



You are invited to attend the next Traffic Committee Meeting:

Date: Tuesday, 14 July 2020
Time: 14:00
Location: Video Conference
Via Microsoft Teams

AGENDA

Traffic Committee Meeting

14 July 2020

The Local Traffic Committee is a Technical Committee of Roads and Maritime Services (RMS). The Committee operates under the authority conferred to Council by the RMS under the Transport Administration Act 1988.

Council has been delegated certain powers from the RMS, with regard to traffic matters upon its local roads. A condition of this delegation is that Council must take into account the Traffic Committee recommendations.

There are four permanent members of the Traffic Committee, each of whom has a single vote only. The members are representatives of the NSW Police Force, the RMS, the Local State Member of Parliament (for the location of the issue to be voted upon) and a representative of Council.

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1 REPORTS

1.1 PROPOSED GIVE WAY (R1-2) JUNCTION CONTROLS ON KOORANA RD AND STILTON LANE AT JUNCTIONS WITH REMEMBRANCE DRIVEWAY, PICTON.

File Number: 10623#135

EXECUTIVE SUMMARY

Council will soon be completing a road upgrade on a section of Remembrance Driveway, Picton, between Myrtle Creek Bridge and Koorana Road.

As part of the upgrade, it is recommended that Council approve the installation of a Give Way (R1-2) signs and associated line markings on Koorana Road and Stilton Lane at the Remembrance Driveway junction in order to regulate traffic and improve safety.

RECOMMENDATION

That Council:

1. Approve the installation of a Give Way (R1-2) signs and associated linemarkings on Koorana Road and Stilton Lane at the Remembrance Driveway, Picton junction.

REPORT

Council will soon complete a road upgrade on section of Remembrance Driveway, between Myrtle Creek Bridge and junction of Koorana Rd, Picton.

A right turn lane has been added on Remembrance Driveway to accommodate traffic flows turning into Koorana Rd from Remembrance Driveway. As part of the upgrade project, a formal Give Way (R1-2) junction control is to be added for traffic on Koorana Rd to regulate traffic entering Remembrance Driveway from Koorana Road.

The road junction of Stilton Lane and Remembrance Driveway has been widened to improve the road condition. Similarly, a formal Give Way (R1-2) junction control is recommended on Stilton Lane to regulate traffic entering Remembrance Driveway from Stilton Lane.

These proposals will improve traffic safety at the junctions.

Consultation

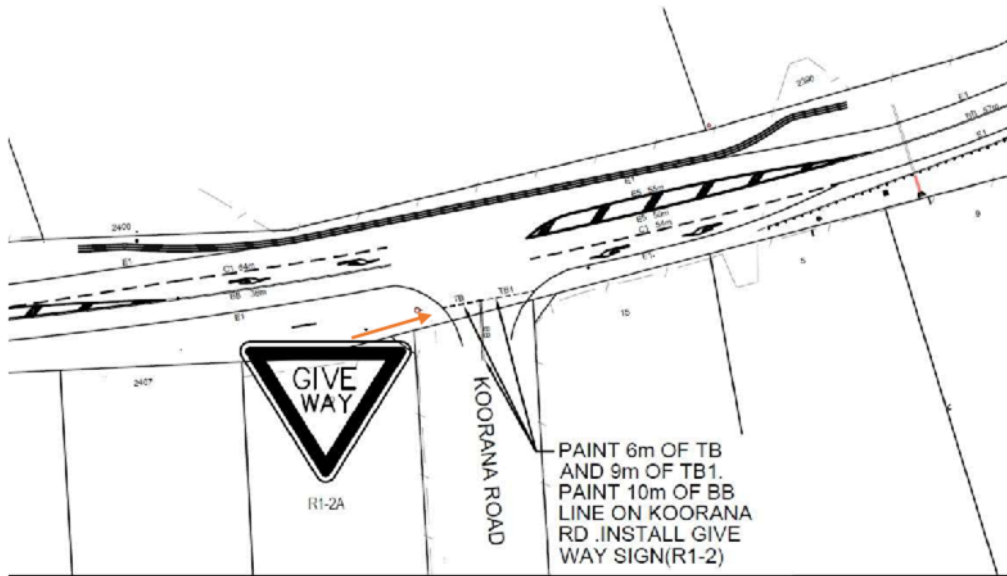
This issue has not been raised and discussed in a Community Forum.

Financial Implications

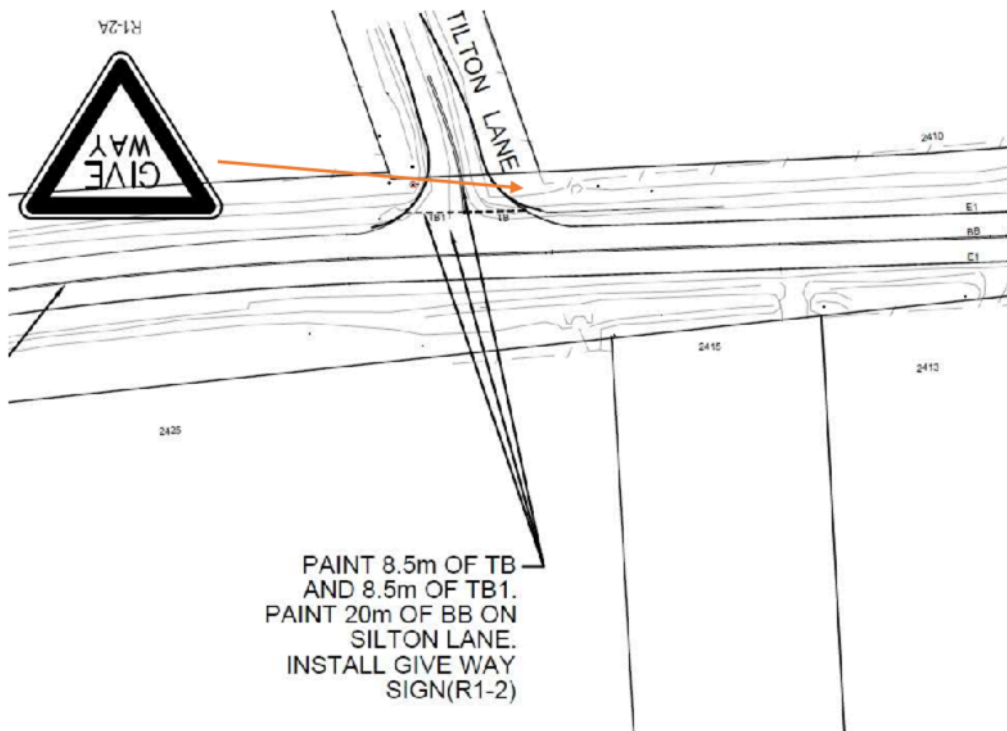
Funding has been allocated and is available under vote 4402-5210-3627.

ATTACHMENTS

1. Plan of Koorana Rd & Stilton Lane Give Way (R1-2) junction controls
2. Koorana Rd & Stilton Lane - Give Way (R1-2) junction controls



Proposed Give Way (R1-2) on Koorana Rd



Proposed Give Way (R1-2) on Stilton Lane

1.2 PROPOSED GIVE WAY (R1-2) JUNCTION CONTROL ON ABBOTSFORD RD (WEST) AT FAIRLEYS RD, PICTON.

File Number: 10623#134

EXECUTIVE SUMMARY

Proposal for a formal Give Way (R1-2) Junction control on Abbotsford Road (west) at Fairleys Road, Picton in response to safety concerns regarding traffic conflict at this junction during sport events.

RECOMMENDATION

That Council:

1. Approve the installation of a Give Way (R1-2) sign and associated TB/TB1 line on Abbotsford Road (west) at Fairleys Road, Picton.

REPORT

Concerns have been received from residents of Valley View Estate in Abbotsford Road, Picton regarding the safety at the junction of Abbotsford Rd (west) and Fairleys Road. Concerns are regarding heavy traffic on Fairleys Road generated from the Sportsground during sport events. This could lead to impatient drivers exiting Abbotsford Road (west) without observing the default Give Way rule of minor road to major road at this T junction.

Fairleys Road is deemed to be a major road over Abbotsford Road (west) at this junction as it is on a substantially straight alignment adjoining Abbotsford Rd (south). The resident had requested the give way control be installed on Fairleys Road, but this was considered inappropriate due to the road alignment.

This report proposes to implement a formal Give Way (R1-2) control at the junction of Abbotsford Road (west) and Fairleys Road with a Give Way (R1-2) sign on Abbotsford Road (west) and associated TB/TB1 line marking in order to improve safety at this junction.

Consultation

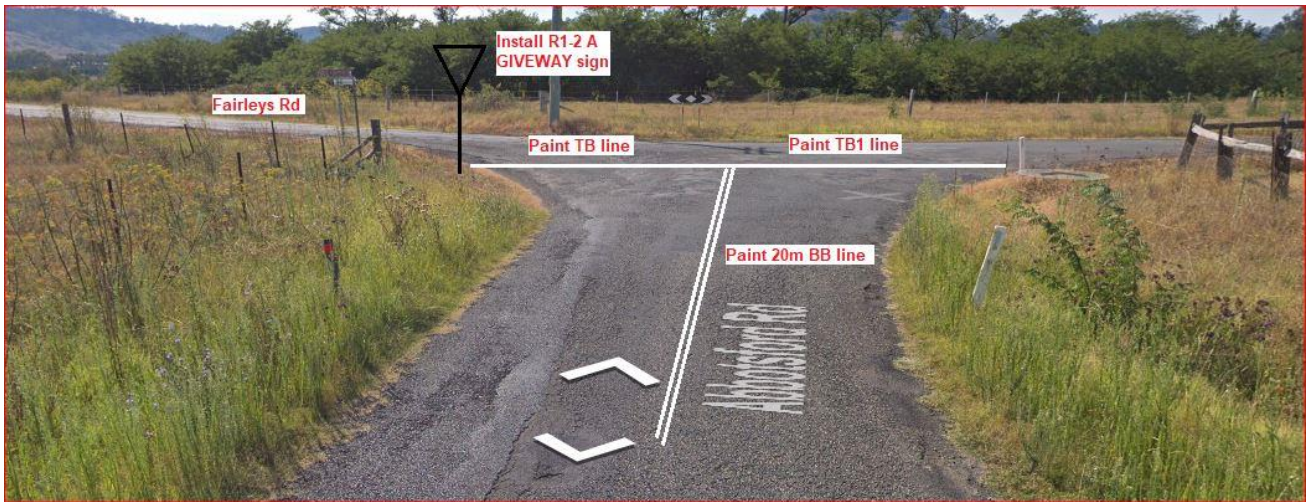
This issue has not been raised and discussed in a Community Forum.

Financial Implications

Funding has been allocated and is available under vote 4402-5210-3627.

ATTACHMENTS

1. **Street view of proposed Give Way Junction control on Abbotsford Rd (west) at Fairleys Rd, Picton**
2. **Aerial view of Junction of Abbotsford Rd and Fairleys Rd, Picton**





1.3 PROPOSED GIVE WAY (R1-2) JUNCTION CONTROL ON RESERVOIR RD AT AVON DAM RD AND ASSOCIATED LINEMARKING IMPROVEMENTS ON SECTION OF AVON DAM RD, BARGO

File Number: 10623#136

EXECUTIVE SUMMARY

Council will soon be completing a road pavement upgrade on a 300m section of Avon Dam Rd, Bargo between house number 81 to the junction of Reservoir Rd.

As part of the upgrade, it is recommended that Council approve the installation of a Give Way (R1-2) sign and associated line markings on Reservoir Rd and replace existing S1 centre line with SB and BB lines on this section of Avon Dam Rd in order to improve traffic safety.

RECOMMENDATION

That Council:

1. Approve the replacement of S1 centre line on section of Avon Dam Rd with SB and BB Centre line.
2. Install Give Way (R1-2) signs and associated Linemarking on Reservoir Rd at the Avon Dam Rd, Bargo junction as shown on the Plan No. 11481-1#4.

REPORT

Council has just completed a road pavement upgrade on a 300m section of Avon Dam Rd, Bargo between house number 81 to the junction of Reservoir Rd.

The works involved asphalt pavement works and new asphalt overlay.

This section of road has a 60kph speed zone and adjacent to a Caravan Park establishment.

In order to prevent overtaking on existing S1 centre lines, it is proposed to implement SB and BB centre lines along this section of the road.

The new pavement at the junction of Reservoir Rd and Avon Dam Rd will enable a formal Give Way (R1-2) junction control to be implemented.

These proposals will improve traffic safety along this section of Avon Dam Road.

Consultation

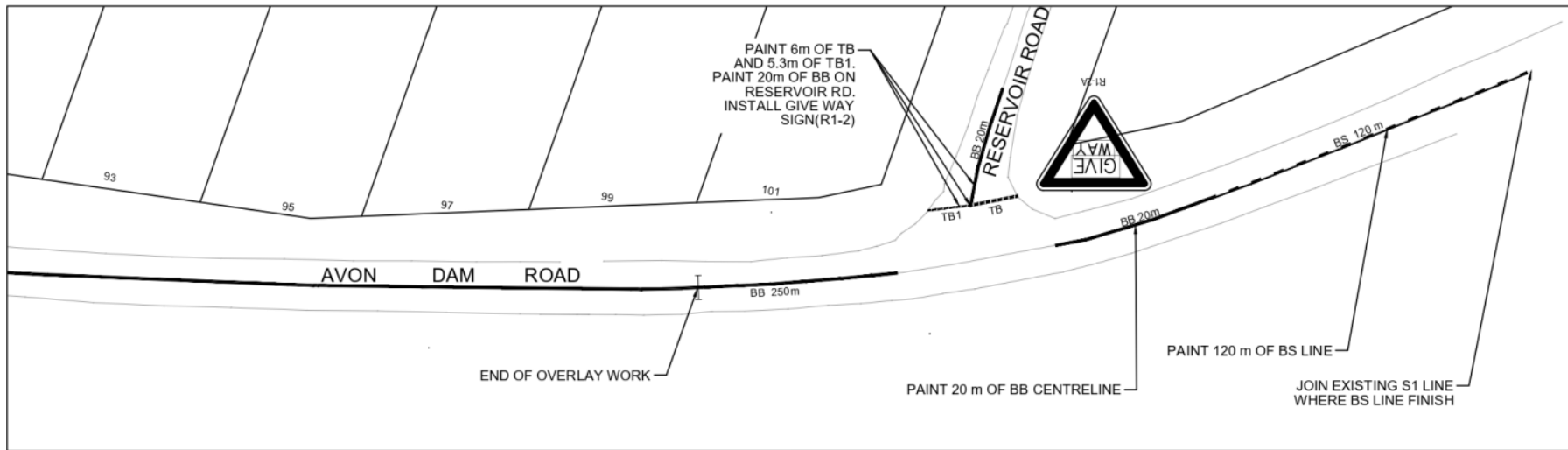
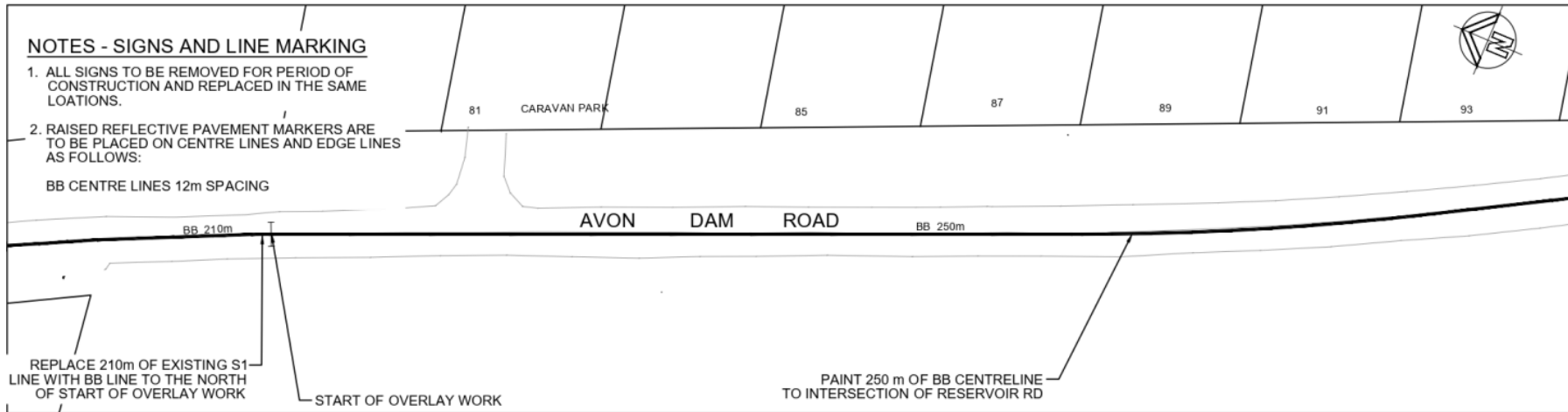
This issue has not been raised and discussed in a Community Forum.

Financial Implications

Funding has been allocated and is available under vote 4402-5210-3627.

ATTACHMENTS

1. **Linemarking and Give Way (R1-2) junction control Plan No.11481-1#4**



				REDUCTION RATIOS							WOLLONDILLY SHIRE COUNCIL		R2984	
				PLAN 1 : 500							ROAD WIDENING & ASPHALT OVERLAY			
				LONG SECT. H V							AVON DAM ROAD BARGO			
				CROSS SECT.							LINEMARKING PLAN		23	
				PRELIMINARY DESIGN	DATE	APPROVED	DATE							
				REVISIONS	DATE	APPROVED	DATE							
				DESIGNED										
				DRAWN										
				CHECKED										
				ARTHUR SENG										
				11481-584										

1.4 WONGA RD, PICTON - PROPOSED TEMPORARY BUS ZONE ALONG REMONDIS DEPOT

File Number: 10623#137

EXECUTIVE SUMMARY

It is recommended that Council approve the proposed temporary time restricted Bus Zone (R5-20) - "8am to 4pm school days only" parking zone on the eastern side of Wonga Rd north along the frontage of Remondis depot during the Picton High School expansion project.

RECOMMENDATION

That Council:

1. Endorse the implementation of temporary time restricted Bus Zone (R5-20) – "8am to 4pm school days only" parking zone on the eastern side of Wonga Rd north during the Picton High School expansion project as shown on the attachments of this report.

REPORT

Council has received an updated S138 design plan of the proposed road extension at rear of Picton High School. The design includes new indented kerb alignment along the frontage of Remondis Depot, to be used as a bus waiting area on a section of Wonga Rd. This bus waiting area is to be time restricted Bus Zone (R5-20) - "8am to 4pm school days only" as requested by the bus operator, Picton Buslines. The request is in response to concerns of lack of holding parking space for bus services, namely charter buses (sports or excursions) and Picton High School early finish buses.

It is worth noting that the proposed zone will be temporary until the project is complete, which will enable buses to resume their original stopping area outside the school, adjacent to Argyle St.

The contractor for the project is in continuing consultation with Council, State and TfNSW representatives to finalise the associated road related matters, such as:

- Additional traffic zones (School Zone; parking zones for students);
- Traffic management on Wonga Rd; and
- Traffic management at the junction of Wonga Rd and Argyle St.

Consultation

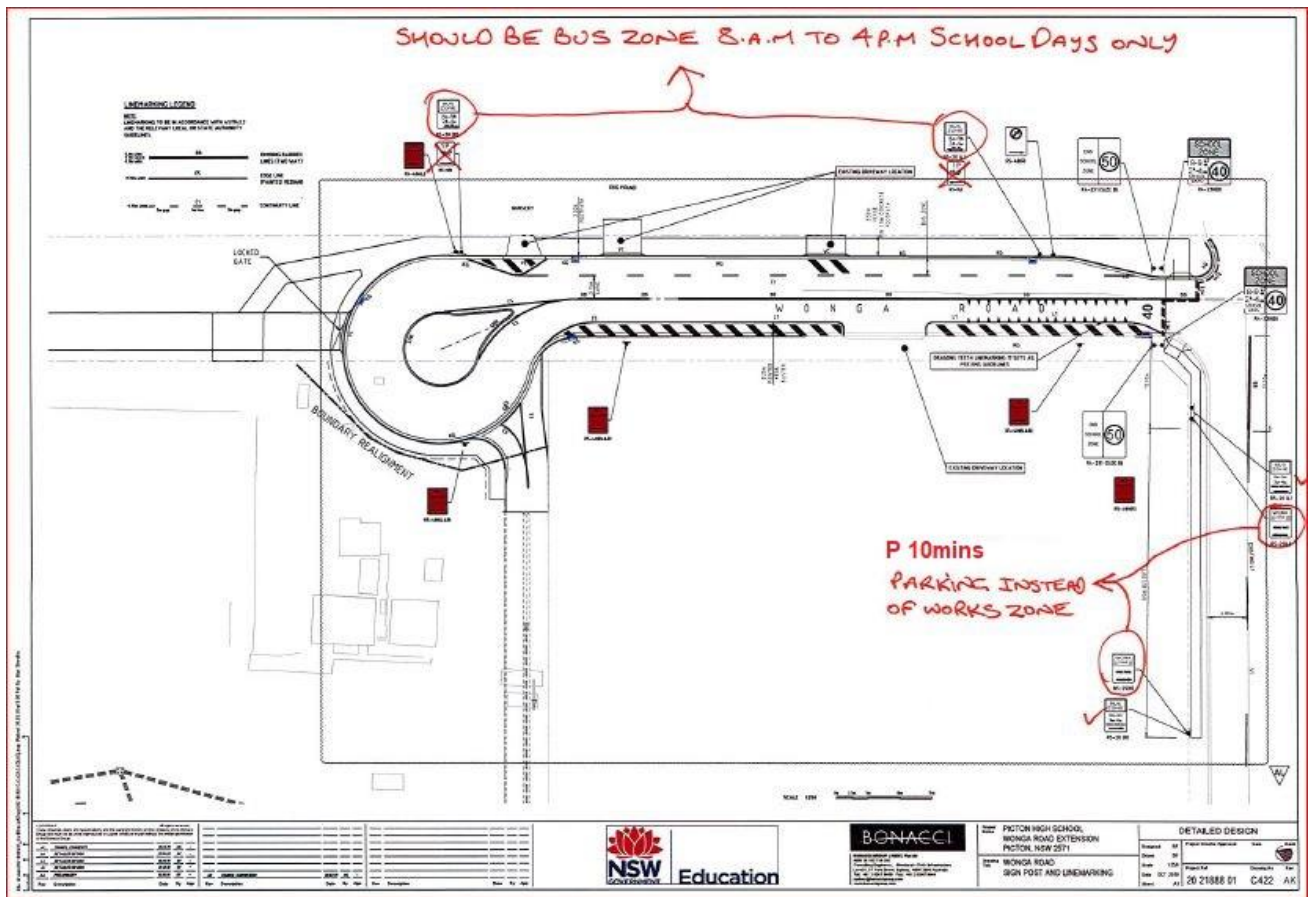
This issue has not been raised and discussed in a Community Forum.

Financial Implications

This matter has no financial impact on Council's adopted budget or forward estimates.

ATTACHMENTS

1. **Wonga Rd sign and linemarking plan**
2. **Aerial view of Wonga Rd proposed temporary time restricted Bus Zoe (R5-20)**





1.5 REQUEST TO EXTEND EXISTING NO STOPPING (R5-400) ZONE ON ARGYLE ST, PICTON WESTERN SIDE AT THE CORNER WITH WOOD ST.**File Number: 10623#138****EXECUTIVE SUMMARY**

Request for an extension of the existing No Stopping (R5-400) zone on Argyle St, western side at southwest corner with Wood St intersection to improve sight distance for north bound traffic exiting Wood St onto Argyle St.

RECOMMENDATION

That Council:

1. Endorse the extension of the existing No Stopping (R5-400) zone on Argyle St, western side for an additional 13m at southwest corner with Wood St intersection as shown in the attachment of this report.

REPORT

Council has received residents' concerns about the lack of sight distance when exiting Wood St northbound onto Argyle St due to obstruction by parked vehicles on Argyle St (western side) near the intersection. Site inspection by Council Traffic Engineer has established that if the existing No Stopping (R5-400) zone was to be extended for another 13m, this would mitigate this concern and improve sight distance.

This extension will only reduce the available on street parking by 1 space but the benefit of improved traffic safety far outweighs the loss of a parking space.

Consultation

This issue has not been raised and discussed in a Community Forum.

Financial Implications

Funding has been allocated and is available under vote 4402-5210-3627.

ATTACHMENTS

1. **Aerial view of intersection of Argyle St- Henry St and Wood St**
2. **Wood St at Argyle St looking south onto parked vehicle.**





1.6 DELINEATION IMPROVEMENT ON COLDEN ST AND MARGARET ST, PICTON INCONJUNCTION WITH THE IMPLEMENTATION OF RIGHT TURN BAN ON MENANGLE ST ONTO ARGYLE ST, NORTH BOUND.

File Number: 10623#139

EXECUTIVE SUMMARY

This report recommends the approval of the proposed delineation improvements on Colden St and Margaret, Picton as a detour route in conjunction with the implementation of right turn ban on Menangle St onto Argyle St for northbound traffic.

RECOMMENDATION

That Council:

1. Approve the proposed delineation improvements on Colden St and Margaret St, Picton which include linemarking of on-street parking spaces, pavement marking, longitudinal lines and transverse lines as per attachments of this report.
2. Approve the installation of Give Way (R1-2) control and associated Linemarking on Manolis Lane at Colden St junction.
3. Approve the installation of Give Way (R1-2) control and associated Linemarking on Keable Close at Colden St junction.
4. Approve the installation of Bus Zone (R5-20) on Colden St. western side adjacent to the Masonic Hall.

REPORT

As part of the implementation to ban right turn movement on Menangle St at Argyle St, all northbound traffic will be detoured via Colden St and Margaret St. TfNSW will consider appropriate signage for the detour and Council is embarking on delineation improvements on these two streets. On street car parking spaces will be marked for safer parking manoeuvre and new a Bus Zone (R5-20) provided as a bus waiting area.

The existing line markings and junctions control will be upgraded to improve traffic safety.

Consultation

This issue has not been raised and discussed in a Community Forum.

Financial Implications

Funding has been allocated and is available under vote 4402-5210-3627.

ATTACHMENTS

1. **Picton - Delineation improvement design brief on Colden St & Margaret St**
2. **Picton Detour Line Marking Improvement Plan on Colden St and Margaret St.**

WOLLONDILLY SHIRE COUNCILDESIGN REPORT FOR PICTON DETOUR LINEMARKING PROJECTPROJECT

On 22 June 2020, the design section was asked to produce a set of plans for a project involving the upgrading of line marking in Margaret Street and Colden Street Picton.

TfNSW have prepared a project involving the banning of right turn movements from Menangle Street into Argyle Street. This involves a detour where traffic is directed into Colden Street and then into Margaret Street and onto Argyle Street at the traffic signals. Menangle Street is under the control of TfNSW, and Argyle Street has recently been upgraded, so Margaret Street and Colden Street need to be upgraded by Wollondilly Shire Council.

It was decided to improve the delineation and line marking for Colden Street and Margaret Street as part of this project.

DESIGN ISSUES

- The right turn ban meant that buses could no longer set down and pick up passengers at St Anthony's School and then turn right onto Argyle Street. A new bus stop was therefore needed in Colden Street, and the only space available was adjacent to the Masonic Hall.
- In recent years there has been changes to the give way sign at the Colden Street and Margaret Street intersection. It was decided to leave the give way sign in Colden Street to avoid further confusion and to leave it as a normal 'T' junction. One option for this intersection was to provide left and right turn lanes for traffic turning into Margaret Street. It was decided that Colden Street was too narrow for this option, and the volume of traffic turning right was too low to warrant further changes.
- There has been an ongoing issue with sight distance for drivers leaving the shopping centre car park in Margaret Street. It was decided to improve sight distance by banning parking to the right of the car park exit as vehicles are leaving. The medical centre frequently has ambulances attending to patients and this space can be used by the ambulances when required.
- The intersections of Manolis Lane and Keable Close on Colden Street have until now only been working as a standard 'T' intersection without give way signs, so these have been included on the line marking plan, along with the TB and TB1 lines.
- There is a painted median adjacent to the Council Depot and this can be left in place until Margaret Street is reconstructed in the near future, and the median may be changed at that time.

Glenn Clark

Technical Office – Design

26 June 2020



GENERAL LAYOUT

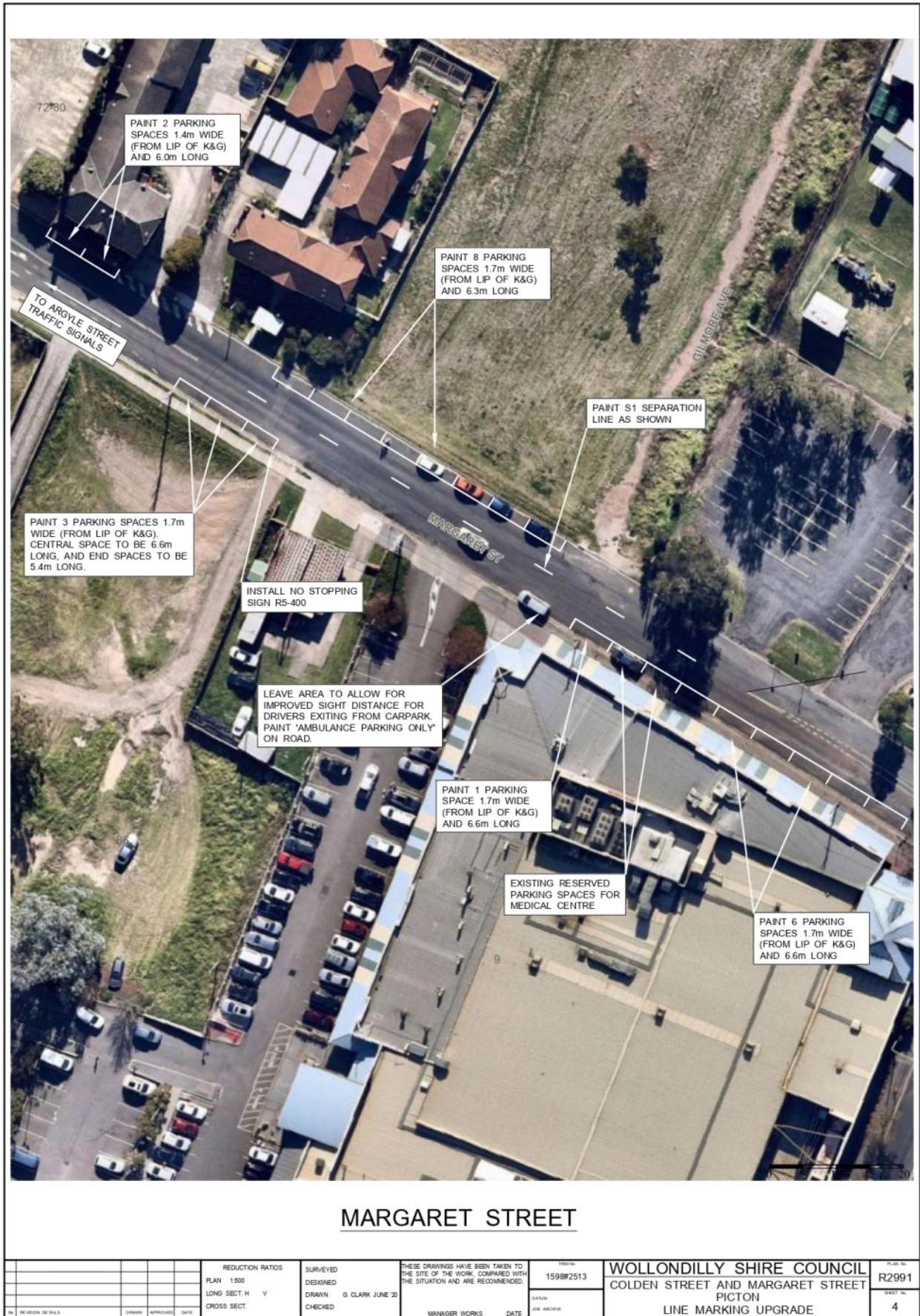
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COLDEN STREET - SOUTH SECTION

REDUCTION RATIOS		SURVEYED		THESE DRAWINGS HAVE BEEN TAKEN TO THE SITE OF THE WORK, COMPARED WITH THE SITUATION AND ARE RECOMMENDED.		PROJECT NO. 1598#2513		WOLLONDILLY SHIRE COUNCIL		PLAN NO. R2991	
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CROSS SECT.		CHECKED				MANAGER WORKS DATE		LINE MARKING UPGRADE			
REVISION DETAILS		DRAWN APPROVED DATE									





2 GENERAL BUSINESS

2.1 Traffic Safety Concerns in Bridgewater Estate