

Local Traffic Committee Business Paper

Committee Meeting
16 August 2016

Council Office
19 Queen Street
Narellan



LOCAL TRAFFIC COMMITTEE
16 August 2016

Dear Sir/Madam

You are advised that the next Local Traffic Committee is scheduled for 16 August 2016, commencing at 9.30am at Council Office, 70 Central Avenue, Oran Park.

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 on (02) 4645 5026.

Your sincerely

VINCE CAPALDI
DIRECTOR COMMUNITY INFRASTRUCTURE

Local Traffic Committee

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

Local Traffic Committee Tuesday 16 August 2016

SIGNS, LINES & DEVICES

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USE OF PUBLIC ROADS

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OTHER MATTERS

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ELECTRONIC MEETING ITEMS

There are no Delegated Items to ratify.

BUSINESS WITHOUT NOTICE

**DATE OF NEXT LOCAL TRAFFIC COMMITTEE MEETING - TUESDAY 20
SEPTEMBER 2016**

INFORMAL ITEMS



LOCAL TRAFFIC COMMITTEE

LTC01

SUBJECT: WEEKS PLACE, NARELLAN VALE - NO STOPPING RESTRICTION
FROM: Manager Infrastructure Planning
BINDER: 16/192494

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for proposed changes to parking restrictions in Weeks Place, Narellan Vale.

BACKGROUND

Changes are proposed to parking controls in Weeks Place, Narellan Vale, in order to provide improved manoeuvrability for vehicles.

MAIN REPORT

Vehicles parking in the hammer head of Weeks Place are restricting the ability of motorists to utilise the area to turn, forcing them to reverse the length of the roadway. It was considered feasible to eliminate 30 metres of parking along the northern side of the subject section of Weeks Place as well as in the hammer head. Five nearby residences were consulted on this basis. Three responses were received, two of which were in favour of the restrictions, requesting that the sign positioning is such that it would not impact on vehicle manoeuvrability. One respondent opposed the proposal stated that the loss of on street parking would have a significant impact.

Noting that on-street parking opportunities are limited and that parking can be accommodated on the 5 metre wide carriageway, it is recommended that parking is only restricted at the hammer head, in order to maintain manoeuvrability (see **Attachment 1**).

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

Two new signs are required as part of the proposal. It is estimated this will cost \$700 and it is proposed to be funded from the RMS Block Grant (Traffic Facilities Component) for the 2015/16 financial year. It is envisaged the long term maintenance will be funded through the RMS Block Grant.

CONCLUSION

It is considered that stopping restrictions would cater for improved manoeuvrability of vehicles along the section of Weeks Place.

RECOMMENDED

The Local Traffic Committee recommends that Council approves the installation of 17 metres of No Stopping restriction (R5-400) at the end of Weeks Place, Narellan Vale.

ATTACHMENTS

1. Weeks PI, Narellan Vale

LTC01

Attachment 1



Scale 1 400
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Weeks Place, Narellan Vale



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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LOCAL TRAFFIC COMMITTEE

LTC02

SUBJECT: ANGOPHORA CIRCUIT, MOUNT ANNAN - DOUBLE BARRIER LINES

FROM: Traffic Engineer

TRIM #: 15/348526

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of BB double lines along sections of Angophora Circuit, Mount Annan.

BACKGROUND

Road safety concerns have been raised at the intersections on Angophora Circuit, Mount Annan. Investigations were undertaken by Council officers and it is recommended that double barrier lines are installed along sections of the road to encourage vehicles keep to the left side of the road, particularly at the bends.

MAIN REPORT

Further to concerns reported to Council, an investigation was undertaken which confirmed that the existing road layout may be a factor resulting in some motorists not keeping to the left side of the road.

To address the issue council is proposing to install double barrier (BB) lines along sections of Angophora Circuit near the intersections with Crebra Way and Viola Way. (See **Attachment 1**).

Council consulted affected residents and received one written response. The response was in support of the proposal.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

It is proposed that the cost be funded from the RMS Block Grant (Traffic Facilities component) for the 2016/17 financial year.

RECOMMENDED

That the Local Traffic Committee recommends that Council approves double barrier (BB) lines on Angophora Circuit, Mount Annan, at the intersections with Crebra Way and Viola Way.

ATTACHMENTS

1. Angophora Circuit

LTC02

Attachment 1



Install new 10m BB lines

Reinstate faded 20m BB line

LOCAL TRAFFIC COMMITTEE

LTC03

SUBJECT: WELLING DRIVE / HINES PLACE, MOUNT ANNAN - EXTENSION OF A TRAFFIC ISLAND

FROM: Manager Infrastructure Planning

TRIM #: 16/224199

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the extension of a traffic median in Hines Place at the intersection of Welling Drive, Mount Annan. A location plan has been provided as **Attachment 1**.

BACKGROUND

Following community feedback, Council has undertaken a video survey of the intersection of Hines Place and Welling Drive. Based on the survey results, it is recommended that the existing traffic island in Hines Place at Welling Drive intersection be extended.

MAIN REPORT

In July 2015, Council installed a pedestrian refuge on Welling Drive at Hines Place with a sign prohibiting u-turning at this intersection. However, it has been reported that motorists continue to perform u-turns during school pick up and drop off.

Council undertook a video survey of the intersection, Monday to Friday 8 - 9.30am & 2.30 - 4pm and results of survey are shown below:

U-Turn Movements					
	Mon	Tue	Wed	Thurs	Fri
AM	14	13	10	15	15
PM	5	9	7	7	11
Total	19	22	17	22	26

As shown in the table above, the survey results indicate that there are a significant numbers of motorists performing u-turns behind the existing traffic island in Hines Place. Vehicles doing the u-turns could be in danger of colliding with traffic in the Hines Place, could inhibit other traffic wishing to turn right or left from Welling Drive to Hines Place or endanger pedestrians.

The NSW Road Rules – Section 41 states that “A driver must not make a U-turn at an intersection without traffic lights if there is a no U-turn sign at the intersection.”

Whilst the responsibility for enforcing road rules lies with the NSW Police Force, Council notes that ongoing enforcement may not be practicable.



With a view to address the issue, it is recommended that the existing traffic island in Hines Place be extended a further two metres (see **Attachment 2**). Modification of the pedestrian pram ramps and linemarking on Hines Place will also be required.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

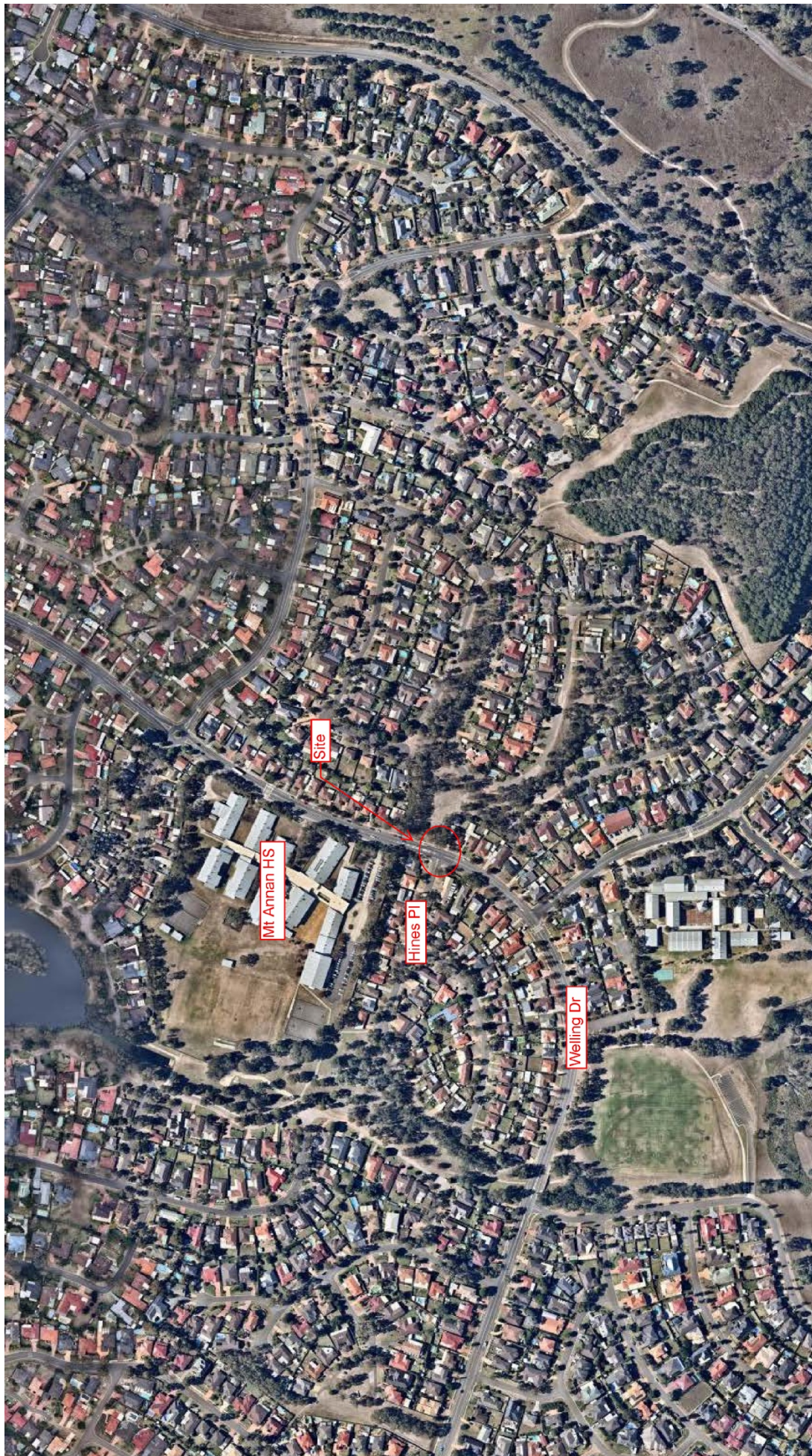
The proposed works would be funded from Council's Traffic Facilities budget for 2016/17 at an approximate cost of \$6,000.

RECOMMENDED

The Local Traffic Committee recommends that Council approves an extension of the existing traffic island in Hines Place, Mount Annan at the Welling Drive intersection for a further two metres and other line marking, signage and kerb ramp works associated with the proposed extension.

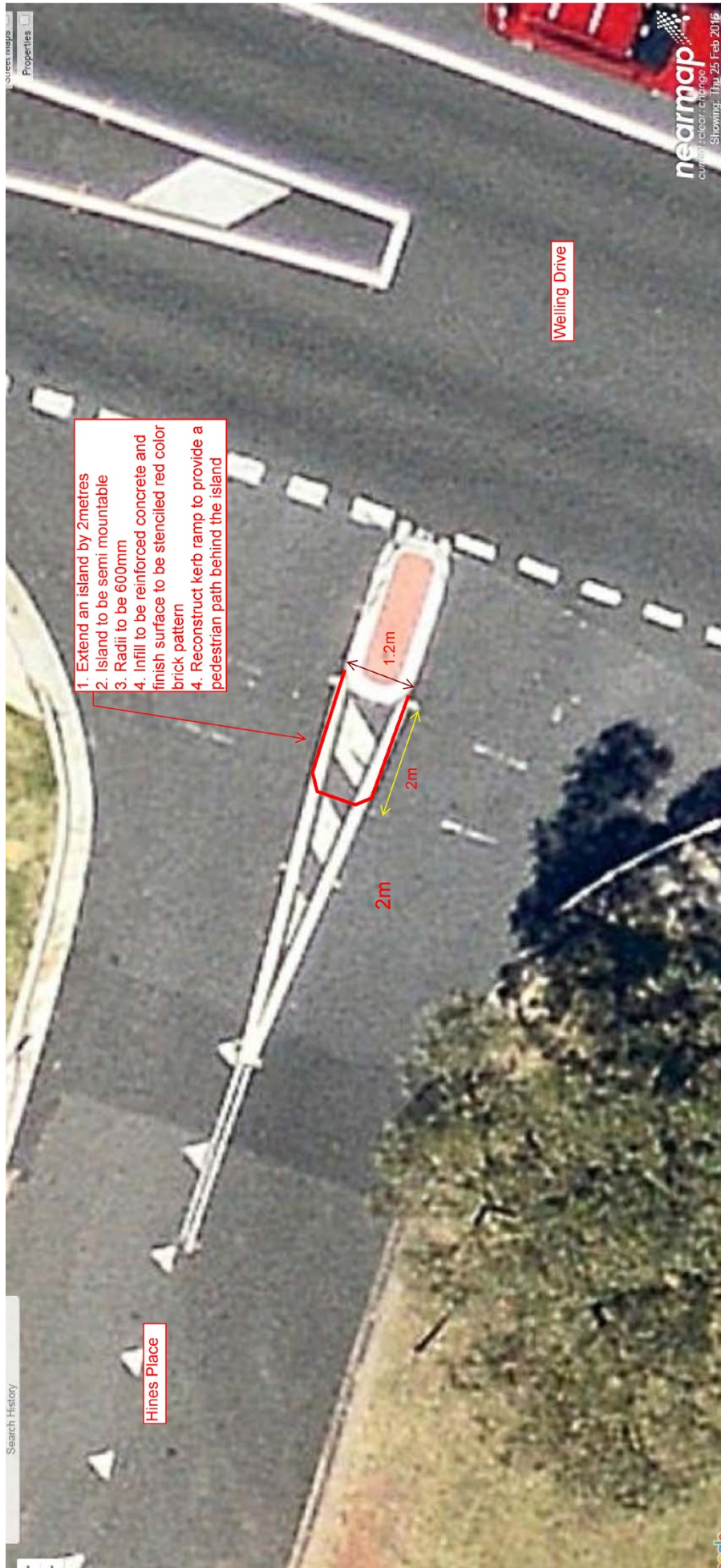
ATTACHMENTS

1. Attachment 1 - Hines Place
2. Attachment 2 - Hines Place



LTC03

Attachment 2



LOCAL TRAFFIC COMMITTEE

LTC04

SUBJECT: DUNN ROAD, SMEATON GRANGE - SPECIAL EVENT APPLICATION FOR CYCLE RACES

FROM: Manager Infrastructure Planning

TRIM #: 16/143908

PURPOSE OF REPORT

To advise the Local Traffic Committee about recent proposals from the Macarthur Cycling Club to use local roads in Smeaton Grange to undertake bicycle racing on Sunday mornings.

BACKGROUND

On 30 September 2014, the Local Traffic Committee considered via an Electronic Meeting, a proposal from the Macarthur Collegians Cycling Club to use Waler Crescent and part of Bluett Drive for cycle racing on any dates in 2014 and 2015. Due to the operation of a new bus depot, increasing occupation and construction activity, the following recommendation was made:

The Local Traffic Committee recommends that Council does not approve the application for Special Event road closures in Waler Crescent and part of Bluett Drive for cycle racing on any dates in 2014 and 2015.

The above Electronic Meeting item was included in 18 November 2014 Local Committee Meeting Agenda and approved by Council under officer delegation. Since this time, the club has advised that they have been seeking alternative options to conduct their activities.

MAIN REPORT

The Macarthur Collegians Cycling Club contacted Council again in January 2016 with five potential options to utilise local roads in Smeaton Grange under traffic control to conduct cycle races. The races would be undertaken on periodic Sundays from 7.00am to 10.00am. These five proposals are:

- **Option 1** - Waler Crescent
- **Option 2** - A section of Bluett Drive between Anderson Road and property boundaries of 28 & 30
- **Option 3** - A section of Orielton Road between Smeaton Grange Road and Hartley Road
- **Option 4** - A Section of Smeaton Grange Road between Anzac Avenue and Magdalene Catholic High School
- **Option 5** - Dunn Road

The Guide to Traffic and Transport Management for Special Events Version 3.4 notes that:

“From a traffic and transport perspective, a special event needs to:

- ensure the safe separation of event patrons, participants and volunteers from traffic, and



-
- manage the reduced capacity of the road system, and
 - minimise the traffic impact on the non-event community & the emergency services, and
 - minimise costs.”

An initial assessment indicated that Option 1 and Option 2 would not be feasible due to the needs for 24/7 access for businesses on these roads. Options 3 and 4 were not supported due to them being through roads. The periodic usage of these roads would have some impact on the operations of local businesses in the wider precinct.

The options were considered by the Local Traffic Committee as Business Without Notice at the meeting on 17 May 2016 and the Committee shared Council’s concerns.

Subsequently Council agreed to undertake consultation on the Smeaton Grange Road option which is currently underway.

Council officers advised that Option 5 could be workable subject to assessment of the needs of the non-event community in the vicinity. Council asked Macarthur Collegians Cycling Club to undertake consultation with the businesses on Dunn Road. After being advised by the Collegians that no concerns were identified, Council undertook written consultation with owners and occupiers. Below is a summary of responses received by Council:

- Three businesses indicated that they will require 7 day, all hour access to Dunn Road for heavy vehicles including B-Doubles.
- Heavy vehicle and cyclists are not a desirable mix and the businesses are concerned for the wellbeing for both cyclists and the heavy vehicle operators.
- The closure of the road, although for a short period, will impact on the access to their business and will impact on the appeal to lease the properties.
- One business indicated that they are obliged by their dealer agreement with their various manufacturers to operate a 24 hour / 7 day per week emergency breakdown service for their customers and other owners of the franchised products they sell and service.
- Various people park trucks and trailers on Dunn Road on weekdays and weekends which may prove to be an obstacle to the proposed cycle races.
- One business indicated that due to the nature of their perishable product, it is undesirable to have their delivery trucks waiting on the side of road for any longer than necessary.

Subsequently the Club has undertaken further consultation and established in writing that three businesses do not object to the proposed activity, including one of the original objectors. Council has contacted the other two objectors which still do not support the activity due to the impact on their business operations, in particular the emergency breakdown service.

The Club has now made a formal Special Event Transport Management Plan application to Council for the Dunn Road option.

CONCLUSION

There are unresolved objections from the businesses in Dunn Road about the impact of cycle races. It is further noted that consultation is underway on the option to utilise Smeaton Grange Road.

RECOMMENDED

The Local Traffic Committee recommends that Council:

- i. does not support the Dunn Road, Smeaton Grange, for criterion cycle racing on periodic Sundays; and**
- ii. advises Macarthur Collegians Cycling Club of the outcome of their application.**

LOCAL TRAFFIC COMMITTEE

LTC05

SUBJECT: JOHN STREET, CAMDEN - SMALL BIZ BUS SUSPENSION OF ON-STREET PARKING RESTRICTIONS

FROM: Manager Infrastructure Planning

TRIM #: 16/224349

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the suspension of on-street parking on John Street, Camden.

MAIN REPORT

The Small Biz Bus is a mobile information and advisory service for small business. It's part of the Small Biz Connect business advisory program, funded by the NSW Government. The Bus travels across NSW, connecting small business owners with advisors and services in their local community at no cost to them.

The Small Biz Bus will facilitate 45 minute business advisory sessions on-board its meeting area, at no cost to local small businesses. The Advisor on board will be from the South West Sydney Business Enterprise Centre (BEC) who are delivering the Small Biz Connect Program in the Sydney South West Region, on behalf of the Office of the Small Business Commissioner, along with a driver/host.

Small Biz Bus is planned to visit Camden on 9 September, 2016 and Council as per previous years requires three 1P parking bays on the west side of John Street, adjacent to Epicure store in 39 John Street (**Attachment 1** and **Attachment 2** show location and proposal), to park the Small Biz Bus from 8.30am to 3.30pm on Friday 9 September, 2016. The applicant has been advised to consult with adjacent businesses.

Council is satisfied with the location from a road safety perspective and it is proposing that concurrence be given to suspend three 1P parking bays to allow the vehicle to legally park.

RECOMMENDED

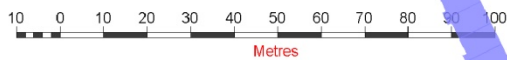
The Local Traffic Committee recommends that Council approves the suspension of three 1P on-street parking spaces on John Street at 39 John Street Camden on 9 September 2016 from 8.30am to 3.30pm.

ATTACHMENTS

1. Attachment 1 - John Street - Small Biz Bus
2. Attachment 2 - John Street - Small Biz Bus



Scale: 1:1500
 Printed Date: 03.02.15



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LTC05

Attachment 2



LOCAL TRAFFIC COMMITTEE

LTC06

SUBJECT: LOCAL BEHAVIOURAL PROGRAMS
FROM: Traffic Engineer
TRIM #: 16/192481

PURPOSE OF REPORT

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 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.

This report outlines the progress of projects being implemented in the 2016/2017 financial year.

MAIN REPORT

Project	Target Issue	Current Status
RBT Plan B Campaign	Drink Driving <i>To educate and inform the community about the dangers of drink driving, to influence responsible road safety behaviour, and to work with the 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 reducing 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. Mobile Drug Testing is now also a priority, with heightened Police operations being held.
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 police enforcement, drug and alcohol impairment, licensing and heavy vehicle awareness.</i>	Scheduling is completed for 2016 with all target schools booked. Dates are as follows: <ul style="list-style-type: none"> • Mount Annan Christian College – 24 August 2016 • Mount Annan High School – 21 September 2016 • Elizabeth Macarthur High School – 19 September 2016 • Magdalene Catholic High School – 5 August 2016 The first session for the year has been held at Magdalene Catholic HS.



Project	Target Issue	Current Status
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. Other engineering and road safety issues have been investigated and actioned as they arise, and as appropriate.
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/hr Slow Down bus shelter advertisements 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 Highway Patrol for investigation as necessary. A joint Speed program is being undertaken with Campbelltown City Council and Camden Highway Patrol. Local streets with perceived speed issues have had speed counts undertaken. This data has been passed onto Police for possible enforcement where appropriate. Additionally, variable message sign placement at these sites is now being prioritised, with the delivery of a new speed check trailer on 12 August 2016. Once a schedule is finalised the trailer will be placed at locations where speed has been identified as an issue, and will be utilised as a further education and awareness to speed related issues on local streets.
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 last child restraint fitting and checking day was held on 2 June 2016. The next child restraint fitting and checking day is scheduled to be held on 2 September 2016. This event is fully booked.

Project	Target Issue	Current Status
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 13 April 2016 in partnership with Campbelltown City Council. This event was promoted through schools, in local newspaper advertising and at the Drives for Learners in Macarthur – Log Book Run events.
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 last Day Log Book Run event was held on 19 June 2016 and the last Dusk Log Book Run was held on 14 July 2016. The next Day Log Book Run is scheduled to be held on 11 September 2016. The event will be promoted in local newspapers and on Council's website.
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	Scheduling has been undertaken for the 2016 rollout of the program with Leppington Station being targeted. More sites will be identified and scheduled 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 antisocial 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 21 June 2016, and the next meeting is scheduled to be held on 13 September 2016.
Bike Safety Awareness Program	Bike safety <i>To promote safe cycling. A bike safety education program aimed to teach best safety practices when riding a bicycle.</i>	Cycling education and programs are currently being considered, subject to funding availability.



Project	Target Issue	Current Status
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>	Further program dates are currently being investigated.
Graffiti Education	Graffiti prevention, community safety, young people <i>To assist in the reduction of graffiti offences through early intervention education</i>	The program is complete for 2016. Future program planning, quotes and budget allowances is currently being considered.
Traffic Offenders Program	Driving offenders, speed and drink driving offenders, general road safety improvement. <i>To reduce the incidents of recidivist driving offences and to educate driving offenders to reduce re-offending.</i>	Both the Smart Driving Program and the PCYC Traffic Offenders Intervention Program (TOIP) continued to be held, with a presentation on “Low Risk Driving” delivered by the CRSO. The Smart Driving Program runs once per month, and the PCYC TOIP runs bi-monthly. Both programs are conducted on a Saturday.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

Program funding has been allocated in 2016/2017, through Roads and Maritime Services grant funding with a contribution from Council.

RECOMMENDED

That Council receives and notes the Local Behavioural Programs report for August 2016.