



Traffic Facilities Committee Meeting

Wednesday 3 August 2022

10.30am

Foyer Room

Yass Valley Council

209 Comur Street, Yass

Traffic Facilities Committee Meeting
A G E N D A

	Page No.
Acknowledgement of Country	
1. Present	3
2. Apologies	3
3. Declaration of Interest	3
4. Public Participation	3
5. Confirmation of Minutes	3
6. Matters Arising From Minutes	3
7. Matters for Information	3
8. Matters Considered between Meetings.....	3
9. <u>Items Delegated to Council</u>	
9.1 YASS MAIN STREET MASTERPLAN.....	4
9.2 SAFETY CONCERNS INTERSECTION BERALSTON AND MARKED TREE ROADS GUNDAROO.....	21
9.3 SAFETY CONCERNS AT THE ENTRANCE TO THE IRIVINE SQUARE CARPARK NORTH YASS	23
9.4 PETIT STREET CHILDRENS CROSSING BERINBA PUBLIC.....	25
9.5 CHRISTMAS PARADE 2022 - YASS	27
9.6 TRAFFIC CONGESTION AND SAFETY CONCERNS MURRUMBATEMAN VILLAGE AND SURROUNDS.....	28
9.7 SOLDIER ON POLLIE PEDAL 2022.....	29
9.8 LATE REPORT – PROPOSED SUTTON & DISTRICT ROAD SAFETY STRATEGY	42
10 COMMITTEE MEMBER UPDATES	50

Close of Meeting Time

YASS VALLEY TRAFFIC FACILITIES MANAGEMENT COMMITTEE MEETING, WEDNESDAY 3 AUGUST 2022 HELD AT THE FOYER ROOM YASS COUNCIL CHAMBERS AT 10.30AM

I acknowledge that we are meeting on the ancestral land of the Ngunnawal people. I recognise the Ngunnawal as the traditional custodians and pay respect to the Elders of the community and their descendants.

1.0 Present:

2.0 Apologies:

3.0 Declaration of Interest:

4.0 Public Participation:

NIL

5.0 Confirmation of Minutes:

That the minutes of the Traffic Committee meeting held on 4th May 2022 be endorsed.

6.0 Matters Arising From Minutes.

NIL

7.0 Matters for Information

NIL

8.0 Matters Considered between Meetings

NIL

9. ITEMS DELEGATED TO COUNCIL

9.1 DRAFT YASS MAIN STREET MASTERPLAN

SUMMARY

To present a report on the draft Yass Main Street Masterplan currently on public exhibition.

RECOMMENDATION

1. *The Traffic Facilities Committee provide written feedback on traffic and parking management proposed within the draft Yass Main Street Masterplan.*
2. *That Council undertake a Traffic Study of existing conditions and recommend treatments for 'self-enforcing' a potential High Pedestrian Activity Area in Comur Street.*

FINANCIAL IMPLICATIONS

Grant funding may be available to prepare detailed designs, trials and/or installation of pedestrian safety improvements through the Transport for NSW Road Safety Program.

POLICY & LEGISLATION

- Austroads Guide to Traffic Management Part 7: Traffic Management in Activity Centres
- 40 km/h speed limits in high volume pedestrian areas RTA guideline

REPORT

1. Background

Council has engaged consultants to prepare a Yass Main Street Masterplan. Some of the relevant traffic objectives of the plan are:

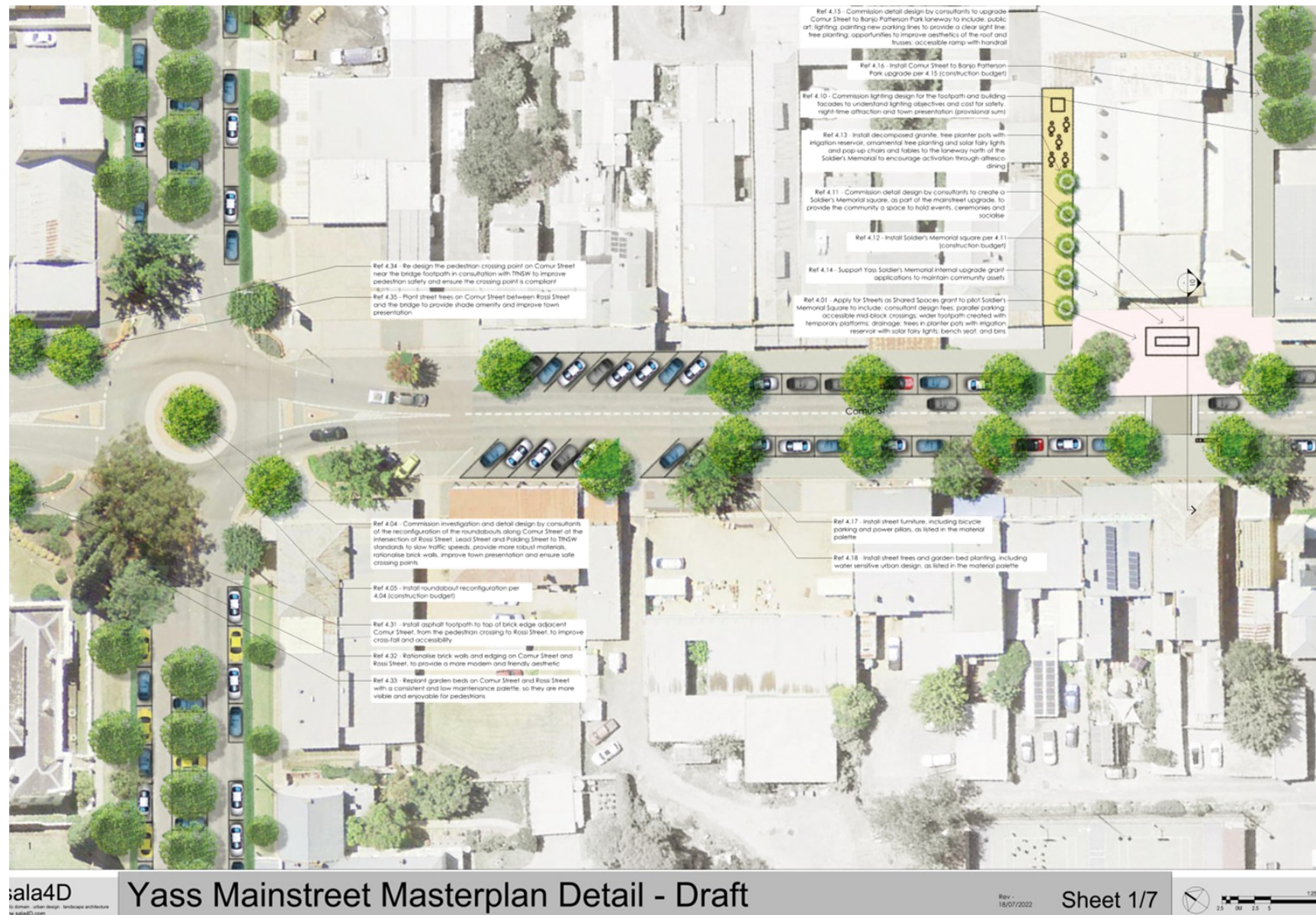
- Identification and recommendations for vehicle parking and pedestrian accessibility issues (footpath grades, kerbing, location of disability parking, clear paths of travel etc);
- Recommendations for improvements to roundabouts (materials, landscaping and associated pedestrian crossings);

Throughout the community consultation to date there has been an emphasis on needing to resolve existing vehicle and pedestrian conflicts within the main commercial section of Comur Street. As a result the draft **Attachment A** includes proposed improvements, and the input of the Committee is sought.

Preliminary discussions have also taken place with Transport for NSW regarding improving pedestrian accessibility and safety in Comur Street. Council has been advised to undertake a Traffic Study to assess existing conditions and inform suitable treatment design if Comur Street was to be determined a High Pedestrian Activity Area.

ATTACHMENTS: A. Draft Yass Main Street Masterplan [↓](#)

3.1 Draft Yass Main Street Masterplan Attachment A Draft Yass Main Street Masterplan



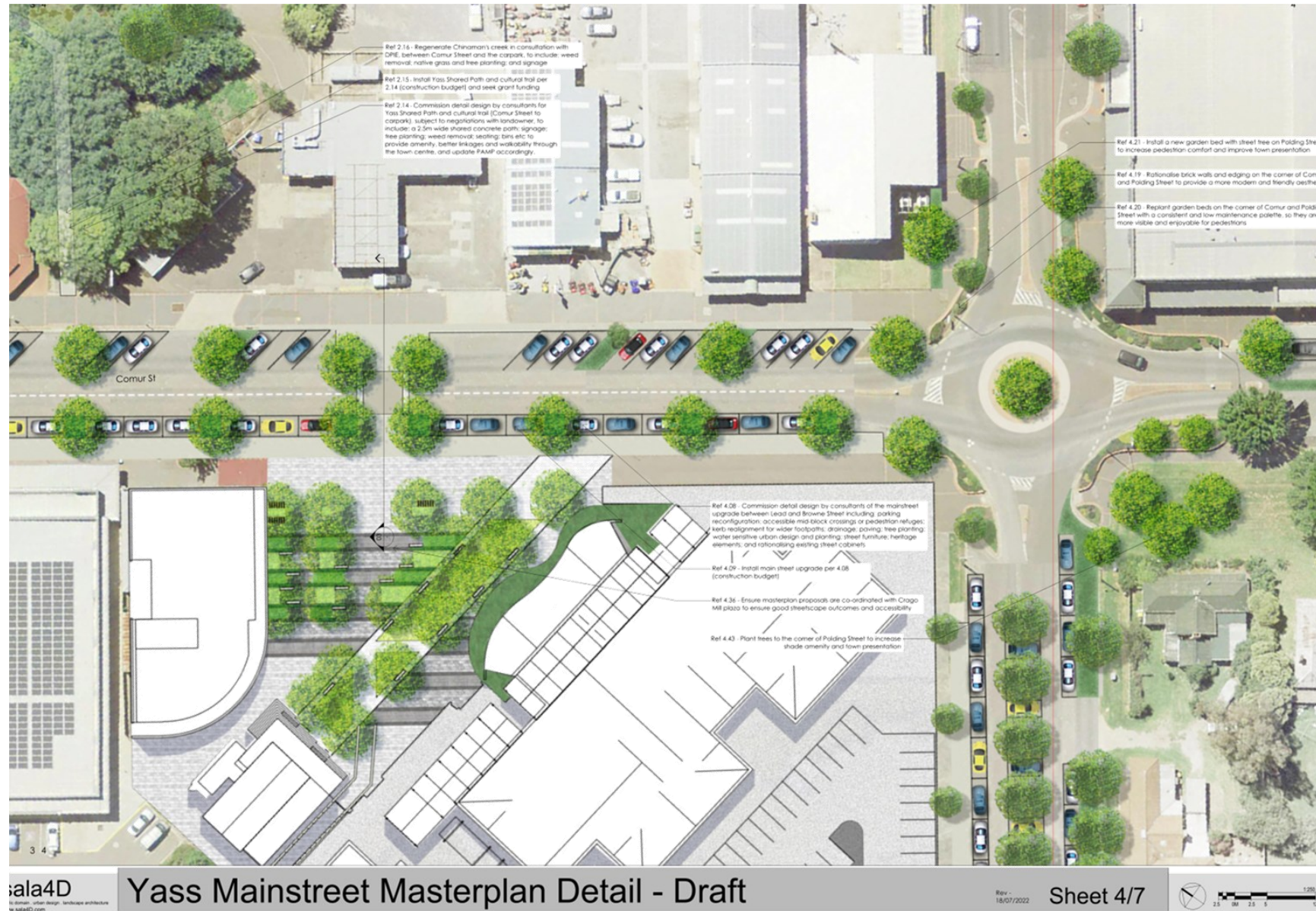
3.1 Draft Yass Main Street Masterplan Attachment A Draft Yass Main Street Masterplan



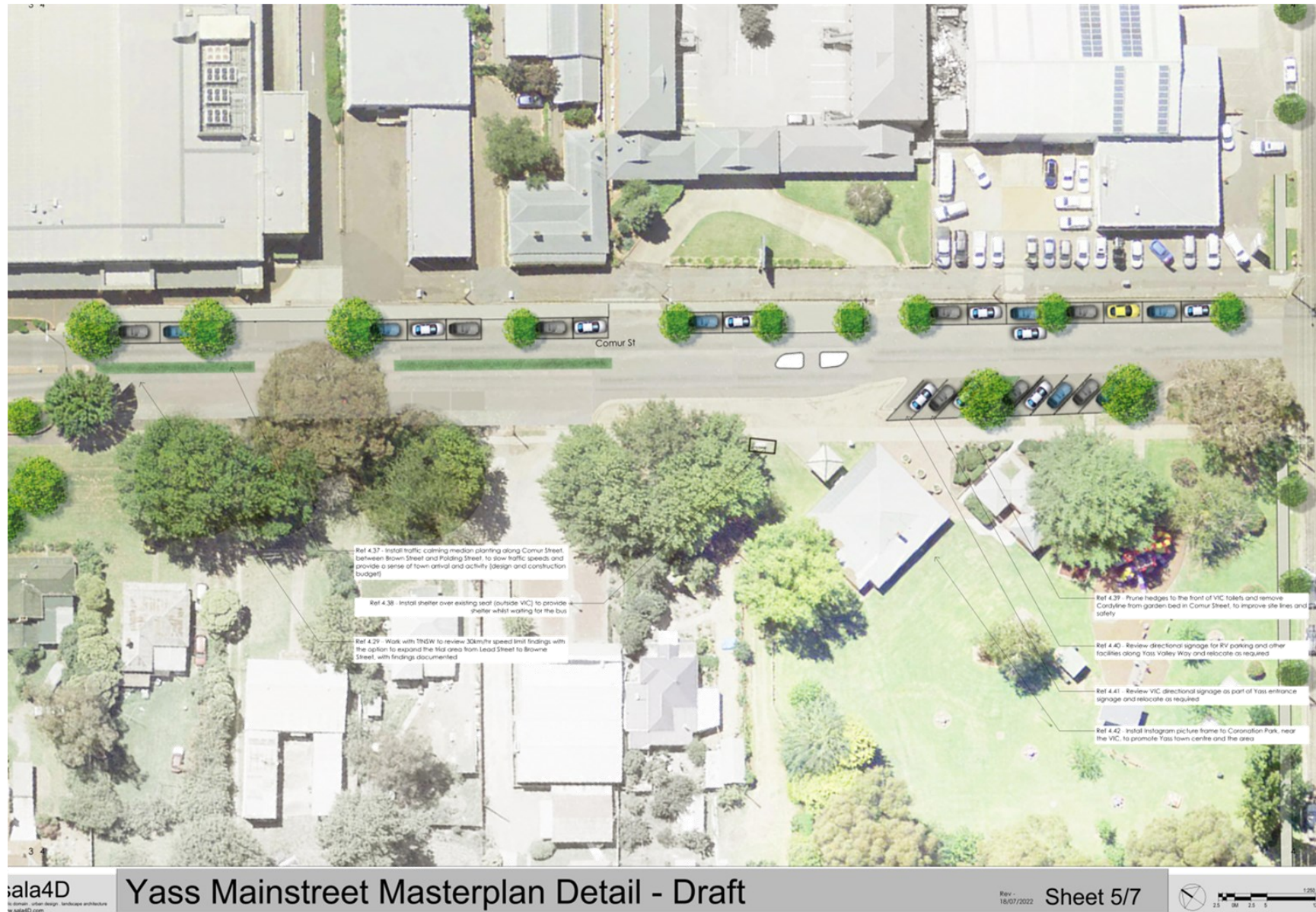
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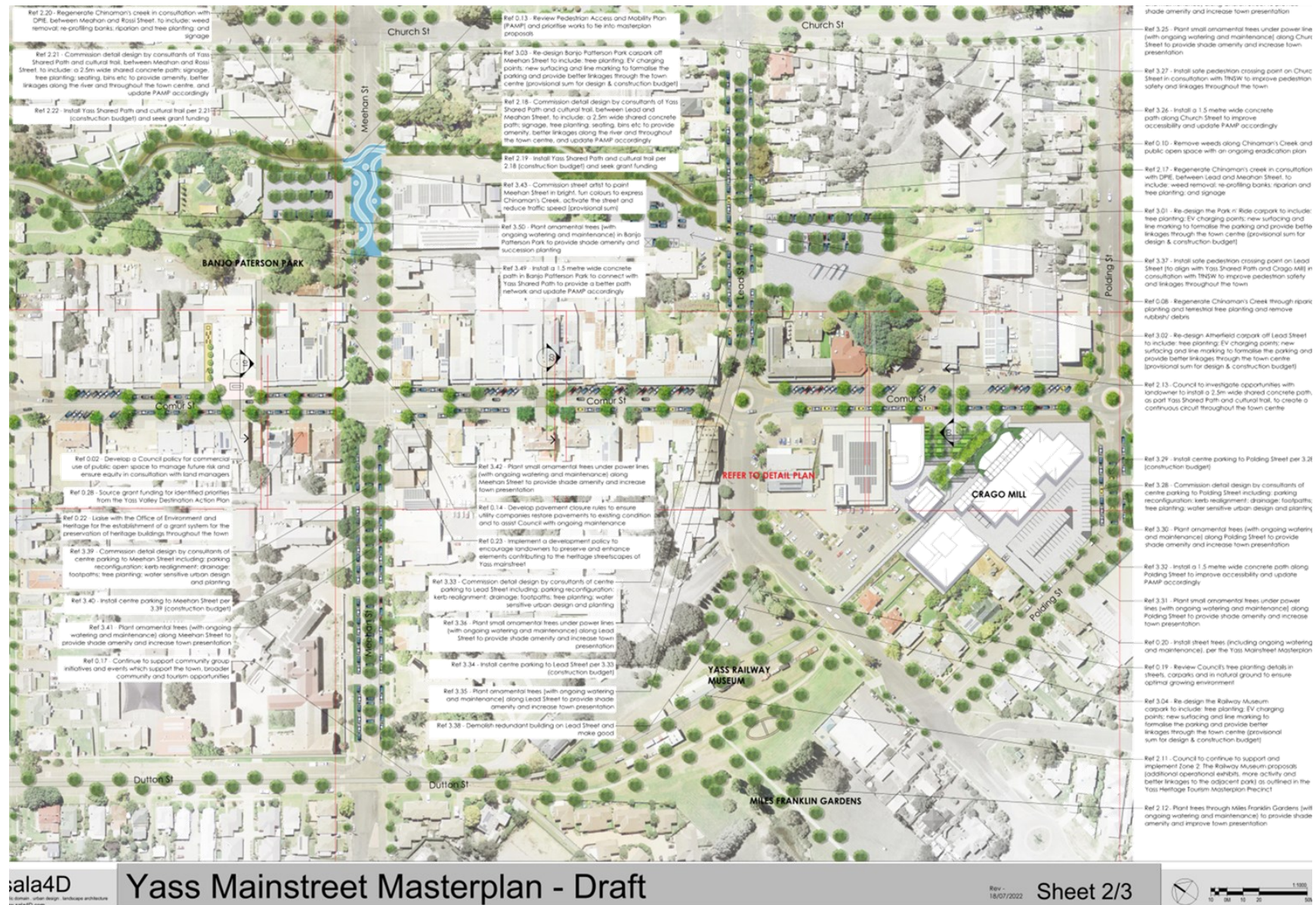
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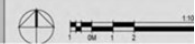


sala4D
urban design, urban design, landscape architecture

Yass Mainstreet Masterplan - Draft

Rev -
14/07/2022

SECTION B-B
COMUR STREET TO WESTPAC BANK



3.1 Draft Yass Main Street Masterplan
Attachment A Draft Yass Main Street Masterplan



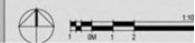


sala4D
landscape architecture

Yass Mainstreet Masterplan - Draft

Rev 1
14/07/2022

SECTION D-D TYPICAL CENTER AISLE
PARALLEL PARKING TO SIDE STREETS



3.1 Draft Yass Main Street Masterplan Attachment A Draft Yass Main Street Masterplan



Existing conditions



Artist impression

Ref 4.10 - Commission lighting design for the footpath and building facades to understand lighting objectives and cost for safety, night-time attraction and town presentation (provisional sum)

Ref 4.02 - Apply for Streets as Shared Spaces grant to pilot outdoor dining pop-ups outside Medical Centre. Grant to include: consultant design fees; parallel parking; accessible mid-block crossings; wider footpath created with temporary platforms; drainage; trees in planter pots with irrigation reservoir with solar fairy lights; bench seat; and bins

Ref 4.17 - Install street furniture, including bicycle parking and power poles, as listed in the material palette

Ref 4.28 - Work with TfNSW to trial a 30km/hr speed limit along Cornut Street, between Ross and Lead Street, with findings documented

Ref 4.27 - Work with TfNSW to conduct pedestrian counts to establish if Cornut Street is a High Pedestrian Action Area

Ref 4.06 - Commission detail design by consultants of the mainstreet upgrade between Ross Street and Lead Street including: parking reconfiguration; accessible mid-block crossings; kerb realignment for wider footpaths; drainage; paving; tree planting; water sensitive urban design and planting; street furniture; heritage elements; and rationalising existing street cabinets

Ref 4.07 - Install main street upgrade per 4.06 (construction budget)

Ref 4.18 - Install street trees and garden bed planting, including water sensitive urban design, as listed in the material palette

3.1 Draft Yass Main Street Masterplan Attachment A Draft Yass Main Street Masterplan



Existing conditions



Artist impression

- Ref 4.17 - Install street furniture, including bicycle parking and power pillars, as listed in the material palette
- Ref 4.29 - Work with TfNSW to review 30km/h speed limit findings with the option to expand the trial area from Lead Street to Browne Street, with findings documented
- Ref 4.43 - Plant trees to the corner of Folding Street to increase shade amenity and town presentation
- Ref 4.20 - Replant garden beds on the corner of Comur and Folding Street with a consistent and low maintenance palette, so they are more visible and enjoyable for pedestrians
- Ref 4.37 - Install traffic calming median planting along Comur Street between Brown Street and Folding Street, to slow traffic speeds and provide a sense of town arrival and activity (design and construction budget)
- Ref 4.19 - Rationalise brick walls and edging on the corner of Comur and Folding Street to provide a more modern and friendly aesthetic
- Ref 4.09 - Install main street upgrade per 4.08 (construction budget)
- Ref 4.08 - Commission detail design by consultants of the mainstreet upgrade between Lead and Browne Street including: parking reconfiguration; accessible mid block crossings or pedestrian refuges; kerb realignment for wider footpaths; drainage; paving; tree planting; water sensitive urban design and planting; street furniture; heritage elements; and rationalising existing street cabinets
- Ref 4.10 - Commission lighting design for the footpath and building facades to understand lighting objectives and cost for safety, night-time attraction and town presentation (provisional sum)
- Ref 4.18 - Install street trees and garden bed planting, including water sensitive urban design, as listed in the material palette

9.2 SAFETY CONCERNS INTERSECTION BERALSTON AND MARKED TREE ROADS GUNDAROO

SUMMARY

To consider a request to install a give way sign in Beralston Road near the intersection with Marked Tree Road to improve road safety.

RECOMMENDATION

That:

That the Committee consider the proposal to install a giveaway sign in Beralston Road near the intersection with Marked Tree Road.

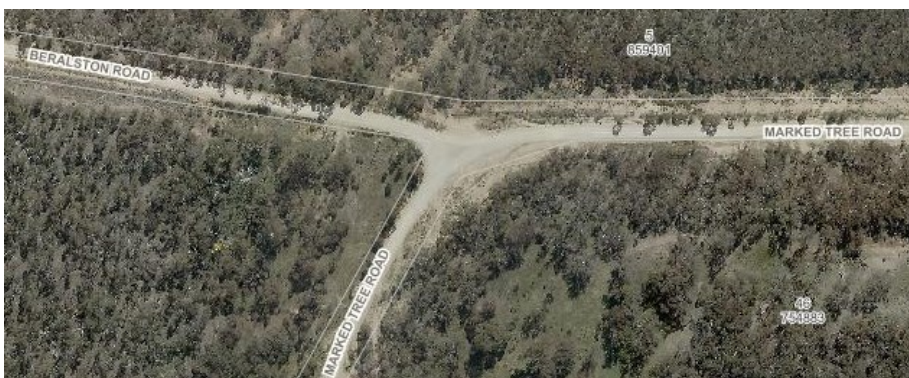
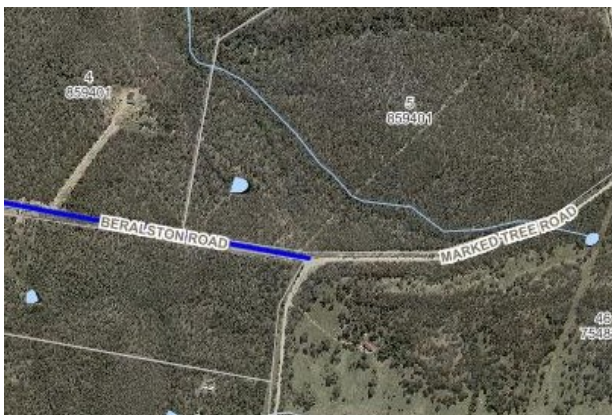
FINANCIAL IMPLICATIONS

Any of council's cost to installation of signs will be funded from existing operational budgets, policy & legislation

REPORT

Council has received a request to have a giveaway sign installed in Beralston Road at the intersection with Marked Tree Road. Refer following redacted customer service request.

The concerns relate to vehicles exiting Beralston Road not giving way to vehicles in Marked Tree Road and the report of a number of near misses. Refer following map



Due to the geometry of the intersection it is difficult to see all traffic directions and it will be recommended that a giveaway sign be installed.


From: Yass Valley Council <no-reply@wufoo.com>

Sent: Wednesday, 8 June 2022 1:09 PM

To: YVC Customer Service Team <Council@yass.nsw.gov.au>

Subject: Customer Service Request [#1703]

[EXTERNAL] Please exercise caution when clicking on links or attachments from external sources.

Request type *	Roads
Full name *	[REDACTED]
Address *	 [REDACTED]
Email *	[REDACTED]
Phone number *	[REDACTED]
Provide details about your customer service request. Please be specific and provide as much information as possible. *	<p>The road sign on Beralston Road at the junction of Beralston Road with Marked Tree Road is a T junction sign.</p> <p>It is not physically necessary for a vehicle driver to take any action when entering Marked Tree Road.</p> <p>I believe it is dangerous as it causes some drivers not to take any action, which could cause a collision.</p> <p>Since there is no sign on Marked Tree Road to indicate any merge or give way situation, it would be safer to replace the Beralston Road sign with a give way sign.</p> <p>Please advise when this will be done.</p>
Request location - Address *	Beralston Road

ATTACHMENTS: Nil

9.3 SAFETY CONCERNS AT THE ENTRANCE TO THE IRVINE SQUARE CARPARK NORTH YASS

SUMMARY

To consider a request to install a stop zone at the carpark access of Yass Valley Way to Irvine Square North Yass.

RECOMMENDATION

That:

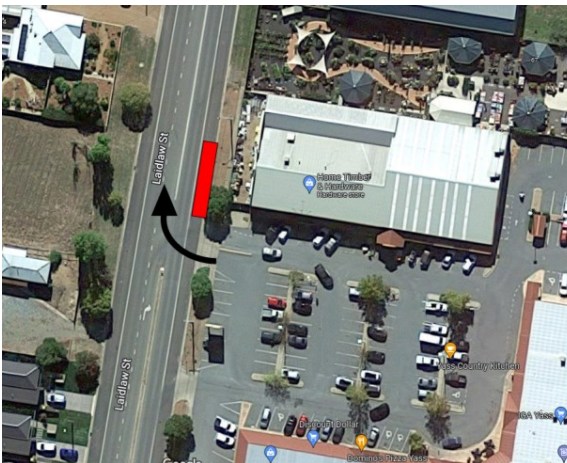
That the Committee consider the proposal to install an appropriately signed No-Stopping area adjacent to the carpark access.

FINANCIAL IMPLICATIONS

Any of Council's cost to installation of signs will be funded from existing operational budgets.

REPORT

Council has received a request to have No Stopping signs installed at the entrance to Irvine Square North Yass. Refer to the following redacted customer request email. The concerns relate to vehicles leaving the carpark have not been able to see traffic on the right if a vehicle is parked in this area. Refer following map.



It is noted that currently there is one No-Stopping sign. See photos below. It will be recommended that a no-stopping zone be created in this area appropriately sign posted.



From: Yass Valley Council <no-reply@wufoo.com>
Sent: Saturday, 2 July 2022 12:28 PM
To: YVC Customer Service Team <Council@yass.nsw.gov.au>
Subject: Customer Service Request [#1736]

[EXTERNAL] Please exercise caution when clicking on links or attachments from external sources.

Request type * Parking and vehicles

Full name *



Address *



Email *

x [redacted] x

Phone number *



Provide details about your customer service request. Please be specific and provide as much information as possible. *

The area next to Laidlaw St outside of Home Timber and Hardware really needs to be at least a no-parking area. A few days ago while trying to turn right out of the Irvine Square car park onto Laidlaw St, a semi trailer was parked in this area and it was literally impossible to see whether any cars were approaching from the right - there was zero visibility to the right until my car was half way into the lane of oncoming traffic. I've attached an image that shows the area I'm talking about.

This is a really dangerous situation that could be easily fixed by not allowing parking on the roadside so close to the carpark exit.

ATTACHMENTS: Nil

9.4 PETIT STREET CHILDRENS CROSSING BERINBA PUBLIC

SUMMARY

To review options to upgrade the Petit Street Yass school crossing point so that it can be eligible for a crossing supervisor.

RECOMMENDATION

That the Committee discuss the proposal.

FINANCIAL IMPLICATIONS

Any of Council's cost to installation of signs will be funded from existing operational budgets.

REPORT

Council has received advice from the Principal of the Berinba Public School that they are unable to get funding for a crossing supervisor. The Principal has advised that she has been informed that the crossing is non-compliant. Refer following redacted email.

To address this, it is proposed that Council engage an appropriate designer to prepare a concept design option and estimates for works to allow the crossing point to be eligible for funding for a crossing supervisor. These options are then to be used to consult with the school and TfNSW to establish a preferred solution and potential funding options.

From: Cr Adrian Cameron <ACameron@yass.nsw.gov.au>

Sent: Friday, 20 May 2022 11:03 AM

To: Cr Mike Reid <MReid@yass.nsw.gov.au>; Cr Jasmin Jones <JJones@yass.nsw.gov.au>; Chris Berry
; Meryl Hinge <

Subject: Re: Berinba School Crossing

Hope this item can be discussed at the next meeting of the Local Traffic Committee. I envisage that I will meet with the Principal of the school to get further details on the matter.

Regards

Adrian Cameron

Get [Outlook for iOS](#)

Cr Adrian Cameron | Councillor

From: Mike Reid <

Sent: Thursday, May 19, 2022 1:37 pm

To: Cr Mike Reid <MReid@yass.nsw.gov.au>

Subject: FW: Berinba School Crossing

[EXTERNAL] Please exercise caution when clicking on links or attachments from external sources.

Adrian

*Could the Traffic Committee have another look at this situation?
Please see below email from the Berinba Principal.*

I find it rather strange that a crossing that is needed for school children is 'unsafe' for a supervisor. Is there more to this than that?

Thanks

Cr Mike Reid

We acknowledge the Traditional Owners of country throughout Australia and recognise their continuing connection to land, waters and community.

We pay our respect to them and their cultures and to Elders past and present.

From: Malena Waibel <XXXXXXXXXXXXu>

Sent: Thursday, 19 May 2022 11:47 AM

To: [REDACTED]

Subject: RE: Berinba School Crossing

Thanks [REDACTED]

Good morning Mike. A bit of background, last year in March I applied for a crossing supervisor for our Petit St crossing. This application was not successful and the reasoning they provided was that the crossing is not up to code and therefore they could not approve a crossing supervisor. Last year I met with Meryl Hinge around other safety projects around the school and she mentioned that Mt Carmel having the same issue and young boy was actually hit by a car there. She was also concerned that Berinba would be in the same boat and as it would appear yes we are.

My concerns are if it does not meet the requirements needed to have a crossing supervisor is it safe at all for our students to be using as their main crossing?

I would really appreciate any further information you may be able to find out about this.

Regards

Malena Waibel

Principal – Berinba Public School

81 Church St, Yass

ATTACHMENTS: Nil

9.5 CHRISTMAS PARADE 2022 - YASS

SUMMARY

To consider a request to hold Christmas parade in Comur Street on Thursday 22nd December 2022.

RECOMMENDATION

That:

That the Committee consider the request to hold the 2022 Christmas Parade in Yass.

FINANCIAL IMPLICATIONS

Any of Council's cost to support the parade will be funded from existing operational budgets.

REPORT

Council has received a request to hold a Christmas parade on 22nd December 2022 between 5.30pm and 8.00pm. The parade will be held in Comur Street and would require the closure of Comur Street from Rossi Street and Lead Street.

It is noted that this parade was also held in 2021 and was successful.

It is proposed that the following approval be issued subject to consideration by the Committee.

That the 2022 Christmas Parade be approved subject to the following conditions:

1. The organiser is to supply Council with a copy of the current Public Liability Insurance for the event with a minimum \$20,000,000 indemnity. Transport for NSW, NSW Police and Yass Valley Council are to be identified on the insurance document as "interested parties" or equivalent;
2. The event organiser develop and implement a Traffic Management Plan (TMP) and associated Traffic Guidance Scheme (TSG);
3. The event organiser provide Council with a Risk Management Plan for the event;
4. The event organiser is responsible for directly notifying all residents that may be affected by the approved events as soon as possible;
5. That the event organiser is responsible for public notification of the road closure;
6. Event marshals, event participants etc. will at all times obey the provisions of NSW Transport Legislation;
7. The event organiser is to arrange the supply and installation/removal of appropriate signs etc. identified in the TMP and associated TGS. All personnel involved must be appropriate accredited;
8. The event organiser is to ensure any local traffic, emergency services vehicles etc can safely and efficiently access/egress any property impacted by the TMP and associated TGS;
9. Event organisers, event marshals, volunteers, event participants etc. are to take all possible actions to minimise the effect of the event on the non-event community, throughout the event;
10. The event organiser must comply with any COVID-19 restrictions current at the time of the event including compliance with Restrictions on Gathering and Movement Public Health Orders, which may require developing and complying with a COVID-19 safety Plan.

Event organisers shall comply with the above conditions and the undertakings in its submission. Failure to comply will immediately void this approval.

ATTACHMENTS: Nil

9.6 TRAFFIC CONGESTION AND SAFETY CONCERNS MURRUMBATEMAN VILLAGE AND SURROUNDS

SUMMARY

To review options to address traffic congestion and safety concerns in Murrumbateman village and surrounds.

RECOMMENDATION

That:

That the Committee discuss the potential options that could be implemented to address the concerns being raised by the Murrumbateman Progress Association.

FINANCIAL IMPLICATIONS

Nil as a result of this report.

REPORT

Council has received a request from the Murrumbateman Progress Association to review options that could be implemented to address traffic congestion and safety concerns in the Murrumbatemen village and surrounds.

The Association noted that traffic movements are significantly increasing in the area and are expected to increase rapidly with the new developments underway. It was particularly noted that these concerns were exasperated during the school holidays associated with Easter and Christmas.

ATTACHMENTS: Nil

9.7 SOLDIER ON POLLIE PEDAL 2022

SUMMARY

To consider a request to hold the 2022 Soldier On Pollie Pedal Charity Bicycle Ride from 2nd to 9th October 2022.

RECOMMENDATION

That:

That the Committee consider the request to hold the 2022 Soldier On Pollie Pedal Charity Bicycle Ride.

FINANCIAL IMPLICATIONS

Nil Cost to Council.

REPORT

Council has received a request from the organisers of the Soldier On Pollie Pedal Charity Bicycle Ride to hold to hold the 2022 event. This event will run from 2 October 2022 to 9 October 2022.

The event will access Yass Valley via Burley Griffin Way into Binalong then proceed to Bowning and to Yass township via Yass Valley Way then leaving for Canberra via Wee Jasper Road and Mountain Creek Road. Refer following documentation for details etc.

The Soldier On Pollie Pedal has been successfully undertaken through Yass Valley Council and subject to the endorsement of the committee the proposed approval conditions will be recommended.

That the 2022 Soldier On Pollie Pedal Charity Bicycle Ride from 2 – 9 October 2022 be approved subject to the following conditions:

1. The organiser is to supply Council with a copy of the current Public Liability Insurance for the event with a minimum \$20,000,000 indemnity. Transport for NSW, NSW Police and Yass Valley Council are to be identified on the insurance document as “interested parties” or equivalent.
2. The event organiser is to arrange for an appropriately certified Traffic Management Plan (TMP) and associate Traffic Guidance Scheme (TGS) to be prepared, as required;
3. That the event organiser implements the TMP and associated TGS;
4. The event organiser is to arrange the supply and installation/removal of appropriate signs etc. identified in the TMP and associated TGS. All personnel involved must be appropriate accredited;
5. Event marshals, event participants etc. will at all times obey the provisions of NSW Transport Legislation;
6. The event organiser is to ensure any local traffic, emergency services vehicles etc can safely and efficiently access/egress any property impacted;
7. Event organisers, event marshals, volunteers, event participants etc. are to take all possible actions to minimise the effect of the event on the non-event community, throughout the event
8. The event organiser must comply with any COVID-19 restrictions current at the time of the event including compliance with Restrictions on Gathering and Movement Public Health Orders, which may require developing and complying with a COVID-19 safety Plan.
9. The event organiser is to arrange separate approvals from NSW Police, TfNSW and any other Council area impacted;
9. Event organisers shall comply with the above conditions and the undertakings. Failure to comply will immediately void this approval.



PO Box 453
Goulburn NSW 2580
graeme.northey@bigpond.com
0438 482 828

1 July 2022

The General Manager
Yass Valley Council
209 Cornur Street,
Yass NSW 2582

Dear Sir

After having to cancel in 2020 and 2021, the 23rd Pollie Pedal 2022 Charity Cycle Ride will be held from 2 to 9 October starting and finishing in Canberra.

NSW Police require prior approval from all councils through which the ride passes.

NSW Police have distributed details to LAC's on the route.

As the ride will pass through the Yass Valley Council area, we are seeking approval to use Council roads. Therefore, we would appreciate your response as soon as possible. An email response will be ideal.

The route is as per previous applications. All documents are identical to those approved in 2021, only the dates have been changed.

The following documents are included;

- Brief Outline/Event Management Plan
- Daily schedule of dates, start & finish times and locations including list of Classified/Rural/Local roads within Yass Valley Council area to be used, with links to Google Maps
- Hazard Analysis & Risk Management Plan
- Vehicular Convoy Plan
- Insurance – Certificate of currency for Soldier On Public Liability Insurance will be supplied at least one month prior to the event

Pollie Pedal is professionally run with due regard for other road users. I have surveyed the route and deem it suitable for the event. We choose minor roads where possible to avoid traffic and heavy vehicles. I am a National level Cycling Commissaire and have many years' experience running major cycling events and apply the same rules for the conduct of Pollie Pedal. I am happy to discuss any aspect of the ride with Council.

Thank you for your consideration

Graeme Northey
Ride Director

SOLDIER ON POLLIE PEDAL 2022

EVENT APPLICATION TO LOCAL COUNCILS

BRIEF OUTLINE

Benefiting charity:	'Soldier On' 44 Bellenden Crescent, Crace, ACT.
Type of event:	Eight day charity bicycle ride starting at Canberra ACT and finishing at the Canberra Airport, Canberra ACT Approximately 935 kms
Number of participants:	Riders – no more than 50 per day Volunteers – 20
Start date:	Sunday 2 October 2022
Via:	Cookswell, Blayney, Cowra, Grenfell, Temora, Junee, Binalong
Finish date:	Sunday 9 October 2022

The following documents have been completed and are attached:

- Daily schedule of start & finish times and location including list of Classified/Rural/Local roads to be used
- Hazard Analysis & Risk Management Plan
- Event Management Plan
- Vehicular Convoy Plan
- Insurance – Soldier On Certificate of currency for public liability insurance will be provided prior to the ride
- Route Map showing roads to be used in Council's area
– See links to Google Maps

1/10/2022

EVENT MANAGEMENT PLAN

Overview of Soldier On Pollie Pedal 2022

Each year since 1998, a number of federal politicians and business leaders have participated in a charity bike ride raising funds for a charity.

In 2022 the Pollie Pedal charity bike ride will be conducted over 8 days commencing at Soldier On Headquarters, Canberra ACT and finishing at the Canberra Airport, Canberra ACT.

This year's beneficiary is Soldier On. Soldier On works directly with returned service personnel assisting them to recover from physical and emotional conditions and adjust to civilian life. Soldier On website <https://www.soldieron.org.au/>

KEY FEATURES OF POLLIE PEDAL

- This event is the 23rd annual Pollie Pedal bike ride
- All key organisers of this event have experience in race organisation and cycling long distances
- The convoy will consist of three (3) groups of riders, each supported by a lead escort vehicle and a rear escort vehicle with approved signage and flashing lights which will be located at least 300 metres in advance or rear of the bunch to provide ample warning to approaching vehicles.
 - This distance will be increased according to weather and road conditions such as winding, narrow or hilly sections
- A high standard of marshalling, rider instruction and signage are applied in the organisation and staging of each daily ride
- The hours of the event are set so that riders are riding in daylight hours and not in peak hour traffic in major population centres
- At all times regard will be given to minimal disruption to other road users

SUPPORT VEHICLES

Contained in the Convoy

- 1 lead escort vehicle for each group (3) with flashing light and signage
- 1 follow vehicle for each group (3) with flashing light and signage
- 1 follow vehicle (tag wagon) medium size van (or similar) with a sign displaying the words: "CAUTION – CYCLISTS". This vehicle has the dual roles of first warning to following motorists and tag wagon to transport riders who have fallen behind
- One experienced and competent rider in each bunch will have radio communication with lead/follow vehicles to warn of approaching traffic and emergencies

1/07/2022

Not part of the Convoy

- 1 vehicle (12 seater bus) which will provide sustenance to the riders and transport riders who have retired from, or fallen behind the convoy
- 1 medium size Pantech truck or van to transport luggage, supplies and spare cycles between each overnight stop.
- 2 sedans to convey marshals and place / pick up signage
- 1 AWD wagon for ride director
- 1 Breakdown Van with bike mechanic

Vehicles will travel on sealed roads only and not off road. Drivers have been chosen due to their experience in performing these roles in this and/or similar events.

INSURANCE

The Pollie Pedal bike ride is covered under public and products liability insurance of twenty million dollars (\$20M) taken out by Soldier On.

The following are covered under this policy

- All ride organisers and volunteers
- NSW Police
- NSW Road Authorities
- ACT Police
- ACT Road Authorities
- Local Councils

A copy of the Certificate of Currency will be provided prior to the ride

EVENT MARSHALS

Where necessary, marshals will be stationed along the ride route at intersections to show riders the correct direction. These marshals will wear high visibility vests and instructed to remain at a safe distance from passing traffic. In addition, marshals will be stationed just prior to hazardous and dangerous locations to warn the riders of the conditions. All marshals will be over 21, have a current driver's licence, mobile phone, sunscreen, appropriate headwear and have adequate training in their duties. Marshalls will not stop traffic

SIGNAGE

At approximately ten kilometre (10km) intervals, the Event Marshals will place an approved sign stating "CAUTION - CYCLISTS AHEAD FOR THE NEXT 10KMS/20KMS". These signs will be positioned facing following and oncoming traffic at locations with good sight distance to warn vehicles that there will be cyclists ahead. The signs will be removed progressively by the support crews when the ride groups are passed the rear sign

POLLIE PEDAL 2022 YASS VALLEY COUNCIL SUMMARY & ROADS LIST

YAS VALLEY COUNCIL							
DATE	DAY	FROM	TO	VIA		KM	GOOGLE MAP LINK
				Town	Road		
	8 Days	Canberra	Canberra			935	
Sunday 2 October	1	Canberra Soldier On Depart 9.00am	Crookwell Arrive approx. 3.00pm	Gunning Grabben Gullen	6.38K ENTER NSW Sutton Rd Bywong St Victoria St Camp St Sutton Rd Cork St Gundaroo Rd	111	PP22 Day 1
Saturday 8 October	7	Junee Depart 7.00am	Binalong Arrive approx. 3.00pm	Ilabo Bethungra Cootamundra Harden	Burley Griffin Way Queen St Fitzroy St	134	PP22 Day 7
Sunday 9 October	8	Binalong Park on Cnr Twynam & Stephen St Depart 7.00am	Canberra Airport Canberra ACT Arrive approx. 2.00pm	Yass	Twynam St Stephens St Red Hill Rd Bowling Rd Hume Hwy Yass Valley Way Laklaw St Comur St Browne St Shaw St Warroo Rd Grand Junction Rd Green St Wee Jasper Rd Mountain Creek Rd Fairlight Rd ENTER ACT	120	PP22 Day 8

RISK MANAGEMENT PLANPollie Pedal 2022

OVERVIEW

The Risk Management Plan has 11 columns:-

a	Number	Number of risk
b	Risk Type	Description of risk
c	Consequence	Consequence of an occurrence (Scale at Annex A)
d	Likelihood	Evaluation of likelihood of occurrence (Scale at Annex B)
e	Level of Risk	Function of consequence and likelihood of risk (Scale at Annex C)
f	Risk Priority	Priority of risk (Scale at Annex C)
g	Risk Treatment	Actions to be undertaken to mitigate risk
h	Responsibility	Person responsible for risk treatment actions prior to event (List at Annex D)
i	Timetable	Timetable for completion of risk treatment actions prior to event
j	Monitoring Agent	Person responsible for monitoring risk and risk treatment actions during event (List at Annex D)
k	Comments	Comments on entries against risk type

Annex D comprises a list of all participants and emergency contact details. To be completed and distributed to all race officials immediately prior to the event.

RISK TREATMENT PLAN

No	Risk Type	Consequence (1-5)	Likelihood (1-5)	Level of Risk (c x d)	Risk Priority (A-E)	Risk Treatment	Responsibility	Timetable	Monitoring Agent	Comments
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)
1	Claims made against PP 2020 for incidents which occur during event	3	2	Low	D	<ul style="list-style-type: none"> Public Liability insurance policy Event specific insurance policy 	Tony Fraser	1 month prior to event	RD	Public Liability insurance. Event specific insurance coverage is also taken out.
2	Confirmed threat of terrorist attack	5	1	Sig.	C	<ul style="list-style-type: none"> Event cancelled 	ED	Ongoing monitoring	ED	Event may be cancelled at any time if terrorist attack threats occur
4	Extreme heat during event (over 30° degrees)	3	3	Low	C	<ul style="list-style-type: none"> Water available at all times Sodium replacement liquid available at all times Damp towels to be made available if required Air conditioned vehicles available at all times Support staff to note early signs of heat exhaustion Participants showing signs of heat exhaustion will be withdrawn Daily rides planned for mornings outside of main heat of the day First aid kits in each support vehicle 	R.D. Riders	Temperature checked prior to each day of riding	RD Riders	Extremely unlikely heat will be a risk

No	Risk Type	Consequence (1-5)	Likelihood (1-5)	Level of Risk (c x d)	Risk Priority (A-E)	Risk Treatment	Responsibility	Timetable	Monitoring Agent	Comments
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)
5	Extreme cold during event (under 0°)	2	3	Low	C	<ul style="list-style-type: none"> Riders will be provided with winter riding kit Warm drinks will be provided at regular intervals Recovery vehicles fitted with air conditioning Support staff monitoring conditions Participants showing signs of hypothermia will be withdrawn If ice is a risk, the start time will be delayed First aid kits including thermal blankets in at least 1 vehicle with each riding group 	RD Riders	Temperature checked prior to each day of riding	RD Riders	
6	Other extreme conditions on day of event (potential rain, fog, heavy winds, ice, fog, bush fires etc.)	2	2	Low	D	<ul style="list-style-type: none"> Advance marshals will report any extreme conditions Adjustments made to kilometres planned for the day Participants to cease riding until extreme conditions have passed 	R.D. Marshals Riders	Conditions checked prior to and on the morning of ride thru the BOM website and local authorities	RD	If extreme bad weather or dangerous conditions are evident before or during that day's ride, fog will become a transit stage.
7	Participants veer off course	1	2	Neg	D	<ul style="list-style-type: none"> Course maps and detailed route description provided to all riders prior to event Course maps and detailed route description studied night prior to daily ride 2 "Support" vehicles available with maps 2 "floating" support vehicles to place directional signage highlighting turnarounds/roads Debris / other obstacles unable to be cleared to be brought to participants attention 	R.D. Support personnel	Ongoing monitoring of maps Ongoing monitoring for potential obstacles	RD Marshals	Lead vehicles are equipped with route maps and in radio contact with advance vehicles and bunch leaders

No	Risk Type	Consequence (1-5)	Likelihood (1-5)	Level of Risk (c x d)	Risk Priority (A-E)	Risk Treatment	Responsibility	Timetable	Monitoring Agent	Comments
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)
5	Extreme cold during event (under 0°)	2	3	Low	C	<ul style="list-style-type: none"> Riders will be provided with winter riding kit Warm drinks will be provided at regular intervals Recovery vehicles fitted with air conditioning Support staff monitoring conditions Participants showing signs of hypothermia will be withdrawn If ice is a risk, the start time will be delayed First aid kits including thermal blankets in at least 1 vehicle with each riding group 	RD Riders	Temperature checked prior to each day of riding	RD Riders	
6	Other extreme conditions on day of event (torrential rain, fall, heavy winds, ice, fog, bush fires etc.)	2	2	Low	D	<ul style="list-style-type: none"> Advance marshalls will report any extreme conditions Adjustments made to kilometres planned for the day Participants to cease riding until extreme conditions have passed 	R.D. Marshalls Riders	Conditions checked prior to and on the morning of ride thru the BCM website and local authorities	RD	If extreme bad weather or dangerous conditions are evident before or during that day's ride, leg will become a trail ride stage.
7	Participants lose all course	1	2	Neg	D	<ul style="list-style-type: none"> Course maps and detailed route description provided to all riders prior to event Course maps and detailed route description studied night prior to daily ride 2 "Support" vehicles available with maps 2 "floating" support vehicles to place directional signage highlighting turnarounds/roads Debris / other obstacles unable to be cleared to be brought to participants attention 	R.D. Support personnel	Ongoing monitoring of maps Ongoing monitoring for potential obstacles	RD Marshalls	Lead vehicles are equipped with route maps and in radio contact with advance vehicles and bunch leaders

No	Risk Type	Consequence (1-5)	Likelihood (1-5)	Level of Risk (c x d)	Risk Priority (A-E)	Risk Treatment	Responsibility	Timetable	Monitoring Agent	Comments
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)
10	Major Dehydration	3	1	Low	D	<ul style="list-style-type: none"> Water available at all times Sodium replacement liquid available at all times Scheduled breaks planned 2" "floating" vehicles available to obtain additional supplies if required Volunteer support staff to be aware of possible signs of dehydration Air conditioned vehicles available at all times If Participant shows signs of dehydration directed to "cease competing" First Aid kits in each support vehicle Transport suspect rider urgently to nearest medical centre for assessment 	R.D. Support vehicles Riders	Ongoing Ongoing monitoring for dehydration	RD Marshalls Support vehicles Riders	Hydration is mentioned in the rider briefing each day
11	Medical emergency (participant experiences severe chest pains, etc.)	4	3	Sig.	C	<ul style="list-style-type: none"> First Aid Kits in each support vehicle All participants requested to provide training regime and a medical history in month prior to event Provide details of emergency contact details prior to event and this is available in each support vehicle Riders to cease if experiencing problems All support vehicles have mobile phones to contact doctor/ambulance Local police notified of event and details prior to day of event. Medical practitioners are included in the rider group 	R.D. Support vehicles Riders	Ongoing monitoring for medical emergencies	RD Marshalls Support vehicles Riders	Medical practitioners have medical bags in support vehicles

No	Risk Type	Consequence (1-5)	Likelihood (1-5)	Level of Risk (a x d)	Risk Priority (A-E)	Risk Treatment	Responsibility	Timetable	Monitoring Agent	Comments
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)
12	Participants knocked down by traffic NOTE: The escort vehicles will be positioned to enable queuing traffic to see the riders following or in front of the escort vehicles. The escort vehicle is to have a yellow warning sign with black lettering as per Police regs and a flashing light. The Ride Director is to induct each escort vehicle driver in the SOPs and safe distances.	4	4	High	A	<ul style="list-style-type: none"> Safety briefing delivered to riders prior to ride commencing Ride Director to give overview of safety the evening before the daily ride First Aid kit in each support vehicle All participants provide emergency contact details prior to event and this is available in each support vehicle All support vehicles have mobile phones to contact doctor/ambulance Bike helmet compulsory and in accordance with TA specifications Local police notified of event and details prior to day of event Escort vehicles are well signed with caution riders ahead with headlights, amber flashing lights and hazard lights operating Riders will be directed to remain in groups no wider than 2 abreast Where there are narrow lanes – riders will be directed to ride in single file Where possible riders will ride in the shoulder lane Bunch 'leaders' will have radio contact with escort and follow vehicles to warn of any imminent hazard or danger 	R.D. Support vehicles Riders		RD Marshalls Support vehicles Riders	
13	Other accident during event	3	2	Significant	C	<ul style="list-style-type: none"> First Aid kit in each support vehicle All participants provide emergency contact details prior to event and this is available in each support vehicle All support vehicles have mobile phones to contact doctor/ambulance Australian Approved standard helmet compulsory and in accordance with TA specifications Local police notified of event and details prior to day of event 	R.D. Support Vehicles Riders	Ongoing monitoring	RD	

No	Risk Type	Consequence (1-5)	Likelihood (1-5)	Level of Risk (a x d)	Risk Priority (A-E)	Risk Treatment	Responsibility	Timetable	Monitoring Agent	Comments
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)
14	Bike faulty causing accident	3	3	Significant	C	<ul style="list-style-type: none"> Riders to physically check bike prior to daily riding Helmets must meet safety standards Spare tyres and tubes etc carried in support vehicles (rear) Riders to cease riding if bike cannot be repaired De Grand Cycles supplies a bike technician in a specifically equipped van 	Riders Support vehicles	Check of cycles completed on day of event, prior to commencement Check of spare equipment completed on day of event, prior to commencement	RD Support vehicles Shimano technician	
15	Support vehicle in accident	4	2	Significant	C	<ul style="list-style-type: none"> First Aid kits in each support vehicle All participants provide details emergency contact details prior to event and this is available in each support vehicle All support vehicles have mobile phones to contact doctor/ambulance Local police notified of event and details prior to day of event 2 "floating" vehicles to be used if necessary 	R.D. Support vehicles		RD Support vehicles	If inadequate support vehicles are available, the event will be stopped until sufficient vehicles are in place
16	Support vehicle breakdown	2	2	Low	D	<ul style="list-style-type: none"> 2 "floating" vehicles to be used if necessary Vehicle check completed prior to event 	Support vehicles	Ongoing monitoring	Support vehicle drivers	Late model vehicles are used

No	Risk Type	Consequence (1-5)	Likelihood (1-5)	Level of Risk (a x d)	Risk Priority (A-E)	Risk Treatment	Responsibility	Timetable	Monitoring Agent	Comments
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)
17	Food preparation and handling	2	1	Low	D	<ul style="list-style-type: none"> Riders instructed to wash and dry hands prior to beginning meals Perishables purchased daily, leftovers not reused Packaged foods resealed and stored in containers with lids to prevent vermin entry Servers instructed to wash hands hygienically prior to distribution of plates, cutlery and foodstuff Clean wipe cloths to be provided at all meals All utensils to be washed thoroughly in hot water after use 	R.D. Support crew	Daily breakfasts Roadside snacks	R.D.	
18	Closing Event	3	2	Low	C	<ul style="list-style-type: none"> Escort vehicles will be positioned to ensure safe entry to the finishing point The site will be monitored 2 hours prior to the convoy arriving All equipment is checked for faults prior to installation Equipment will be anchored to prevent movement in windy conditions Any food preparation will be as per 'Item 15' Vehicles will be parked in designated parking areas 	RD Escort drivers Promotion personnel	2 hours prior and during the event	RD	An area with adequate parking will be selected
19	COVID	5	3	Low	B	<ul style="list-style-type: none"> Restrictions conditional at the time will be strictly adhered to Other actions Daily temperature checks if applicable Check all personnel daily for <ul style="list-style-type: none"> Sore throat Runny nose Cough Medical supplies PPE supplies Infection control training for key personnel Adhere to bunch sizes & formation 	RD	Conditions to be obtained pre-ride and daily during the ride	RD	Riders, officials and volunteers will be addresses pre-ride by an appropriately qualified person

ANNEX A: RISK CONSEQUENCE

Rating	Description	Remarks
1	Insignificant	a. no injuries or fatalities b. little community disruption c. no environmental or other damage
2	Minor	a. small number of injuries b. no fatalities c. only first-aid required d. some environmental or other damage (but not lasting)
3	Moderate	a. hospital treatment required b. no fatalities c. some community inconvenience d. some environmental damage (small long-term affect) e. other damage
4	Major	a. extensive injuries b. significant hospitalisation c. some services unavailable d. extensive environmental damage (long term affect) e. other extensive damage f. some community displacement
5	Severe	a. fatalities b. injuries and extended hospitalisation periods c. widespread community displacement d. extensive and widespread damage e. significant short or long term environmental damage

ANNEX B: RISK LIKELIHOOD

Rating	Scale	Criteria
1	Remote	a. Would only occur in highly exceptional circumstances b. An extremely remote chance of an occurrence
2	Unlikely	a. Not likely to occur b. A small, but remote chance of occurrence due to the circumstances or situations that could arise
3	Possible	a. Likely to occur at least once, but not expected to occur much more than this
4	Likely	a. Likely to occur more than once, but not an 'everyday' occurrence b. Preconditions will arise at times
5	Almost Certain	a. Will occur b. Circumstances are likely to arise often throughout the period which will provide the opportunity for the crystallization of the risk c. Expect frequent/regular occurrences

ANNEX C: RISK LEVEL & RISK PRIORITY**RISK LEVEL**

		Consequence			
		INSIGNIFICANT	MINOR	MODERATE	MAJOR
Likelihood					
REMOTE	Negligible	Negligible	Low	Low	Significant
UNLIKELY	Negligible	Low	Low	Significant	Significant
POSSIBLE	Low	Low	Significant	Significant	High
LIKELY	Low	Significant	Significant	High	High
ALMOST CERTAIN	Significant	Significant	High	High	Extreme






















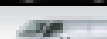



RISK PRIORITY

Description	Priority Ranking
Extreme	A
High	B
Significant	C
Low	D
Negligible	E

ANNEX D: RESPONSIBILITY & MONITORING AGENTS

Role	Emergency Contact Details		
	Name	Address	Contact Number
Event Director (ED)	Lucy Beaton	Parliament House Canberra 2600	0428 308023
Ride Director (RD)	Graeme Northey	13 Prell Street, Goulburn	0408 482828
Events Co-ordinator (EC)	Jane Farrell	44 Bellenden Crescent, Crace	0401 580128

POLLIE PEDAL 2021 - VEHICULAR CONVOY PLAN

NO	DESCRIPTION	SYMBOL	NOTES
THESE VEHICLES WILL BE IN ADVANCE OF THE RIDE CONVOY			
1	Marshalls – directional and warning signs		ADVANCE Well ahead of convoy
THESE VEHICLES WILL BE PART OF THE RIDE CONVOY			
2	LEAD ESCORT VEHICLE CAUTION RIDERS FOLLOWING UHF radio, Flashing light, Headlights	 	
3	A PACK – 10-20 Riders	 	
4	REAR ESCORT VEHICLE CAUTION RIDERS AHEAD UHF radio, Flashing light, Headlights	 	
5	LEAD ESCORT VEHICLE CAUTION RIDERS FOLLOWING UHF radio, Flashing light, Headlights	 	
6	B PACK – 10-20 riders	 	
7	REAR ESCORT VEHICLE CAUTION RIDERS AHEAD UHF radio, Flashing light, Headlights	 	
8	LEAD ESCORT VEHICLE CAUTION RIDERS FOLLOWING UHF radio, Flashing light, Headlights	 	
9	C PACK – 10-20 riders	 	
10	REAR ESCORT VEHICLE CAUTION RIDERS AHEAD UHF radio, Flashing light, Headlights	 	
THE FOLLOWING VEHICLES WILL NOT FORM PART OF THE RIDE CONVOY			
11	SAG WAGON CAUTION RIDERS AHEAD UHF radio, Flashing light, Headlights		Pick up dropped riders At least 500m behind ride convoy
12	RIDE DIRECTOR Floating		FLOATING Ensuring compliance
13	SERVICE VEHICLE (Bike mechanic, SMALL VAN) UHF radio, Flashing light, Headlights,		FLOATING Attending breakdowns where required
14	12 SEATER BUS CAUTION RIDERS AHEAD UHF radio, Flashing light, Headlights		FLOATING Food & drink stops Pick up withdrawn and dropped riders
15	Medium size Van/truck to transport rider luggage & equipment Drives straight through to next camp site		<u>Not in convoy</u>
16	Soldier On		<u>Not in Convoy</u>

04/05/2021

ADHERENCE TO ROAD RULES

Prior to the commencement of each day's ride the Ride Director will brief all riders, volunteers and marshals on issues relevant to the day e.g. weather conditions, road surfaces, traffic volumes and safety measures. Each evening the Ride Director, at a post ride group meeting, will brief the riders on the standard of riding and any faults or poor riding behaviour. Each rider must sign a declaration that he/she will adhere to the road rules and any direction given by the Ride Director, Police or local authorities.

ROAD CLOSURES

No road closures are required.

TRAFFIC LIGHTS

All riders and support crew are to comply with the normal operation of traffic lights.

RISK ASSESSMENT AND MANAGEMENT PLAN

A Hazard Assessment and Risk Management Plan have been prepared and are attached.

CONTINGENCY PLAN

The Ride Director will terminate / cancel all or part of each day's ride if the following situations occur:

- Medium to heavy prolonged rainfall
- Extreme temperatures
- Icy road conditions
- Strong winds
- Snow falls
- Loose road surface
- Hailstorms
- Fires or accidents

LIST OF MAJOR ROADS TO BE USED

Where possible, the route will utilise minor roads. Where this is not possible, the major roads will be used:

A list of roads to be used is included in the 'Event Summary & Roads List'
See Links to Google Maps in 'Event Summary & Roads List'

Graeme Northey
Ride Director
PO Box 453
Goulburn NSW 2580
0408 482828
graeme.northey@bigpond.com

Zachary Hulm
Traffic Management Plan Assessor
TCT0077758
hulmzac@gmail.com
0410435148

1/07/2022

ATTACHMENTS: Nil

9.8 LATE REPORT – PROPOSED SUTTON & DISTRICT ROAD SAFETY STRATEGY

SUMMARY

To advise the committee of document received by Council from the Sutton & District Community Association Inc. proposing the development of a Sutton & District Road Safety Strategy..

RECOMMENDATION

That:

1. the document received from the Sutton & District Community Association Inc. proposing the development of a Sutton & District Road Safety Strategy be noted;
2. the Committee discuss the proposal including any mechanism that could be used to move the proposal forward.

FINANCIAL IMPLICATIONS

Nil as result of this report.

REPORT

Council has received a document from the Sutton & District Community Association Inc. proposing the development of a Sutton & District Road Safety Strategy. Copy attached.



Sutton & District Community Association Inc.

PO Box 7404
SUTTON NSW 2620

PROPOSED SUTTON & DISTRICT ROAD SAFETY STRATEGY

Why does Sutton Village and its surrounding district area need a Road Safety Plan?

Road safety is the number one issue raised by the local community with the Sutton and District Community Association (SDCA). The volume of all forms of traffic in and around Sutton, including cars, heavy vehicles, motor cyclists, bicycle riders and pedestrians has continued to grow over recent years.

The most recent manual traffic counts undertaken in and around the Sutton Village were between March and May 2019. Those counts, taken during peak hours (6am – 10am and 2pm – 6pm) found that on average a vehicle (car/truck) passed through the Village every 10 seconds. That is a significant volume of traffic. Add to that the interchange outside Sutton Public School for cars and buses transporting students to both Canberra and Queanbeyan schools as well as the drop off and pick up of pre and primary school students at Sutton School and Country Bumpkins pre-school, the pedestrian and bicycle traffic associated with that, as well as visitors to the new Pharmacy, the Bakery and the Post Office, the area both before and after school is extremely busy and potentially dangerous for all road users. It should also be noted that the children referred to are not only Sutton residents, but from areas such as Gunning, Gundaroo, Bywong, Wamboin, Sutton Park and areas beyond.

Whilst there may have been a slight decrease in traffic during COVID, as people's lives slowly get back to normal and major works are commencing on the Barton Highway, traffic flows in the area are increasing substantially.

It also needs to be noted that there are three new subdivisions planned for the immediate area over the next several years, all of which appear to have some focus on equestrian activity and will all likely include some form of bicycle and equestrian paths.

Both the Yass Valley Settlement Strategy 2036 and the Sutton Master Plan identify the growing need for the consideration of a Sutton Village bypass that would enhance community road safety and amenity in the village.

The 800 metre main traffic route through the Village – Sutton Road, Bywong Street, Victoria Street and Camp Street (with three right angle bends) also contains the key Village amenities (all withing 200 – 300 metres of each other):

- Sutton Primary School;
- Country Bumpkins pre-school;
- The Sutton Bakery;
- The Pony Club;
- The Sutton Pharmacy;
- The Sutton Gallery;
- The Post Office;
- The Yass Valley Mobile Library on set days;
- The Rural feed supplies truck on Wednesday & Saturday each week;
- The oval precinct including the soccer field, children's playground, tennis club, Village Hall and amenities building; and
- The real estate agent.



Bakery corner (Note: truck having difficulty traversing the tight Bakery corner without crossing double lines)

Another cause for concern is the narrow causeway over McLaughlin's creek which feeds the Yass River and regularly floods. This causeway was built some 50 years ago by volunteer labour. It is the only access to areas north of Sutton Village. All traffic passing through Sutton has to cross it.

The causeway is only wide enough for two regular sized family vehicles to pass one another (slowly) travelling in opposite directions. Larger vehicles, including those towing caravans and large trailers as well as smaller trucks, generally endeavour to provide right of way to those vehicles that arrive at the causeway first. Larger trucks, including tippers and buses, (including school buses), cannot pass one another on the causeway and take the whole roadway to cross. Let alone the addition of cyclists (in groups) that use the Sutton circuit (Federal Hwy, Sutton, East Tallagandra, Mulligans Flat Roads) frequently. It should also be noted that there are no rails on the side of the causeway to prevent a vehicle or cyclist going over the side into McLaughlin's Creek. In times of heavy rain, the causeway floods and is uncrossable, or at best, dangerous to cross. The causeway is crumbling and was not designed to transport heavy vehicular traffic. There have been several incidents where cars have gone over the side of the causeway.



Causeway (Note: no side rails only concrete blocks (with a number missing) to prevent vehicles from going over the edge)

There is only one designated pedestrian crossing and two footpaths in the village area. Pedestrian access in and around the village is extremely limited, particularly for anyone pushing a pram or guiding children on bicycles.

As indicated earlier, the increasing heavy vehicle traffic in the area is creating a significant danger for all road users and has the potential of discouraging visitors to the Sutton Village businesses and amenities.

The proximity of Sutton to the ACT has seen the village become a key focal and meet up point for locals and visitors alike. Motorcycle riders, cyclist groups and buses transporting elderly and handicapped persons are a regular feature in the Village. Many of those groups either enter or leave Sutton via Sutton Road to the north or via East Tallagandra Lane and then either Tallagandra Lane or Mulligans Flat Road. Those roads have become very popular with motorcycle & particularly cyclists. The narrow nature of those roads, with little or no verge, makes them chronically ill equipped to deal with the traffic volumes and for push bikes and pedestrians, are exceptionally dangerous, especially when competing on those roads with heavy vehicles. These visitors contribute significantly to the vibrancy of the

village atmosphere and the commercial hub of the village and if they are constantly in competition with large traffic volumes and heavy vehicles, they could ultimately take their business elsewhere.

We note the NSW Centre for Road Safety website states – “Crashes involving heavy vehicles are often serious because of their size and weight, regardless of who is at fault. While their numbers make up only 2.5 per cent of NSW motor vehicle registrations and 8.3 per cent of kilometres travelled by all NSW vehicles, heavy vehicles are involved in about 18 per cent of all road fatalities”.



Truck passing Primary school and pre School on Bywong Street (Note: school children & horse in background)

The number of heavy vehicles traversing the roads through and around Sutton are one of the key reasons why the SDCA is keen to develop a Road Safety Plan for our area.

Over the past several years, hooners have been coming into Sutton from surrounding areas and the ACT to carry out illegal and dangerous vehicle activity on the intersections of Mulligans Flat and Sutton Roads and Mulligans Flat Road and Read Road. This activity has become more frequent and is becoming an amenity nuisance to nearby local residents and if not addressed could ultimately lead to someone being seriously injured or killed.

The road design, lane markings, traffic signs, clear vision of property driveways on the areas' rural roads (tree clearance and signage) and traffic safety initiatives need to be considered to prevent such activity and are an imperative necessity to the road safety plan for Sutton and its immediate District.



Intersection of Mulligans Flat Road and Sutton Road after hoons have been in the area



Intersection of Mulligans Flat Road & Read Road after hoons had been in the area

Strategy development –

The SDCA proposes to host a Road Safety Symposium as part of a process in developing a Sutton and District Road Safety Strategy.

We envisage that the Plan will include all types of traffic, including pedestrian traffic, in and around the Village, footpaths, pedestrian crossings, push bike and motor cycle rider safety, horse rider safety and road standards including road design, markings, signage and speed limits. In other words, a holistic look at road safety in the area including a list of priorities the local community see as the major issues.

The SDCA proposes to invite the Yass Valley Council Mayor to host an initial meeting to begin the process of developing the plan. That gathering would include key representatives of our local community, Yass Valley Council, local police and Transport NSW, including traffic engineers. We would also seek to invite representatives from Queanbeyan Palerang Council, the ACT Government and the Heavy Vehicle Regulator.

Following that initial meeting, the SDCA propose a working group be established with the various bodies and agencies and our local community to develop a draft strategy that we would seek to be adopted as the Sutton and District Road Safety Strategy and include a list of priority projects agreed by YVC and the local community.

Mark Burgess

On behalf of the Sutton & District Community Association

3.10 COMMITTEE MEMBER UPDATES

SUMMARY

To provide each Committee member an opportunity to provide the Committee with an update on traffic matters as it relates to their area of responsibility.

RECOMMENDATION

That:

That the information be noted.

FINANCIAL IMPLICATIONS

Nil as a result of this report.

REPORT

The following updates be provided as provided from:

- NSW Police;
- TfNSW;
- Council;
- Office of Local Member.

Meeting Closed:

NEXT MEETING–

2nd November 2022