AGENDA AND BUSINESS PAPER

Traffic Committee

To be held on THURSDAY 14 MARCH 2019 AT 9.15AM

Cnr Baylis and Morrow Streets, Wagga Wagga NSW 2650
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TRAFFIC COMMITTEE AGENDA AND BUSINESS PAPER

THURSDAY 14 MARCH 2019

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QUESTIONS/BUSINESS WITH NOTICE
ACKNOWLEDGEMENT OF COUNTRY

APOLOGIES

CONFIRMATION OF MINUTES

CM-1 CONFIRMATION OF MINUTES - 8 NOVEMBER 2018

Recommendation

That the Minutes of the proceedings of the Traffic Committee Meeting held on 8 November 2019 be confirmed as a true and accurate record.

Attachments

1. Traffic Committee Minutes - 8 November 2018 47

DECLARATIONS OF INTEREST
REPORTS

RP-1 TRAFFIC COMMITTEE DATES FOR 2019

Author: Bill Harvey

Recommendation

That Traffic Committee members note that the proposed dates for meetings in 2019 are:

a Thursday, 14 March
b Thursday, 9 May
c Thursday, 11 July
d Thursday, 12 September
e Thursday, 14 November

All meetings are scheduled to start at 9:15am at a venue to be confirmed when the business paper is distributed

Report

The Traffic Committee meeting dates have been nominated for 2019, following the normal pattern of second Thursday in March, May, July, September and November. Meetings normally commence at 9:15am and finish before 12:00pm.

The venues for meetings have been booked but are always subject to negotiation based on the needs of the organisation. Meetings for May, July, September and November have all been booked into the Councillors Committee Meeting Room. The venue for each meeting will be confirmed at the time that the business paper is distributed.

Risk Management Issues for Council

N/A

Internal / External Consultation

Internal consultation has taken place to confirm the meeting schedule and available venues.
RP-2 JOHN WOODMAN CLASSIC WAGGA TO ALBURY BICYCLE RACE
- ON-STREET EVENT

Author: Bill Harvey

Recommendation

That Traffic Committee note that the following matter was distributed to members by email on 11 February 2019 with members responding in favour of the recommendation.

That Traffic Committee endorse the running of the Wagga Wagga to Albury John Woodman Cycle Classic on Sunday 14 April 2019, starting in Holbrook Road, near the intersection with Deakin Avenue, subject to the following conditions:

a The arrangements regarding route, timing and other issues that are set out in the application documents are adhered to
b Approval granted by the NSW Police under Section 115 of Road Transport Act 2013
c All provisions of Road Transport Legislation are complied with
d Any reasonable direction given by a member of the New South Wales Police Force is to be promptly complied with
e Any reasonable direction that is given by an Officer of Wagga Wagga City Council is to be promptly complied with
f Authorised Traffic Control Plans to be implemented, monitored and removed by a person who holds the appropriate level of ‘Traffic Control at Worksites’ certification
g Responsibility for supplying signs and authorised traffic controllers lays with the event organiser, with no obligation on Wagga Wagga City Council to assist with any form of traffic management for this event
h The event being run in accordance with NSW Bicycle Federation rules
i Consent for this event being given by Greater Hume and Albury Councils
j Failure to comply with any and all of the above conditions will immediately void this approval

Report

An application has been received from the Albury Wodonga Panthers Cycling Club to conduct the Wagga Wagga to Albury John Woodman Cycle Classic on Sunday 14 April 2019. The event is planned to start in Holbrook Road, Lloyd and continue south on that road to the LGA boundary with Greater Hume Shire, south of Mangoplah. Event participants will be started in four groups from 10am with a time gap between groups of approximately 10 minutes. The TCP road closures will be implemented from 9:45am. It is anticipated that the road will be open to traffic shortly after 10:30am.
This is an annual event that has been conducted over many years. The event has been subject to the normal range of racing ‘events’ over its life. At no time has there been a suggestion that the event organisation was lacking or that the organisation contributed to any adverse event in Wagga Wagga LGA.

A representative from the Club has been in contact with Wagga Wagga City Council regarding the Traffic Control plans for the start of the event. The reviewing officer at the City of Wagga Wagga is satisfied with the content of the Traffic Control Plans for locations in the Wagga Wagga Local Government Area.

The relevant papers for this application are attached and include a Traffic Management Plan and a Traffic Control Plan that demonstrates a graphical depiction as per the ‘Traffic Control at Worksites Manual’.

A copy of an insurance certificate of currency is included in the associated papers.

**Risk Management Issues for Council**

The purpose of this report is to adequately manage risks that are associated with an on-street event on behalf of Council.

The risk involved in this matter without any treatment has been assessed as LIKELY / MAJOR - which places it in the - **HIGH** category.

**Internal / External Consultation**

Consultation was undertaken with the event organiser.
RP-3 TOLLAND OPEN BICYCLE RACE - ON-STREET EVENT

Author: Bill Harvey

Recommendation

That Traffic Committee members note that the following matter was distributed to members by electronic means on 9 January 2019 with members responding in favour of the event.

That Traffic Committee endorses the conduct of a bicycle races on 2 and 3 March 2019, using a course at Ladysmith and Gregadoo East, as per attached traffic control plans, subject to the following conditions:

a. The arrangements regarding route, timing and other issues that are set out in the application documents are adhered to

b. All provisions of Road Transport Legislation are complied with

c. Approval pursuant to section 115 of the Road Transport Act, 2013 being given by the Commissioner of Police or his delegated officer

d. Any direction given by a member of the NSW Police that is pursuant to Road Transport Legislation or Work Health and Safety Legislation is to be promptly complied with

e. Any reasonable direction that is given by an Officer of Wagga Wagga City Council is to be promptly complied with

f. Authorised Traffic Control Plans to be implemented, monitored and removed by a person who holds the appropriate level of certification under the provisions of the ‘Traffic Control at Worksites’ manual

g. Racing should not commence or should immediately cease in the event that sight distance, due to weather or other conditions, does not render an adult person wearing dark clothing clearly visible at a distance of 200 metres

h. Responsibility for sourcing signs, barriers and witches hats, required for implementation of the traffic control plans, lays with Tolland Cycling Club

i. The race is to be run in accordance with NSW Bicycle Federation rules

j. Failure to comply with any of these conditions will immediately void approval for the event

Report

Applications have been received from Tolland Cycling Club, Inc., to conduct Open category handicap bicycle race events on local roads on Saturday 2 and Sunday 3 March 2019. The event distance on each day is approximately 90 kilometres. Estimated participation for both days is 10 groups of 10 riders (100 riders in total). This is the third year that this event has been run on this course. There were no adverse incidents that were reported for the previous two events.
Each separate event will involve a number of circuits of the loop course—Gregadoo Ladysmith Rd, Gregadoo East Rd, Tumbarumba Rd

First turn on outward leg for both events is a right turn.

All other turns are to the left.
Both events will use the same course with marshalling and start on Tumbarumba Road in Ladysmith. The competitors will ride south on Tumbarumba Road, turning right onto Gregadoo Ladysmith Road with the aid of a Traffic Controller to stop north bound traffic. The course follows a loop on Gregadoo-Ladysmith Road, Gregadoo East Road and Tumbarumba Road. Each of the three intersections involves are left turn which will be assisted by Traffic Controllers. On the last circuit riders will continue north on Tumbarumba Road, finishing the event in Ladysmith Village.

The Road Race on Saturday will start at 13:00 with setup commencing from 12:00. The race is anticipated to finish about 15:00 with pack up complete by 16:00.

The Sunday race will start at 10:00 with setup from 09:00. Racing to finish at 12:00 with pack up complete by 13:00.

Each riding group will be accompanied by a lead car and following car. Both cars are to be fitted with flashing warning lights and two-way radios for communications between vehicles.

The Tolland Cycling Club have previously conducted successful similar events without adverse incident.

**Risk Management Issues for Council**

The purpose of this report is to adequately manage risks that are associated with an on-street event on behalf of Council.

The risk involved in this matter without any treatment has been assessed as LIKELY / MAJOR - which places it in the - **HIGH** category.

**Internal / External Consultation**

Consultation was undertaken with the event organiser.
RP-4 TOUCH FOOTBALL CARNIVAL AT JUBILEE PARK - 22 TO 24 FEBRUARY 2019

Author: Bill Harvey

Recommendation

That Traffic Committee note that the following matter was electronically distributed to members on 18 December 2018 with members responding in favour of the recommendations.

That Traffic Committee endorse the conduct of the Touch New South Wales – Junior State Cup Southern Conference event that will impact on roads in Wagga Wagga on 22 to 24 February 2019, subject to the following conditions being met:

a Certified traffic control plan diagrams are to be prepared, with the aim of managing the interaction of non-event traffic with traffic that is attending the event, and presented to Council’s delegated Officer for review and approval not later than 31 January 2019

b Certified and approved Traffic Control plans that manage the interaction of non-event traffic with traffic that is travelling to the event are implemented and maintained by appropriately authorised personnel prior to and throughout the event

c The road closures that are associated with the event are to be implemented as per the times and locations that are detailed in the Traffic Management Plan

d The event organiser will have variable message board systems in place continuously for seven days before the event, providing warning of changed traffic conditions during the event

e Message boards will stay in place at approaches to road closure points throughout the event, providing advance warning for approaching drivers

f All provisions of the Traffic Management Plan are to be implemented and maintained throughout the event

g Organisers and event participants obey all Police directions

h Organisers and event participants obey any reasonable direction that is made by a Wagga Wagga City Council Officer in respect of the management of the road network

i The event organiser will conduct a local media campaign in Wagga Wagga to provide advance warning for the non-event community of the road closures that are planned to be implemented for this event and the detour routes that will be available

j Failure to comply with any of these conditions will immediately void approval for the event in respect of the proposed road closures
Report

*Touch NSW* is the organisation that authorises and manages touch football competitions across New South Wales. That organisation is planning to conduct a large junior carnival at Jubilee Park in Wagga Wagga over three days from 22 to 24 February 2019 (Friday to Sunday). The event is part of the Junior State Cup and will involve clubs and teams from across southern New South Wales. Based on similar carnivals that have been held in New South Wales, the organisers expect about 10,000 people at the event on each of the three days.

The number of people who will attend this event will create a challenge to accommodate parked vehicles near to the venue and to manage pedestrian traffic so that interaction with non-event traffic is limited to as little as possible. It is expected that people attending the event will travel in coaches, mid-size buses and various types of light vehicles. Organisers are planning to accommodate in excess of 2,000 light vehicles.

Comprehensive details of how it is proposed to manage event traffic and the interaction with non-event traffic is contained in the Traffic Management Plan (TMP), attached. Traffic control plan diagrams that facilitate the intention of the TMP are still being prepared by the traffic management contractor (see approval condition ‘a’, above).

To accommodate that number of vehicles, it is intended to close the section of Red Hill Road between Bourke Street and Glenfield Road to through traffic. That whole area will be available to use as a parking area, to be managed by parking marshals in a similar fashion to parking arrangements at the Henty Field Days.

The section of Bourke Street between Red Hill Road and Bourkelands Drive will also be closed to non-event traffic, providing a safer environment for pedestrians who will park on the eastern side of Bourke Street, opposite Jubilee Park.

Play is scheduled to commence each day at 08:00hrs. Experience from other similar carnivals has shown that participating teams will start to arrive more than 90 minutes before the start of play. For that reason, it is proposed that traffic arrangements that are implemented to manage the number of vehicles that will be parked outside of the Jubilee Park car park will be implemented each day from 06:00hrs.

Hard road closures will be installed at the roundabout intersections of Bourke Street / Red Hill Road and Glenfield Road / red Hill Road. Traffic control personnel will filter event traffic from non-event traffic. Advance warning of the changed road conditions will be provided on the approaches using both signs and variable message boards (VMS). The VMS will be used for the week prior to the event to warn drivers that the event is on and will cause temporary changes to traffic access for the duration.

Play is scheduled to finish each day, including the last day, at 18:00hrs. It is anticipated that traffic control measures will be decommissioned each day by 19:00hrs.

Attached to the TMP is a risk assessment, certificate of currency and diagrams of the overall event area.
Risk Management Issues for Council

The purpose of this report is to adequately manage risks that are associated with an on-street event on behalf of Council.

The risk involved in this matter without any treatment has been assessed as LIKELY / MAJOR - which places it in the - HIGH category.

Internal / External Consultation

Consultation was undertaken with the event organiser.
RP-5  
MARDI GRAS PARADE - ON-STREET EVENT

Author: Bill Harvey

Recommendation

That Traffic Committee members note that the following matter was distributed to members on 8 January 2019 with members responding in favour of the event.

That Traffic Committee endorse the conduct of the Mardi Gras parade in Morgan Street, Baylis Street and Morrow Street on Saturday 9 March 2019 subject to the following conditions:

a The event is conducted as per the times, locations, conditions and circumstances that are indicated in the application documents
b A certified and approved traffic control plan for the event is to be prepared and implemented, monitored and decommissioned by accredited persons
c No vehicular movement in the nominated areas during the event except for those vehicles that are used as part of the parade
d Organisers and event participants obey all Police directions
e Organisers and event participants obey any direction from a Wagga Wagga City Council Officer
f Morgan Street is to be opened to normal use by the non-event community once the parade has completely cleared that section of road and the street can safely be opened
g Baylis Street is to be opened for normal use by the non-event community once the parade has cleared that section of road and the street can be safely opened to traffic
h No event participant is to occupy a position on a road that is outside of the closed area
i Motorised floats must be constructed on registered vehicles that are permitted to use roads in New South Wales
j Motorised floats must be driven by a person with an appropriate class of driver’s licence to drive the vehicle
k The driver of each motorised float must have clear direct vision of the road in front of the vehicle
l No motorised float or any other type of vehicle that participates in the event is to exceed a speed of 10 km/h (walking pace) during the course of the parade
m Any person who is riding on a motorised float must be secured from falling from the vehicle by the use of side gates or railings or by the use of a personal tether device that is connected to a solid anchor point on the vehicle and that is capable of preventing the participant from falling from the vehicle
n Any child under the age of 16 years that is riding on a motorised float must be under the immediate supervision of an adult on a one-to-one basis
o Any other motorised vehicle that participates in the parade must be registered for use of roads in New South Wales
Any other motorised vehicle that participates in the parade must be ridden or driven by a person who holds an appropriate class of driver’s licence.

The driver of any motorised vehicle must maintain a clear zone of at least 10 metres in front, between the vehicle and any other parade participant.

Failure to comply with any condition immediately voids approval for the event and traffic regulation and restriction will apply from that time.

Report

Application has been received from an event organiser to hold a parade in Morgan Street, Baylis Street and Morrow Street that will be associated with the overall Wagga Wagga Mardi Gras event on Saturday 9 March 2019. The event applicant seeks to form up the parade in Morgan Street between Fitzhardinge Street and Peter Street where the road can be closed to non-event traffic from 4pm. The parade will include a number of motorised float vehicles that will each carry a small number of participants. The parade is also expected to include a small number of other vehicle types, the most likely being motor cycles. Overall, the event organiser indicates that 500 people are expected to participate in the parade with up to 10 floats.

The parade is proposed to commence at 5pm, turning into Baylis Street. The parade route follows Baylis Street to the Victory Memorial Gardens where it will leave the road. An area will be set aside to unload participants from floats in Baylis Street north of Morrow Street. Floats will then be moved outside of the road closure.

Similar conditions are proposed in respect of participants who ride on moving vehicles as those that are imposed on similar events in other areas. Those conditions include:

- a maximum speed of walking pace (10 km/h)
- drivers to have clear vision to the front of their vehicle.
- a clear zone of 10 metres to be maintained in front of moving vehicles.
- participants who ride on moving vehicles are to be secured by gates, railings and/or tether straps that are capable of preventing a person from falling from the vehicle.

The parade is expected to be completed by 6pm. Morgan Street will be opened to through traffic once the parade clears that street. The remainder of the parade route is expected to be opened to all traffic by 6:15pm.

The event organiser has produced a certificate of currency for $20 million public liability insurance for the event.

Risk Management Issues for Council

The purpose of this report is to adequately manage risks that are associated with an on-street event on behalf of Council.

The risk involved in this matter without any treatment has been assessed as LIKELY / MAJOR - which places it in the - HIGH category.

Internal / External Consultation

Consultation was undertaken with the event organiser.
ADOPTION OF RISK ASSESSMENT MATRIX AND PROCESS THAT IS FOUND IN THE TRAFFIC CONTROL AT WORK SITES MANUAL

Author: Bill Harvey

Recommendation

That Traffic Committee recommends that Council adopts the risk assessment matrix that is contained in the Roads and Maritime Services *Traffic Control at Worksites* manual, version 5 at section 2.10.2, for the assessment of risks that arise from or are relate to road traffic issues.

Report

The Roads and Maritime Services has released a new edition of the *Traffic Control at Work Sites* (TCAWS) manual. This is version 5 of the document. The TCAWS manual contains the latest instructions for the safe management of people who are working on roads and includes people who are involved in on-street events. The manual refers to measures that should be adopted by practitioners to mitigate risks that are created through the close interaction of people and vehicles under circumstances of changed traffic conditions, whether temporary or permanent.

One of the new additions to the TCAWS manual is a section that deals specifically with the assessment of risks that are identified in the work planning process. Section 2.10.2 provides a risk assessment standard that is specifically related to traffic issues. The manual defines levels of consequence and likelihood in such a way that it can be applied to all proposed activities within the road reserve, thereby creating a uniform method of assessment of risk.

The levels and description of *consequence* are:

<table>
<thead>
<tr>
<th>Insignificant</th>
<th>Illness, first aid or injury not requiring medical treatment. No lost time.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minor</td>
<td>Minor injury or illness requiring medical treatment. No lost time post medical treatment</td>
</tr>
<tr>
<td>Moderate</td>
<td>Minor injuries or illness resulting in lost time</td>
</tr>
<tr>
<td>Major</td>
<td>1 to 10 serious injuries or illnesses resulting in lost time or potential permanent impairment</td>
</tr>
<tr>
<td>Severe</td>
<td>Single fatality or 11 to 20 serious injuries or illnesses resulting in lost time or potential permanent impairment</td>
</tr>
<tr>
<td>Catastrophic</td>
<td>Multiple fatalities or more than 20 serious injuries or illnesses resulting in lost time or potential permanent impairment</td>
</tr>
</tbody>
</table>
The levels and description of **likelihood** are:

<table>
<thead>
<tr>
<th>Almost Certain</th>
<th>Expected to occur multiple times (10 or more) during any given year.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Expected to occur at least 1 in every 4 time the event or action occurs, i.e., more than 25% chance of occurrence</td>
</tr>
<tr>
<td></td>
<td>This risk is known to occur frequently</td>
</tr>
<tr>
<td>Very Likely</td>
<td>Expected to occur occasionally, i.e., 1 to 10 times during any given year</td>
</tr>
<tr>
<td></td>
<td>Expected to occur between 1 in 4 and 1 in 10 times the event or action occurs, i.e., 10% to 25% chance of occurrence</td>
</tr>
<tr>
<td></td>
<td>This risk is known to occur often</td>
</tr>
<tr>
<td>Likely</td>
<td>Expected to occur once during any given year</td>
</tr>
<tr>
<td></td>
<td>Expected to occur between 1 in 10 and 1 in 100 times the event or action occurs, i.e., 1% to 10% chance of occurrence</td>
</tr>
<tr>
<td></td>
<td>This risk is known to have occurred on occasions</td>
</tr>
<tr>
<td>Unlikely</td>
<td>Expected to occur once every 1 to 10 years</td>
</tr>
<tr>
<td></td>
<td>Expected to occur between 1 in 100 and 1 in 1000 times the event or action occurs, i.e., 0.1% to 1% chance of occurrence</td>
</tr>
<tr>
<td></td>
<td>This risk could occur but not often</td>
</tr>
<tr>
<td>Very Unlikely</td>
<td>Expected to occur once every 10 to 100 years</td>
</tr>
<tr>
<td></td>
<td>Expected to occur between 1 in 1000 and 1 in 10,000 times the event or action occurs, i.e., 0.01% to 0.1% chance of occurrence</td>
</tr>
<tr>
<td></td>
<td>It is unusual that this risk occur but it has happened</td>
</tr>
<tr>
<td>Almost Unprecedented</td>
<td>Not expected to occur in the next 100 years, i.e., less than once every 100 years</td>
</tr>
<tr>
<td></td>
<td>Expected to occur less than 1 in 10,000 times the event or action occurs, i.e., less than 0.01% chance of occurrence</td>
</tr>
<tr>
<td></td>
<td>Any risk can occur but it is very improbable that this risk will occur within the large the large number of events</td>
</tr>
</tbody>
</table>
The matrix that is derived from the consequence and likelihood tables identifies four levels of risk being Low, Medium, High and Very High. The matrix appears as:

<table>
<thead>
<tr>
<th>Rate</th>
<th>Consequence</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Insignificant</td>
</tr>
<tr>
<td>Almost Certain</td>
<td>M</td>
</tr>
<tr>
<td>Very Likely</td>
<td>M</td>
</tr>
<tr>
<td>Likely</td>
<td>L</td>
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<tr>
<td>Unlikely</td>
<td>L</td>
</tr>
<tr>
<td>Very Unlikely</td>
<td>L</td>
</tr>
<tr>
<td>Almost Unprecedented</td>
<td>L</td>
</tr>
</tbody>
</table>

The TCAWS risk assessment protocol has been developed by the state road authority as an example of best practice. It is proposed that all road traffic related risk assessments that are conducted by Council use the TCAWS risk assessment model to achieve maximum accuracy and uniformity.

**Risk Management Issues for Council**

N/A

**Internal / External Consultation**

Consultation was undertaken with Roads and Maritime Services through the latest version of the Traffic Control at Work Sites manual.

**Attachments**

1. [Summary of Traffic Control at Work Sites manual risk assessment matrix](#)
### RMS - Traffic Control at Work Sites Manual - version 5 Section 2.10.2

#### RISK ASSESSMENT CRITERIA

<table>
<thead>
<tr>
<th>Rate</th>
<th>Consequence</th>
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<tr>
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<td>Very Unlikely</td>
<td>L</td>
</tr>
<tr>
<td>Almost Unprecedented</td>
<td>L</td>
</tr>
</tbody>
</table>

#### Consequence

- **Insignificant**: Illness, first aid or injury not requiring medical treatment. No lost time.
- **Minor**: Minor injury or illness requiring medical treatment. No lost time post medical treatment.
- **Moderate**: Minor injuries or illness resulting in lost time
- **Major**: 1 to 10 serious injuries or illness resulting in lost time or potential permanent impairment.
- **Severe**: Single fatality to 11 to 20 serious injuries or illness resulting in lost time or potential permanent impairment.
- **Catastrophic**: Multiple fatalities or more than 20 serious injuries or illnesses resulting in lost time or potential permanent impairment.

#### Likelihood

- **Almost Certain**: - Expected to occur multiple times (10 or more) during any given year.
  - Expected to occur at least 1 in every 4 time the event or action occurs, i.e., more than 25% chance of occurrence.
  - This risk is known to occur frequently.
- **Very Likely**: - Expected to occur occasionally, i.e., 1 to 10 times during any given year.
  - Expected to occur between 1 in 4 and 1 in 10 times the event or action occurs, i.e., 10% to 25% chance of occurrence.
  - This risk is known to occur often.
- **Likely**: - Expected to occur once during any given year.
  - Expected to occur between 1 in 10 and 1 in 100 times the event or action occurs, i.e., 1% to 10% chance of occurrence.
  - This risk is known to have occurred on occasions.
- **Unlikely**: - Expected to occur once every 1 to 10 years.
  - Expected to occur between 1 in 100 and 1 in 1000 times the event or action occurs, i.e., 0.1% to 1% chance of occurrence.
  - This risk could occur but not often.
- **Very Unlikely**: - Expected to occur once every 10 to 100 years.
  - Expected to occur between 1 in 1000 and 1 in 10,000 times the event or action occurs, i.e., 0.01% to 0.1% chance of occurrence.
  - It is unusual that this risk occur but it has happened.
- **Almost Unprecedented**: - Not expected to occur in the next 100 years, i.e., less than once every 100 years.
  - Expected to occur less than 1 in 10,000 times the event or action occurs, i.e., less than 0.01% chance of occurrence.
  - Any risk can occur but it is very improbable that this risk will occur within the large the large number of events.

RP-7

TRAVERS STREET - ADVANCE WARNING NEAR MURRUMBIDGEE TURF CLUB RACE TRACK

Author: Bill Harvey

Recommendation

That Traffic Committee recommends that the following actions be taken in respect of the western end of Travers Street:

a. the L1 lane line separating the two east-bound travelling lanes, commencing immediately east of the intersection with Moorong Street, that is 260 metres long, should be permanently removed.

b. the E1 edge line on the northern side of the street, that commences about 260 metres east of the intersection with Moorong Street, should be extended and returned to the northern kerb, as shown in the diagram that is attached to the report.

c. flashing warning lights be installed on the top of the existing non-standard horse and rider warning signs, facing traffic in both directions near the Murrumbidgee Turf Club course, subject to the following conditions:

   i. all costs associated with this project, including supply, installation and maintenance for the flashing lights, is to be fully met by horse racing industry associations.

   ii. installation of the devices on the top of the existing signs is to be subject to the issue of a permit under Section 138 of the Roads Act 1993.

   iii. the flashing lights must comply with the provisions of Australian Standard 1742.2 Appendix E, Australian Standard 2144 and any supplementary instructions that might be issued by Roads and Maritime Services.

   iv. the warning lights will be maintained in a serviceable condition at the expense of the horse racing associations who pay for the initial installation.

   v. the warning lights may only flash between the hours of 04:30am and 09:30am on days that horse training is undertaken at the Murrumbidgee Turf Club race track.

Report

That Traffic Committee recommends that the following actions be taken in respect of the western end of Travers Street:

a. the L1 lane line separating the two east-bound travelling lanes, commencing immediately east of the intersection with Moorong Street, that is 260 metres long, should be permanently removed.

b. the E1 edge line on the northern side of the street, that commences about 260 metres east of the intersection with Moorong Street, should be extended and returned to the northern kerb, as shown in the diagram that is attached to the report.

c. flashing warning lights be installed on the top of the existing non-standard horse and rider warning signs, facing traffic in both directions near the Murrumbidgee Turf Club course, subject to the following conditions:
i all costs associated with this project, including supply, installation and maintenance for the flashing lights, is to be fully met by horse racing industry associations.

ii installation of the devices on the top of the existing signs is to be subject to the issue of a permit under Section 138 of the Roads Act 1993.

iii the flashing lights must comply with the provisions of Australian Standard 1742.2 Appendix E, Australian Standard 2144 and any supplementary instructions that might be issued by Roads and Maritime Services.

iv the warning lights will be maintained in a serviceable condition at the expense of the horse racing associations who pay for the initial installation.

v the warning lights may only flash between the hours of 04:30am and 09:30am on days that horse training is undertaken at the Murrumbidgee Turf Club race track.

Report

In 2012 Council responded to concerns about road safety in Travers Street that was associated with the movement of race horses between stables on the northern side of the street and the Murrumbidgee Turf Club (MTC) race track. The result was the design and installation of non-standard warning signs in Travers Street. The design of the signs was prepared by Roads and Maritime Services (RMS). The signs were manufactured locally and installed by Council.

Further concerns have been raised by members of the NSW Jockeys’ Association about the safety of riders who cross Travers Street between stables and the MTC race track during the course of training. A site meeting has been held with representatives. A discussion about the responsibilities of riders who are entering the road reserve was undertaken. The Jockeys’ Association representatives on site did not seem to be aware that the rider of a horse has the same responsibilities as the rider of a bicycle. Riders entering the road from the stable driveway or from the MTC access track should give way to traffic on Travers Street before crossing the road.

Travers Street, west of the entry to the MTC, has provision for two lanes of traffic in each direction. The east bound (L1) lane separation line is about 260 metres long, including a length of continuity line between the eastern end of the lane line proper and the western end of an E1 edge line that continues on the northern side of Travers Street towards the city centre.
The volume of traffic on Travers Street, while subject to rapid increase over the past five years, does not require two travelling lanes to maintain an excellent level of service. Where an east bound vehicle may be stationary waiting to turn right into the MTC, the width in the road seal between the centre line and the northern kerb is sufficient to allow for a driver to pass the stationary vehicle on its nearside.

Removal of the east bound lane line means that there should only ever be a single line of traffic approaching the point where race horses are ridden across Travers Street between the stables and the MTC track. A single lane of traffic is generally safer for riders to negotiate with reduced masking that may sometimes be caused by vehicles travelling in adjacent positions. It also provides broader options for drivers who find that they may have to stop suddenly because drivers in front have stopped to allow horses to cross. That is a relatively frequently occurring situation.

A similar situation exists on local roads near the Muswellbrook racecourse. Muswellbrook Council has agreed to the installation of similar signs to those that are installed in Travers Street. In addition, Muswellbrook Council agreed that flashing warning lights should be installed on the top of the new warning signs. The flashing lights comply with the provisions of Australian Standards and all manufacture, installation and maintenance costs are met by the horse racing associations.

It is proposed that flashing lights on Travers Street should reflect the time of day during which horse training is normally undertaken. That is 4:30am to 9:30am. The days of the week on which training is conducted varies, depending on particular racing commitments around the area. Most often it is Monday to Friday but that may vary on occasions.

The flashing lights should not be active on days when training is not conducted so that, if the lights are flashing, there can be a reasonable expectation that a horse and rider will be near the road. If lights are left to flash at other times, the effectiveness of the strategy in all circumstances is diminished. That could create a more dangerous situation in school zones where the flashing light strategy is most commonly used.
Risk Management Issues for Council

The purpose of this report is to adequately manage risks that are associated with the creation of a new cross intersection.

The risk involved in this matter without any treatment has been assessed as VERY UNLIKELY / SEVERE - which places it in the – MEDIUM category.

Internal / External Consultation

Consultation was undertaken with representatives from the NSW Jockey’s Association and with an officer from Muswellbrook Council.
BARDO LANE ACCESS TO BERRY STREET MULTIDECK CAR PARK

Author: Bill Harvey

Recommendation

That Traffic Committee recommends that:

a. the R2-4 NO ENTRY sign on the western side of Bardo Lane at the driveway connection to the multi-deck car park be removed

b. a single R1-2 GIVE WAY sign be installed on the left side of the existing exit point from the multi-deck car park onto Bardo Lane, as depicted in the diagram that is contained in the following report

Report

A request has been received from a resident, asking for a review of the access arrangements to the Berry Street multi-deck car park. The current arrangements were implemented by Council in around 1996 with a recommendation from Traffic Committee. The Police representative on Traffic Committee at that time acknowledged that enforcement of the NO ENTRY sign would be practically non-existent and that voluntary compliance from a significant percentage of drivers should not be expected.

The driveway connection between the car park and Bardo Lane is about four metres wide, similar to a single residential driveway. In 1996, shortly after the car park was opened, a decision was made to limit the direction of travel at the Bardo Lane connection to exiting traffic only. Entry to the car park from Bardo Lane is prohibited by a NO ENTRY sign that is located adjacent to the driveway connection. The Police representative on Traffic Committee at that time acknowledged that enforcement of the NO ENTRY sign would likely be practically non-existent and that voluntary compliance from a significant percentage of drivers should not be expected.
Since this traffic control regime was implemented the Oasis Swimming Centre has been constructed, providing many additional services for the residents of Wagga Wagga. The Berry Street car park is one of the nearest car parking areas to the Oasis and is frequently used by people who are visiting the swimming centre. The lower deck of the car park has timed parking, resulting in a greater turnover of vehicles than that which is experienced on the top deck.

Increased development towards the southern side of Wagga Wagga has increased the volume of traffic that approaches the Berry Street car park from the south and southwest.

Lawful entry to the car park from Morgan Street is not a strictly simple task. Drivers are unable to turn right into the car park from Berry Street due to a median island between the north and south bound lanes. Proximity to the traffic light signals at the intersection of Morgan Street and Berry Street require that right turn movements be prevented so that the risk of queuing into the intersection is eliminated.

While the NO ENTRY sign has been in place on Bardo Lane for more than 20 years, observations reveal that it is disregarded by many drivers who approach the car park from Morgan Street. Drivers frequently turn into Bardo Lane from Morgan Street and then enter the car park from Bardo Lane contrary to the NO ENTRY sign. There are no adverse incidents that have resulted from this behaviour that have been reported to Council’s Traffic Section.

The flow of traffic at this point, both in and out of the car park, is extremely light. That and the very low vehicle speeds are the main contributing factors to the absence of adverse incidents. Observations suggest that traffic volume in both directions at the Bardo Lane connection between 6am and 6pm averages at 8 to 12 vehicles per hour. The split of entering and leaving vehicles currently is about 60% leaving and 40% entering. There is adequate capacity for that volume to increase dramatically without causing any congestion issues in Bardo Lane or at the intersection with Morgan Street.

It is suggested that a GIVE WAY sign be established at the throat of the exiting driveway, inside the car park, giving predominance to vehicles that might be entering from Bardo Lane.
Traffic movements that will result from this initiative are depicted in the following diagram.

Movements directly to and from the car park are demonstrated using blue arrows. All other movements, which are on public streets, are demonstrated by green arrows. This initiative suggests no change to permitted movements on public streets. The green arrows that are shown in the diagram are movements that are permitted now and have been for some considerable time. The only change that is proposed is to add ingress movements to the car park from Bardo Lane. The fact that those movements are happening now without adverse incident suggests that there is no anticipated problem with this change to arrangements.

Risk Management Issues for Council

The intended purpose of this report is to safely manage a risk issue that has been identified and that is detailed in the report.

The risk involved in this matter without any treatment has been assessed as – VERY UNLIKELY / INSIGNIFICANT which places it in the – LOW category.
Internal / External Consultation

Consultation was undertaken with a resident who frequently uses this car park and with internal staff members to establish who was responsible for the operation of the car park.

Attachments

1. Email from resident seeking change to traffic flow arrangement
Attachment 1: Email from resident seeking change to traffic flow arrangement
Blake Street to Forsyth St. This is because neither car park access is accessible from this direction, due to a median in Berry St, and the No Entry Signage for the Bardo lane access.

In reality, compliance with the No Entry sign is very poor, with almost all vehicles coming from the south entering the car park against this signage from Bardo Lane. This normally works, however, the lane can get tight with entering and existing cars and occasionally vehicles try to both enter and exit at the same time.

I am hoping that you may be able to examine the implications and impacts of reversing this signage off Bardo Lane, so that traffic can enter the car park, but not exit. When I have considered this, I see minimal negative consequences for traffic coming from or leaving to the north or for traffic leaving the car park generally. Presently these cars do have the benefit of being able to exit to Bardo lane, and then proceeding directly north, or south and on to Morgan Street. Denying the movement of traffic from the car park to the Lane will prevent this movement, however, cars will still be able to carry out this exact same journey if they wish by exiting from the car park to Berry Street, turning left, then left into Morgan Street, which is a distance of no more than 100m, and no u-turns.

It would seem the extra 100m of travel for vehicles presently exiting to Bardo Lane is significantly less inconvenient than the current situation for vehicles coming from the south, if they choose to follow the rules. I also expect that compliance with the signage would be more likely under this arrangement, as there is far greater incentive for vehicles travelling to the car park from the south to disobey the signage due to the additional travel distances/inconvenience of legally entering the site.

Thanks in advance for looking into this and please do not hesitate to contact me if I can be of any assistance.

Regards

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Think before you print - help save our environment
RP-9 ALMA CRESCENT, JADE PLACE AND JANDEE PLACE INTERSECTION TREATMENT AND CONTROLS

Author: Bill Harvey

Recommendation

That Traffic Committee note that the following matter was distributed to members on 16 November 2018 with members responding in favour of the recommendation.

That Traffic Committee recommends the installation of ‘A’ size R1-2 GIVE WAY signs and associated transverse painted TB lines in Jade Place and Yandee Place at their respective intersections with Alma Crescent.

Report

Council has received a request from a development designer for Traffic Committee to consider the appropriate control treatment for traffic at a new intersection that is soon to be constructed with Alma Crescent Estella. A new street, Jade Place, is to be constructed with Alma Crescent at a point that is immediately opposite the existing intersection with Yandee Place.
Sight distance at the intersection exceeds the distance that is nominated in AS1742.2 figure 2.2, making a GIVE WAY control the appropriate option in this instance.

It is proposed that the most appropriate treatment for this intersection is the installation of single ‘A’ size R1-2 GIVE WAY signs on the opposing intersecting cul-de-sacs, leaving Alma Crescent as the priority through road.

A drawing prepared by the developer’s engineers, detailing the proposed intersection configuration, is attached.

**Risk Management Issues for Council**

The purpose of this report is to adequately manage risks that are associated with the creation of a new cross intersection.

The risk involved in this matter without any treatment has been assessed as being VERY LIKELY / MAJOR, resulting in a risk rating in the – MEDIUM category

**Internal / External Consultation**

Consultation was undertaken with the development designer.
RP-10  GREGADOOI EAST ROAD LINE MARKING WEST OF ELIZABETH AVENUE INTERSECTION

Author:  Bill Harvey

Recommendation

That Traffic Committee note that the following matter was distributed to members on 22 November 2018 with members responding in favour of the recommendation.

That Traffic Committee recommends the following centre line marking be implemented on Gregadoo East Road, from the western end of the existing line marking near Elizabeth Avenue, towards the west:

a  1,300 metres of S1 (broken) centre line, followed by
b  215 metres of BS (broken and unbroken) centre line, followed by
c  550 metres of BB (unbroken) centre line, followed by
d  215 metres of BS (broken and unbroken) centre line

Report

Work has been completed on Gregadoo East Road, between Elizabeth Avenue and Ashfords Road, to widen the shoulders of the sealed surface. The road seal is now between 7.0 and 7.8 metres wide.

Gregadoo East Road provides connection between the regional road, MR 384, and the urban area of Wagga Wagga. The road has an AADT of slightly less than 500.

Requests have been received from daily users for a centre line to be marked, particularly over Gregadoo Hill. An investigation revealed that it is appropriate to mark the centre line from the western end of the existing centre line marking near Elizabeth Avenue to the western side of Gregadoo Hill, a distance of 2,280 metres.

The appropriate centre line marking from the western end of the existing line marking near Elizabeth Avenue is:

- 1,300 metres of S1 broken centre line,
- 215 metres of BS broken and unbroken ‘tail’ centre line,
- 550 metres of BB unbroken centre line, and
- 215 metres of BS broken and unbroken ‘tail’ centre line.

A centre line regime marked in this way is compliant with the provisions of the Roads and Maritime Services Delineation guide, Section 4 (Longitudinal Markings) and Appendix A (Locating and setting out dividing lines).

Risk Management Issues for Council

The purpose of this report is to adequately manage risks that are associated with the creation of a new cross intersection.

The risk involved in this matter without any treatment has been assessed as UNLIKELY / SEVERE - which places it in the – HIGH category.
Internal / External Consultation

Consultation was undertaken with road users and with Roads and Maritime Services through the Delineation guide.

Attachments

1. Gregadoo East Road Line Marking
RP-11 CHURCH STREET - TIMED PARKING OUTSIDE WATERMARK APARTMENTS

Author: Bill Harvey

Recommendation

That Traffic Committee recommends the use of standard R5-1-1 series signs, to be installed over a 37 metre length of kerb on the eastern side of Church Street, as per the diagram that is attached to the report, with the following words to be included on the sign:

2P
8:30am – 6pm

Report

At its meeting on 17 December 2018, Council resolved in the following terms:

That Council:

a receive and note the petition
b endorse the installation of a 37 metre length of two hour timed parking on the eastern side of Church Street, adjacent to 14-20 Church Street
c refer this resolution to the Local Traffic Committee for technical advice as to the correct signage to be installed that will achieve the aims of item b above
d implement the required signage, once advice on the correct control device is received from the Local Traffic Committee

Traffic Committee was previously asked to consider this matter in November 2015. At that meeting the Committee recommended that no change be made to parking arrangements in Church Street. Residents subsequently petitioned Council, resulting in a resolution from Council that a length of two-hour timed parking be installed on the eastern side of Church Street, as per the following diagram.

The resolution from Council included a request to Traffic Committee for advice on the correct signage that should be used to achieve the aim, which is the correct way that matters should be referred to Traffic Committee according to the Roads and Maritime Services delegation guide.

The correct signs that should be used in this instance are R5-1-1 series signs with the additional words as per the recommendation.
Risk Management Issues for Council

N/A

Internal / External Consultation

This matter arose from a request from Council for specific advice.
RP-12  PINE GULLY ROAD AND OLD NARRANDERA ROAD - OVERALL CONCEPT FOR INTERSECTIONS AND ROAD LENGTHS

Author:  Bill Harvey

Recommendation

That Traffic Committee recommends that the concept design for Pine Gully Road, from Estella Road to Old Narrandera Rd, and Old Narrandera Road, from Olympic Highway to west of Pine Gully Road that is attached to this report be adopted by Council.

Report

A concept design has been prepared by Council’s Design Officers for the length of Pine Gully Road from the intersection with Estella Road to the intersection with Old Narrandera Road, and for Old Narrandera Road, from the Olympic Highway to west of Pine Gully Road. The design is attached to this report.

The main features of the design includes roundabout intersections treatments for the intersections of Pine Gully Road with:

- Estella Road
- Cootamundra Boulevard
- Muttama Parade, and
- Old Narrandera Road

The main design points for each intersection is as follows:

Old Narrandera Road – Pine Gully Road intersection, a four way roundabout has been designed, as per previous discussion, which will provide access to the proposed development south of Old Narrandera Road after River Road is closed. This roundabout is slightly larger than the others as Old Narrandera Rd is a designated B-Double route.

Pine Gully Road – Muttama Parade intersection, a four way roundabout has been designed as the preferred option is to have the access to Estella at this location rather than having another T-junction further south on Pine Gully Road. One issue which could be raised is that by putting a roundabout at Muttama Parade we are effectively making it a collector road even though it is only 9m wide. Muttama Parade already serves as a collector road and the roundabout is the best compromise to serve the residents. The stub on the eastern leg has been designed to be 13m wide as that is the correct width for a collector road.

Pine Gully – Cootamundra Boulevard, another four way roundabout to join with the future extension of Avocet Drive.

Pine Gully Road – Estella Road, a straight forward four way layout with the existing roads and the future access road to the west.
Risk Management Issues for Council

N/A

Internal / External Consultation

Consultation was undertaken with internal Council stakeholders.

Attachments

1. Pine Gully Road and Old Narrandera Road - Overall Concept
PINE GULLY RD - OLD NARRANDERA RD ROAD UPGRADE CONCEPT DESIGN OLYMPIC HWY TO ESTELLA RD

PLAN REGISTRATION: C2052
WWCC JOB NUMBER: 1015091

Prepared by
Design & Survey Section
Technical & Strategy
Commercial Operations
Wagga Wagga City Council
February, 2019

ISSUED FOR COMMENT
Attachment 1: Pine Gully Road and Old Narrandera Road - Overall Concept
LAKE ALBERT ROAD - MARKED PARKING BAYS AT 276 TO 282

Author: Bill Harvey

Recommendation

That Traffic Committee recommends that parallel parking bays at kerb on the western side of Lake Albert Road Kooringal, at numbers 276 to 282, be marked using ‘T’ and ‘L’ shaped lines in accordance with the provisions of Australian Standard 1742 Part 11 Section 7.1, with the aim of maximising the utilisation of space that is available for on-street vehicle parking.

Report

Homes located at 276, 278, 280 and 282 Lake Albert Road are on the western side of the street, opposite the Kooringal Mall shopping centre. An Australia Post outlet is located in the front of Kooringal Mall, including a mail box service.

A member of the public has asked Council to consider maximising at kerb parking on the western side of Lake Albert Road opposite Kooringal Mall. This person suggested that many business people travel from the Lake Albert area, along Lake Albert Road to reach work destinations each morning. A number of these people keep post office mail boxes for their businesses at Kooringal Post Office because it is convenient to visit on their way to work each morning.

The customer noted that some drivers don’t maximise the parking space usage opposite Kooringal Mall, often resulting in drivers taking longer than necessary to complete their business at the post office. The customer asked if T and L markings could be used on the length of road between 276 and 282 Lake Albert Road so encourage drivers to maximise the use of the available at-kerb parking length.

Guidance for marking parking bays in this way is found in the Australian Standard 1742 (Manual of uniform traffic control devices), Part 11 (Parking controls). Section 7.1 which deals with ‘Delineation of parking spaces’. The standard indicates that a solid line, encompassing the whole space, need not be used.

![Figure 1 - Solid line markings](image)

It is sufficient to mark spaces using L and T markings, as shown in figure 2.

![Figure 2 - Abbreviated markings](image)
Using markings in this way reduces the cost of installing and maintaining the infrastructure. This strategy has been used widely in Wagga Wagga to define parking spaces in several locations.

The following diagram demonstrates how marking might be laid out in this instance.

**Risk Management Issues for Council**

There are no risks that are associated with this matter. The matter is one of convenience alone.

**Internal / External Consultation**

Consultation was undertaken with the applicant in this matter.
QUESTIONS WITH NOTICE
MINUTES of the TRAFFIC COMMITTEE held on Thursday 8 November 2018.

APOLOGIES

Sgt Steve Bloomfield (NSW Police)

PRESENT

Councillor Dan Hayes
Mr Fazlul Hoque (RMS)

IN ATTENDANCE

Council’s Senior Traffic Officer Mr Bill Harvey
Council’s Traffic Officer Mr Tim Cahill
Councils Manager Mr Peter Ross
Council’s Governance Officer Ms Belinda King - Minute Taker

The meeting of the Traffic Committee commenced at 9.17am.

ACKNOWLEDGEMENT OF COUNTRY

I would like to Acknowledge the Traditional Custodians of this Land, on which this meeting takes place and to pay my respects to Elders past and present.

CONFIRMATION OF MINUTES

CM-1 TRAFFIC COMMITTEE MINUTES - 13 SEPTEMBER 2018

Recommendation:
On the Motion of F Hoque and Councillor D Hayes

That the Minutes of the proceedings of the Traffic Committee Meeting held on 13 September 2018 be confirmed as a true and accurate record.

CARRIED

DECLARATIONS OF INTEREST

No Declarations of Interest received.
MINUTES of the TRAFFIC COMMITTEE held on Thursday 8 November 2018.

REPORTS

RP-1 FUSION18 - ON-STREET EVENT

Recommendation:
On the Motion of Councillor D Hayes and F Hoque

That Traffic Committee note that the following matter was distributed to members on 27 September 2018 with members responding in favour of the event.

That Traffic Committee endorse the conduct of a multicultural street festival, FUSION18 to be held in Baylis Street, Wagga Wagga, between the north side of Wollundry Lagoon and the intersection with Morrow Street and in Morrow Street between Baylis Street and Ivan Jack Drive on Saturday 20 October 2018 subject to the following conditions:

a A certified and approved Traffic Control plan that prevents ordinary traffic access to the area is to be implemented and maintained by appropriately authorised personnel prior to and throughout the event

b There is to be no vehicular movement in the nominated areas during the event once setup is complete

c Organisers and event participants obey all Police directions

d Organisers and event participants obey any reasonable direction that is made by a Wagga Wagga City Council Officer in respect of the management of the road network

e Closure of the section of Tongaboo Lane that is nominated in the traffic control plan diagram is to be managed with traffic controllers located at both ends of the closed section plus one additional traffic controller to manage any traffic movements that occur within the closed section

f No event participant is to occupy a position on a road that is outside of the closed area

g The Event Organiser is to notify emergency services and public transport providers of the road closures

h Failure to comply with any condition immediately voids approval for the event and normal traffic regulation and restriction will apply from that time

CARRIED
MINUTES of the TRAFFIC COMMITTEE held on Thursday 8 November 2018.

RP-2 REMEMBRANCE DAY - ON-STREET EVENT

Recommendation:
On the Motion of F Hoque and Councillor Hayes

That Traffic Committee members note that the following matter was distributed to members by way of email on 4 September 2018 with members responding in favour of the proposed event.

That Traffic Committee endorse the conduct of the Remembrance Day parade and commemorative service from 10:00am on Sunday 11 November 2018 in Morgan and Baylis Streets and the Victory Memorial Gardens subject to the following conditions:

a. The event is to be conducted as per the location and times that are stipulated in the application documents

b. A certified and approved Traffic Control plan to be implemented by authorised personnel from Wagga Wagga City Council prior to and throughout the event

c. No vehicular movement in the nominated areas during the event except for those vehicles that are used as part of the parade

d. Organisers and event participants obey all Police directions

e. Organisers and event participants obey any direction from a Wagga Wagga City Council Officer

f. Morgan Street, from Berry Street to Baylis Street, is to be opened to normal use by the non-event community once the parade has completely cleared that section of road and the street can safely be opened

g. Baylis Street, from Morgan Street to the northern side of the intersection with Tompson Street is to be opened for normal use by the non-event community once the parade has cleared that section of road and the street can be safely opened to traffic

h. No event participant is to occupy a position on a road that is outside of the closed area

i. Failure to comply with any condition immediately voids approval for the event and traffic regulation and restriction will apply from that time

CARRIED
MINUTES of the TRAFFIC COMMITTEE held on Thursday 8 November 2018.

RP-3  MOBILITY PARKING SCHEME SPACES IN CAR PARK OFF THE ESPLANADE

Recommendation:
On the Motion of F Hoque and Councillor D Hayes

That Traffic Committee recommends:

a  The construction of two mobility parking spaces in the Rest Centre car park off The Esplanade, as indicated in the attached diagram

b  The parking spaces that are mentioned at point ‘a’ should be sign posted using standard R5-1-3 series signs together with the appropriate painted decal to be marked on the sealed surface

c  That access ramps and footpath connections between the level of the sealed road and the footpath be constructed as per the provisions of Australian Standard 2890.5 section 4.5 and figure 4.2

CARRIED

RP-4  CHARLEVILLE ROAD - PROPOSED GIVE WAY SIGN CONTROL AT COLLEGE AVENUE

Recommendation:
On the Motion of Councillor D Hayes and F Hoque

That Traffic Committee recommend the installation of duplicated ‘A’ size R1-2 GIVE WAY SIGNS and associated painted TB line, in Charleville Road at the intersection with College Avenue.

CARRIED
MINUTES of the TRAFFIC COMMITTEE held on Thursday 8 November 2018.

RP-5 HAMPDEN AVENUE SIGNAGE FOR THE HARNESS RACING FACILITY

Recommendation:
On the Motion of F Hoque and Councillor D Hayes

That Traffic Committee recommends
a the installation of a G5-14 style sign with the words ‘HARNESS RACING’ together with a right pointing chevron on the eastern side of Hampden Avenue opposite the intersection with Horseshoe Road, and
b the installation of G5-13 style signs with the words ‘HARNESS RACING’ together with appropriate left and right pointing chevrons in Hampden Avenue at the intersection with Cooramin Street, indicating towards the west
c support for a review and appropriate reduction in the speed limit on Cooramin Street, west of Hampden Avenue, before the harness racing facility is opened for racing

CARRIED

RP-6 HAMMOND AVENUE - PROPOSED NO STOPPING CONTROLS ASSOCIATED WITH DEVELOPMENT APPLICATION - DA18/1015

Recommendation:
On the Motion of Councillor D Hayes and F Hoque

That Traffic Committee recommend the installation of a 58 metre length of NO STOPPING zone on the northern side of Hammond Avenue, using standard R5-400 series signs, from 1.5 metres west of the entry driveway to the caravan park at 93-99 Hammond Avenue to 1.5 metres east of the eastern driveway that is associated with the development application, as indicated in the diagram that is included with the report.

CARRIED
Minutes of the Traffic Committee held on Thursday 8 November 2018.

RP-7 Hammond Avenue and Tasman Road - Application for Development of a Vehicle Service Centre

Recommendation:
On the Motion of F Hoque and Councillor D Hayes

That Traffic Committee:

a receive and note the content of plans associated with entry from Tasman Road to the site that is proposed to be developed on the south-east corner of the intersection of Hammond Avenue and Tasman Road

b recommends that the traffic controls that are depicted in the plans that are attached to this agenda item be implemented

CARRIED

Questions with Notice

QWN-1 The Give way sign at Kapooka Road and Sturt Highway needs to be moved 12 metres
Council Officers have investigated the suggestion from RMS and found that the crest on the approach to the intersection is an issue. Further discussions are taking place with RMS to resolve the issue.

QWN-2 Can Traffic committee review pedestrian safety measures in Morgan Street near the RMS building
Warrants are not met in respect of pedestrian movements or vehicle movements to meet the requirements for a marked pedestrian crossing.

QWN-3 Speed zones review - map provided by F Hoque showing the proposed changes in speed zones at a number of areas in Wagga Wagga

QWN-4 Can the speed limit in Dunns Road be reduced
A request has been sent to RMS for a review of the default rural speed limit that currently applies to the western end of Dunns Road.

QWN-5 Gunwood Street/Fitzmaurice Street traffic lights affecting traffic when pedestrian cross. Can the phase be investigated to limit congestion.
A request has been sent to RMS, seeking a review of the signals at the intersection of Gunwood Street and Fitzmaurice Street. RMS to consider a change to phase timing.

QWN-6 Travers Street horse crossings – Are there any signage/lights specific to horses for crossings
Members agreed that while the signs are not standard, they are appropriate. Members could offer no additional suggestions that might change the way that race horses cross Travers Street.
MINUTES of the TRAFFIC COMMITTEE held on Thursday 8 November 2018.

QWN-7  Wagga Wagga Toy Run application details have been sent out electronically by Bill Harvey today to Committee members for consideration.

The Traffic Committee rose at 10.34am.