

AGENDA

Local Traffic Committee



We're with you

Thursday 20 February 2025

Council Chambers | Wingecarribee Shire Council Civic Centre
68 Elizabeth Street, Moss Vale at 10:00 am

**AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING
THURSDAY 20 FEBRUARY 2025**

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Our Mission, Our Vision, Our Values

OUR MISSION

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

OUR VISION

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

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

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

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

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

OUR VALUES

Integrity, trust and respect

Responsibility and accountability

Communication and teamwork

Service quality

1 OPENING OF THE MEETING

The Senior Traffic Engineer will open the meeting.

2 ACKNOWLEDGEMENT OF COUNTRY

“Wingecarribee Shire Council acknowledges the Gundungurra and Dharawal people as the Traditional Custodians of this land. I pay my respect to the Traditional Custodians, their Ancestors who cared for this Country for many thousands of years, and their Elders and descendants who continue to care for Country. I would also like to extend that respect to all Aboriginal and Torres Strait Islander peoples, including those here today.”

3 APOLOGIES

Nil at time of print.

4 CONFIRMATION OF MINUTES OF PREVIOUS MEETING

That the minutes of the Traffic Committee meeting held on 21 November 2024, recommendation numbers TC 2024/64 to TC 2024/73 inclusive, copies of which were forwarded to Committee members, be confirmed as a correct record of the proceedings of the meeting.

5 DECLARATIONS OF INTEREST

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

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

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

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

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

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

6 AGENDA REPORTS

6.1 Police Report on recent road crashes in the Shire

Report Author: Traffic Engineer

Authoriser: Clinton McAlister

PURPOSE

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

RECOMMENDATION

THAT the information be received and noted.

REPORT

BACKGROUND

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

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

CONCLUSION

That the information be received and noted.

ATTACHMENTS

Nil

6.2 Road Safety Officer Progress Report

Report Author: Traffic Engineer

Authoriser: Shaun Robinson

PURPOSE

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

RECOMMENDATION

THAT the information be received and noted.

February 2025 REPORT

Background

There were two separate fatal collisions resulting in two fatalities during 2024. The first incident involved a male pedestrian at Colo Vale and the other involved a male driver colliding with a tree at Moss Vale.

During 2023 five fatal motor vehicle crashes occurred killing six people.

During 2022 eight motor vehicle crashes occurred killing twelve people.

REPORT

Graduated Licencing System (GLS) Workshops and Logbook Runs

GLS workshops are designed to assist parents/carers/supervisors of (or soon to be) learner drivers navigate their way through the GLS.

2025 dates for GLS workshops:

- Sunday 2 March 2025.
- Sunday 1 June 2025.
- Sunday 14 September 2025.
- Sunday 30 November 2025.

Logbook runs are separate events to assist learner drivers gain experience and knowledge through a practical drive with their supervisor. The logbook runs are conducted with the assistance of police and provide a workshop component allowing both supervisors and learners to ask questions, and to clarify issues they might be having, through the learner driver or GLS process.

2025 logbook runs dates:

- Sunday 23 March 2025.
- Sunday 22 June 2025.
- Sunday 21 September 2025.
- Sunday 7 December 2025.

The assistance of local Police with breath testing and engaging in discussion with the participants is appreciated.

Schools

Its back-to-school time.

Bus safety week is running from the 17-23 February 2025.

Bus flashing lights campaign is also being run throughout term one.

Both campaigns are being promoted through council Web and social media platforms during this period.

Young Road Users, 'U-Turn the Wheel Program'

'U-Turn the Wheel' program informs and educates senior high school students on issues surrounding road safety. The program is facilitated by Moss Vale Rotary Club and Council's RSO and held at the Mittagong RSL Club.

The 2025 U-turn the wheel is scheduled for the below dates:

- Monday 4th August - Chevalier, Christian School
- Monday 18th August – Moss Vale High, Oxley
- Tuesday 19th August – Bowral High, Frensham

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U-Turn the Wheel educates approximately 500 students annually and is run with the assistance of Moss Vale Rotary Club, NSW Police, Mittagong SES, Jarrad Ingram (a road crash survivor), Berrima Bus lines, Mittagong RSL Club, and other community organisations.

Motorcycle Awareness - Safe Riding

Motorcycles crashes are of constant concern within Wingecarribee which attracts many recreational riders and tourists who enjoy the beauty of the area.

The first 'Mini Coffee with a cop' was held in December at the Robertson Pie Shop. The event is funded by Transport for New South Wales under the Local Government Road safety program and was staffed by Police a transport for New South Wales representative and the Road Safety officer.

The event presented a highly visible message of road and motorcycle safety with over 100 motor cyclists stopping at the location during the day with Police and staff directly engaging with a significant percentage of the cohort on the day.

Two further 'Mini coffee with a cop' activations are scheduled for the 16th of February and 30th of March 2025.

With the assistance of Local Police and Transport for New South Wales these activations are planned to help educate and inform motorcyclists and other road users of the dangers on local roads and to promote Motorcycle safety and awareness.

Speed Management - Speed Busters

The speed management program 'Speed Busters' involves the maintenance and management of six speed indicator signs across the Shire. The intention is to increase a driver's awareness of their travel speed upon approaching towns and villages with high/higher pedestrian activity, thus helping to reduce the risk of road related trauma.

The four original solar powered speed display signs are currently situated at Exeter, Bundanoon, Wingello, and Robertson. Two further speed indicator signs were installed in 2023 on Merrigang Street, Bowral, and Throsby Street Moss Vale.

The Robertson speed sign had a solar panel replaced late in 2024 and appears to be functioning normally. The Bundanoon speed sign has had issues over recent months and has been returned to the supplier to investigate the viability of repairs.

In addition, Wingecarribee Shire Councils environment team has four fixed Vehicle Activated Signs (VAS) which have been used to warn motorists of their travel speed in 'roadkill' areas. The VAS signs are located on the Old Hume Highway Yerrinbool, two on Tourist Road, Glenquarry and one on Tugalong Road, Cayonleigh. The environment team is also rotating a variable message sign (VMS) in various locations throughout the shire to inform motorists of wildlife in particular areas.

There are presently 10 flashing speed signs (VAS) and one (VMS) at various urban and rural locations throughout the Shire.

Child Restraint Fittings

With the assistance of Laurie Stewart Automotive, Mittagong, and TfNSW, the Child restraint fitting program continues. In the 6 months to December, there have been 73 child restraints fitted.

The approved budget of \$6,000 should allow approximately 120 child restraints fitted during 2024/25.

The program provides an opportunity for residents to have their child restraints professionally fitted free of charge.

Seniors

The free workshops help inform older residents of the many issues surrounding aging and road use.

With an ageing population, and multiple fatalities involving elderly people in the Shire in recent years, this is a continuing area of concern.

The TfNSW supported project under the Local Government Road Safety Program includes discussions about pedestrian safety, safe driving, information on driving tests, driver licence options and current road rules.

Three workshops were conducted in the second half of 2024 with a further two scheduled as part of senior's week scheduled for March 2025.

Further opportunities to conduct similar presentations throughout the community during 2025 are welcomed.

ATTACHMENTS

1. Mini coffee with a cop attendees [6.2.1 - 1 page]
2. Mini coffee with a cop [6.2.2 - 1 page]

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6.2.1 Mini coffee with a cop attendees

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6.2.2 Mini coffee with a cop

6.3 Intersection of Taylor Avenue & Berrima Road - Signage and line marking plan

Report Author: Traffic Engineer

Authoriser: Clinton McAlister

PURPOSE

To install statutory No Stopping restriction in the newly realigned/upgraded Taylor Avenue and Berrima Road intersection, managing the heavy vehicle movements generated by Austral's new operations.

RECOMMENDATION

THAT Council approve,

The installation of proposed 120m statutory No Stopping zone along the inner edge of newly realigned/upgraded Taylor Avenue and Berrima Road intersection, New Berrima.

REPORT

REPORT

The realignment of Taylor Avenue and Berrima Road, New Berrima, and associated signage, line marking and raised median, as outlined in Design Plan 19052, drawing number C6.01 by Novati Consulting Engineers, has been approved by the Council.

The project is now complete. The realignment created a curve from the southern part of Berrima Road into Taylor Avenue. The northern section of Berrima Road intersects the new curve alignment at a perpendicular angle.

The statutory No Stopping restriction along the inner edge was not included in the upgrading of the intersection.

The lane width along the curve is 6.5m including shoulder width. Vehicles that park on the inside of the curve will restrict the ability of vehicles to drive around those that are stopped to turn right in to the northern part of Berrima. It has been observed that long heavy vehicle trailers often drive over the edge line and onto the shoulder. The proposed statutory No Stopping restriction will prevent vehicles from parking on the inside of the of the bend and the potential conflict that could arise.

Please see the plan below for further details.

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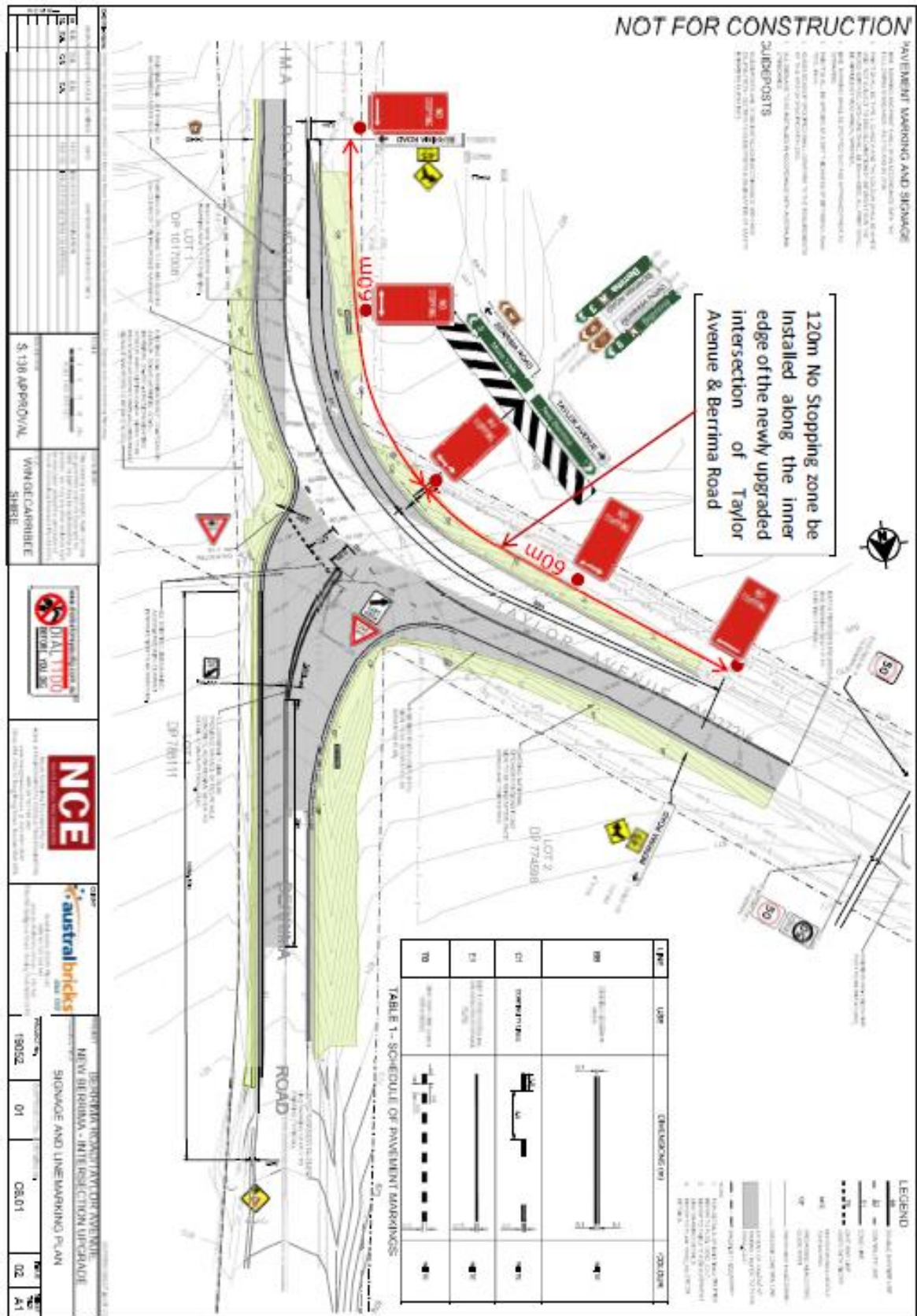


Image – A portion of the proposed design plan showing 120m statutory No Stopping zone

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CONCLUSION

The 120 m statutory No Stopping zone along the inner edge of newly realigned/upgraded Taylor Avenue and Berrima Road intersection, has been proposed to manage the heavy vehicle movements generated by Austral's new operations.

It is recommended that Council approve:

The installation of proposed 120 m statutory No Stopping zone along the inner edge of newly realigned/upgraded Taylor Avenue and Berrima Road intersection, New Berrima.

ATTACHMENTS

Nil

6.4 67 Elizabeth Street Moss Vale - Proposed No Parking Police Vehicles Excepted in Council Car park

Report Author: Traffic Engineer

Authoriser: Clinton McAlister

PURPOSE

Reviewing existing parking and converting two existing parking spaces to No Parking “Police Vehicles Excepted” at southeast corner in the Council car park adjacent Southern Highlands Police Station, 67 Elizabeth Street Moss Vale.

RECOMMENDATION

THAT Council approve:

- 1. The conversion of two existing 3P parking spaces to No Parking “Police Vehicles Excepted” in the southeast corner of the Council car park adjacent to Southern Highlands Police Station, 67 Elizabeth Street Moss Vale.***

REPORT

A request was made by Southern Highlands Police to convert two existing parking spaces to No Parking “Police Vehicles Excepted” at the southeast corner of Council car park adjacent to the Police Station at 67 Elizabeth Street Moss Vale.

Currently 3P parking restrictions apply in the subject car park. One space has already been approved for police use at the southeast corner of the car park. Southern Highlands Police have requested two additional parking spaces in that same location.

The proposed review will have a minimum impact on parking in this car park.

Plans prepared show two proposed No Parking “Police Vehicles Excepted” spaces.



Fig 1 – Location of Parking spaces



Fig 2 – Existing No Parking “Police Vehicles Excepted” in the southeast corner of car park



Fig 3 – Proposed No Parking “Police Vehicles Excepted” with the existing one

PROPOSAL

It is proposed to convert two 3P parking spaces to No Parking “Police Vehicles Excepted” with the existing space at the southeast corner of the car park.

CONCLUSION

The proposed review/upgrade will have minimal impact on parking in this car park.

It is recommended that the Council approve:

1. The conversion of two existing 3P parking spaces to No Parking “Police Vehicles Excepted” in the southeast corner of the Council car park adjacent to Southern Highlands Police Station at 67 Elizabeth Street Moss Vale.

ATTACHMENTS

Nil

6.5 Oxley Street Berrima - Proposed No Parking 8am – 9:30am and 2:30pm – 4pm School Days Only zone

Report Author:	Traffic Engineer
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Authoriser: Clinton McAlister

PURPOSE

To install a No Parking 8am – 9:30am and 2:30pm – 4pm School Days Only zone in Oxley Street fronting Berrima Public School, Berrima.

RECOMMENDATION

THAT Council approve:

- 1. The installation of a 39 metre No Parking 8am – 9:30am and 2:30pm – 4pm School Days Only zone in Oxley Street fronting Berrima Public School, Berrima.***
- 2. A yellow School Drop-Off Pick-Up sign be installed above the proposed No Parking signs.***

REPORT

Council received a request from Berrima Public School, for the installation of a drop-off and pick-up zone in No Parking 8am – 9:30am and 2:30pm – 4pm School Days Only zone in front of the school.

Berrima Public School is located at 6 Oxley Street Berrima. Currently a school bus zone in place in front of the school. No other parking restrictions exist on Oxley Street.

Council creates school drop-out and pick-up zones through the implementation of utilises 'No Parking areas that have signs marked as 8am – 9:30am and 2:30pm – 4pm School Days Only (Drop-off and Pick-up) zones. These areas are targeted for the school side of the road and are designated by "No Parking" signs. These provide parents and carers an area on the school side of the road to drop off and collect their children by car.

The Drop-off and Pick-up initiative allow:

- Parents/Carers to drop off or pick up students legally within the zones for 2-minutes at the times indicated on the signs.
- A volunteer adult supervisor to marshal the students at the designated school gate.
- A volunteer adult supervisor to assist the student in exiting or entering the vehicle.

These zones reduce traffic and illegal parking, provide adult supervision, allow younger children to remain secured in the car during drop off and pick up and reinforce road safety for all.

A plan showing two proposed No Parking 8am – 9:30am and 2:30pm – 4pm School Days Only zone signs as below:

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Image 1 – Plan of location.

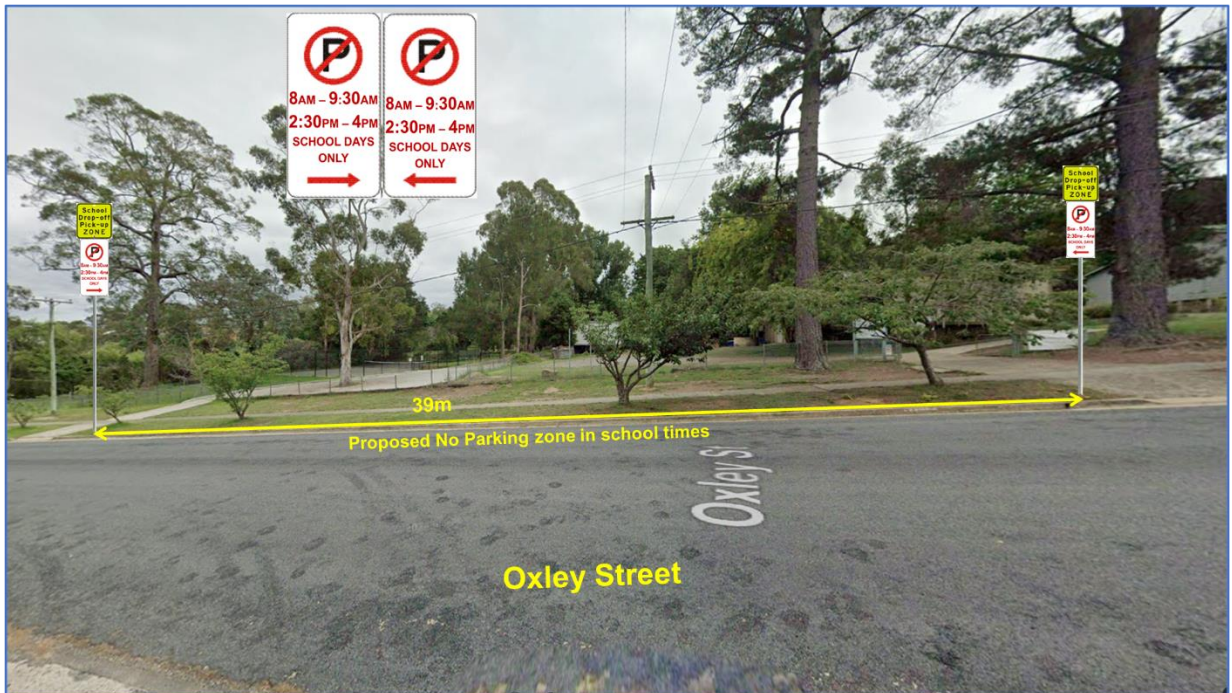


Image 2 – View.



Image 3 – School Drop-Off Pick-Up Zone Sign

PROPOSAL

It is proposed to install a 39 metres No Parking 8am – 9:30am and 2:30pm – 4pm School Days Only zone in Oxley Street between two driveways fronting Berrima Public School, Berrima.

CONCLUSION

It is recommended that Council approve:

The installation of a 39 metre No Parking 8am – 9:30am and 2:30pm – 4pm School Days Only zone, with a yellow School Drop-Off Pick-Up sign to be placed above the proposed No Parking signs, be installed in Oxley Street, Berrima.

ATTACHMENTS

Nil

6.6 Station Street Mittagong - Review existing Bus Zone

Report Author: Traffic Engineer

Authoriser: Clinton McAlister

PURPOSE

Review a proposed extension to the existing Bus Zone fronting St Stephens Anglican Church, Station Street, Mittagong.

RECOMMENDATION

THAT Council approves:

- ***The removal and replacement of existing Bus Zone sign with Bus Zone 6am-6pm MON-SAT signs.***
- ***The removal and replacement of current 16m 1P 8:30am-6pm MON-FRI & 8:30am-12:30pm SAT area with the Bus Zone 6am-6pm MON-SAT.***
- ***The construction of a new bus shelter, along with the installation of TGSi at the boarding point, in accordance with the attached design plan 2455.***

REPORT

Council's Project Delivery Team has designed a new bus shelter and changes to the existing Bus Zone on Station Street, Mittagong.

The design plans include:

- Existing Bus Zone signs be removed and replaced with proposed Bus Zone 6am-6pm MON-SAT signs.
- Current 16m 1P 8:30am-6pm MON-FRI & 8:30am-12:30pm SAT be removed and replaced by the Bus Zone 6am-6pm MON-SAT.
- Construction of a new bus shelter with the installation of TGSi at the boarding point.

The length of the existing Bus Zone is 26m. Currently 16m 1P 8:30am-6pm MON-FRI & 8:30am-12:30pm SAT parking restriction apply between the intersection and the bus zone.

It is proposed that the 16m 1P 8:30am-6pm MON-FRI & 8:30am-12:30pm SAT zone be removed and added to the updated timed bus zone. The length of modified bus zone will be $(16m+26m) = 42m$ and will provide additional parking spaces for Berrima Bus lines, improve the access for churchgoers and staff to the church.

Proposed adjustments are shown in the attachments.

CONSULTATIONS

Berrima Bus Lines has been consulted. The proposal is not expected to negatively impact any of the residents in this area.

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CONCLUSION

The proposed extension of the Bus Zone will provide safer and improved public transport access for the local community.

It is recommended that Council approves:

- The removal and replacement of existing Bus Zone sign with Bus Zone 6am-6pm MON-SAT signs.
- The removal and replacement of current 16m 1P 8:30am-6pm MON-FRI & 8:30am-12:30pm SAT area with the Bus Zone 6am-6pm MON-SAT.
- The construction of a new bus shelter, along with the installation of TGSI at the boarding point, in accordance with the attached design plan 2455.

ATTACHMENTS

{Station Street Mittagong - Review existing Bus Zone}

NEW BUS SHELTER STATION STREET, MITTAGONG



GENERAL NOTES

1. ALL WORK SHALL BE IN ACCORDANCE WITH THE APPLICABLE SECTION OF THE "NATSPEC" SPECIFICATION.
2. DO NOT DEPART FROM THE DESIGN UNLESS AUTHORISED BY THE DESIGN & PROJECTS MANAGER. IF IN DOUBT, ASK.
3. COUNCIL'S WORK HEALTH AND SAFETY PRACTICES MUST BE COMPLIED WITH.
4. SUBMIT A TRAFFIC CONTROL PLAN IN ACCORDANCE WITH THE RTA 'TRAFFIC CONTROL AT WORKSITES' PRIOR TO CONSTRUCTION COMMENCING.
5. LOCATION AND DEPTH OF UTILITIES SHOWN ON THESE PLANS ARE APPROXIMATE ONLY. NOT ALL SERVICES MAY BE SHOWN AND THE DETAILS MAY BE INACCURATE. ACCURATE LOCATION AND DEPTH OF SERVICES IS TO BE DETERMINED PRIOR TO CONSTRUCTION COMMENCING. OBTAIN CURRENT PUBLIC UTILITY PLANS BY SUBMITTING AN ENQUIRY THROUGH 'BEFORE YOU DIG AUSTRALIA' www.byda.com.au
6. INSTALL SEDIMENT AND EROSION CONTROL STRUCTURES PRIOR TO CONSTRUCTION. MAINTAIN THESE STRUCTURES DURING CONSTRUCTION.
7. AFFECTED POWER POLES TO BE RELOCATED BY INTEGRAL ENERGY'S APPROVED CONTRACTORS.
8. ALL TOPSOIL IS TO BE STOCKPILED IN AREA AS DIRECTED BY THE SUPERINTENDENT AND ENCLOSED BY A SEDIMENT FENCE.
9. TURF ALL DISTURBED AREAS INCLUDING BATTER AND TABLE DRAINS WITH HIGHLAND BLEND GRASSES.
10. PROVIDE A 'WORK AS EXECUTED' PLAN AT COMPLETION OF CONSTRUCTION.
11. UNDER NO CIRCUMSTANCES ARE ANY EXISTING TREES TO BE DISTURBED UNLESS SHOWN OTHERWISE ON PLANS.
12. ALL PAVEMENT, SUB-GRADE AND EARTHWORKS MATERIAL SHALL BE COMPACTED TO 98% MODIFIED COMPACTION UNLESS NOTED OTHERWISE IN THE SPECIFICATION.
13. COMPACT PAVEMENT AND EARTHWORKS IN MAXIMUM 200mm LAYERS. PROVIDE COMPACTION TESTS ON EACH LAYER IN ACCORDANCE WITH THE SPECIFICATION.
14. REPLACE ANY SIGNS, LINE MARKING, OR REFLECTIVE PAVEMENT MARKERS IF DISTURBED, REMOVED, OR DAMAGED DURING CONSTRUCTION.

15. THESE DESIGN PLANS SHALL BE READ IN CONJUNCTION WITH THE ENVIRONMENTAL ASSESSMENT (E.A.) AND THE ENVIRONMENTAL MANAGEMENT PLAN (E.M.P.). SHOULD THE WORKS VARY FROM THE APPROVED PLANS, THEN THE E.A. AND E.M.P. MUST BE RENEWED.
16. SPOIL SHALL BE DISPOSED OF IN ACCORDANCE WITH THE APPROVED WASTE MANAGEMENT PLAN.

CONCRETE NOTES:

17. ALL CONCRETE WORKS SHALL BE IN ACCORDANCE WITH AS 3600 AND WITH THE SPECIFICATION.
18. MINIMUM COMPRESSIVE STRENGTH OF CONCRETE SHALL BE 25MPa, MAXIMUM AGGREGATE SIZE = 20mm, MINIMUM SLUMP = 40mm, MAXIMUM WATER CEMENT RATIO (BY MASS) = 0.56.
19. ALL REINFORCEMENT SHALL BE OF GRADE D500N TO AS 4671. CLEAR COVER TO REINFORCEMENT SHALL BE 40mm UNLESS STATED OTHERWISE.
20. MINIMUM LAP LENGTHS FOR 12mm & 16mm ARE AS FOLLOWS: RE-BARS SHALL BE 380mm & 500mm RESPECTIVELY.
21. ALL DIMENSIONS SHALL BE CHECKED AT SITE BY THE CONTRACTOR, AND ANY DISCREPANCIES SHALL BE REFERRED TO THE ENGINEER.
22. PROVIDE EXPANSION JOINTS AT 12.0m CTRS. INSTALL R16 DOWELS 600 LONG AT 400 CTRS WITH BOND BREAKER TAPE ON ONE END.
23. PROVIDE SAWN CRACK CONTROL JOINTS 25MM DEEP AT 4.0m CTRS FILLED WITH SILICON OR APPROVED POLYURETHANE STRICTLY IN ACCORDANCE TO THE MANUFACTURER'S SPECIFICATION.
24. SAW CUTTING SHALL BE CONDUCTED BETWEEN 6 AND 24 HOURS AFTER PLACEMENT, SO AS NOT TO CAUSE EXCESSIVE RAVELLING OF AGGREGATE ADJACENT TO THE CUT. THE LINE OF JOINTS SHALL BE WITHOUT ANY DISCONTINUITIES.
25. ALL EXPOSED ANGLES OF FINISHED CONCRETE SURFACES SHALL BE CHAMFERED 25mm X 25mm UNLESS OTHERWISE SPECIFIED OR DIRECTED.
26. ALL FILLING BELOW CONCRETE APRONS & BACKFILL BEHIND RETAINING WALLS SHALL BE GRANULAR MATERIAL, COMPACTED TO ACHIEVE RELATIVE COMPACTION OF NOT LESS THAN 98% IN ACCORDANCE WITH AS 1289.5.7.1 FOR STANDARD COMPACTIVE EFFORT.

SEDIMENT & EROSION CONTROL NOTES

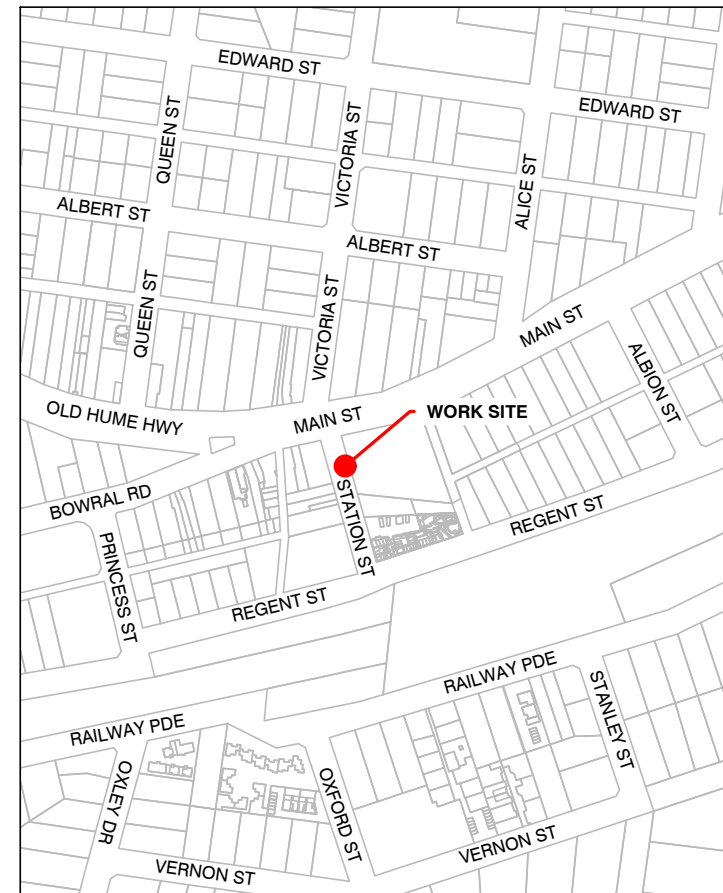
27. EROSION & SEDIMENT CONTROL PROCEDURES TO

COMPLY WITH LANDCOM & CONSTRUCTION 'BLUE BOOK'.

28. WHERE POSSIBLE ALL SEDIMENT & EROSION CONTROL MEASURES TO BE INSTALLED PRIOR TO CONSTRUCTION COMMENCING.
29. ALL SEDIMENT & EROSION CONTROL MEASURES TO BE MAINTAINED & REPAIRED AS REQUIRED THROUGHOUT CONSTRUCTION PERIOD.
30. INSPECTIONS ARE TO BE MADE OF SEDIMENT & EROSION CONTROL MEASURES AFTER STORM EVENTS.
31. REMOVE & STOCKPILE ALL TOP SOIL FROM PROPOSED CONSTRUCTION AREA RESPREAD TOPSOIL OVER EXPOSED AREAS.
32. ALL EXPOSED AREAS TO BE TOPSOILED, TURFED OR SEEDED AS SOON AS FINISHED SURFACE IS COMPLETED.
33. ENSURE ANY FILL MATERIAL USED IS FREE OF ROOTS, WOOD, ROCK, LARGE STONES OR FOREIGN MATERIAL.

TREE NOTES

34. PRIOR TO COMMENCEMENT OF ANY WORK, CONTACT COUNCIL'S ENVIRONMENTAL OFFICER TO CONFIRM THAT TREE PROTECTION AND WORK METHODOLOGIES IN THE VICINITY OF EXISTING TREES WILL BE UNDERTAKEN IN ACCORDANCE WITH AS4970.
35. NO TREE CANOPY OR ROOT PRUNING SHALL BE UNDERTAKEN WITHOUT PRIOR APPROVAL FROM COUNCIL'S ENVIRONMENTAL OFFICER. ALL PRUNING SHALL BE UNDERTAKEN IN ACCORDANCE WITH AS4373.
36. IN LOCATIONS WHERE LESS THAN 300mm CLEARANCE IS ACHIEVED TO TREE ROOTS ALL WORK (I.E. EXCAVATION AND CONCRETE) MUST BE DONE MANUALLY TO AVOID DAMAGE.
37. TREE PROTECTION WILL BE REQUIRED TO BE INSTALLED BY AN AQF III ARBORIST PRIOR TO THE COMMENCEMENT OF WORKS. TREE PROTECTION WILL BE REQUIRED FOR ANY TREE WITHIN 5m OF ANY EXCAVATION AND AREAS WHERE LOADING AND UNLOADING OF EQUIPMENT AND MATERIALS IS TO TAKE PLACE.

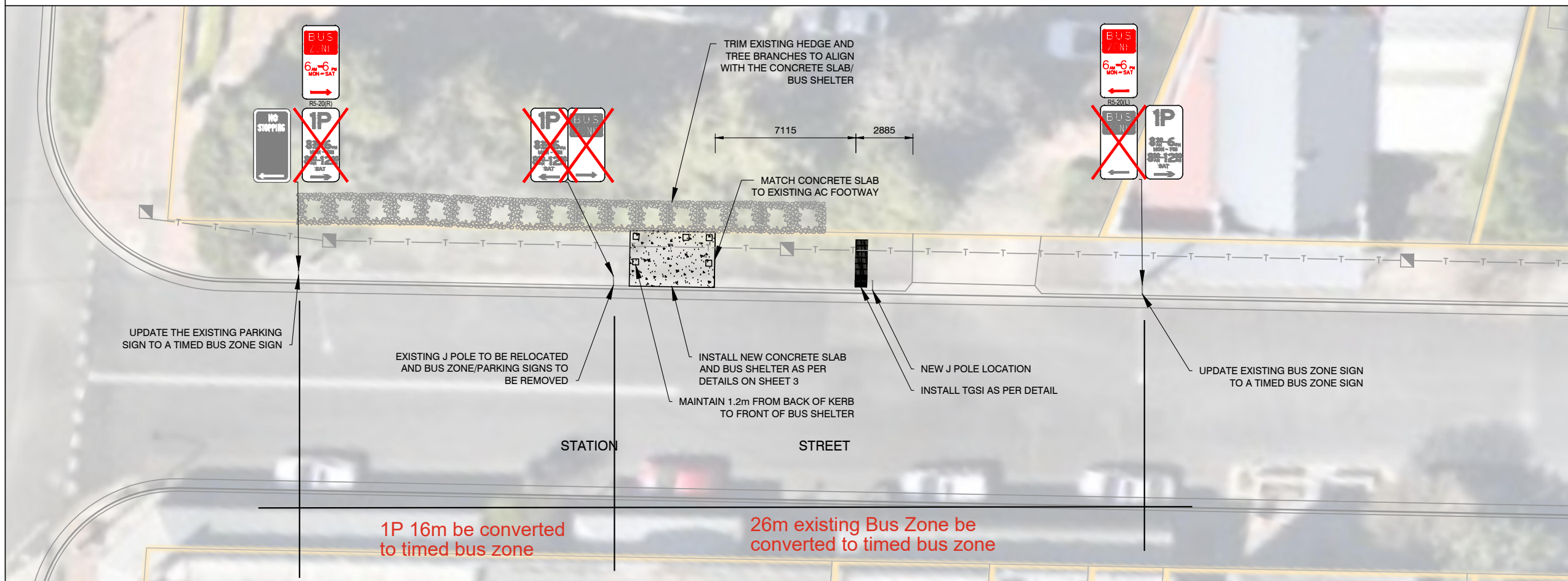


LOCALITY PLAN
NTS

PLOTTED BY: TARA JOVANOVIC DATED 21.01.2025 - WINGECARRIBEE SHIRE COUNCIL

ISSUE		BD	TW	DATE	PUBLIC UTILITIES LEGEND		APPROVED		WINGECARRIBEE SHIRE COUNCIL			SHEET		
ISSUED FOR CONSTRUCTION					WATER	SEWER	OVERHEAD ELECTRICITY	ELECT TRANSFORMER CABINET	<p>Old Centre, Elizabeth Street, Mittagong, N.S.W. 2577 PO Box 141, Mittagong, N.S.W. 2577 Ph: (02) 4868 0888 Fax: (02) 4689 1203</p>			1		
AMENDMENTS					RECYCLED WATER	MANHOLE	UNDERGROUND ELECT'Y	TELEPHONE CABLE				NEW BUS SHELTER STATION STREET MITTAGONG COVER SHEET		OF
CHECKED					HYDRANT	LAMPHOLE	ELECTRICITY PIT	TELEPHONE PIT				PULSE ID: 20427		3
APPROVED					STOP VALVE	GAS	POWER POLE	TELEPHONE PILLAR	CAD FILE/PLAN No: 2455					
DATE					AIR VALVE	GAS VALVE	POWER LIGHT POLE	TELEPHONE POLE	COST No: 1-41673		ISSUE			
DATUM AND GRID MGA84					WATER METER	GAS METER	LIGHT POLE	TELEPHONE CABLE MARKER	COORDINATOR ROADS AND DRAINAGE ASSETS		1			
A3					WATER TAP		STAY POLE							
							POLE & TRANSFORMER							
SCALES														
1:5000														
0 20 40 60 80 100														

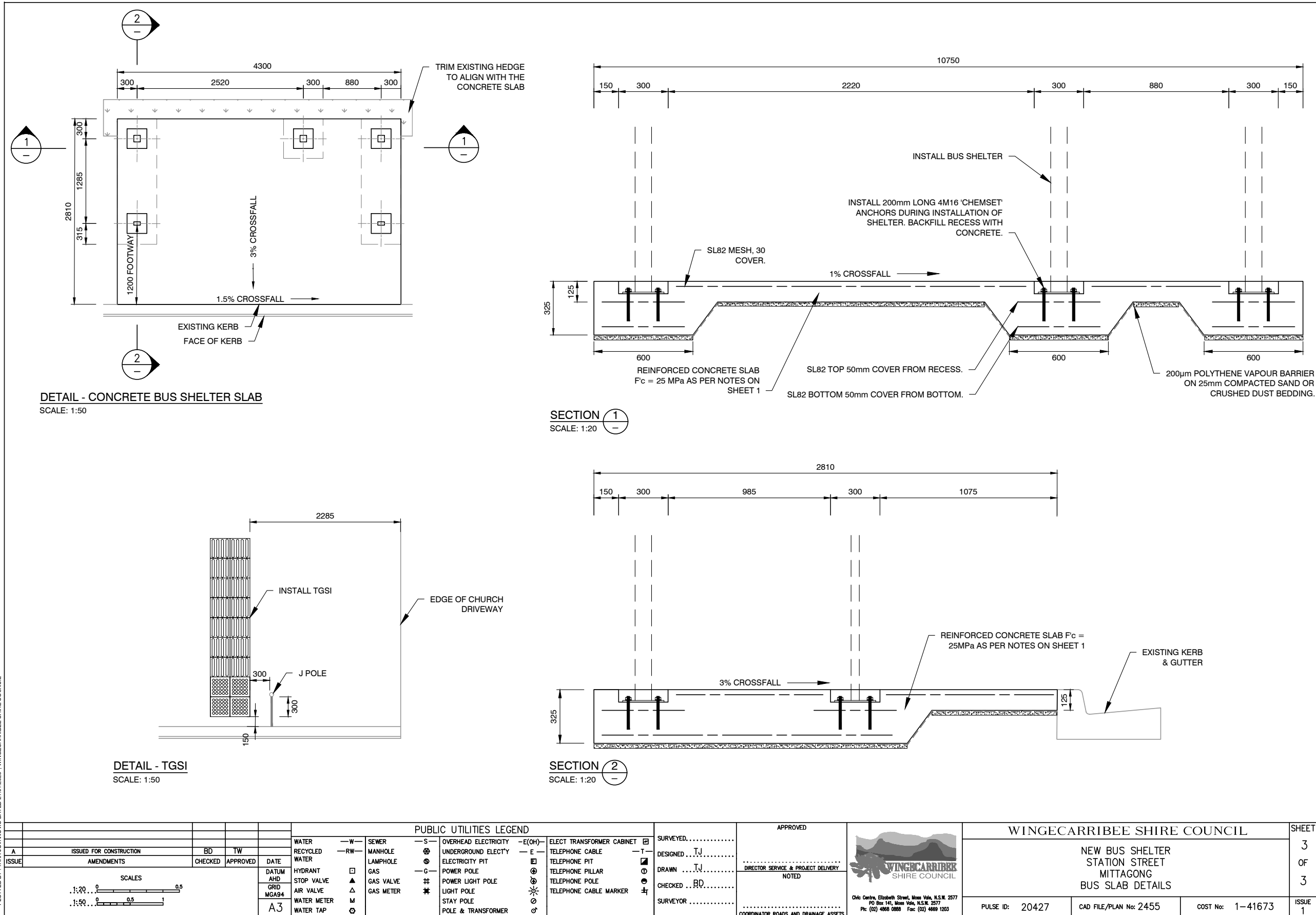
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PLOTTED BY: TARA JOVANOVIC DATED: 21.01.2025 - WINGECARRIBEE SHIRE COUNCIL

ISSUED FOR CONSTRUCTION		BD	TW		
AMENDMENTS		CHECKED	APPROVED	DATE	
SCALES		DATUM AND GRID MGA84			
1:200		A3			
PUBLIC UTILITIES LEGEND					
WATER	—W—	SEWER	—S—	OVERHEAD ELECTRICITY	—E(OH)—
RECYCLED WATER	—RW—	MANHOLE	⊕	UNDERGROUND ELECT'Y	—E—
		LAMPHOLE	⊙	ELECTRICITY PIT	⊠
HYDRANT	□	GAS	—G—	POWER POLE	⊕
STOP VALVE	▲	GAS VALVE	#	POWER LIGHT POLE	⊕
AIR VALVE	△	GAS METER	#	LIGHT POLE	⊕
WATER METER	⊕			STAY POLE	⊕
WATER TAP	⊕			POLE & TRANSFORMER	⊕
				ELECT TRANSFORMER CABINET	⊠
				TELEPHONE CABLE	—T—
				TELEPHONE PIT	⊠
				TELEPHONE PILLAR	⊕
				TELEPHONE POLE	⊕
				TELEPHONE CABLE MARKER	⊕
SURVEYED.....		APPROVED		WINGECARRIBEE SHIRE COUNCIL	
DESIGNED...TJ		DIRECTOR SERVICE & PROJECT DELIVERY		NEW BUS SHELTER STATION STREET MITTAGONG GENERAL ARRANGEMENT PLAN	
DRAWN...TJ		NOTED		PULSE ID: 20427	
CHECKED...BD				CAD FILE/PLAN No: 2455	
SURVEYOR.....				COST No: 1-41673	
				ISSUE 1	

FILE LOCATION : C:\Users\tjovanovic\OneDrive - Wingecarribee Shire Council\TJ Designs\Projects\2455 - New Bus Shelter - Station St Mittagong\AutoCad\AutoCad - Current\New Bus Shelter - Station St Mittagong.dwg



6.7 Loop Line Upgrade Project Level Crossings

Report Author: Traffic Engineer

Authoriser: Clinton McAlister

PURPOSE

To review the signage and line marking plans for five road level crossing designs for the Loop Line Upgrade Project that will reconstruct the disused railway line from Buxton to Colo Vale.

RECOMMENDATION

THAT the signage and line marking plans for the upgrades to the following level crossings designed by SMEC for Transport Heritage NSW, regarding the Loop Line Upgrade Project, be recommended for approval.

1. East Parade, Buxton (Plan No. 30013258 – 0151)
2. Railway Parade north crossing, Balmoral (Plan No. 30013258 – 0251)
3. Railway Parade south crossing, Balmoral (Plan No. 30013258 – 0351)
4. Coates Road, Hill Top (Plan No. 30013258 – 0451)
5. Fitzroy Street, Hill Top (Plan No. 30013258 – 0551)

REPORT

BACKGROUND

The rail loop line from Buxton to Colo Vale has been disused for 40 years. This section of disused rail line has five road level crossings that are still in use.

Transport Heritage NSW will spend \$14.6 million upgrading the existing loop line to be able to provide recreational train services. The project will include the upgrade of the existing level crossings.

REPORT

There will be five road level crossings upgraded as part of Transport Heritage NSW's project to upgrade the disused rail line between Buxton and Colo Vale. The upgraded rail line will run recreational tourist services from the NSW Rail Museum at Thirlmere to Colo Vale. The rail service is initially planned to be once a week on the weekends.

The locations of the road level crossings are as follows:

1. East Parade, Buxton
2. Railway Parade, Balmoral Village (North Crossing)
3. Railway Parade, Balmoral Village (South Crossing)
4. Coates Road, Hill Top
5. Fitzroy Street, Hill Top

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The signage and line marking plans for the level crossing upgrade are attached in this report.

Signage and line marking has been provided in accordance with AS1742 and TfNSW's Delineation Guide. All existing level crossing signage is to be replaced to suit the attached design drawings.

East Parade, Buxton

The East Parade, Buxton level crossing is a short section of road that connects Wilson Drive and East Parade, just south of Balmoral Park Road.

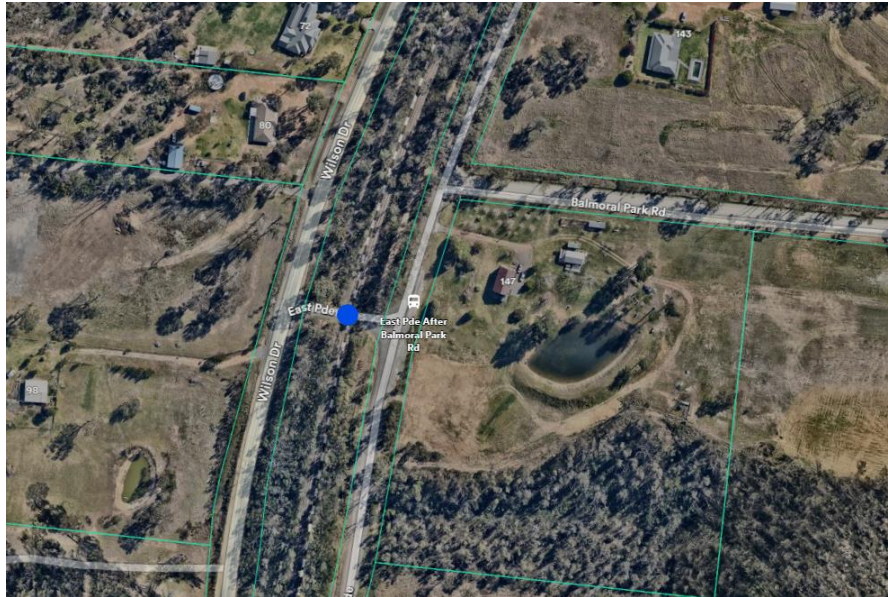


Image 1 – Existing level crossing on East Parade, Buxton shown with the blue dot



Image 2 – Existing level crossing between Wilson Drive and East Parade, Buxton (looking east)

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Railway Parade, Balmoral Village (North)

The north level crossing on Railway Parade, Balmoral is located at the centre of the village.

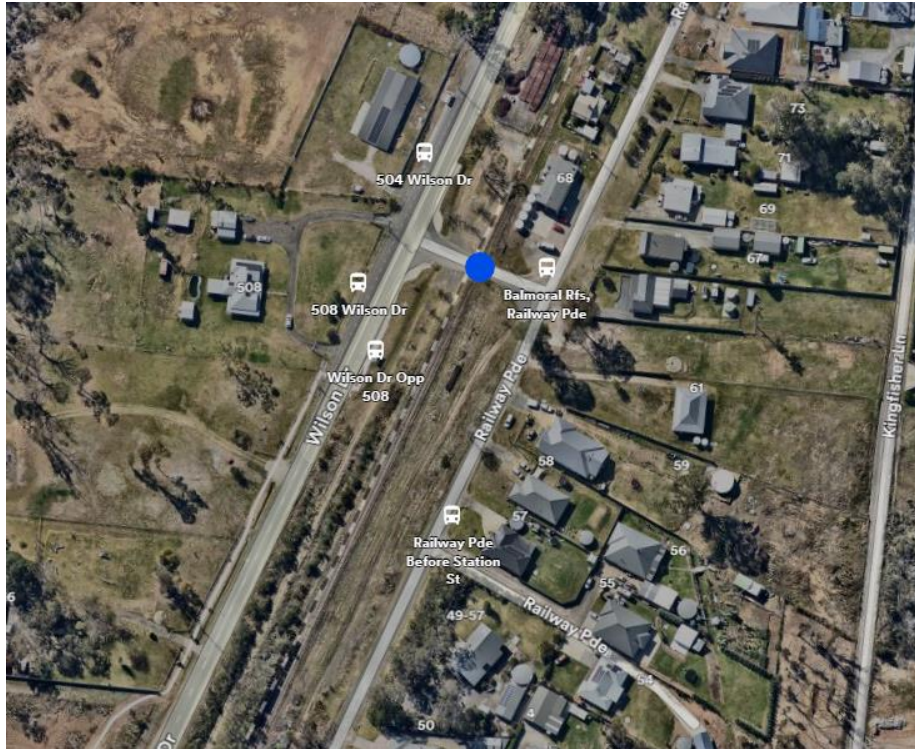


Image 3 - Existing north level crossing on Railway Parade, Balmoral shown with the blue dot



Image 4 – Existing north level crossing between Railway Parade and Wilson Drive, Balmoral Village (looking east)

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Railway Parade, Balmoral Village (South)

The south level crossing is located 1.4km south of the north level crossing in Balmoral Village.

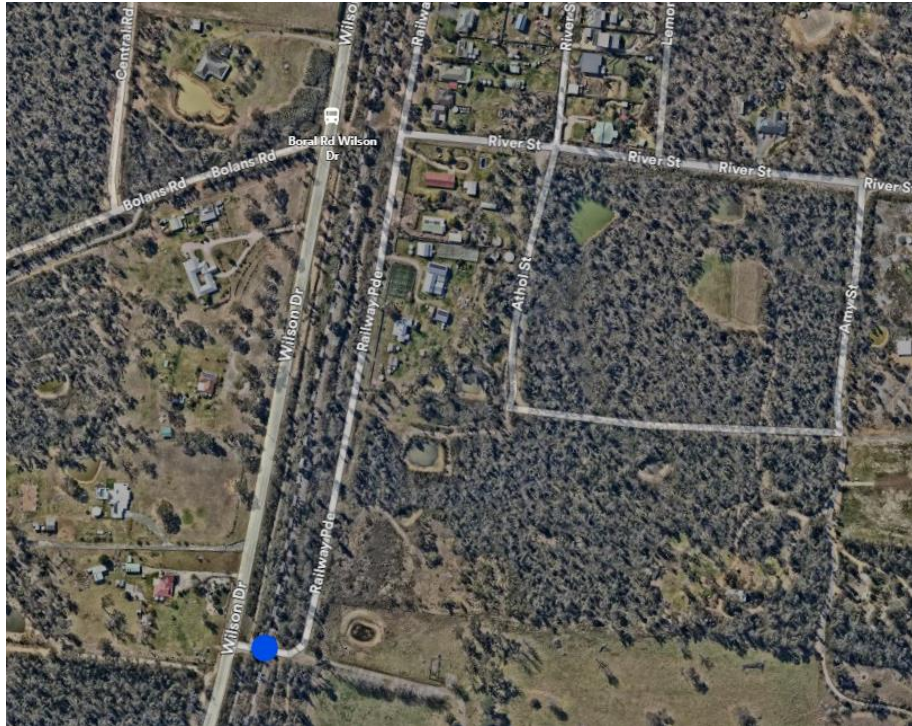


Image 5 - Existing south level crossing on Railway Parade, Balmoral shown with the blue dot



Image 6 - Existing south level crossing between Railway Parade and Wilson Drive (looking east)

Coates Road, Hill Top

Coates Road is an unsealed road with a level crossing located 1km north of Stella Street when travelling on Wilson Drive. Coates Road connects Wilson Drive with Wattle Ridge Road.

A key risk at this location is the steep grade on approach to the level crossing from Wilson Drive. The existing alignment has a grade up to 15% with the design geometry adopting a 13.2% grade to tie in with the rail levels and existing levels at the limit of works. Due to the steep grade, pavement profiles have proposed an AC wearing course only at this location to maximise friction on approach to the stopping area for the crossing.

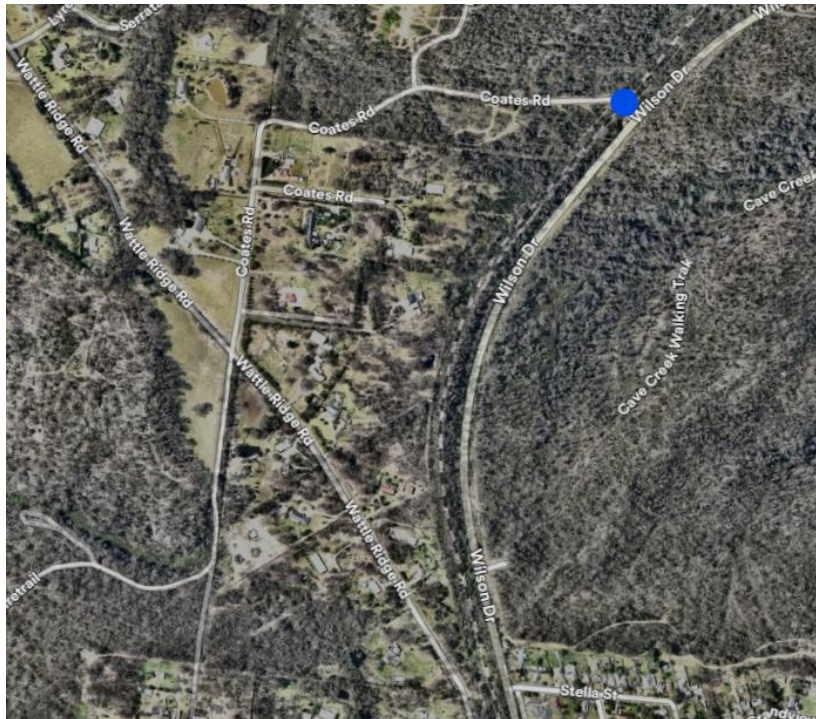


Image 7 - Existing level crossing on Coates Road, Hill Top shown with the blue dot



Image 8 – Existing Coates Road level crossing (looking east)

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Fitzroy Street, Hill Top

Fitzroy Street is located at the centre of the Hill Top village is one of two main accesses for vehicles to travel from Wilson Drive to West Parade.

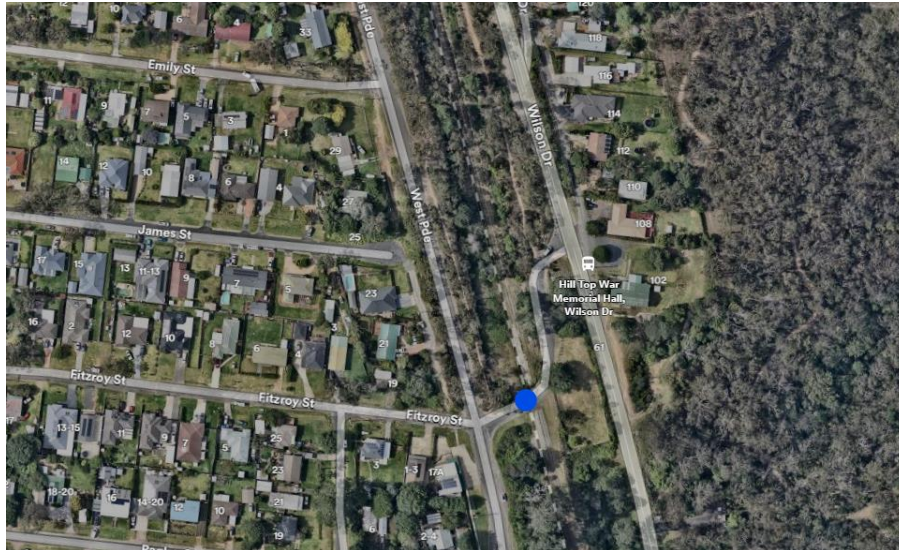


Image 9 - Existing level crossing on Fitzroy Street, Hill Top shown with the blue dot



Image 10 – Existing level crossing on Fitzroy Street, Hill Top (looking east)

Council Design Recommendations

Council reviewed the initial design for the level crossings and made the following recommendations for changes regarding signage, line marking and extent of pavement. These design changes have been included in the final designs which are attached in this report.

- **East Parade, Buxton:**

- Risk of vehicles queuing back across level crossings - to help mitigate the risk, line marking can extend for full connection between East Parade & Wilson Dr, with hold lines at intersections (so the available queuing length is more apparent).
- **Railway Parade, Balmoral Village (North):**
 - Risk of vehicles queuing back across level crossings - to help mitigate the risk, line marking can extend for full connection between Railway Pde & Wilson Dr, with hold lines at intersections (so the available queuing length is more apparent).
 - Width of level crossing & approach – needs to be minimum 3m wide lanes.
- **Railway Parade, Balmoral Village (South):**
 - Risk of vehicles queuing back across level crossings - to help mitigate the risk, line marking can extend for full connection between Wilson Dr and after bend of Railway Pde (to where it then runs north/south), with hold line at Wilson Dr intersection (so the available queuing length is more apparent).
 - Width of level crossing & approach – needs to be minimum 3m wide lanes. Minor road widening required between Wilson Dr and after bend of Railway Parade (to where it then runs north/south), otherwise there will be insufficient width for queuing vehicles.
- **Coates Rd, Hill Top:**
 - Risk of vehicles queuing back across level crossings - to help mitigate the risk, line marking can extend for full connection between Wilson Dr and level crossing, with hold line at Wilson Dr intersection (so the available queuing length is more apparent).
 - Risk of vehicles sliding & not stopping on unsealed road - to help mitigate the risk, Coates Road to be sealed from sufficient distance prior to level crossing through to Wilson Dr (Pavement Plan attached)
- **Fitzroy Street, Hill Top:**
 - Risk of vehicles queuing back across level crossings - to help mitigate the risk, line marking can extend for full connection between Wilson Dr and West Parade, with hold lines at intersections (so the available queuing length is more apparent).

CONCLUSION

The upgrades to the signage and line marking for the five level crossings will improve safety for the Loop Line once in operation.

Services for the Loop Line will include one planned trip from Thirlmere Railway Museum to Colo Vale once a week on weekends.

The signage and line marking plans are designed in accordance with AS1742 and TfNSW's Delineation Guide and are recommended for approval.

ATTACHMENTS

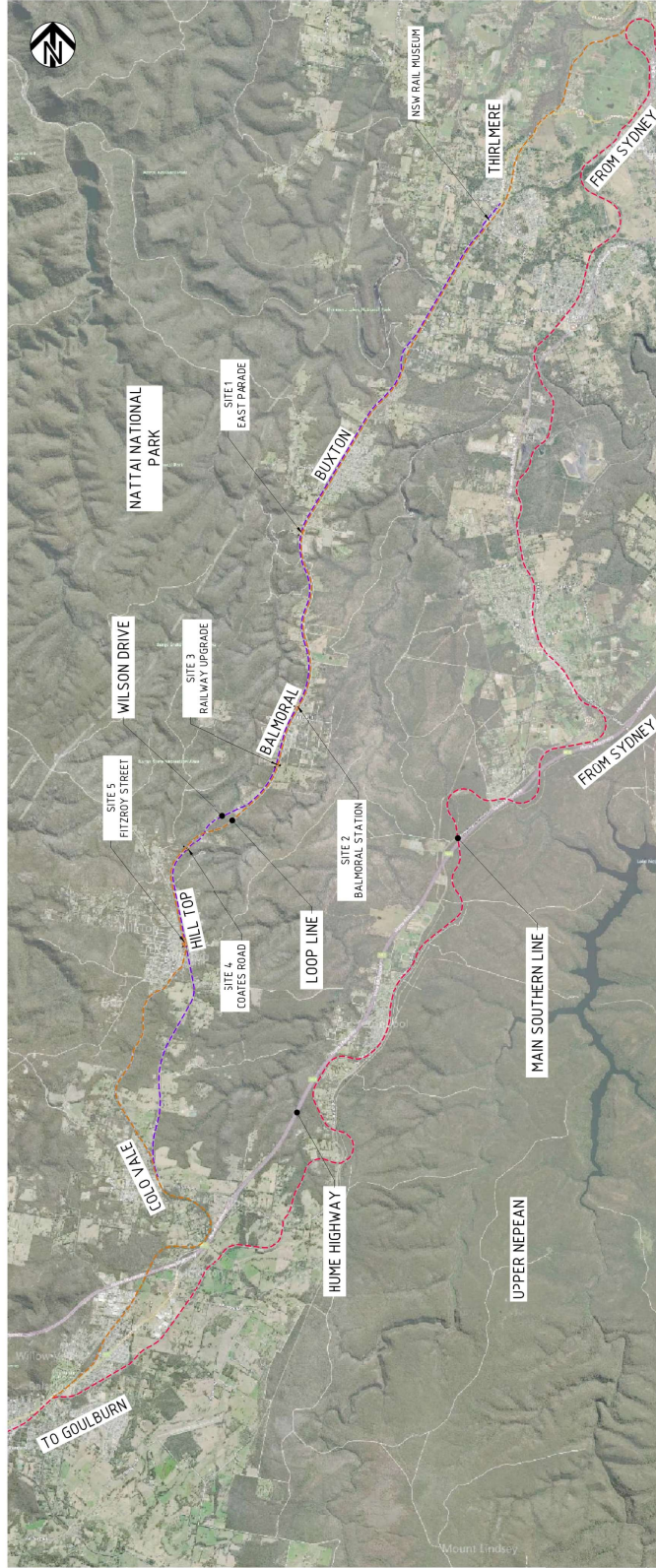
1. Loop Line Title Page [6.7.1 - 1 page]
2. Loop Line East Parade Signage and Linemarking [6.7.2 - 1 page]

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3. Loop Line Railway Parade North Signage and Linemarking [6.7.3 - 1 page]
4. Loop Line Railway Parade South Signage and Linemarking [6.7.4 - 1 page]
5. Loop Line Railway Coates Road Signage and Linemarking [6.7.5 - 1 page]
6. Loop Line Railway Coates Road Pavement Plan [6.7.6 - 1 page]
7. Loop Line Fitzroy Street Signage and Linemarking [6.7.7 - 1 page]

**TRANSPORT
HERITAGE** NSW

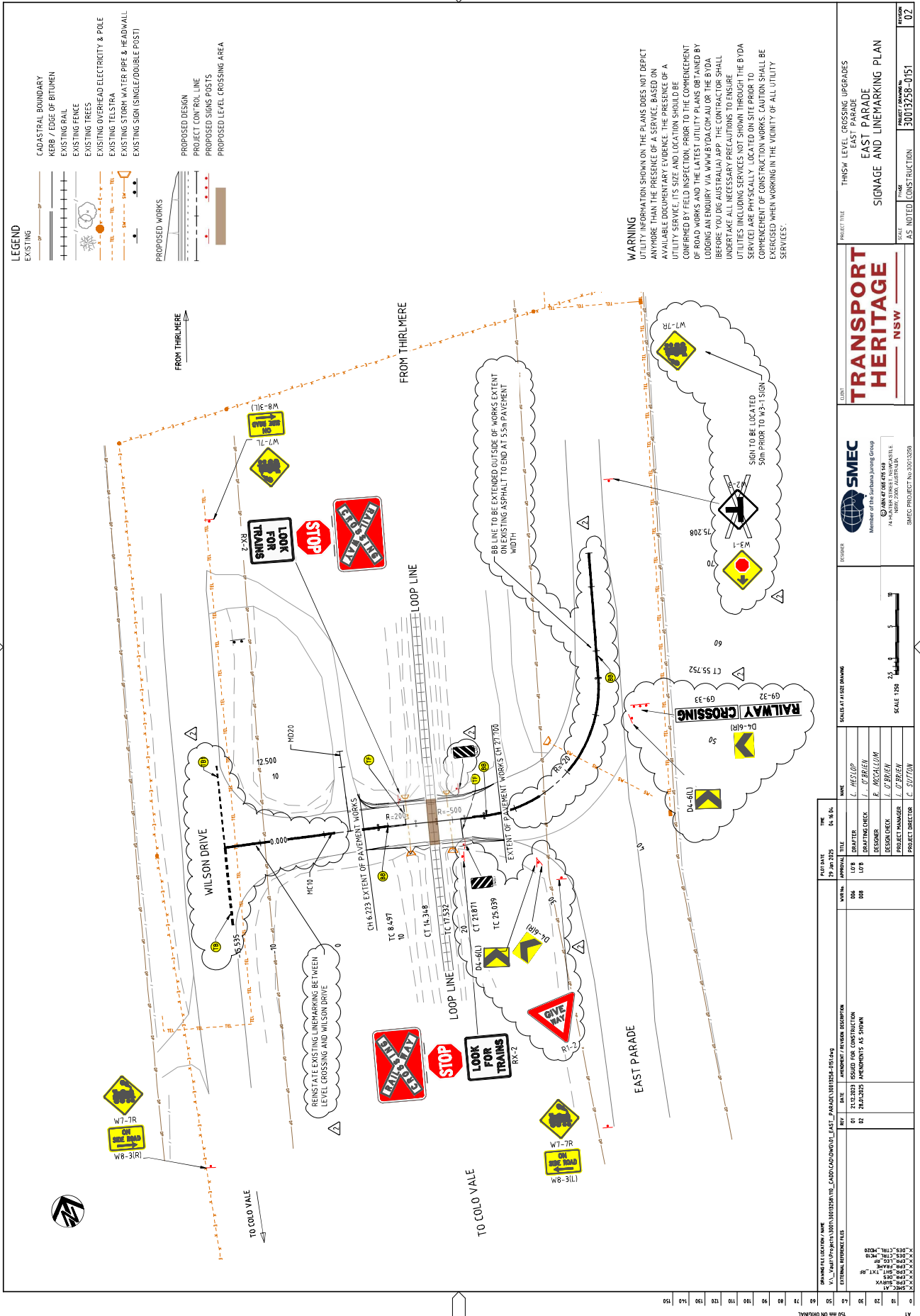
TRANSPORT HERITAGE NSW
LEVEL CROSSING UPGRADES
DETAILED DESIGN



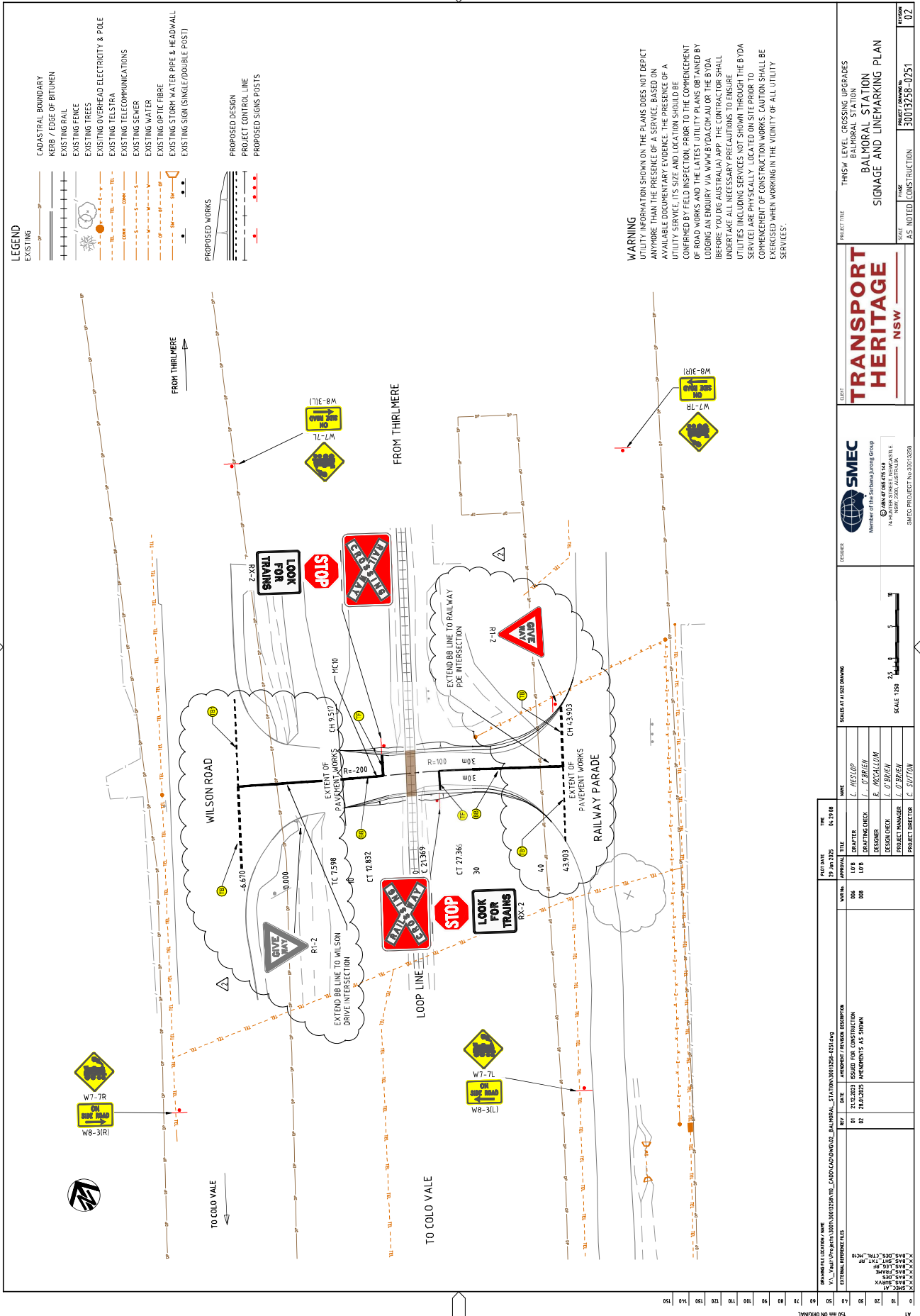
LOCALITY PLAN
SCALE 1:50,000

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DRAWING CHECKS	DATE	BY	FOR	DATE	BY	FOR	DATE
DESIGNER	DATE	BY	FOR	DATE	BY	FOR	DATE
PROJECT MANAGER	DATE	BY	FOR	DATE	BY	FOR	DATE
PROJECT DIRECTOR	DATE	BY	FOR	DATE	BY	FOR	DATE
PROJECT FILE		THNSW LEVEL CROSSING UPGRADES		GENERAL		COVER SHEET	
CLIENT		TRANSPORT HERITAGE NSW		AND LOCALITY PLAN		PROJECT NUMBER: 30013253-0000	
SCALE		AS NOTED		CONSTRUCTION		DRAWN BY: 01	

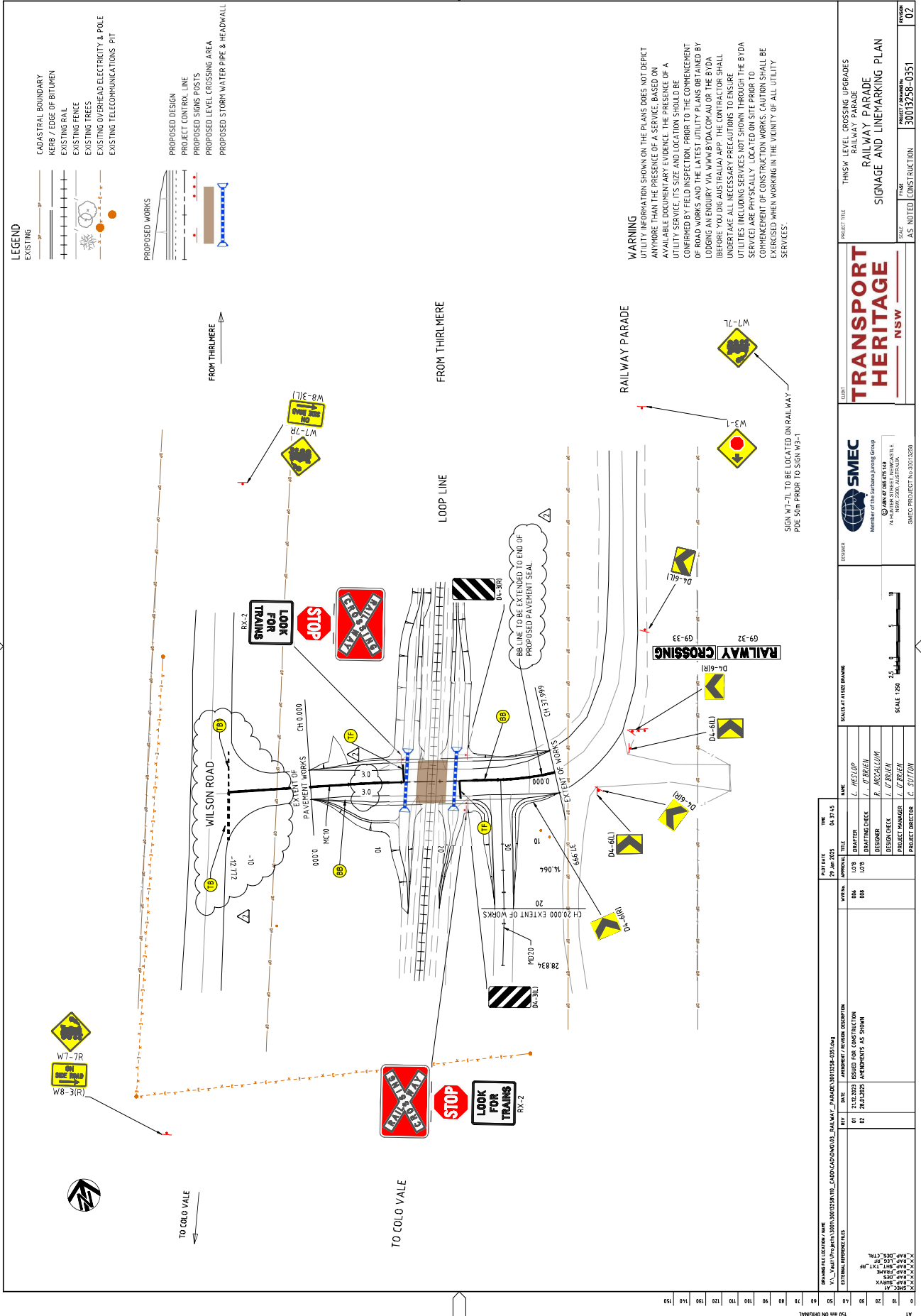
AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING THURSDAY 20 FEBRUARY 2025



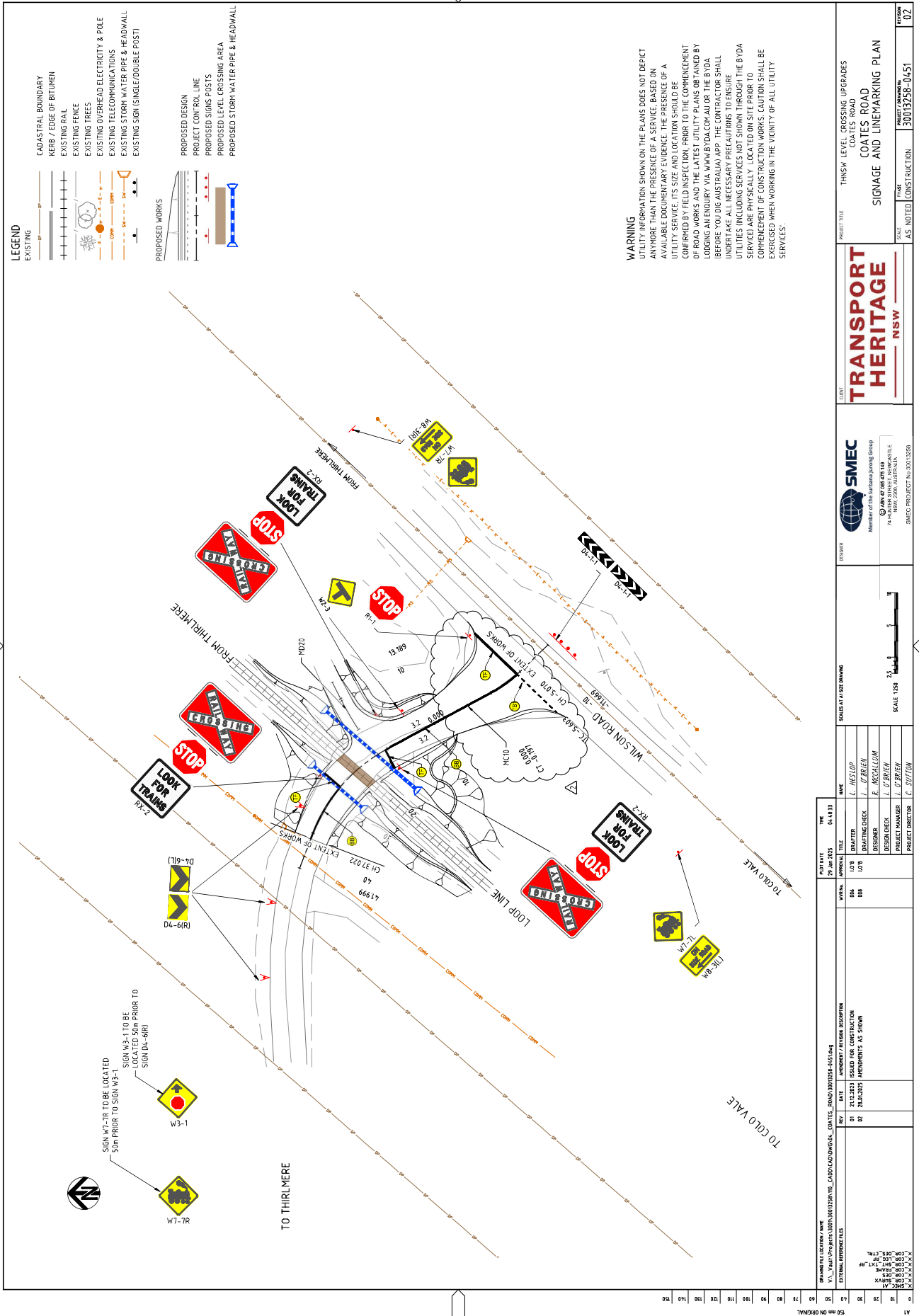
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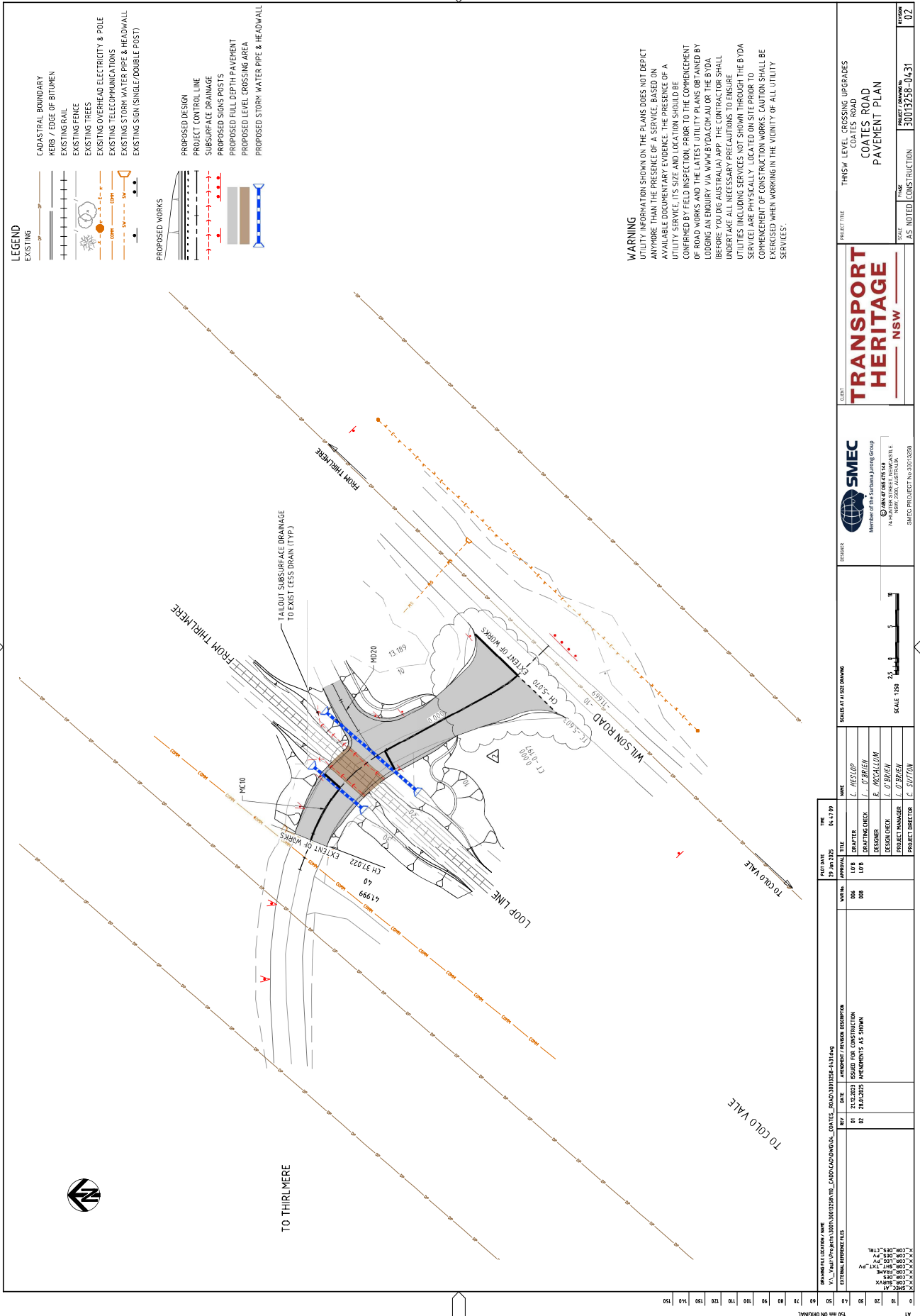
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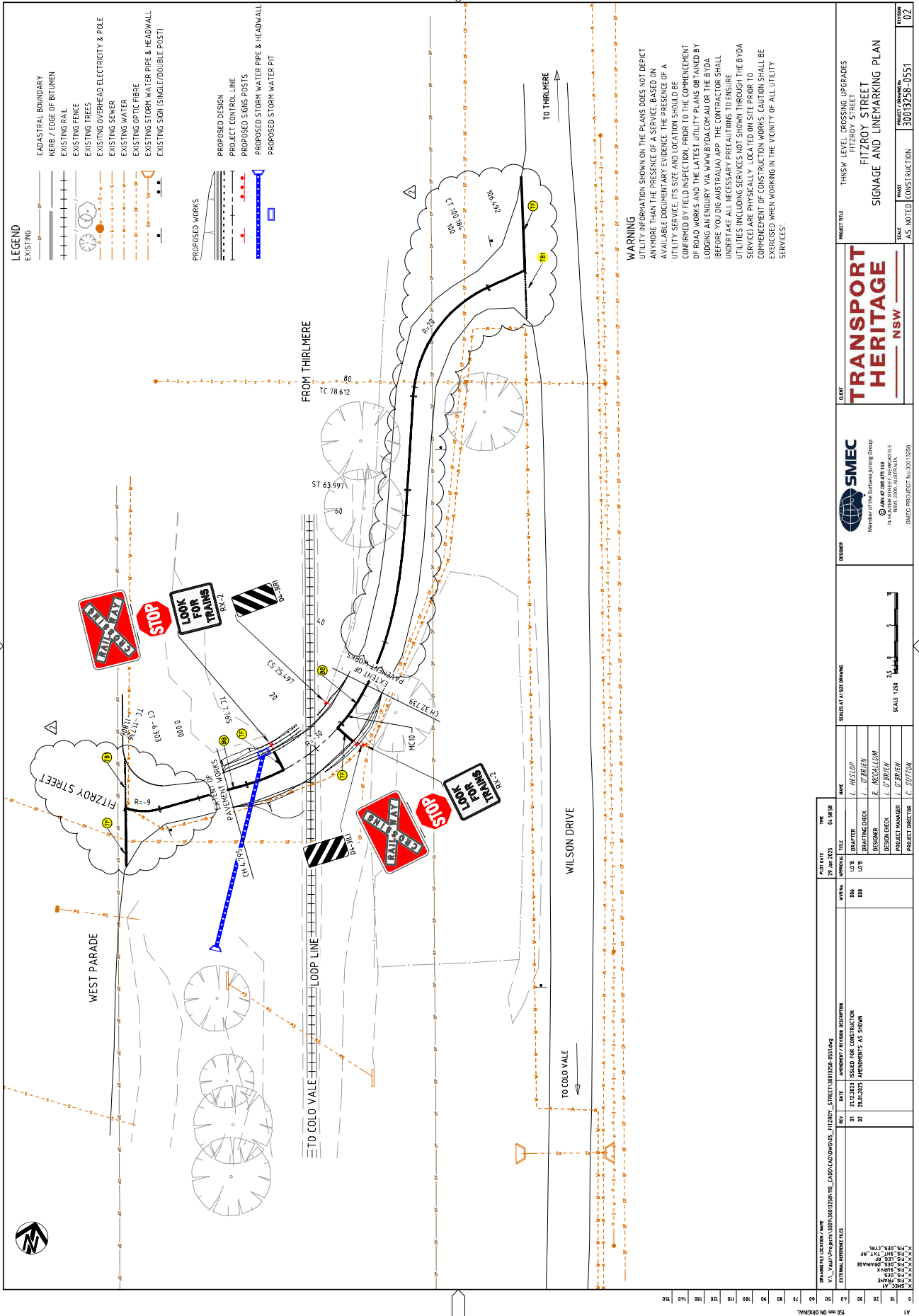
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AGENDA OF THE LOCAL TRAFFIC COMMITTEE MEETING THURSDAY 20 FEBRUARY 2025



6.7.7 Loop Line Fitzroy Street Signage and Linemarking

7 DATE OF NEXT MEETING

The next meeting will be held on Thursday 13th March 2025 in the Council Chambers, Civic Centre, Elizabeth Street, Moss Vale commencing at 10am.

8 MEETING CLOSURE