
**TRAFFIC COMMITTEE
TO BE HELD IN MURRAY ROOM, GRIFFITH ON
TUESDAY, 8 DECEMBER 2015 AT 10:30 AM**

- 1 Apologies
- 2 Confirmation of Minutes
- 3 Business Arising
- 4 Declarations of Interest
- 5 Items of Business
- CL01 p5 Griffith City to Lake Fun Run Traffic Management Plan
- CL02 p38 Application of Turning Lanes/Intersection Treatment - Marian Catholic College - Macarthur Street / Probert Avenue
- CL03 p41 Road Train Route Signage - Rifle Range Road/Rankins Springs Road Intersection
- 6 p44 Outstanding Action Report
- 7 General Business
- 8 Next Meeting

DISTRIBUTION LIST

Councillor Doug Curran (Chair), Simon Croce (Councillor - Alternate), Colin Lonsdale (Police), Matt Carroll (Police), Michael Buckley (RMS), John Bonetti (representing Adrian Piccoli)

Engineering Design & Approvals Manager, Joe Rizzo; Traffic Engineer, Mathew Vitucci; Road Safety Officer, Greg Balind; Minute Secretary, Marisa Martinello

Quorum = 3

If you are unable to attend this meeting please notify the Minute Secretary prior to commencement of the meeting by email or by telephoning Council on 69628100.

**TRAFFIC COMMITTEE
HELD IN MURRAY ROOM, GRIFFITH ON
TUESDAY, 10 NOVEMBER 2015 COMMENCING AT 10:30 AM**

PRESENT

Councillor Simon Croce, Colin Lonsdale (Police), Michael Buckley (RMS), John Bonetti (representing Adrian Piccoli)

Quorum = 3

STAFF

Engineering Design & Approvals Manager, Joe Rizzo, Traffic Engineer, Mathew Vitucci, Road Safety Officer, Greg Balind and Minute Secretary, Marisa Martinello

1 APOLOGIES

RECOMMENDED on the motion of John Bonetti and RMS that an apology be received from Councillor Doug Curran.

2 CONFIRMATION OF MINUTES

RECOMMENDED on the motion of John Bonetti and RMS that the minutes of the previous meeting held on 8 September 2015, having first been circulated amongst all members, be confirmed.

3 BUSINESS ARISING

Nil.

4 DECLARATIONS OF INTEREST

There were no significant non-pecuniary interests declared.

5 ITEMS OF BUSINESS

CL01 SPEED ZONE REDUCTION - BUTLER AVENUE / WALLA AVENUE (INTERSECTION)

Safety concerns have been raised in relation to the existing speed zone associated with Butler Road between Snaidero Road and Walla Avenue intersections. Two recent crashes have been reported at the site whereby east bound vehicles have left the road on the right hand bend and entered a nearby property, narrowly missing residential dwellings.

RECOMMENDED on the motion of John Bonetti and Constable Colin Lonsdale that the

Traffic Committee recommend Roads and Maritime Services to conduct a speed zone review of the eastern end of Butler Road with the view of reducing the speed limit from 100 km/h to 60 km/h for a distance of 250 metres west of Walla Avenue.

CL02 GRIFFITH CYCLE CLUB - 2016 CLUB RACING TRAFFIC MANAGEMENT PLAN

Griffith Cycle Club has submitted the Traffic Management Plan for club road races to be held throughout 2016. The Traffic Management Plan is in accordance with both the conditions of the Police and Griffith City Council.

RECOMMENDED on the motion of RMS and Constable Colin Lonsdale that the Local Traffic Committee approve the Traffic Management Plan for the Griffith Cycle Club's racing events in 2016 subject to the approval of the Public Liability Insurance by Council and the RMS.

CL03 GRIFFITH CYCLE CLUB - 2016 INTERCLUB ROAD RACING - TRAFFIC MANAGEMENT PLAN

Griffith Cycle Club has submitted the Traffic Management Plan for the Interclub road Race to be held in March 2016. The Traffic Management Plan is in accordance with both the conditions of the Police and Griffith City Council.

RECOMMENDED on the motion of RMS and Constable Colin Lonsdale that the Local Traffic Committee approve the Traffic Management Plan for the Griffith Cycle Club's Interclub racing event in 2016 subject to the approval of the Public Liability Insurance by Council and the RMS.

CL04 NATIONAL MASTERS ROAD CHAMPIONSHIPS - ROAD RACE TRAFFIC MANAGEMENT PLAN; SATURDAY 1 OCTOBER 2016

The Griffith Cycle Club is hosting the National Masters Cycling Championships in October 2016. Griffith Cycle Club has submitted the Traffic Management Plan for Road Races to be held on Saturday 1 October 2016. The Traffic Management Plan is in accordance with both the conditions of the police and Griffith City Council.

RECOMMENDED on the motion of RMS and Constable Colin Lonsdale that the Traffic Committee approve the Traffic Management Plan for the National Masters Cycling Championships Road Race on Saturday 1 October 2016 subject to the approval of the Public Liability Insurance by Council and the RMS.

CL05 NATIONAL MASTERS ROAD CHAMPIONSHIPS - CRITERIUM RACE TRAFFIC MANAGEMENT PLAN; SUNDAY 2 OCTOBER 2016

The Griffith Cycle Club is hosting the National Masters Cycling Championships in October 2016. Griffith Cycle Club has submitted the Traffic Management Plan for the Criterion Race to be held on Sunday 2 October 2016. The Traffic Management Plan is in accordance with both the conditions of the Police and Griffith City Council.

RECOMMENDED on the motion of RMS and Constable Colin Lonsdale that the Traffic Committee approve the Traffic Management Plan for the National Masters Cycling Championships Criterion Race on Sunday 2 October 2016 subject to the approval of the Public Liability Insurance by Council and the RMS.

CL06 NATIONAL MASTERS CHAMPIONSHIPS - INDIVIDUAL TIME TRIAL TRAFFIC MANAGEMENT PLAN, MONDAY 3 OCTOBER 2016

The Griffith Cycle Club is hosting the National Masters Cycling Championships in October 2016. Griffith Cycle Club has submitted the Traffic Management Plan for the Individual Time

Trials to be held on Monday 3 October 2016. The Traffic Management Plan is in accordance with both the conditions of the Police and Griffith City Council.

RECOMMENDED on the motion of RMS and Constable Colin Lonsdale that the Traffic Committee recommend the approval of the Traffic Management Plan for the National Masters Cycling Championships Individual Time Trials on Monday 3 October 2016 subject to the approval of the Public Liability Insurance by Council and the RMS.

CL07 REQUEST FOR 'STOP' SIGN - WHITTON ROAD / WHITTON STOCK ROUTE, YENDA (INTERSECTION)

A request has been received from several residents from Yenda for the installation of a 'Stop' sign on Whitton Road at the intersection with Whitton Stock Route.

RECOMMENDED on the motion of RMS and Constable Colin Lonsdale that the Traffic Committee decline the request for a 'Stop' sign on Whitton Road at its intersection with Whitton Stock Route based on RMS guidelines, Australian Standards and a site assessment conducted on the intersection. Whitton Road and Whitton Stock Route Yenda intersection is to be reviewed by Council Staff within 12 months.

6 OUTSTANDING ACTION REPORT

RECOMMENDED on the motion of RMS and John Bonetti that the report be noted.

7 GENERAL BUSINESS

Road Train Route

Mr Bonetti enquired if the Road Train Routes are in place for this year's harvest. Mr Vitucci advised that there are no changes to the existing road train routes in the Griffith area. Current maps with existing road train routes can be collected from Customer Service and the Griffith City Council website.

Barber Road

Mr Bonetti wished to thank the people involved with the grading of Barber Road.

Christmas and New Year Programs

Mr Balind will be sending messages and making presentations on safety at Christmas and New Year on the roads.

Aldi

Aldi development will be going up on the corner of Oakes Road and Jondaryan Avenue. Council Staff are looking at options for entry onto the site from Jondaryan Avenue and entry and exit on Oakes Road being the preferred option.

Cycle Club Time Trials

The Cycle Club has asked for approval to use the Scenic Hill Road for their Club's racing time trial course. This will be held every couple of months from 8:00 am till 10:00 am.

8 NEXT MEETING

The next meeting of the Traffic Committee is to be held on Tuesday, 8 December 2015 at 10:30 am.

There being no further business the meeting terminated at 11:15 am.

CLAUSE **CL01**

TITLE **Griffith City to Lake Fun Run Traffic Management Plan**

FROM **Mathew Vitucci, Traffic Engineer**

TRIM REF **15/80685**

SUMMARY

The Traffic Management Plan relates to the Griffith City to Lake Fun Run, commencing at Jubilee Oval and finishing at the Lake Wyangan Recreation Reserve. The event will take place on Sunday 3 March 2016 between 7:00am, and disperse from Lake Wyangan at approximately 11:00am. The purpose of the fun run is to raise funds for the construction of the private hospital in Griffith.

RECOMMENDATION

The Committee recommend the approval of the Griffith 2016 City to Lake Fun Run.

REPORT

The proposed event is a fun run between Jubilee Oval (Lot 7303 DP 1153581) and the Lake Wyangan Recreation Reserve (Lot 397 DP 751743) between 7:00am and 11:00am on Saturday 18 July 2015. The event shall travel north-west from Jubilee Oval along Wyangan Avenue and Boorga Road then west along Jones Road and Lakes Road to access the Lake Wyangan Recreation Reserve.

The Griffith City to Lake Fun Run is expected to attract approximately one thousand five hundred (1500) people, which will assemble at Jubilee Oval at approximately 7:00am, and disperse from Lake Wyangan Recreation Reserve at approximately 11:00am. The event will move on road and require significant closures of Griffith's road network.

Participants in the event will be required to travel north-west along Campbell Street and Ortella Street before accessing Wyangan Avenue. The event shall travel north-west from Jubilee Oval along Wyangan Avenue and Boorga Road then west along Jones Road and Lakes Road to access the Lake Wyangan Recreation Reserve.

The procession shall travel along the road carriageway of Campbell Street, Ortella Street, Wyangan Avenue, Boorga Road, Jones Road and Lakes Road. The event will require the closure of these roads, with the roads being reopened as a sufficient proportion of the participants progress past certain checkpoints along the route.

Traffic controls and warning signage shall be erected in accordance with the RMS' Guide to Traffic Control at Worksites and AS 1742.3 (2009) - *Manual of uniform traffic control devices - Traffic control for works on roads* to manage the special event traffic and the general public. The traffic control measures proposed are detailed below in addition to the associated traffic control plans attached in the appendices.

LINK TO STRATEGIC PLAN

This item links to Council's Strategic Plan item D4 - Maintain and develop public roads, paths, cycleways and transport corridors. D1 - Develop Griffith as a centre of choice for trade, business, health, recreation and employment.

ATTACHMENTS

(a)	RMS Traffic Management Template & Police Schedule 1 Notice	7
(b)	Traffic Management Plan	14
(c)	Public Liability Insurance	37

Special Event Resources

Special Event Transport Management Plan Template

Refer to Chapter 7 of the Guide for a complete description of the Transport Management Plan

I EVENT DETAILS

I.1 Event summary

Event Name: GRIFFITH CITY TO LAKE FUN RUN
 Event Location: WYANGANK AVENUE, BOORAN ROAD, JONES ROAD & LAKES ROAD
 Event Date: 3/03/2016 Event Start Time: 7:00am Event Finish Time: 11:00am
 Event Setup Start Time: 6:00am Event Packdown Finish Time: 12:00pm
 Event is off-street on-street moving on-street non-moving
 held regularly throughout the year (calendar attached)

I.2 Contact names

Event Organiser * SHIREEN DONALDSON - GRIFFITH CITY COUNCIL
 Phone: 69628113 Fax: Mobile: 0417451437 E-mail:
 Event Management Company (if applicable) N/A
 Phone: Fax: Mobile: E-mail:
 Police MATHEW CARROLL
 Phone: 69694299 Fax: Mobile: E-mail:
 Council MATHEW VITACCI
 Phone: 69694856 Fax: Mobile: 0439715443 E-mail:
 Roads & Traffic Authority (if Class I) N/A
 Phone: Fax: Mobile: E-mail:

*Note: The Event Organiser is the person or organisation in whose name the Public Liability Insurance is taken out.

I.3 Brief description of the event (one paragraph)

THE EVENT RELATES TO THE GRIFFITH CITY TO LAKE FUN RUN, COMMENCING AT JUBILEE OVAL & FINISHING AT THE LAKE WYANGANK RECREATION RESERVE. THE EVENT WILL TAKE PLACE ON SUNDAY 3 MARCH 2016; BETWEEN 7-11AM AND ATTRACT APPROXIMATELY 1500 PARTICIPANTS.

2 RISK MANAGEMENT - TRAFFIC	
CLASS 1 CLASS 2 CLASS 3	2.1 Occupational Health & Safety - Traffic Control <input checked="" type="checkbox"/> Risk assessment plan (or plans) attached
	2.2 Public Liability Insurance <input checked="" type="checkbox"/> Public liability insurance arranged. Certificate of currency attached.
	2.3 Police <input checked="" type="checkbox"/> Police written approval obtained
	2.4 Fire Brigades and Ambulance <input checked="" type="checkbox"/> Fire brigades notified <input checked="" type="checkbox"/> Ambulance notified
3 TRAFFIC AND TRANSPORT MANAGEMENT	
CLASS 1 CLASS 2 CLASS 3	3.1 The route or location <input checked="" type="checkbox"/> Map attached
	3.2 Parking <input checked="" type="checkbox"/> Parking organised - details attached <input type="checkbox"/> Parking not required
	3.3 Construction, traffic calming and traffic generating developments <input checked="" type="checkbox"/> Plans to minimise impact of construction activities, traffic calming devices or traffic-generating developments attached <input type="checkbox"/> There are no construction activities, traffic calming devices or traffic-generating developments at the location/route or on the detour routes
	3.4 Trusts, authorities or Government enterprises <input checked="" type="checkbox"/> This event uses a facility managed by a trust, authority or enterprise; written approval attached <input type="checkbox"/> This event does not use a facility managed by a trust, authority or enterprise
	3.5 Impact on/of Public transport <input type="checkbox"/> Public transport plans created - details attached <input checked="" type="checkbox"/> Public transport not impacted or will not impact event
	3.6 Reopening roads after moving events <input checked="" type="checkbox"/> This is a moving event - details attached. <input type="checkbox"/> This is a non-moving event.
	3.7 Traffic management requirements unique to this event <input checked="" type="checkbox"/> Description of unique traffic management requirements attached <input type="checkbox"/> There are no unique traffic requirements for this event
	3.8 Contingency plans <input checked="" type="checkbox"/> Contingency plans attached

CLASS 2	3.9 Heavy vehicle impacts
	<input checked="" type="checkbox"/> Impacts heavy vehicles - RTA to manage <input type="checkbox"/> Does not impact heavy vehicles
CLASS 2	3.10 Special event clearways
	<input type="checkbox"/> Special event clearways required - RTA to arrange <input type="checkbox"/> Special event clearways not required
4 MINIMISING IMPACT ON NON-EVENT COMMUNITY & EMERGENCY SERVICES	
CLASS 3	4.1 Access for local residents, businesses, hospitals and emergency vehicles
	<input checked="" type="checkbox"/> Plans to minimise impact on non-event community attached <input type="checkbox"/> This event does not impact the non-event community either on the main route (or location) or detour routes
CLASS 2	4.2 Advertise traffic management arrangements
	<input checked="" type="checkbox"/> Road closures or restrictions - advertising medium and copy of proposed advertisements attached <input type="checkbox"/> No road closures or restrictions but special event clearways in place - advertising medium and copy of proposed advertisements attached <input type="checkbox"/> No road closures, restrictions or special event clearways - advertising not required
	4.3 Special event warning signs
CLASS 2	<input checked="" type="checkbox"/> Special event information signs are described in the Traffic Control Plan/s <input type="checkbox"/> This event does not require special event warning signs
	4.4 Permanent Variable Message Signs
	<input type="checkbox"/> Messages, locations and times attached <input type="checkbox"/> This event does not use permanent Variable Message Signs
CLASS 2	4.5 Portable Variable Message Signs
	<input type="checkbox"/> The proposed messages and locations for portable VMS are attached <input type="checkbox"/> This event does not use portable VMS

5 PRIVACY NOTICE

The "Personal Information" contained in the completed Transport Management Plan may be collected and held by the NSW Police, the NSW Roads and Traffic Authority (RTA), or Local Government.

I declare that the details in this application are true and complete. I understand that:

- The "personal information" is being collected for submission of the Transport Management Plan for the event described in Section 1 of this document.
- I must supply the information under the Road Transport Legislation (as defined in the *Road Transport (General) Act 1999*) and the *Roads Act 1993*.
- Failure to supply full details and to sign or confirm this declaration can result in the event not proceeding.
- The "personal information" being supplied is either my own or I have the approval of the person concerned to provide his/her "personal information".
- The "personal information" held by the Police, RTA or Local Government may be disclosed inside and outside of NSW to event managers or any other person or organisation required to manage or provide resources required to conduct the event or to any business, road user or resident who may be impacted by the event.
- The person to whom the "personal information" relates has a right to access or correct it in accordance with the provisions of the relevant privacy legislation.

6 APPROVAL

TMP Approved by: Event OrganiserDate

7 AUTHORISATION TO *REGULATE TRAFFIC

Council's traffic management requirements have been met. Regulation of traffic is therefore authorised for all non-classified roads described in the risk management plans attached to this TMP.

Regulation of traffic authorised by: CouncilDate

The RTA's traffic management requirements have been met. Regulation of traffic is therefore authorised for all classified roads described in the risk management plans attached to this TMP.

Regulation of traffic authorised by: RTADate

* "Regulate traffic" means restrict or prohibit the passage along a road of persons, vehicles or animals (Roads Act, 1993). Council and RTA require traffic to be regulated as described in the risk management plans with the layouts installed under the direction of a qualified person.

Schedule 1 Form - Notice of Intention to Hold a Public Assembly

SUMMARY OFFENCES ACT 1988 - Sec 23

To the Commissioner of Police

1 I MATHIAS V. TRACCI (name)
of 1 BELVEDERE STREET (address)
on behalf of GLIFFATH CITY COUNCIL (organisation)
notify the Commissioner of Police that
on the 3 (day) of 03 (month), 2016 (year), it is intended to hold
either:
(a) a public assembly, not being a procession, of approximately
~~500~~ (number) persons,
which will assemble at (Place)
at approximately am/pm,
and disperse at approximately am/pm.
or
(b) a public assembly, being a procession of approximately
1500 (number) persons,
which will assemble at approximately 7 am/pm, and at
approximately 8 am/pm the procession will commence and shall proceed
FROM JUBILEE OVAL ALONG CAMPBELL ST, O'NEILL ST,
NYANGGAN AVE, BOYD RD, JONES RD & LAKE RD
(Specify route, any stopping places and the approximate duration of any stop; and the approximate time of termination. A diagram may be attached.)

2 The purpose of the proposed assembly is A FUN RUN BETWEEN
JUBILEE OVAL & THE LAKE NYANGGAN RECREATION
RESERVE. THE FUN RUN SHALL RAISE FUNDS
FOR THE ST VINCENTS COMMUNITY PRIVATE HOSPITAL

3 The following special characteristics associated with the assembly would be useful for the Commissioner of Police to be aware of in regulating the flow of traffic or in regulating the assembly (strike out whichever is not applicable):

(i) There will be ..0... (number) of vehicles and/or.....0... (number) of floats involved.
The type and dimensions are as follows:
..... N/A

(ii) There will be ...0... (number) of bands, musicians, entertainers, etc. which will entertain or address the assembly.

(iii) The following number and type of animals will be involved in the assembly:
..... N/A

(iv) Other special characteristics of the proposed assembly are as follows:
..... TRAFFIC CONTROL AS PER THE ATTACHED TMD

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

5 Notices for the purposes of the *Summary Offences Act 1988* may be served upon me at the following address:
..... 1 BOURNEMOUTH STREET

..... CRIFFITH NSW

..... Postcode. 2680

Telephone No. 6962 8100

6 Signed [Signature]

Capacity/Title DEVELOPMENT ENGINEER

Date 30/11/2015

Special Event Planning & Resource Matrix

Event Class	Description	Features	Examples	Lead Times for Agency Approvals	Police Fees	Council Fees	RTA Fees	Transport Mgt Plan	Risk Management Plans (Traffic Control) under OH&S ACT 2000	Advise Transport Management Arrangements	Liability Insurance	Special Event Heavy Vehicle Clearance, Delays	Public Transport	Emergency Vehicle & Local Access	Parking	Contingency planning
1	<ul style="list-style-type: none"> A Class 1 event: impacts major traffic and transport systems; disrupts the non-event community over a wide area; requires the involvement of Police, one or more Councils and the RTA; requires a detailed Transport Management Plan; requires advertising the event's traffic aspects to a wide audience. 	<ul style="list-style-type: none"> A Class 1 event may: <ul style="list-style-type: none"> be conducted on-road or in its own venue involve trusts and authorities when using facilities managed by them involve Transport NSW involve private bus and coach organisations require the road transport industry require RTA to provide special event clearways require RTA to adjust traffic signals require RTA to manage Variable Message Signs depending on the nature of the event, involve the Police "User Pays" policy. 	<ul style="list-style-type: none"> For example: <ul style="list-style-type: none"> an event that affects a principal transport route in Sydney, or an event that reduces the capacity through a country town, or a bicycle race that involves the Sydney Harbour Bridge. 	<ul style="list-style-type: none"> Minimum 4 months from first approach to Council to proposed start date. 6 months for vehicle races. 	<ul style="list-style-type: none"> Charges apply where: <ul style="list-style-type: none"> "It is deemed the services are specifically for the benefit of those organising and/or attending the event and not for the benefit of the public at large." 	<ul style="list-style-type: none"> As described in Council's Special Events Policy. Asset remains refer to Council. RTA provides quotes. Asset remain: refer to RTA. 	<ul style="list-style-type: none"> Marginal costs apply where services are provided above those normally provided to the community. RTA provides quotes. Asset remain: refer to RTA. 	<ul style="list-style-type: none"> TMP model recommended 	<ul style="list-style-type: none"> Traffic Control layouts drawn up by a qualified person and installed under the guidance of a qualified person recommended. Need to consider access for disabled persons. 	<ul style="list-style-type: none"> 28 days for all events that require regulation of traffic or where special event clearways in operation. Not required where there is no regulation of traffic. 	<ul style="list-style-type: none"> Required with Council & Police (if Police User Pays in force) named on policy. Also RTA if using RTA asset. Certificate of currency required. 	<ul style="list-style-type: none"> RTA arrangements if required. RTA provides quote. 	<ul style="list-style-type: none"> Promoted where practicable 	<ul style="list-style-type: none"> Required. Refer to TMP. 	<ul style="list-style-type: none"> May be required. Need to consider parking for disabled persons. 	<ul style="list-style-type: none"> Recommended
2	<ul style="list-style-type: none"> A Class 2 event: impacts local traffic and transport systems; disrupts the non-event community in a wide area; requires the involvement of Police and Local Council requires a detailed Transport Management Plan requires advertising the event's traffic aspects to the local community. 	<ul style="list-style-type: none"> A Class 2 event may: <ul style="list-style-type: none"> be conducted on-road or in its own venue involve trusts and authorities when using facilities managed by them involve State Rail and the State Transit Authority involve private bus and coach organisations depending on the nature of the event, involve the Police "User Pays" policy. 	<ul style="list-style-type: none"> For example: <ul style="list-style-type: none"> an event that blocks the main street of a country town but does not impact a principal transport route or a highway a motor rally on local country roads. 	<ul style="list-style-type: none"> Minimum 3 months for vehicle races. 3 months for FODS. 	<ul style="list-style-type: none"> Charges apply where: <ul style="list-style-type: none"> "It is deemed the services are specifically for the benefit of those organising and/or attending the event and not for the benefit of the public at large." 	<ul style="list-style-type: none"> As described in Council's Special Events Policy Asset remains refer to Council 	<ul style="list-style-type: none"> TMP model recommended 	<ul style="list-style-type: none"> Traffic Control layouts drawn up by a qualified person and installed under the guidance of a qualified person recommended. Need to consider access for disabled persons. 	<ul style="list-style-type: none"> 28 days for all events that require regulation of traffic or where special event clearways in operation. Not required where there is no regulation of traffic. 	<ul style="list-style-type: none"> Required with Council & Police (if Police User Pays in force) named on policy. Certificate of currency required. 	<ul style="list-style-type: none"> Promoted where practicable 	<ul style="list-style-type: none"> Required. Refer to TMP. 	<ul style="list-style-type: none"> May be required. Need to consider parking for disabled persons. 	<ul style="list-style-type: none"> Recommended 		
3	<ul style="list-style-type: none"> A Class 3 event: does not impact local or major traffic and transport systems; disrupts the non-event community in the immediate area only requires Local Council and Police consent is conducted on-street in a very low traffic area such as a dead-end or cul-de-sac requires Police agreement that event qualifies as Class-3 is never used for vehicle races. 	<ul style="list-style-type: none"> A Class 3 event, depending on Local Council policy, may: <ul style="list-style-type: none"> require a simplified Transport Management Plan not be available in all Council areas. depending on the nature of the event, involve the Police "User Pays" policy. require advertising the event's traffic aspects to the community. 	<ul style="list-style-type: none"> For example: <ul style="list-style-type: none"> an on-street neighbourhood Christmas party. 	<ul style="list-style-type: none"> Minimum 6 weeks 	<ul style="list-style-type: none"> Charges apply where: <ul style="list-style-type: none"> "It is deemed the services are specifically for the benefit of those organising and/or attending the event and not for the benefit of the public at large." 	<ul style="list-style-type: none"> As described in Council's Special Events Policy Asset remains refer to Council 	<ul style="list-style-type: none"> Council may require TMP 	<ul style="list-style-type: none"> Traffic Control layouts drawn up by a qualified person and installed under the guidance of a qualified person recommended. Need to consider access for disabled persons. 	<ul style="list-style-type: none"> 28 days for all events that require regulation of traffic. Not required where there is no regulation of traffic. 	<ul style="list-style-type: none"> Required with Council & Police (if Police User Pays in force) named on policy. Certificate of currency required. 	<ul style="list-style-type: none"> Required. Refer to TMP. 	<ul style="list-style-type: none"> Required. Refer to TMP. 	<ul style="list-style-type: none"> Required. Refer to TMP. 	<ul style="list-style-type: none"> May be required. Need to consider parking for disabled persons. 	<ul style="list-style-type: none"> Recommended 	
4	<ul style="list-style-type: none"> A Class 4 event is intended for small on street events and: <ul style="list-style-type: none"> requires Police consent only is within the capacity of the Police to manage on their own is not a protest or demonstration is always an on-street event does not require RTA or Council consent does not require advertising the event's traffic aspects to the community does not require a TMP does not require the involvement of other Government agencies. 	<ul style="list-style-type: none"> A Class 4 event may: <ul style="list-style-type: none"> be conducted on classified or unclassified roads cause zero to considerable disruption to the non-event community cross Police Local Area Commands (LACs) cross Local Government Areas (LGAs) require Council and RTA to assist when requested by Police depending on the nature of the event, involve the Police "User Pays" policy. 	<ul style="list-style-type: none"> For example: <ul style="list-style-type: none"> a small ANZAC Day march in a country town a small parade conducted under Police escort. 	<ul style="list-style-type: none"> Minimum 1 month 	<ul style="list-style-type: none"> Charges apply where: <ul style="list-style-type: none"> "It is deemed the services are specifically for the benefit of those organising and/or attending the event and not for the benefit of the public at large." 	<ul style="list-style-type: none"> As described in Council's Special Events Policy Asset remains refer to Council 	<ul style="list-style-type: none"> Council may require TMP 	<ul style="list-style-type: none"> Traffic Control layouts drawn up by a qualified person and installed under the guidance of a qualified person recommended. Need to consider access for disabled persons. 	<ul style="list-style-type: none"> 28 days for all events that require regulation of traffic. Not required where there is no regulation of traffic. 	<ul style="list-style-type: none"> Required with Council & Police (if Police User Pays in force) named on policy. Certificate of currency required. 	<ul style="list-style-type: none"> Required. Refer to TMP. 	<ul style="list-style-type: none"> Required. Refer to TMP. 	<ul style="list-style-type: none"> Required. Refer to TMP. 	<ul style="list-style-type: none"> May be required. Need to consider parking for disabled persons. 	<ul style="list-style-type: none"> Recommended 	



Griffith City to Lake Fun Run

Traffic Management Plan

*Griffith City to Lake Fun Run
Traffic Management Plan*

27 November 2015

27 November 2015

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1. Introduction

The Traffic Management Plan relates to the Griffith City to Lake Fun Run, commencing at Jubilee Oval and finishing at the Lake Wyangan Recreation Reserve. The event will take place on Sunday 3 March 2016 between 7:00am, and disperse from Lake Wyangan at approximately 11:00am. The purpose of the fun run is to raise funds for the construction of the private hospital in Griffith.

2. Event

The proposed event is the a fun run between Jubilee Oval (Lot 7303 DP 1153581) and the Lake Wyangan Recreation Reserve (Lot 397 DP 751743) between 7:00am and 11:00am on Saturday 18 July 2015. The event shall travel north-west from Jubilee Oval along Wyangan Avenue and Boorga Road then west along Jones Road and Lakes Road to access the Lake Wyangan Recreation Reserve.

The Griffith City to Lake Fun Run is expected to attract approximately one thousand five hundred (1500) people, which will assemble at Jubilee Oval at approximately 7:00am, and disperse from Lake Wyangan Recreation Reserve at approximately 11:00am. The event will move on road and require significant closures of Griffith's road network.

2.1 Proposed Route

The events starting line will be positioned in Campbell Street. Participants in the event will be required to travel north-west along Campbell Street and Ortella Street before accessing Wyangan Avenue. The event shall travel north-west from Jubilee Oval along Wyangan Avenue and Boorga Road then west along Jones Road and Lakes Road to access the Lake Wyangan Recreation Reserve.

Campbell Street is a two (2) lane, two (2) way bitumen sealed road, with kerb and gutter located along the southern side of the road between Cutler Avenue and Binguie Street. Campbell Street is classified as a "Local Access road" as specified on *Council's Road Hierarchy Plan*. Campbell Street has a speed limit of 50km/h.

Council conducted traffic counts along Campbell Street in two locations between April and May 2011. The results of the traffic counts are detailed below:

- The first location was between the Cutler Avenue and Binguie Street. The average daily traffic count for that period was 1,851 vehicles per day. The average traffic count on a Sunday between 7:00am and 11:00am during this period was 215 vehicles.
- The second location was between Binguie Street and Noorilla Street. The average daily traffic count for that period was 1,758 vehicles per day. The average traffic count on a Sunday between 7:00am and 11:00am during this period was 205 vehicles.



Figure 1 - Proposed Fun Run Route



Ortella Street is a two (2) lane, two (2) way bitumen sealed road, with kerb and gutter located along both sides of the road. Ortella Street is classified as a "Local Access road" as specified on *Council's Road Hierarchy Plan*. Ortella Street has a speed limit of 50km/h.

Council conducted a traffic count along Ortella Street between Wyangan Avenue and Noorilla Street in April and May 2011. The average daily traffic count for that period was 1,403 vehicles per day. The average traffic count on a Sunday between 7:00am and 11:00am during this period was 163 vehicles.

Wyangan Avenue is a two (2) lane, two (2) way bitumen sealed road, with kerb and gutter located along both sides of the road. Wyangan Avenue is classified as a "Sub-arterial road" as specified on *Council's Road Hierarchy Plan*. Wyangan Avenue has a speed limit of 50km/h.

Council conducted a traffic count along Wyangan Avenue between Wood Road and Crump Close in July 2015. The average daily traffic count for that period was 2,931 vehicles per day. The average traffic count on a Sunday between 7:00am and 11:00am during this period was 449 vehicles.

Boorga Road is a two (2) lane, two (2) way bitumen sealed road, with sealed and gravel shoulders located along both sides of the road. Boorga Road is classified as a "Sub-arterial road" as specified on *Council's Road Hierarchy Plan*. Boorga Road has a speed limit of 80km/h between Crump Close and Todd Road, a speed limit of 50km/h between Todd Road and Smeeth Road and a speed limit of 80km/h between Smeeth Road and Mancini Drive.

Council conducted a traffic count along Boorga Road between Jones Road and South Lake Drive in September 2014. The average daily traffic count for that period was 1,203 vehicles per day. The average traffic count on a Sunday between 7:00am and 11:00am during this period was 239 vehicles.

Jones Road is a two (2) lane, two (2) way bitumen sealed road, with sealed and gravel shoulders located along both sides of the road. Jones Road is classified as a "Local Access road" as specified on *Council's Road Hierarchy Plan*. Jones Road has a speed limit of 100km/h between Boorga Road and Lakes Road.

Council conducted a traffic count along Jones Road between Boorga Road and Lakes Road in September 2014. The average daily traffic count for that period was 395 vehicles per day. The average traffic count on a Sunday between 7:00am and 11:00am during this period was 108 vehicles.

Lakes Road is a two (2) lane, two (2) way bitumen sealed road, with gravel shoulders located along both sides of the road. Jones Road is classified as a "Local Access road" as specified on *Council's Road Hierarchy Plan*. Lakes Road has a speed limit of 100km/h.

A variety of land-uses are present along the proposed route, including commercial, residential and agricultural farms. Wyangan Avenue and Boorga Road form part of the major access to the Griffith Central Business District for northwest Griffith, Lake Wyangan and Nericon. The event will have a significant impact on the traffic along the proposed route and in the road network immediately surrounding the route.

The proposed route forms part of Griffith's B-double network. The procession will require significant detours to be implemented to ensure restricted access vehicles are not adversely affected by the event.

3. Traffic Management

The event involves the procession involving approximately 1500 participants, including cyclists, joggers and pedestrians, undertaking a fun run between Jubilee Oval and Lake Wyangan Recreation Reserve between 7:00am and 11:00am on Sunday 3 March 2016. Participants in the event will be required to travel north-west along Campbell Street and Ortella Street before accessing Wyangan Avenue. The event shall travel north-west from Jubilee Oval along Wyangan Avenue and Boorga Road then west along Jones Road and Lakes Road to access the Lake Wyangan Recreation Reserve.

The procession shall travel along the road carriageway of Campbell Street, Ortella Street, Wyangan Avenue, Boorga Road, Jones Road and Lakes Road. The event will require the closure of these roads, with the roads being reopened as a sufficient proportion of the participants progress past certain checkpoints along the route.

Traffic controls and warning signage shall be erected in accordance with the RMS' Guide to Traffic Control at Worksites and AS 1742.3 (2009) - *Manual of uniform traffic control devices - Traffic control for works on roads* to manage the special event traffic and the general public. The traffic control measures proposed are detailed below in addition to the associated traffic control plans attached in the appendices.

3.1 Traffic Control

The event involves a fun run between Jubilee Oval and Lake Wyangan Recreation Reserve and is anticipated to attract approximately 1500 participants, including cyclists, joggers and pedestrians, between 7:00am and 11:00am on Sunday 3 March 2016. The proposed route for the event will require participants to travel north-west along Campbell Street and Ortella Street before accessing Wyangan Avenue, then travel north-west along Wyangan Avenue and Boorga Road then west along Jones Road and Lakes Road to access the Lake Wyangan Recreation Reserve.

The procession shall travel along the road carriageway of Campbell Street, Ortella Street, Wyangan Avenue, Boorga Road, Jones Road and Lakes Road. The event will be relatively slow moving and involve 1500 participants travelling along a major arterial road in Griffith, the participants in the event will be a diverse cross-section of Griffith's community and most likely include children and the elderly. Pedestrians are considered a high risk user group in road safety terms, especially with the inclusion of children and the elderly, therefore to minimise risk to the participants and public the event will require the closure of Campbell Street, Ortella Street, Wyangan Avenue, Boorga Road, Jones Road and Lakes Road. These roads shall be reopened once a sufficient proportion of the participants progress past certain checkpoints along the route.

The traffic control for the event will involve closing Campbell Street, between Cutler Avenue and Ortella Street and Ortella Street, between Campbell Street and Wyangan Avenue. This area along with Jubilee Oval will serve as the marshalling area and opening leg of the Fun Run. This area created a safe starting point for the fun run and allows the participants to spread out before reaching the Wyangan Avenue on road cycle path.

The intersection of Wyangan Avenue and Ortella Street, the intersection of Boorga Road and Jones Road, the Jones Road causeway, the intersection of Jones Road and Lakes Road and the entrance to the Lake Wyangan Recreation Reserve off Lakes Road shall be controlled by ticketed traffic controllers.

A pilot vehicle will be in operation along Jones Road to escort vehicles through the event between Lakes Road and Boorga Road if required.

Minimal traffic will be allowed to enter Lakes Road for the duration of the event as the final leg of the event will require participants to utilise the road carriageway between the causeway and the entrance to the Lake Wyangan Picnic Area. Lakes Road shall closed from West Road to the entrance to the Lake Wyangan Picnic Area and the intersection with McCann Road shall be closed.

Traffic control plans, attached, have been prepared by the Griffith City Council's Engineering Department, detailing the measures to be implemented for the event. The plan conforms to the requirements of AS 1742.3 and the RMS' Guide to Traffic Control at Worksites.

The road signs will be placed and taken down by GCC employees who have completed the two day Traffic Control for Worksites course. Provisions to ensure that the signs are not altered or removed during the day will be established.

3.2 Pedestrian & Cyclists

Pedestrian and cyclist access will be minimally affected by the event.

Due to the nature of the event, a fun run, it is anticipated that any pedestrians or cyclists along the event route will be participant of the event.

3.3 Parking

The event will begin from Jubilee Oval.

There is a significant amount of informal parking available around the perimeter of Jubilee Oval. The existing parking facilities will be able to cater for the vehicles associated with the event.

The procession will end at the Lake Wyangan Recreation Reserve.

A bus service will be made available for the purpose of transporting participants back to their cars at Jubilee Oval. Due to the nature of the events commencing after the event, Council

anticipates that patrons leaving the Lake Wyangan Recreation Reserve to retrieve their vehicles will be staggered.

3.4 Heavy Vehicles

The procession will require the closure of two (2) of Griffith's major arterial roads, Wyangan Avenue and Boorga. These are major thoroughfares, serving as the main corridor between northwestern Griffith and the Central Business District.

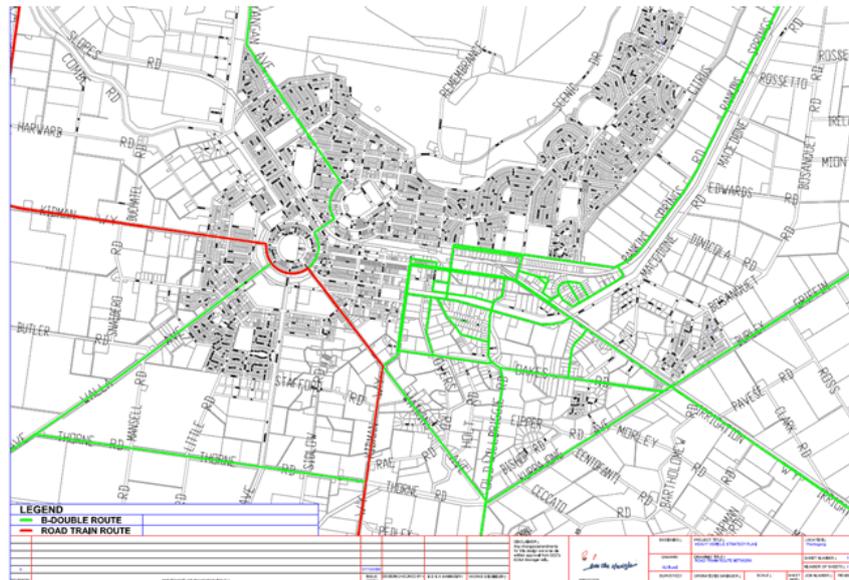


Figure 2 - Griffith's Road Train and B-Double Network

Wyangan Avenue forms part of Griffith's B-Double network.

Boorga Road forms part of Griffith's B-Double networks.

Heavy vehicle operators will be required to follow the detours provided.

3.5 Emergency Services

The procession will require the closure of two (2) of Griffith's major arterial roads, Jondaryan Avenue and Kidman Way. These are major thoroughfares, serving as the main corridor between north-western Griffith and the Central Business District.

The closure of the above roads due to the event will affect the operation of Griffith's emergency services especially if an incident occurs in the south of Griffith or Hanwood.

Removable barrier boards shall be utilised to impose the proposed road closures. Access along the proposed event route by Emergency Services will be available at all times.



Figure 3 - Griffith Police Station

3.5.1 Police

Griffith Police Station is located at 47 Railway Street between Kooyoo Street and Tranter Place.

The proposed closure of Wyangan Avenue and Boorga Road will require Police vehicles attending an incident to detour via an alternate route.

Removable barrier boards shall be utilised to impose the proposed road closures. Access along the proposed event route by Emergency Services will be available if required at all times.

3.5.2 Ambulance

Griffith Ambulance Station is located at 125-127 Banna Avenue at the corner of Banna Avenue and Tranter Place.

The proposed closure of Wyangan Avenue and Boorga Road will require ambulances attending an incident to detour via an alternate route.

Removable barrier boards shall be utilised to impose the proposed road closures. Access along the proposed event route by Emergency Services will be available if required at all times.





Figure 4 Griffith Ambulance Station

3.5.3 Fire Brigade

Griffith Fire Station is located at 11 Jondaryan Avenue at the corner of Jondaryan Avenue and Yambil Street.

The proposed closure of Wyangan Avenue and Boorga Road will require fire brigade vehicles attending an incident to detour via an alternate route.

Removable barrier boards shall be utilised to impose the proposed road closures. Access along the proposed event route by Emergency Services will be available if required at all times.

3.6 Public Transport

Griffith Buslines does not operate on Sundays. A bus service will be made available for the purpose of transporting participants back to their cars at Jubilee Oval.

Griffith City Taxi's operators will be required to follow the detours provided.

3.7 Contingency Plan

If the event cannot occur on this date due to inclement weather or another unforeseen circumstance the event shall be postponed.



Figure 5 - Griffith Fire Station

*Griffith City to Lake Fun Run
Traffic Management Plan*

27 November 2015

Appendices





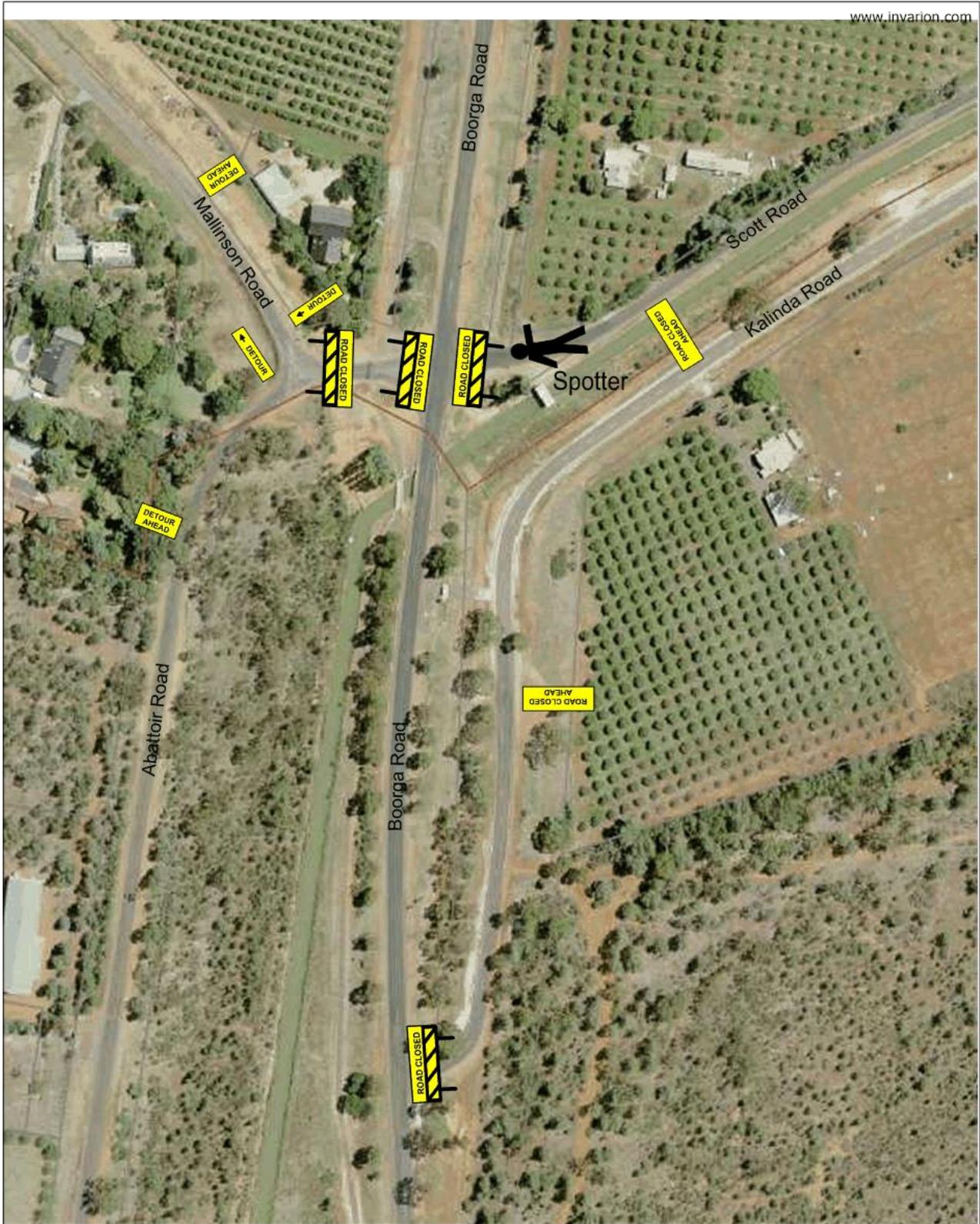
Approved by: Dallas Bibby
 TCAW Certificate No: 3153003262
 Position: Operations Manager
 Date: _____
 Signature: _____

	Date: 3/03/2016 Author: M Vihuel Project: 151119 SCALE: NTS TCP NO.: 151119-1 SHEET NO.: 1 of 10
	Comments: 1. All speed restrictions, associated with the event are required to be removed upon completion of the event. 2. All traffic control measures and signage to be in accordance with the NSW Roads & Maritime Services Traffic Control at Worksites



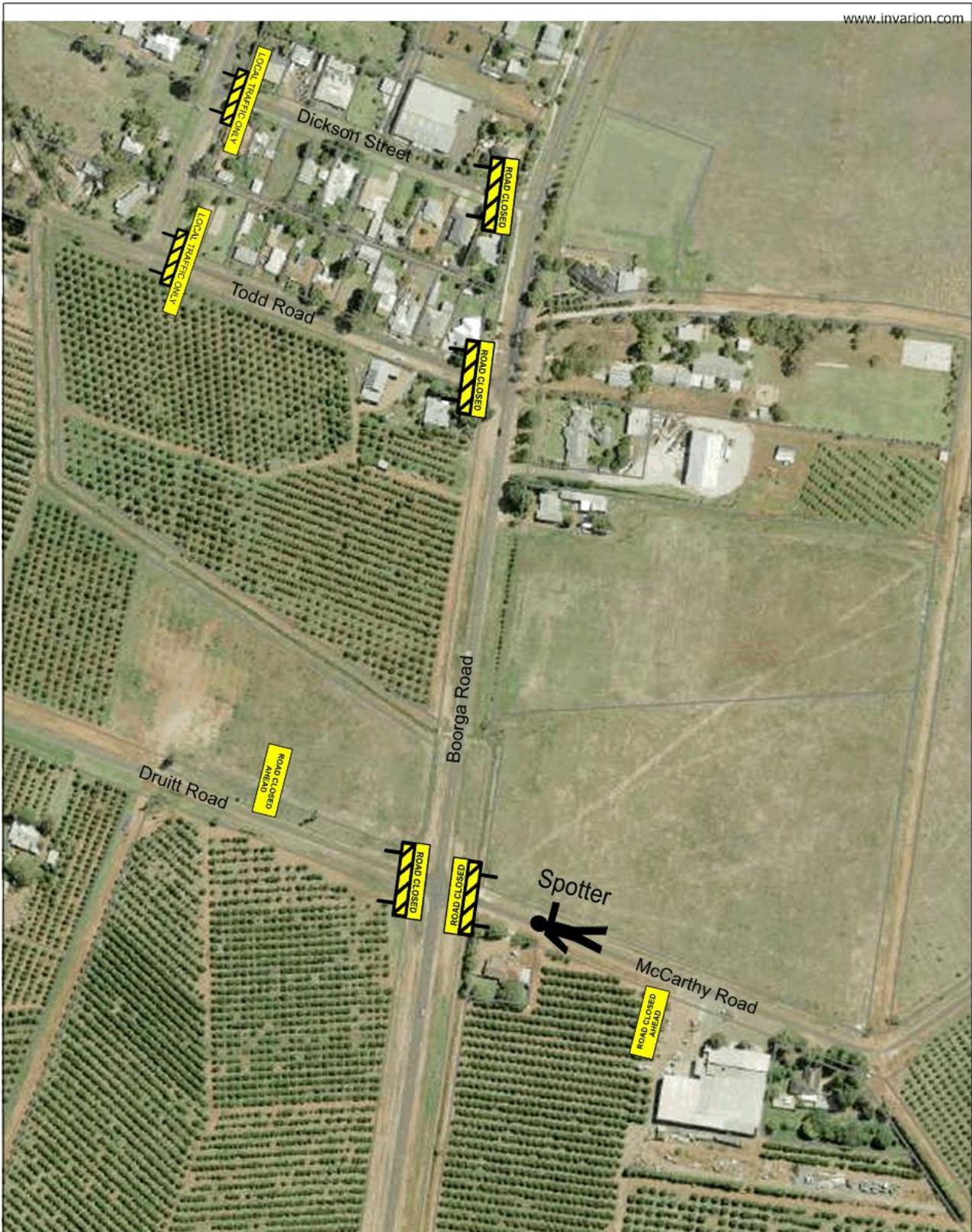
Approved by: Dallas Bibby
TCAW Certificate No: 3153003262
Position: Operations Manager
Date: _____
Signature: _____

	Date: 3/03/2016 Author: M Vbucoi Project: 151119 SCALE: NTS TCP NO.: 151119-3 SHEET NO.: 3 of 10
	Comments: 1. All speed restrictions associated with the event are required to be removed upon completion of the event. 2. All traffic control measures and signage to be in accordance with the NSW Roads & Maritime Services Traffic Control at Worksites



Approved by: Dallas Bibby
 TCAW Certificate No: 3153003262
 Position: Operations Manager
 Date: _____
 Signature: _____

	Date: 3/03/2016 Author: M Vihuel Project: 151119 SCALE: NTS TCP NO.: 151119-4 SHEET NO.: 4 of 10
	Comments: 1. All speed restrictions associated with the event are required to be removed upon completion of the event. 2. All traffic control measures and signage to be in accordance with the NSW Roads & Maritime Services Traffic Control at Worksites

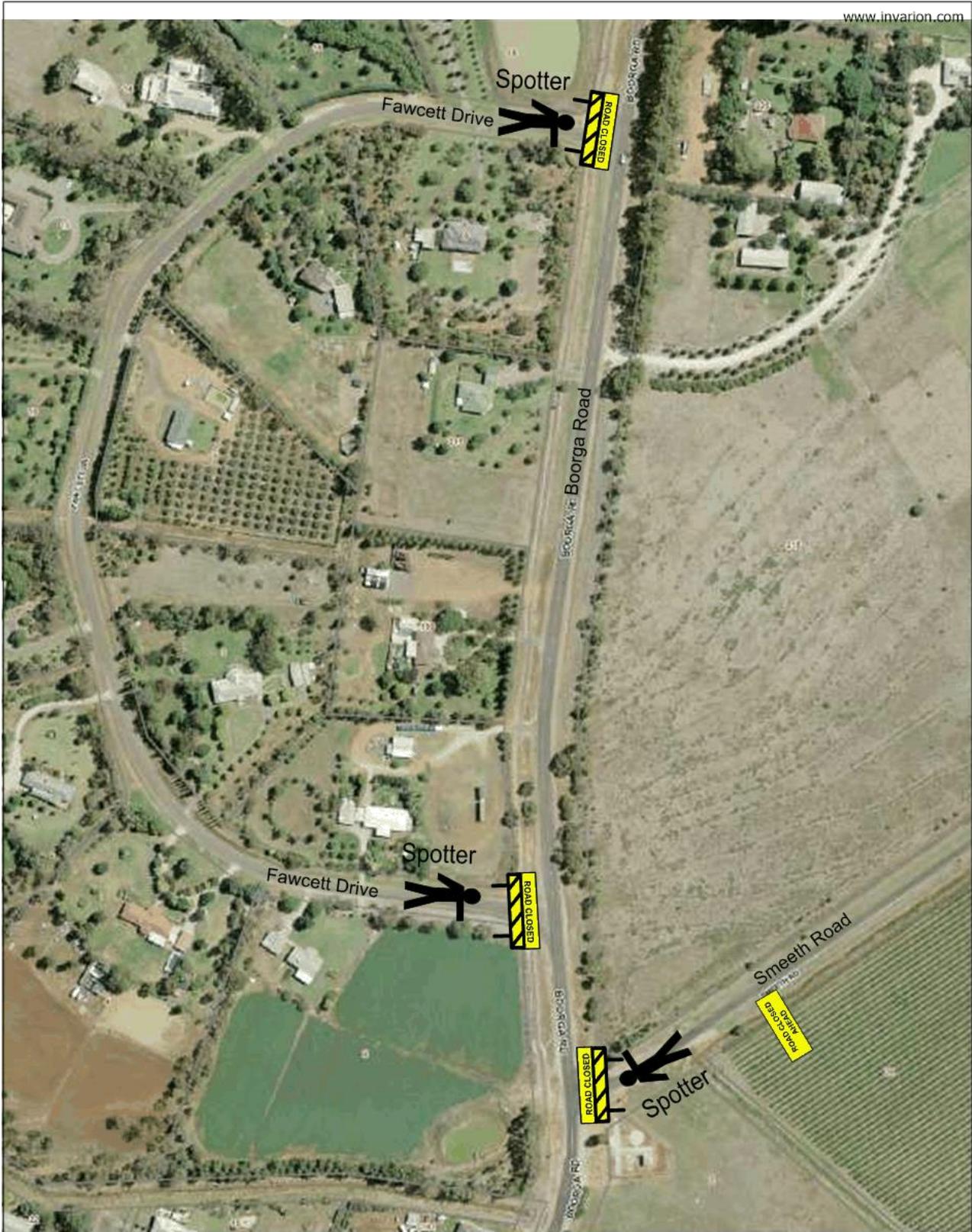


Approved by: Dallas Bibby
 TCAW Certificate No: 3153003262
 Position: Operations Manager
 Date: _____
 Signature: _____



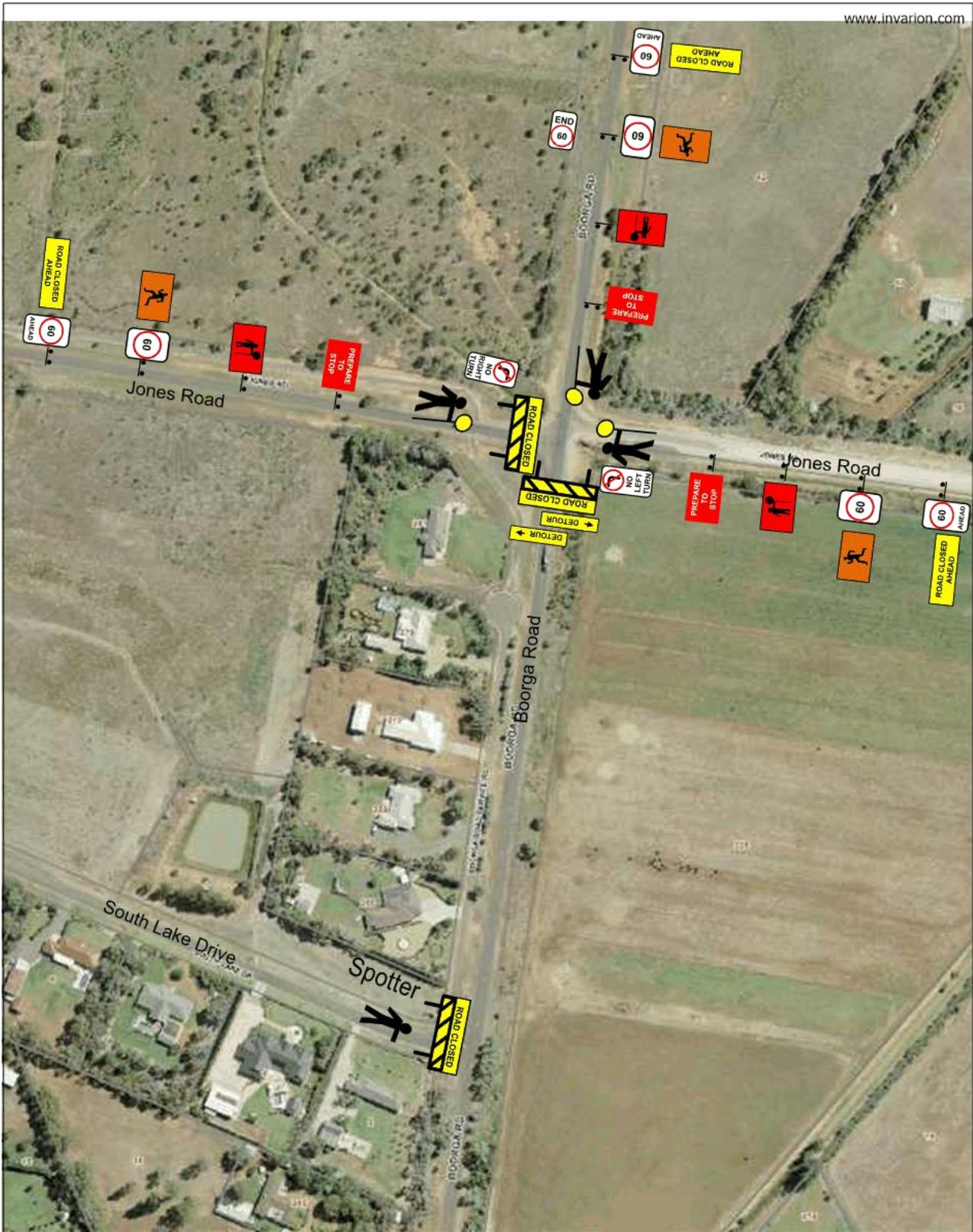
Date: 3/03/2016 Author: M Vitucci Project: 151119
 SCALE: NTS TCP NO.: 151119-5 SHEET NO.: 5 of 10
 Comments:
 1. All speed restrictions associated with the event are required to be removed upon completion of the event.
 2. All traffic control measures and signage to be in accordance with the NSW Roads & Maritime Services Traffic Control at Worksites





Approved by: Dallas Bibby
 TCAW Certificate No: 3153003262
 Position: Operations Manager
 Date: _____
 Signature: _____

	Date: 3/03/2016 Author: M Vltucol Project: 151119 SCALE: NTS TCP NO.: 151119-6 SHEET NO.: 6 of 10
	Comments: 1. All speed restrictions associated with the event are required to be removed upon completion of the event. 2. All traffic control measures and signage to be in accordance with the NSW Roads & Maritime Services Traffic Control at Worksites



Approved by: Dallas Bibby
 TCAW Certificate No: 3153003262
 Position: Operations Manager
 Date: _____
 Signature: _____

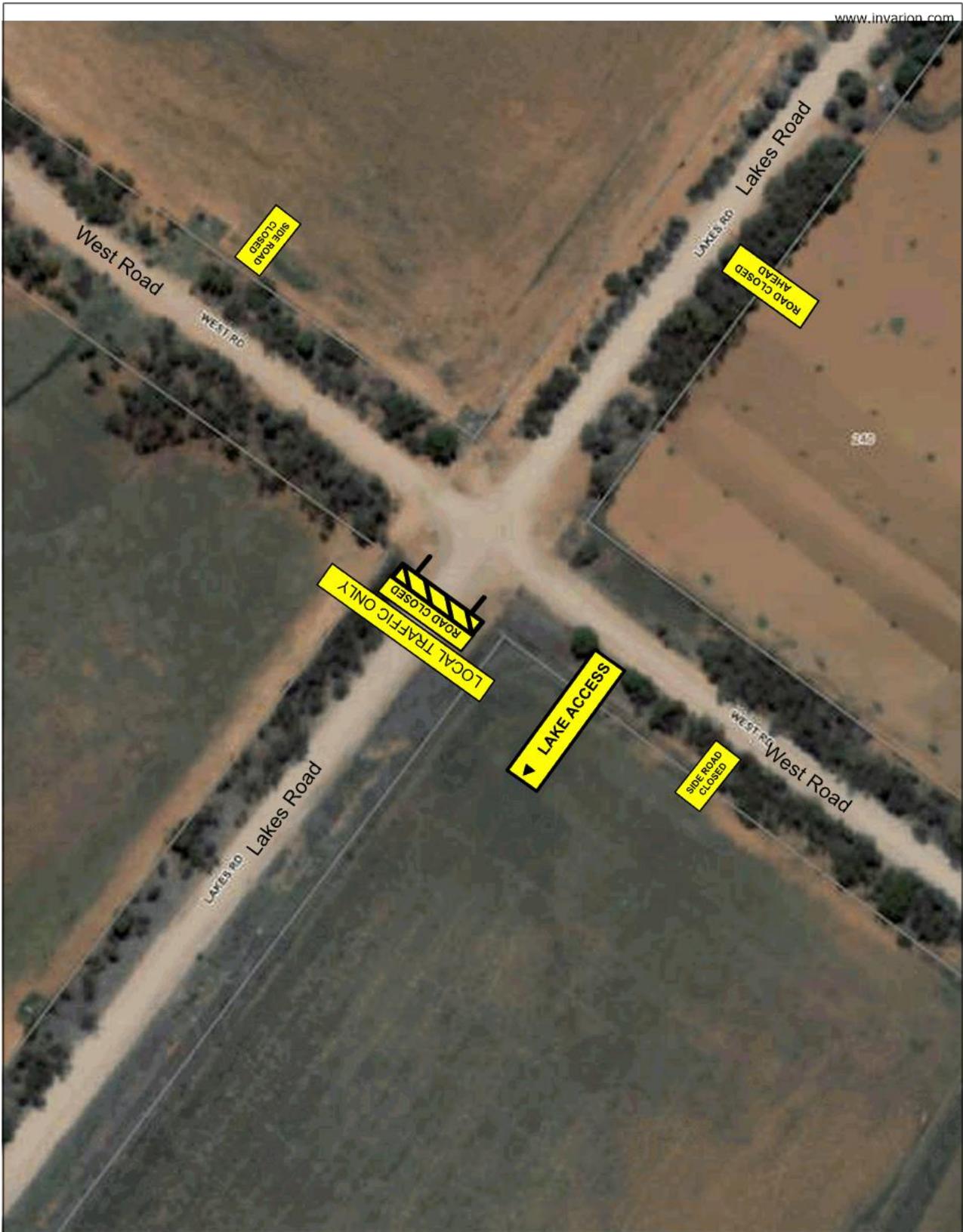
	Date: 3/03/2016 Author: M Vitucci Project: 151119 SCALE: NTS TCP NO.: 151119-7 SHEET NO.: 7 of 10
	Comments: 1. All speed restrictions associated with the event are required to be removed upon completion of the event. 2. All traffic control measures and signage to be in accordance with the NSW Roads & Maritime Services Traffic Control at Worksites



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Approved by: Dallas Bibby
 TCAW Certificate No: 3153003262
 Position: Operations Manager
 Date: _____
 Signature: _____

	Date: 3/03/2016 Author: M Vitucci Project: 151119 SCALE: NTS TGP NO.: 151119-8 SHEET NO.: 6 of 10
	Comments: 1. All speed restrictions associated with the event are required to be removed upon completion of the event. 2. All traffic control measures and signage to be in accordance with the NSW Roads & Maritime Services Traffic Control at Worksites.



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Approved by: Dallas Bibby
 TCAW Certificate No: 3153003262
 Position: Operations Manager
 Date: _____
 Signature: _____

	Date: 3/03/2016 Author: M.V. Wood Project: 151119 SCALE: NTS TCP NO.: 151119-9 SHEET NO.: 9 of 10
	Comments: 1. All speed restrictions associated with the event are required to be removed upon completion of the event. 2. All traffic control measures and signage to be in accordance with the NSW Roads & Maritime Services Traffic Control at Worksites.



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ABN 51 644 247 443

2 July 2015

Attention: Shireen Donaldson

The General Manager
Griffith City Council
PO Box 485
GRIFFITH NSW 2680

Dear Sir,

Certificate of Currency

This is to certify that membership is current, as at the date stated above. This certificate provides a summary of the cover and is not intended to amend, extend, replace or override the terms and conditions provided by the Statewide Mutual Liability Scheme.

CLASS	Public Liability/Professional Indemnity
MEMBER COUNCIL	Griffith City Council
BUSINESS OF MEMBER:	Local Government Authority, as defined in wording.
EXPIRY DATE	30 June 2016
GEOGRAPHICAL SCOPE	Anywhere in the World, excluding the Dominion of Canada and the United States of America.
LIMITS OF PROTECTION	\$20,000,000 any one occurrence in respect of Public Liability and in the aggregate any one Period of Protection in respect of Products Liability, and \$20,000,000 any one claim and in the aggregate any one Period of Protection in respect of Professional Indemnity.
STATEWIDE CERTIFICATE NUMBER	000736

This certificate of currency is issued as a matter of information only and confers no rights upon the certificate holder.

Yours sincerely,

A handwritten signature in blue ink, appearing to read "N. Eurell".

Naamon Eurell
Executive Officer



CLAUSE	CL02
TITLE	Application of Turning Lanes/Intersection Treatment - Marian Catholic College - Macarthur Street / Probert Avenue
FROM	Greg Balind, Road Safety Officer
TRIM REF	15/80691

SUMMARY

Marian Catholic College are in the process of establishing new onsite infrastructure including a carpark and access off Macarthur Street to accommodate the expansion of the said school. Due to the existing traffic volumes along Macarthur Street and Probert Avenue - intersection treatment and turning lanes associated with the access way is required.

RECOMMENDATION

- (a) **The Traffic Committee recommend Council install an Urban Basic Right Turn (BAR) Intersection Treatment at the Macarthur Street entrance to Marian Catholic College as per the attached design.**

REPORT

Marian Catholic College are in the process of constructing several facilities to service the school community including a carpark and access off Macarthur Street. Due to the existing traffic volumes along Macarthur Street and Probert Avenue; intersection treatment of the accessway is required.

Council staff have investigated a number of options for the treatment of the accessway and the intersection of Probert Avenue and Macarthur Street whereby an appropriate designs has been recommended. That design includes an Urban Basic Right Turn (BAR) Intersection Treatment on Macarther Street at the accessway. Dedicated right turn lane on Macarthur Street for Probert Avenue with linemarked with linemarked centre islands and double barrier lines. No Stopping zones, both permanent and during school hours, on both sides of Macarthur Street as per the attach plan.

LINK TO STRATEGIC PLAN

This item links to Council's Strategic Plan item D4 - Maintain and develop public roads, paths, cycleways and transport corridors.

ATTACHMENTS

- (a) Macarthur Street Concept 39

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CLAUSE	CL03
TITLE	Road Train Route Signage - Rifle Range Road/Rankins Springs Road Intersection
FROM	Mathew Vitucci, Traffic Engineer
TRIM REF	15/80710

SUMMARY

Griffith's Transport Management Committee requested the installation of Road Train Route advisory signage at the intersection of Rankins Springs Road and Rifle Range Road to assist truck drivers travelling through the city on the reconstruction of Jones Road was complete.

RECOMMENDATION

The Local Traffic Committee recommend the installation of the proposed Road Train Route advisory signage at the intersection of Rankins Springs Road and Rifle Range Road.

REPORT

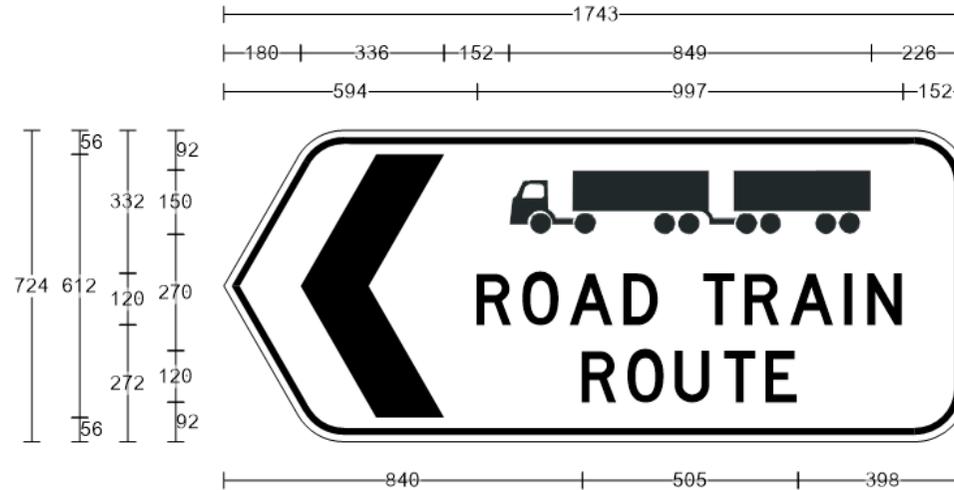
Griffith's Transport Management Committee requested the installation of Road Train Route advisory signage at the intersection of Rankins Springs Road and Rifle Range Road to assist truck drivers travelling through the city on the reconstruction of Jones Road being complete. An example of the signage has been attached.

LINK TO STRATEGIC PLAN

This item links to Council's Strategic Plan item D4 - Maintain and develop public roads, paths, cycleways and transport corridors.

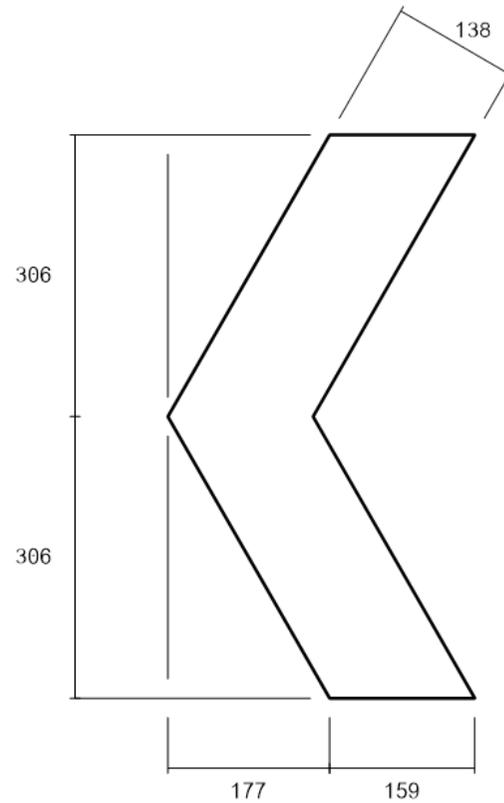
ATTACHMENTS

- | | |
|---------------------------------------|----|
| (a) Road Train Route Advisory Signage | 42 |
|---------------------------------------|----|



Legend	Font Type	Font Size
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ROUTE	AS1744 Series D Medium	120

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	Patch CR:	NA	File:	G6-255A_2_IDL
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	Prepared using TraSICAD			



Details of Sign Face Symbols

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Area:	1.26 sq.m	Drawn:	P.G.
Border:	16 x 16	Checked:	
Cnr Rad:	125	File:	G6-255A_2_IDL
 		Path:	H:\Signs\Standard_Signs & Symbols\Guide\Trasicad
Prepared using TraSiCAD		GUIDANCE & DELINEATION UNIT 27-31 ARDYLE ST PARRAMATTA 2150	G6-255A_2_I DL

TITLE Outstanding Action Report

TRIM REF 15/81235

RECOMMENDATION

The report be noted.

ATTACHMENTS

(a) Action Report - Traffic Committee - 8 December 2015

45

Traffic Committee Action Report 8 December 2015				
Date of Meeting	Item	Action/Recommendation	Action Officer	Comment
10/11/2015	Request for 'stop' sign – Whitton Road / Whitton Stock Route, Yenda (intersection)	Whitton Road and Whitton Stock Route Yenda intersection is to be reviewed by Council Staff within 12 months.	Greg Balind	24/11/2015 Inspection booked in calendar for November 2016 May be removed from list
10/11/2015	Speed zone reduction – Butler Avenue / Walla Avenue (intersection)	Roads and Maritime Services to conduct a speed zone review of the eastern end of Butler Road with the view of reducing the speed limit from 100 km/h to 60 km/h for a distance of 250 metres west of Walla Avenue.	Greg Balind	
08/09/2015	Riverina Nursery Access – Safety Concerns Along Pilloni Road	Installation of warning signage together with the removal of four trees to the east of the intersection.	Mathew Vitucci	
08/09/2015	Rest Areas for Truck Drivers	There are insufficient rest areas that sustain toilets/showers in the Griffith LGA for truckies to stop as per their fatigue management obligations. Council to come up with a concept plan and run it by RMS. Mr Balind to write to RMS with a view of seeking a response to the issue.	Greg Balind	25/09/2015 Issue raised with RMS by Director of Operation and Infrastructure. RMS advise that priorities generally lay with higher task transport routes (Newell/Hume/Pacific etc) however funding applications should be made when streams become available ie HVSP 24/11/2015 Information from RMS is that consideration will be given to rest areas during a comprehensive

Updated: 1/12/2015

Page 1 of 9

Traffic Committee Action Report 8 December 2015				
Date of Meeting	Item	Action/Recommendation	Action Officer	Comment
				review of the Kidman Way/ corridor strategy. May be removed from list
08/09/2015	Intersection Stokes Road and Hanwood Avenue	Stokes Rd and Hanwood Ave need to be looked at and it needs a give way sign to advise drivers to slow down on entering Hanwood Avenue.	Greg Balind	24/09/2015 T intersection rule applies therefore give way signs are not warranted at the site. Bidirectional chevrons have been ordered for installation at the intersection to advise drivers on Stokes Road of the pending terminating road.
11/08/2015	Thorne Road & Murrumbidgee Avenue Intersection	Mr Bonetti requested the Thorne Road and Murrumbidgee Avenue intersection be assessed to determine if a Stop sign or advanced warning sign is required. Mr Buckley advised once the works have been completed the intersection can be assessed. Signage has been approved previously as part of the design.	Greg Balind	13/08/2015 Site inspected. Additional signs warranted. Installation of same being facilitated by the Director of Infrastructure and Operations 22/09/2015 Completed – may be removed
11/08/2015	Speed Zones Review	Mr Buckley updated the Committee on speed zone reviews on the following roads: Watkins Ave, Overs Road, Holt Road; Kidman Way; Rankins Springs Road; Stafford Road & Sidlow Road; Walla Avenue	RMS Greg Balind	17/08/2015 Media release pending the notification of SOW 29/09/2015 Schedule of Works still outstanding

Traffic Committee Action Report 8 December 2015				
Date of Meeting	Item	Action/Recommendation	Action Officer	Comment
		Councillor Curran requested that a media release be circulated to inform residents of the changes to the speed zones. RMS and Council to prepare a joint media release.		
11/08/2015	Installation of Queuing Across Intersection Signs – Banna Avenue	<p>RECOMMENDED on the motion of Michael Buckley and John Bonetti that:</p> <p>(a) The Traffic Committee acknowledges there is a problem with use of local roundabouts.</p> <p>(b) The RMS do not support extra signage on roundabouts on State Roads.</p> <p>(c) A media / educational campaign be circulated to promote correct use of roundabouts in conjunction with a Police enforcement campaign.</p> <p>(d) RMS to investigate hatching linemarking options, if required, following media campaign.</p>	Greg Balind	<p>13/08/2015</p> <p>Media campaign to be formulated between RSO/RMS/NSW Police</p> <p>22/09/2015</p> <p>(c) Media release forwarded to RMS for approval. Police enforcement campaign to be conducted in conjunction with said media release.</p>
11/08/2015	Installation of Additional Disabled Parking Space – Kooyoo Street	<p>RECOMMENDED on the motion of Michael Buckley and John Bonetti that the Traffic Committee recommend:</p> <p>(a) The installation of a new 'dual' disabled parking zone and signs on the eastern side of Kooyoo Street near the intersection with Yambil Street as per Australian Standards</p>	Greg Balind	<p>13/08/2014</p> <p>337's pending. Previous Committee Minutes recently adopted at Ordinary Meeting of Council.</p> <p>08/09/2015</p>

Updated: 1/12/2015

Page 3 of 9

Traffic Committee Action Report 8 December 2015				
Date of Meeting	Item	Action/Recommendation	Action Officer	Comment
		2890.6. (b) The installation of kerb ramp adjacent to disabled zone to allow access from the new parking spaces to the nearby footpath.		Design approved. 09/09/2015 337's relating to installation of zone submitted to Traffic Services
09/06/2015	Jondaryan Avenue/Belford Road Intersection Treatment – Right Hand Turn Channelised T-Junction Short Lane Type CHR(S)	RECOMMENDED on the motion of RMS and John Bonetti that Council staff investigate intersection treatment along Jondaryan Avenue at Belford Road and prepare a project proposal for the Roads & Maritime Services (RMS) for the work.	Mat Vitucci	14/07/2015: Project proposal to be prepared.
14/04/2015	Leo Franco Motors Traffic Management Plan	Leo Franco Motors are to provide a TMP regarding the loading and unloading arrangements.	Mat Vitucci	2/06/2015: Council are yet to receive the TMP from Leo Franco Motors. 09/06/2015: TMP still outstanding 22/07/2015: TMP still outstanding. Planning Compliance Officer has sent reminder letter.
10/02/2015	Speed Reduction, Installation of Chevron Alignment Markers and Double Barrier Lines – Whites Road	(a) Installation of Chevron Advisory Markers (b) Application of double barrier lines for 300 metres (c) A request be forwarded to the RMS to review the speed zone with a view to reducing to 80k/h.	Greg Balind/ RMS Representative	01/03/15: Approved. 337 to be done. 09/06/2015: Designs pending as priorities allow. 14/07/2015: RMS to complete speed zones review. 11/08/2015: Assessment

Traffic Committee Action Report 8 December 2015				
Date of Meeting	Item	Action/Recommendation	Action Officer	Comment
				completed. Designs pending.
08/04/2014	Intersection of Mirrool Branch Canal Road And Kidman Way	<p>Council has received a letter from Teerman's Transport Company to advise of another recent accident at the intersection of Mirrool Branch Canal Road and Kidman Way. They have requested that crash mitigation be undertaken on this stretch of road.</p> <p>The Committee noted that there had been six accidents in five years and one fatality prior to this period. Speed zone decrease, clearance of shrubbery to maintain site distance and redesign of the road were discussed.</p> <p>It was noted that Council have previously investigated the redesign of the intersection and drawn up concept plans but do not have the funds to carry out work. Mr Gordon tabled the original concept which includes a 10 m wide bridge in the design.</p> <p>RMS representative requested that these concept plans be forwarded to the RMS for costings and to seek funding.</p> <p>Council officers have surveyed the area and recommend the removal of the Chinese claret ash trees planted by</p>	RMS Representative/ Mathew Vitucci	<p>13/05/2014: Update given. MI cleared channel bank. Property owner yet to be notified.</p> <p>10/06/2014: Mr Balind to contact Mrs Nugan.</p> <p>30/06/2014: Investigation into history of trees indicated GCC was consulted with and agreed to planting of trees at said location. Letter to be forwarded to Mrs Nugan along with application of tree removal via P&G.</p> <p>08/07/2014: Ongoing. Speed zone review with pending reduction. Designs have been submitted to RMS for the intersection.</p> <p>12/08/2014: RMS representative advised that seed funding has been granted for improvement and design work at the intersection. In the interim a request for the speed reduction to 80kp/h would be forwarded to the RMS. RMS representative stated that he would contact Council staff and discuss further safety recommendations.</p>

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Date of Meeting	Item	Action/Recommendation	Action Officer	Comment
		<p>Nugan's. The trees are planted on Crown Land and Council officer's to liaise with Mrs Michelle Nugan to undertake removal.</p> <p>The road will be assessed during the RMS Speed Zone Review.</p>		<p>Mr Balind to advise Mr Teerman of discussion. It was also advised that a letter had been sent to the nearby property owner advising of the proposed removal of trees.</p> <p>07/10/2014: Louis Pittari (new owner of Nugan's) spoken to. He has agreed to remove the trees prior to end October 2014.</p> <p>11/11/2014: Trees have been removed 12 Oct 2014. Speed zone and intersection treatment now with RMS since 9/9</p> <p>25/11/2014: Email sent to RMS representative for update on investigation status.</p> <p>02/12/2014: RMS preparing design options.</p> <p>10/02/15: RMS rep presented design options. Proposal to remove rest area. Council to review the plans.</p> <p>10/06/2015: Designs sent to Council by RMS. Matter will be included in a report to Traffic Committee 13/07/2015</p>

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Date of Meeting	Item	Action/Recommendation	Action Officer	Comment
08/04/2014	Winery Signage - TASAC	With regard to Winery Signage, the RMS representative advised that he would forward the RMS guidelines for Winery Signage. It was noted that Winery signage strategy is being undertaken but the current signs needs to be removed within the next three months. The financial responsibility for the removal of the signs was understood to be TASAC as they installed in the first instance. RMS representative will investigate funding for removal. It was recommended that the new regulation concept design for signs be promoted to local wineries.	Greg Balind	<p>13/05/2014: RMS to forward TASAC guidelines to Council. TASAC have sent a letter to non-compliant wineries. RMS to forward list of non-compliant wineries to Council.</p> <p>10/06/2014: RMS to advise of non-conforming signs</p> <p>08/07/2014: Ongoing. Calabria Wines have requested signage (TASAC compliant).</p> <p>12/08/2014: A list was given to Mr Balind with non-compliant wineries. These wineries included Berton Vineyards, McWilliam's Hanwood Estate, The Winery (formerly Piromit Wines), Warburn Estate, Yarran Wines and Zappacosta Wines</p> <p>07/10 /2014: Report to be presented to Committee.</p> <p>14/10/2014: RECOMMENDED on the motion of John Bonetti and RMS representative that the Committee request a letter be sent to TASAC requesting that the wineries that currently do not comply with the guidelines relating to opening hours, be reconsidered</p>

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				<p>for TASAC signage and that special consideration be applied due to geographical isolation and economic impact on a rural region.</p> <p>Letter sent 7/11/2014.</p> <p>02/12/2014: Waiting on reply from TASAC.</p> <p>16/12/2014: Council received response from TASAC.</p> <p>Report to be submitted at Traffic Committee Meeting dated 10 February 2015.</p> <p>10/02/15: Council to advise affected business (Greg) and refer to TASAC. Council to forward an invoice to TASAC and on payment signs will be removed.</p> <p>14/04/2015: Council to provide RMS with quote for the removal of signage.</p> <p>10/06/2015: Quote pending however it was noted a non-compliant TASAC sign on the Kidman Way, Hanwood had been removed by way of impact with a vehicle.</p> <p>Signs to be removed following provision of quote to RMS from</p>

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				<p>Council.</p> <p>28/8/2015: Quote for works provided, to be forwarded to RMS for approval. Non compliant TASAC signage to be removed from State Roads.</p> <p>24/11/2015</p> <p>RMS is the process of issuing a schedule for removal of signs.</p>