



# **Local Traffic Committee Business Paper**

**Committee Meeting**  
**16 September 2014**

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**Council Office  
19 Queen Street  
Narellan**



**LOCAL TRAFFIC COMMITTEE**  
**16 September 2014**

Dear Sir/Madam

You are advised that the next Local Traffic Committee is scheduled for 16 September 2014, commencing at 9.30am at Council Office, 19 Queen Street, Narellan.

Local Traffic Committee members are issued with a full set of business papers of proposed items with supportive information where required. Site inspections are recommended to help minimize the Committee's business and improve member's understanding of the issues reported in this Agenda.

Should you require and further information prior to the meeting please contact Council's Traffic Engineer Mr Sophak Eng (4645 5026).

Your sincerely

VINCE CAPALDI  
**DIRECTOR COMMUNITY INFRASTRUCTURE**

## Local Traffic Committee

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### **Background**

The Roads and Maritime Services (RMS) is legislated as the Authority responsible for the control of traffic on all NSW Roads. In order to deal with the large number and range of traffic related matters, RMS has delegated certain aspects of the control of traffic on local roads to Council (under the Transport Administration Act 1988). To exercise this delegation, Councils must establish a Local Traffic Committee (LTC) and obtain the advice of the RMS and NSW Police.

### **Role of the Committee**

The LTC is primarily a technical review and advisory committee which considers the technical merits of proposals and ensures that current technical guidelines are considered. It provides recommendations to Council on traffic and parking control matters and the provision of traffic control facilities and prescribed traffic control devices for which Council has delegated authority. The Committee also advises on traffic matters arising from development applications (regulatory signage and line marking only), special events and road safety issues.

### **Committee Delegations**

The LTC has no decision-making powers. Council must refer all traffic related matters to the Local Traffic Committee prior to exercising its delegated functions. Matters related to State Roads or functions that have not been delegated to Council must be referred directly to the RMS or relevant organisation.

The Committee provides recommendations to Council. Council is not bound by the advice of its LTC. Council can choose not to proceed with a recommendation of the Local Traffic Committee by not endorsing it at a Council Meeting where the minutes are presented.

Should Council wish to act contrary to the advice of the Committee or if that advice is not supported unanimously by the Committee members, Council must write to both the RMS and NSW Police, who may then choose to appeal to the Regional Traffic Committee within 14 days.

### **Committee Membership**

The LTC is made up of four formal voting members. The members are as follows:

- one representative of Council as nominated by Council;
- one representative of the NSW Police from each Local Area Command (LAC) within the LGA;
- one representative from the RMS; and
- the local State Member(s) of Parliament (MP) or their nominee.

Where the Council area is represented by more than one MP or covered by more than one Police LAC, representatives are only permitted to vote on matters within their electorate or LAC.

The role of the four voting members is to:

- review the information provided to the committee.
- advise whether or not the technical justification of facilities meet the relevant guidelines and standards (facilities include lines, signs and devices).
- ensure that the recommendations conform to the matters being referred to and should be recommended for Council to endorse.

In relation to this:

- I. The council representatives and Local Members of Parliament (or representative) typically consider the interests of Council and its constituents. Both representatives on the Committee provide valued local knowledge.
- II. The Road and Maritime Services (RMS) representative provides advice on compliance of the matters with regards to various standards and guidelines.
- III. The NSW Police representative provides input on implications for the road network, particularly where a proposal may affect road safety.

The Committee may also have additional informal (non-voting) advisors. These may include:

- Council Officers
- Chamber of Commerce representatives
- Bus Operator representatives
- Other representatives as determined from time to time.

The informal advisors are not required to attend every LTC meeting. Their attendance is only necessary when items appear on the Agenda which affect their area of expertise or responsibility. The informal advisors are not entitled to a vote.

### **LTC Business Paper**

Council is responsible for preparing an LTC agenda and circulates to all formal members and informal advisors of the committee approximately one week prior to the meeting. This will allow members to fully consider the issues and determine their response on each item.

Council encourages each member of the LTC to undertake a site visit prior to considering any proposal. Site visits may be undertaken individually or organised with Council's Traffic Engineer(s).

## COMMON ABBREVIATIONS

BCA	Building Code of Australia
CC	Construction Certificate
CLEP	Camden Local Environmental Plan
CP	Contributions Plan
CRSO	Community Road Safety Officer
DA	Development Application
DCP	Development Control Plan
DDCP	Draft Development Control Plan
DPI	Department of Planning & Infrastructure
DoT	NSW Department of Transport
EEP	Enhanced Enforcement Programs
EIA	Environmental Impact Assessment
EIS	Environmental Impact Statement
EP&A Act	Environmental Planning & Assessment Act
GLS	Graduated Licensing Scheme
LEP	Local Environmental Plan
LAP	Local Approvals Policy
LBR	Log Book Run
LGA	Local Government Area
LTC	Local Traffic Committee
MACROC	Macarthur Regional Organisation of Councils
MYDAP	Macarthur Young Drivers Assistance Program
PAMP	Pedestrian Access and Mobility Plan
REP	Regional Environmental Plan
RMS	Roads & Maritime Services (incorporating former Roads & Traffic Authority)
RTA	Roads and Traffic Authority of NSW (now part of RMS)
RTC	Regional Traffic Committee
SEPP	State Environmental Planning Policy
SETMP	Special Event Transport Management Plan
SRA	State Rail Authority "Rail Corp"
SREP	Sydney Regional Environmental Plan
SSP	School Safety Program
TCP	Traffic Control Plan
TIA	Traffic Impact Assessment
TMP	Traffic Management Plan
TfNSW	Transport for New South Wales, also commonly referred to as the NSW Department of Transport
WSROC	Western Sydney Regional Organisation of Councils





# LOCAL TRAFFIC COMMITTEE

## ORDER OF BUSINESS - LOCAL TRAFFIC COMMITTEE

Present  
Apologies

Confirm and adopt Minutes of the Local Traffic Committee Meeting held 17 June 2014

Local Traffic Committee Tuesday 16 September 2014

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**BUSINESS WITHOUT NOTICE**

**DATE OF NEXT LOCAL TRAFFIC COMMITTEE MEETING - TUESDAY 21  
OCTOBER 2014**

**INFORMAL ITEMS**

There are no informal items





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## LOCAL TRAFFIC COMMITTEE

LTC01

LTC01

**SUBJECT: BUSINESS ARISING FROM THE COMMITTEE'S LAST REPORT**  
**FROM:** Director Community Infrastructure  
**BINDER:** 14/136272

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The Local Traffic Committee report dated 17 June, 2014 was presented to the Council meeting of 22 July, 2014. Council adopted the Local Traffic Committee's recommendations without amendment.

### RECOMMENDED

**That the adoption by Council of the Committee's report dated 17 June 2014 be noted.**

### ATTACHMENTS

1. Minutes - Local Traffic Committee Meeting - 17 June 2014

LTC01



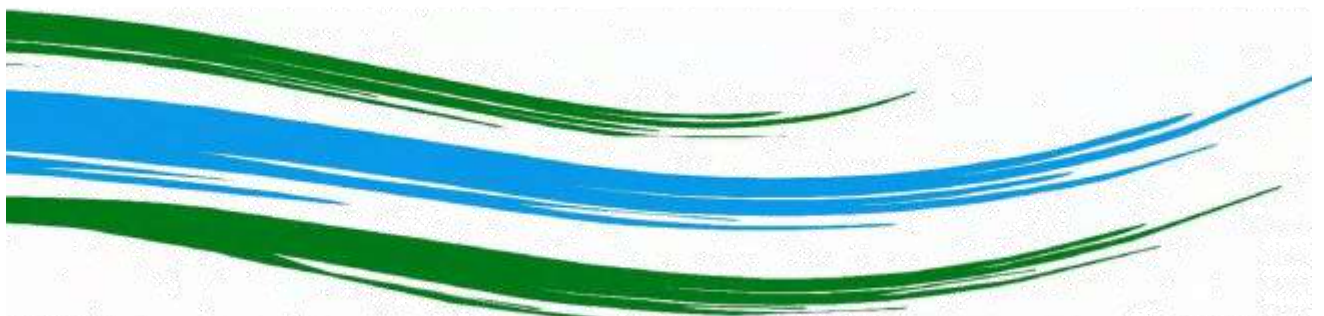
# Camden Council Minutes

Attachment 1

**Local Traffic Committee**  
**17 June 2014**

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**Council Office**  
**19 Queen Street**  
**Narellan**



## **LOCAL TRAFFIC COMMITTEE**

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LTC01

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**PRESENT****Voting members:**

Cr Peter Sidgreaves	Chairperson
SC Mick Tanner	NSW Police
Cr Debby Dewbery	Representative for Chris Patterson MP

**Non-voting members:**

Stewart Annold	Busabout
Stephen Burrige	Busabout
Bill East	Interline

**Council's Officers in attendance:**

Tom Allen	Acting Manager ESD
Sophak Eng	Acting Team Leader – Traffic & Transport
Michelle Kramer	Road Safety Officer
Louise Moran	Traffic Engineer
Angela Smart	PA to Director Works & Services
Renee Galinaitis	Team Leader Rangers

**APOLOGIES**

Vince Capaldi	Director Works & Services
Geoff Green	Manager Environment & Health
Miriam Roberts	Camden Chamber of Commerce
Chris Moule	Picton Buslines / Camden Wollondilly Cabs
Adrianna Care	Narellan Chamber of Commerce
Shah Kshitij	Roads and Maritime Services

**THE MEETING COMMENCED AT 9.33AM****CONFIRMATION OF MINUTES**

That the Minutes of the Local Traffic Committee Meeting held 18 March 2014, copies of which have been circulated, be confirmed and adopted.

**LTC01 Business Arising From The Committee's Last Report****SYNOPSIS**

The Local Traffic Committee report dated 18 March, 2014 was presented to the Council meeting of 8 April, 2014. Council adopted the Local Traffic Committee's recommendations without amendment.

**TRAFFIC COMMITTEE DISCUSSION**

The RMS representative advised by correspondence "Noted"  
The Committee members agreed with the Council Officer's recommendation.

**OFFICER'S RECOMMENDATION**

That the adoption by Council of the Committee's report dated 18 March 2014 be noted.

**TRAFFIC COMMITTEE RECOMMENDATION**

That the adoption by Council of the Committee's report dated 18 March 2014 be noted.

**MATTERS OUTSTANDING****LTC02 Status Of Local Traffic Committee Recommendations And Actions****SYNOPSIS**

The status report identifies outstanding Local Traffic Committee recommendations and actions.

**TRAFFIC COMMITTEE DISCUSSION**

Council's Acting Team Leader Traffic and Transport gave an update on the status of Cawdor Road, and advised that the RMS representative had noted their acceptance of this item by correspondence.

The Committee members agreed with the Council Officer's recommendation.

**OFFICER'S RECOMMENDATION**

The status report on outstanding Local Traffic Committee recommendations and actions be noted.

**TRAFFIC COMMITTEE RECOMMENDATION**

The status report on outstanding Local Traffic Committee recommendations and actions be noted.

**SIGNS, LINES & DEVICES****LTC03 Hambledon Circuit, Harrington Park - Proposed Changes To Parking Restrictions****SYNOPSIS**

To seek Local Traffic Committee concurrence for the installation of No Stopping signage on both the eastern and western sides of Hambledon Circuit, Harrington Park, between Sir Warwick Fairfax Drive and Melville Court.

**TRAFFIC COMMITTEE DISCUSSION**

Council's Acting Team Leader Traffic and Transport advised that the RMS representative had raised no objection to the Council Officer's recommendation, however they recommended that the proposed 'No Stopping'(R) and 'No Stopping' (L)

LTC01

Attachment 1

signs in Hambledon Cct be placed about 2m-3m west of the BB lines. Leaving this room on either side of BB lines will ensure that should a car be parked on Hambledon Circuit adjacent to the 'No Stopping' sign, all other traffic will not be forced to travel on the incorrect side of the BB lines while going through the corner.

Council's Acting Team Leader Traffic and Transport informed the committee that the existing BB line will be shortened by 3metres, leaving room for traffic to pass, and further No Stopping restrictions on the eastern side of Hambledon Circuit will be extended into Sir Warwick Fairfax Drive up to the existing Bus Zone. An amended plan is provided below.



The Committee members agreed with the Council Officer's recommendation, subject to circulation of the plan showing the proposed amendments.

#### OFFICER'S RECOMMENDATION

That the Local Traffic Committee recommends that Council approves the installation of No Stopping signage on both sides of Hambledon Circuit, Harrington Park between Sir Warwick Fairfax Drive and Melville Court.

#### TRAFFIC COMMITTEE RECOMMENDATION

That the Local Traffic Committee recommends Council approves:

- i. the existing double barrier line (BB) in Hambledon Circuit north of Melville Court be shortened by 3 metres;
- ii. the installation of No Stopping signage (R5-400) on the western side of Hambledon Circuit, Harrington Park between Sir Warwick Fairfax Drive and 12.5metre west of Melville Court; and
- iii. the installation of No Stopping signage (R5-400) on the eastern side of Hambledon Circuit, Harrington Park between 12.5metre west of Melville Court and existing bus zone on the northern side of Sir Warwick Fairfax Drive.

**LTC04 John Street, Camden - Pick Up & Setdown Area Sign**

#### SYNOPSIS

To document concurrence already provided by the Local Traffic Committee through an Electronic Meeting, for the installation of a "PICK UP & SET DOWN Area" sign to supplement No Parking signs in John Street, Camden, adjacent to the Camden Senior Citizens Centre.

This item was emailed to voting members of the Local Traffic Committee on 1 April, 2014 and no objections were raised to the proposed recommendation below.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2014/03	The Local Traffic Committee recommends that Council approves the installation of "Pick Up & Set Down Area" signs (R9-301) to supplement No Parking signs in John Street, Camden, adjacent to the Camden Senior Citizens Centre.

#### TRAFFIC COMMITTEE DISCUSSION

The State Member Representative noted that Seniors are continuing to park on the bend across solid lines and across the pedestrian crossing. Council's Road Safety Officer indicated that with continued education this situation should improve.

The RMS representative advised by correspondence that the "matter has been considered through Electronic Meeting and the agreed recommendation is noted".

LTC01

The Committee members agreed with the Council Officer's recommendation.

#### OFFICER'S RECOMMENDATION

The Local Traffic Committee recommends that Council receives and notes the report.

#### TRAFFIC COMMITTEE RECOMMENDATION

The Local Traffic Committee recommends that Council receives and notes the report.

### LTC05 The Hermitage Way, Hermitage - Signs, Line Marking And Devices

#### SYNOPSIS

To document concurrence already provided by the Local Traffic Committee through an Electronic Meeting, for signs and line marking associated with the construction of the new northern link road, The Hermitage.

This item was emailed to voting members of the Local Traffic Committee on 15 April, 2014 and no objections were raised to the proposed recommendation below.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2014/05	<p>The Local Traffic Committee recommends that Council approves the regulatory signs, line marking and device as shown on Plan No.9553/CC614 Rev. C and Plan No. 9553/CC613 Rev. D, subject to:</p> <ul style="list-style-type: none"> <li>i. the advance 'Form 1 - Lane' sign (G9-15) and ,60m" sign (G9-78) be removed;</li> <li>ii. street lighting levels for devices and intersections being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design; and</li> <li>iii. the installation being completed by the applicant at their cost.</li> </ul>

#### TRAFFIC COMMITTEE DISCUSSION

Council's Acting Manager ESD highlighted the development of a connection to the new signals at Springfield Road.

The RMS representative advised by correspondence that the "matter has been considered through Electronic Meeting and the agreed recommendation is noted".

The Committee members agreed with the Council Officer's recommendation.

Attachment 1



**OFFICER'S RECOMMENDATION**

The Local Traffic Committee recommends that Council receives and notes the report.

**TRAFFIC COMMITTEE RECOMMENDATION**

The Local Traffic Committee recommends that Council receives and notes the report.

**LTC06 Gregory Hills, Stage 11a - Signs, Line Marking And Device****SYNOPSIS**

To document concurrence already provided by the Local Traffic Committee through an Electronic Meeting, for signs and line marking for the construction of new roads associated with the development of Gregory Hills, Stage 11A.

This item was emailed to voting members of the Local Traffic Committee on 1 May, 2014 and no objections were raised to the proposed recommendation below.

<b>Electronic Meeting Reference</b>	<b>Agreed recommendation of the Local Traffic Committee</b>
2014/07	<p>The Local Traffic Committee recommends that Council approves the regulatory signs, line marking and device as shown on Drawing No. 210153-11-CC650, Rev. 03, Drawing No. 210153-11-CC651, Rev. 04, Drawing No. 210153-11-CC655, Rev. 03 and Drawing No. 210153-11-CC656, Rev. 01 subject to:</p> <ul style="list-style-type: none"> <li>i. The installation being completed by the applicant at its cost;</li> <li>ii. All signage being sign size A;</li> <li>iii. All pedestrian / cycle facilities road signs are to be provided in appropriate places in accordance with the RTA NSW Bicycle Guidelines; and</li> <li>iv. street lighting levels for devices and intersections being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.</li> </ul>

**TRAFFIC COMMITTEE DISCUSSION**

The RMS representative advised by correspondence that the "matter has been considered through Electronic Meeting and the agreed recommendation is noted".

The Committee members agreed with the Council Officer's recommendations.

**OFFICER'S RECOMMENDATION**

The Local Traffic Committee recommends that Council receives and notes the report.

**TRAFFIC COMMITTEE RECOMMENDATION**

The Local Traffic Committee recommends that Council receives and notes the report.

**LTC07 Liz Kernohan Drive - Spring Farm - Proposed No Stopping Signs****SYNOPSIS**

To document concurrence previously provided by Local Traffic Committee through an Electronic Meeting, for the approval of the merging of two lanes into one lane on Liz Kernohan Drive, north of the signalised intersection with Camden Bypass.

This item was emailed to voting members of the Local Traffic Committee on 12 May, 2014 and no objections were raised to the proposed recommendation below.

<b>Electronic Meeting Reference</b>	<b>Agreed recommendation of the Local Traffic Committee</b>
2014/08	The Local Traffic Committee recommends that Council approves the regulatory signage and line marking and device as shown on Plan No. 9401/CC50

**TRAFFIC COMMITTEE DISCUSSION**

The RMS representative advised by correspondence that the "matter has been considered through Electronic Meeting, however the recommendation does not reflect RMS comments regarding the proposed "Form-1 Lane"+"40m" advanced warning signs. RMS comments for this matter stated that "RMS supplements states that advance 'Form 1 - Lane' signs are not used on the departure side of the signals accordingly the proposal needs to be modified to comply with RMS supplements". These comments have not been incorporated into the recommendation. The recommendation needs to be amended to remove these two signs".

Council's Acting Team Leader Traffic and Transport advised the committee that the recommendation will be amended to reflect the RMS comments.

The Committee members agreed with the Council Officer's recommendation.

**OFFICER'S RECOMMENDATION**

The Local Traffic Committee recommends that Council receives and notes the report.

**TRAFFIC COMMITTEE RECOMMENDATION**

The Local Traffic Committee recommends that Council receives and notes the report.

**LTC08 Smeaton Grange Road, Smeaton Grange - Extension Of Existing Bus Zone**

**SYNOPSIS**

To document concurrence already provided by the Local Traffic Committee through an Electronic Meeting, for the extension of a bus zone on Smeaton Grange Road, outside Magdalene Catholic High School, for 75metres toward Anzac Avenue and this bus zone be signposted as " Bus Zone, 2pm - 3pm School Days".

This item was emailed to voting members of the Local Traffic Committee on 14 May, 2014 and no objections were raised to the proposed recommendation below.

<b>Electronic Meeting Reference</b>	<b>Agreed recommendation of the Local Traffic Committee</b>
2014/09	The Local Traffic Committee recommends that Council approves the extension of a bus zone on Smeaton Grange Road, outside Magdalene Catholic High School for 75metres toward Anzac Avenue and this bus zone be signposted as " Bus Zone, 2pm - 3pm School Days"

**TRAFFIC COMMITTEE DISCUSSION**

The representative from Busway's noted their ongoing concern regarding the queuing of buses along Smeaton Grange Road. Council's Road Safety Officer advised that along with the Police representative, meetings had been held with the school Principal regarding this matter. Council is however, open to ongoing feedback.

Council's Acting Manager ESD advised, that the representative of Picton Buslines had provided an email in support of the matter.

The RMS representative advised by correspondence that the "matter has been considered through Electronic Meeting and the recommendation is supported".

The Committee members agreed with the Council Officer's recommendation.

**OFFICER'S RECOMMENDATION**

The Local Traffic Committee recommends that Council receives and notes the report.

**TRAFFIC COMMITTEE RECOMMENDATION**

The Local Traffic Committee recommends that Council receives and notes the report.

**LTC09 Hilder Street - Elderslie - Proposed Extension Of No Stopping Restrictions**

**SYNOPSIS**

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting, for the relocation of a No Stopping sign on Hilder Street at Elderslie adjacent to the access driveway to Kirkham Park.

This item was emailed to voting members of the Local Traffic Committee on 15 May 2014 and no objections were raised to the proposed recommendation below.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2014/10	The Local Traffic Committee recommends that Council approves the relocation of the existing No Stopping Sign on the eastern side of Hilder Street Adjacent to the Access Driveway to Kirkham Park be relocated 10m to the north.

**TRAFFIC COMMITTEE DISCUSSION**

The State Member Representative advised that the extended restrictions were working well to date.

The RMS representative advised by correspondence that the "matter has been considered through Electronic Meeting and the recommendation is supported".

The Committee members agreed with the Council Officer's recommendation.

**OFFICER'S RECOMMENDATION**

The Local Traffic Committee recommends that Council receives and notes the report.

**TRAFFIC COMMITTEE RECOMMENDATION**

The Local Traffic Committee recommends that Council receives and notes the report.

**USE OF PUBLIC ROADS**

**LTC10 Argyle Street / Cawdor Road, Camden Freedom Of Entry To Camden March, Special Event Traffic Management Plan**

**SYNOPSIS**

To seek Local Traffic Committee concurrence to conduct the Freedom of Entry March event in Camden CBD on Sunday 17 August 2014.

### TRAFFIC COMMITTEE DISCUSSION

The RMS representative advised by correspondence that "no objection is raised by RMS to the recommendation".

The Committee members agreed with the Council Officer's recommendation.

### OFFICER'S RECOMMENDATION

The Local Traffic Committee recommends that Council:

- i. gives concurrence for the closure of the following roads between 11.15am and 11.45am on Sunday 17 August 2014, as per the certified Traffic Control Plan (Drawing No. 14180, Sheets 2 and 4) and the associated Special Event Transport Management Plan, for the Freedom of Entry March:
  - a. Cawdor Road from Onslow Park to Murray Street;
  - b. Argyle Street (both sides) from Murray Street to Hill Street;
  - c. Argyle Street (north side only) from Hill Street to Elizabeth Street;
  - d. John Street from north of the access to the John/Hill Streets car park to south of the access to Mitchell Street; and
  - e. Hill Street (west side) from Argyle Street to north of the access to John/Hill Streets car park;
  - f. Mitchell Street (south side) from Oxley Street to John Street;
- ii. gives concurrence of the above events subject to the following conditions:
  - a. the event is classified as is classified a Class 4 event, under the RMS Guide to Traffic and Transport Management for Special Events, Version 3.4;
  - b. traffic management arrangements shall be implemented in accordance with the approved Special Event Traffic Management Plans and associated certified Traffic Control Plans;
  - c. the event is controlled by NSW Police with support from RMS accredited traffic controllers;
  - d. the organisers providing proof of a minimum \$20 million Public Liability Insurance Policy;
  - e. the organisers shall obtain NSW Police concurrence to the Special Event approval;
  - f. the organisers shall maintain access for emergency vehicles along the sections of closed road at all times;
  - g. temporary signage associated with the Traffic Control Plan shall be installed and removed at the end of the event at no cost to Council;
  - h. the event being advertised in local newspapers and on on-street signage a minimum of seven days prior to the event;
  - i. businesses along the closed road sections, local bus companies and Camden Wollondilly Cabs being advised of the traffic management arrangements in writing, by the organisers;
  - j. access for vehicles turning from Cawdor Road into the service station on the corner of Cawdor Road and Barsden Street is maintained; and
  - k. Traffic Management Plan be forwarded to Roads and Maritime Services.

**TRAFFIC COMMITTEE RECOMMENDATION**

The Local Traffic Committee recommends that Council:

- i. gives concurrence for the closure of the following roads between 11.15am and 11.45am on Sunday 17 August 2014, as per the certified Traffic Control Plan (Drawing No. 14180, Sheets 2 and 4) and the associated Special Event Transport Management Plan, for the Freedom of Entry March:
  - a. Cawdor Road from Onslow Park to Murray Street;
  - b. Argyle Street (both sides) from Murray Street to Hill Street;
  - c. Argyle Street (north side only) from Hill Street to Elizabeth Street;
  - d. John Street from north of the access to the John/Hill Streets car park to south of the access to Mitchell Street; and
  - e. Hill Street (west side) from Argyle Street to north of the access to John/Hill Streets car park;
  - f. Mitchell Street (south side) from Oxley Street to John Street;
- ii. gives concurrence of the above events subject to the following conditions:
  - a. the event is classified as is classified a Class 4 event, under the RMS Guide to Traffic and Transport Management for Special Events, Version 3.4;
  - b. traffic management arrangements shall be implemented in accordance with the approved Special Event Traffic Management Plans and associated certified Traffic Control Plans;
  - c. the event is controlled by NSW Police with support from RMS accredited traffic controllers;
  - d. the organisers providing proof of a minimum \$20 million Public Liability Insurance Policy;
  - e. the organisers shall obtain NSW Police concurrence to the Special Event approval;
  - f. the organisers shall maintain access for emergency vehicles along the sections of closed road at all times;
  - g. temporary signage associated with the Traffic Control Plan shall be installed and removed at the end of the event at no cost to Council;
  - h. the event being advertised in local newspapers and on on-street signage a minimum of seven days prior to the event;
  - i. businesses along the closed road sections, local bus companies and Camden Wollondilly Cabs being advised of the traffic management arrangements in writing, by the organisers;
  - j. access for vehicles turning from Cawdor Road into the service station on the corner of Cawdor Road and Barsden Street is maintained; and
  - k. Traffic Management Plan be forwarded to Roads and Maritime Services.

**LTC11 Chellaston Street, Camden - Suspension Of On-Street Parking**

**SYNOPSIS**

To document concurrence already provided by Local Traffic Committee through an Electronic Meeting, for the suspension of on-street parking in Chellaston Street,

Camden as part of Traffic Management Plans for a Council Community Event on Sunday, 4 May 2014.

This item was emailed to voting members of the Local Traffic Committee on 30 April, 2014 and no objections were raised to the proposed recommendation below.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2014/06	<p>The Local Traffic Committee recommends that Council gives concurrence for the placement of traffic cones/witches hats on Chellaston Street for 100m either side, to prohibit parking on Sunday, 4 May 2014 from 9am – 4pm; subject to the following conditions:</p> <ul style="list-style-type: none"> <li>i. The organisers providing proof of a minimum \$20 million Public Liability Insurance Policy and provide a copy to Council;</li> <li>ii. The organisers shall maintain access for emergency vehicles at all times; and</li> <li>iii. Temporary signage associated with the Traffic Control Plan shall be installed and removed at the end of the event at no cost to Council.</li> </ul>

#### TRAFFIC COMMITTEE DISCUSSION

The Committee members agreed with the Council Officer's recommendation.

#### OFFICER'S RECOMMENDATION

The Local Traffic Committee recommends that Council receives and notes the report.

#### TRAFFIC COMMITTEE RECOMMENDATION

The Local Traffic Committee recommends that Council receives and notes the report.

#### **LTC12 Cobbitty Road, Cobbitty - Cobbitty Village Markets, Special Event Transport Management Plan**

#### SYNOPSIS

To document concurrence already provided by Local Traffic Committee through an Electronic Meeting, for the traffic management arrangements on Cobbitty Road, for the periodic operation of Cobbitty Village Markets.

This item was emailed to voting members of the Local Traffic Committee on 1 April, 2014 and no objections were raised to the proposed recommendation below.

LTC01

Attachment 1

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2014/04	<p>That the Local Traffic Committee recommends:</p> <ul style="list-style-type: none"> <li>i. the event being classified as a Class 2 event under the RTA Guide to Traffic and Transport Management for Special Events, Version 3.4;</li> <li>ii. traffic management arrangements being implemented in accordance with the approved Traffic Management Plan;</li> <li>iii. traffic cones – as indicated in the Traffic Control Plan – being installed at all times that the markets are in operation;</li> <li>iv. all signs and devices shall be installed and taken down by the applicant at their cost and shall be in place only during the approved hours of operation of the market;</li> <li>v. all traffic controllers operating on public roads shall be RMS accredited;</li> <li>vi. the organisers maintaining \$20 million Public Liability Insurance Policy noting Council as an interested party;</li> <li>vii. the organisers obtaining NSW Police concurrence to the Special Event Approval;</li> <li>viii. the organisers notifying the Emergency Services and bus companies seven days in advance of each event; and</li> <li>ix. the conditions of the Development Consent, including times of operation, and any future modifications to the Consent made by Council.</li> </ul>

#### TRAFFIC COMMITTEE DISCUSSION

The RMS representative advised by correspondence that the "matter has been considered through Electronic Meeting and the recommendation is supported".

The Committee members agreed with the Council Officer's recommendation.

#### OFFICER'S RECOMMENDATION

The Local Traffic Committee recommends that Council receives and notes the report.

#### TRAFFIC COMMITTEE RECOMMENDATION

The Local Traffic Committee recommends that Council receives and notes the report.

#### OTHER MATTERS

##### **LTC13 Local Behavioural Campaigns**

#### SYNOPSIS

To advise the Local Traffic Committee of local behavioural campaigns being undertaken to improve road safety and community safety in the Camden Local Government Area.



**TRAFFIC COMMITTEE DISCUSSION**

Council's Road Safety Officer made particular mention to the end of the current financial year program, and advised that she is now working towards the program for the 2014/15 year.

The RMS representative advised by correspondence that the "report is noted".

The Committee members agreed with the Council Officer's recommendation.

**OFFICER'S RECOMMENDATION**

The Local Traffic Committee recommends that Council receives and notes the Local Behavioural Campaigns report for June 2014.

**TRAFFIC COMMITTEE RECOMMENDATION**

The Local Traffic Committee recommends that Council receives and notes the Local Behavioural Campaigns report for June 2014.

**PERMANENT ITEMS****LTC14 Permanent Items****SYNOPSIS**

Permanent items reported on were:

- i. Bike Plan Implementation
- ii. Pedestrian Access Mobility Plan (PAMP)
- iii. Black Spot Identification/Evaluation/Treatment
- iv. Upcoming Major Works/Events

**TRAFFIC COMMITTEE DISCUSSION**

With regard to the Black Spot item, the Chairperson, Councillor Sidgreaves requested clarification on the Raby Road matter. Council's Acting Manager ESD advised that Council was experiencing continued frustration whilst awaiting receipt of grant funding approvals, and committed to update Traffic Committee members of funding approvals between upcoming meetings.

The RMS representative advised by correspondence that the "report is noted".

The Committee members agreed with the Council Officer's recommendation.

**OFFICER'S RECOMMENDATION**

That items (i) to (iv) be noted.

**TRAFFIC COMMITTEE RECOMMENDATION**

That items (i) to (iv) be noted.

**BUSINESS WITHOUT NOTICE****Representative for State Member**

1. The representative advised that there had been another fall on Argyle Street (outside Westpac Bank). This information was taken on notice and will be redirected to the Director Works and Services.
2. The State Member would again like to raise continued concerns regarding vehicles pushing in / jumping the queue whilst exiting the M5 Motorway at Narellan Road (south bound). Again, this matter was taken on notice and will be referred to the RMS for the record.

**Police Representative**

1. Concerns were raised regarding the worn out signs/lines at the intersection of Bellingham and Kirkham. The Acting Manager ESD took this matter on notice and will investigate.
2. The recent fatality on the Bypass is currently under investigation.
3. Next year (2015) will see the celebration of Women in Policing with a baton relay being conducted. The relay will travel through Camden on 12 August with a community event in the morning, before later heading towards Picton.

**Acting Manager ESD**

1. Council has received a request to consider the display of Christmas lights in the Mount Annan area as a formal event. It is currently recommended that this event not be formalised. This matter will continue to be monitored in conjunction with the Police to manage waste and anti-social behaviour. Council's Road Safety Officer noted that, whilst we have a Christmas lights competition, it is important to be mindful not to promote or advise of specific locations.

**Acting Team Leader Traffic and Transport**

1. The Collegians Cycling Club have been advised of the introduction of the new bus depot in Smeaton Grange, and have subsequently been requested to lodge applications.

In anticipation of any complaints, Councillor Peter Sidgreaves requested he be provided a copy of the written advice provided to the club.

**THE MEETING CLOSED AT 10.41AM**



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## LOCAL TRAFFIC COMMITTEE

LTC02

LTC02

**SUBJECT: STATUS OF LOCAL TRAFFIC COMMITTEE RECOMMENDATIONS  
AND ACTIONS**

**FROM:** Director Community Infrastructure

**BINDER:** 14/136278

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The Committee is referred to the attached table.

### RECOMMENDED

**The status report on outstanding Local Traffic Committee recommendations and actions be noted.**

### ATTACHMENTS

1. Local Traffic Committee 16 September 2014 - LTC Status Report

Attachment 1 LTC02

Resolution No.	Report Type	Report Title	LTC Resolution	Status	Date
<b>Local Traffic Committee Meeting Date: 16/11/2010</b>					
LTC03/10	Signage, Linemarking and Devices	Cawdor Road, Camden - Road Safety Considerations, Edgeline and Kerb Extension Installation	<p>That Council:</p> <ul style="list-style-type: none"> <li>i. installs edgeline on the east side of Cawdor Road, Camden, from 30 metres south of the Onelew Park roundabout for a distance of approximately 120 to 130 metres;</li> <li>ii. installs 1.5 metre wide kerb extensions with directional hazard markers on the approaches at the existing pedestrian refuge adjacent to the Camden RSL Club (No. 23); and</li> <li>iii. modifies the existing pedestrian refuge to ensure the width of the crossing is a minimum of 3.0 metres.</li> </ul>	Edgeline completed	1/03/2011
				Design complete	3/06/2013



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## LOCAL TRAFFIC COMMITTEE

LTC03

LTC03

**SUBJECT: COBBITTY ROAD, COBBITTY - PROPOSED CHANGES TO PARKING RESTRICTIONS**

**FROM:** Director Community Infrastructure

**TRIM #:** 14/139345

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### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for proposed changes to parking restrictions in Cobbitty Road, Cobbitty, in the vicinity of Cobbitty Public School.

### BACKGROUND

Following a request made by the school some changes are proposed to parking controls in Cobbitty Road in order to facilitate better traffic flow. The area of investigation is shown in the aerial photograph **Attachment 1**.

### MAIN REPORT

As part of the School Safety Program, assessments of the traffic facilities are periodically undertaken at schools in the Camden's Local Government Area. At Cobbitty Public School changes are proposed to parking restrictions to provide more short term and unrestricted parking together with a rearrangement of Bus Zone facilities.

Council officers have reviewed the existing parking restrictions and traffic facilities on street in proximity to the school and noted that the facilities are not being well utilised. Buses transporting students to and from the school utilise a turning bay within the school grounds. A second timed Bus Zone is provided adjacent to the school gate which serves an afternoon school bus dropping off students from other schools in the area.

Following this review and a discussion with a representative of the School, the parking restrictions and traffic parking restrictions shown in **Attachment 2** are now proposed. No Parking restrictions situated outside the school gate are proposed to include the Kiss and Ride supplementary plate which is intended to provide a visual reminder to drivers that drop off and pick up is permitted in that area. It is proposed to relocate this Bus Zone westwards so that is more centrally placed within the village. There is already kerb and hard surface footpath in place in accordance with the requirements of the Disability Discrimination Act. It is proposed to remove some No Parking restrictions located in areas away from the school gate as has been assessed that these restrictions do not assist with parking congestion caused during school times.

44m of No Stopping Restriction has been provided on the north side of Cobbitty Road to ensure buses can perform turn right out of the turning area on to Cobbitty Road. Following an assessment this has also been found to be unnecessary as buses have been observed performing this manoeuvre without encroaching on the north side parking lane. As such Council is proposing to reduce the no stopping restriction to 29m and make the restriction apply at all times. .



After these proposals had been drafted a request was received from KU Preschool at Cobbitty which adjoins Cobbitty Public School to the west. They have requested No Stopping restrictions to ensure their line of sight is not obstructed when exiting from their western driveway. Council is satisfied these restrictions are warranted for vehicles to exit the property safely.

### **FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS**

Seven new signs are required as part of the project together with the removal of six existing signs and posts. It is estimated this will cost \$2500 and it is proposed that will be funded from the RMS Block Grant (Traffic Facilities Component) for the 2014/15 financial year. It is envisaged the long term maintenance will be funded through the RMS Block Grant.

### **CONCLUSION**

Having considered the requests from Cobbitty Public School it is considered that the proposed restrictions would provide a safer and more effective means of parking control outside the school entrance. The proposals are designed to facilitate parents dropping off and picking up their children attending the school as well as providing more unrestricted kerb side space.

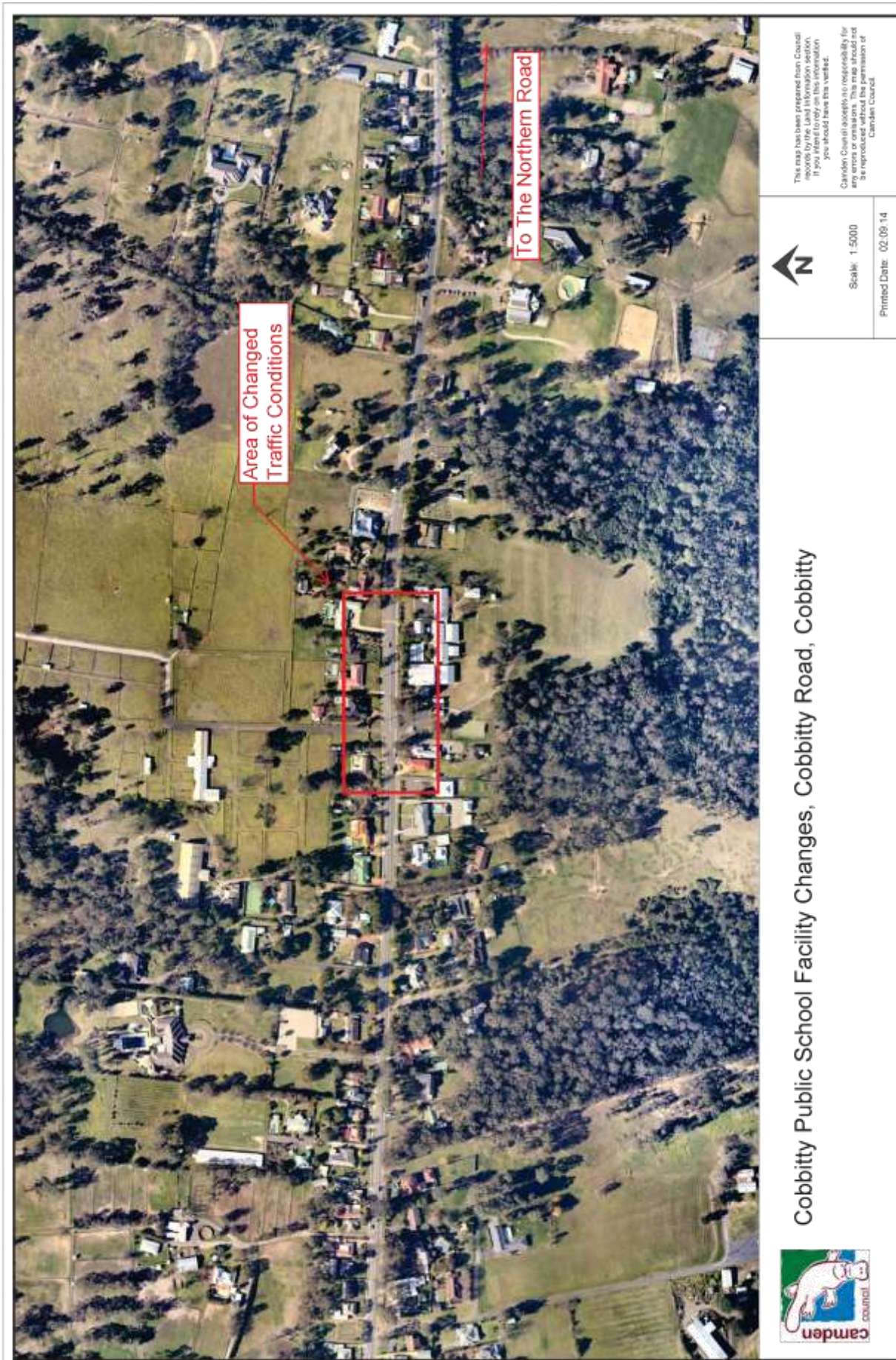
### **RECOMMENDED**

**That the Local Traffic Committee recommends that Council, on Cobbitty Road, Cobbitty, in the vicinity of Cobbitty Public School:**

- i. approves on the south side, west of the zebra crossing, the installation of 44 metres of No Parking restriction (R5-40) between from 8am to 9:30am and 2.30pm to 4pm, School Days;**
- ii. approves on the south side, the removal of 30 metres of No Parking Restriction (R5-40) outside Nos. 306, 308 and 314 and 10 metres of School No Parking Restriction (R5-40) outside No. 300;**
- iii. approves on the south side, the installation of 15 metres of Bus Zone (R5-20) adjacent to No. 304;**
- iv. approves on the south side the introduction of 9 metres of No Stopping restriction (R5-400), outside No. 298 (KU Preschool);**
- v. approves on the north side, the reduction of No Stopping restriction (R5-400) to 29m and removal of the time restriction, outside Nos. 303, 305 and 307 Cobbitty Road; and**
- vi. undertakes education and enforcement of the new restrictions, through the School Safety Program, in partnership with the school and NSW Police.**

### **ATTACHMENTS**

1. Local Traffic Committee - 16 September 2014 - Cobbitty School
2. Local Traffic Committee - 16 September 2014 - Cobbitty School



LTC03

Attachment 1

LTC03

Attachment 2



Cobbitty Public School Facility Changes, Cobbitty Road, Cobbitty

This map has been prepared from Council records by the Land Information section. If you intend to rely on this information you should have this verified.

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Scale: 1:500

Printed Date: 27/09/14





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## LOCAL TRAFFIC COMMITTEE

LTC04

LTC04

**SUBJECT: WELLING DRIVE, MOUNT ANNAN - PROPOSED CHANGES TO PARKING RESTRICTIONS**

**FROM:** Director Community Infrastructure

**TRIM #:** 14/139527

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### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for proposed changes to parking restrictions in Welling Drive, Mount Annan, in the vicinity of Mount Annan High School.

### BACKGROUND

Following a request made by Mount Annan High School, Council officers carried out an assessment of the parking and traffic facilities outside the school. This report sets out the Council's proposals after this assessment, which was carried out in consultation with the School.

### MAIN REPORT

As part of the School Safety Program, assessments of the traffic facilities are periodically undertaken at schools in the Camden Local Government Area. In this instance, a specific request was received by Council following complaints from staff at Mount Annan High School. It has been requested that changes be made to the parking restrictions to provide more short term and unrestricted parking together with a rearrangement of Bus Zone facilities.

Council officers have reviewed the existing parking restrictions and traffic facilities and noted a significant number of people do not adhere to the parking restrictions, highlighting the lack of short term parking in close proximity to the school. Additionally, the provision of two separate Bus Zones within 140 metres of each other was considered to be unnecessary for the current bus service provision.

Furthermore, it was noted that some drivers were picking up children from Mount Annan Primary School, which has an earlier finishing time, before overstaying the 2 minute drop off and pick up limit permitted by the no parking signs at the High School. It is therefore, felt necessary to extend the time period available for short term parking in the immediate vicinity of the school.

As such Council is now proposing to implement the parking restrictions and traffic controls highlighted in **Attachment 2**. The two Bus Zones have been combined into a single 30 metre Zone placed in the middle of the school's frontage. The school time No Parking restrictions, with supplementary Kiss and Ride plate, are directly located outside the main pedestrian entrance, facilitating a rapid drop off and pick up for parents. It is proposed to exclude buses from the restriction to facilitate charter buses for the school. Adjacent to this, are short term 10 minute parking restrictions which are designed to cater for parents with children attending both Mount Annan Primary and High Schools.



The No Stopping restrictions around the Zebra Crossing have been extended to conform with the minimum requirements under the New South Wales Road Rules, and the Bus Zone to the north of the crossing has been replaced with unrestricted parking.

### **FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS**

Seven new signs are required as part of the project together with the removal of eight existing signs and posts. It is estimated this will cost \$2,800 and it is proposed that this will be funded from the RMS Regional Block Grant (Traffic Facilities Component) for the 2014/15 financial year. It is envisaged the long term maintenance will be funded through the RMS Block Grant.

### **CONCLUSION**

Having considered the requests from Mount Annan High School, it is Council's view that the restrictions shown in **Attachment 2** would provide a safer and more effective means of parking and traffic control outside the school entrance. The proposals are designed to facilitate parents dropping off and picking up their children attending the school, as well as providing more unrestricted kerb side space.

### **RECOMMENDED**

**That the Local Traffic Committee recommends: that Council, on the west side of Welling Drive, Mount Annan, in the vicinity of Mount Annan High School:**

- i. approves the retention of 50 metres of No Stopping restriction (R5-400) for 50m from the intersection with Dunbar Place and Rose Drive;**
- ii. approves the removal of 20 metres of Bus Zone (R5-20) located between the Zebra Crossing and the intersection of Dunbar Place and Rose Drive;**
- iii. approves the extension of the No Stopping restriction (R5-400) south of the Zebra Crossing up to a distance of 20 metres from that crossing;**
- iv. approves the removal of the 80 metres of No Parking restrictions (R5-40) and 30 metres of Bus Zone (R5-20), south of the Zebra Crossing.**
- v. approves the introduction of 30 metres of Bus Zone (R5-20), south of the Zebra Crossing;**
- vi. approves the introduction of 25 metres of 10 minute short term parking restriction (R5-14) between from 8am to 9:30am and 2.30pm to 4pm, School Days, south of the Zebra Crossing; and**
- vii. approves the introduction of 50 metres of No Parking restriction (R5-40) between from 8am to 9:30am and 2.30pm to 4pm, School Days, Buses Excepted, south of the Zebra Crossing; and**
- viii. undertakes education and enforcement of the new restrictions, through the School Safety Program, in partnership with the school and NSW Police.**

### **ATTACHMENTS**

1. Local Traffic Committee - 16 September 2014 - Mount Annan School
2. Local Traffic Committee - 16 September 2014 - Mount Annan School



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and Date: 02.09.14

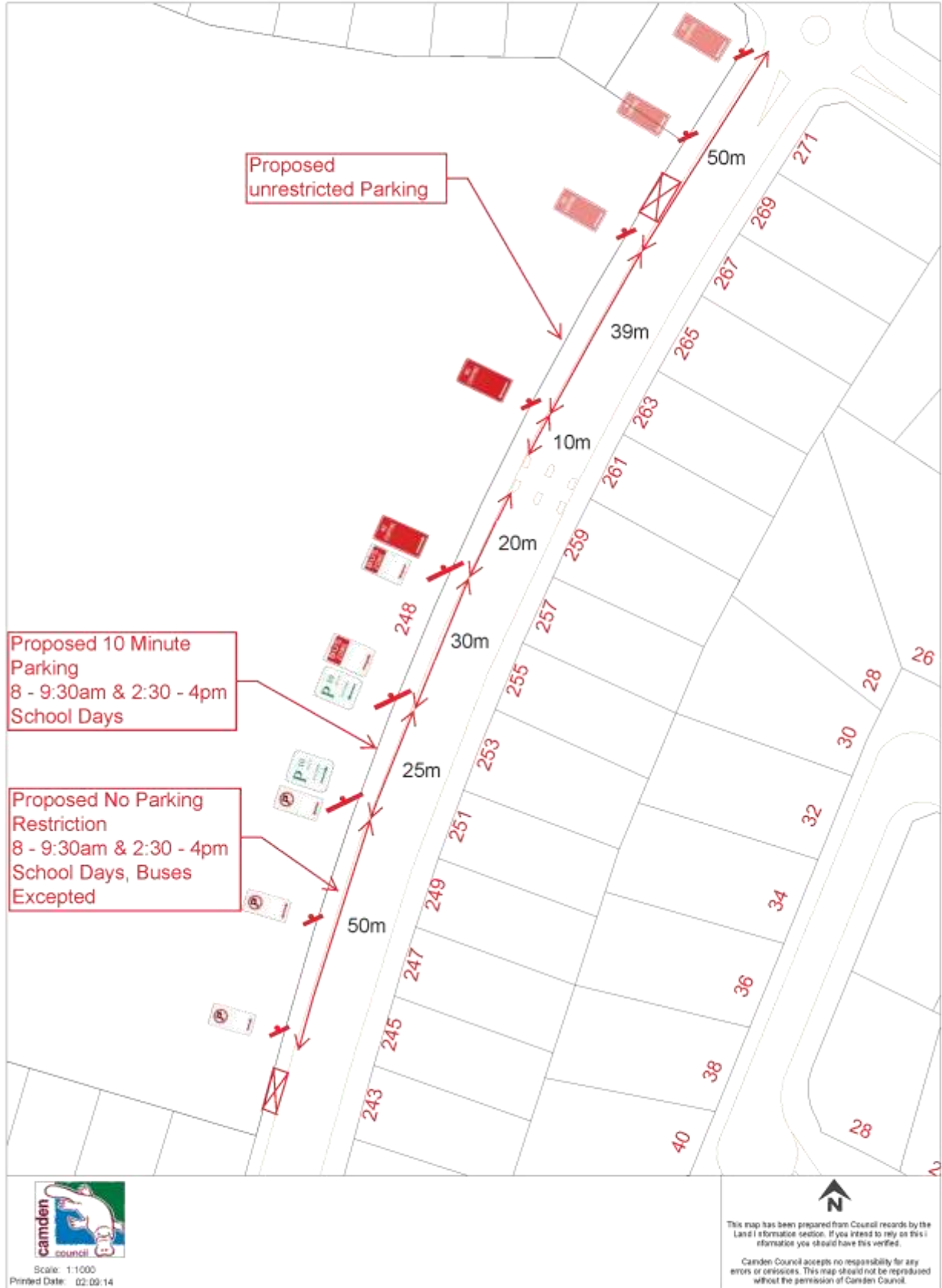


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LTC04

Attachment 2





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## LOCAL TRAFFIC COMMITTEE

LTC05

LTC05

**SUBJECT: IANDO WAY, CURRANS HILL - TIME LIMITED PARKING**  
**FROM:** Director Community Infrastructure  
**TRIM #:** 14/89596

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### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for proposed changes to parking restrictions in Iando Way, Currans Hill.

### BACKGROUND

Following complaints relating to parking made by a local business, Council Officers have reviewed parking restrictions in Iando Way, Currans Hill. It is recommended that 15-minute (anytime) parking restrictions be installed for two spaces adjacent to Sam's Takeaway to provide regular parking turnover. It is also proposed that two existing 10-minute parking bays are amended to 15 minutes for consistency.

### MAIN REPORT

Complaints regarding parking and traffic management have been received by Council over a number of years from the proprietor of Sam's Takeaway, following the approval of development applications in Iando Way and its immediate locality.

Council Officers have identified the following:

- 39 unrestricted public parking spaces (including two 10 minute parking spaces adjacent to the IGA supermarket) in Iando Way and within 50 metres walking radius; and
- 23 unrestricted private parking spaces located at the rear of IGA shop.

In total there are 60 unrestricted and two time-limited parking spaces available in the local vicinity.

Council undertook parking occupancy surveys in 2012 (provided in **Attachment 1**), to estimate parking demand in the vicinity of the shopping precinct in Iando Way. The results indicated that the majority of parking spaces were not occupied during the peak period nominated by the proprietor of Sam's Takeaway as being peak period for his customers.

Following the recent opening of a pizza restaurant and Chinese Restaurant, a representative from Sam's takeaway has advised that parking behaviour has changed. He has requested that short-term timed parking restrictions be placed on the six public spaces adjacent to the shop, stating:

*"For approximately 8 months the business has been experiencing problems with shoppers parking their cars outside the front of his store for lengthy periods of time."*



*The major problem appears to be people dining in either the Chinese Restaurant or Pizza Restaurant located opposite his business and staying for several hours. The same situation exists during lunch hours of Saturday and Sunday.*

*The situation has had an adverse affect on his business due to the fact that his own customers have not been able to park their vehicles conveniently when shopping in his store”*

The letter disputes the findings and accuracy of the previous parking survey, which was carried out before the Pizza and Chinese restaurants opened. Included is a petition collected from customers of Sam’s Takeaway and letters of consent / support from some of the surrounding businesses, although one has requested restricted times of operation.

Further to this submission, it was accepted that parking conditions may have changed in the last two years and a number of site visits were carried out to assess the current situation.

Based on those observations, it is proposed to introduce two (2), 15-minute timed parking spaces adjacent to Sam’s Takeaway as shown in **Attachment 2**. In deciding not to introduce restricted parking to the whole bank of six spaces consideration was given to the evidence demonstrating that the spaces were rarely full, and that parking in this location is within the road reserve and not for the exclusive use of an individual premise.

A consultation exercise was carried out by Council and the only response received was from Sam’s Takeaway requesting that all six spaces adjacent to his shop be covered by short term parking restrictions as per his individual request. This response reiterates the opinions put forward in the previous letter.

Having considered the response provided by Sam’s Takeaway and visited the site on a number of occasions it is Council’s view that the proposals to introduce two (2), short term parking spaces be implemented and the request to introduce controls for all 6 be denied. In coming to this decision Council has to consider all users of the road network collectively and not only the requirements of one individual premise. Furthermore, the occupancy levels observed on site broadly appear to be in accordance with the parking survey carried out in 2012 and the proposal to convert two (2) parking spaces to a short term parking (15 minutes) are felt adequate to ensure parking turnover for the area.

This item was emailed to voting members of the Local Traffic Committee on 17 July 2014 and in response the suggestion was made to convert the two existing 10-minute bays adjacent to the IGA supermarket to 15-minutes. This would allow a little more time for express shoppers and ensure consistency in the vicinity. This minor change is considered sensible and the proposed recommendation has therefore been amended to reflect the change.

### **FINANCIAL IMPLICATIONS**

Two new signs are required as part of the project together with the removal of eight existing signs and posts. It is estimated this will cost \$700 and it is proposed that this will be funded from the RMS Regional Block Grant (Traffic Facilities Component) for the 2014/15 financial year. It is envisaged the long term maintenance will be funded through the RMS Block Grant.



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**RECOMMENDED**

That the Local Traffic Committee recommends that Council:

- i. approves the conversion of two (2) 10-minute (anytime) parking restrictions in Iando Way, Currans Hill, adjacent to IGA Supermarket, to 15-minute (anytime) parking restrictions (R5-15);
- ii. approves the introduction of two (2) 15-minute (anytime) parking restrictions (R5-15) in Iando Way, Currans Hill, adjacent to Sam's Takeaway;
- iii. writes to all businesses in Iando Way advising of Council's decision; and
- iv. continues monitoring the parking situation in Iando Way for the next 12 months.

ATTACHMENTS

1. Local Traffic Committee 16 September 2014 - Iando Way
2. Local Traffic Committee 16 September 2014 - Iando Way

**Attachment 1** **LTC05**

**Client** Camden Council  
**Date** Thu, 3rd May 2012 & Sat, 5th May 2012  
**Description** Currans Hill Parking Survey





**Client** Camden Council  
**Location** Currans Hill Parking Survey  
**Date / Time** Thu, 3rd May 2012(8:00-10:30 & 14:00-16:30)  
**Description** Occupancy with 15min beats



[Parking Occupancy] Parking Area	No of Spaces Available	Thursday - AM												Thursday - PM							
		8:00	8:15	8:30	8:45	9:00	9:15	9:30	9:45	10:00	10:15	14:00	14:15	14:30	14:45	15:00	15:15	15:30	15:45	16:00	16:15
SAM	6	2	1	3	1	2	1	3	1	2	1	3	2	0	1	5	2	7	5	2	2
		33.3%	16.7%	50.0%	16.7%	33.3%	16.7%	50.0%	16.7%	33.3%	16.7%	50.0%	33.3%	0.0%	16.7%	83.3%	33.3%	33.3%	83.3%	33.3%	33.3%
IGA	2	0	1	0	2	2	0	0	0	1	0	1	2	1	1	2	0	2	2	2	2
		0.0%	50.0%	0.0%	100.0%	100.0%	0.0%	0.0%	0.0%	50.0%	0.0%	50.0%	100.0%	50.0%	50.0%	100.0%	0.0%	100.0%	100.0%	100.0%	100.0%
Area A	23	0	1	1	2	2	0	1	1	0	0	0	2	5	19	14	5	2	1	4	4
		0.0%	4.3%	4.3%	8.7%	8.7%	0.0%	4.3%	4.3%	0.0%	0.0%	0.0%	8.7%	21.7%	82.6%	60.9%	21.7%	8.7%	4.3%	17.4%	17.4%
Area B	14	0	1	2	5	10	7	5	3	4	8	8	10	9	12	8	3	3	3	3	2
		0.0%	7.1%	14.3%	35.7%	71.4%	50.0%	35.7%	21.4%	28.6%	57.1%	57.1%	71.4%	64.3%	85.7%	57.1%	21.4%	21.4%	21.4%	21.4%	14.3%
Area C	5	0	1	1	3	4	3	3	3	4	4	2	2	3	5	2	2	2	2	2	2
		0.0%	20.0%	20.0%	60.0%	80.0%	60.0%	60.0%	60.0%	80.0%	80.0%	40.0%	40.0%	60.0%	100.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%
Area D	12	1	1	1	2	1	4	4	4	3	3	0	2	1	2	1	1	1	2	1	1
		8.3%	8.3%	8.3%	16.7%	8.3%	33.3%	33.3%	33.3%	25.0%	25.0%	0.0%	16.7%	8.3%	16.7%	8.3%	8.3%	8.3%	16.7%	16.7%	8.3%

**Client** Camden Council  
**Location** Currans Hill Parking Survey  
**Date / Time** Sat, 5th May 2012(10:00-12:30)  
**Description** Occupancy with 15min beats



[Parking Occupancy] Parking Area	No of Spaces Available	Saturday												
		10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15			
SAM	6	2	2	5	1	1	3	1	1	1	2	1		
		33.3%	33.3%	83.3%	16.7%	16.7%	50.0%	16.7%	16.7%	50.0%	33.3%	16.7%	16.7%	
IGA	2	2	0	1	0	0	0	1	2	0	0	0		
		100.0%	0.0%	50.0%	0.0%	0.0%	0.0%	50.0%	100.0%	0.0%	0.0%	0.0%	0.0%	
Area A	23	3	3	4	3	3	4	3	3	4	3	3		
		13.0%	13.0%	17.4%	13.0%	13.0%	17.4%	13.0%	13.0%	13.0%	17.4%	13.0%	13.0%	
Area B	14	0	1	0	1	1	1	1	2	2	2	2		
		0.0%	7.1%	0.0%	7.1%	7.1%	7.1%	7.1%	14.3%	14.3%	14.3%	14.3%	14.3%	
Area C	5	0	0	0	0	0	0	0	0	0	0	0		
		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Area D	12	1	1	1	1	1	2	2	2	2	2	2		
		8.3%	8.3%	8.3%	8.3%	8.3%	16.7%	16.7%	16.7%	16.7%	16.7%	16.7%	16.7%	16.7%

IANDO WAY- CURRANS HILL



LTC05

Attachment 2



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Scale: 1:400

Printed Date: 10/04/14



LTC06

## LOCAL TRAFFIC COMMITTEE

LTC06

**SUBJECT: FORREST GROVE DRIVE, HARRINGTON PARK - PROPOSED DOUBLE BARRIER LINES**

**FROM:** Director Community Infrastructure

**TRIM #:** 14/136925

**ELECTRONIC MEETING ITEM; DATE: 15 July 2014**

### PURPOSE

To document concurrence already provided by the Local Traffic Committee through an Electronic Meeting, for the installation of double barrier lines on Forrest Grove Drive, Harrington Park.

### MAIN REPORT

Road safety concerns have been received by Council regarding the bend on Forrest Grove Drive, Harrington Park as highlighted in the **Attachment 1**. In particular, concerns have been raised that vehicles may be driving through the sharp bend on the wrong side of the road. It has been advised that vehicles travelling on the wrong side of the road may have been forced to do so because of the presence of parked vehicles.

With a view to rectify the above issues, Council Officers are proposing that Double Barrier Lines (BB) are introduced as shown in **Attachment 1**, so that vehicles have a visual aid to remain in the correct road position when travelling on the bend, as well as to prevent parking.

This item was emailed to voting members of the Local Traffic Committee on 15 July, 2014 and no objections were raised to the proposed recommendation below.

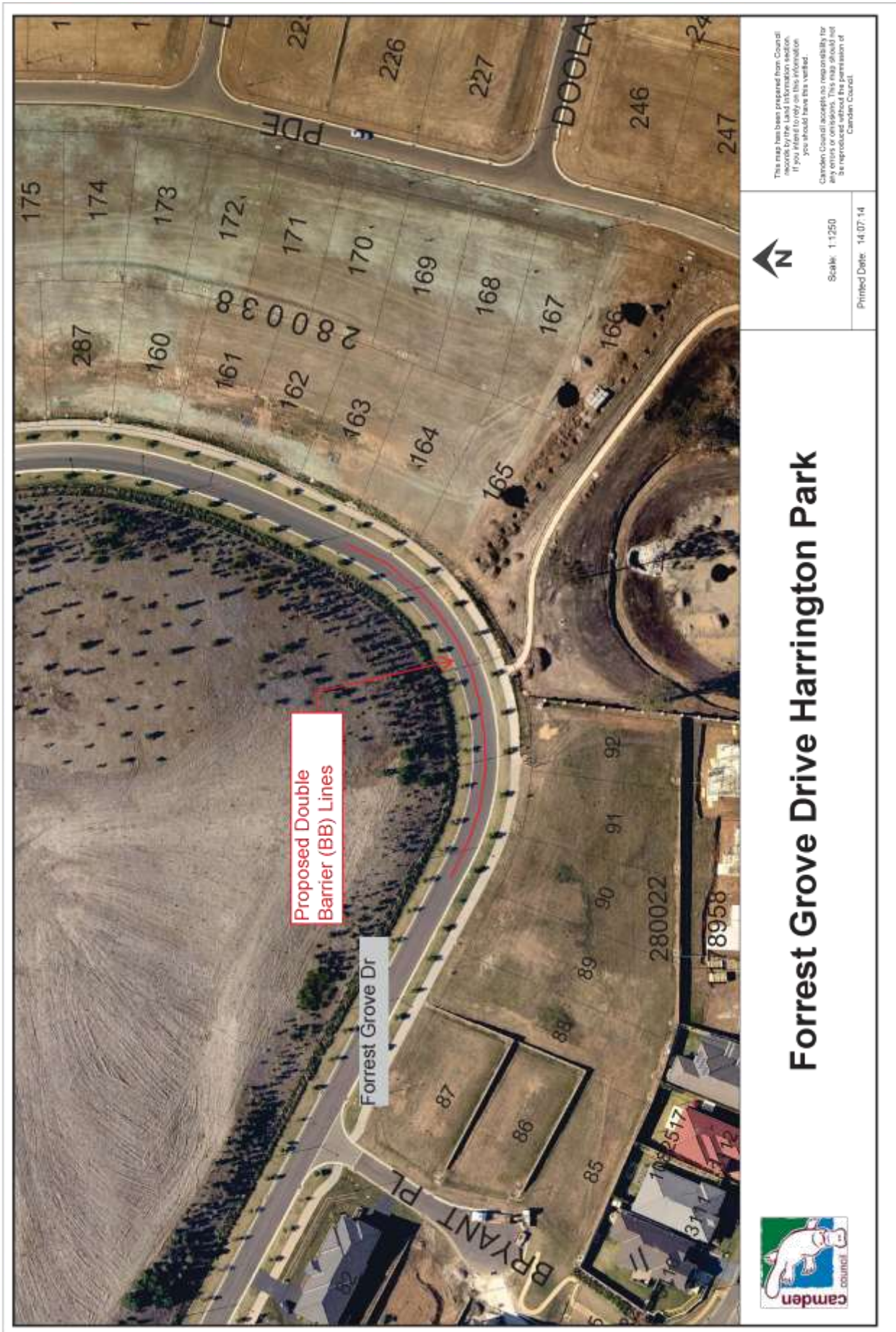
<b>Electronic Meeting Reference</b>	<b>Agreed recommendation of the Local Traffic Committee</b>
2014/11	The Local Traffic Committee recommends that Council approves the implementation of Double Line (BB) Lines in Forrest Grove Drive, Harrington Park for 110 metres between the boundaries of Lot Nos. 89/90 and Lot Nos. 163/164.

### RECOMMENDED

The Local Traffic Committee recommends that Council receives and notes the report.

### ATTACHMENTS

1. Local Traffic Committee 16 September 2014 - Forrest Grove Drive



# Forrest Grove Drive Harrington Park

LTC06

Attachment 1



LTC07

## LOCAL TRAFFIC COMMITTEE

LTC07

**SUBJECT: GREGORY HILLS STAGE 10E AND 10F - SIGNAGE AND LINE MARKING PLANS**

**FROM:** Director Community Infrastructure

**TRIM #:** 14/137023

**ELECTRONIC MEETING ITEM; DATE: 11 July 2014**

### PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting, for the construction of a signalised intersection at Gregory Hills Drive and Village Circuit associated with the development of Gregory Hills, Stage 10E and 10F.

### MAIN REPORT

Signs, line marking and device plans have been received by Council for the construction of a signalised intersection at Gregory Hills Drive and Village Circuit associated with the development of Gregory Hills, Stage 10E and 10F. (**Attachment 1** shows a locality map). This relates to Development Application 860/2012. These roads form part of the broader public road network which services Gregory Hills.

The Traffic Signal Plans have been approved by the RMS and the attached Engineering Drawing 210145-10E-CC551 prepared by Cardno provides details of the proposed signage, line marking and devices (**Attachment 2**).

The plan is considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and line marking. It is recommended that the committee supports these measures.

This item was emailed to voting members of the Local Traffic Committee on 11 July 2014 and no objections were raised to the proposed recommendation below.

<b>Electronic Meeting Reference</b>	<b>Agreed recommendation of the Local Traffic Committee</b>
2014/11	<p>The Local Traffic Committee recommends that Council approves the regulatory signs, line marking and device as shown on Drawing No. 210145-10E-CC551 Revision D, subject to:</p> <ul style="list-style-type: none"> <li>i. the installation being completed by the applicant at its cost;</li> <li>ii. all signage being sign size A; and</li> <li>iii. street lighting levels for devices and intersections being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.</li> </ul>



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## **RECOMMENDED**

**The Local Traffic Committee recommends that Council receives and notes the report.**

### ATTACHMENTS

1. Local Traffic Committee 16 September 2014 - Gregory Hills Drive Stage 10E & 10F
2. Local Traffic Committee 16 September 2014 - Gregory Hills Drive Stage 10E & 10F

**LTC07**

LTC07

Attachment 1



Subject Site



GREGORY HILLS MASTERPLAN

**LEGEND**

- Low Density Residential
- Office Hills Business Park
- Medium Density Residential
- Open Space
- Primary School
- Town Centre
- Repair Garages
- Child Care Centre
- Display Village

This Masterplan reflects the current intentions of Dirt West Development Pty Ltd. The plan is for illustrative purposes only.







LTC08

## LOCAL TRAFFIC COMMITTEE

LTC08

**SUBJECT: GREGORY HILLS DEVELOPMENT - THE HERMITAGE WAY,  
GLEDSWOOD HILLS - SIGNAGE AND LINEMARKING**

**FROM:** Director Community Infrastructure

**TRIM #:** 14/137516

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**ELECTRONIC MEETING ITEM; DATE: 06 August 2014**

### PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting, for the construction of new roads associated with the development of Gregory Hills. This relates to Development Application 1060/2012

### MAIN REPORT

A signage and line marking plan has been received by Council for the construction of new roads associated with the development of Gregory Hills in the location highlighted on **Attachment 1**. This relates to Development Application 1060/2012 which forms part of the staged construction of the overall Gregory Hills residential development. As part of the DA it is proposed to develop approximately 168 residential lots and associated civil infrastructure including roads. These roads will form part of the broader public road network which services Gregory Hills.

The Engineering Drawing prepared by Tribeca provides details of the proposed signage and line marking (**Attachment 2**). They are:

- a Give Way intersection where Road 1 meets The Hermitage Way incorporating the Sign (R1-2) and its associated line marking (TB &TB1) as well as 12m of Type BB- Dividing Line.
- a Give Way intersection where Road 9 meets Gregory Hills Drive incorporating the Sign (R1-2) and its associated line marking (TB &TB1) as well as 12m of Type BB- Dividing Line.
- a merging lane and its associated Signage (G9-15) and Line Marking (Type L1).
- No Stopping Restrictions Signs (R5-400) as shown.

It should be noted that the merging lane is a temporary feature which will be removed once the second lane of The Hermitage Way is constructed north of Road 1.

The plan is considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and line marking. It is recommended that the committee supports these measures.

This item was emailed to voting members of the Local Traffic Committee on 08 August 2014 and no objections were raised to the proposed recommendation below.



Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2014/16	<p>The Local Traffic Committee recommends that Council approves the regulatory signs and line marking as shown on Drawing No. 1003-01-C-R19 Rev. 1 subject to:</p> <ul style="list-style-type: none"><li>i. the installation being completed by the applicant at its cost;</li><li>ii. all signage being sign size A; and</li><li>iii. street lighting levels for devices and intersections being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.</li></ul>

**RECOMMENDED**

The Local Traffic Committee recommends that Council receives and notes the report.

ATTACHMENTS

1. Local Traffic Committee 16 September 2014 - The Hermitage
2. Local Traffic Committee 16 September 2014 - The Hermitage

LTC08

Attachment 1

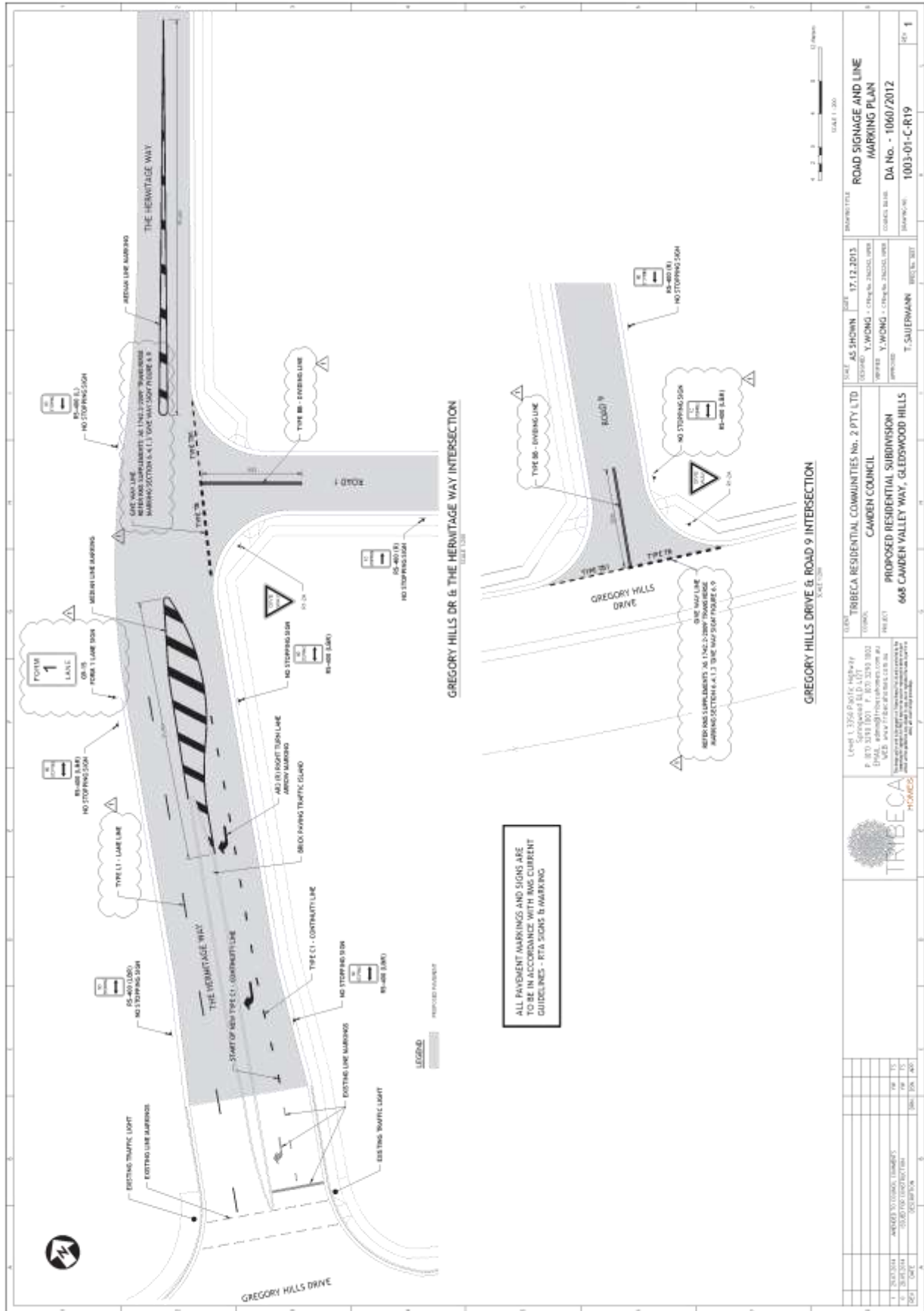


The Hermitage Way Traffic Control Location Plan



This map has been prepared from Council records by the Land Information section. It is for information only and you should have this verified.  
Camden Council accepts no responsibility for any errors or omissions this map should not be relied upon for the purposes of any legal proceedings.  
Camden Council

Scale: 1:10000  
Printed Date: 30/07/14





LTC09

## LOCAL TRAFFIC COMMITTEE

LTC09

**SUBJECT: GREGORY HILLS DRIVE/GOLDEN WATTLE AVENUE - INTERIM MERGE AND INTERSECTION SIGNAGE AND LINEMARKING PLANS**  
**FROM: Director Community Infrastructure**  
**TRIM #: 14/138968**

**ELECTRONIC MEETING ITEM; DATE: 7 August 2014**

### PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting, for the interim merge and intersection signage and linemarking plans at the intersection of Gregory Hills Drive and Golden Wattle Avenue.

### MAIN REPORT

A Signage and line marking plan has been received by Council for the construction of new roads associated with the development of Gregory Hills in the location highlighted on **Attachment 1**. These roads will form part of the broader public road network which services Gregory Hills.

The Engineering Drawing X11017 – 801 – SK (**Attachment 2**) prepared by Brown Consulting, provides details of the proposed signage and line marking. They are:

- a Give Way intersection where Gregory Hills Drive meets Golden Wattle Avenue the Sign (R1-2) and its associated line marking (TB &TB1) as well as 12m of Type BB- Dividing Line; and
- a merging lane and its associated Signage (G9-15) and Line Marking (Type L1).

It should be noted that the merging lane is a temporary feature which will be removed once the second lane of Gregory Hills Drive is constructed, east of Golden Wattle Avenue.

The plan is considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and line marking. It is recommended that the committee supports these measures.

This item was emailed to voting members of the Local Traffic Committee on 7 August 2014 and no objections were raised subject to the following conditions:

<b>Electronic Meeting Reference</b>	<b>Agreed recommendation of the Local Traffic Committee</b>
2014/17	i. the installation being completed by the applicant at its cost; ii. all signage being sign size A; and iii. street lighting levels for devices and intersections being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design; iv. physical barriers are installed on the pavement to force



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	<p><b>vehicles to merge;</b> <b>v. that the merge sign G9-15 is moved west 50 metres; and</b> <b>vi. the advance merge G9-15 &amp; G9-78 sign will also need to be relocated 50m west.</b></p>
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**LTC09**

**RECOMMENDED**

**The Local Traffic Committee recommends that Council receives and notes the report.**

**ATTACHMENTS**

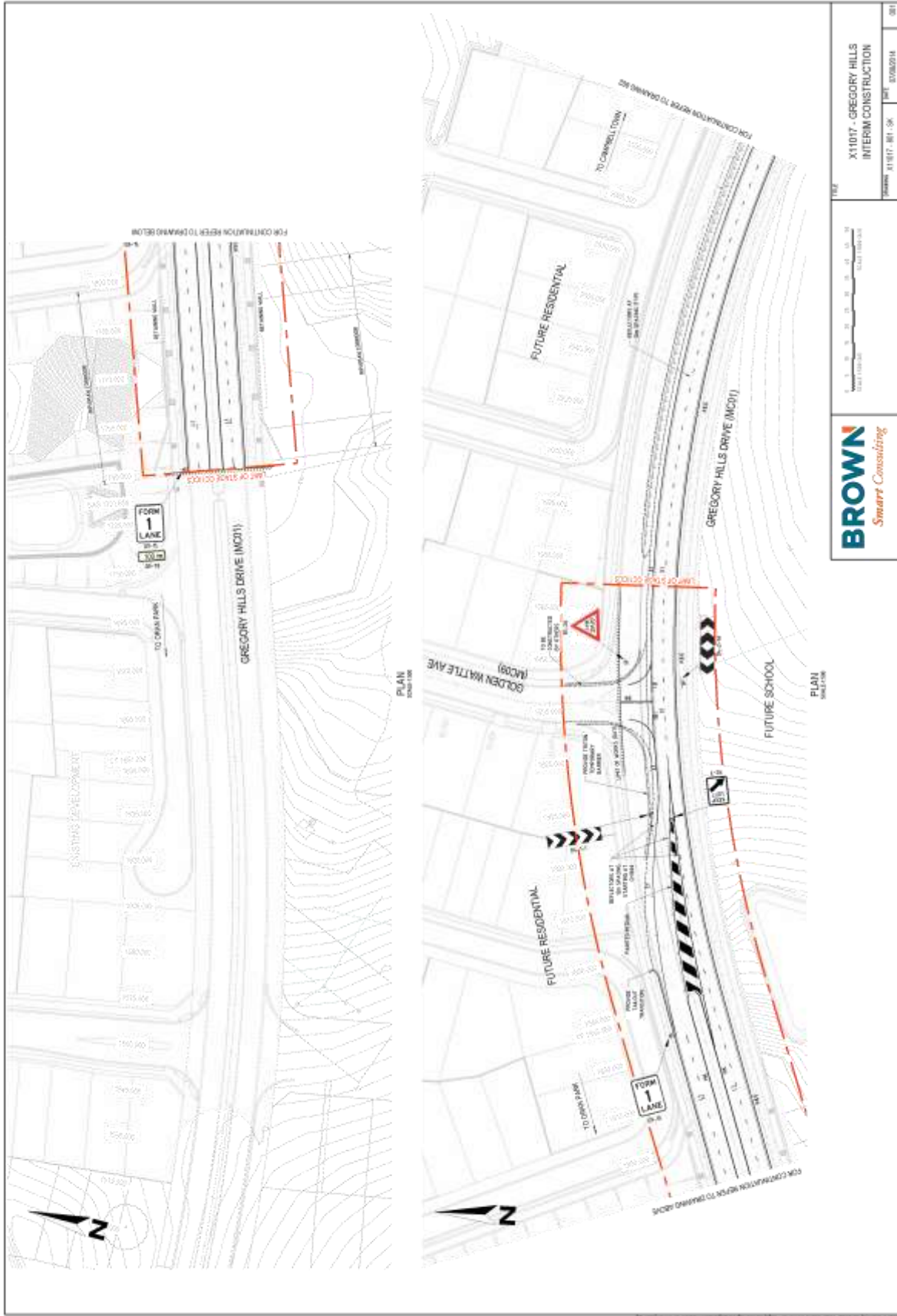
1. Local Traffic Committee 16 September 2014 - Golden Wattle Drive
2. Local Traffic Committee 16 September 2014 - Golden Wattle Drive

LTC09

Attachment 1







PROJECT	X11017 - GREGORY HILLS INTERIM CONSTRUCTION
DATE	20/08/2014
SCALE	AS SHOWN

LTC09

Attachment 2





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## LOCAL TRAFFIC COMMITTEE

LTC10

LTC10

**SUBJECT: ARGYLE STREET, CAMDEN - LIGHT UP CAMDEN FESTIVAL 2014,  
SPECIAL EVENT TRANSPORT MANAGEMENT PLAN**

**FROM:** Director Community Infrastructure

**BINDER:** 14/109227

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**ELECTRONIC MEETING ITEM; DATE: 17 July 2014**

### PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting, for the closure of streets in the Camden CBD to conduct the Light Up Camden Festival 2014.

### BACKGROUND

Council has received an application by the Camden Chamber of Commerce to conduct the annual Light Up Camden Festival which proposes road closures as part of the festival. The event is conducted each year on a Thursday evening during November to promote the Christmas festive season.

### MAIN REPORT

The Camden Chamber of Commerce has successfully conducted the Light Up Camden Festival for a number of years. The closure of roads is required to undertake a street festival with stall holders, festival amusements and entertainment. The event is scheduled for Saturday 15 November 2014.

A Special Event Transport Management Plan with associated Traffic Control Plans (Plan No. 11212G) has been prepared for this year's event (**Attachment 1**). It incorporates the following elements:

- (i) Closure of:
  - Argyle Street (north side) from Oxley Street to Elizabeth Street,
  - Argyle Street (south side) from Murray Street to Hill Street,
  - John Street from the John Street/Hill Street parking area to Mitchell Street,
  - Hill Street (northbound) from the John Street/Hill Street parking area to Argyle Street, and
  - Oxley Street (southbound) from the Oxley Street car park to Argyle Street;
- (ii) Barriers and "Road Closed" signs at all limits of the road closures;
- (iii) Advance warning signs;
- (iv) Detour signs indicating:
  - Southbound Argyle Street traffic will be detoured into Hill Street, and
  - Northbound Argyle Street traffic will be detoured into Oxley Street;
- (v) Strategically placed traffic controllers;
- (vi) Temporary Bus Stop on Elizabeth Street;
- (vii) Temporary Taxi Zone relocation in John Street.



The requested closure time is from 12.00 noon to allow for the set up of the fair, with the official opening of the fair at 5.30pm. The event will formally close by 9.00pm and the roads will be reopened by 10.30pm, allowing time for packing up.

This item was emailed to voting members of the Local Traffic Committee on 17 July 2014 and no objections were raised to the proposed recommendation below.

<b>Electronic Meeting Reference</b>	<b>Agreed recommendation of the Local Traffic Committee</b>
2014/13	<p>That the Local Traffic Committee recommends that Council gives concurrence for the Special Event Transport Management Plan and associated closure of the following streets from 12.00 noon to 10.30 pm on Saturday 15 November 2014, for the operation of the Light Up Camden Festival for the following roads:</p> <ul style="list-style-type: none"><li>i. Argyle Street (north side) from Oxley Street to Elizabeth Street;</li><li>ii. Argyle Street (south side) from Murray Street to Hill Street;</li><li>iii. John Street from the John Street/Hill Street parking area to Mitchell Street ;</li><li>iv. Hill Street (northbound) from the John Street/Hill Street parking area to Argyle Street; and</li><li>v. Oxley Street (southbound) from the Oxley Street car park to Argyle Street.</li></ul> <p>This approval is subject to the following conditions:</p> <ul style="list-style-type: none"><li>a. The event is classified as a Class 2 event under the RTA Guide to Traffic and Transport Management for Special Events;</li><li>b. Traffic management arrangements shall be implemented in accordance with the approved Special Event Transport Management Plan and Traffic Control Plans (Plan No. 11212G);</li><li>c. Traffic controllers shall be accredited by the RTA and be in position at all times as indicated in the Traffic Control Plans;</li><li>d. The organisers providing proof of a minimum \$20 million Public Liability Insurance Policy noting Camden Council as an interested party;</li><li>e. The organisers shall obtain NSW Police concurrence to the Special Event Approval;</li><li>f. The organisers shall maintain access for emergency vehicles along the closed road sections;</li><li>g. The organisers shall advertise the road closure in the local papers a minimum of 28 days prior to the event and erect on street signage advising of the closure a minimum of 7 days prior to the event;</li><li>h. The organisers shall advise about the traffic management operations, in writing, to businesses along the closed road sections, local bus companies and Camden Wollondilly Cabs;</li><li>i. Advisory temporary bus stop and temporary taxi bay signage is erected two days prior to the event, indicating that changes will remain in effect between 12.00noon and 10.30 pm on the day of the event;</li><li>j. Placement of barriers and marshals along the areas for the temporary bus stops and taxi zone on Elizabeth Street at 11.00 am to help ensure these locations are clear of parked vehicles;</li><li>k. The organisers securing any other necessary consents as advised by Council; and</li><li>l. The organisers provide a disestablishment plan for the removal of all temporary signage within 24 hours of the event completion.</li></ul>



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### **RECOMMENDED**

**The Local Traffic Committee recommends that Council receives and notes the report.**

### **ATTACHMENTS**

1. Local Traffic Committee 16 September 2014 - Light Up Camden

**LTC10**







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## LOCAL TRAFFIC COMMITTEE

LTC11

**SUBJECT: AUSTRALIAN RED CROSS BLOOD SERVICE DONORMOBILE VEHICLE - TEMPORARY SUSPENSION OF PARKING BAYS IN 2015**  
**FROM:** Director Community Infrastructure  
**TRIM #:** 14/114335

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**ELECTRONIC MEETING ITEM; DATE: 08 August 2014**

### PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting, for the suspension of parking bays within the public car parks in the Camden Local Government Area, for use by DonorMobile vehicles to operate a blood donor service on various occasions in 2015.

### BACKGROUND

The Australian Red Cross Blood Service has applied to Council for the use of part of the Oxley / Mitchell Streets Car Park, Camden and the Narellan Town Centre Car Park to operate a mobile blood donor service in 2015. The vehicle has successfully operated in these locations in the past.

### MAIN REPORT

The Australian Red Cross Blood Service operates a mobile blood donor service using a large walk-in vehicle and trailer. As per previous years, the Blood Service is proposing to use seven 90 degree angle parking spaces on the south-west side of the Oxley / Mitchell Streets Car Park and adjacent to the side boundary of No. 4 Somerset Avenue, in Narellan Town Centre Car Park, to set up the service (see **Attachment 1**). The dates proposed for the DonorMobile visits are:

#### Camden

- Visit 1 - Tuesday 27th January to Friday 30th January 2015
- Visit 2 - Monday 20th April to Friday 24th April 2015
- Visit 3 - Monday 13th July to Friday 17th July 2015
- Visit 4 - Tuesday 6th October to Friday 9th October 2015
- Visit 5 - Monday 21st December to Thursday 24th December 2015

#### Narellan

- Visit 1 - Monday 16th February to Wednesday 18th February 2015
- Visit 2 - Monday 18th May to Wednesday 20th May 2015
- Visit 3 - Monday 17th August to Wednesday 19th August 2015
- Visit 4 - Monday 16th November to Wednesday 18th November 2015

Both of these sections of car park are owned and operated by Council. There is a significant amount of alternate unrestricted parking spaces in the vicinity of both car parks. Council is not aware of any major events planned for the above dates. No





spaces dedicated for people with disabilities would be affected by the proposal and it is not anticipated that local traffic would be adversely affected.

The applicant has provided evidence of \$20million public liability insurance.

This item was emailed to voting members of the Local Traffic Committee on 17 July 2014 and no objections were raised to the proposed recommendation below.

<b>Electronic Meeting Reference</b>	<b>Agreed recommendation of the Local Traffic Committee</b>
2014/18	<p><b>That the Local Traffic Committee recommends: that Council:</b></p> <ul style="list-style-type: none"><li data-bbox="443 667 1377 831">i. <b>gives concurrence for the temporary suspension of seven parking spaces on the south-west side of the Oxley / Mitchell Streets Car Park, Camden, on 27 to 30 January 2015, 20 to 24 April 2015, 13 to 17 July 2015, 6 to 9 October 2015 and 21 to 24 December 2015;</b></li><li data-bbox="443 835 1377 999">ii. <b>gives concurrence for the temporary suspension of seven parking spaces in Narellan Town Centre Car Park, Narellan, adjacent to the side boundary of No. 4 Somerset Avenue, on 16 to 18 February 2015, 18 &amp; 20 May 2015, 17 to 19 August 2015 and 16 to 18 November 2015.</b></li><li data-bbox="443 1003 1377 1133">iii. <b>concurrence is subject to traffic aisles within the car parks being kept clear at all times for the duration of the mobile blood donor service being set up and operational within the car parks; and</b></li><li data-bbox="443 1137 1377 1267">iv. <b>concurrence is subject to the applicant advising adjacent businesses of the dates in 2015 when the car parks will be utilised by the Blood Service, at least seven days prior to the first visit.</b></li></ul>

**RECOMMENDED**

**The Local Traffic Committee recommends that Council receives and notes the report.**

**ATTACHMENTS**

- 1. Local Traffic Committee 16 September 2014 - Australian Red Cross

LTC11

Attachment 1

**Oxley / Mitchell Streets Car Park, Camden**



**Narellan Town Centre Car Park, Narellan**





## LOCAL TRAFFIC COMMITTEE

LTC12

LTC12

**SUBJECT: JOHN STREET, CAMDEN - PROPOSED TEMPORARY SUSPENSION OF ON STREET PARKING**

**FROM:** Director Community Infrastructure

**TRIM #:** 14/136941

**ELECTRONIC MEETING ITEM; DATE: 18 July 2014**

### PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting, for the suspension of on street parking bays on the eastern side of John Street, between Mitchell Street and Larkin Place car park, Camden.

### MAIN REPORT

On Wednesday 23 July 2014, St Paul's Catholic Primary School will be hosting children from 8 schools across the Macarthur area and are expecting up to 15 buses to arrive, off load and depart from approximately 9:30am until 11:00am, and return, to collect children from approximately 12:00pm - 1:30pm. To facilitate this event, it is proposed that on street parking on the eastern side of John Street, Camden, between Mitchell Street and Larkin Place car park be temporarily suspended from 9.30am to 1.30pm. The proposal is shown in **Attachment 1**.

This item was emailed to voting members of the Local Traffic Committee on 18 July 2014 and no objections were raised to the proposed recommendation below.

<b>Electronic Meeting Reference</b>	<b>Agreed recommendation of the Local Traffic Committee</b>
2014/14	The Local Traffic Committee recommends that Council gives concurrence for the suspension of on street parking on the eastern side of John Street, Camden between Mitchell Street and Larking Place from 9.30am to 1.30 pm on Wednesday 23 July 2014.

### RECOMMENDED

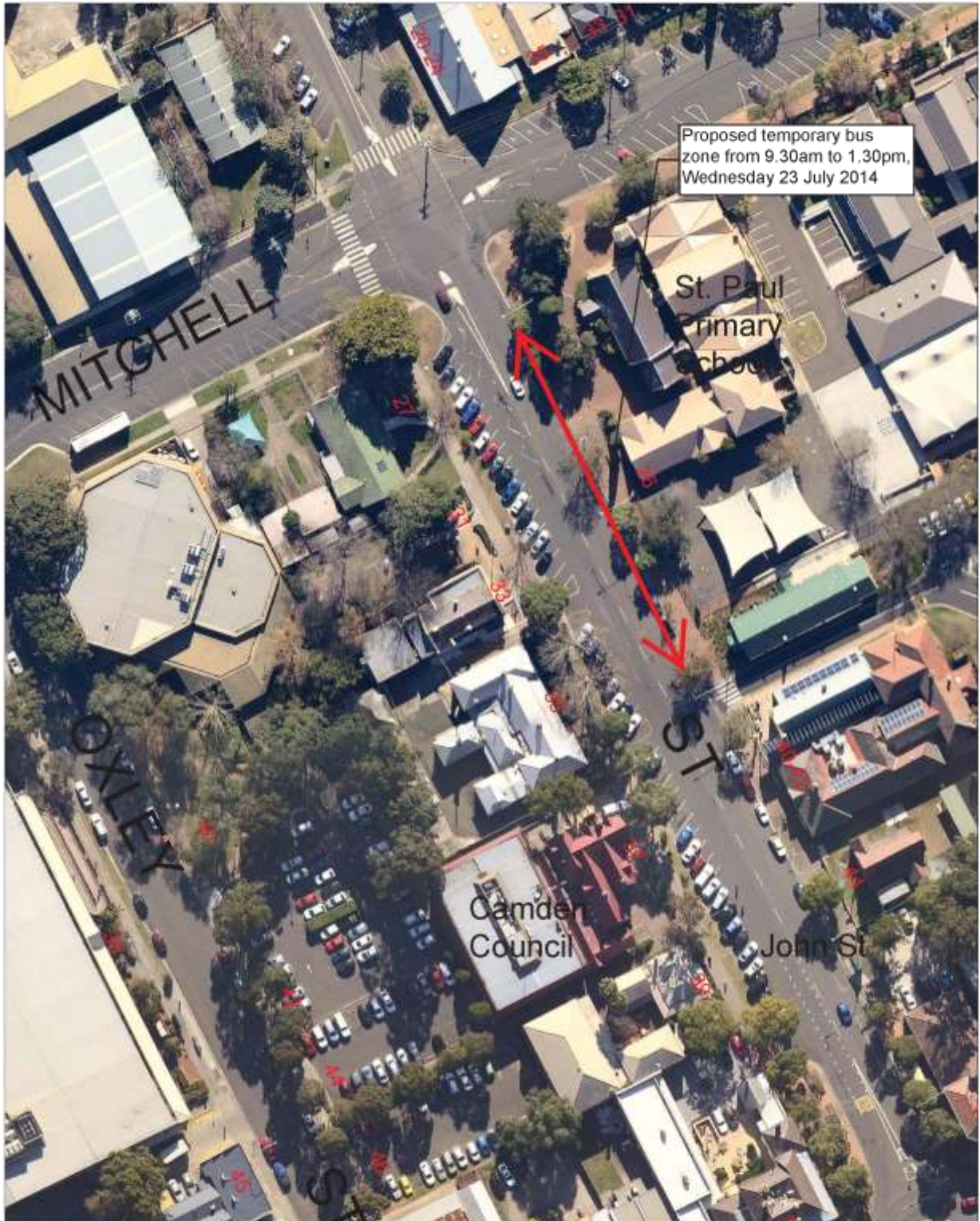
**The Local Traffic Committee recommends that Council receives and notes the report.**

### ATTACHMENTS

1. Local Traffic Committee 16 September 2014 - John Street St Paul Primary School

LTC12

Attachment 1



 <p>Scale: 1:1000 Printed Date: 15.07.14</p>	<p>St. Paul Primary School</p>  <p>0 5 10 15 20 25 30 35 40 45 50 Meters</p>	 <p>This map has been prepared from Council records by the Land Information section. If you intend to rely on this information you should have this verified.</p> <p>Camden Council accepts no responsibility for any errors or omissions. This map should not be reproduced without the permission of Camden Council.</p>
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# LOCAL TRAFFIC COMMITTEE

LTC13

LTC13

**SUBJECT: OXLEY ST, CAMDEN - SUSPENSION OF ONSTREET PARKING BAY**  
**FROM:** Director Community Infrastructure  
**TRIM #:** 14/136960

**ELECTRONIC MEETING ITEM; DATE: 1 August 2014**

## PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting, for the suspension of on street parking bays on the east side of Oxley Street, south of the intersection of Mitchell Street, Camden.

## MAIN REPORT

The Office of the NSW Small Business Commissioner has requested suspension of two (2) 1P parking bays on the east side of Oxley Street, south of the intersection of Mitchell Street (**Attachment 1** shows location). They wish to park a commercial RV in the spaces from 8.30am to 3.30pm on Friday 12 September 2014. The vehicle travels across NSW offering information and advice to small businesses.

This item was emailed to voting members of the Local Traffic Committee on 1 August 2014 and no objections were raised to the proposed recommendation below.

<b>Electronic Meeting Reference</b>	<b>Agreed recommendation of the Local Traffic Committee</b>
2014/15	The Local Traffic Committee recommends that Council gives concurrence for the suspension of two (2) 1P parking bays on the east side of Oxley Street, Camden from 8.30am to 3.30pm on Friday 12 September 2014; subject to: <ul style="list-style-type: none"> <li>i. applicant provides evidence of \$20M public liability insurance to Council; and</li> <li>ii. applicant notifies Camden Civic Centre at least 7 days in advance.</li> </ul>

## RECOMMENDED

The Local Traffic Committee recommends that Council receives and notes the report.

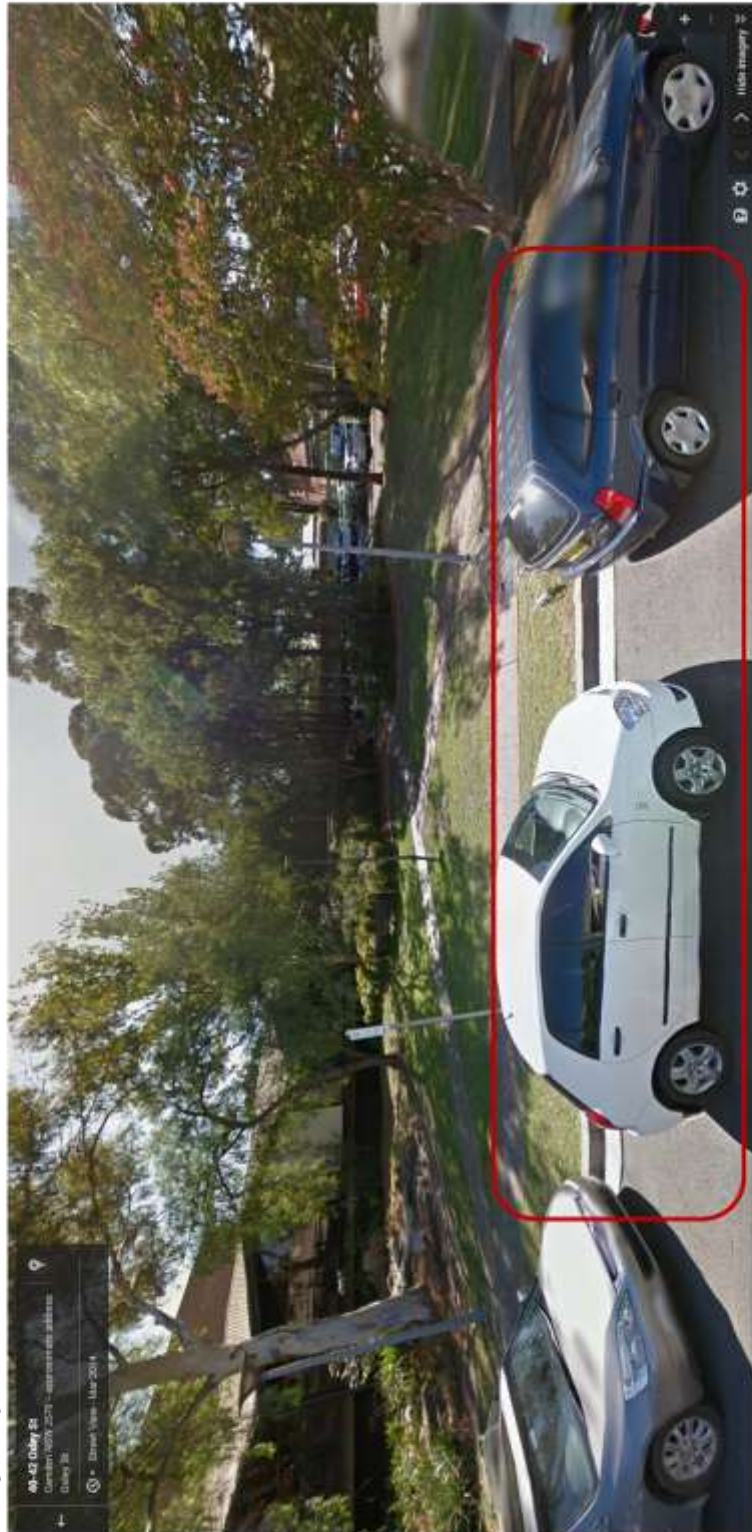
## ATTACHMENTS

1. Local Traffic Committee 16 September 2014 - Oxley Street Biz Bus

LTC13

Attachment 1

**Proposed Location  
Camden Small Biz Bus Visit  
Friday 12 September 2014**







# LOCAL TRAFFIC COMMITTEE

**SUBJECT: LOCAL BEHAVIOURAL CAMPAIGNS**  
**FROM:** Director Community Infrastructure  
**BINDER:** 14/136279

**PURPOSE**

To advise the Local Traffic Committee of local behavioural campaigns being undertaken to improve road safety and community safety in the Camden Local Government Area.

**BACKGROUND**

The Community and Road Safety Action Plan (CRSAP) is developed on a yearly basis to provide direction to the Community Road Safety Officer (CRSO). Projects and programs that are implemented in the Camden Local Government Area (LGA) are developed from both research and statistical analysis undertaken.

Below is an outline of progress of projects being implemented in the 2014/15 financial year.

**MAIN REPORT**

<b>Project</b>	<b>Target Issue</b>	<b>Current Status</b>
RBT Plan B Campaign	Drink Driving <i>To educate &amp; inform the community about the dangers of drink driving, to influence responsible road safety behaviour, and to work with Camden LAC to reduce the incidence of drink driving.</i>	CRSO continues to work with Camden Highway Patrol and the Camden Liquor Accord on coordinated approaches to reduce the incidence of drink driving. Information continues to be distributed to licensed premises in order to get the drink drive message across to the community.
Drive 2 Stay Alive – Year 11 Students	Young drivers <i>In-school program designed to provide road safety awareness to year 11 students in Term 3 to reduce the incidence of casualty and fatality crashes in young drivers. The sessions include information about highway policing, drug and alcohol impairment, licensing and heavy vehicle awareness</i>	The program has been successfully held at Magdalene Catholic High School, Elizabeth Macarthur High School and Mt Annan Christian College. The last school for this year will be Mount Annan High School and the program will be rolled out on Thursday 18 September 2014. Feedback from evaluations has been positive and program organisers have met with potential new presenters, including the victim of a drink drive incident, to enhance the program.





<b>Project</b>	<b>Target Issue</b>	<b>Current Status</b>
School Safety Program	Vulnerable road users, pedestrians, road users around schools <i>Program designed to address road safety issues around schools, improve safety and education amongst road users, parents and students in school zones</i>	The School Safety Program continues to work on identifying and improving traffic facilities and driver behaviour around schools. Facility changes are being recommended at Mount Annan High School, Cobbitty Public School and Oran Park Public School as a result of the program. The education and enforcement arm of the program will be scheduled at other schools for Term 4. Details to be confirmed as they are clarified.
Slow Down	Speed <i>Raise awareness and reduce the incidence of speeding on local roads. Work with Camden LAC to further reduce the incidence of speeding.</i>	50km/hour Slow Down bus shelter ads are still in place at identified sites throughout the LGA where the 50 km/hr general urban speed limit applies. CRSO is continuing to work with Camden LAC Highway Patrol to address speed complaints from residents. CRSO continues to forward any resident speed or traffic complaints to Camden LAC Traffic Services and HWP for investigation as necessary.
Choose Right Buckle Right	Child Restraints <i>To educate and increase awareness of the importance of correct child restraint use and fitting. To provide free child restraint fitting and checking days to the community.</i>	The program was held on 4 September 2014 with over 25 vehicles having their child restraints fitted and / or checked. This event was fully booked out and promoted through the community newsletter "Let's Connect". The next child restraint fitting and checking day will be held on 4 December 2014.
Graduated Licensing Scheme Workshops (GLS)	Parents and supervisors of learner drivers <i>Educational workshops for parents and supervisors of learner drivers, delivered to assist awareness and knowledge of the graduated licensing scheme.</i>	The last workshop was held on 12 April 2014 with 12 supervisors of learner drivers attending. Feedback from participants was positive. The next workshop is scheduled to be held in either late October / November 2014. Previous attendees of the Log Book Run events will be sent a letter advising them of the workshop in addition to it being promoted through the local newspaper.
Log Book Run (LBR) – Drives for Learners In Macarthur	Young drivers <i>Increase on road experience obtained by learner drivers and disseminate road safety messages and resources</i>	The Log Book Run event was held on Sunday 7 September 2014, with over 35 learner drivers and their supervisors attending. The day event can take a maximum of 50 participants. The next Dusk Log Book Run event is scheduled to be held on Thursday 30 October 2014 and the next Day Log Book Run event is scheduled to be held on Sunday 14 December 2014.



Project	Target Issue	Current Status
Community Safety Plan	General community safety <i>Identify and introduce community safety programs and initiatives in the Camden LGA as appropriate.</i>	CRSO continues to work on identifying and implementing community safety programs, audits and works as appropriate. CRSO continues to work with the Camden Police Crime Prevention Officer to monitor and address community safety issues as they arise.
Park Smart	Community safety, Steal from Motor Vehicle offences	A local roll out of this program commenced in 2014, targeting local shopping centre car parks. The program commenced at Narellan Town Centre car park on 16 June 2014, with over 700 educational resources distributed. The program was scheduled to be rolled out in the Camden CBD in August but had to be cancelled due to wet weather. A new date will be confirmed shortly.
Camden Liquor Accord	Drink Driving, community safety, alcohol related issues <i>Implementing programs and educating the community to reduce the incidence of alcohol related problems, drink driving and anti social behaviour.</i>	CRSO continues to work through the Camden Liquor Accord to implement and address community and road safety issues related to alcohol consumption.  The last Camden Liquor Accord meeting was held on 19 August 2014.
Bike Safety Awareness Program	Bike safety <i>To promote safe cycling. An in-school bike safety education program aimed to teach best safety practices when riding a bicycle.</i>	Evaluation is currently being undertaken to determine the sustainability of the program and what funding would be required. Options such as outsourcing the event to the CARES facility at Campbelltown are currently being considered.
Seniors Safety Morning Teas	Seniors Safety – Pedestrian safety <i>Partnership with Camden Police and Barnes Driving School to promote and educate regarding best practice pedestrian and personal safety and licensing conditions for older drivers</i>	Programming has commenced for the 2014/2015 financial year, with all presenters confirming their participation. Available dates have been sent through to Council's Seniors Officer, who will book the presentations with our Seniors groups and Senior living facilities. The next session is scheduled to be held on 22 September at Carrington Retirement Village.



<b>Project</b>	<b>Target Issue</b>	<b>Current Status</b>
Graffiti Education	Graffiti prevention, community safety, young people <i>To assist in the reduction of graffiti offences through early intervention education</i>	This program was piloted in the 2013/14 financial year and evaluations have shown that it was well received and had an impact on participants. The program was made available to all high schools in the Camden LGA, with only 2 schools not taking part. The program will again be offered to all high schools, with a view to 100% take up. The program targets Year 8 students and is designed to deter young people from getting involved in graffiti vandalism. Planning discussions are underway with the program provider, Warner Education, to finalise costs and delivery dates for 2014/15.

**FINANCIAL IMPLICATIONS**

Program funding has been provided in 2014/2015 through Roads and Maritime Services grant funding (\$10,500) and Council funding (\$17,900). This will form part of a report to Council in the near future.

**RECOMMENDED**

**The Local Traffic Committee recommends that Council receives and notes the Local Behavioural Campaigns report for September 2014.**



# LOCAL TRAFFIC COMMITTEE

**SUBJECT: PERMANENT ITEMS**  
**FROM:** Director Community Infrastructure  
**BINDER:** 14/136281

(i) Bike Plan Implementation

Council is currently updating the Bike Plan. The Cycling Advisory Group met on 12 August 2014.

Council has recently ordered bike racks which will be installed at the Camden Town Farm. The bike racks will be installed once the location has been determined, taking into account issues such as heritage aspects on the site.

(ii) Pedestrian Access Mobility Plan (PAMP)

Camden Council's PAMP was adopted at the Council Meeting of 24 June 2014. A works schedule has commenced for this financial year, focussing on construction of footpath's which were identified as Priority 1.

Table 1: Footpath works schedule – Priority 1

Street	Suburb	Location	Description	Length (m)	Cost	Construction Status
Old Hume Highway	Camden	Western side, south of Ironbark Ave	Footpath & kerb ramps	170	\$ 16,300	Underway
Armour Ave	Camden South	Northern side	Footpath & kerb ramps	115	\$ 10,850	Underway
Old Hume Highway	Camden South	Eastern side, btm Ulmarra Ave & Elizabeth Macarthur Ave	Footpath & kerb ramps	400	\$ 36,000	Underway
Old Hume Highway	Camden South	Eastern side, north of Armour Ave	Footpath	300	\$ 27,000	Underway
Moore Pl	Currans Hill	Eastern side	Footpath	70	\$ 6,300	Underway
Tramway Dr	Currans Hill	Eastern side, north of Narellan Rd	Footpath	65	\$ 5,850	Complete
Merriman Ct	Elderslie	Western side	Footpath	140	\$ 12,600	Underway
Harrington Street	Elderslie	South side at Hilder Street	Footpath & kerb ramps	100	\$ 9,000	Underway
Albury Ct	Harrington Park	Western side	Footpath & kerb ramps	120	\$ 11,800	Underway
Stewart St	Harrington Park	Western side	Footpath	200	\$ 18,000	Underway
Richard Road	Leppington	Outside School	Footpath	30	\$ 4,500	Underway
Waterworth Dr	Mount Annan	Western side, south of Narellan Rd	Footpath & kerb ramps	50	\$ 4,500	Underway
Waterworth Dr	Mount Annan	Eastern side, south of Main St	Footpath	80	\$ 7,200	Underway
Welling Dr	Mount Annan	Southern side east of main Street	Footpath & kerb ramps	100	\$ 9,000	Underway
Coghill St	Narellan	Eastern side	Footpath	330	\$ 69,700	Underway
Queen St	Narellan	Eastern side, south of CVW	Footpath	65	\$ 5,850	Underway
Slade St	Narellan	Northern side	Footpath & kerb ramps	100	\$ 10,000	Complete
Weeks Pl	Narellan Vale	Eastern side, south of Veness Ct	Footpath & kerb ramps	60	\$ 5,900	Complete

In 2013, Council submitted applications for 50/50 funding under the 2014/2015 Cycleway and Pedestrian Facilities Program and was subsequently advised on 15 August, 2014 that under the Cycleway Program, funding of \$25,000 (GST exclusive) for the construction of a bicycle refuge on Richardson Road, had been approved. Council was also successful in gaining funding of \$15,000 (GST exclusive) for a pedestrian refuge on Welling Drive, Mt Annan. This funding is allocated for the 2014/2015 financial year.

(iii) Black Spot Identification/Evaluation/Treatment

**2014/2015 Financial Year**

In 2013, Council submitted two applications for Black Spot Program funding under the Commonwealth Government's Nation Building Program. Council was informed on 7 July, 2014 that Cut Hill Road and Coates Park Road has been



approved for funding of \$295,000 (excluding GST) for the 2014/2015 financial year.

Council was further successful in its application for 50% funding for Raby Road, approving funding of \$80,500 (excluding GST) for the 2014/2015 financial year under the State program. The latter program requires dollar for dollar (50/50) funding between Council and RMS.

Construction work for the above projects is currently underway.

### **2015/2016 Financial Year**

Crash data analysis for Black Spot Program funding for the 2015/16 financial year has now been completed.

Six potential locations were examined for eligibility. These locations are:

1. Existing marked foot crossing on Argyle Street, Camden outside Crème Della Crème.
2. Mitchell Street / Elizabeth Street intersection, Camden.
3. A section of Holdsworth Drive, north of Main Street, Mount Annan.
4. A section of Allenby Road, 700 metres south of Bringelly Road, Rossmore.
5. Argyle Street / Oxley Street intersection, Camden.
6. Burrangorang Road / Cawdor Road intersection, South Camden

Treatments for the first four locations above were identified, satisfying the Benefit Cost Ratio (BCR) threshold of 9 or above is likely to qualify for Blackspot funding. An overview of submissions is presented below:

The proposed treatment for the existing marked foot crossing on Argyle Street, Camden outside Crème Della Crème is:

- Upgrade the existing marked foot crossing to a signalised mid-block crossing

The proposed treatments for Mitchell Street / Elizabeth Street intersection, Camden are:

- Change existing Give Way sign to Stop sign and move it forward using kerb extensions.
- Tightening kerb radii using line marking
- Upgrades existing pedestrian refuge islands to current standards

The proposed treatments for a section of Holdsworth Drive, north of Main Street, Mount Annan are:

- Upgrade seal to high level non-skid surface
- Install new curve and advisory signs
- Install curve alignment markers (CAMs)

The proposed treatments for a section of Allenby Road, Rossmore, 700 metres south of Bringelly Road are:



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- 
- Install shoulder from no shoulder or unsealed to 0.5-1m sealed
  - Install new curve and advisory signs
  - Remove hazards (trees, utility poles, headwall, etc) from clear zone

Treatments identified for the last two locations (Argyle Street / Oxley Street intersection and Burrangorang Road / Cawdor Road intersection) were assessed to be well short of the likely Benefit Cost Ratio (BCR) threshold to be eligible for Blackspot funding. These locations will be examined in more detail in the coming months and appropriate treatments identified and costed. If the treatments prove eligible for Back Spot funding in the future, Council may choose to submit an application for the next round of assessments. Alternative funding sources such as the REPAIR Program will also be explored.



(iv) Upcoming Major Works/Events

<b>Location</b>	<b>Date (s)</b>	<b>Major Works / Event</b>
Various streets in Camden CBD	15 November 2014	Light Up Camden 2014
Camden Valley Way	Ongoing 2014	Closure of local side roads along Camden Valley Way at Springfield Road, Catherine Fields Road, Deepfields Road and Dwyer Road.
Closure of Richardson Road between Corder Drive and Spring Road	Mid October 2014 – Early February 2015	Culvert replacement
Closure of Spring Road between Macarthur Road and Spring Farm Drive	Mid February – mid June 2015	Spring Road reconstruction

**RECOMMENDED**

**That items (i) to (iv) be noted.**