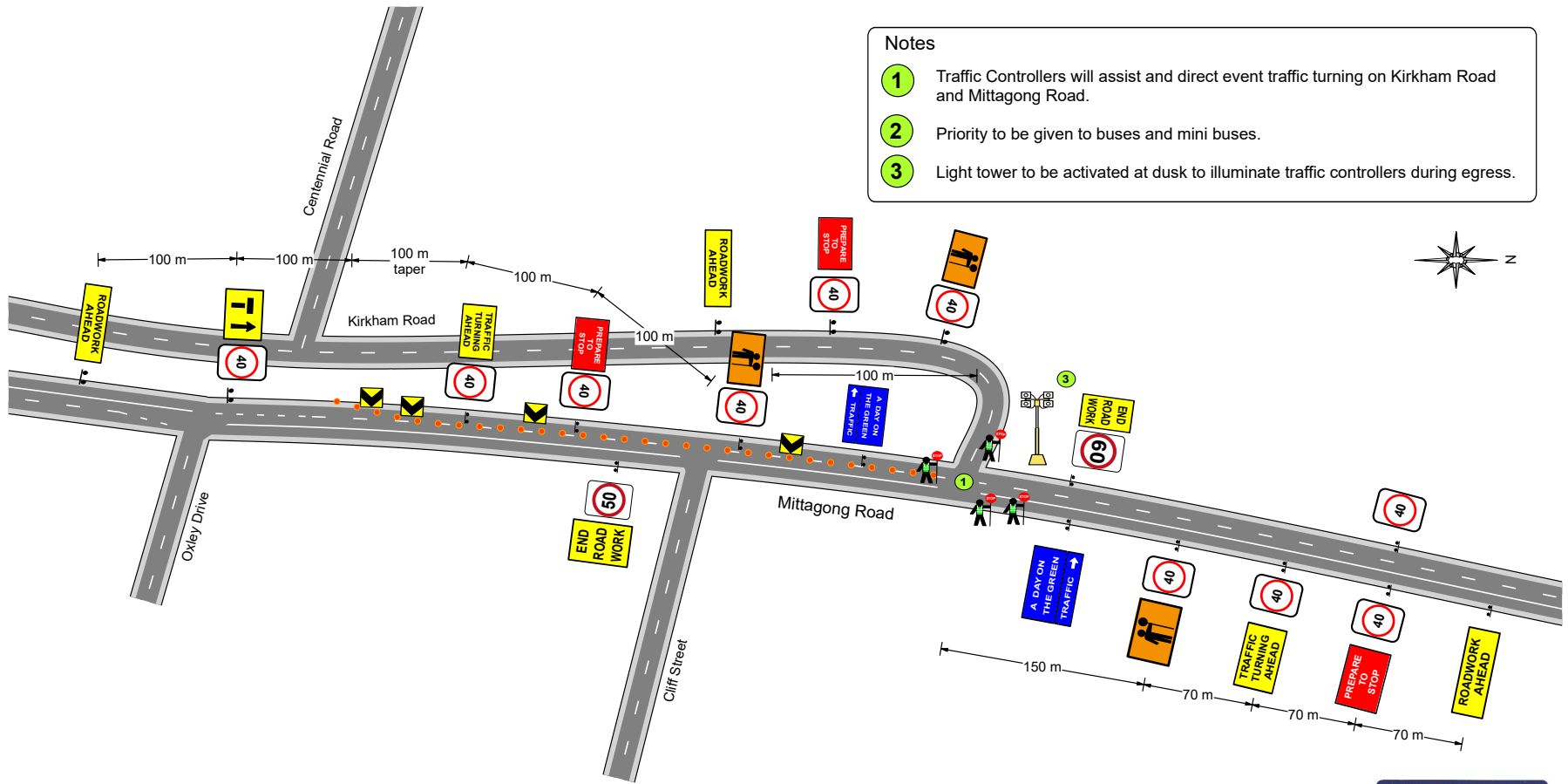


- Notes
- 1 Traffic Controllers will assist and direct event traffic on Kirkham Road.
  - 2 Traffic controller to stop traffic 30 metres back on Centennial Road to give buses adequate turning room at the intersection. Priority to be given to buses and mini buses.
  - 3 Light tower to be activated at dusk to illuminate traffic controllers during egress.

Plan Date 25-01-24	Revision A 01-04-24	Revision B	Revision C	Traffic Guidance Scheme - TGS 05 v2	Client : A Day On The Green	Plan Designed by : Craig Eeles PAWZTMP Cert. No. TCT 0015737
TGS Ref. ADOTG - CEN - 140424 - TGS 05 v2				Kirkham Road & Centennial Road	Location: Kirkham Road, Bowral	This plan is not to scale.
<p>ALL AREA TRAFFIC SERVICES 07 Old Huron Highway, Mittagong NSW 2570 phone: 0467 870088 email: allareatrafic@gmail.com</p>				Advance Warning Signs INGRESS & EGRESS	Event Date : Sunday 14-04-24	This plan is intended to comply with AS 1742.3-2019 "Manual of Uniform Traffic Control Devices; Part 3: Traffic control for works on roads" and the Transport NSW "Traffic Control At Worksites" 2020 manual ( version 6 ).
					Times : 12.00 p.m. to 12.00 a.m.	Any modifications or alterations to this plan must be made by a suitably qualified person to the above standards.
						This plan remains the property of All Area Traffic Services.

**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING  
THURSDAY 4 APRIL 2024**

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- Notes**
- 1 Traffic Controllers will assist and direct event traffic turning on Kirkham Road and Mittagong Road.
  - 2 Priority to be given to buses and mini buses.
  - 3 Light tower to be activated at dusk to illuminate traffic controllers during egress.

Static Works      Short term works

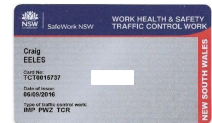
Plan Date 25-01-24	Revision A	Revision B	Revision C
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Traffic Guidance Scheme - TGS 06

Mittagong Road & Kirkham Road  
Advance Warning Signs  
INGRESS & EGRESS

Client : A Day On The Green  
Location: Mittagong Road, Bowral  
Event Date : Sunday 14-04-24  
Times : 12.00 p.m. to 12.00 a.m.

Plan Designed by : Craig Eeles  
PAWZTMP Cert. No. TCT 0015737



TGS Ref. ADOTG - CEN - 140424 - TGS 06

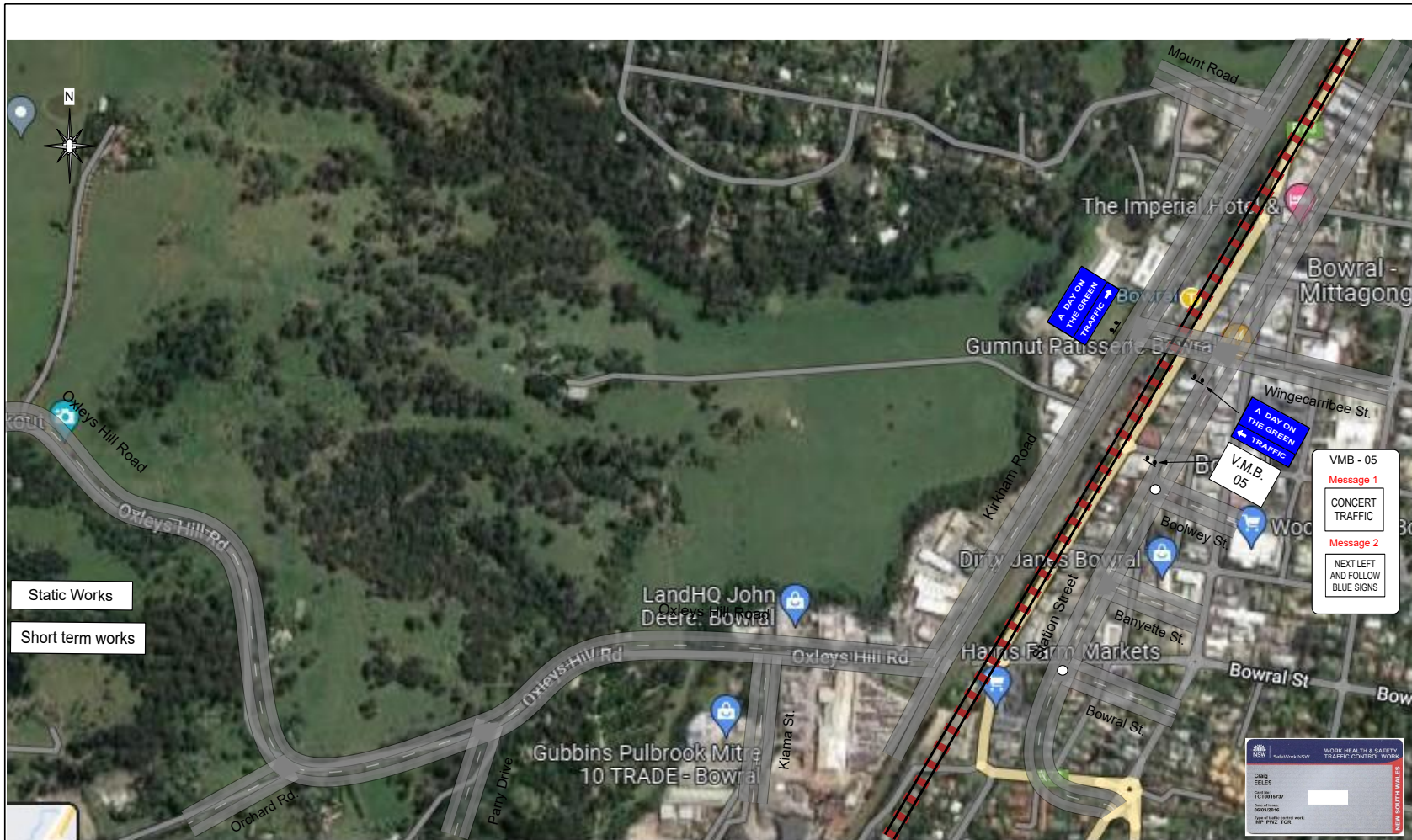


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**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING  
THURSDAY 4 APRIL 2024**

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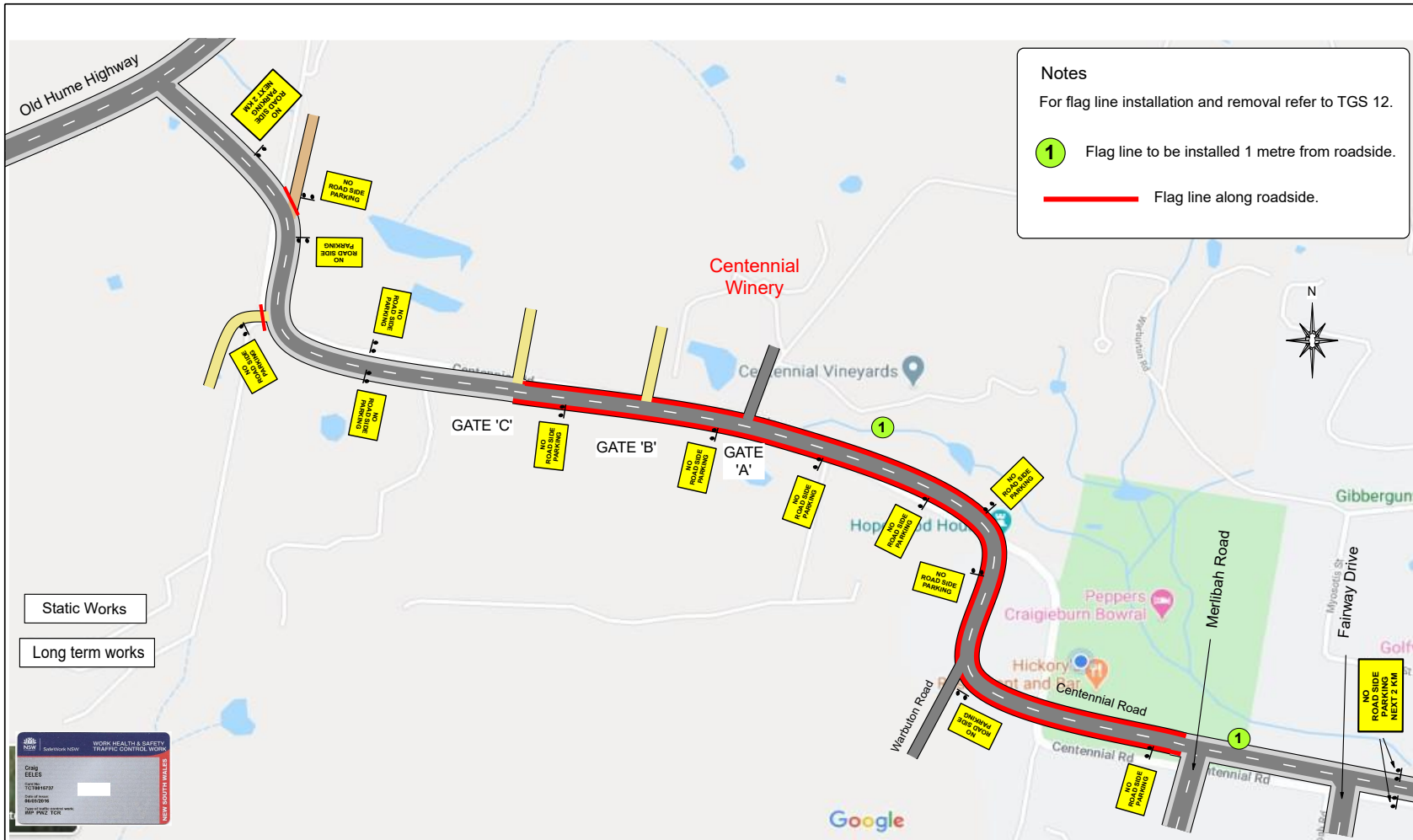


Plan Date 25-01-24	Revision A 01-04-24	Revision B	Revision C	Traffic Guidance Scheme - TGS 07 v2	Client : A Day On The Green	Plan Designed by : Craig Eeles PAWZTMP Cert. No. TCT 0015737
TGS Ref. ADOTG - CEN - 140424 - TGS 07 v2				Kirkham Road & Oxleys Hill Road  Parking Directional Signs  INGRESS	Location: Station Street, Kirkham Road & Oxleys Hill Road, Bowral	This plan is not to scale.
<p>ALL AREA TRAFFIC SERVICES 07 Old Hume Highway Mittagong NSW 2875 phone: 0407 870088 email: allareatrafic@gmail.com</p>					Event Date : Sunday 14-04-24	This plan is intended to comply with AS 1742.3-2019 "Manual of Uniform Traffic Control Devices; Part 3: Traffic control for works on roads" and the Transport NSW "Traffic Control At Worksites" 2020 manual ( version 6 ).
					Times : 12.00 p.m. to 8.00 p.m.	Any modifications or alterations to this plan must be made by a suitably qualified person to the above standards. This plan remains the property of All Area Traffic Services.





**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING  
THURSDAY 4 APRIL 2024**



Plan Date 25-01-24	Revision A 01-04-24	Revision B	Revision C	Traffic Guidance Scheme - TGS 11 v2	Client : A Day On The Green	Plan Designed by : Craig Eeles PAWZTMP Cert. No. TCT 0015737
TGS Ref. ADOTG - CEN - 140424 - TGS 11 v2				Centennial Road No Roadside Parking INGRESS & EGRESS	Location: Centennial Road, Bowral between Fairway Drive and the Old Hume Highway.	This plan is not to scale. This plan is intended to comply with AS 1742.3-2019 "Manual of Uniform Traffic Control Devices; Part 3: Traffic control for works on roads" and the Transport NSW "Traffic Control At Worksites" 2020 manual ( version 6 ). Any modifications or alterations to this plan must be made by a suitably qualified person to the above standards. This plan remains the property of All Area Traffic Services.
<p>ALL AREA TRAFFIC SERVICES 07 Old Hume Highway Mudgee NSW 2256 phone: 0467 870088 email: allareatraf@icloud.com</p>					Dates : Thursday 11-04-24 to Monday 15-04-24	



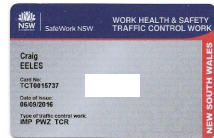
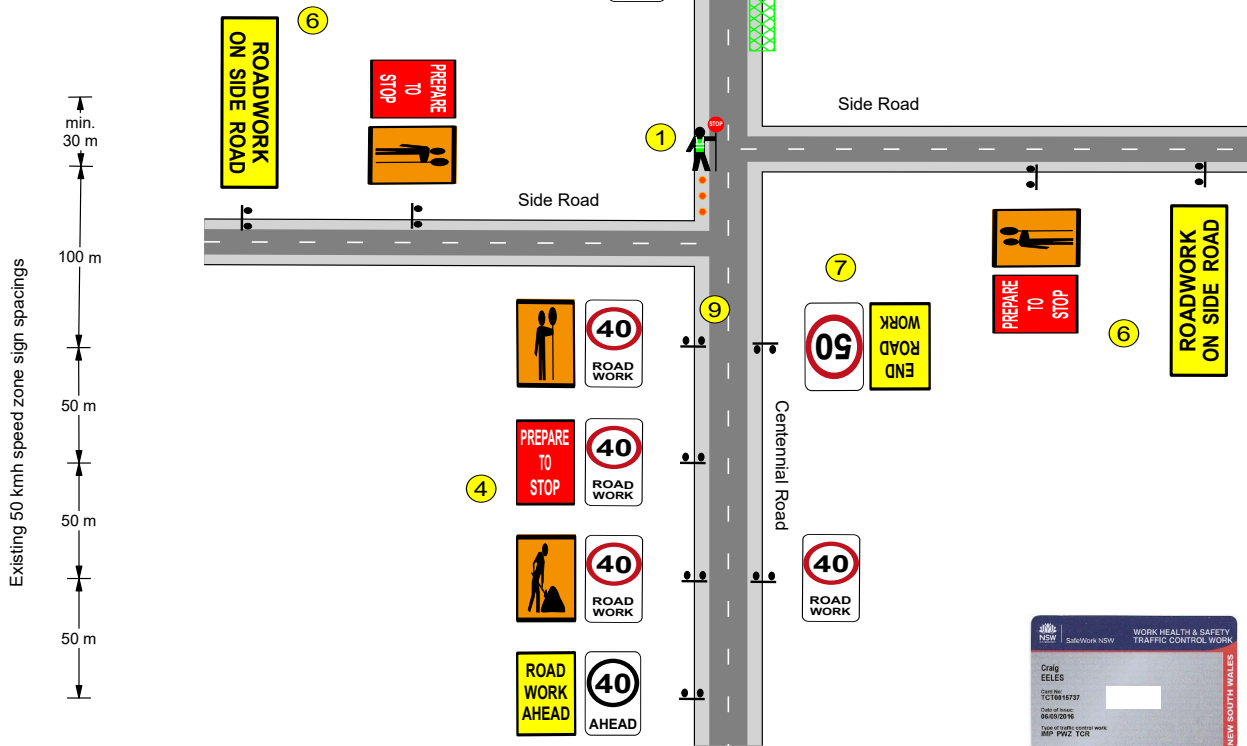
# AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING THURSDAY 4 APRIL 2024

Dynamic Works

Short term works

Notes :

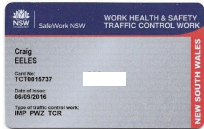
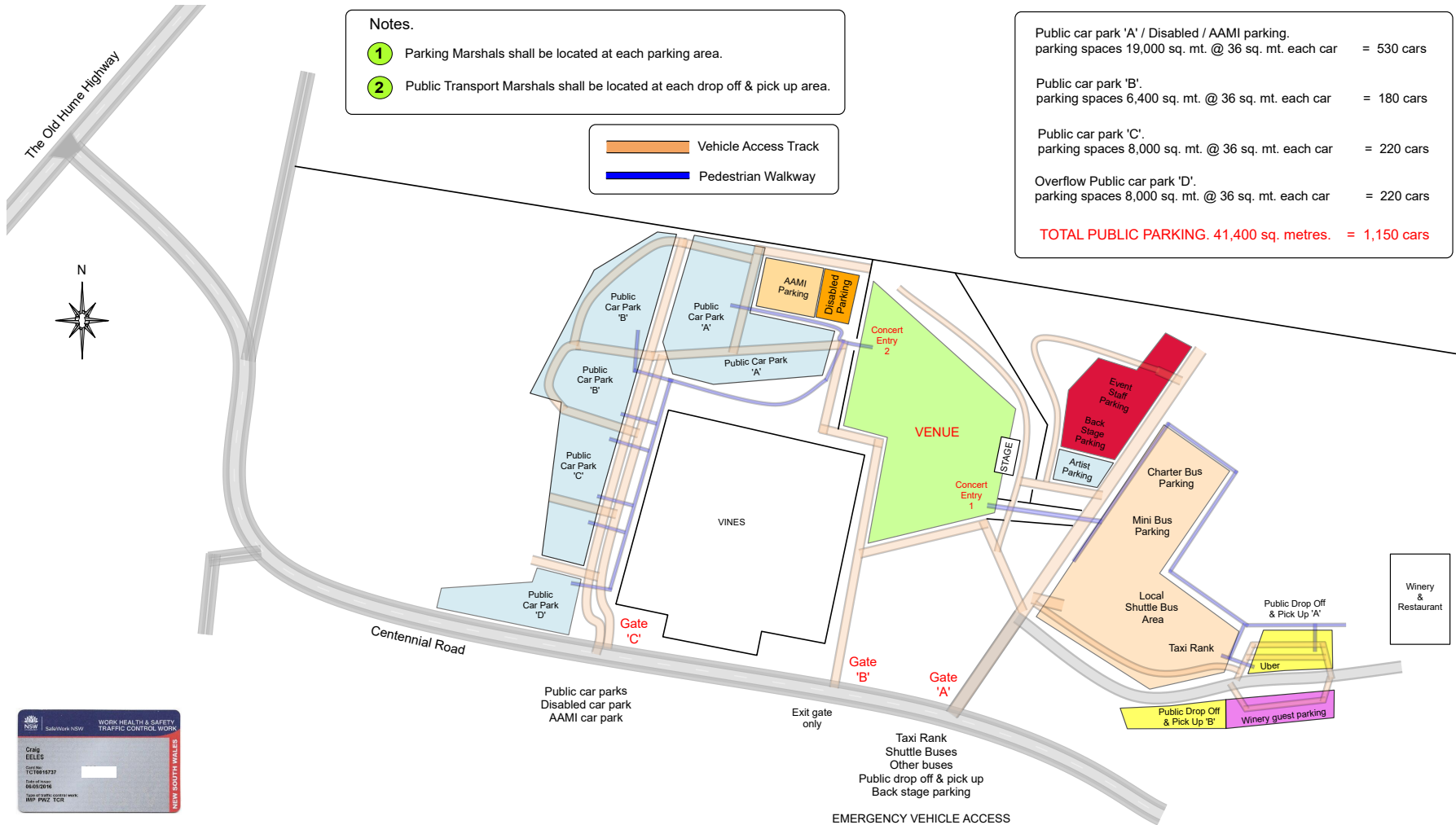
- 1 PTCDS not used due to frequently changing work zone moving along the shoulder on Centennial Road. Traffic Controllers to have radio communication with each other.
- 2 Work vehicle with sign attached to vehicle.
- 3 Work area can be :-  
- up to 500 m in length.  
- moved from one side of the road to the other side.
- 4 Prepare To Stop sign can be repeated in an outward direction at 250 m spacing if required.
- 5 40 kmh sign to be repeated every 250 m if work area exceeds 250 m.
- 6 This treatment to be used when working near any side roads such as Merilbah Road and Warbuton Road
- 7 Return to speed sign can be either 50 kmh or 80 kmh, depending on which section of Centennial Road is being worked on.
- 8 Any existing speed limit signs in the work zone to be covered while works are in progress and uncovered when work has been completed.
- 9 Expected maximum que length.



Traffic Guidance Scheme - TGS 12				Lane closure for Flag line installation & removal.	Ref. : ADOTG - CEN - 140424 - TGS 12
Plan Date 25-01-24	Revision A	Revision B	Revision C	Client : A Day On The Green	Plan Designed by : Craig Eeles PAWZTMP Cert. No. TCT 0015737
				Location: Centennial Road, Bowral between Merilbah Rd and Old Hume Hwy.	This plan is not to scale. This plan is intended to comply with AS 1742.3-2018 "Manual of Uniform Traffic Control Devices; Part 3. Traffic control for works on roads" and the Transport NSW "Traffic Control At Worksites" manual 2020 (version 6). This plan remains the property of All Area Traffic Services and must not be copied or altered without permission of the Author.
				Work Dates : Thursday 11-04-24 to Tuesday 16-04-24	

# AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING THURSDAY 4 APRIL 2024

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Plan Date 25-01-24	Revision A	Revision B	Revision C	Traffic Guidance Scheme - TGS 13	Client : A Day On The Green	Plan Designed by : Craig Eeles PAWZTMP Cert. No. TCT 0015737 <i>C. Eeles</i>
TGS Ref. ADOTG - CEN - 140424 - TGS 13				Centennial Vineyards Internal Parking & Public Transport	Location: Centennial Vineyards, Bowral	This plan is not to scale. This plan is intended to comply with AS 1742.3-2019 "Manual of Uniform Traffic Control Devices; Part 3: Traffic control for works on roads" and the Transport NSW "Traffic Control At Worksites" 2020 manual ( version 6 ). Any modifications or alterations to this plan must be made by a suitably qualified person to the above standards. This plan remains the property of All Area Traffic Services.
<p>ALL AREA TRAFFIC SERVICES 07 Old Hume Highway Mingong NSW 2975 phone 0407 870088 email allareattraffic@gmail.com</p>					Event Date : Sunday 14-04-24	
					Times : 9.00 a.m. to 12.00 a.m.	

---

## **1.4 Medieval Festival 2024 - Black Springs Road, High Range**

---

**Report Author: Traffic Engineer**

**Authoriser: Karin Targa**

### **PURPOSE**

---

To assess the proposed traffic management arrangements for the Rowany Medieval Festival to be held at Camp Wombaroo, located on Black Springs Road, High Range.

### **RECOMMENDATION**

---

***THAT the proposed traffic control measures for the Rowany Medieval Festival to be held between Saturday 13 April 2024 and 24 April 2024, at Camp Wombaroo, Black Springs Road, High Range, be recommended for approval***

### **REPORT**

---

The Rowany Medieval Festival is an annual event that will be held between Saturday 13 April 2024 and Wednesday 24 April 2024 at Camp Wombaroo, located on Black Springs Road, High Range.

The festival is expected have between 500 and 700 attendees.

Traffic management on Black Springs Road and Wombeyan Caves Road will include speed reductions, portable traffic lights and traffic controllers.

Please see attached Traffic Management Plan.

### **CONCLUSION**

---

The proposed Traffic Management Plan for Rowany Medieval Festival to be held between Saturday 13 April 2024 to Wednesday 24 April 2024 at Camp Wombaroo be recommended for approval.

### **ATTACHMENTS**

---

1. ECM 5071031 v 1 TMP Rowany medieval Festival 2024 Inc EMP PA N-387512 - [1.4.1 - 22 pages]



**2024**

# Traffic Management Plan

## **Traffic Control Works Traffic Management Plan**

**Location: Camp Wombaroo  
162 Black Springs Rd  
High Range NSW**

**April 2024**

Tehnielle Smith  
Banarang Aboriginal Corporation  
24/11/2023

**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING  
THURSDAY 4 APRIL 2024**



**Construction Works  
Traffic Management Plan**

**2024**

<b>CONTROL SHEET – SUMMARY UPDATES</b>		
Instructions:		
1. Insert new or revised sheets into the section of the TMP and remove/destroy any superseded sheets.		
2. Record revision, date and brief description immediately after the TMP is updated.		
Revision	Date	Brief Description of Update
	17/11/16	<b>Update original TMP</b>
	24/01/2017	<b>Update original TMP</b>
	5/02/2018	<b>Update original TMP</b>
	6/11/2018	<b>Update original TMP</b>
	09/04/2019	Addition of emergency details
	8/11/2019	<b>Update original TMP for 2020</b>
	13/10/2020	<b>Update original TMP for 2021</b>
	1/11/2021	<b>Update original TMP for 2022</b>
	28/11/2022	<b>Update original TMP for 2023</b>
	24/11/2023	<b>Update original TMP for 2024</b>

**TABLE OF CONTENTS**

**1.0 INTRODUCTION .....4**

1.1 Purpose ..... 4

1.2 Scope of Works ..... 4

1.3 Application ..... 4

1.4 Abbreviations & Terminology ..... 4

**2.0 DISTRIBUTION CONTROL & APPROVAL OF THIS PLAN .....5**

2.1 Approval & Changes ..... 5

**3.0 CONDITIONS OF APPROVAL ..... 6**

**4.0 PROPOSED PROGRAMME.....6**

4.1 Event assessment and impacts – access..... 6

4.2 Vehicle Movements inside Camp Wombaroo ..... 6

4.3 Impact on Public Transport ..... 7

4.4 Pedestrians..... 7

4.5 Traffic Control Requirements..... 7

4.6 Attendance Numbers during event..... 7

4.7 Disability Access ..... 7

4.8 set up vehicles ..... 7



**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING  
THURSDAY 4 APRIL 2024**



**Construction Works  
Traffic Management Plan**

**2024**

<b>5.0</b>	<b>OTHER TMP REQUIREMENTS.....</b>	<b>7</b>
5.1	Provision for other users .....	8
5.2	Emergency Response Procedures .....	8
5.3	Review and Monitoring of Traffic Conditions.....	8
<b>6.0</b>	<b>COMMUNITY RELATIONS MANAGEMENT .....</b>	<b>8</b>
6.1	Stakeholders/Community impacted .....	8
<b>7.0</b>	<b>EMERGENCY EVACUATION MANAGEMENT PLAN (EMP).....</b>	<b>8</b>
7.1	Summary.....	9
7.2	Objectives .....	9
7.3	Risk Management/Implementation of the Emergency Management Plan .....	9
7.4	BushFire or other Emergency Evacuation Procedure.....	9
7.4.1	Roles and Responsibilities.....	9
7.4.2	Procedure for Cancellation of the Event.....	10
7.4.3	Catastrophic or Extreme Fire Danger .....	10
7.4.4	Severe Weather / Other Cancellation .....	11
7.5	Emergency Evacuation Procedure .....	11
7.5.1	Shelter In Place Procedure.....	12
7.5.2	Risk Analysis and Evacuation/Shelter Plan .....	12
7.5.3	Evacuation Plan (Primary).....	15
7.5.4	Shelter in Place Plan (Secondary).....	16
7.6	Emergency Procedures.....	17
7.7	Other Information .....	18
	Appendix 1: TCP BAC-0446.....	20
	Appendix 2: TCP BAC-0447 .....	21
8.0	Document Acknowledgement.....	22

# AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING THURSDAY 4 APRIL 2024



## Construction Works Traffic Management Plan

2024

### 1.0 INTRODUCTION

The Contracted Work for the Rowany Medieval Festival consists of participants taking part in many historically themed activities. The site is located on Black Spring Rd High Range.

The Traffic Management Plan addresses the Conditions, Approval requirements for this project.

The objective of the Plan is to ensure that traffic issues and festival Participant movement are managed with minimal impact to motorists, Pedestrians and local residents and complies with the requirements of all relevant authorities including Wingecarribee Shire Council, NSW Police and the Emergency Services.

Through a consultative approach between Rowany Medieval Festival, Australian Traffic Solutions and Wingecarribee Council, this plan details as to the best way to manage traffic issues associated with this Project.

#### 1.1 Purpose

The purpose of the Traffic Management Plan is to ensure that planned works adhere to and comply with the Contract requirements for; Control of movement of Public Vehicles around the Project. This Plan must recognise, be consistent with and comply with the traffic configuration of the local road network as it exists at varying stages, during the project.

In addition to the Contract requirements, this Plan must also comply with:

- the requirements of relevant authorities, including Wingecarribee shire Council, NSW Police and State Emergency Services;
- certificates, licenses, consents, permits and approvals, including in respect of working hours; and  
In accordance with the General Conditions of the Contract, this plan will provide:
- detailed traffic management procedures for the festival areas;
- Traffic control plan detailing modifications to existing traffic patterns vehicular and pedestrian. (Attached)
- safety of Pedestrians, Commuters, Cyclists and personnel of festival
- roles and responsibilities of personnel and subcontractors;

#### 1.2 Scope of Works

The main element of the work in respect to traffic management is:

This plan addresses traffic management of Rowany Medieval Festival with aim to ensure safe movement for vehicles and event attendees at all times.

#### 1.3 Application

All Event Personnel & Road users shall comply with the requirements of this plan. Car parking, Provision of Traffic controllers and temporary Signage.

#### 1.4 Abbreviations & Terminology

The following terms, abbreviations and definitions are used in this Plan:

Terms	Explanation
TMP / Plan	Traffic Management Plan
PM	Project Manager
WSC	Wingecarribee Shire Council
ATS	Australian Traffic Solutions
RMF	Rowany Medieval Festival

# AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING THURSDAY 4 APRIL 2024



## Construction Works Traffic Management Plan

2024

### 2.0 DISTRIBUTION CONTROL & APPROVAL OF THIS PLAN

#### 2.1 Approval & Changes

##### Approval of Plan

Record of Issue, Review and Approval of Plan will be via the Project Manager.

##### Issue of Plan

The RMF Projects Manager will ensure the approved plan is available to all relevant site personnel.

##### Master Copy

The most current version of the Plan is available upon request to Project Manager.

##### Changes to the TMP

Any changes on the general concept of the plan will require a further revision being issued in consultation with the Project Manager. The revised TMP will then be submitted to WSC for approval.

##### Distribution Policy

Controlled copy of the TMP is held by RMF. All company employees have access to this plan through the Project Manager. The list of holders of controlled copies of the plan includes:

Copy No.	Issued to	Issue date	Issued By
01	Project Manager	24/11/2023	T.Smith
02	Site Manager		
03			
04			
05			
06			

The personnel to whom these copies have been issued will be sent amendments as they occur, and it is their responsibility to discard superseded pages and insert new pages.

##### Uncontrolled Copies

Uncontrolled documents will not be issued amendments.

##### Acknowledgement of Receipt

If a controlled copy of the Traffic Management Plan has been issued, acknowledgement of its receipt is to be sent to the Project Manager within seven days to ensure further amendments are received.

# AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING THURSDAY 4 APRIL 2024



## Construction Works Traffic Management Plan

2024

### 3.0 CONDITIONS OF APPROVAL

The checklist detailing the verification process to ensure Contract requirements have been met in this Traffic Management Plan for the Conditions of Approval is detailed below.

CONDITION OF APPROVAL	WHERE ADDRESSED
The Traffic Management Plan (TMP) has been prepared in consultation with relevant to RMF personnel. The TMP must include information on the following matters relating to the Project:	
<b>A)</b> the impact on pedestrians including measures to ensure safety to pedestrians at all times;	Section 4.7
<b>B)</b> a response plan which sets out the proposed response to any traffic, construction or other incident;	Section 5.2
<b>C)</b> proposed traffic control measures within Traffic Control Plans;	Attached
<b>D)</b> measures to manage traffic flows around the area affected by the Project, including as required traffic control devices necessary for the implementation of the TMP;	Section 5.3
The performance of all project traffic arrangements must be monitored during Event. Any additional traffic and transport management measures as legally required by the RMS shall form part of the TMP.	

### 4.0 PROPOSED PROGRAMME

The approximate programme for implementation of the work area is as follows:

Festival	Start Date	Finish Date
Setup/Packup	13/04/2024	24/04/2024
Actual Festival	17/04/2024	22/04/2024

#### 4.1 Event assessment and impacts – access

This section details the individual requirements for the event and is based largely on the findings of the RMF Proposal. All vehicles will enter and leave the Site in a forward direction. Extra care must be taken by the vehicle drivers to ensure pedestrian safety. All loading and unloading must be done within the development site or at the proposed event area.

Access is from Wombeyan caves road – Bitumen Single lane each direction, with a speed limit of 100km/h. Speed limit on the approach to Black springs Rd will be lowered to 40km/h to slow traffic to avoid collision of traffic entering Black springs road.

Black Springs Road is a Dirt/Gravel road with a speed limit of 80km/h, speed limit will be lowered to 40km/h for the duration of event to minimise risk to other vehicles and wildlife and reduce dust on road.

Use of portable traffic signals will be used on Black Springs Road due to the increased traffic volumes on the road due to the event (see attachment 1). These traffic signals will be monitored throughout the event to ensure efficient flow of traffic.

#### 4.2 Vehicle Movements inside Camp Wombaroo

# AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING THURSDAY 4 APRIL 2024



## Construction Works Traffic Management Plan

2024

There will be a 5km/h limit inside camp Wombaroo for the duration of the event. During Peak periods there will be traffic controllers to direct traffic and to ensure 5 km/h speed limit. Vehicles are only allowed to drive on site (in the immediate area used for camping and activities) using the marked roadways at 5 km/h until 8:30am on 17<sup>th</sup> April (Wednesday) morning and after 4pm on 23<sup>rd</sup> April (Tuesday). Inside these times, cars will be parked in designated areas and only emergency vehicles, amenities management or permitted disability access will be allowed.

### 4.3 Impact on Public Transport

The public transport vehicles in the area will not be affected with this event.

### 4.4 Pedestrians

There will need to be a minimum 1.2m width of footpath left clear for pedestrian access at all times for all Pedestrians and suitable disability access to event.

### 4.5 Traffic Control Requirements

All event access, egress will require Traffic Control in accordance with the Roads and Maritime Services Guideline *Traffic Control at Work Sites*, and *Australian Standard 1742.3 Manual of Uniform Traffic Control Devices, Part 3: Traffic Control Devices for Works on Roads*.

### 4.6 Attendance Numbers during event

Rowany medieval festival is attended by around 500 people on average, with some day visitors, particularly on the public holiday days. Numbers can range from 500 up to 700 people, depending on weather and activities.

These numbers have been taken from attendance records kept over the past 5 years.

### 4.7 Disability Access

Access vehicles for the disabled will have designated reserved parking areas close to the centre of the camp.

### 4.8 set up vehicles

Set up vehicles and trucks must stay on the designated roadways and approved tracks to minimise soil compaction or disturbance. The largest truck expected is a 12m flatbed truck carrying portalets.

## Attachment 1



## 5.0 OTHER TMP REQUIREMENTS



# AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING THURSDAY 4 APRIL 2024



## Construction Works Traffic Management Plan

2024

### 5.1 Provision for other users

This TMP must cater for all users affected by the RMF event. These users include, but are not limited to cyclists and emergency vehicles. The requirements are detailed below:

- Cyclists will be affected when vehicles are entering or exiting the site. At all locations, the provision for cyclists should be assessed as per the RMS's Traffic Control at Worksites Guidelines (Section 9.4).
- Emergency vehicles shall be given clear access when required.

### 5.2 Emergency Response Procedures

In the event of any incident / emergency on site, or one that is contained within the road traffic management areas, the Site Manager will make direct contact with the relevant emergency service as required.

The following are the primary contacts for the event with consideration of traffic management and monitoring on the project:

#### Emergency Access

Emergency vehicles will always have a designated reserved parking area in the centre of camp and right of way.

Organisation	Contact	Position	Contact Number
RMF	Robin Fisher	Steward/Project Manager	0405 922 910
RMF	Andrew Ross-Gowan	Deputy Steward	0401 092 752

### 5.3 Review and Monitoring of Traffic Conditions

Traffic issues including the monitoring of the operations of traffic flow and the effective operation of intersections will be monitored by the Site Manager. The Event Manager is responsible for the coordination of the activities of work crews on site during the operations across the event area.

Reports of any traffic conditions which may be of concern will be reported back to the representatives from council or RMS as applicable (i.e. dependent on which roads/intersections issues arise on). An experienced traffic and transport management consultant will be available to review and advise on the implementation of any traffic management issues and amendments as required.

## 6.0 COMMUNITY RELATIONS MANAGEMENT

### 6.1 Stakeholders/Community impacted

The target audience identified can be generally categorised into the following key groups:

- Wingecarribee Shire Council;
- Emergency Services;
- Public transport users;
- Motorists;
- Property owners and residents.

## 7.0 EMERGENCY EVACUATION MANAGEMENT PLAN (EMP)

# AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING THURSDAY 4 APRIL 2024



## Construction Works Traffic Management Plan

2024

### 7.1 Summary

This section of the TMP aims to provide a comprehensive plan for site evacuation in the event of a bush fire or other emergency requiring site evacuation during the event, and is for the use of the Wingecarribee Shire Council, Camp Wombaroo, Rowany Festival Management Group and any other bodies requiring this information.

The overall aim of the emergency EMP is to ensure safety of festival attendees, Camp Wombaroo staff, contractors, other workers, guests or visitors, and neighbours in the wider community from issues that may arise as a result of an emergency at or near the Rowany Medieval Festival. It covers both bushfire evacuation and other emergencies.

This plan addresses emergency management and evacuation for the proposed event only, and has been prepared after discussion with the Rowany Festival Management Committee, Mittagong RFS and Camp Wombaroo staff. It refers extensively to the Camp Wombaroo Bush Fire Management Plan (attached).

### 7.2 Objectives

The core objectives of the Emergency Management Plan are to:

- Ensure the safety of Festival visitors, Camp Wombaroo employees, contractors, volunteers, neighbours and the general public.

### 7.3 Risk Management/Implementation of the Emergency Management Plan

Management and implementation of the Emergency Management Plan will be carried out by the Rowany Festival Committee, Camp Wombaroo staff and such persons as they have contracted or delegated to carry out tasks associated with emergency evacuation management.

The event organiser is responsible for the managing of risks arising at the event site from the event activities. The landlord (Camp Wombaroo) is responsible for the managing of risks at the event area not arising from event activities.

### 7.4 BushFire or other Emergency Evacuation Procedure

#### 7.4.1 Roles and Responsibilities

Role	Name	Contact	Notes
<b>Camp Site Manager</b>	Liza Wyckoff-White	0476 763 920	Has management of the site and will be last to leave if Camp Wombaroo staff must be evacuated as well. Other camp staff present will assist.
<b>Event Steward – Event Managers</b>	Robin Fisher	0405 922 910	The Event Steward has responsibility for running of the event and hence activating the EEP when necessary. They also have the responsibility of communicating with Camp Wombaroo staff and monitoring daily conditions so that they have knowledge of when it is necessary to order an evacuation or emergency shelter. They will follow the advice of the Camp Wombaroo Manager or deputy in announcing and implementing an evacuation or seeking shelter.
<b>Deputy Steward</b>	Andrew Ross-Gowan	0401 092 752	Should the Event Steward be unable to take charge, the Deputy Stewards will take over.
<b>Accredited Traffic Control Officers</b>	Lizzie Pugh	0488 669 152	Volunteer accredited traffic control officers will direct traffic at each end of Black Springs Rd to ensure smooth flow of traffic and enable passage of emergency vehicles if required.
<b>Safety Officer</b>			The Head of Safety will work with the Event Steward and appointed Deputies to ensure the smooth implementation of the evacuation plan. The Head of

# AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING THURSDAY 4 APRIL 2024



## Construction Works Traffic Management Plan

2024

			Safety has responsibility for the calm and orderly movement of cars and people through the emergency. Deputy Safety Officers and Traffic Wardens will be appointed.
<b>Camp Wombaroo Staff</b>			Camp Wombaroo has their own Chief Warden and Wardens in their staff, and the Event Steward will follow their instructions.
<b>Police Contact</b>		000 131 444 Local Police Station (Bowral) 4862 9299	Non Emergency/Information
<b>NSW Rural Fire Service</b>		000 Mandemar RFS 02 4878 5292 or 02 4878 5575 Mittagong RFS: 02 4871 2727 Wingecarribee RFS Fire Control Centre: (02) 4871 2666	Call first in the event of an emergency Closes Local Group Local Coordination Centre
<b>State Emergency Services</b>		132 500	Call in the event of floods and storms
<b>Local Hospital</b>	Bowral Hospital 97- 103 Bowral St, Bowral NSW 2576	(02) 4861 0200	
<b>Wingecarribee Shire Council Representative</b>			
<b>RMS Contact</b>			
<b>First Aiders</b>			

Others:

- Pace car to lead evacuees on to Black Springs Rd and Wombeyan Caves Rd
- Volunteer safety staff - Coordinate movement of persons from campsites to car park (responsible helpers may be used to assist)
- All Festival staff assisting in evacuation will leave the site once the other persons have departed.
- All attendees at Festival will receive a copy of the Festival Booklet which includes the emergency evacuation plan.

### 7.4.2 Procedure for Cancellation of the Event

There are possible circumstances in which it may be necessary to cancel the event and conduct an emergency evacuation of the site. These include unacceptable fire danger risk, or extreme weather. Other circumstances may trigger an emergency evacuation as necessary.

### 7.4.3 Catastrophic or Extreme Fire Danger

In discussion with the RFS it has been decided that there is only one feasible evacuation route from Camp Wombaroo, using Black Springs Road. This is a slow route and surrounded by forest, so any evacuation of the property MUST take place early, and be complete before there is any risk of people being caught by fire on the road.

# AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING THURSDAY 4 APRIL 2024



## Construction Works Traffic Management Plan

2024

Given these circumstances, it has been decided that if the Fire Danger Rating for any day of Festival is predicted by the RFS to be either Extreme or Catastrophic at 4pm on the day before, then the event will be closed and attendees must evacuate to a place of safety either that night or before 9 am on the day of the fire danger. Details of the Evacuation Procedure are given in Section 7.5. Further details of Bushfire specific risk assessment, shelters on site and safer places in the community are given in Section 7.5 and 7.7.

From previous years' experience, it is known that it is possible for attendees at Festival to completely pack down personal equipment and leave within 6 hours. Those taking only the most necessary belongings will be able to leave sooner. In 2014, with no emergency evacuation ordered, the majority of Rowany Festival was packed up at the end of the event (except for hire equipment) between 9 am and 3 pm (6 hours). With knowledge of an emergency evacuation, people are likely to be motivated to pack down faster, or to take only essentials.

Attendees will be informed of a Fire Danger rating of Extreme or Catastrophic as soon as the rating is known to Camp Wombaroo and Rowany Medieval Festival Event Management. The Fire Danger rating will be checked daily at 4 pm by Camp Wombaroo staff.

Lower risk areas such as local towns will be advised to attendees, or they may choose to return home if it is safe to do so. A list of Neighbourhood Safer Places is included in the Evacuation Procedure.

#### 7.4.4 Severe Weather / Other Cancellation

The Event Managers will take the advice of the Emergency Services (Police, Fire) and the Camp Wombaroo management as to when it is necessary to close the event due to bad weather or any other circumstances.

#### 7.5 Emergency Evacuation Procedure

In the event of an emergency, a decision will be taken whether to evacuate the site or to shelter in place. This procedure is undertaken with Camp Wombaroo staff and the logic of the process is detailed in Section 7.5.3.

In summary, from the estimation, it can be seen that Festival should allow a minimum of 2.5 hours to completely evacuate the site in an emergency, with no time taken to pack up equipment. If there is a bushfire approaching with less than 2.5 hours until it reaches site or the access roads, total evacuation is no longer an option. Shelter in place will be used instead.

Once the decision to evacuate has been reached, the Event Manager will announce to the attendees that the event has been closed and the site must be evacuated. This will be facilitated through the site announcements system of a team of persons going simultaneously to each campsite and activity area, and the emergency warning signal (three long blasts on an air horn, repeated).

All attendees will immediately return to their camp-site if safe to do so. One small bag of valuables only per person can be taken and then individuals will be told to move to the car park. Once at the car park, names will be collected by a person wearing a high visibility vest. Individuals will be asked to move to their cars in an orderly manner.

Once inside a vehicle, all individuals will be expected to follow the directions of the person(s) wearing the high visibility vest(s) to form a column. All cars will then exit the site following a pace car (hazard lights will be flashing) to Black Springs Rd and Wombeyan Caves Rd. The traffic lights on Black Springs Rd will be switched to flashing amber rather than a red/green cycle to ensure continuous movement out of the site. From Wombeyan Caves Rd people may travel to Mittagong (list of safer places is provided) or home if it is safe to do so.

Evacuation Controllers will work with any local or emergency authorities to ensure that the campsite is clear and safe, and to modify this procedure if required. Volunteer Accredited Traffic Controllers will be placed at either end of Black Springs Rd to ensure safe passage of cars and emergency vehicles if necessary.

Please see the exit route below:



**Construction Works  
Traffic Management Plan**

**2024**



**7.5.1 Shelter In Place Procedure**

In the event that shelter in place is necessary, people will be gathered at the shelter point using the emergency warning signal and announcements team as per the evacuation announcement. People will be told to bring water and woollen blankets if they are available to protect from radiant heat. The site water tanker will wet down the grass area on the side towards the fire. All instructions from emergency services will be followed.

**7.5.2 Risk Analysis and Evacuation/Shelter Plan**

Camp Wombaroo is located at 162 Black Springs Road, High Range, NSW. It is accessed from Wombeyan Caves Rd, and the nearest large town is Mittagong. Camp Wombaroo is bounded on the north-east side by Jellore State Forest (pine plantation).

Rowany Festival is a camping event with up to 700 persons on site (estimated peak numbers). They are located across several hectares on the Camp Wombaroo site, utilising cleared managed land with low mown grass. The campsite also has a number of permanent buildings such as an activity hall, bunkhouses and an office. The site itself is a mixture of managed open cleared land with some forest remnants along the boundaries. Neighbouring properties are similar. The Black Springs Road verge is remnant forest. The area for the Festival is located in the cleared managed land areas. Land slope varies from flat to a gentle slope of 2-3 % over most of the property.

The site would be classified Bush Fire Prone. In the event of a bush fire, the camp site may come under threat. The surrounding bush land and adjoining forest are a source of fuel. The camp buildings are not large enough to shelter the number of people on site, and are not suitable for shelter as a preferred first option. The properties surrounding Camp Wombaroo are mostly cleared managed agricultural land, with hobby farms, horse properties, vineyards and grazing. There are some remnant forest areas along boundaries and roadsides. These farming areas would break up an approaching fire and lower intensity.



**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING  
THURSDAY 4 APRIL 2024**



**Construction Works  
Traffic Management Plan**

**2024**

The Jellore State Forest is a pine plantation and presents a higher risk. The local RFS has managed risk in this area by doing fuel reduction burns along the boundaries of this area (and in some remnant vegetation) whenever conditions are suitable. There is a large cleared zone between Jellore State Forest and the main camping areas.

There are Asset Protection Zones around the main camp buildings, and a 10m cleared buffer zone is maintained between forest areas and camp areas. In addition, the Festival camping areas are well away from any areas of continuous forest. There is one vehicle access road in and out of the Camp Wombaroo site (Black Springs Road). It is sealed but narrow, and is surrounded by remnant forest vegetation. It would not be safe to use this route if a fire were close by. The Wombeyan Caves Road is bituminised and in good condition, with low levels of roadside fuel. Once people have accessed Wombeyan Caves Road, evacuation to Mittagong should be swift.

Buildings on site are well maintained, with bare ground, pavers, gravel or concrete around most buildings. It is not known whether the buildings are specifically constructed against a bushfire attack.

Occupants of Festival are temporary only and average 500 over the period, and up to 700 at peak. A total of 700 people attended in 2019. These people have their own transport to get to and from site. Most are aged 20-40 and are reasonably fit. There are some people with young children, and some people with mobility issues requiring use of a cane, walking frame or assistance device. There are a small number of asthmatics, a small number of people with intellectual disability (~10, of which some are children) and there may be people with other issues.

Camp Wombaroo also has staff on site, with at least 3 at any time including overnight, and up to 8 during the day. There is a staff member available on call 24/7.

This has been prepared to comply with the RFS document "Guidelines for the preparation of emergency evacuation plan". See below:



**Construction Works  
Traffic Management Plan**

**2024**

**From RFS document “Guidelines to a Emergency Evacuation Plan”:**

**Results of Analysing the Bush Fire Situation**

There are not sufficient buildings with space available to shelter 1200 people.

**Is the premise likely to be affected by radiant heat and or direct flames?**     Yes     No

*If Yes, Evacuation is more appropriate*

**Are there occupants that would be better suited to be moved to another location away from the smoke due to medical conditions?**     Yes     No

*If Yes, Evacuation is more appropriate*

**Are there buildings with adequate Asset Protection Zones, and building standards located away from a direct bush fire threat?**     Yes     No

*If Yes, Shelter-in-Place may be appropriate*

**PRIMARY ACTION IS TO:**

**EVACUATE**                      With Shelter-in-Place back up

**OR**

**SHELTER-IN-PLACE**                      With ‘Pre-emptive Evacuation’ during Extreme Bush Fire Conditions where emergency services have recommended evacuation for public safety

In the event of a major fire, although the likelihood is low, the consequences could be severe injury or loss of life. Therefore, the preferred option in the event of a fire becoming likely is to evacuate the site early with plenty of time. Should there be a fire emergency with no time to evacuate, then the next option is to go to a safer place on site.

**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING  
THURSDAY 4 APRIL 2024**



**Construction Works  
Traffic Management Plan**

**2024**

**7.5.3 Evacuation Plan (Primary)**

The preferred plan in case of fire danger is to evacuate the site early, with people travelling to Mittagong, and from there to their preferred location such as home to Sydney, where most people have come from – provided it is safe to do so.

As Festival is a self-catered camping event, people there will have their own transport or transport with friends/family. Although there are some persons with special needs at Festival, as it is a self-catered camping event, they will have their own support people and transport, and will be able to find a suitable off-site refuge.

The preferred off-site refuge is the town area of Mittagong. There are locations within the town that are specifically available for bush fire refuges (eg Winfred Park, Regent St, Mittagong). There are also places such as shopping centres, the library and cafes where people can use amenities, rest, refresh, get information, and decide what to do next.

As the majority of Festival goers reside in the Sydney area, many would return home if it was safe to do so. Travellers from further away may also decide to return home, or they may stay in Sydney or the Mittagong area for a while first.

The route to Mittagong has the potential to be affected by a bush fire. The danger of being caught on the road by a fire has been taken into account when calculating the evacuation time for Festival and deciding whether to go or stay.

**'Off-Site Refuge' Locations**

**Primary 'Off-Site Refuge'**

Name of venue (primary): Winfred Park  
Address of venue: Regent St, Mittagong  
Nearest cross-street: Church Lane  
Does it have amenities:  Yes  No  
Are people with special needs catered for:  Yes  No  N/A

**Secondary 'Off-Site Refuge'**

(alternative in the event the Primary 'Refuge' is not available)

Name of venue (secondary): Bunnings Car Park  
Address of venue: Tyree Place, Braemar  
Nearest cross-street: Old Hume Highway  
Does it have amenities:  Yes  No  
Are people with special needs catered for:  Yes  No  N/A

All occupants of the site have their own transport. This means that there will be sufficient vehicles for all the people there, and enough drivers. Persons with special needs also have their own transport methods. No ambulances will be needed. No buses or other special transport will be needed.



**Construction Works  
Traffic Management Plan**

**2024**

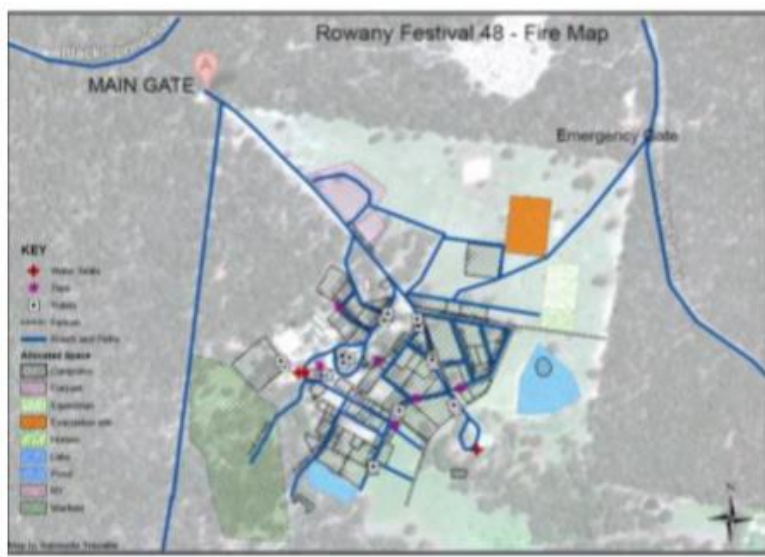
It is estimated that with the peak number of people on site, there would be up to 700 persons, and up to 350 vehicles to move.

The trip to the preferred place of safety (Winfred Park, Mittagong), takes about 30 min. Each car can exit the car park after 10 seconds, allowing 6 cars per minute to leave site. Therefore, from the time that the first car leaves the car park to the last car leaving the car park is an estimated 75 min. Adding the 30 min for the car journey to Winfred Park gives the last car arriving 87 min after the first car leaves the car park. In addition, time must be allowed to gather people on site, inform them of the evacuation, and move them safely to the car park area. This is estimated to take another half hour. In total, this adds up to 117 min (1 hrs 57 minutes) from the time the evacuation is called to the time the last vehicle arrives at the off-site refuge. Additional time may be required.

From this estimation, it can be seen that Festival should allow a minimum of 2 hours to completely evacuate the site in an emergency, with no time taken to pack up equipment. If there is a bushfire approaching with less than 2 hours until it reaches site or the access roads, total evacuation is no longer an option. Use shelter in place instead.

**7.5.4. Shelter in Place Plan (Secondary)**

The plan to shelter on the Camp Wombaroo grounds must take into account the large number of people requiring shelter and the facilities available. There are no buildings on the site large enough to shelter 700-1200 people. We have been advised by the RFS that the best place for an emergency on-site refuge is the large open space with low grass and low fuel load as indicated by the orange square on the map below.



In the event of an emergency requiring immediate action, such that evacuation is not possible, Camp Wombaroo staff will sound a fire siren. All persons on site will gather at the Village Green (central point, emergency assembly point) to receive instructions. They will then proceed to the emergency shelter space.

Camp Wombaroo staff have a fire fighting trailer available and are trained in its use and will stand ready to use it as required.

# AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING THURSDAY 4 APRIL 2024



## Construction Works Traffic Management Plan

2024

### 7.6 Emergency Procedures

In the event of an emergency, the Camp Wombaroo Emergency Procedures must be followed. These are contained in the Camp Wombaroo BushFire Management Plan (included with this document).

Only the Rowany Festival specific procedures are included here, as Rowany Festival is a larger event than the Camp Wombaroo normally runs, and some details are different. Preparation for the Bushfire season is the responsibility of Camp Wombaroo.

During Festival, attendees and Festival staff will follow Camp Wombaroo advice in maintaining awareness of bush fires in the vicinity, or of increased bush fire danger. If the Festival is closed due to a bush fire emergency, attendees will return home when they are advised it is safe to do so by RFS representatives, in person at a refuge, or by media (radio, TV, internet etc). If the Festival is evacuated temporarily, attendees may only return when it is safe to do so as advised by Camp Wombaroo staff.

Camp Wombaroo provides maps and procedures to Rowany Festival, which are made available to attendees via the Festival Handbook (available on the website for download and also at the front sign-in gate). There are also maps and procedures in each dorm room, and in each building.

If an evacuation occurs, people will be recorded by wardens as they leave so that we know who has left the site. Note that as a temporary event, there are no residents or long term occupants, and people may only attend for a day or two, not the whole event. Contact details of people who have booked are taken at booking.

Security measures in the event of a bush fire or evacuation are the responsibility of Camp Wombaroo. The emergency evacuation procedures will also be made known to all who attend the initial welcome ceremony at the event.

A site layout of the Rowany Festival is available at the end of this document, as are maps of the site and the surrounding area. Site maps will also be available at the event Gate, Officer's Tent and the Camp Wombaroo Office.

Training of staff – Camp Wombaroo is responsible for the training of staff in its enterprise. Camp Wombaroo staff will direct Rowany Festival Team members as needed. A meeting with Camp Wombaroo staff and Rowany Festival Team will occur at the beginning of Festival to go over emergency procedures and ensure that communication is clear.

A copy of this document is part of the requirements for the Wingecarribee Shire Council Development Application. A copy will be lodged with the local RFS group and main coordination centre, with the local Police, Camp Wombaroo, and any other required bodies.

In the event that an evacuation is required the site the following procedure is to be followed:

1. An air horn will sound a series of three long blasts.
2. Festival participants Immediately go to the Emergency Assembly Area.
3. Follow the instructions of the Evacuation Controllers.
4. If it is necessary to leave site, Festival participants are to move in an orderly manner to the car park.
5. Once at the car park, Festival participants are to give their names to one of the people wearing a high visibility vest.
6. Festival participants are to move to their cars in an orderly manner.
7. Once Festival participants are in their vehicle, they are to follow the directions of the person(s) wearing the high visibility vests to form a column.
8. Follow the pace car (hazard lights will be flashing) to the staging area at Black Springs Rd.



# AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING THURSDAY 4 APRIL 2024



## Construction Works Traffic Management Plan

2024

Festival participants are encouraged to check the path between the camp-site and the car park before the need for evacuation. They are also to follow the directions of the stewarding staff and the evacuation coordinators – in this instance the evacuation coordinator is the final arbiter.

Festival participants are encouraged not to panic. They are told not to pack up their entire campsite and not to re-enter the camp site after reaching the car park.

Because of the limited access to the site, it is necessary to have this process in place.

### Emergency Shelter

In the unlikely event that a dangerous fire occurs near the Festival site and evacuation is not an option, the place of last resort shall be the area of open ground with low fuel load and open space all around located to the North-East of the main camping area past the Equestrian area.

### 7.7 Other Information

#### Persons remaining at Camp Wombaroo

Any persons remaining at Camp Wombaroo after evacuation do so wholly at their own risk. Any Camp Wombaroo staff that remain will be under the supervision of Stuart Whyte, Camp Site Manager.

#### Contacting the NSW RFS District Office

Should an evacuation be necessary, Stuart Whyte or his designated deputy will contact the local RFS office and inform them that the site is about to be or is being evacuated. Once the site is cleared, Stuart or his deputy will inform the RFS office of this so that they know that the Festival people have left.

#### Local Safer Places

Safer places listed by the RFS website <http://www.rfs.nsw.gov.au/plan-andprepare/neighbourhood-safer-places/wingecarribee-nsp>)

in the Wingecarribee Shire Council are listed below:

**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING  
THURSDAY 4 APRIL 2024**



**Construction Works  
Traffic Management Plan**

**2024**

Title	Type	Location
Balmoral Rural Fire Station	Building	Railway Parade, Balmoral
Berrima Reserve	Open Space	Corner of Old Hume Highway and Market Place, Berrima
Bowral CBD	Open Space	Bong Bong Road, Bowral
Bundanoon Oval	Open Space	Erith Street, Bundanoon
Bunnings Car Park	Open Space	Tyree Place, Braemar
Casburn Park	Open Space	Railway Parade, Wingello
Coles Express Suttons Forest Service Stations (North and South)	Open Space	Hume Highway, Suttons Forest
Colo Vale Community Hall	Building	28 Railway Avenue, Colo Vale
Exeter Oval	Open Space	Exeter Road, Exeter
Gantry Place, Willow Vale	Open Space	Gantry Place, Willow Vale
Hill Top RFS Station	Building	West Parade, Hill Top
Lackey Oval	Open Space	Lackey Road, Moss Vale
Loseby Park	Open Space	Corner of Sheffield Road and Park Road, Bowral
Penrose Rural Fire Station	Building	Crn Kareela Road & Penrose Forest Road, Penrose
Robertson Community Centre	Open Space	Caalong Street, Robertson
Welby Hall	Building	Currockbilly Street, Welby
Winifred Reserve	Open Space	Regent Street, Mittagong
Yerrinbool RFS Station	Building	Everest Street, Yerrinbool

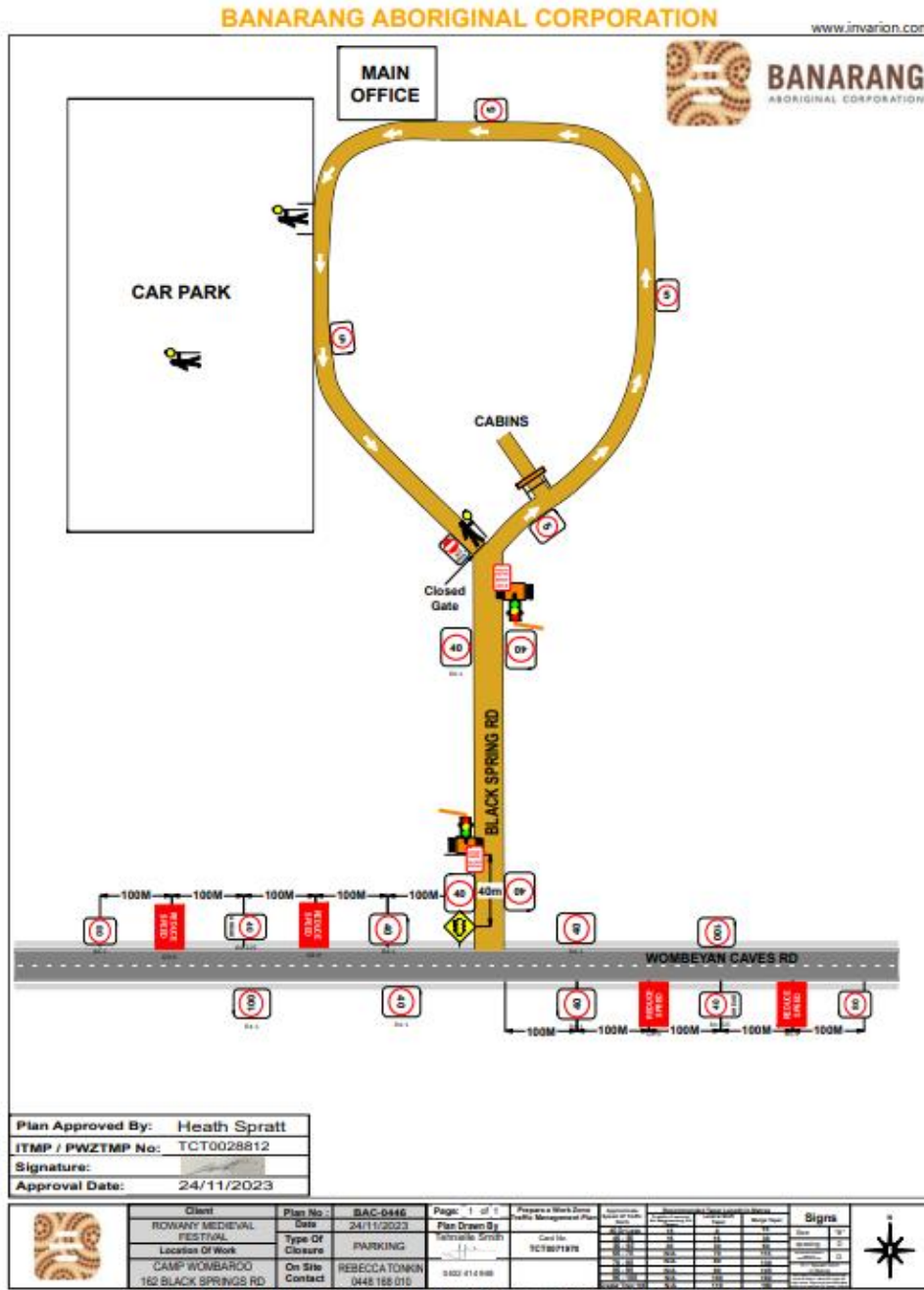
**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING  
THURSDAY 4 APRIL 2024**



**Construction Works  
Traffic Management Plan**

**2024**

Appendix 1: TCP BAC-0446



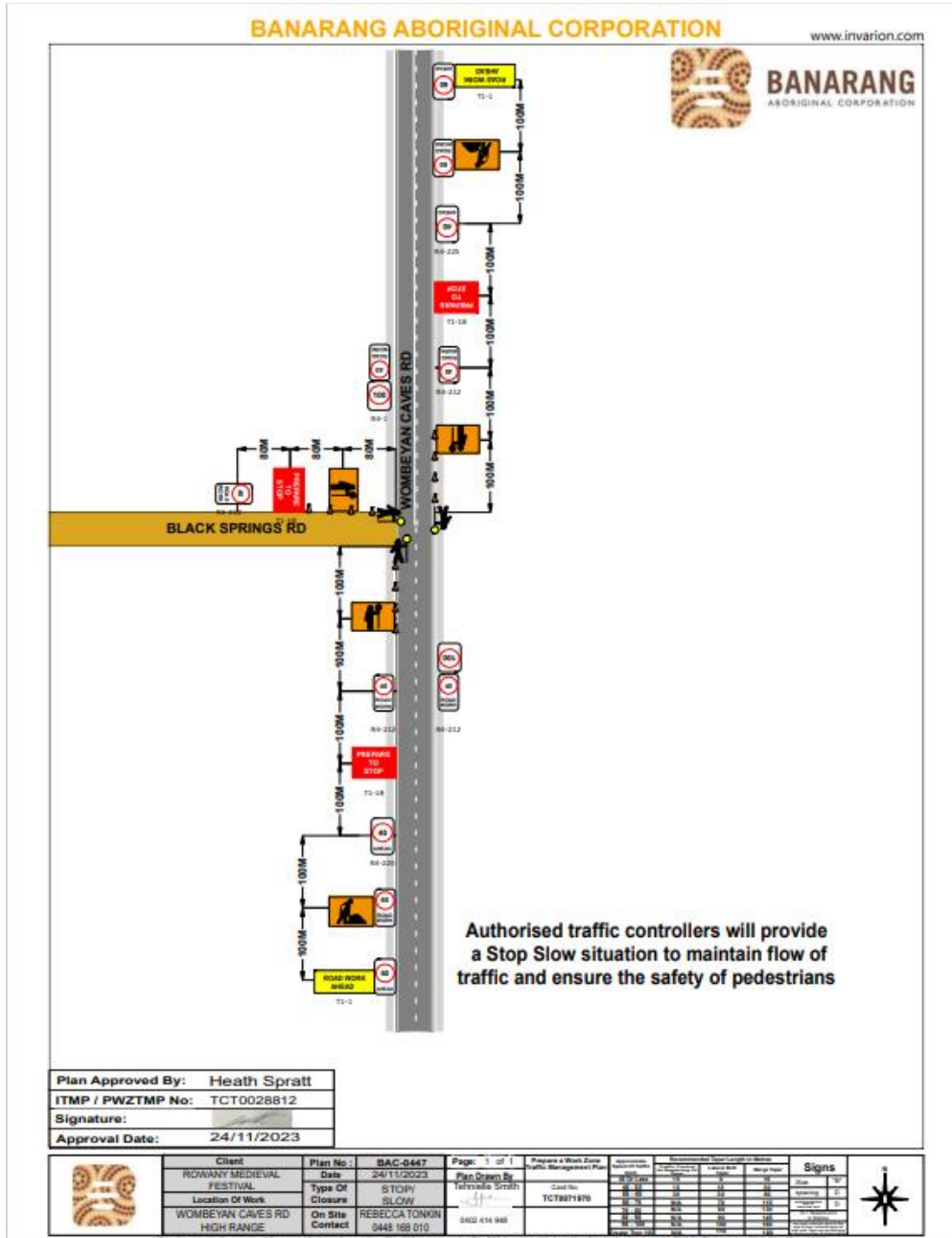
**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING  
THURSDAY 4 APRIL 2024**



**Construction Works  
Traffic Management Plan**

**2024**

**Appendix 2: TCP BAC-0447**





**Construction Works  
Traffic Management Plan**

**2024**

**8.0 Document Acknowledgement**

This TMP is based on the information that was obtained from numerous sources.

This plan is presented by Michael Arthur on behalf of Australian Traffic Solutions.

A handwritten signature in black ink, appearing to be "Tehnielle Smith".

Signed \_\_\_\_\_

Tehnielle Smith  
Planning Team  
Banarang Aboriginal Corporation