

# Local Traffic Committee Business Paper

**Committee Meeting**  
**17 May 2016**

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



**LOCAL TRAFFIC COMMITTEE**  
**17 May 2016**

Dear Sir/Madam

You are advised that the next Local Traffic Committee is scheduled for 17 May 2016, 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 16 February 2016

Local Traffic Committee Tuesday 17 May 2016

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**BUSINESS WITHOUT NOTICE**

**DATE OF NEXT LOCAL TRAFFIC COMMITTEE MEETING - TUESDAY 21 JUNE 2016**

**INFORMAL ITEMS**



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## LOCAL TRAFFIC COMMITTEE

LTC01

**SUBJECT: BUSINESS ARISING FROM THE COMMITTEE'S LAST REPORT**  
**FROM:** Manager Infrastructure Planning  
**BINDER:** 16/65625

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The Local Traffic Committee report dated 16 February 2016 was presented to the Council meeting of 22 March 2016. Council adopted the Local Traffic Committee's recommendations without amendment.

### RECOMMENDED

**That the adoption by Council of the Committee's report dated 16 February 2016 be noted.**



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## LOCAL TRAFFIC COMMITTEE

LTC02

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

**FROM:** Manager Infrastructure Planning

**BINDER:** 16/65626

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There are currently no outstanding actions to note.

### RECOMMENDED

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

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## LOCAL TRAFFIC COMMITTEE

### LTC03

**SUBJECT: RIVER ROAD, ELDESLIE - PROPOSED PART-TIME NO STOPPING RESTRICTIONS**

**FROM:** Manager Infrastructure Planning

**TRIM #:** 15/266760

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### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of No Stopping restrictions on the southern and northern sides of River Road, Elderslie.

### BACKGROUND

Council has recently been contacted by Busabout with regard to River Road, Elderslie. Busabout requests that No Stopping restrictions be installed in River Road, Elderslie as morning school buses are having difficulty travelling along River Road due to parked vehicles.

### MAIN REPORT

Following a request from Busabout for the installation of No Stopping restrictions on River Road, an investigation has been undertaken which has confirmed that, in the morning, with vehicles parked on both sides of River Road, it is difficult for school buses to negotiate a right turn from Macarthur Road into River Road and continue along River Road.

In response to the concern raised above, Council undertook consultations with affected property owners/occupiers, and based on feedback received Council proposes the following (**Attachment 1**):

- 125 metres of No Stopping restrictions from “8:30am – 9:30am, SCHOOL DAYS ONLY” on the Southern side of River Road, from Macarthur Road to property boundary No. 14 & 16; and
- 35 metres of No Stopping restriction on the Northern side of River Road from the driveway of No. 85 Macarthur Road.

It should be noted that Council undertook two rounds of consultation and the above proposal was based on feedback received in the first round of consultation. There were four responses received in the second round of consultation. Three indicated support and one objected to the proposal on the basis that the appearance of the road would be spoiled by clutter of No Stopping signage, and they would prefer the buses were rerouted.



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## Council's comment

### 1. Signage

To ensure the signage conveys a clear message to drivers, the installation of No Stopping signage will be in accordance with Australian Standard AS1742.2. This includes sign size, sign orientation, lateral placement and height.

### 2. Alternate bus route

This school bus comes from Magdalene Catholic High School in Smeaton Grange and goes to Camden Public School in John Street, Camden via Mawarra Public School.

The bus travels along Camden Valley Way, turns right into Macarthur Road to go to Mawarra Public School, and then turns right into River Road to return to Camden Valley Way. An alternate route is not considered feasible at this time due to the extra distance and time that would be required to facilitate this.

## FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

The estimated cost of the recommended signage is \$1,000. It is proposed that the cost be funded from the RMS Block Grant (Traffic Facilities Component) for the 2015/16 financial year. Long term maintenance of the sign posting will be funded through the RMS Block Grant.

## RECOMMENDED

**The Local Traffic Committee recommends that Council, in River Road, Elderslie, approves:**

- i. installation of 125 metres of No Stopping restrictions (R5-400) from "8:30am – 9:30am, SCHOOL DAYS ONLY" on the Southern side, from Macarthur Road to property boundary No. 14 & 16; and**
- ii. 35 metres of No Stopping restrictions (R5-400) on the Northern side from the driveway of No. 85 Macarthur Road.**

## ATTACHMENTS

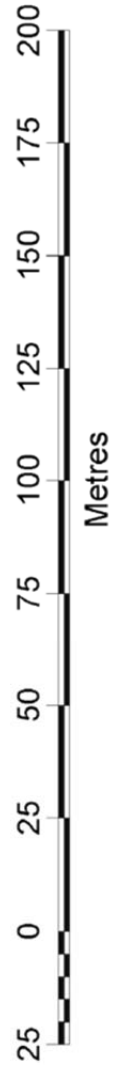
1. River Road, Elderslie - Topographic





Proposed full time No Stopping restrictions

Proposed No Stopping restrictions  
"8.30am-9.30am, SCHOOL DAYS ONLY"



Scale: 1:1500

Printed Date: 20.07.15

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## LOCAL TRAFFIC COMMITTEE

### LTC04

**SUBJECT:** HILDER STREET, ELDERSLIE - DROP OFF AND PICK UP AREA AT ELDERSLIE HIGH SCHOOL  
**FROM:** Manager Infrastructure Planning  
**BINDER:** 16/13964

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#### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for proposed changes to parking restrictions in Hilder Street, Elderslie, in the vicinity of Elderslie High School.

#### BACKGROUND

Changes are proposed to parking controls in Hilder Street, Elderslie, in order to facilitate better traffic flow in the vicinity of Elderslie High School.

#### MAIN REPORT

Assessment is periodically undertaken of the traffic facilities around schools as part of the School Safety Program and taking on board concerns raised by the community. Council officers have reviewed the existing parking restrictions and traffic facilities on Hilder Street in proximity to the Elderslie High School and noted that the facilities are not being optimally utilised, exacerbated by new development in the vicinity.

Drivers have no formalised pick up and drop off area adjacent to the school and are consequently double parking in the travel lane to pick up and drop off students. This means that students are getting out of the vehicles in the path of traffic and other road users are being held up while the vehicles stop in the travel lane. The parking area adjacent to the school is currently unrestricted and frequently utilised for long term parking.

Opposite the school is Kirkham Oval, which has a provision for parking which can be utilised by the school community for longer term parking rather than on the street adjacent to the school. A zebra crossing is located between Kirkham Oval and the school, providing a safe crossing point for those parking at Kirkham Oval.

Following discussion with a representative from the School, it is proposed to provide a "No Parking – Kiss and Ride" area in Hilder Street as shown in **Attachment 1**. Kiss and Ride supplementary plates are intended to provide a visual reminder to drivers that drop off and pick up is permitted in that area. There is already kerb and hard surface footpath in place. It is also proposed 34 metres of No Stopping restriction is installed on the approach to the No Parking zone to stop queuing across the access driveway to the school which is used by staff.

Education about using the new facility and appropriate enforcement will be undertaken by Council (in partnership with the Police and school community) through the School Safety Program.



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## **FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS**

Six new signs are required as part of the project. It is estimated this will cost \$2,000 and it is proposed that will 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 parking and stopping restrictions would provide a more effective means of parking control outside the entrance to Elderslie High School. The proposals are designed to facilitate people dropping off and picking up students.

## **RECOMMENDED**

**The Local Traffic Committee recommends that Council, in Hilder Street, Elderslie, in the vicinity of Elderslie High School, approves:**

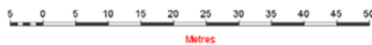
- i. installation of 53 metres of No Parking restriction (R5-40) with Kiss and Ride Area supplementary plates (R9-302), between from 8am to 9:30am and 2.30pm to 4pm, School Days, on the west side, south of the zebra crossing; and**
- ii. installation of 34 metres of No Stopping restriction (R5-400) on the west side, south of the No Parking restriction.**

## **ATTACHMENTS**

- 1. Hilder Street, Elderslie - Topographic**



Scale: 1:1000  
 Printed Date: 03.03.16



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# LOCAL TRAFFIC COMMITTEE

**LTC05****LTC05**

**SUBJECT: HIGGINS AVENUE, ELDELSLIE - PROPOSED NO STOPPING RESTRICTIONS**  
**FROM:** Manager Infrastructure Planning  
**TRIM #:** 16/130565

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## PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of No Stopping restrictions on the western side of Higgins Avenue, Elderslie.

## BACKGROUND

Concerns have been raised with Council regarding parking outside an Early Learning Centre in Higgins Avenue, Elderslie, due to a narrowness of the road.

## MAIN REPORT

On the western side of Higgins Avenue, opposite Thornton Lane, there is capacity for three cars to park where the kerb has been extended and it has been advised that cars are often parked at this location by people picking up and dropping off children at the Centre. This has resulted in a safety concern as Higgins Avenue is seven metres wide at this location. The issue is exacerbated by the proximity to the intersections with Thornton Lane and Folkes Street.

Council confirm the concern to be valid and it is recommended that No Stopping restrictions be placed at this location, extending around corner into Folkes Street as shown in **Attachment 1**.

The Director of the Early Learning Centre has been consulted by phone and indicated no objection.

## FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

The estimated cost of the recommended signage is \$1,000. It is proposed that the cost be funded from the RMS Block Grant (Traffic Facilities Component) for the 2015/16 financial year. Long term maintenance of the sign posting will be funded through the RMS Block Grant.

## RECOMMENDED

**The Local Traffic Committee recommends that Council, in Higgins Avenue, Elderslie, approves the installation of No Stopping signage "R5-400" on the western side from the entry driveway to Early Learning Centre southwards to a point 10 metres around corner of Folkes Street / Higgins Avenue intersection.**

## ATTACHMENTS

1. Higgins Avenue - Topographic

**Attachment 1**





Scale: 1:800  
 Printed Date: 02.05.16

Proposed No Stopping restrictions - Higgins Avenue, Elderslie



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## LOCAL TRAFFIC COMMITTEE

LTC06

**SUBJECT: JOHN STREET, CAMDEN - CONFIRMATION OF SPLITTER ISLAND  
AND KERB GEOMETRY**

**FROM:** Manager Infrastructure Planning

**TRIM #:** 16/137661

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### PURPOSE OF REPORT

To provide clarification to the Local Traffic Committee for reconstructed splitter islands and kerb extensions on John Street associated with the Camden Town Centre Enhancement works.

### BACKGROUND

Council is undertaking infrastructure improvements in Argyle Street, Camden. The purpose of this report is to provide clarification on the dimension of some devices identified in drawings previously presented to the Local Traffic Committee.

### MAIN REPORT

Signage, line marking and kerb alignment plans associated with the Camden Town Centre Enhancement Works Stage 1 have been prepared by Council in two stages corresponding to two separate construction contracts. The Local Traffic Committee considered drawings for Stage 1A in October 2015 and Stage 1B in February 2016.

Works at the intersection of Argyle Street with John Street come into both stages and a request has been made to clarify the works being undertaken at that location. The roundabout itself remains unchanged; however the splitter islands and kerbs on John Street – on both sides of Argyle Street – are being modified to enhance pedestrian access.

The Stage 1B signage and line marking plan (Engineering Drawing No. 2015-031) is attached in **Attachment 1** with the dimensions of the devices and sign locations at John Street identified. These are considered to comply with the requirements of Council and are in accordance with relevant Standards.

### FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

There are no further financial implications with this proposal.

### CONCLUSION

Confirmation is provided for the geometry of amended splitter islands and kerbs in John Street, Camden, associated with the Camden Town Centre Enhancement works.

### RECOMMENDED



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**The Local Traffic Committee recommends that Council, in John Street, Camden, confirms the splitter island and kerb geometry and approves the amended signposting at the intersection with Argyle Street.**

ATTACHMENTS

1. Signage and Linemarking Plan John Street, Camden







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## LOCAL TRAFFIC COMMITTEE

LTC07

**SUBJECT: HEAVY VEHICLE REGULATION**  
**FROM:** Manager Infrastructure Planning  
**TRIM #:** 16/34042

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### PURPOSE OF REPORT

To advise the committee on arrangements for approving heavy vehicles on local roads in Camden.

### BACKGROUND

The Heavy Vehicle National Law commenced in February 2014 covering all heavy vehicles over 4.5 Tonnes in Queensland, New South Wales, Victoria, Tasmania, South Australia and the Australian Capital Territory. The law covers matters relating to vehicle standards, mass dimensions and loadings, fatigue management, the Intelligent Access Program, heavy vehicle accreditation and on-road enforcement.

This report gives some of the implications of the law on approvals for Restricted Access Vehicles on local roads in the Camden Local Government Area and moves toward streamlining processes across New South Wales.

### MAIN REPORT

General Access Vehicles are permitted on all roads unless restricted by a signposted weight, height or width restriction. They include most truck and trailer combinations and semi-trailers up to 19 metres in length. Restricted Access Vehicles exceed the overall dimensions of General Access Vehicles as defined in the Heavy Vehicle National Law and are only permitted on certain roads through permits (individual vehicle routes) and notices (vehicle type routes).

The Heavy Vehicle National Law introduced new approval processes and guidelines for Restricted Access Vehicles across New South Wales and much of Australia. This typically involves applications to a National Heavy Vehicle Regulator which works with councils and state road authorities to assess and process the applications. Consideration by the Local Traffic Committee is no longer a requirement and with Camden Council, the responsibility for approvals is delegated to the Manager Infrastructure Planning.

There are three classes of Restricted Access Vehicle:

- Class 1: Oversize/overmass vehicles and Special Purpose Vehicles (SPV)
- Class 2: B-Doubles and Performance Based Standards (PBS) vehicles
- Class 3: Other restricted vehicles including some B-triples (these vehicles are not common in our LGA)

The National Heavy Vehicle Regulator, in conjunction with NSW Roads and Maritime Services, is seeking to streamline processes across New South Wales for some Special Purpose Vehicles and PBS vehicles, aligning with current processes across Victoria and Queensland.

PBS is a national heavy vehicle scheme which provides an alternative to prescriptive heavy vehicle design which is restricted by dimension limits contained in the Heavy Vehicle National Law. As the scheme is not bound by the prescriptive requirements, it is able to facilitate innovation and safety improvements in heavy vehicle design. The scheme is administered by the National Heavy Vehicle Regulator under Class 2 and applications on local roads in Camden are currently in the form of permits for individual operators.

Roads and Maritime Services has developed networks for PBS approved heavy vehicles operating on state roads in NSW and has invited all councils to consider any council roads for inclusion in the networks (see **Attachment 1** for further details). It is intended that these networks act as a planning guide for industry but may also be included in future gazetted notices.

Consideration has been given to the operation of the following in Camden:

- Level 1 PBS vehicles on all local roads as these vehicles are up to 20 metres in length and meet all the operating criteria of General Access Vehicles and Tier 1 bridge loading criteria; and
- Level 2A PBS vehicles on all roads gazetted as 26 metre B-Double routes as these vehicles are up to 26 metres in length and meet all the operating criteria of B-Double vehicles and Tier 2 bridge loading criteria.

The benefits of approved networks are to:

- Provide a dedicated set of networks that compliment and connect to existing council and state road networks and serve as effective pre-approvals for road access.
- Provide a standardised approach to vehicle access in NSW which is consistent with the national approach to vehicle access.
- Reduce administrative red-tape for road authorities and transport operators.
- Promote and ensure appropriate freight access on approved state and local roads using vehicles with the latest technology, the highest safety standards and optimal carrying capacity.

Camden Council joined the Small Business Friendly Councils (SBFC) Program in September 2014, which is an initiative of the NSW Office of the NSW Small Business Commissioner in partnership with the NSW Business Chamber. As a member of the SBFC Program, Council has made a range of commitments including improving business processes and the implementation of new initiatives for engaging with and supporting the business community in the Camden LGA. The reduction of administrative 'red-tape' for small business owners, such as those in the Transport, Postal and Warehousing industry, supports Council's commitment to be more 'small business friendly'.

## **FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS**

There are no financial or asset management implications identified.

## **CONCLUSION**

Council has been asked to consider allowing access of certain PBS heavy vehicles which meet requirements of existing local road infrastructure. Approval of routes is delegated to Council officers.



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**RECOMMENDED**

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

ATTACHMENTS

1. Heavy Vehicles Fact Presentation



## The NSW Performance Based Standards (PBS) Networks Information for Local Councils

### 1. The PBS Scheme

PBS is a national heavy vehicle scheme which provides an alternative to prescriptive heavy vehicle designs which are restricted by the dimension limits contained in the Heavy Vehicle National Law (HVNL). As the scheme is not bound by the prescriptive requirements, it is able to facilitate innovation, productivity and safety improvements in heavy vehicle design. The scheme is administered by the National Heavy Vehicle Regulator (NHVR).

Under the Scheme vehicles are assessed for their performance against 16 nationally agreed safety and performance standards and four infrastructure standards with the aim of determining suitable network access based on vehicle performance. Based on performance, vehicles are grouped into four performance levels (Levels 1 - 4) that correspond with equivalent prescriptive vehicles operating at that performance level i.e. semi-trailers, B-doubles, Type 1 A-double road trains and Type 2 A-triple road trains. As a result, PBS vehicles have a similar or better vehicle performance than equivalent prescriptive vehicles operating at the same level.

Network access is also dependent on total vehicle length and mass, with each performance level imposing restrictions. Thus in order for a PBS vehicle to operate on the approved network, it must meet the following requirements for that level:

- 16 safety and performance standards and four infrastructure standards;
- Length restrictions; and
- Mass restrictions.



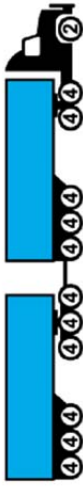
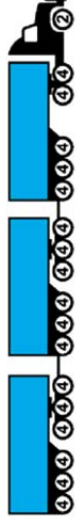
Where a PBS vehicle cannot achieve compliance with all requirements of a PBS level, it is approved at the level of its worst performing criteria.

For network consideration, PBS performance levels 2, 3 and 4 are divided into access classes 'A' and 'B' according to the vehicle combination length. 'A' category vehicles are shorter than 'B' category vehicles and correspond with vehicle lengths allowed under the HVNL for similar prescriptive vehicles. 'B' category vehicles represent the additional vehicle length available through PBS for each performance level. 'A' and 'B' access class vehicles must still meet the requirements of the relevant PBS performance level.

Attachment –Letter Local Councils May | 2015

Table 1, provides a summary of the information contained above.

**Table 1: PBS Performance Levels<sup>1</sup> and Equivalent Prescriptive Vehicles**

PBS Performance level	PBS Access Class Length Requirement (metres)	Maximum Mass (tonnes) <sup>2</sup>	Equivalent Prescriptive Performance Measure	Equivalent Prescriptive Performance Measure Diagram
1	≤ 20	≤ 50.5	6 axle Semi-trailer	
2	'A' ≤ 26	≤ 85.0	9 axle B-double	
	'B' > 26, ≤ 30			
3	'A' ≤ 36.5	≤ 110.0	12 axle Type 1 Road Train (Type 1 A-double)	
	'B' > 36.5, ≤ 42			
4	'A' ≤ 53.5	≤ 150.0	18 axle Type 2 Road Train (Type 2 A-triple)	
	'B' > 53.5, ≤ 60			

**Notes:**

<sup>1</sup> For further information see <https://www.nhvr.gov.au/road-access/performance-based-standards>

<sup>2</sup> Maximum mass is for the PBS Performance Level and includes 0.5t steer axle concession. Network maximum mass is determined by compliance with a number of standards including the respective bridge formulae for each PBS Performance Level which is usually less than the PBS Performance Level maximum mass (See Table 2 for further information). These numbers are the maximum mass for a tandem axle drive group on the prime mover.



## 2. The PBS Network

In order to streamline PBS access in NSW, Roads and Maritime has developed a network that takes into account the PBS performance levels and matches them to suitable routes in NSW. As the PBS performance levels are based on prescriptive vehicle requirements, the existing prescriptive networks for semi-trailers, B-doubles, Type 1 A-double road trains and Type 2 A-triple road trains in NSW form the basis of the NSW PBS Networks.

The NSW state road PBS networks are based on equivalent prescriptive vehicle access at General Mass Limits (GML), Concessional Mass Limits (CML) and Higher Mass Limits (HML) for each PBS performance level. These networks will be further divided into 'A' and 'B' networks for PBS performance levels 2 and greater to align with the PBS performance level access classes; the 'A' networks will represent prescriptive vehicle lengths whilst the 'B' networks will represent the additional vehicle length available in each PBS performance level respectively. 'B' networks will be developed at a later stage will be also for Tier 1 vehicles and be based on the 'A' networks, but will contain restrictions associated with additional vehicle length. These restrictions will be progressively added to the network as NSW Road Managers assess their managed roads for 'B' vehicles.

As PBS vehicles are approved to operate at up to 20 metres long at Level 1 they may not be general access vehicles. The NSW PBS Level 1 network will contain restrictions where it is known that a vehicle with a length greater than 19 metres cannot safely operate. NSW Road Managers will need to advise of the risk sections/points for their managed roads as they become evident and the restrictions that apply.

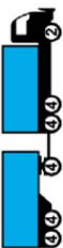
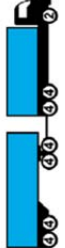












The ongoing development of the PBS networks will be on a managed risk basis where restrictions may be progressively added to the network as risks are identified and become evident.

The NSW PBS network will be open to PBS approved vehicles which comply with the relevant bridge formulae for the level of access being requested (i.e. Tier 1 compliant). PBS vehicles which do not meet the relevant bridge formulae (i.e. Tier 2 and/or Tier 3 compliant) will require individual network assessment to determine suitable network access.

Table 2 PBS Networks vs Prescriptive Networks, provides a summary of the information contained above.

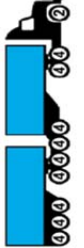
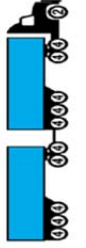
Attachment –Letter Local Councils May 1 2015

Table 2: Proposed PBS Networks and Equivalent Prescriptive Networks

PBS Performance Level	PBS Access Class	NSW PBS Networks	Indicative Mass under PBS Bridge Formulae (tonnes) <sup>2</sup>	PBS Bridge Formulae (Tier 1)	Maximum Vehicle Length (metres)	Types of PBS Vehicles	Equivalent Prescriptive Network
1		PBS Level 1 GML/CML		$M = 3L + 12.5$ for $M \leq 42.5t$ $M = L + 32.5$ for $M \geq 42.5t$		   	General Access + Restrictions <sup>1</sup>
		PBS Level 1 HML	50.5		20.0	   	HML Short Combination Network + Restrictions <sup>1</sup>
2	A	PBS Level 2A GML/CML	67.75	$M = 3L + 12.5$ for $M \leq 46.5t$ ; $M = 1.5L + 29.5$ for $M \geq 46.5t$		  	25/26 m Restricted Access Vehicle (RAV) B-double
		PBS Level 2A HML	Tier 3	<p>Note: Existing clear space rules apply to minimum clear distances between axle groups on B-doubles</p>	26	  	HML B-double Network

Attachment –Letter Local Councils May 1 2015



PBS Performance Level	PBS Access Class	NSW PBS Networks	Indicative Mass under PBS Bridge Formulae (tonnes) <sup>2</sup>	PBS Bridge Formulae (Tier 1)	Maximum Vehicle Length (metres)	Types of PBS Vehicles	Equivalent Prescriptive Network
3	A	PBS Level 3A GML/CML	110.0	M = 3L + 12.5 For all M	36.5	 	Type 1 Road Train Network (Type 1 A-double road train)
		PBS Level 3A HML	Tier 3				HML Road Train Network
4	A	PBS Level 4A GML/CML	150.0	M = 3L + 12.5 For all M	53.5		Type 2 Road Train Network (Type 2 A-triple)
		PBS Level 4A HML	Tier 3				To be assessed

## Notes:

<sup>1</sup>Restrictions arising from additional vehicle length compared with prescriptive regulations.

<sup>2</sup> Tier 1 PBS Performance Level bridge formulae compliance calculation at GML masses. For HML masses, Roads and Maritime treats access as Tier 3 and assesses bridges suitability for the HML networks.

Attachment –Letter Local Councils May 1 2015

### 3. PBS Network Conditions

It is a Roads and Maritime access policy and therefore a Roads and Maritime road access condition that all PBS vehicles of Level 2 access class B and above be enrolled in the NSW Intelligent Access Program (IAP). This applies irrespective of whether the vehicle is operating at GML, CML or HML. All PBS vehicles operating at HML are also required to be enrolled in the NSW IAP. This will continue to apply.

Existing travel and road conditions for equivalent prescriptive vehicles will be applied to the PBS Networks. i.e. travel and road conditions applying to 25/26 metre B-double access will also apply to PBS 2A and 2B vehicles and the 90 km/h speed limit which applies to road trains will apply for PBS 3A, 3B, 4A and 4B vehicles (road train equivalent vehicles). Additional travel conditions may be placed on PBS vehicle access by NSW Road Managers.

Vehicle and other operating conditions for PBS vehicles are contained in the NHVR issued PBS Vehicle Approval document that is issued to a PBS applicant for each individual PBS vehicle. This document contains information regarding PBS approved mass limits and other specific requirements such as approved tyres and suspension systems. It is a requirement of the HVNL that this documentation is carried at all times, failure to carry this document will result in a breach. This will continue to apply.

# LOCAL TRAFFIC COMMITTEE

LTC08

**SUBJECT: LOCAL BEHAVIOURAL PROGRAMS**  
**FROM:** Manager Infrastructure Planning  
**TRIM #:** 16/79462

## 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 2015/2016 financial year.

## MAIN REPORT

<b>Project</b>	<b>Target Issue</b>	<b>Current Status</b>
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"> <li>• Mount Annan Christian College – 24 August 2016</li> <li>• Mount Annan High School – 21 September 2016</li> <li>• Elizabeth Macarthur High School – 19 September 2016</li> <li>• Magdalene Catholic High School – 5 August 2016</li> </ul> Some of the presentations are being updated following feedback last year. It is hoped that this will improve message cut-through.



Project	Target Issue	Current Status
School Safety Program	<p>Vulnerable road users, pedestrians, road users around schools</p> <p><i>Program designed to address road safety issues around schools, improve safety and education amongst road users, parents and students in school zones.</i></p>	<p>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. All primary schools were sent information regarding the School Safety Program at the beginning of Term One. Program roll out is occurring at Camden South Public School in the week commencing 9 May and Narellan Vale Public School in the week commencing 30 May 2016.</p>
Slow Down	<p>Speed</p> <p><i>Raise awareness and reduce the incidence of speeding on local roads. Work with Camden LAC to further reduce the incidence of speeding.</i></p>	<p>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 investigated. A speed check trailer has been ordered and once delivered will be utilised as a further education and awareness to speed related issues on local streets.</p>
Choose Right Buckle Right	<p>Child Restraints</p> <p><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></p>	<p>The last child restraint fitting and checking day was held on 3 March 2016. The next child restraint fitting and checking day is scheduled to be held on 2 June 2016. This event is fully booked.</p>

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 20 March 2015 and the last Dusk Log Book Run was held on 12 May 2016. The next Day Log Book Run is scheduled to be held on 19 June 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 9 February 2016, and the next meeting is scheduled to be held on 21 June 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>	The bike safety course is scheduled to be held as part of Camden Play Day, on 22 May 2016. Further 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>	A presentation was held at the Camden District Activity Centre on 13 April 2016. 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>	Scheduling is complete for 2016, with 6 of the 8 applicable high schools committing to run the program. The program was held at Camden High School and Oran Park Anglican College on 18 March, and is scheduled to be held at Magdalene Catholic High School and Elderslie High School on 19 May, and Elizabeth Macarthur High School on 21 June 2016. Confirmation of date is still pending at Mount Annan High School. St Benedicts and Macarthur Anglican School both declined running the program.
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 2015/2016 through Roads and Maritime Services grant funding (\$11,000 excluding GST) with a contribution from Council (\$25,000 excluding GST).

### **RECOMMENDED**

**The Local Traffic Committee recommends that Council receives and notes the Local Behavioural Programs report for May 2016.**

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## LOCAL TRAFFIC COMMITTEE

LTC09

LTC09

**SUBJECT: PERMANENT ITEMS**

**FROM:** Manager Infrastructure Planning

**BINDER:** 16/65628

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(i) Bike Plan

The Cycling Advisory Group met on 10 March 2016. An update of work underway the Bike Plan was discussed at the meeting.

**2015/2016 Program**

Council is progressing with a review of the Bike Plan in 2015/16 match funded by the Transport for NSW Active Transport Program.

**2016/2017 Program**

Council was unsuccessful in the funding submission for a shared path between The Northern Road and Stewart Street.

(ii) Pedestrian Access and Mobility Plan (PAMP)

**2015/2016 Program**

The footpath construction program is underway in 2015/16 with paths completed in Smeaton Grange Road and Hartley Road, Smeaton Grange, Crookston Drive, Richardson Road, Bowman Avenue and Remembrance Driveway. Works are underway on Armour Avenue which when complete will provide a continuous path along the main bus route in Camden South and a continuous connection between Bridgewater and Camden.

Council is progressing the following pedestrian projects in 2015/16 match funded by the Transport for NSW Active Transport Program and Safer Roads Program:

- Narellan CBD Public Domain Plan – underway
- Paddy Miller Avenue Pedestrian Refuge (Currans Hill) – complete
- Hartley Road Pedestrian Refuge (Smeaton Grange) – complete
- Stenhouse Drive Pedestrian Crossing Upgrade (Mount Annan) – complete

**2016/2017 Program**

Council made the following submissions:

- Macarthur Road (north) Pedestrian Refuge – unsuccessful but being progressed through Western Sydney Infrastructure Plan funding for the upgrade of the Camden Valley Way Intersection
- Cawdor Road Pedestrian Refuge – successful
- Murray Street Public Domain Plan - successful





(iii) Black Spot Identification/Evaluation/Treatment

**2015/2016 Program**

Council is progressing the following Black Spot projects in 2015/16 funded by the Australian Government:

- Roundabout at Elizabeth Street / Mitchell Street, Camden – Community consultation complete. Construction has been delayed due to heritage related issues.
- Shoulder improvement, signage and line marking for a section of Allenby Road, Rossmore – construction complete

**2016/2017 Program**

Council made the following submissions which have both been successful:

- Deepfields Road, Catherine Field – works include but are not limited to:
  - installation of a sealed shoulder greater than 1 metre
  - construction of a Right Turn Bay at Deepfields Road / Chisholm Road
  - construction of a Right Turn Bay at Deepfields Road / Catherine Fields Road
  - installation of curve warning sign, speed advisory signage and guide posts
  - removal of vegetation where appropriate
- Burragorang Road / Cawdor Road intersection – works include but not limited to:
  - installation of a Right Turn Bay on Burragorang Road
  - formalisation of left turn bay on Cawdor Road
  - drainage and kerb works associated with the above upgrades
  - signage and line marking associated with the above upgrades

(iv) Upcoming Major Works/Events

<b>Location</b>	<b>Date (s)</b>	<b>Major Works / Event</b>
Closure of Springs Road between Macarthur Road and Spring Farm Drive	End of May 2016	Springs Road reconstruction
Richardson Road at Springs Road	End of May 2016	Richardson Road reconstruction
The Northern Road	Ongoing	The Northern Road upgrades (RMS's project)
Narellan Road	Ongoing	Narellan Road upgrades (RMS's project)
Argyle Street	Ongoing	Camden Town Centre Enhancement



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**RECOMMENDED**

The Local Traffic Committee recommends that Council notes the report.



## LOCAL TRAFFIC COMMITTEE

**LTC10**

**SUBJECT: MITCHELL STREET, CAMDEN - SUSPENSION OF ON STREET PARKING SPACES FOR ST PAUL'S CAMDEN SCHOOL FETE**

**FROM:** Manager Infrastructure Planning

**TRIM #:** 16/65639

**ELECTRONIC MEETING ITEM DATE: 18 February 2016**

### PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for temporary traffic management measures to facilitate the operation of a school fete, to be held on Saturday 14 May 2016.

### MAIN REPORT

St Paul's Camden Catholic Primary School has requesting traffic management measures to facilitate the operation of a school fete to be held on Saturday 14 May 2016. The measures include temporarily placing barriers in parking spaces in Mitchell Street, between John Street and Elizabeth Street and the Larkin Place carpark.

The school has requested the suspension of parking bays in Mitchell Street and Larkin Place for 48 hours, to improve pedestrian safety and to facilitate the movement of heavy vehicles supplying fairground equipment to the event. There are four affected spaces on Mitchell Street (two on either side of the school entrance) and six parking spaces in Larkin Place (three on either side of the school entrance) as shown in **Attachment 1**.

The temporary loss of parking provision during this event is considered to have minimal impact. In previous years, access for school buses has been impeded when accessing bus stops in John Street. The event organiser will be required to advise heavy vehicle drivers not to stop in the school Bus Zone on John Street when supplying equipment during the hours of operation.

<b>Electronic Meeting Reference</b>	<b>Agreed recommendation of the Local Traffic Committee</b>
2016/24	<p>The Local Traffic Committee recommends that Council gives concurrence for the suspension of parking bays in Mitchell Street and Larkin Place, Camden, from 6pm on Thursday, 12 May 2016 until 6pm on Saturday, 14 May 2016, to facilitate the St Paul's Catholic Primary School Fete, subject to:</p> <ul style="list-style-type: none"> <li>i. the organisers providing proof of a minimum \$20 million Public Liability Insurance, noting Council as an interested party; and</li> <li>ii. the organisers advising suppliers and drivers of fairground vehicles accessing the school site, of the entry / exit arrangements, parking requirements and the operation of the School Bus Zone in John Street.</li> </ul>

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This recommendation was supported unanimously by the four voting members.

This recommendation has been resolved by a Council Officer under Delegated Authority.

**RECOMMENDED**

**That Council receives and notes the report.**

ATTACHMENTS

1. St Paul Fete Camden - Topographic





# LOCAL TRAFFIC COMMITTEE

LTC11

**SUBJECT: OXLEY STREET, CAMDEN - SUSPENSION OF ON STREET PARKING RESTRICTIONS FOR MOBILE BREAST SCREEN VAN**

**FROM:** Manager Infrastructure Planning

**TRIM #:** 16/65681

**ELECTRONIC MEETING ITEM DATE: 18 February 2016**

## PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for designated on street parking in Oxley Street, Camden for use of Breast Screen van.

## MAIN REPORT

BreastScreen New South Wales has applied to park their mobile breast screen van on the eastern side of Oxley Street, Camden between Camden Civic carpark driveway and Camden Council carpark driveway for approximately four weeks from 30 May 2016 to 24 June 2016. (see **Attachment 1**).

The proposal is considered satisfactory from a traffic safety perspective and does not coincide with planned works within the adjacent car parks. It was therefore recommended that the application be supported subject to the footpath area being kept clear to safely permit passage of pedestrians.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2016/25	The Local Traffic Committee recommends that Council approves the suspension of on-street parking spaces on the eastern side of Oxley Street, Camden between Camden Civic carpark driveway and Camden Council carpark driveway for four weeks from 30 May to 24 June 2016 subject to the footpath area being kept clear to safely permit passage of pedestrians.

This recommendation was supported unanimously by the four voting members.

This recommendation has been resolved by a Council Officer under Delegated Authority.

## RECOMMENDED

**That Council receives and notes the report.**

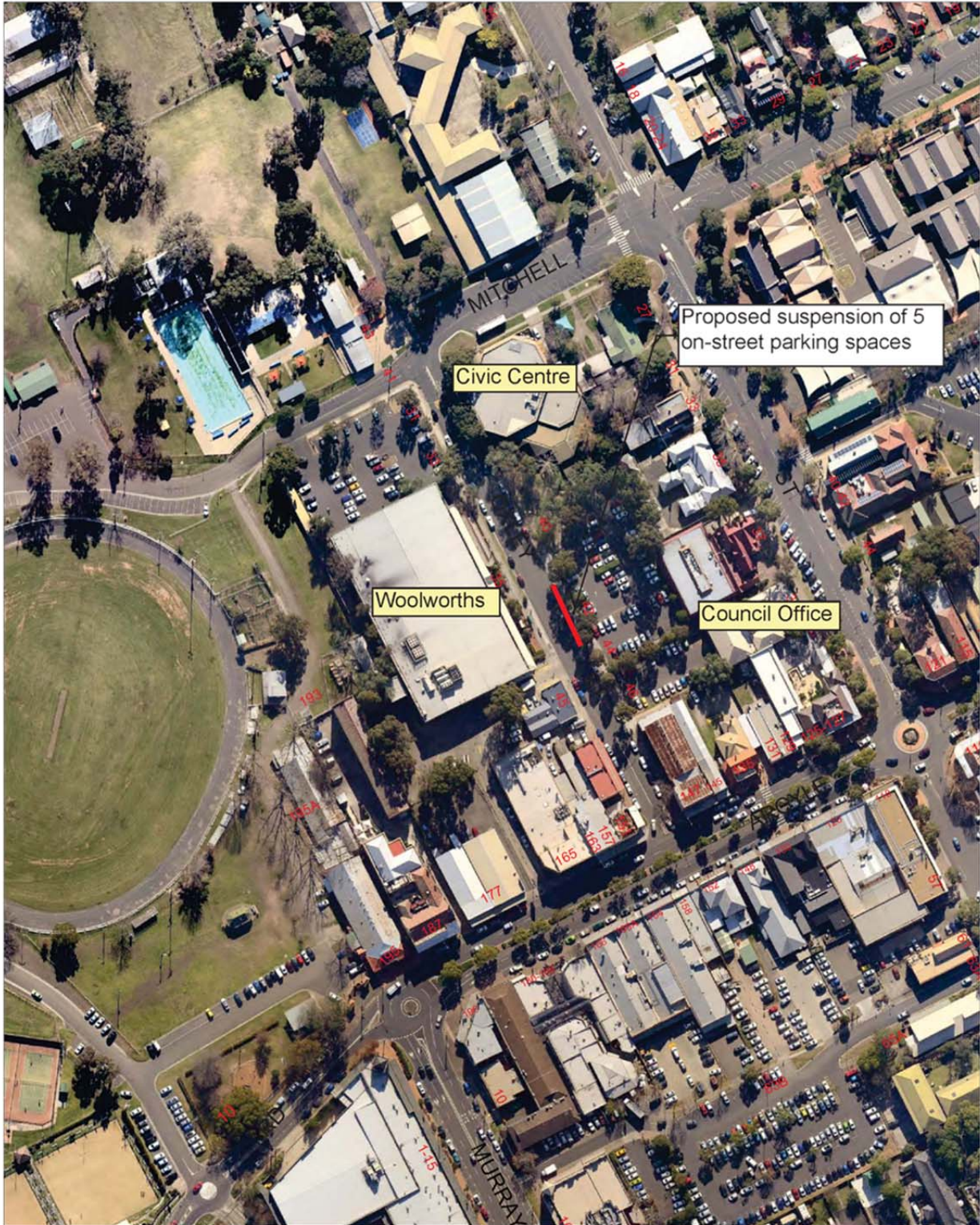
## ATTACHMENTS

1. Oxley Street, Camden - Topographic

**LTC11**

**Attachment 1**





Scale: 1:2000  
Printed Date: 21:11:14



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.  
Camden Council accepts no responsibility for any errors or omissions. This map should not be reproduced without the permission of Camden Council.

## LOCAL TRAFFIC COMMITTEE

LTC12

**SUBJECT: ARGYLE STREET / CAWDOR ROAD, CAMDEN - ANZAC DAY 2016 SPECIAL  
EVENT TRAFFIC MANAGEMENT PLAN**

**FROM:** Manager Infrastructure Planning

**TRIM #:** 16/65709

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**ELECTRONIC MEETING ITEM DATE: 19 February 2016**

### PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for use of the streets of Camden to conduct the annual Anzac Day Dawn Service and street march on Monday 25 April 2016.

### MAIN REPORT

ANZAC Day is the solemn day of remembrance of those Australian and New Zealand Army Corps soldiers who fought and died at Gallipoli in 1915. It is also a day of remembrance for all soldiers who have fought and died for their country. It is commemorated on 25th April each year.

The Camden RSL Sub Branch has requested that consideration be given to use Camden streets to conduct the annual ANZAC Day dawn service and street march. As per last year's event, the ANZAC Day dawn service will take place in the Bicentennial Equestrian Park (BEP) on Cawdor Road, Camden opposite Camden RSL Sub Branch.

The street march will again commence from Elizabeth Street into Argyle Street, proceeding south to and along Cawdor Road to the Bicentennial Equestrian Park Memorial.

NSW Police have previously provided vehicle escorts for the march with SES volunteers managing the traffic and associated road closures. It is understood that the Camden RSL Sub Branch has again requested this assistance.

The Camden RSL Sub Branch proposes the day's events are undertaken in two stages. The first stage will be a Dawn Service, commencing at 5.00am whilst the second stage will be a formal street march through the main street of Camden commencing at 10.30am.

Traffic Control Plans have been prepared to ensure appropriate traffic management measures are implemented as part of the road closures (see Attachment 1).

#### **1. Dawn Service**

The Dawn Service is the first stage of the day's events. It is proposed to be held at the BEP on Cawdor Road, Camden, opposite the Camden RSL Sub Branch. The service will commence at 5.00am. However, to assist with setting up and crowd management the proposed road closures will need to commence at 4.30am. It is expected that Cawdor Road will be reopened to normal traffic operations by 7.00am. Proposed traffic management arrangements are detailed in the Traffic Control Plan, Drawing No.15931 ANZAC.



In the last few years community patronage of this event has increased significantly and given the level of interest it has generated, the request to have the road closed is considered justified. The Dawn Service falls into the Class 2 Event Category.

## 2. Street March

The Street March will follow a route commencing in Elizabeth Street (marshalling area), along the westbound carriageway of Argyle Street through to Cawdor Road and then turn right into BEP. At this point a Community Commemorative Service will be conducted adjacent to the BEP memorial, opposite the Camden RSL Sub Branch.

Participants in the march will marshal and form ranks in Elizabeth Street at 10.00am. This necessitates a closure of Elizabeth Street between Mitchell and Argyle Streets to restrict through traffic movements. Access can still be provided to businesses and residents as required. However access to the Larkin Place car park from Elizabeth Street will be closed until the road is cleared of participants. Arrangements are in place to minimise the impact of current road works in Argyle Street on the parade and spectators.

The Street March is scheduled from 10.30am to 11.30am. Whilst the march is in progress the side streets along both sides of Argyle Street will be closed and traffic will be prevented from accessing Argyle Street in both directions. This will allow for safe spectator viewing. Argyle Street will progressively re-open as the last Police/SES vehicle passes. For a ten minute period between 10.30am and 10.40am it is proposed that the westbound diversion route on Argyle Street between View Street and Hill Street is also closed to vehicles.

Proposed traffic management arrangements are detailed in the Traffic Control Plan, Drawing No.15931 ANZAC.

After the main service, the participants and attendees will be assisted across Cawdor Road to the Camden RSL Club under manual control by the Police and SES, between 11.30am and 12 noon. The Street March falls into the Class 4 Event Category.

- Traffic Control

It is understood that the NSW Police and State Emergency Services (SES) will be engaged by the RSL to provide assistance and traffic control. As in previous years the Police will provide a lead and follow-up vehicle for the street march. The SES will assist with the closure of Cawdor Road for the Dawn Service and the street march and will also assist with the reopening of the roads.

- Public Transport

The event occurs on a public holiday when a Route 895 bus service to Campbelltown is scheduled to arrive at John Street in Camden at 11.14am and a service from Campbelltown arrives at 11.51am.

It is intended for the road to be opened in time for the 11.14am bus service to Campbelltown but there may be a minor delay. Council will further liaise with Busabout in relation to this issue.

## **FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS**

Further to a Council resolution of 29 January 2013, the General Manager has agreed under Delegated Authority to waive the Special Event Transport Management Plan application fee associated with the operation of Anzac Day Events 2016.

## **CONCLUSION**

The relevant documentation has been received by Council for the closure of roads in Camden Town Centre for the operation of ANZAC Day events. Arrangements have been planned which reflect successful arrangements of previous years to allow the safe operation of the events. It is therefore

recommended that the Local Traffic Committee gives concurrence to this special event subject to conditions.

<b>Electronic Meeting Reference</b>	<b>Agreed recommendation of the Local Traffic Committee</b>
2016/26	<p><b>Local Traffic Committee recommends that Council approves:</b></p> <p>a) gives concurrence for the closure of Cawdor Road between Barsden Street and Onslow Park from 4.30am to 7.00am on Monday 25 April 2016, as per the certified Traffic Control Plan (Drawing No.15931 ANZAC) and the associated Special Event Transport Management Plan, for the Anzac Day Dawn Service;</p> <p>b) gives concurrence for the closure of the following roads between 10.00am and 11.30am on Mon 25 April 2016, as per the certified Traffic Control Plan (Drawing No.15931 ANZAC) and the associated Special Event Transport Management Plan, for the Anzac Day March:</p> <ul style="list-style-type: none"> <li>• Cawdor Road from Barsden Street to Argyle Street;</li> <li>• Murray Street (northbound) from Coles car park entrance to Argyle Street;</li> <li>• Murray Street (southbound) from Murray Car park entrance to Argyle Street;</li> <li>• Argyle Street (both sides) from Cawdor Road to Hill Street;</li> <li>• Argyle Street (north side only) from Hill Street to Elizabeth Street;</li> <li>• Argyle Street (south side only) from Hill Street to View Street (10.30am to 10.40am only);</li> <li>• Oxley Street from Argyle Street to south of the access to the southern- most off-street carpark;</li> <li>• Elizabeth Street from Argyle Street to Mitchell Street;</li> <li>• John Street from north of the access to the John/Hill Streets Carpark to south of the access to the Larkin Place Carpark; and</li> <li>• Hill Street (west side) from Argyle Street to north of the access to John/Hill Streets Carpark;</li> </ul> <p>c) concurrence of the above events subject to the following conditions:</p> <ol style="list-style-type: none"> <li>i. the Dawn Service is classified as a Class 2 event and the Street March is classified a Class 4 event, under the RMS Guide to Traffic and Transport Management for Special Events, Version 3.4;</li> <li>ii. traffic management arrangements shall be implemented in accordance with the approved Special Event Traffic Management Plans and associated certified Traffic Control Plans;</li> <li>iii. the event is controlled by NSW Police with support from RMS accredited traffic controllers;</li> <li>iv. the organisers providing proof of a minimum \$20 million Public Liability Insurance Policy;</li> <li>v. the organisers shall obtain NSW Police concurrence to the Special Event approval;</li> </ol>

	<ul style="list-style-type: none"> <li>vi. the organisers shall maintain access for emergency vehicles along the sections of closed road at all times;</li> <li>vii. 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> <li>viii. the event being advertised in local newspapers and on on-street signage a minimum of seven days prior to the event;</li> <li>ix. 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; and</li> <li>x. access is facilitated for vehicles turning from Cawdor Road into the service station on the corner of Cawdor Road and Barsden Street.</li> </ul>
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This recommendation was supported unanimously by the four voting members.

This recommendation has been resolved by a Council Officer under Delegated Authority.

### **RECOMMENDED**

**That Council receives and notes the report.**

### ATTACHMENTS

1. ANZAC Day 2016 - Traffic Control Plan

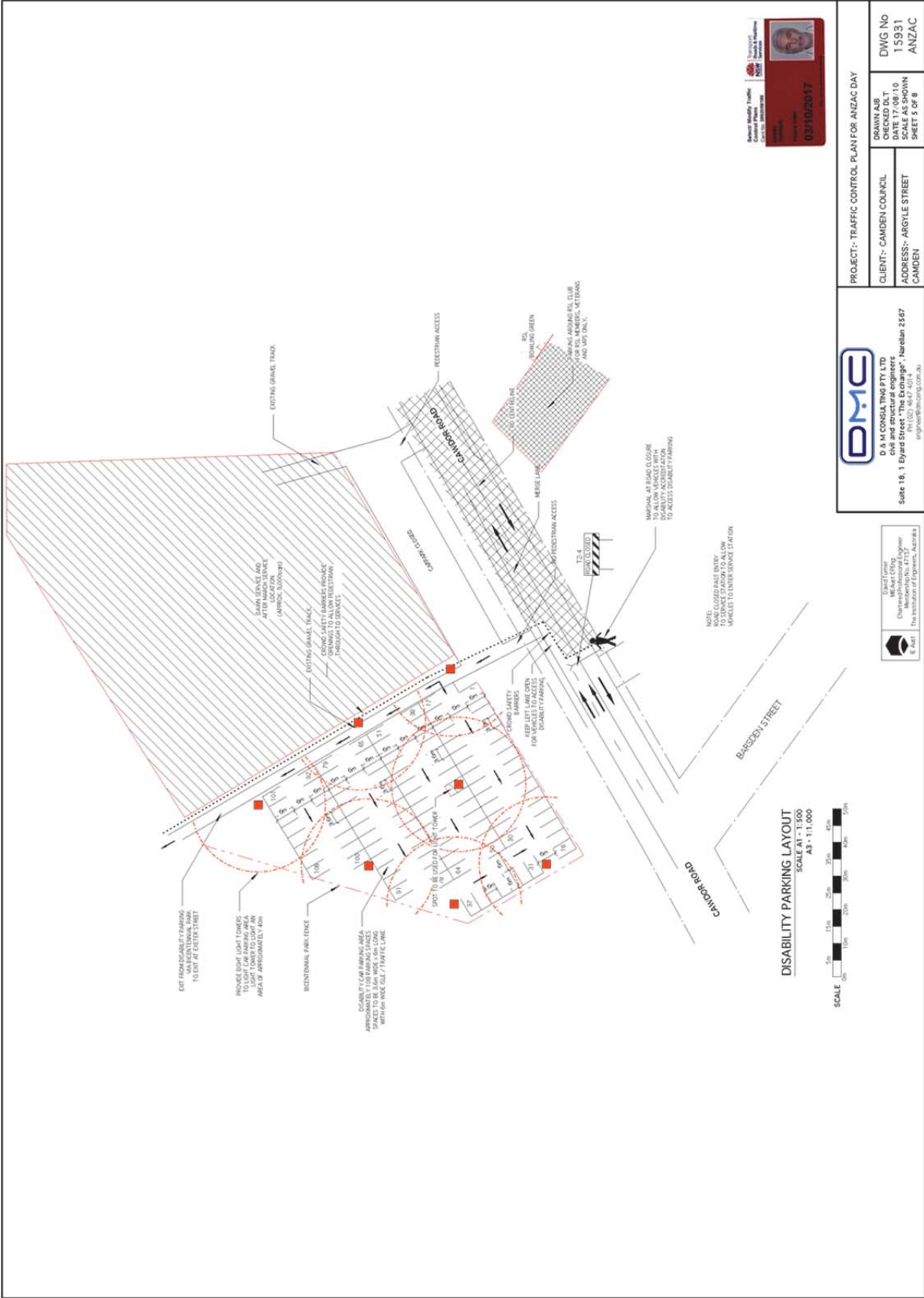












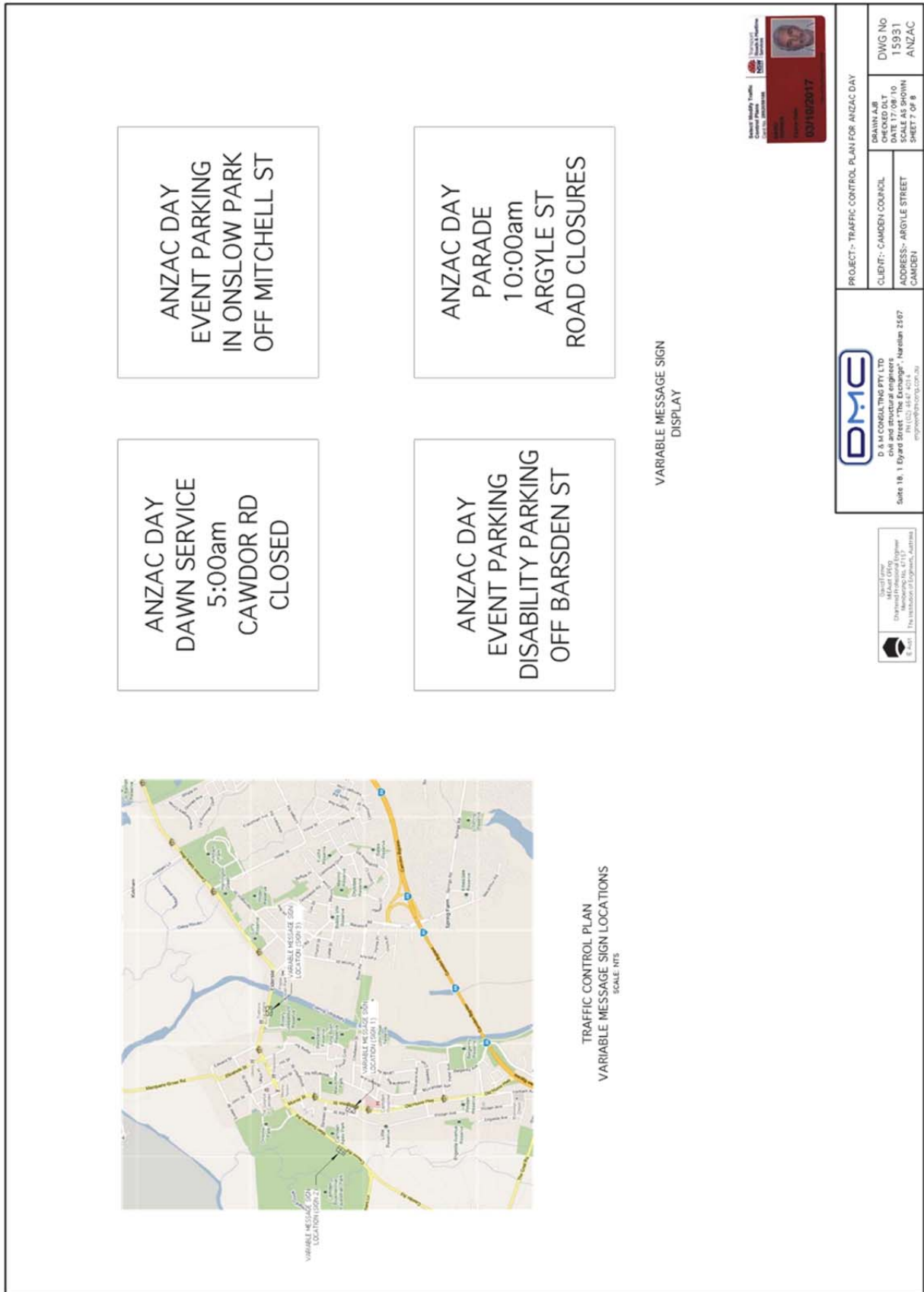
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CHECKED D/L	15931
SCALE AS SHOWN	ANZAC
SHEET 5 OF 8	

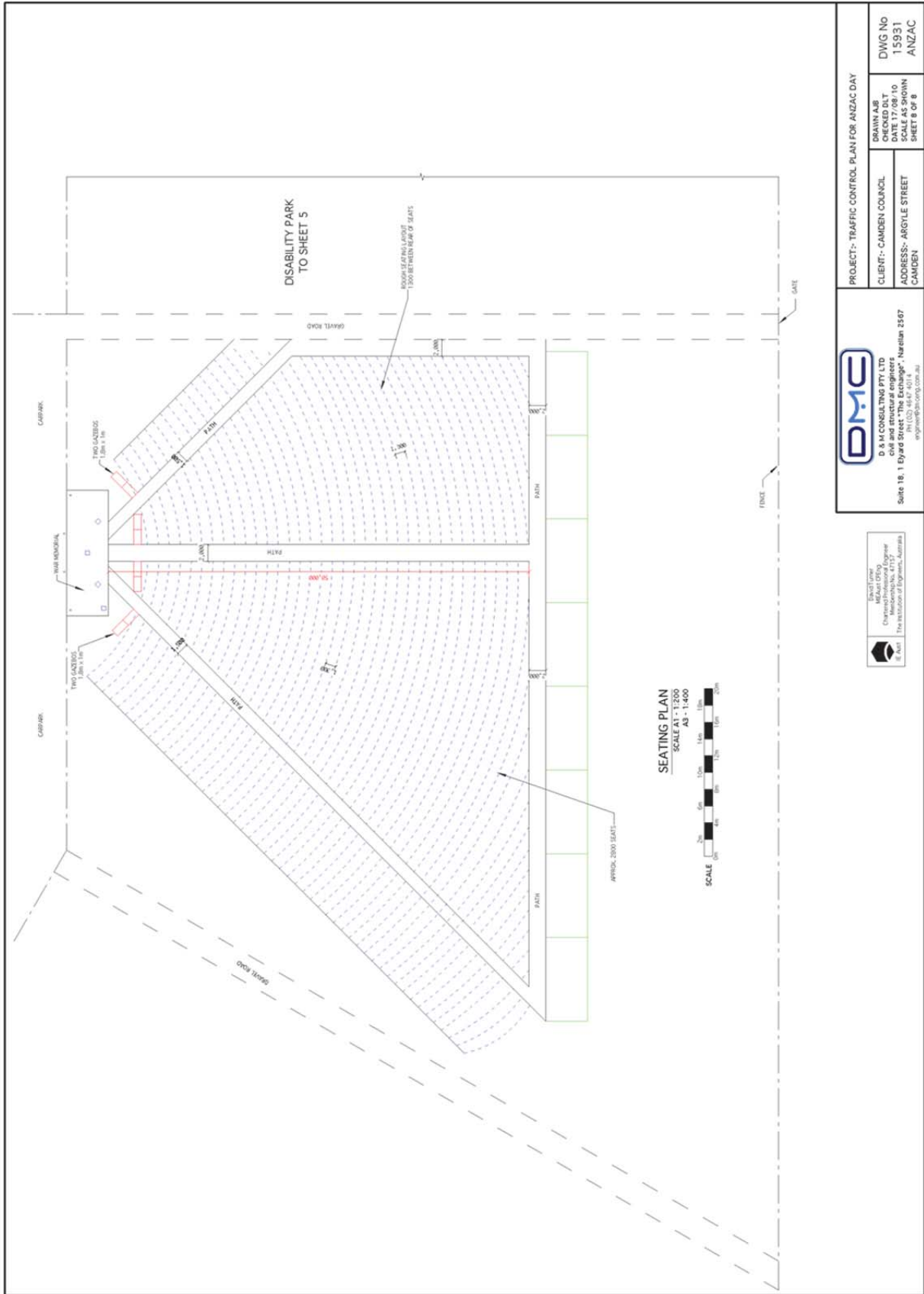
**D.M.G.**  
 D & M CONSULTING PTY LTD  
 Civil and structural engineers  
 Suite 18, 1 Byard Street "The Exchange", Narellan 2567  
 Ph: (02) 4647 4014  
 engineering@dmg.com.au

David M. Gosselin  
 No. 15931  
 Professional Engineer  
 Civil/Structural  
 03/10/2017  
 The Institution of Engineers, Australia









 <p><b>DMC</b> D &amp; M CONSULTING PTY LTD Civil and structural engineers Suite 16, 1 Eyre Street "The Exchange", Narellan 2567 Ph: (02) 4647 4014 eng@dmccol.com.au</p>		<p>PROJECT:- TRAFFIC CONTROL PLAN FOR ANZAC DAY</p>
<p>CLIENT:- CAMDEN COUNCIL ADDRESS:- ARGYLE STREET CAMDEN</p>	<p>DRAWN AUB CHECKED DLT DATE 15/05/16 SCALE AS SHOWN SHEET 8 OF 8</p>	<p>DWG No 15931 ANZAC</p>


 Project Engineer  
**MELANIE O'DRISCOLL**  
 Chartered Professional Engineer  
 www.melanieodriscoll.com.au  
 The Institution of Engineers, Australia

## LOCAL TRAFFIC COMMITTEE

LTC13

**SUBJECT: CATHERINE PARK DRIVE, ORAN PARK - SIGNAGE, LINEMARKING AND DEVICES**

**FROM:** Manager Infrastructure Planning

**TRIM #:** 16/77888

**ELECTRONIC MEETING ITEM DATE: 10 March 2016**

### PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for construction of new roads associated with the development of Catherine Field.

### MAIN REPORT

A Signage and line marking plan has been received by Council for the construction of new roads associated with the development of Catherine Field. A location highlighted on **Attachment 1**. This relates to Development Application DA228/2014, Stage 1.

The Engineering Drawing Nos. 351 and 352 Rev. 8 prepared by Calibre Consulting provide details of the proposed signage and line marking (**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.

<b>Electronic Meeting Reference</b>	<b>Agreed recommendation of the Local Traffic Committee</b>
<b>2016/27</b>	<p>The Local Traffic Committee recommends that Council approves the regulatory signs and line marking on Catherine Park Drive, Oran Park as shown on Drawing Nos. 351 and 352 Rev. 8 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. street lighting levels for devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design; and</li><li>iv. Speed zoning and speed limits signage be referred to Roads and Maritime Services (RMS) for review and approval.</li></ul>

This recommendation was supported unanimously by the four voting members.

This recommendation has been resolved by a Council Officer under Delegated Authority.

### RECOMMENDED

**That Council receives and notes the report.**



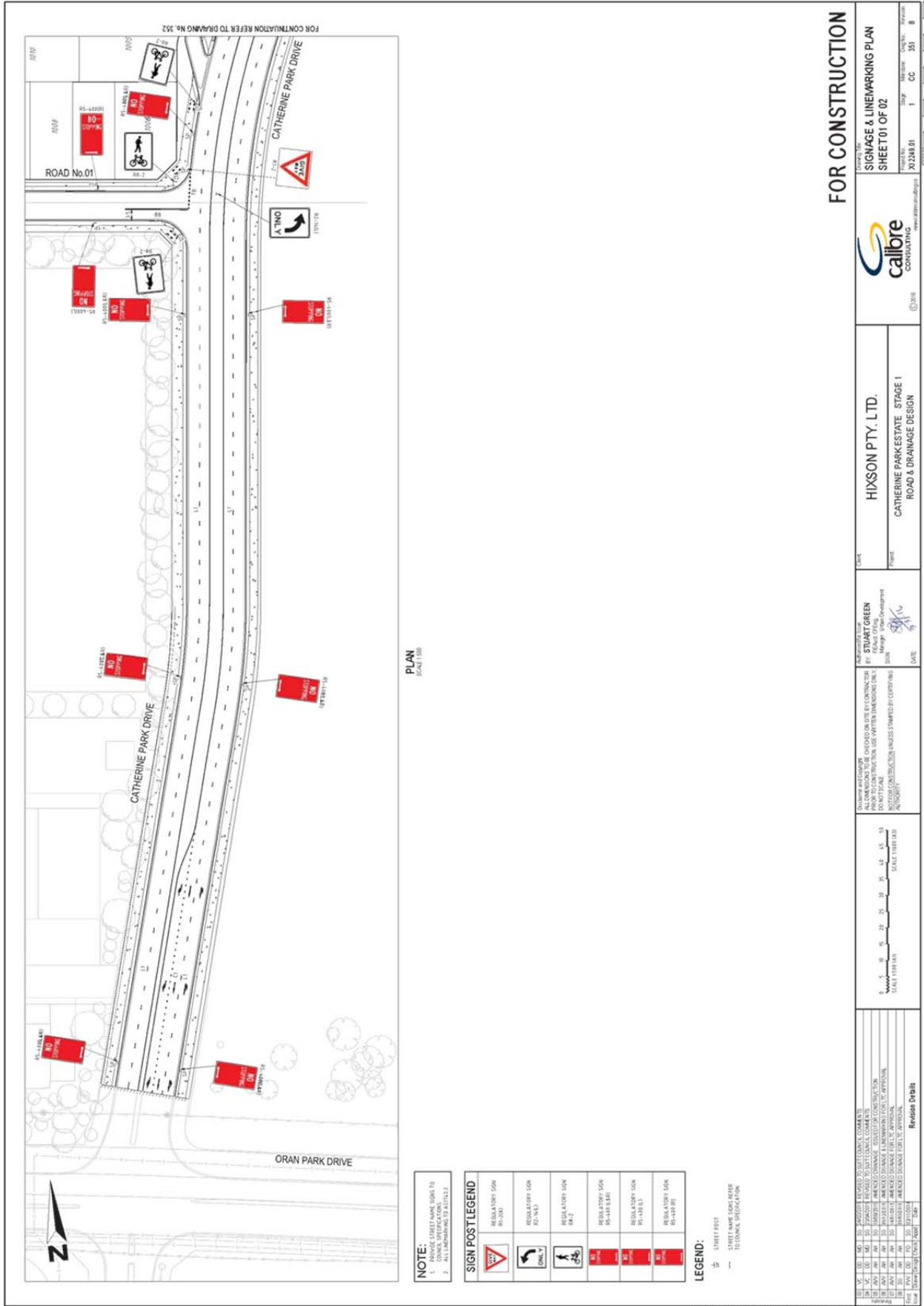
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## ATTACHMENTS

1. Catherine Park Drive, Oran Park - Topographic Image
2. Catherine Park Drive Oran Park - Signage and linemarking













## LOCAL TRAFFIC COMMITTEE

### LTC14

**SUBJECT: EMERALD HILLS BOULEVARD, LEPPINGTON - EMERALD HILLS ESTATE STAGE 1 SUBDIVISION - SIGNAGE, LINEMARKING AND DEVICES**

**FROM:** Manager Infrastructure Planning

**TRIM #:** 16/92597

**ELECTRONIC MEETING ITEM DATE: 17 March 2016**

### 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 Stage 1 of the Emerald Hills Estate, Leppington.

### MAIN REPORT

A Signage and line marking plan has been received by Council for the construction of new roads associated with the development of Emerald Hills Estate, Stage 1 in the vicinity of Emerald Hills Boulevard (street name subject to confirmation). This relates to Development Application DA439/2014. The location is highlighted in **Attachment 1**.

The Engineering Drawing Nos. NA50613004-021-CI-2601 Rev. 10, NA50613004-021-CI-2602 Rev.9, NA50613004-021-CI-2603, Rev.10 and NA50613004-021-CI-2604 Rev.10 prepared by Cardno Consulting provide details of the proposed signage and line marking (**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.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2016/28	<p>The Local Traffic Committee recommends that Council approves the regulatory signs, line marking and devices in the vicinity of Emerald Hills Boulevard associated with Emerald Hills Estate, Stage 1 Subdivision as shown on Drawing Nos. NA50613004-021-CI-2601 Rev. 10, NA50613004-021-CI-2602 Rev.9, NA50613004-021-CI-2603, Rev.10 and NA50613004-021-CI-2604 Rev.10 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. Street lighting levels for devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design; and</li> <li>iv. Speed zoning and speed limits signage plan be referred to Roads and Maritime Services (RMS) for review and approval.</li> </ul>

This recommendation was supported unanimously by the four voting members.

This recommendation has been resolved by a Council Officer under Delegated Authority.



**RECOMMENDED**

**That Council receives and notes the report.**

ATTACHMENTS

1. Emerald Hills - Topographic
2. Attachment 2 - Emerald Hills - Plan

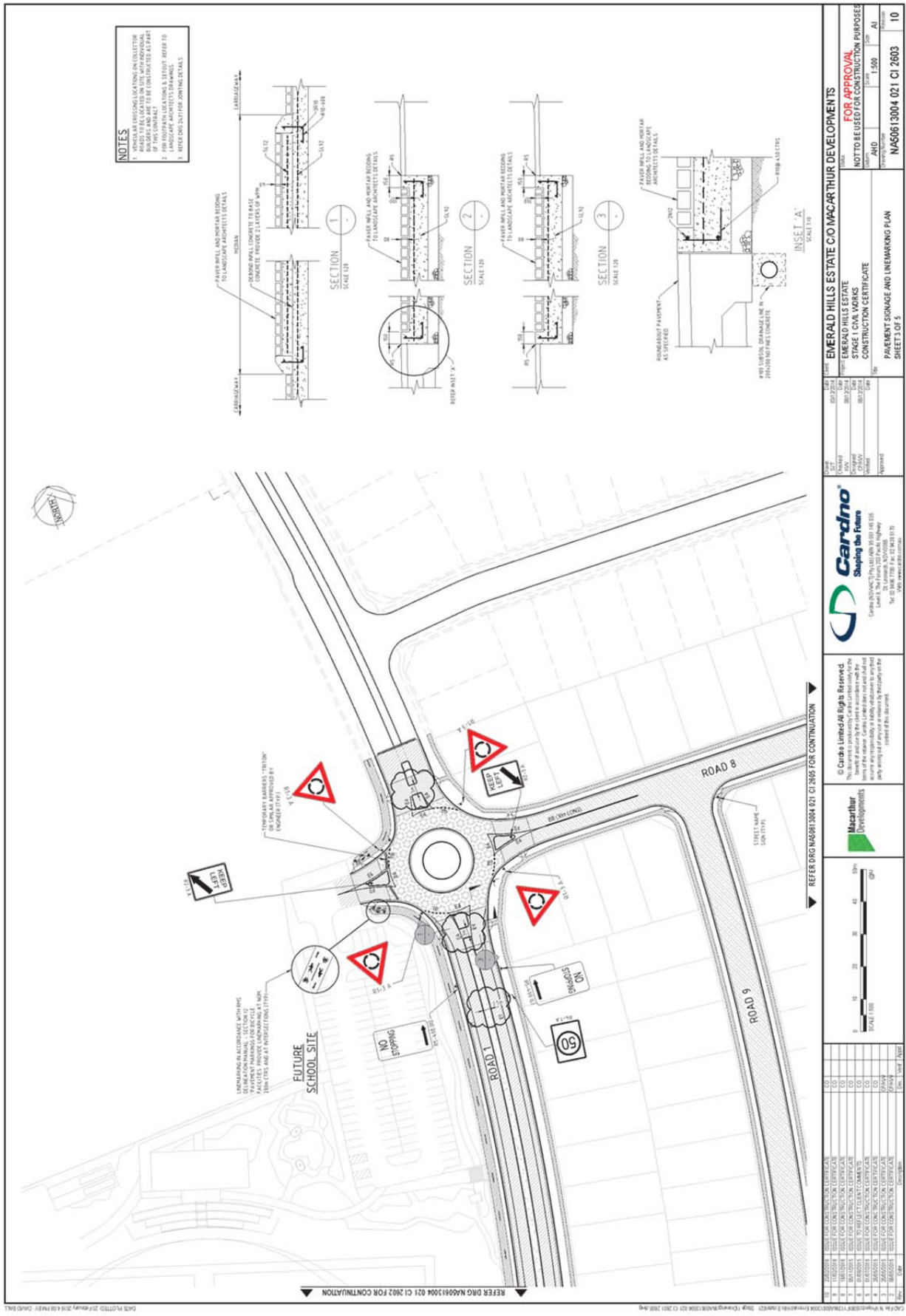




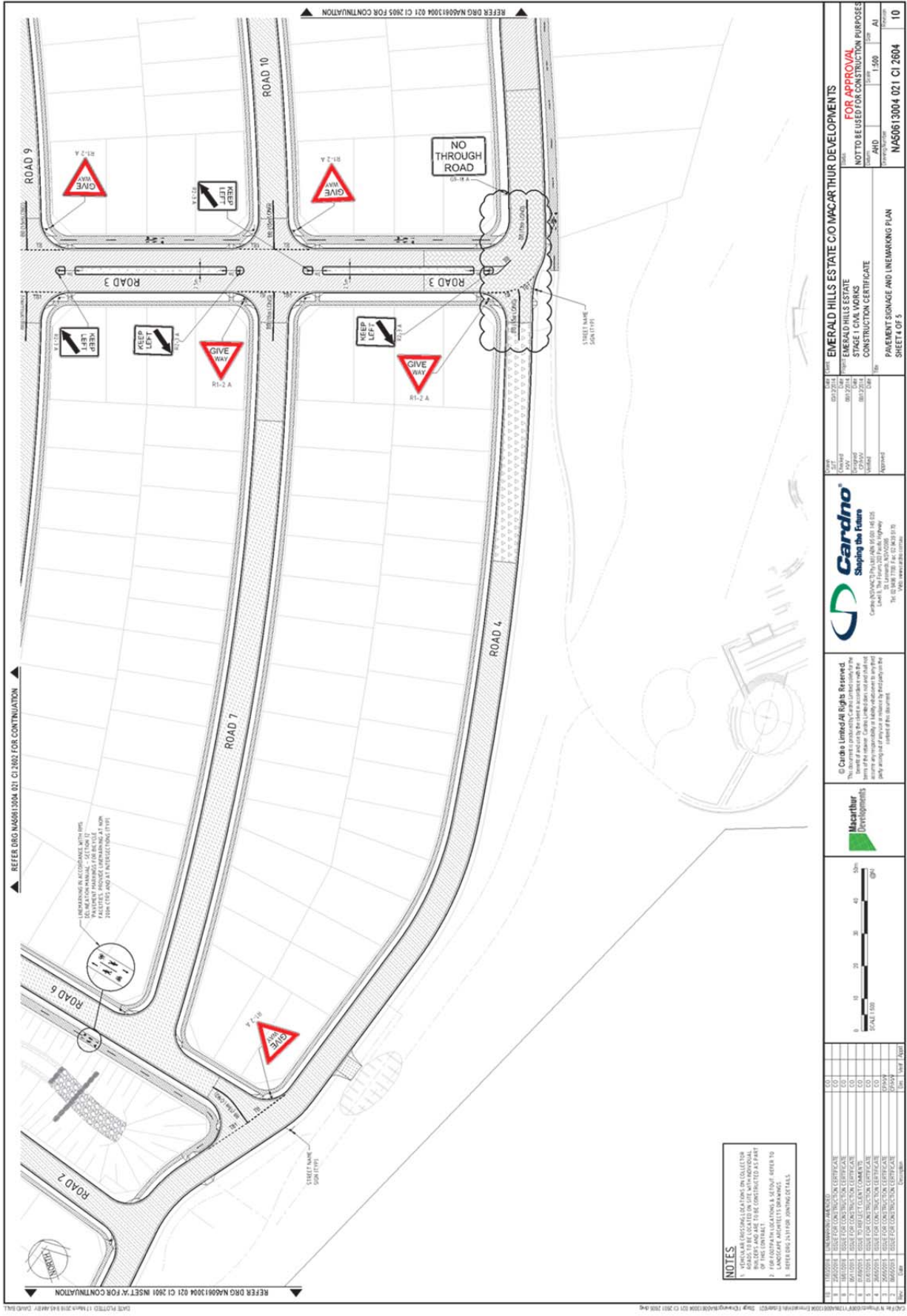








LTC14  
Attachment 2









## LOCAL TRAFFIC COMMITTEE

LTC15

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

**FROM:** Manager Infrastructure Planning

**TRIM #:** 16/92625

**ELECTRONIC MEETING ITEM DATE: 17 March 2016**

### PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the proposed use of several parking bays on John Street, Camden for the Small Biz Bus.

### 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 Bus will facilitate 45 minute business advisory sessions on-board its meeting area, at no cost to local small businesses. The Advisor will be from South West Sydney BEC which is delivering the Small Biz Connect Program in the Sydney South West Region on behalf of the Office of the Small Business Commissioner.

The Office of the NSW Small Business Commissioner has requested suspension of three angled parking bays which have 1 hour restrictions on the west side of John Street, adjacent to Epicure store in 39 John Street (**Attachment 1** and **Attachment 2** show the location and proposal). They wish to park a commercial RV in the spaces from 8.30am to 3.30pm on Monday 9 May 2016.

We are satisfied with the location from a road safety perspective and it is proposing that concurrence be given subject to evidence of \$20M public liability insurance be provided to Council and local businesses in the vicinity of 39 John Street being notified at least 7 days in advance.

<b>Electronic Meeting Reference</b>	<b>Agreed recommendation of the Local Traffic Committee</b>
<b>2016/29</b>	<p><b>Local Traffic Committee recommends that Council approves the suspension of three 1 hour (1P) parking bays on the west side of John Street, adjacent to No. 39 John Street, on 9 May 2016 to facilitate the Small Biz Bus, subject to:</b></p> <ul style="list-style-type: none"> <li><b>i. an evidence of \$20M public liability insurance be provided to Council; and</b></li> <li><b>ii. local businesses in the vicinity of 39 John Street being notified at least 7 days in advance.</b></li> </ul>

This recommendation was supported unanimously by the four voting members.

This recommendation has been resolved by a Council Officer under Delegated Authority.

**RECOMMENDED**

**That Council receives and notes the report.**

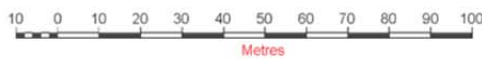
ATTACHMENTS

1. John Street Camden - Topographic
2. John Street Camden - Photos





Scale: 1:1500  
 Printed Date: 03.02.15



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

### LTC16

**SUBJECT: MACARTHUR ROAD, SPRING FARM - SIGNAGE, LINEMARKING AND DEVICES ASSOCIATED WITH SUBDIVISION OF SPRING FARM, STAGES 45 AND 61.**

**FROM:** Manager Infrastructure Planning

**TRIM #:** 16/95159

**ELECTRONIC MEETING ITEM DATE: 23 March 2016**

### 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 Spring Farm, Stage 45 and 61.

### MAIN REPORT

Signage and line marking plans have been received by Council for the construction of new roads associated with the development of Spring Farm Stage 45 and 61, by Cornish Group, at the southern end of Macarthur Road. This relates to Development Application DA147/2015. The location is highlighted in **Attachment 1**.

The Engineering Drawing Nos. MMD – 350354-C-DR-00-45-CC800 Rev.P4, MMD – 350354-C-DR-00-45-CC801 Rev.P4 and MMD – 350354-C-DR-00-61-CC801 Rev.P4 prepared by Mott MacDonald Consulting provide details of the proposed signage and line marking (**Attachment 2**). The plans are considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and line marking.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2016/30	<p>The Local Traffic Committee recommends that Council approves the regulatory signs, line marking and devices in the vicinity of Macarthur Road, Spring Farm, as shown on Drawing Nos. MMD – 350354-C-DR-00-45-CC800 Rev.P4, MMD – 350354-C-DR-00-45-CC801 Rev.P4 and MMD – 350354-C-DR-00-61-CC801 Rev.P4 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. Street lighting levels for devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design; and</li> <li>iv. Speed zoning and speed limits signage plan be referred to Roads and Maritime Services (RMS) for review and approval.</li> </ul>

This recommendation was supported unanimously by the four voting members.

This recommendation has been resolved by a Council Officer under Delegated Authority.

**RECOMMENDED**

**That Council receives and notes the report.**

ATTACHMENTS

1. Macarthur Road Spring Farm - Topographic
2. Macarthur Road Spring Farm - Plan



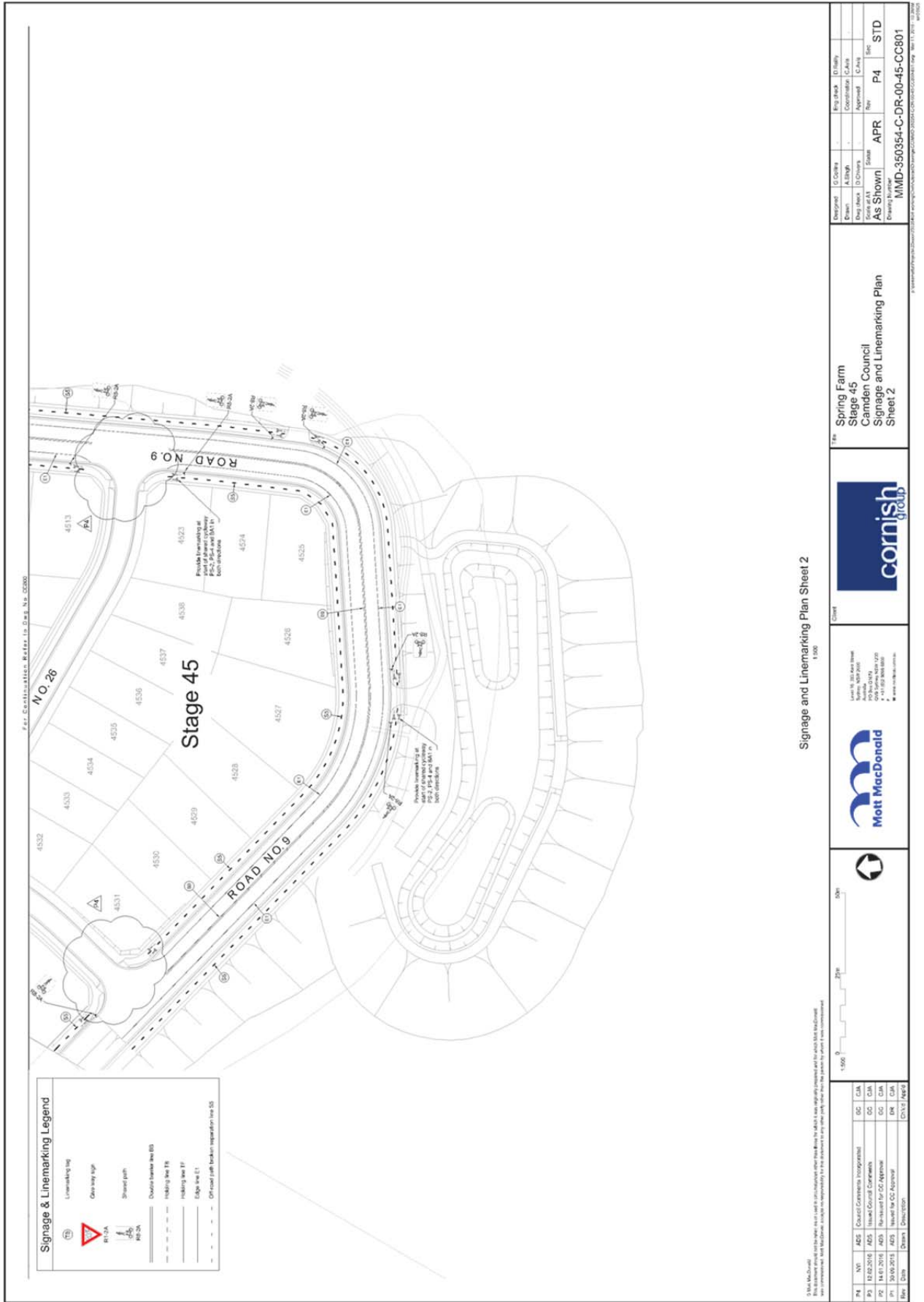
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<p>1:500</p> <p>0 20m 40m 60m 80m 100m</p>			<p>Spring Farm Stage 61 - 63 Camden Council Signage and Linemarking Plan</p>	<table border="1"> <tr> <td>Designed</td> <td>G Cooke</td> <td>Eng. Check</td> <td>D Hilly</td> </tr> <tr> <td>Drawn</td> <td>A Singh</td> <td>Co-ordinator</td> <td>C Chas</td> </tr> <tr> <td>As Shown</td> <td>As Shown</td> <td>Approved</td> <td>P4</td> </tr> <tr> <td>Drawing Number</td> <td colspan="3">MMD-350354-C-DR-00-61-CC800</td> </tr> </table>	Designed	G Cooke	Eng. Check	D Hilly	Drawn	A Singh	Co-ordinator	C Chas	As Shown	As Shown	Approved	P4	Drawing Number	MMD-350354-C-DR-00-61-CC800		
Designed	G Cooke	Eng. Check	D Hilly																	
Drawn	A Singh	Co-ordinator	C Chas																	
As Shown	As Shown	Approved	P4																	
Drawing Number	MMD-350354-C-DR-00-61-CC800																			



## LOCAL TRAFFIC COMMITTEE

LTC17

**SUBJECT: THE HERMITAGE WAY, GLEDWOOD HILLS - GREGORY HILLS  
CORPORATE PARK STAGE 4 - SIGNAGE, LINEMARKING AND  
DEVICES**

**FROM:** Manager Infrastructure Planning  
**TRIM #:** 16/107923

**ELECTRONIC MEETING ITEM DATE: 8 April 2016**

### PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the extension of The Hermitage Way, Gledswood Hills.

### MAIN REPORT

Signage and line marking plans have been received by Council for the southern extension of The Hermitage Way in the location highlighted on **Attachment 1**. This road is a component of Gregory Hills Corporate Park Stage 4 development within the suburb of Gledswood Hills and relates to Development Application DA 997/2014.

The Engineering Drawing Nos. MMD-343049-C-DR-CC-CE-0408 Rev. B and MMD-343049-C-DR-CC-CE-0409 Rev. B prepared by Mott MacDonald provide details of the proposed signage and line marking (**Attachment 2**).

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2016/31	<p>The Local Traffic Committee recommends that Council approves the regulatory signs, line marking and devices on The Hermitage Way, Gledswood Hills, as shown on the Engineering Drawing Nos. MMD-343049-C-DR-CC-CE-0408 Rev. B and MMD-343049-C-DR-CC-CE-0409 Rev. B 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. Street lighting levels for devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design; and</li> <li>iv. Speed zoning and speed limits signage plan be referred to Roads and Maritime Services (RMS) for review and approval.</li> </ul>

This recommendation was supported unanimously by the four voting members.

This recommendation has been resolved by a Council Officer under Delegated Authority.

### RECOMMENDED

**That Council receives and notes the report.**

## ATTACHMENTS

1. Hermitage Way - Topographic
2. Hermitage Way - Plan











## LOCAL TRAFFIC COMMITTEE

**LTC18**

**SUBJECT: BARLEY ROAD, SPRING FARM - TEMPORARY BUS ZONE AND NO STOPPING RESTRICTIONS**

**FROM:** Manager Infrastructure Planning

**TRIM #:** 16/119905

**ELECTRONIC MEETING ITEM DATE: 18 April 2016**

### PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for reconstruction of Springs Road, Spring Farm between Ettlesdale Road and Barley Road.

### MAIN REPORT

Council is currently undertaking a reconstruction of Springs Road, Spring Farm between Ettlesdale Road and Barley Road. This work is anticipated to be completed in late May 2016, weather permitting.

As part of a Traffic Management Plan for roadworks, the following arrangements (see **Attachment 1**) have been proposed to provide an interim access for a school bus for Spring Farm Public School (to be operated from 26 April 2016):

- 20 metres of Bus Zone on the western side of Barley Road north of Millman Road
- 15 metres of No Stopping on the western side of Barley Road, opposite Millman Road intersection, immediately south of the proposed Bus Zone
- No Stopping (8.30am-9.30am, 2.30am-3.30pm SCHOOL DAYS ONLY) on the southern side of Wagner Road between Barley Road and Attwood Road

The above proposals are considered satisfactory from a traffic management perspective for roadworks and it is recommended that the Local Traffic Committee supports the proposals.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2016/32	<p><b>The Local Traffic Committee recommends that Council approves, the proposed traffic management associated with Springs Road reconstruction as follows:</b></p> <ul style="list-style-type: none"> <li><b>i. Installation of 20 metres of Bus Zone on the western side of Barley Road north of Millman Road;</b></li> <li><b>ii. Installation of 15 metres of No Stopping on the western side of Barley Road, opposite Millman Road intersection, immediately south of the proposed Bus Zone; and</b></li> <li><b>iii. Installation of No Stopping (8.30am-9.30am, 2.30am-3.30pm SCHOOL DAYS ONLY) on the southern side of Wagner Road between Barley Road and Attwood Road.</b></li> </ul>

This recommendation was supported unanimously by the four voting members.



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This recommendation has been resolved by a Council Officer under Delegated Authority.

**RECOMMENDED**

**That Council receives and notes the report.**

ATTACHMENTS

1. Barley Road, Spring Farm - Topographic









## LOCAL TRAFFIC COMMITTEE

### LTC19

**SUBJECT: GREGORY HILLS DRIVE, GREGORY HILLS - SIGNAGE,  
LINEMARKING AND DEVICES**  
**FROM:** Manager Infrastructure Planning  
**TRIM #:** 16/129527

**ELECTRONIC MEETING ITEM DATE: 8 April 2016**

### PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the extension of Gregory Hills Drive, Gregory Hills.

### MAIN REPORT

Signage and line marking plans have been received by Council for the extension of Gregory Hills as a single carriageway to a new access to St Patrick's School, close to the eastern Local Government Area boundary. A location highlighted on **Attachment 1**. This relates to Development Application DA/416/2014/416.

The Engineering Drawing Nos. 801 Rev.0 and 802 Rev.0 prepared by Calibre Consulting provide details of the proposed signage and line marking (**Attachment 2**). The plans are considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and line marking.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2016/33	<p>The Local Traffic Committee recommends that Council approves the regulatory signs, line marking and devices on Gregory Hills Drive, Gregory Hills, as shown on the Engineering Drawing Nos. 801 Rev.0 and 802 Rev.0, subject to:</p> <ul style="list-style-type: none"> <li>i. The give way line on the intersecting road be brought up to the TP line;</li> <li>ii. That BB lines be installed from the head of the central median to the proposed give way line;</li> <li>iii. Pavement arrows on intersecting road be removed;</li> <li>iv. R2-9 L &amp; R signs be removed;</li> <li>v. The installation being completed by the applicant at its cost;</li> <li>vi. All signage being sign size A, except Speed limit signage;</li> <li>vii. Street lighting levels for devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design; and</li> <li>viii. Speed zoning and speed limits signage plan be referred to Roads and Maritime Services (RMS) for review and approval.</li> </ul>

This recommendation was supported unanimously by the four voting members.

This recommendation has been resolved by a Council Officer under Delegated Authority.

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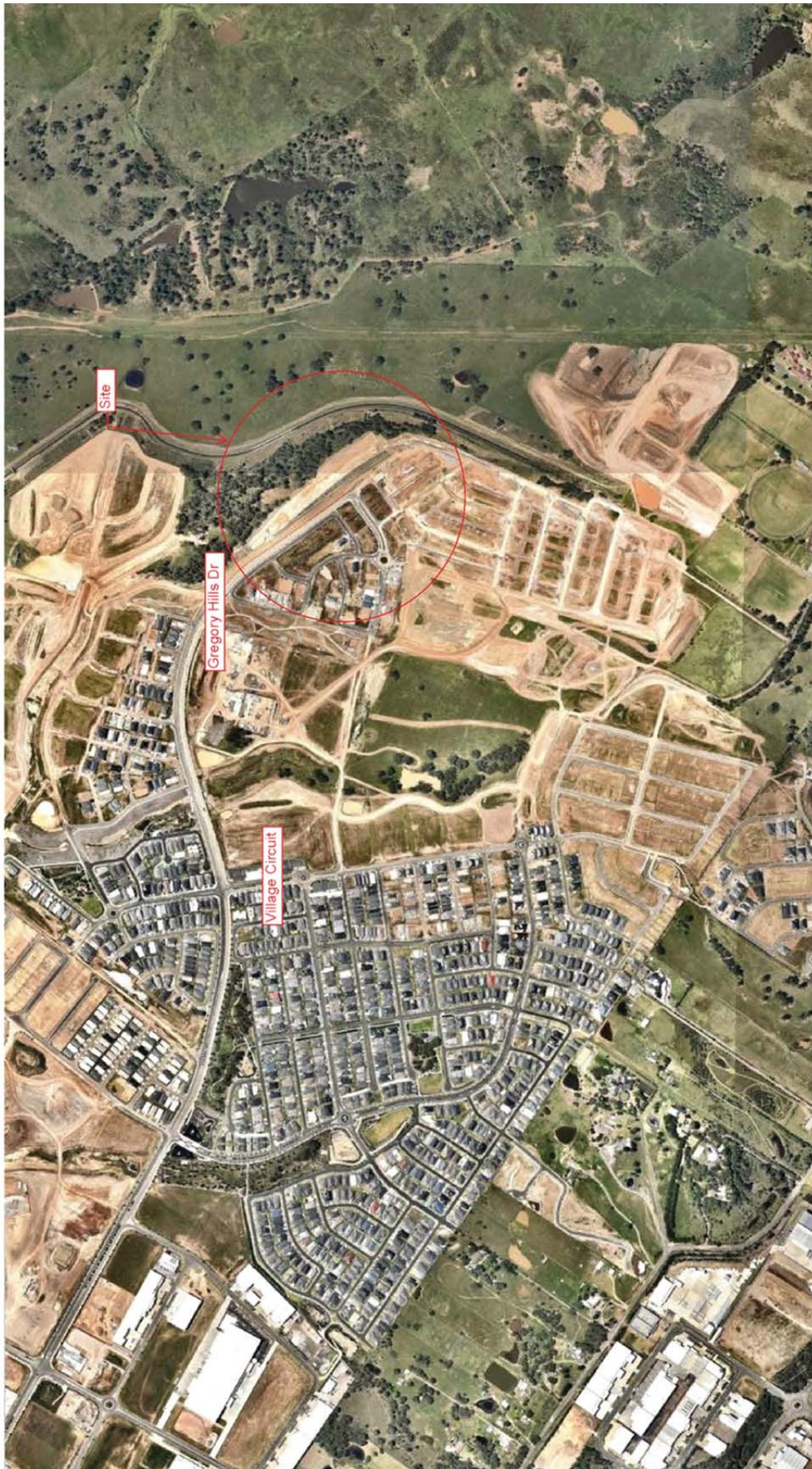
**RECOMMENDED**

**That Council receives and notes the report.**

ATTACHMENTS

1. Gregory Hills Drive - Topographic
2. Gregory Hills Drive - Plan

LTC19  
Attachment 1

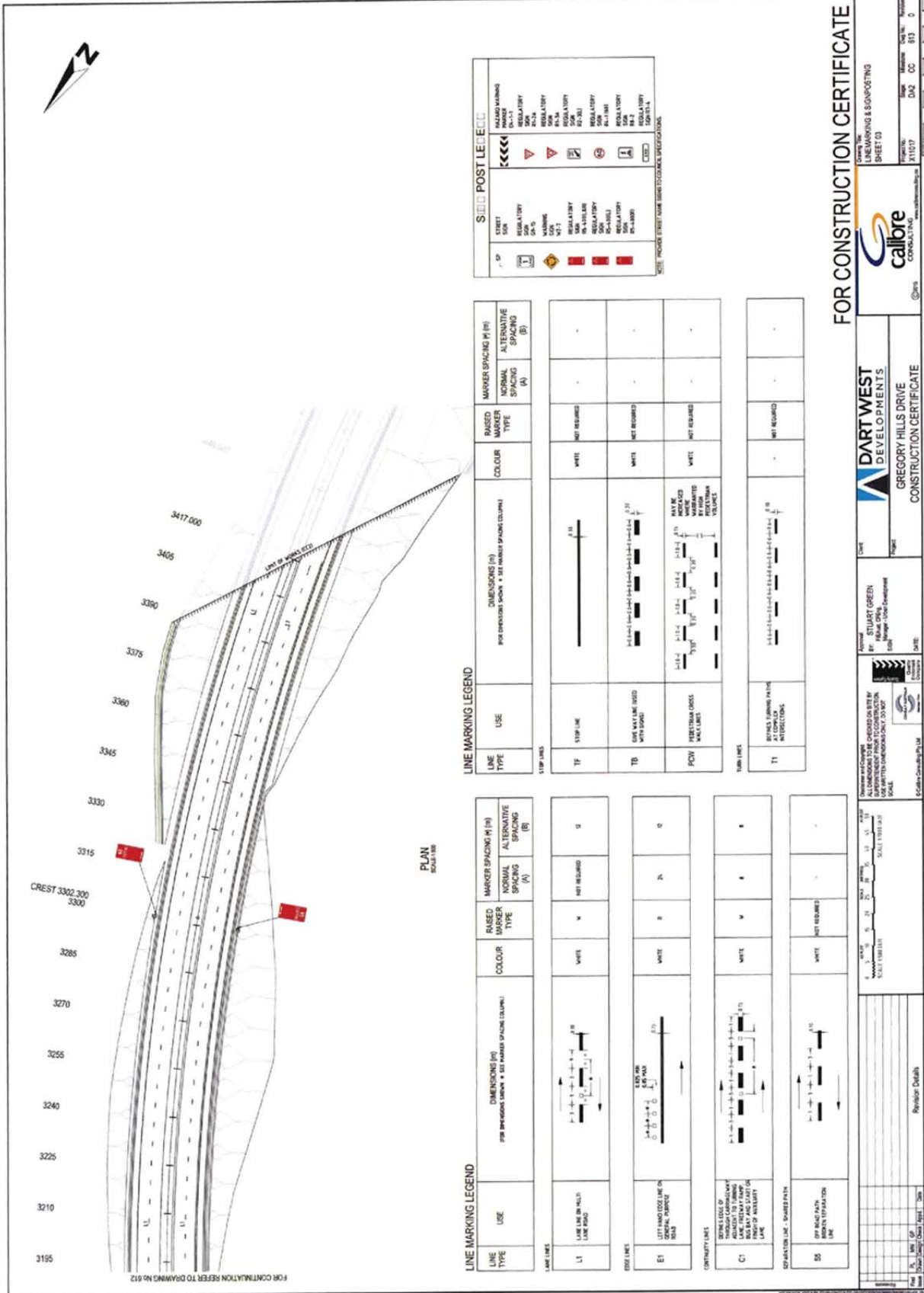


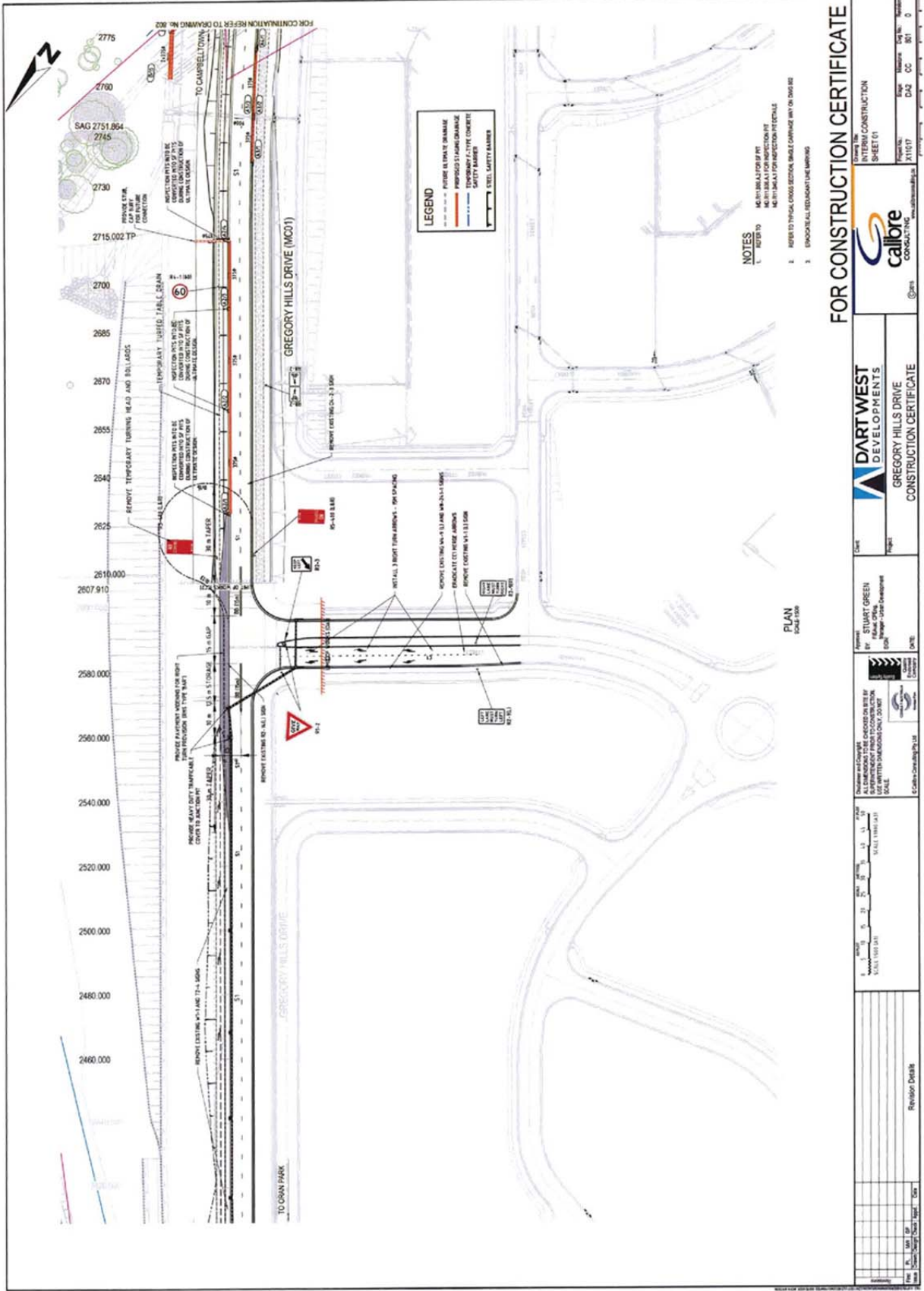


















## LOCAL TRAFFIC COMMITTEE

### LTC20

**SUBJECT: DIGITARIA DRIVE, GLEDSWOOD HILLS - GREGORY HILLS CORPORATE PARK STAGE 3 - SIGNAGE AND LINEMARKING**

**FROM:** Manager Infrastructure Planning

**TRIM #:** 16/130693

**ELECTRONIC MEETING ITEM DATE: 29 April 2016**

### 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 Corporate Park.

### MAIN REPORT

A signage and line marking plan has been received by Council for construction of new roads associated with the development of Gregory Hills Corporate Park Stage 3. These are within the suburb of Gledswood Hills in the location highlighted in **Attachment 1**. This relates to Development Application DA 997/2014.

The Engineering Drawing No. MMD-343049-C-DR-CC-0413 Rev.A prepared by Mott MacDonald provides details of the proposed signage and line marking (**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.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2016/34	<p>The Local Traffic Committee recommends that Council approves the regulatory signs and line marking in the vicinity of Digitaria Drive, Gledswood Hills, as shown on the Engineering Drawing No. MMD-343049-C-DR-CC-0413 Rev. A 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. Street lighting levels for devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design; and</li> <li>iv. Speed zoning and speed limits signage plan be referred to Roads and Maritime Services (RMS) for review and approval.</li> </ul>

This recommendation was supported unanimously by the four voting members.

This recommendation has been resolved by a Council Officer under Delegated Authority.

### RECOMMENDED

**That Council receives and notes the report.**

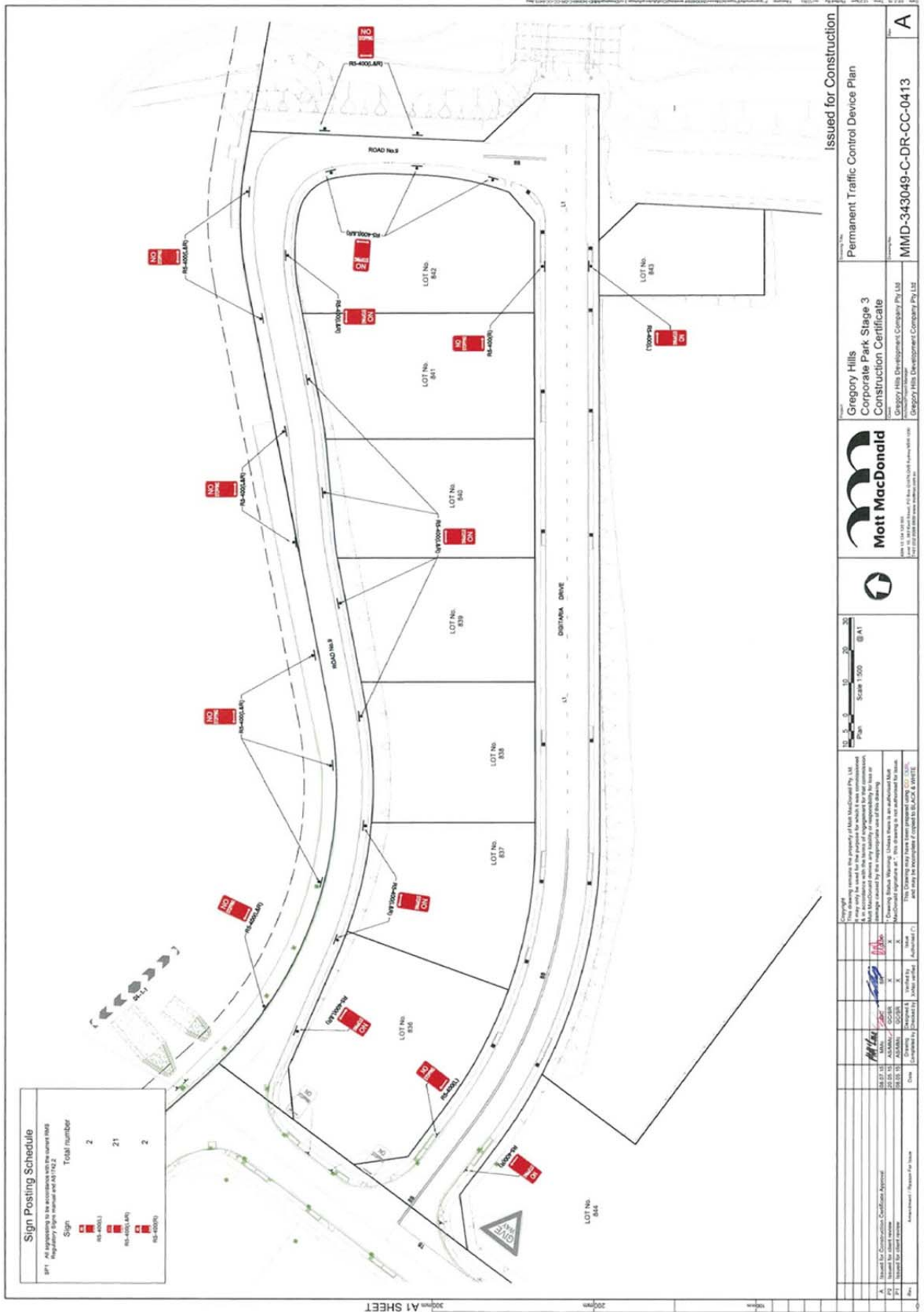
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## ATTACHMENTS

1. Digitaria Drive, Gregory Hills - Topographic
2. Digitaria Drive, Gregory Hills - Plan







Attachment 2

LTC20