



# **Local Traffic Committee Business Paper**

**Committee Meeting**  
**18 April 2017**

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**Council Office  
70 Central Avenue  
Oran Park**



**LOCAL TRAFFIC COMMITTEE**  
**18 April 2017**

Dear Sir/Madam

You are advised that the next Local Traffic Committee is scheduled for 18 April 2017, 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 minimise 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.

Please note there is no public gallery for these meetings.

### **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 21 February 2017

Local Traffic Committee Tuesday 18 April 2017

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#### **BUSINESS WITHOUT NOTICE**

**DATE OF NEXT LOCAL TRAFFIC COMMITTEE MEETING - TUESDAY 16 MAY  
2017**

#### **INFORMAL ITEMS**

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## LOCAL TRAFFIC COMMITTEE

LTC01

**SUBJECT: SOUTH CIRCUIT, ORAN PARK - ZEBRA CROSSING AT ORAN PARK PUBLIC SCHOOL**

**FROM:** Manager Infrastructure Planning

**TRIM #:** 17/92135

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### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for signage and line marking associated with installing a zebra crossing on South Circuit, Oran Park.

### BACKGROUND

There is currently a Children's Crossing on South Circuit outside of Oran Park Public School. Council has received numerous requests to implement a pedestrian crossing at this location. A recent count showed that the warrants have now been met for the installation of a zebra crossing at this location.

### MAIN REPORT

Council has been unable to secure a zebra crossing on South Circuit outside Oran Park Public School as the warrant specified in the RMS Supplement to the Australian Standard AS 1742.10 has not been achieved until recently. Although a Children's Crossing is in place a number of requests have been received from the school community because a zebra is considered to give additional reinforcement of the need for drivers to be aware of people crossing.

Council undertook further pedestrian and vehicle counts at the Children's Crossing on South Circuit, Oran Park on Thursday 23 February 2017. The results were as follows:

8.30 – 9.30 am	404 pedestrians (237 children)	383 vehicles
14.45 – 15.45 pm	467 pedestrians (254 children)	250 vehicles

The data indicates that RMS warrants for a zebra crossing are now met. It is proposed to implement a hybrid crossing which incorporates the features of both the children's crossing and zebra crossing. This would ensure that the stop line is maintained and acts as an additional safety feature by defining a safe stopping distance for vehicles.

The attached plan (see **Attachment 1**) is considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and line marking. Considering the No Stopping signs already exist, they have not been included on the plans.

The school Principal has been advised of the proposal.

### FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

It is proposed that the installation cost be funded from the RMS Block Grant (Traffic Facilities Component) for the 2016/17 financial year at an estimated cost of \$2000.



## **CONCLUSION**

A zebra crossing is proposed on South Circuit to supplement the existing children's crossing to enhance pedestrian safety, and it is recommended that the Committee supports this proposal.

## **RECOMMENDED**

**The Local Traffic Committee recommends that Council approves the regulatory signs and line marking on South Circuit, Oran Park, associated with a combined Children's and zebra crossing.**

## ATTACHMENTS

1. South Circuit, Oran Park - Pedestrian Crossing



South Circuit, Oran Park



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Printed Date: 28.02.17





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## LOCAL TRAFFIC COMMITTEE

### LTC02

**SUBJECT: HARLAND ROAD AND BARLEY ROAD, SPRING FARM - CHILDREN'S CROSSING AND PARKING RESTRICTIONS AT SPRING FARM PUBLIC SCHOOL**

**FROM:** Manager Infrastructure Planning

**TRIM #:** 17/94081

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### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for signage, line marking and the implementation of a Children's Crossing, and parking restrictions in the vicinity of Spring Farm Public School.

### BACKGROUND

There are currently no restrictions along Harland Road and as a result there have been numerous issues with traffic and matters related with vehicle queuing. Council has also received correspondence regarding pedestrian safety.

### MAIN REPORT

Spring Farm Public School opened in 2016 with Barley Road on the eastern side of the site and a section of Harland Road constructed on the southern side. There is an indented bus bay on Barley Road. Council was unable to secure a zebra crossing at the school opening as warrants could not be demonstrated.

In consultation with the school Principal, Council officers have undertaken a recent investigation to examine the habits of motorists and pedestrians around school pick-up and drop-off times.

Vehicles were witnessed to be undertaking practises such as parking near intersections and double parking compromising pedestrian and motorists safety. It was also noted that pedestrians were also crossing at scattered locations.

It is proposed to implement parking restrictions, double centreline marking and a Children's Crossing in order to manage traffic and encourage pedestrians to cross in a controlled area. It is also proposed to implement a 'Kiss and Ride Area' along a section of Harland Road and have a timed bus zone along Barley Road.

The attached plan (see **Attachment 1**) is considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and line marking.

The school Principal has been advised of the proposal and consultation has been undertaken with adjacent owners and occupiers. No responses were received.



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## **FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS**

The works are estimated to cost \$4,000. It is proposed that the cost be funded from the RMS Block Grant for the 2016/17 financial year.

## **CONCLUSION**

The provision of a Children's Crossing and parking restrictions are proposed to enhance road safety and traffic flow in the vicinity of Spring Farm Public School, and it is recommended that the Committee supports this proposal.

## **RECOMMENDED**

The Local Traffic Committee recommends that Council approves the regulatory signs and line marking on Barley Road and Harland Road, Spring Farm, as shown on the attachment, incorporating:

- i. a children's crossing on Barley Road;
- ii. 70 metres of double centreline (BB) linemarking on Barley Road;
- iii. 35 metres of Bus Zone 8am – 4pm School Days (R5-20 signage) on Barley Road;
- iv. 70 metres of No Parking 8-9.30am and 2.30-4pm School Days (R5-40 signage) with 'Kiss and Ride' supplementary plates (R9-302 signage); and
- v. No Stopping (R5-400 signage) in the turning head on Harland Road, and on the approaches and departures of the Children's Crossing.

## ATTACHMENTS

1. Harland Road and Barley Road, Spring Farm Plan (Spring Farm Public School)

LTC02

Attachment 1



Spring Farm Public School - Signs and Line marking Plan

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## LOCAL TRAFFIC COMMITTEE

LTC03

**SUBJECT: BURRAGORANG ROAD, BICKLEY VALE - NO STOPPING RESTRICTIONS EAST OF FOSTERS LANE**

**FROM:** Manager Infrastructure Planning

**TRIM #:** 17/96427

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### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for No Stopping restrictions on Burragorang Road, Bickley Vale.

### BACKGROUND

Community concerns have been raised regarding motorists parking close to the intersection of Burragorang Road with Foster Lane, Bickley Vale.

### MAIN REPORT

Burragorang Road is a regional rural road with an 80km/h speed limit and has no existing parking restrictions. From Fosters Lane to the Old Oaks Road, the southern side is in Camden Local Government Area and the northern side is in Wollondilly Shire.

Due to mobile phone reception dropping out to the west of the intersection of Burragorang Road with Foster Lane, Council has been advised by several local people that motorists are pulling over to complete their phone calls, east of the intersection. As a result it impedes on sightlines of motorists exiting Foster Lane and a local residential access.

It is proposed to implement No Stopping (R5-400 signage) are implemented along Burragorang Road 150 metres from the intersection with Foster Lane. It is also proposed to return the No Stopping restrictions within Foster Lane adjacent to end of the existing double centre line.

Wollondilly Shire Council has been advised of the proposal and has no objection.

### 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.

### CONCLUSION

Concerns have been raised regarding sightline issues for vehicles exiting Fosters Lane when vehicles pull over along Burragorang Road, and it is recommended that the Committee supports the implementation of the No Stopping restrictions to help address this issue.



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### **RECOMMENDED**

The Local Traffic Committee recommends that Council approves on Burragorang Road and Fosters Lane, Bickley Vale:

- i. **No Stopping restrictions (R5-400 signage) for 150m on the southern side of Burragorang Road, east of the intersection with Fosters Lane; and**
- ii. **No Stopping restrictions (R5-400 signage) for 35m on the eastern side of Fosters Lane, south of the intersection with Burragorang Road.**

### ATTACHMENTS

1. Plan - Burragorang Road, Bickley Vale - No Stopping Restrictions





Burragorang Road, Bickley Vale



Scale: 1:1000

Printed Date: 04:04:17

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## LOCAL TRAFFIC COMMITTEE

LTC04

**SUBJECT: JOHN STREET, CAMDEN - BUS ZONE UPGRADE**  
**FROM:** Manager Infrastructure Planning  
**TRIM #:** 17/96431

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### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for amending a Bus Zone in John Street, Camden, and associated changes to parking restrictions.

### BACKGROUND

Council is proposing to make minor amendments to the existing kerbside parking restrictions at the bus stops on the east side of John Street, north of the Argyle Street roundabout.

### MAIN REPORT

Due to increasing demand, in 2010 two adjacent bus stops were established on John Street, Camden, with associated Bus Zone (R5-20 signage) and linemarked bays. The front bay services westbound destinations and the rear bay services eastbound destinations towards Narellan. An overview plan is provided in **Attachment 1**.

Due to the constrained space, it can be difficult for buses to stop parallel to the kerb and it is proposed to make minor changes to the parking restrictions to assist manoeuvrability.

The proposal would restrict general parking on the approach to the rear bay but allow for drop off, pick up and parking for wedding and funeral vehicles (R5-445 signage) adjacent to the Presbyterian Church. The proposal would also assist access and egress for the Westpac car park between the two bus bays by moving them two metres further apart. The proposal would require removal of a single 1P parking space. Details are provided in **Attachment 2**.

The adjacent owners and occupiers, bus companies and the Camden Chamber of Commerce have been consulted and no objections have been received.

### FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

It is proposed that the installation cost be funded from the RMS Block Grant (Traffic Facilities Component) for the 2016/17 financial year at an estimated cost of \$200.

### CONCLUSION

Changes to kerbside parking restrictions are proposed in John Street, Camden, to assist bus manoeuvrability and it is recommended that the Committee supports this proposal.

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## **RECOMMENDED**

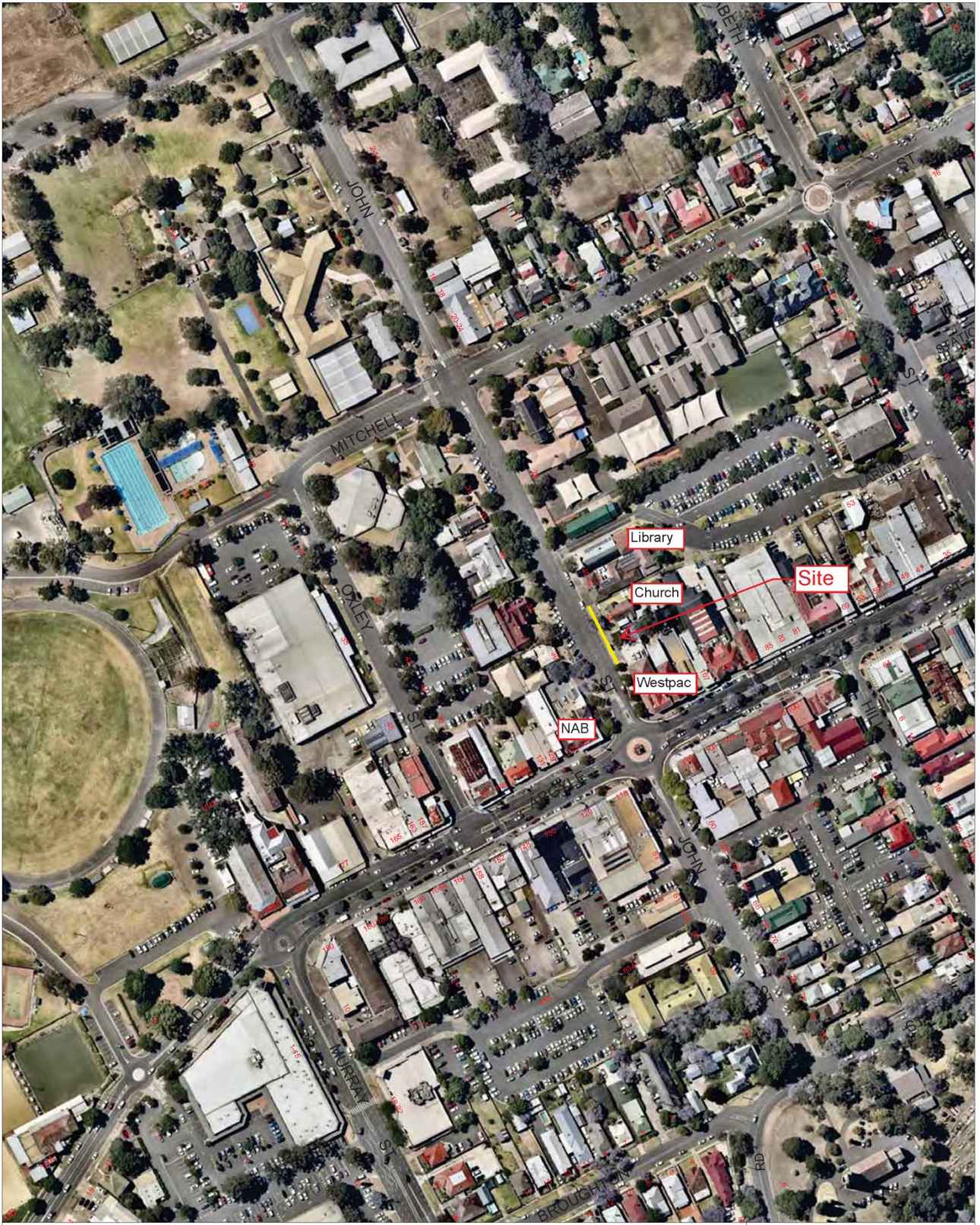
The Local Traffic Committee recommends that Council approves on the eastern side of John Street, Camden, southwards from the Presbyterian Church driveway, the following kerbside restrictions:

- i. **No Parking (Wedding or Funeral Vehicles Excepted) (R5-445 signage) – 10 metres;**
- ii. **Bus Zone (R5-20 signage) – 18 metres; and**
- iii. **No Stopping (R5-400 signage) – 8 metres.**

## ATTACHMENTS

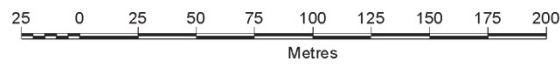
1. Locality Plan - John Street, Camden - Bus Zone Enhancement
2. Detailed Drawing - John Street, Camden - Bus Zone Enhancement





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Printed Date: 10.02.17

Proposed minor amendments to existing kerb side restrictions

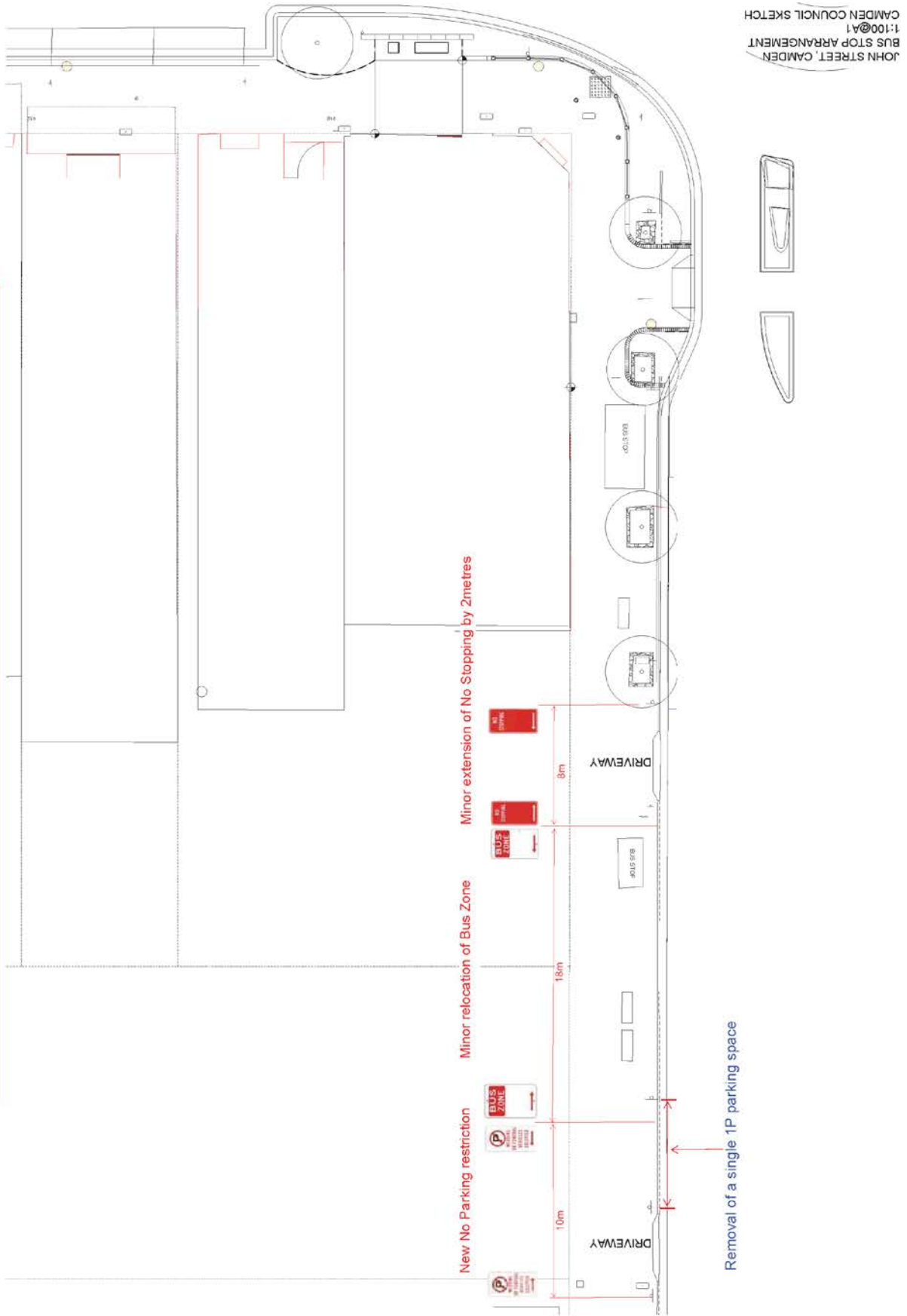


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**Proposed minor amendments to existing kerb side restrictions**





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## LOCAL TRAFFIC COMMITTEE

### LTC05

**SUBJECT: DEEPFIELDS ROAD, CATHERINE FIELD - INTERSECTION  
UPGRADES AT CHISHOLM ROAD AND CATHERINE FIELDS  
ROAD/BARRY AVENUE**

**FROM:** Manager Infrastructure Planning

**TRIM #:** 17/96435

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### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for regulatory signage and line marking associated with two intersection upgrades on Deepfields Road, Catherine Field.

### BACKGROUND

Council has accepted grant funding from the Infrastructure Investment Black Spot Programme to upgrade two intersections on Deepfields Road to address crash patterns. Signs, lines and devices associated with these upgrades are the subject of this report.

### MAIN REPORT

Council has accepted grant funding from the Federal Government's Infrastructure Investment Black Spot Programme to install channelised right turn bays at the intersections of Deepfields Road with Chisholm Road and with Catherine Fields Road/Barry Road, to address specific crash patterns. Overview plans are provided in **Attachments 1 and 2**.

Public engagement on these was undertaken in March and April 2017.

Signage, linemarking and devices are identified on the Drawing Numbers 2016-031 Sheet 12 and 2017-001 Sheet 15 (see **Attachments 3 and 4**) prepared by Council.

### FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

The construction of this project is fully funded by the Infrastructure Investment Black Spot Programme for completion by the end of June 2017.

### CONCLUSION

Channelised right turn bays are proposed at two intersections on Deepfields Road, Catherine Field to address the crash history at these locations. Appropriate signage and linemarking has been incorporated into the design and it is recommended that the Committee supports these treatments.

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## **RECOMMENDED**

**The Local Traffic Committee recommends that Council approves the signage, linemarking and devices associated with the intersection upgrades of Deepfields Road/Chisholm Road and Deepfields Road/Barry Avenue/Catherine Field Road, as detailed in Drawing Numbers 2016-031 Sheet 12 and 2017-001 Sheet 15.**

## ATTACHMENTS

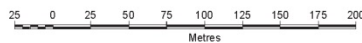
1. Locality Plan - Deepfields Road and Chisholm Road, Catherine Field - Intersection Upgrade
2. Locality Plan - Deepfields Road and Catherine Fields Road, Catherine Field - Intersection Upgrade
3. Detailed Drawing - Deepfields Road and Chisholm Road, Catherine Field - Intersection Upgrade
4. Detailed Drawing - Deepfields Road and Catherine Fields Road, Catherine Field - Intersection Upgrade







DEEPFIELDS RD & CATHERINE FIELDS RD - PROPOSED INTERSECTION IMPROVEMENT WORKS

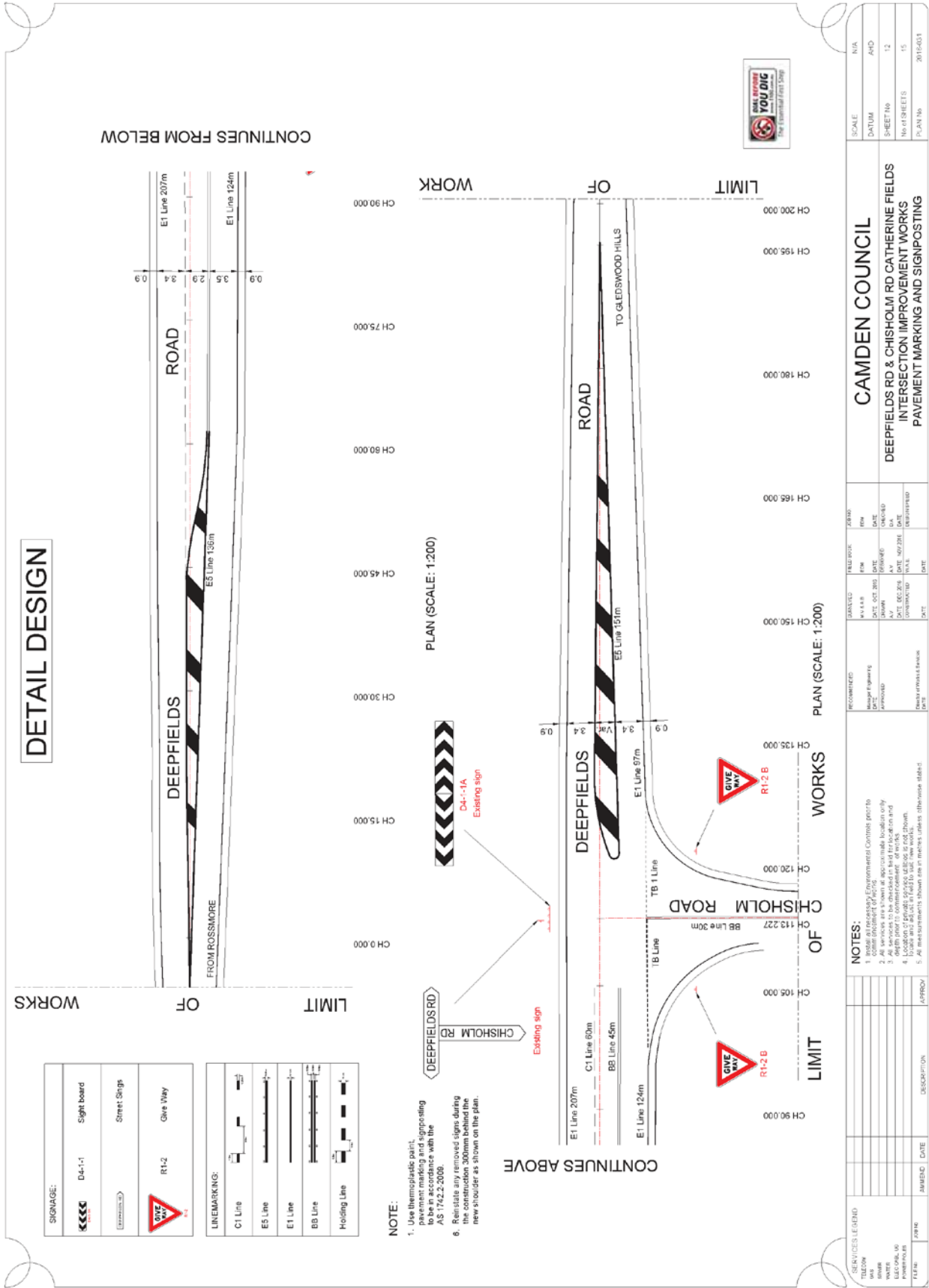


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DETAIL DESIGN

SIGNAGE:	
	Sight board
	Street Sign
	Give Way

LINE MARKING:	
	C1 Line
	E5 Line
	E1 Line
	BB Line
	Holding Line

- NOTE:**
1. Use thermoplastic paint, pavement marking and signposting to be in accordance with the AS 1742.2:2008.
  2. Reinstate any removed signs during the construction phase. Detail the new signage as shown on the plan.

SERVICES LEGEND	DATE	DESCRIPTION	APPROV
TELECOM			
WATER			
ELECTRICAL			
SEWER			
ROAD			
RAIL			

NOTES:	APPROVED
1. Refer to relevant Engineering Control plans for correct placement of signs.	Author signature
2. All services to be installed in field for location and depth prior to commencement of works.	DATE
3. All services to be installed in field for location and depth prior to commencement of works.	DATE
4. Issues and add to field to add new works.	DATE
5. All measurements shown are in metres unless otherwise stated.	DATE

RECOMMENDED:	DATE	DATE	DATE	DATE	DATE	DATE	DATE	DATE	DATE
Author signature	DATE	DATE	DATE	DATE	DATE	DATE	DATE	DATE	DATE
Approved	DATE	DATE	DATE	DATE	DATE	DATE	DATE	DATE	DATE
Checked	DATE	DATE	DATE	DATE	DATE	DATE	DATE	DATE	DATE
Drawn	DATE	DATE	DATE	DATE	DATE	DATE	DATE	DATE	DATE
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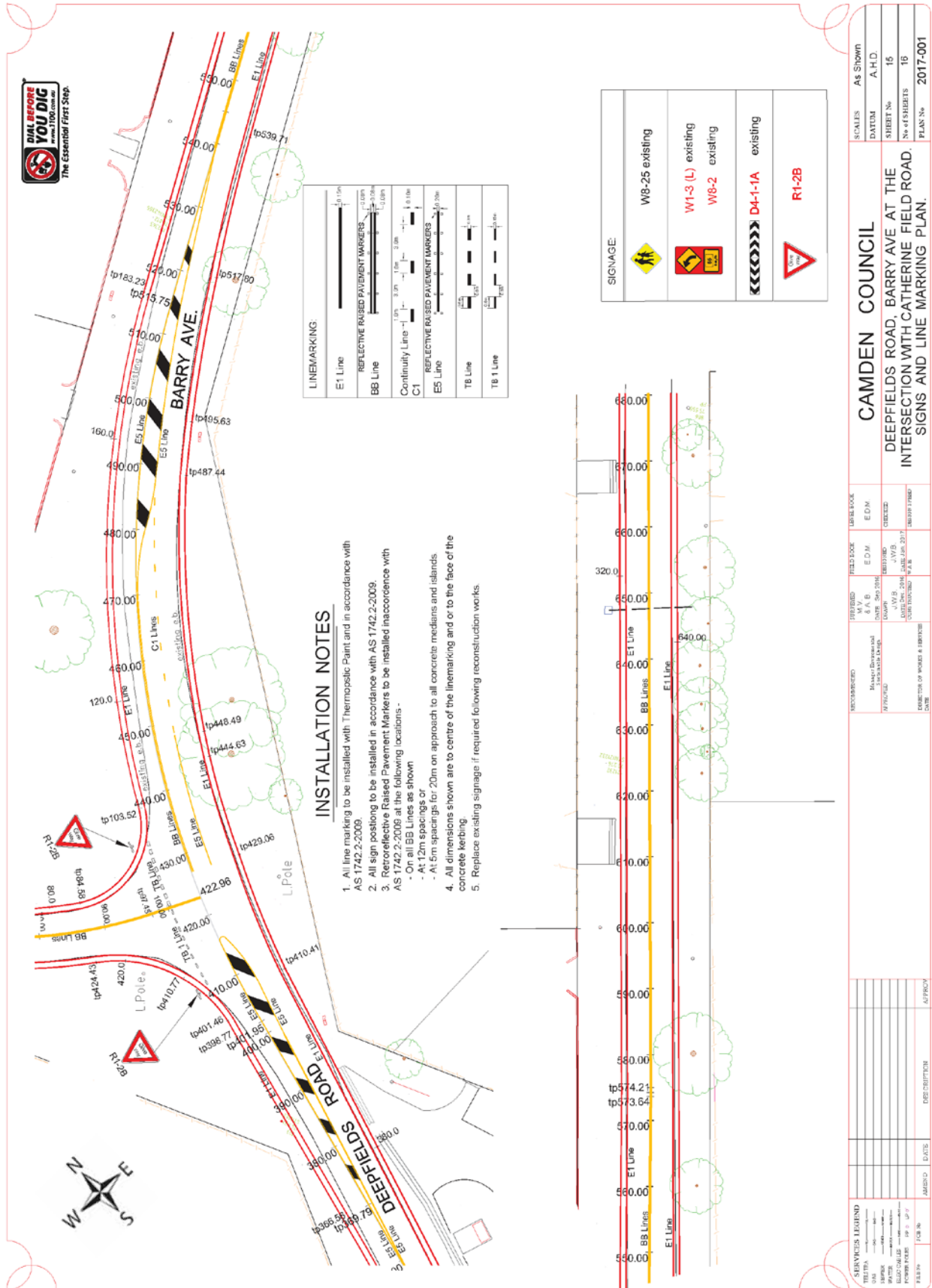
  

SCALE	N/A
DATUM	AHD
SHEET No	12
No of SHEETS	15
PLAN No	2015-001

CAMDEN COUNCIL
DEEPFIELDS RD & CHISHOLM RD CATHERINE FIELDS
INTERSECTION IMPROVEMENT WORKS
PAVEMENT MARKING AND SIGNPOSTING







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## LOCAL TRAFFIC COMMITTEE

### LTC06

**SUBJECT: BELGENNY AVENUE, CAMDEN - CHILDREN'S CROSSING AT  
CAMDEN SOUTH PUBLIC SCHOOL**

**FROM:** Manager Infrastructure Planning

**TRIM #:** 17/96534

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### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for signage and line marking, associated with installing a children's crossing along Belgenny Avenue, Camden.

### BACKGROUND

There is currently a wombat / zebra crossing outside of Camden South Public School on Belgenny Avenue. Council has received numerous requests to provide additional control at the crossing.

### MAIN REPORT

There is an existing wombat/zebra crossing on Belgenny Avenue, Camden. However a number of requests have been received from adjacent the school community for additional measures to encourage better driver behaviour and awareness of people crossing.

It is proposed to install a children's crossing at this location, to make it a hybrid zebra/children's crossing, as it provides a stop line instructing motorists to stop at a safe distance on approach when a pedestrian is crossing the road. Crossing flags and striped poles further highlight the facility. Double barrier centrelines are also proposed on the approaches to assist delineation and tying in to existing lines to the south. Details are given in **Attachment 1**.

The proposals do not impact on existing on street parking provision as No Stopping restrictions are already in place.

It is noted that Roads and Maritime Services has undertaken recent surveys of this location and determined that traffic and pedestrian levels are not high enough to warrant a school crossing supervisor. As such, it would be the responsibility of the school to put out and take in the crossing flags. Council has written to the school asking them to commit to this undertaking.

### FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

The proposed signage and line marking is estimated to cost \$1,000. It is proposed that the cost be funded from the RMS Block Grant (Traffic Facilities Component) for the 2016/17 financial year.



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## **CONCLUSION**

A children's crossing is proposed on Belgenny Avenue to supplement the existing wombat/zebra crossing to enhance pedestrian safety, and it is recommended that the Committee supports this proposal.

## **RECOMMENDED**

**The Local Traffic Committee recommends that Council approves the regulatory signs and line marking in Belgenny Avenue, Camden South, associated with:**

- i. a combined children's and zebra crossing; and**
- ii. double barrier (BB) centrelines for 22 metres north and 27 metres south of the crossing.**

## **ATTACHMENTS**

- 1. Belgenny Avenue, Camden - combined zebra and childrens crossing and associated double centre line marking**



Scale: 1:700  
Printed Date: 06.03.17

Belgenny Avenue, Camden



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## LOCAL TRAFFIC COMMITTEE

LTC07

**SUBJECT: RICKARD ROAD, LEPPINGTON - TIMED PARKING AT LEPPINGTON PUBLIC SCHOOL**

**FROM:** Manager Infrastructure Planning

**TRIM #:** 17/100478

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### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for amending traffic control restrictions in Rickard Road, Leppington, adjacent to Leppington Public School.

### BACKGROUND

Safety concerns have been raised regarding parking spaces outside Leppington Public School. The proposed measures aim to address this situation.

### MAIN REPORT

Rickard Road is a two lane rural collector road with lane widths of 3 metres and unsealed shoulders. Indented angled parking spaces are situated along the bend adjacent to Leppington Public School. Leppington Station is approximately 500 metres away which has resulted in significant increases in traffic past the school as well as some commuters using the school parking. The school population has also increased in recent years. These issues have increased parking stress at school drop off and pick up times.

Existing 'Front to Kerb' restrictions have become hazardous as traffic flow has increased, and it is proposed to replace this with 'Rear to Kerb' signage (R5-505) to improve sightlines and manoeuvrability. In order to deter all day parking and accommodate visitors to the school it is proposed to implement two hour timed parking restrictions (R5-2 signage) on school days.

It is also proposed to construct a median parallel with the edge of road with associated No Entry and One Way signage in order to minimise conflict between vehicles parking and traffic on Rickard Road.

These arrangements are interim until Rickard Road is upgraded to a dual-carriageway through the development of the Leppington North precinct.

### FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

The estimated cost of the recommended work is \$7,000. It is proposed that the cost be funded from the Minor Traffic Facilities for the 2017/18 financial year. Long term maintenance of the sign posting will be funded through the RMS Block Grant.



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## **CONCLUSION**

Concerns have been raised regarding the 'Front to Kerb' parking restrictions and the lack of availability of parking along Rickard Road, Leppington. It is recommended that the Committee supports the implementation of a median island and two hour timed parking 'Rear to Kerb' restrictions in front of Leppington Public School, to ensure safety and encourage parking turnover.

## **RECOMMENDED**

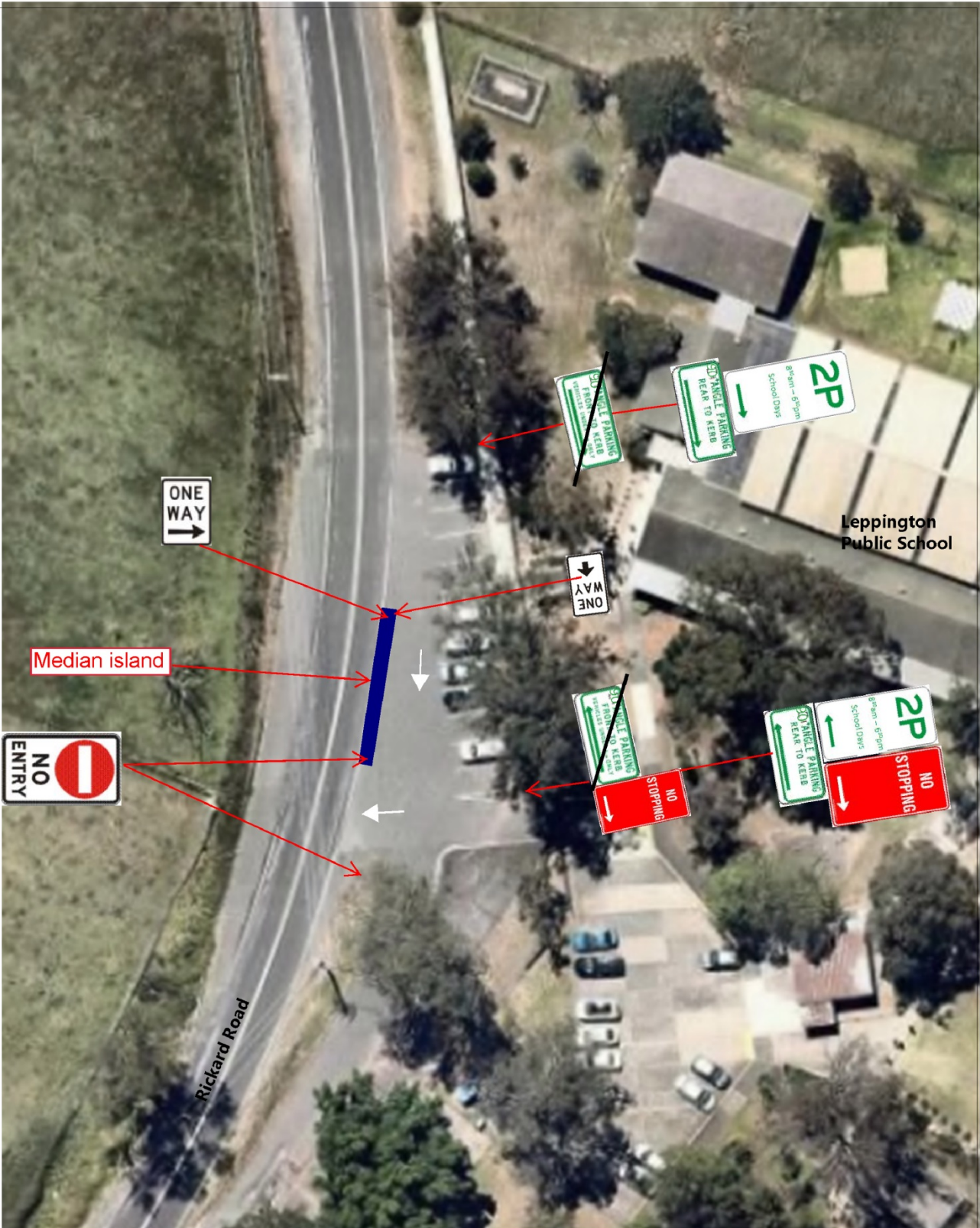
The Local Traffic Committee recommends that Council approves regulatory signs and linemarking in Rickard Road, Leppington, adjacent to Leppington Public School, incorporating:

- i. **38 metres of 'Rear to Kerb' parking restrictions (R5-505 signage) replacing 'Front to kerb' signs;**
- ii. **38 metres of two hour (2P) parking restrictions (8:30am-6:30pm School Days) (R5-2 signage);**
- iii. **A median island 18 metres in length;**
- iv. **No Entry restrictions (R2-4 signage) at the southern end of the median island; and**
- v. **One way restrictions (R2-2R and R2-17) signage at the northern end of the median island with UA-1 linemarking.**

## ATTACHMENTS


1. Plan - Rickard Road, Leppington - 2 hour - rear to kerb





  
Scale: 1:500  
Printed Date: 04:04:17

Rickard Road, Leppington

  
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.



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## LOCAL TRAFFIC COMMITTEE

**LTC08**

**SUBJECT: ARGYLE STREET, CAMDEN - MEDIAN ISLAND WIDENING BETWEEN ELIZABETH STREET AND EDWARD STREET**

**FROM:** Manager Infrastructure Planning

**TRIM #:** 17/100675

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### PURPOSE OF REPORT

To seek the concurrence of the Local Traffic Committee for the widening of a section of median island in Argyle Street, Camden, and associated realignment of lane lines.

### BACKGROUND

Council is undertaking widening of the median island in Argyle Street between Elizabeth Street and Edward Street incorporating landscaping.

### MAIN REPORT

There is an existing median in Argyle Street between Elizabeth Street and Edward Street that is 1 metre wide along the straight section. The southern (westbound) carriageway incorporating two through lanes and parking bays is currently 11.5 metres wide and the northern (eastbound) carriageway is 10 metres wide.

Council has undertaken a design to widen the median southwards to 2.7 metres wide. The design results in realignment of the current L1 and L3 lane lines and trimming a small section of the southern kerblines. The proposed lane widths of 3.3 metres and 3.1 metres have been established previously by Local Traffic Committee for the upgrade of Argyle Street to the west of this location. The northern (eastbound) carriageway would remain unchanged at this time (see Plan Number 2016-016 Sheet 16 shown in **Attachment 1**).

The widened median affords for additional deflection on the westbound departure from the Edward Street roundabout and approach to the Elizabeth Street roundabout. Together with landscaping in the median, these works are aimed at slowing traffic through Camden CBD and improving the streetscape.

The design has future-proofed changes to the parking bays on both sides, consistent with the previously upgraded sections of Argyle Street and shown in grey on the plan. However this component is not being progressed at this time.

### FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

The works are budgeted in the 2016/17 financial year, funded by Council.

### CONCLUSION

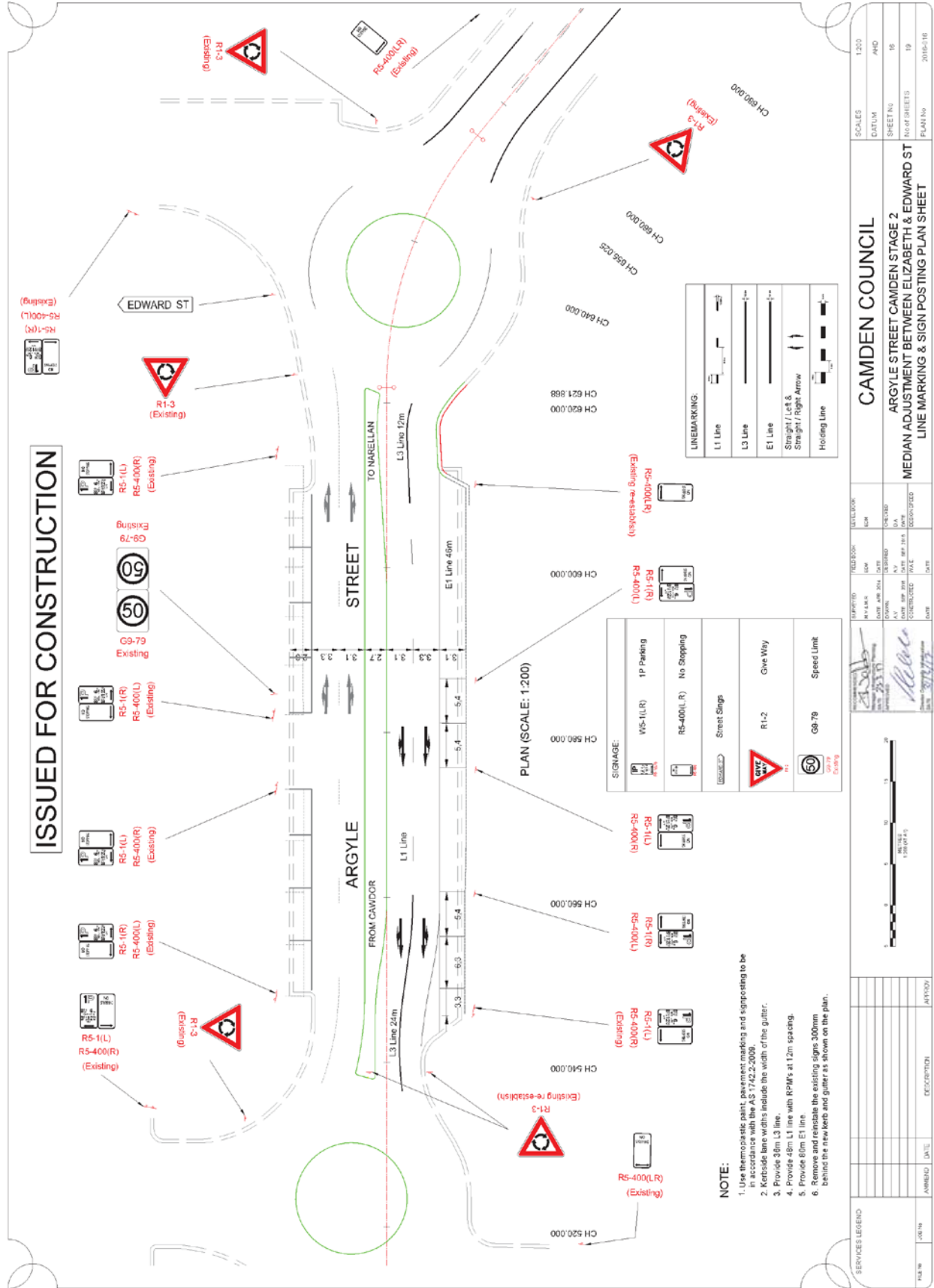
A section of the median in Argyle Street is being widened and it is recommended that the Committee supports the proposal.

### **RECOMMENDED**

**The Local Traffic Committee recommends that Council approves the relocation of lane lines (L1 and L3) as detailed in Plan Number 2016-016 Sheet 16.**

### ATTACHMENTS

1. Plan - Argyle Street, Camden - Median Island





# LOCAL TRAFFIC COMMITTEE

**LTC09****LTC09****SUBJECT: CENTRAL AVENUE, ORAN PARK - NO PARKING RESTRICTIONS AT ORAN PARK ANGLICAN COLLEGE****FROM:** Manager Infrastructure Planning**TRIM #:** 17/104224

## PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of No Parking restrictions to replace the existing No Stopping restrictions within the indented bay along Central Avenue, Oran Park.

## BACKGROUND

A review of parking behavior has identified a need to replace the existing No Stopping (R5-400) restriction upon the entry to the Oran Park Anglican College car parking area, to No Parking to enable parents to legally utilize the space.

## MAIN REPORT

It has been reported and observed that during school pick-up and drop-off times, vehicles are unable to queue in the left turn lane in Central Avenue into for Oran Park Anglican College due to the No Stopping restrictions (see **Attachment 1**).

Traffic speeds have been observed to be low at these times and it is proposed to replace the No Stopping (R5-400) restriction with No Parking (R5-40) to enable motorists to legally queue in this lane.

## FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

The proposed signage is estimated to cost \$250. It is proposed that the cost be funded from the RMS block Grant (Traffic Facilities Component) for the 2016/17 financial year.

## CONCLUSION

A review of parking behavior around Oran Park Anglican School has identified the need to replace the existing No Stopping with No Parking restrictions to legally enable parent to utilize the space.

## RECOMMENDED

The Local Traffic Committee recommends that Council approves in Central Avenue, Oran Park, the replacement of 36 metres of No Stopping restrictions (R5-400 signage) with No Parking restrictions (R5-40 signage).

## ATTACHMENTS

1. Central Avenue, Oran Park Plan

**Attachment 1**



# LOCAL TRAFFIC COMMITTEE

LTC10

**SUBJECT: LOCAL BEHAVIOURAL PROGRAMS**

**FROM:** Manager Infrastructure Planning

**TRIM #:** 17/103129

## 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

<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>	The program was rolled out at the four participating high schools <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> This completes the program for 2016, Planning and evaluation for 2017 has commenced, with two of the four schools already booked in.



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.</p> <p>CRSO, Rangers and Police have targeted as many of the local primary schools as possible at the commencement of Term 1 2017, to reinforce best practice around schools to improve traffic flows and student safety. Scheduling for targeted program and school dates for Term 2 is currently underway.</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.</p> <p>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.</p> <p>Additionally, variable message sign placement at these sites is now being prioritised, with an anticipated roll out by June 2017.</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 2 March 2017, this was the first day with extended hours to provide more bookings for residents due to increasing demand. Over 50 child restraints were fitted and / or checked on the day. The next fitting day is scheduled to be held on 2 June 2017.</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 next workshop will be held on Tuesday 2 May 2017, in partnership with Campbelltown City Council at Campbelltown Civic Hall.
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 March 2017. The next Day Log Book Run is scheduled to be held on 18 June 2017. The event will be promoted in local newspapers, on Council’s Facebook page 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 2017 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 7 February 2017. The Camden Liquor Accord has recently introduced a multi venue barring policy for problem patrons, with aim of reducing alcohol related antisocial behaviour and improve the safety and amenity of other patrons in venues. It will also act as a deterrent for bad behaviour, with the ability for patrons to be banned from all venues in the Camden LGA. The next meeting will be held on 20 June 2017.
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>	The first session for 2017 was held at Cobbitty Retirement Village on 1 February 2017. Future sessions are currently being programmed.
Graffiti Education	Graffiti prevention, community safety, young people <i>To assist in the reduction of graffiti offences through early intervention education</i>	Council has committed to running this program in schools again for 2017. Programming is finalised with 7 of the local high schools taking part. Only St Benedict's Catholic College and Macarthur Anglican School declined to take part.
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**

**The Local Traffic Committee recommends that Council receives and notes the Local Behavioural Programs report for April 2017.**

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## LOCAL TRAFFIC COMMITTEE

LTC11

LTC11

**SUBJECT: PERMANENT ITEMS**

**FROM:** Manager Infrastructure Planning

**TRIM #:** 17/106385

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(i) Bike Plan

The Bike Plan has been finalised for public exhibition.

**2017/18 Program**

Council made the following submissions:

- Cawdor Road - Sheathers Lane to Camden High School Shared Path design - pending; and
- Shared Path Signage and Linemarking - LGA-wide - pending.

(ii) Pedestrian Access Mobility Plan (PAMP)

**2016/17 Program**

The footpath construction program is underway in 2016/17 with paths completed in Hilder Street, Banksia Road and Annabella Road. Works are progressing on Old Hume Highway and Tramway Drive. Consultations have been undertaken for several locations in Elderslie.

Council is progressing the following pedestrian projects in 2016/17 match funded by the Transport for NSW Active Transport Program and Safer Roads Program:

- Murray Street Pedestrian Crossing design only – project underway; and
- Cawdor Road Pedestrian Refuge (Currans Hill) – works complete.

**2017/18 Program**

Council made the following submissions:

- Crookston Avenue Pedestrian Refuge - pending;
- Waterworth Drive Pedestrian Refuge Upgrade - pending; and
- William Mannix Avenue Pedestrian Refuge Upgrade - pending.

Funding has been secured for two projects under the Pedestrian Infrastructure Safety Around School Program:

- Old Hume Highway, Camden (Camden South Public School) Enhanced pedestrian crossing – design underway
- Elyard Street, Narellan (Narellan Public School) Enhanced pedestrian crossing – design underway



Funding submissions for Belgenny Avenue, Camden and Franzman Avenue, Elderslie, were unsuccessful.

(iii) Black Spot Identification/Evaluation/Treatment

**2016/17 Program**

Council has secured Federal Funding for the following projects:

- Deepfields Road, Catherine Field, Shoulder and intersection upgrades – design and consultation complete; and
- Burraborang Road/Cawdor Road, Cawdor, Intersection upgrade – design underway.

**2017/18 Program**

Council made the following submissions:

- Wire Lane/Crookston Avenue intersection works - pending;
- Catherine Field Road - Shoulder Treatments - pending; and
- Welling Drive/Waterworth Drive/Henrietta Street roundabout upgrade - pending.

(iv) Upcoming Major Works/Events

Location	Date (s)	Major Works/Event
Bringelly Road	Ongoing	Bringelly Road Upgrade (RMS project)
The Northern Road	Ongoing	The Northern Road Upgrade (RMS project)
Narellan Road	Ongoing	Narellan Road Upgrade (RMS project)
Oran Park Drive	Ongoing	Duplicating (Developer project - Hixson)
Gregory Hills Drive	Ongoing	Extension to Badgally Road (Developer Project – Dartwest)
Spring Farm Parkway	Ongoing	Strategic design review (RMS project)
Cobbitty Road, Cobbitty	February to May 2017	Road reconstruction between Governor Drive and Macquarie Grove Road
Macarthur Road, Elderslie	February to April 2017	Roundabout construction at intersection with Merino Drive
Deepfields Road, Catherine Field	May to June 2017	Intersection upgrades
Argyle Street, Camden	April to July 2017	Median widening at eastern end
Argyle Street and Cawdor Road, Camden	Tuesday 25 April 2017	ANZAC Day

**RECOMMENDED**

**The Local Traffic Committee recommends that Council receives and notes the Permanent Items report for April 2017.**



# LOCAL TRAFFIC COMMITTEE

**LTC12**

**SUBJECT: GREGORY HILLS DRIVE, GREGORY HILLS - SIGNS, LINES AND DEVICES ASSOCIATED WITH THE SIGNALISED INTERSECTION OF DONOVAN BOULEVARD (ST GREGORY'S COLLEGE)**

**FROM:** Manager Infrastructure Planning

**TRIM #:** 17/34824

**ELECTRONIC MEETING ITEM DATE: 17 February 2017**

**PURPOSE OF REPORT**

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the amendment of signage and line marking plans in Gregory Hills Drive, Gregory Hills.

**MAIN REPORT**

Signage and line marking plans have been received by Council for construction of Gregory Hills Drive as a dual carriageway to an access to St Gregory's College (Donovan Boulevard), close to the eastern boundary of the Local Government Area. The location is highlighted on **Attachment 1**. This relates to Development Application DA/2014/416 undertaken by developer Dartwest.

The Local Traffic Committee gave concurrence to the signs, lines and devices for a single carriageway of Gregory Hills at this location in May 2016. The LTC deferred concurrence of a dual carriageway configuration subject to RMS's approval of the proposed traffic lights at the intersection of Gregory Hills Drive and the School Access Road. This TCS signal plan has now been approved by RMS Network Operations. This has been executed through a Development Application (DA/2015/656) from TN Consulting on the northern side of Gregory Hills Drive, which has introduced a fourth leg to the intersection.

The Engineering Drawing Nos. X11017-611, 612, 613 Rev. 0, prepared by Calibre Consulting provide details of the proposed signage, line marking and device (**Attachment 2**). Please note that Engineering No. 16-001522-511 Rev. 3 provides updated details of the turning lanes and northern leg.

The plans are considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and line marking and it is recommended that LTC supports the proposed measures.

<b>Electronic Meeting Reference</b>	<b>Agreed recommendation of the Local Traffic Committee</b>
<b>2017/05</b>	<p>The Local Traffic Committee recommends that Council approves the regulatory signs, line marking and devices on Gregory Hills Drive, Gregory Hills, including the intersection with Donovan Boulevard (St Gregory's College), as detailed in Engineering Drawing Nos. X11017-611, 612, 613 Rev. 0 and Drawing No. 16-001522-511 Rev. 3, subject to:</p> <ul style="list-style-type: none"> <li>i. Turning bays in the median and kerblines and No Stopping</li> </ul>



	<p>restrictions on the north side of the signalised intersection identified on Drawing No. X11017-612 Rev. 0 being superseded by Drawing No. 16-001522-511 Rev. 3;</p> <p>ii. KEEP LEFT (R2-3AA) signage being installed on the medians in Gregory Hills Drive;</p> <p style="padding-left: 20px;">i.</p> <p>iii. The installation being completed by the applicant at its cost;</p> <p style="padding-left: 20px;">ii.</p> <p>iv. All signage being sign size A with the exception of the KEEP LEFT signage being sign size AA;</p> <p style="padding-left: 20px;">iii.</p> <p>v. Street lighting levels for devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design; and</p> <p style="padding-left: 20px;">iv.</p> <p>vi. Speed limit signage plans be referred to Roads and Maritime Services for review and approval.</p>
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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. Locality Plan - Gregory Hills Drive, Gregory Hills - Signage, Linemarking and Devices
2. Engineering Drawings - Gregory Hills Drive, Gregory Hills - Signage, Linemarking and Devices



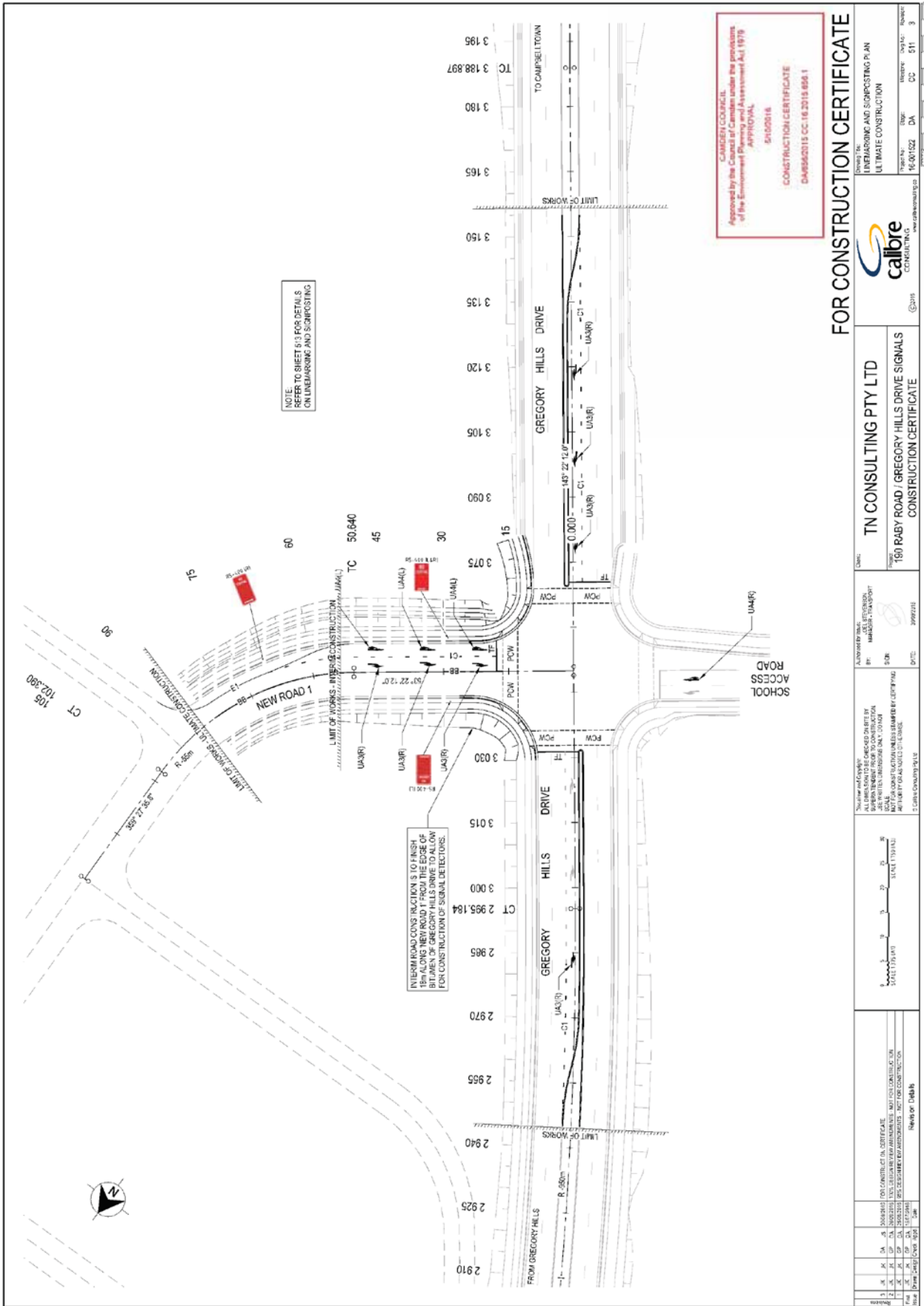












FOR CONSTRUCTION CERTIFICATE

Client: TN CONSULTING PTY LTD  
 Project: 150 RABY ROAD / GREGORY HILLS DRIVE SIGNALS CONSTRUCTION CERTIFICATE  
 Drawn by: R-001522 DA  
 Checked by: CC 511 3  
 Date: 18/04/2017

Approved by the Council of Camden under the provisions of the Environmental Planning and Assessment Act 1979  
 APPROVAL 5/10/2016  
 CONSTRUCTION CERTIFICATE  
 DMS562015 CC-16-2015-656.1

Calibre CONSULTING  
 150 RABY ROAD / GREGORY HILLS DRIVE SIGNALS CONSTRUCTION CERTIFICATE

Scale: 1:1000  
 Date: 18/04/2017

Notes or Details:  
 1. ALL WORKS TO BE CHECKED AND APPROVED BY THE LOCAL GOVERNMENT.  
 2. ALL WORKS TO BE CHECKED AND APPROVED BY THE LOCAL GOVERNMENT.  
 3. ALL WORKS TO BE CHECKED AND APPROVED BY THE LOCAL GOVERNMENT.



## LOCAL TRAFFIC COMMITTEE

### LTC13

**SUBJECT: ORAN PARK SOUTH, TRANCHE 32 STAGE 2 - SIGNAGE AND LINEMARKING**

**FROM:** Manager Infrastructure Planning

**TRIM #:** 17/105838

**ELECTRONIC MEETING ITEM DATE: 23 February 2017**

### 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 Oran Park South, Tranche 32, Stage 2.

### MAIN REPORT

A signage and line marking plan has been received by Council for the construction of new roads associated with the development of Oran Park South, Tranche 32, Stage 2. The location is highlighted on **Attachment 1**. This is related to DA number 2015/1531

The Engineering Drawing No. X14340.15 702 Rev. 0, prepared by Calibre Consulting 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 and it is recommended that the Local Traffic Committee supports the proposed measures.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
<b>2017/06</b>	<p>The Local Traffic Committee recommends that Council approves the regulatory signs and line marking associated with the development of Oran Park South, Tranche 32, Stage 2 as shown on the Engineering Drawing No. X14340.15 702 Rev. 0 subject to:</p> <ul style="list-style-type: none"> <li>i. The installation being completed by the applicant at its cost;</li> <li>•</li> <li>ii. All signage being sign size A; and</li> <li>•</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.</li> <li>•</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. Locality Plan - Oran Park South, Tranche 32 Stage 2 - Signage and Linemarking
2. Engineering Drawing - Oran Park South, Tranche 32 Stage 2 - Signage and Linemarking











## LOCAL TRAFFIC COMMITTEE

LTC14

**SUBJECT: BROUGHTON STREET, CAMDEN - PEDESTRIAN REFUGE ISLAND**  
**FROM:** Manager Infrastructure Planning  
**TRIM #:** 17/86222

**ELECTRONIC MEETING ITEM DATE: 24 February 2017**

### PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the signage and line marking plans associated with a pedestrian refuge in Broughton Street, Camden.

### MAIN REPORT

A signage and marking plan has been received by Council for the proposed modification of an existing pedestrian refuge island on Broughton Street, Camden, north of Park Street as shown in Attachment 1. This is associated with conditions of consent for the Development Application number DA/2016/563 undertaken by developer Joseph Tadros.

The Engineering Drawing No. 155/1617 prepared by Hemanote Consultants on 23 February 2017 provides details of the proposed signage, line marking and device (**Attachment 1**).

The plans are considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and line marking and it was recommended that the Local Traffic Committee supports the proposed measures.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2017/07	<p>The Local Traffic Committee recommends that Council approves the redesigned pedestrian refuge with associated signage and line marking in Broughton Street, Camden, as detailed in Engineering Drawing No. 155/1617, subject to:</p> <ul style="list-style-type: none"> <li>i. Advance Warning signs (W6-3A and W8-25A) being installed in each direction in accordance with AS1742;</li> <li>ii. An additional holding rail being installed in the middle of the crossing;</li> <li>iii. The installation being completed by the applicant at its cost; and</li> <li>iv. All signage being sign size A.</li> </ul>

This recommendation was supported unanimously by the four voting members.

This recommendation is being resolved by a Council Officer under Delegated Authority.

**RECOMMENDED**

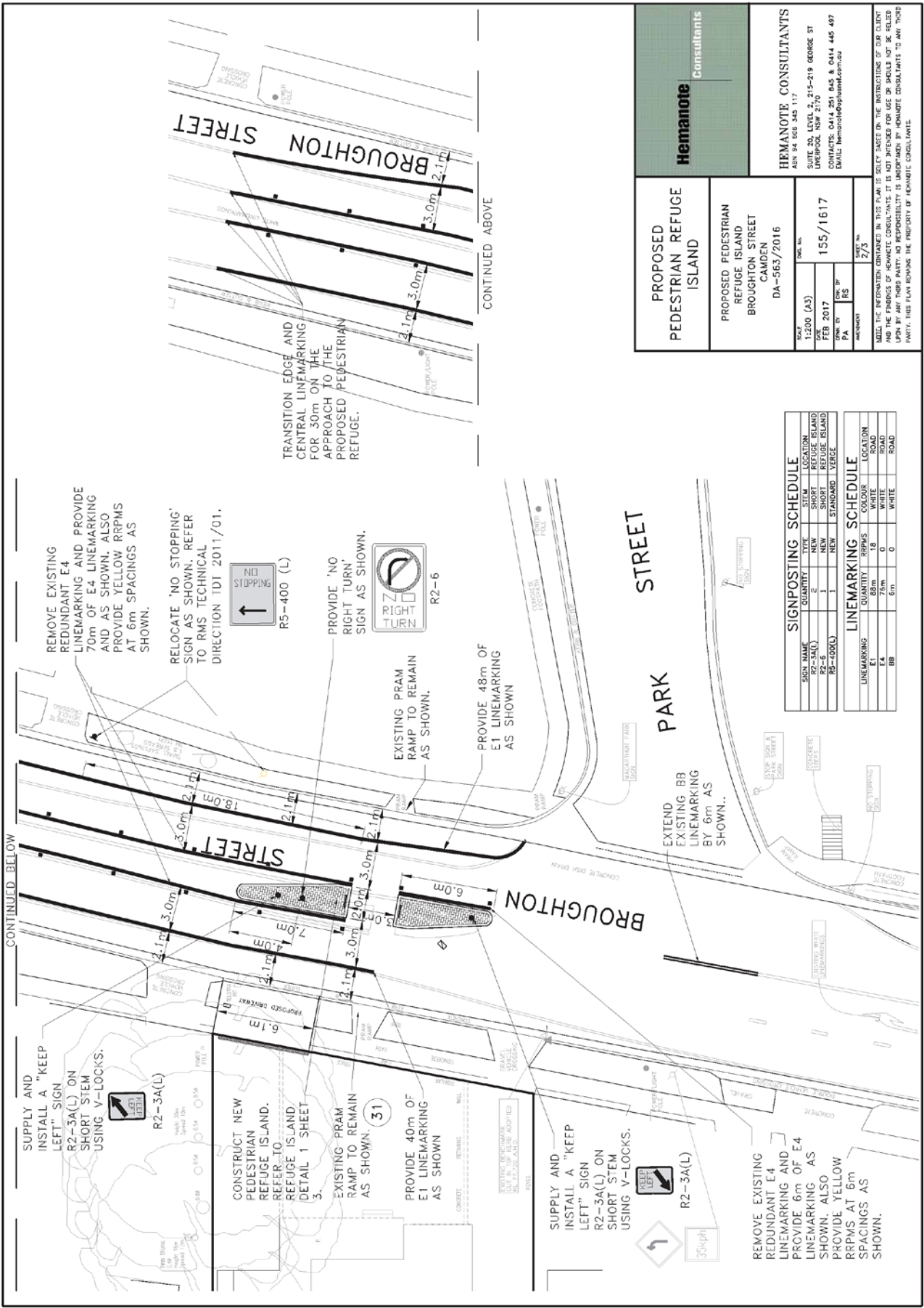
**That Council receives and notes the report.**

ATTACHMENTS

1. Engineering Drawing - Broughton Street, Camden - Pedestrian Refuge Island







REMOVE EXISTING REDUNDANT E4 LINEMARKING AND PROVIDE 70m OF E4 LINEMARKING AND AS SHOWN. ALSO PROVIDE YELLOW RRFMS AT 6m SPACINGS AS SHOWN.

RELOCATE 'NO STOPPING' SIGN AS SHOWN. REFER TO RMS TECHNICAL DIRECTION TDI 2011/01.



R5-400 (L)

PROVIDE 'NO RIGHT TURN' SIGN AS SHOWN.



R2-6

EXISTING PRAM RAMP TO REMAIN AS SHOWN.

PROVIDE 48m OF E1 LINEMARKING AS SHOWN

SUPPLY AND INSTALL A "KEEP LEFT" SIGN R2-3A(L) ON SHORT STEM USING V-LOCKS.



R2-3A(L)

CONSTRUCT NEW PEDESTRIAN REFUGE ISLAND. REFER TO REFUGE ISLAND REFUGE ISLAND DETAIL 1 SHEET

EXISTING PRAM RAMP TO REMAIN AS SHOWN.

PROVIDE 40m OF E1 LINEMARKING AS SHOWN

SUPPLY AND INSTALL A "KEEP LEFT" SIGN R2-3A(L) ON SHORT STEM USING V-LOCKS.



R2-3A(L)

REMOVE EXISTING REDUNDANT E4 LINEMARKING AND PROVIDE 6m OF E4 LINEMARKING AS SHOWN. ALSO PROVIDE YELLOW RRFMS AT 6m SPACINGS AS SHOWN.

SIGNPOSTING SCHEDULE			
SIGN NAME	QUANTITY	LOCATION	LOCATION
R2-3A(L)	1	NEW	REFUGE ISLAND
R2-6	1	NEW	SHORT REFUGE ISLAND
R5-400(L)	1	NEW	STANDARD VERGE

LINEMARKING SCHEDULE			
LINEMARKING	QUANTITY	COLOUR	LOCATION
E4	70m	WHITE	ROAD
BB	6m	WHITE	ROAD

<b>HEMANOTE Consultants</b>	
<b>PROPOSED PEDESTRIAN REFUGE ISLAND</b>	<b>HEMANOTE CONSULTANTS</b> ASN 94 600 545 117 SUITE 20, LEVEL 2, 215-219 GEORGE ST UNEPOOL, NSW 2170 CONTACTS: 0414 251 845 & 0414 442 487 EMAIL: hemanote@hemanote.com.au
SCALE: 1:200 (A3)	DWG. NO: DA-563/2016
DATE: FEB 2017	155/1617
PA: RS	SHEET NO: 2/3

NOTE: THE INFORMATION CONTAINED IN THIS PLAN IS SOLELY BASED ON THE INSTRUCTIONS OF OUR CLIENT AND THE FIDELITY OF HEMANOTE CONSULTANTS. IT IS NOT INTENDED FOR USE OR SHOULD NOT BE RELIED UPON BY ANY THIRD PARTY. NO RESPONSIBILITY IS UNDERTAKEN BY HEMANOTE CONSULTANTS TO ANY THIRD PARTY. THIS PLAN BECOMES THE PROPERTY OF HEMANOTE CONSULTANTS.



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## LOCAL TRAFFIC COMMITTEE

LTC15

**SUBJECT: ARGYLE STREET / CAWDOR ROAD, CAMDEN - ANZAC DAY 2017  
SPECIAL EVENT TRAFFIC MANAGEMENT PLAN**

**FROM:** Manager Infrastructure Planning

**TRIM #:** 17/53533

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**ELECTRONIC MEETING ITEM DATE: 28 February 2017**

### 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 Tuesday 25 April 2017.

### 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.



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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 2017.

**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>
2017/08	<p>The Local Traffic Committee recommends that Council:</p> <ul style="list-style-type: none"> <li>a) gives concurrence for the closure of Cawdor Road between Barsden Street and Onslow Park from 4.30am to 7.00am on Tuesday 25 April 2017, 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;</li> <li>b) gives concurrence for the closure of the following roads between 10.00am and 11.30am on Tuesday 25 April 2017, as per the certified Traffic Control Plan (Drawing No.15931 ANZAC) and the associated Special Event Transport Management Plan, for the Anzac Day March: <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> </li> <li>c) gives concurrence of the above events subject to the following conditions: <ul 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</li> </ul> </li> </ul>



	<p>accordance with the approved Special Event Traffic Management Plans and associated certified Traffic Control Plans;</p> <ul style="list-style-type: none"> <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> <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. Traffic Control Plan - ANZAC Day 2017

**Special Event Resources**

**Special Event Transport Management Plan Template**

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

**I EVENT DETAILS**

**I.1 Event summary**

Event Name: 2017 ANZAC DAY - Dawn Services + March <sup>TRM</sup>

Event Location: Camden Bicentennial Equestrian Park

Event Date: 25/04/2017 Event Start Time: 5.30AM Event Finish Time: 7.00AM

Event Setup Start Time: 4.30AM Event Packdown Finish Time: 8.00AM

Event is  off-street  on-street moving  on-street non-moving

held regularly throughout the year (calendar attached)

**I.2 Contact names**

Event Organiser \* Camden RSL Sub-Branch

Phone:..... Fax:..... Mobile: 0419 925 294 E-mail:.....

Event Management Company (if applicable).....

Phone:..... Fax:..... Mobile:..... E-mail:.....

Police .....

Phone:..... Fax:..... Mobile:..... E-mail:.....

Council.....

Phone:..... Fax:..... Mobile:..... E-mail:.....

Roads & Traffic Authority (if Class I).....

Phone:..... Fax:..... Mobile:..... E-mail:.....

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

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

2017 ANZAC Day - Dawn Services

**2 RISK MANAGEMENT - TRAFFIC**



**2.1 Occupational Health & Safety - Traffic Control**

Risk assessment plan (or plans) attached .

**2.2 Public Liability Insurance**

Public liability insurance arranged. Certificate of currency attached.

**2.3 Police**

Police written approval obtained

**2.4 Fire Brigades and Ambulance**

Fire brigades notified

Ambulance notified

**3 TRAFFIC AND TRANSPORT MANAGEMENT**



**3.1 The route or location**

Map attached

**3.2 Parking**

Parking organised - details attached

Parking not required

**3.3 Construction, traffic calming and traffic generating developments**

Plans to minimise impact of construction activities, traffic calming devices or traffic-generating developments attached

There are no construction activities, traffic calming devices or traffic-generating developments at the location/route or on the detour routes

**3.4 Trusts, authorities or Government enterprises**

This event uses a facility managed by a trust, authority or enterprise; written approval attached

This event does not use a facility managed by a trust, authority or enterprise

**3.5 Impact on/of Public transport**

Public transport plans created - details attached

Public transport not impacted or will not impact event

**3.6 Reopening roads after moving events**

This is a moving event - details attached.

This is a non-moving event.

**3.7 Traffic management requirements unique to this event**

Description of unique traffic management requirements attached

There are no unique traffic requirements for this event

**3.8 Contingency plans**

Contingency plans attached



Class 1	Class 2	<b>3.9 Heavy vehicle impacts</b>
		<input type="checkbox"/> Impacts heavy vehicles - RTA to manage <input checked="" type="checkbox"/> Does not impact heavy vehicles
Class 1	Class 2	<b>3.10 Special event clearways</b>
		<input type="checkbox"/> Special event clearways required - RTA to arrange <input type="checkbox"/> Special event clearways not required
<b>4 MINIMISING IMPACT ON NON-EVENT COMMUNITY &amp; EMERGENCY SERVICES</b>		
Class 1	Class 2	<b>4.1 Access for local residents, businesses, hospitals and emergency vehicles</b>
		<input checked="" type="checkbox"/> Plans to minimise impact on non-event community attached <input type="checkbox"/> This event does not impact the non-event community either on the main route (or location) or detour routes
Class 1	Class 2	<b>4.2 Advertise traffic management arrangements</b>
		<input checked="" type="checkbox"/> Road closures or restrictions - advertising medium and copy of proposed advertisements attached <input type="checkbox"/> No road closures or restrictions but special event clearways in place - advertising medium and copy of proposed advertisements attached <input type="checkbox"/> No road closures, restrictions or special event clearways - advertising not required
Class 1	Class 2	<b>4.3 Special event warning signs</b>
		<input checked="" type="checkbox"/> Special event information signs are described in the Traffic Control Plan/s <input type="checkbox"/> This event does not require special event warning signs
Class 1	Class 2	<b>4.4 Permanent Variable Message Signs</b>
		<input type="checkbox"/> Messages, locations and times attached <input type="checkbox"/> This event does not use permanent Variable Message Signs
Class 1	Class 2	<b>4.5 Portable Variable Message Signs</b>
		<input type="checkbox"/> The proposed messages and locations for portable VMS are attached <input type="checkbox"/> This event does not use portable VMS
<b>5 PRIVACY NOTICE</b>		

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

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

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

**6 APPROVAL**

TMP Approved by: [Signature] Event Organiser 29/2/2017 Date

**7 AUTHORISATION TO \*REGULATE TRAFFIC**

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

Regulation of traffic authorised by: ..... Council ..... Date

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

Regulation of traffic authorised by: ..... RTA ..... Date

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

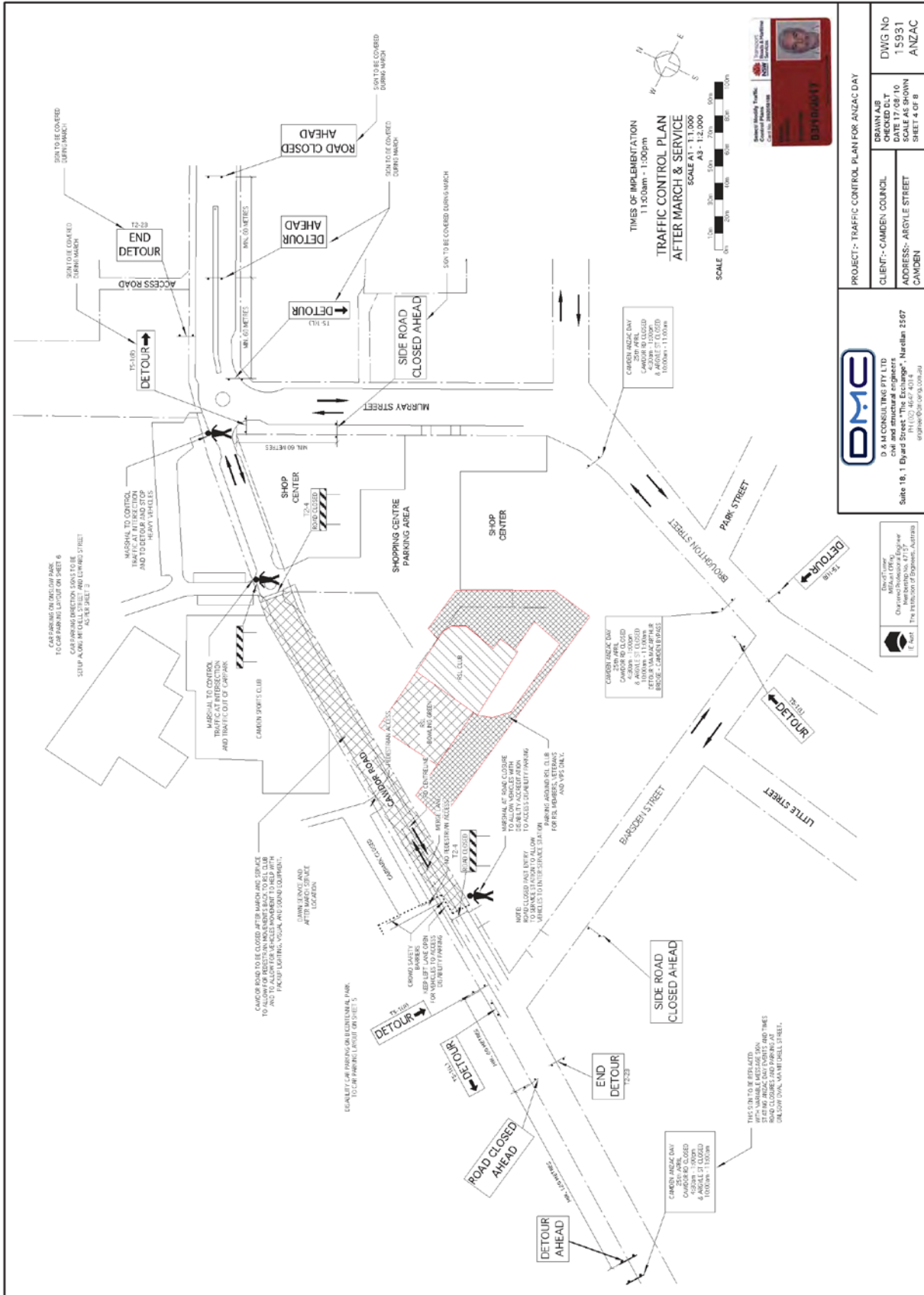




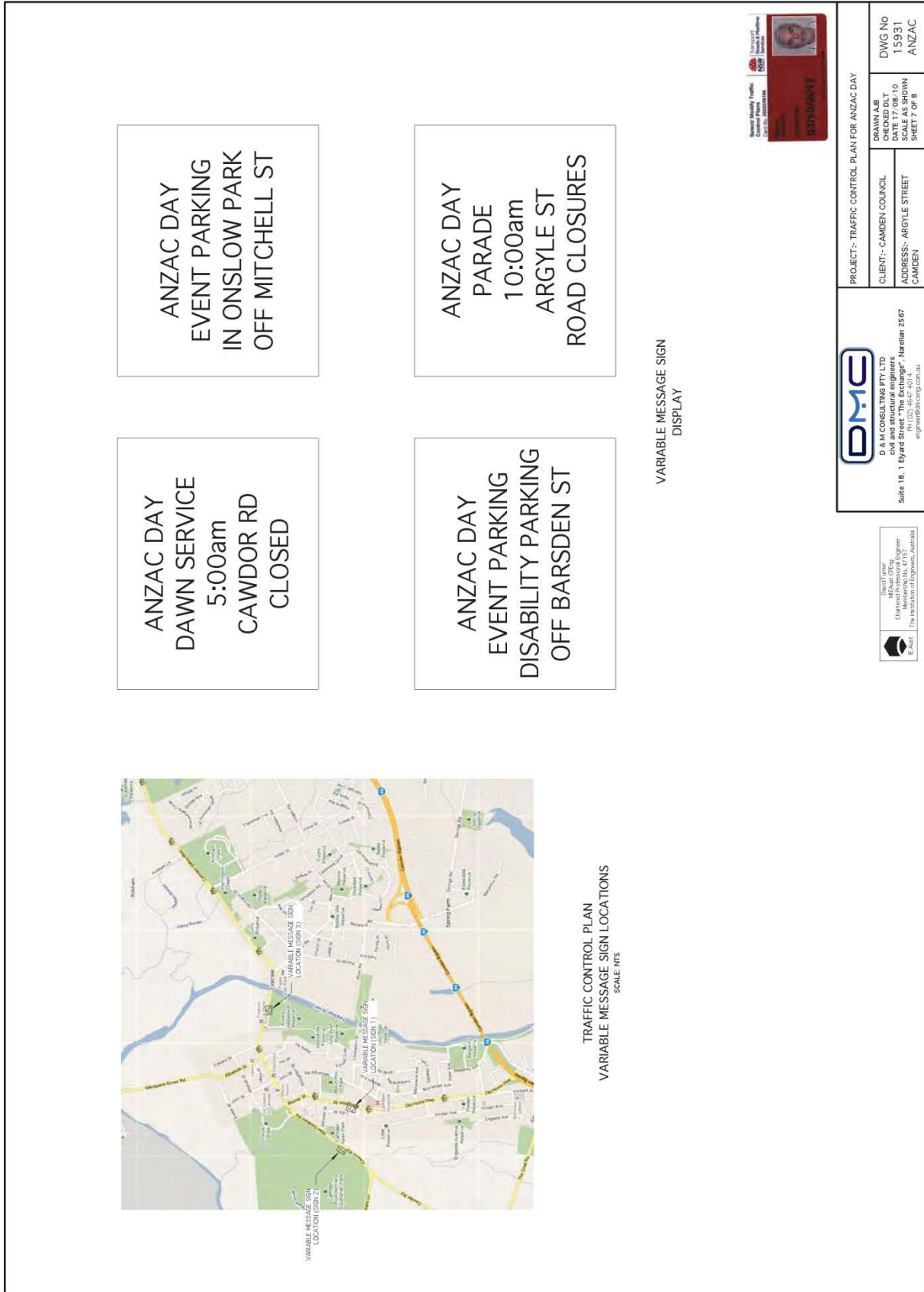




LTC15  
Attachment 1













## LOCAL TRAFFIC COMMITTEE

LTC16

**SUBJECT: MARCUS LOANE WAY, ORAN PARK - SIGNAGE, LINEMARKING AND DEVICES**

**FROM:** Manager Infrastructure Planning

**TRIM #:** 17/105351

**ELECTRONIC MEETING ITEM DATE: 3 March 2017**

### PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for a new subdivision in the vicinity of Marcus Loane Way, Oran Park.

### MAIN REPORT

Signage and line marking plans have been received for a new subdivision in the vicinity of Marcus Loane Way, Oran Park. The location is highlighted on **Attachment 1**.

The Engineering Drawing No. 702 Rev. 01, prepared by Calibre Consulting, 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 and it is recommended that the Local Traffic Committee supports the proposed measures.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2017/09	<p>The Local Traffic Committee recommends that Council approves the regulatory signs, line marking and devices in the vicinity of Marcus Loane Way, Oran Park, associated on Road numbers 101, 102 and 103 as part of the subdivision of 2 Laura Street, as shown on the Engineering Drawing No. 702 Rev. 01, subject to:</p> <ul style="list-style-type: none"> <li>i. The installation being completed by the applicant at its cost;</li> <li>ii. All signage being sign size A; and</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.</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**

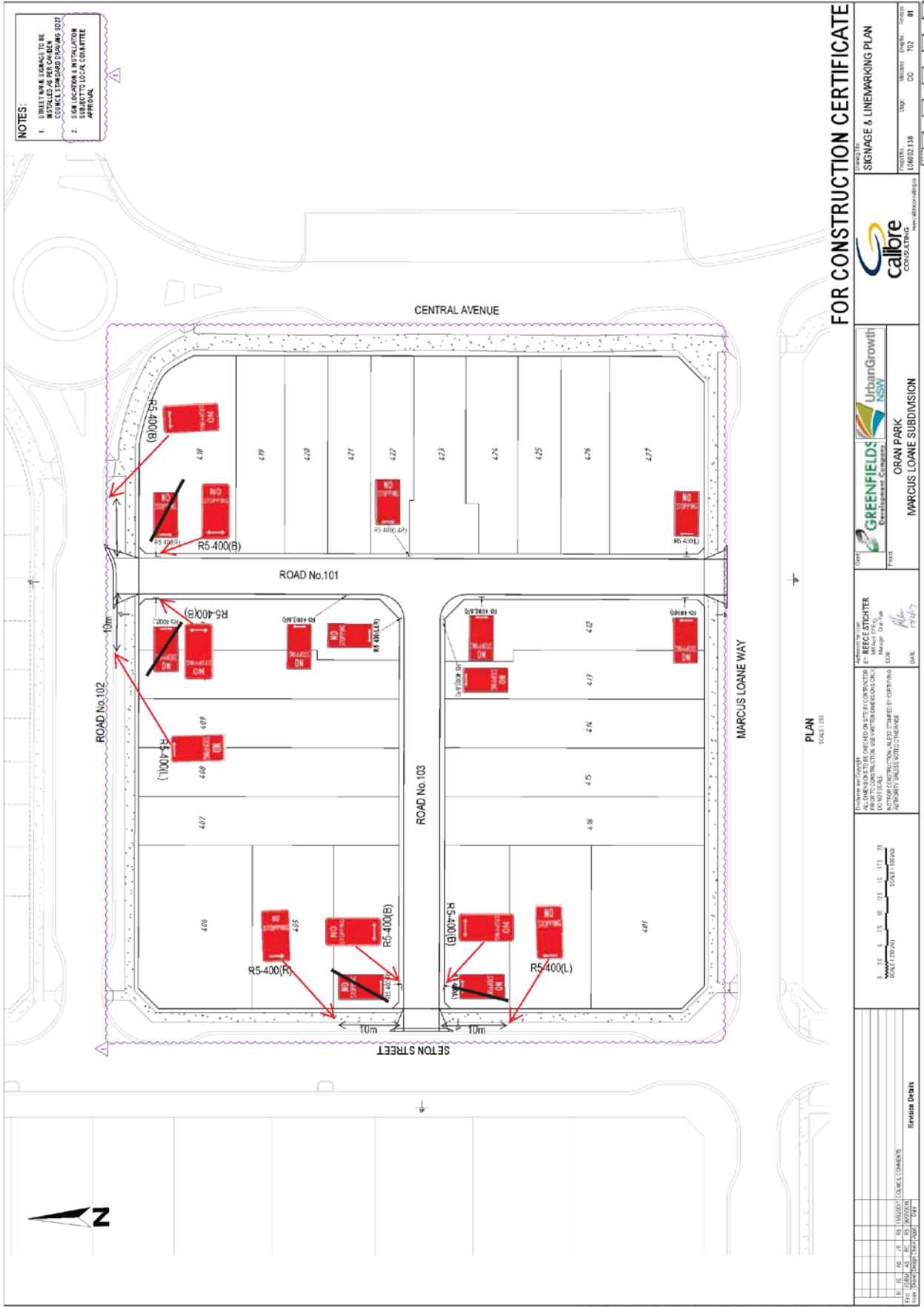
**That Council receives and notes the report.**

ATTACHMENTS

1. Locality Plan - Marcus Loane Way, Oran Park - Signage, Linemarking and Devices
2. Engineering Drawing - Marcus Loane Way, Oran Park - Signage, Linemarking and Devices









## LOCAL TRAFFIC COMMITTEE

**LTC17**

**SUBJECT: ORAN PARK SOUTH - TRANCHE 31 STAGE 4 AND TRANCHE 32 STAGE 1 - SIGNAGE, LINEMARKING AND DEVICES**

**FROM:** Manager Infrastructure Planning

**TRIM #:** 17/105279

**ELECTRONIC MEETING ITEM DATE: 16 March 2017**

### PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the construction of Tranche 31 Stage 4 and Tranche 32 Stage 1 subdivisions by Greenfields Development Company within the Catherine Fields (South) Precinct.

### MAIN REPORT

A signage and linemarking plan has been received by Camden Council for the construction of Tranche 31 Stage 4 and Tranche 32 Stage 1 subdivisions by Greenfields Development Company within the Catherine Fields (South) Precinct. The location is adjacent to Oran Park Drive and is highlighted on **Attachment 1**. This is related to Development Application number 2015/1517.

The Engineering Drawing No. X14340.14-CC 704 Rev. 4, prepared by Calibre Consulting provides details of the proposed signage, line marking and devices (**Attachment 2**). It is noted that Give Way signage and linemarking is identified for future four-way intersections at four locations.

The layout of the precinct southwards will be determined by a future development application by Greenfields. Development of the precinct eastwards is being progressed by Hixson.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
<b>2017/10</b>	<p>The Local Traffic Committee recommends that Council, approves the regulatory signs, line marking and devices in Oran Park for Tranche 31 Stage 4 and Tranche 32 Stage 1 subdivisions, as shown on the Drawing No X14340.14-CC 704 Rev. 4 prepared by Calibre Consulting, subject to:</p> <ul style="list-style-type: none"> <li>i. Removal of the median island at the southern end of Road No. 3107;</li> <li>ii. The installation being completed by the applicant at its cost;</li> <li>iii. All signage being sign size A; and</li> <li>iv. Street lighting levels for devices and intersection being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.</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. Locality Plan - Oran Park - Tranche 31 Stage 4 and Tranche 32 Stage 1 - Signage, Linemarking and Devices
2. Engineering Drawing - Oran Park - Tranche 31 Stage 4 and Tranche 32 Stage 1 - Signage, Linemarking and Devices









## LOCAL TRAFFIC COMMITTEE

### LTC18

**SUBJECT: RICHARDSON ROAD, SPRING FARM - SIGNAGE, LINEMARKING AND DEVICES ASSOCIATED WITH RESIDENTIAL SUBDIVISION**

**FROM:** Manager Infrastructure Planning

**TRIM #:** 17/105218

**ELECTRONIC MEETING ITEM DATE: 16 March 2017**

### PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the construction of a subdivision by Vesta Homes Development off Richardson Road, Spring Farm.

### MAIN REPORT

A signage and linemarking plan has been received by Camden Council for the construction of a subdivision by Vesta Homes Development off Richardson Road, Spring Farm. The location is highlighted on **Attachment 1**. This is related to Development Application number 2012/75.

The Engineering Drawing No. 15074E6 Issue A, prepared by JMD Development Consultants, provides details of the proposed signage, line marking and devices (**Attachment 2**).

The layout of the intersection of Richardson Road and Road No. 1 is subject to a separate Construction Certificate.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2017/11	<p>The Local Traffic Committee recommends that Council approves the regulatory signs, line marking and devices in the Spring Farm subdivision off Richardson Road, as shown in Drawing No 15074E6 Issue A, prepared by JMD Development Consultants, subject to:</p> <ul style="list-style-type: none"> <li>i. The installation being completed by the applicant at its cost;</li> <li>ii. All signage being sign size A; and</li> <li>iii. Street lighting levels for devices and intersection being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.</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. Locality Plan - Richardson Road, Spring Farm - Signage, Linemarking and Devices
2. Engineering Drawing - Richardson Road, Spring Farm - Signage, Linemarking and Devices









## LOCAL TRAFFIC COMMITTEE

### LTC19

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

**FROM:** Manager Infrastructure Planning

**TRIM #:** 17/106646

**ELECTRONIC MEETING ITEM DATE: 21 March 2017**

### PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the suspension of three angled parking bays, which have 1 hour restrictions, on the west side of John Street, to be utilised by the Business Bus from 8.30am to 3.30pm on Thursday 13 April 2017.

### MAIN REPORT

The Business 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 across the spaces, parallel to the kerb, from 8.30am to 3.30pm on Thursday 13 April 2017.

The location is considered satisfactory from a road safety perspective and it is recommended that concurrence be given, subject to evidence of \$20M public liability insurance being provided to Council, and local businesses in the vicinity of 39 John Street being notified.

<b>Electronic Meeting Reference</b>	<b>Agreed recommendation of the Local Traffic Committee</b>
<b>2017/12</b>	<p>The 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 13 April 2017, to facilitate the Business Bus, subject to:</p> <ul style="list-style-type: none"> <li data-bbox="424 1895 1326 1957">i. An evidence of \$20M public liability insurance being provided to Council; and</li> <li data-bbox="424 1995 1347 2047">ii. Local businesses in the vicinity of 39 John Street being notified in advance.</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.**

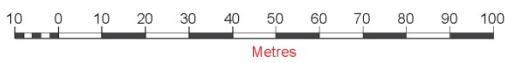
#### ATTACHMENTS

1. Locality Plan - John Street, Camden - Suspension of On-Street Parking Restrictions for Business Bus
2. Detailed Drawing - John Street, Camden - Suspension of On-Street Parking Restrictions for Business Bus





Scale: 1:1500  
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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

### LTC20

**SUBJECT: HOLDEN CIRCUIT, ORAN PARK - EASTERN EXTENSION - SIGNAGE, LINEMARKING AND DEVICES**

**FROM:** Manager Infrastructure Planning

**TRIM #:** 17/104279

**ELECTRONIC MEETING ITEM DATE: 28 March 2017**

### PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the construction of the eastern extension of Holden Drive, Oran Park (Tranche 7 Stage 2A), by Greenfields Development Company.

### MAIN REPORT

A signage and linemarking plan has been received by Camden Council for the construction of the eastern extension of Holden Drive, Oran Park (Tranche 7 Stage 2A), by Greenfields Development Company. The location is highlighted on **Attachment 1**. This is related to Development Application number 2015/352.

The Engineering Drawing No. L06002.124 Rev. 2 prepared by Calibre Consulting provides details of the proposed signage, line marking and devices (**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 and it is recommended that the Local Traffic Committee supports the proposed measures.

<b>Electronic Meeting Reference</b>	<b>Agreed recommendation of the Local Traffic Committee</b>
<b>2017/13</b>	<p>The Local Traffic Committee recommends that Council, approves the regulatory signs, line marking and devices in Holden Drive, Oran Park for Tranche 7 Stage 2A, as shown on the Drawing No. L06002.124 Rev. 2 prepared by Calibre Consulting, subject to:</p> <ul style="list-style-type: none"> <li>i. The installation being completed by the applicant at its cost;</li> <li>ii. All signage being sign size A; and</li> <li>iii. Street lighting levels for devices and intersection being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.</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. Locality Plan - Holden Circuit, Oran Park - Eastern Extension - Signage, Linemarking and Devices
2. Engineering Drawing - Holden Circuit, Oran Park - Eastern Extension - Signage, Linemarking and Devices



# ORAN PARK DEVELOPMENT TRANCHE 7 STAGE 2A

FOR CONSTRUCTION CERTIFICATE



LGA CAMDEN COUNCIL  
D.A. 352/2015

LOCALITY PLAN  
N.T.S.



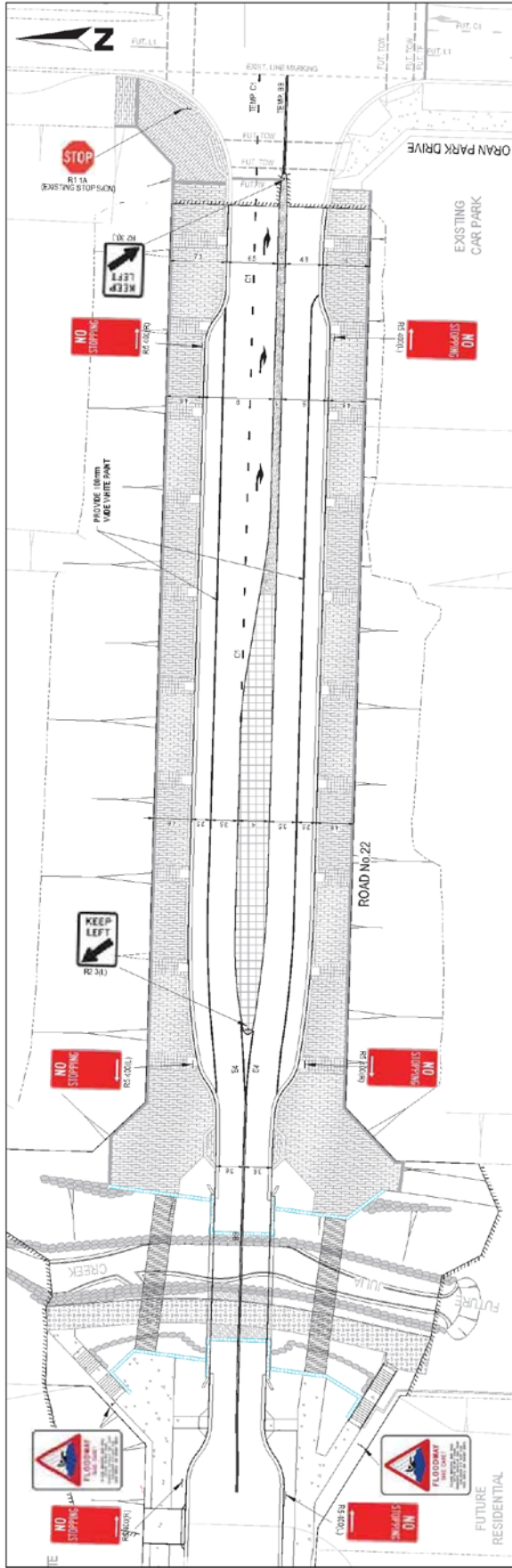
Sheet List Table

No.	DRAWING TITLE
01	GENERAL
02	GENERAL NOTES
03	GENERAL NOTES & LEGEND
04	GENERAL NOTES & LEGEND
05	GENERAL NOTES & LEGEND
06	GENERAL NOTES & LEGEND
07	GENERAL NOTES & LEGEND
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100	GENERAL NOTES & LEGEND

ORAN PARK DEVELOPMENT  
TRANCHE 7 STAGE 2A

Project No.	Sheet	Measure	Revision Date	Revision
L06002.124	2A	CC	16/03/2017	000
				2





PLAN  
SCALE 1:250

LINEMARKING LEGEND

LINE TYPE	USE	DIMENSIONS (M) FOR OTHERS SEE SPACING COLUMN	COLOUR	MARKED MARKER TYPE	MARKER SPACING (M) NORMAL SPACING (A)	ALTERNATIVE SPACING (B)
B8	1. REPLACES DRAWN LINES RESTRICTED-SHAPE DIRECTOR'S DIRECTION 2. APPROX. TO MEDIAN AND 3. APPROX. TO A CONCRETE DIVIDER		WHITE		12	12
C1	1. REPLACES DRAWN LINES RESTRICTED-SHAPE DIRECTOR'S DIRECTION 2. APPROX. TO MEDIAN AND 3. APPROX. TO A CONCRETE DIVIDER		WHITE		6	6
E1	LEFT-HANDSIDE LINE ON GENERAL PURPOSE ROAD		WHITE		24	12
E4	OUTLINE OF TRAFFIC ISLANDS OF PRESENT ROAD USE		WHITE		12	12

<p>FOR CONSTRUCTION CERTIFICATE</p> <p>BY: REESE STICKLER Manager, CitySign</p> <p>DATE: 4/17</p>		<p>SCALE</p> <p>0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20</p> <p>SCALE TITLES</p> <p>SCALE: 1:250</p>		<p>LOGO</p>		<p>PROJECT</p> <p>ORAN PARK DEVELOPMENT TRANCHE 7 STAGE 2A</p>		<p>PROJECT FILE</p> <p>SIGNAGE &amp; LINEMARKING PLAN</p>	
<p>NO. 101</p> <p>NO. 102</p> <p>NO. 103</p> <p>NO. 104</p> <p>NO. 105</p> <p>NO. 106</p> <p>NO. 107</p> <p>NO. 108</p> <p>NO. 109</p> <p>NO. 110</p> <p>NO. 111</p> <p>NO. 112</p> <p>NO. 113</p> <p>NO. 114</p> <p>NO. 115</p> <p>NO. 116</p> <p>NO. 117</p> <p>NO. 118</p> <p>NO. 119</p> <p>NO. 120</p>		<p>PROJECT NO.</p> <p>1060212A</p>		<p>DATE</p> <p>2017</p>		<p>SCALE</p> <p>1:250</p>		<p>NO. 1</p> <p>NO. 2</p>	



## LOCAL TRAFFIC COMMITTEE

### LTC21

**SUBJECT: LODGES ROAD, ELDERSLIE (STAGE 4A) - SIGNAGE, LINEMARKING AND DEVICES**

**FROM:** Manager Infrastructure Planning

**TRIM #:** 17/104176

**ELECTRONIC MEETING ITEM DATE: 3 April 2017**

### PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the construction of a new subdivision in the vicinity of Lodges Road, Elderslie.

### MAIN REPORT

Signage and line marking plans have been received for a new subdivision in the vicinity of Lodges Road, Elderslie. The location is highlighted on **Attachment 1**.

The Engineering Drawing No. 9908/CC712 Rev. B, prepared by J. Wynham Prince, provide details of the proposed signage and line marking (**Attachment 2**). Please note that there are existing edge lines along Lodges Road which will be tied into as shown on the plan.

The plan is considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and line marking and it is recommended that the Local Traffic Committee supports the proposed measures.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2017/14	<p>The Local Traffic Committee recommends that Council approves the regulatory signs, line marking and devices in the vicinity of Lodges Road, Elderslie, associated on Road number 45 (Romney Street) as part of the subdivision of Lodges Road, as shown on the Engineering Drawing No. 9908/CC712 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; and</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.</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.**

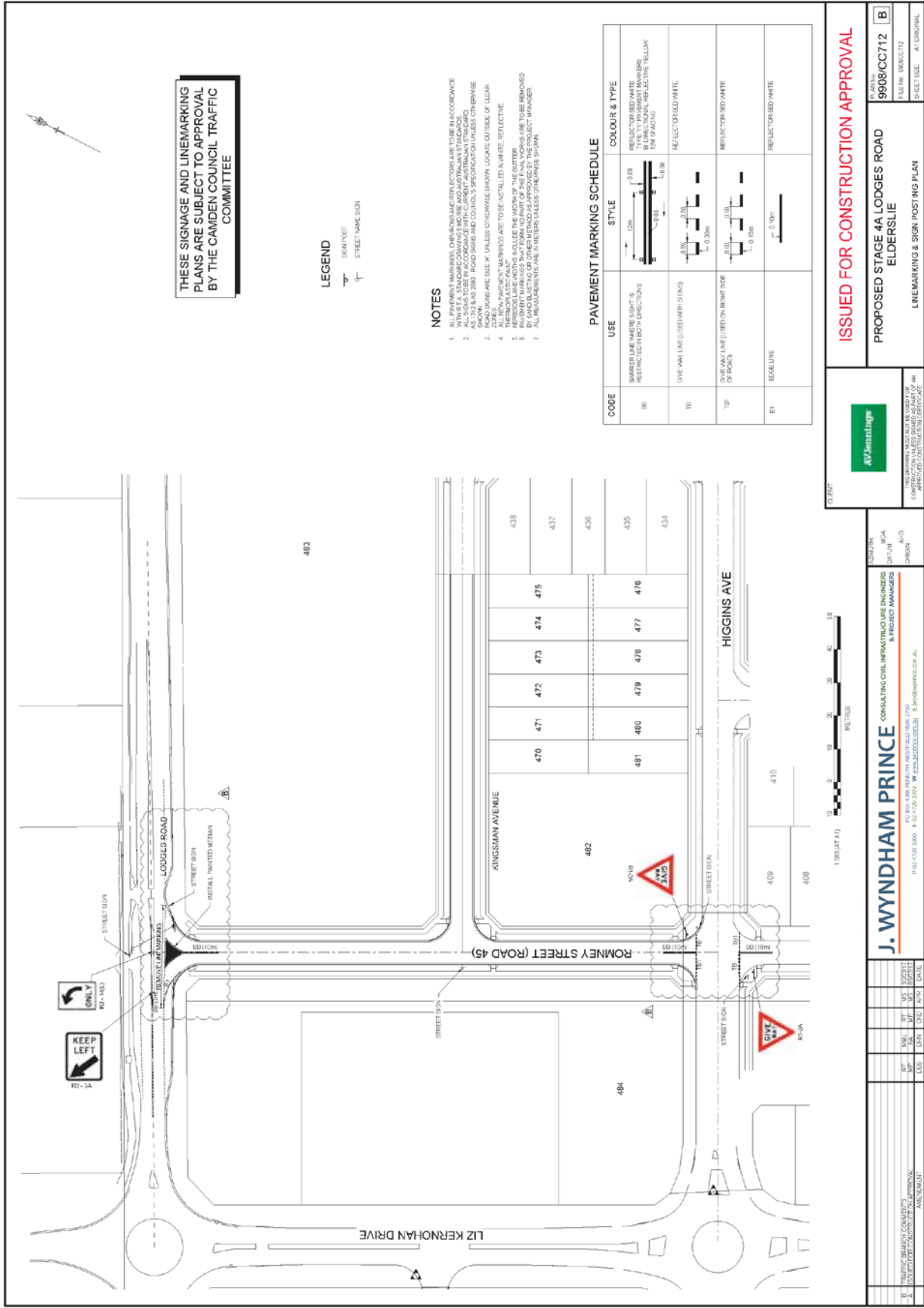
ATTACHMENTS

1. Locality Plan - Lodges Road, Elderslie (Stage 4A) - Signage, Linemarking and Devices
2. Engineering Drawing - Lodges Road, Elderslie (Stage 4A) - Signage, Linemarking and Devices









THESE SIGNAGE AND LINEMARKING PLANS ARE SUBJECT TO APPROVAL BY THE CAMDEN COUNCIL TRAFFIC COMMITTEE

**LEGEND**  
 300M X100M  
 STREET NAME SIGN

- NOTES**
1. ALL DIMENSIONS, INCLUDING SIGN SIZES, ARE TO BE IN ACCORDANCE WITH THE STANDARD DRAWING AND AUSTRALIAN STANDARDS. ALL SIGNS TO BE IN ACCORDANCE WITH CURRENT AUSTRALIAN STANDARDS.
  2. ALL DIMENSIONS ARE TO BE IN ACCORDANCE WITH CURRENT AUSTRALIAN STANDARDS.
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  6. ALL DIMENSIONS ARE TO BE IN ACCORDANCE WITH CURRENT AUSTRALIAN STANDARDS.
  7. ALL DIMENSIONS ARE TO BE IN ACCORDANCE WITH CURRENT AUSTRALIAN STANDARDS.

**PAVEMENT MARKING SCHEDULE**

CODE	USE	STYLE	COLOUR & TYPE
III	PAVEMENT MARKING FOR ONE-WAY TRAFFIC IN BOTH DIRECTIONS		REFLECTORIZED WHITE TYPE 'T1' PAVEMENT MARKERS REFLECTORIZED REFLECTIVE YELLOW (50% SPREAD)
IV	ONE-WAY LINE (USED WITH GOINGS)		REFLECTORIZED WHITE
TV	OVERLAY LINE (USED ON RIGHT SIDE OF ROAD)		REFLECTORIZED WHITE
EV	EDGE LINE		REFLECTORIZED WHITE

**ISSUED FOR CONSTRUCTION APPROVAL**

PROPOSED STAGE 4A LODGES ROAD  
 ELDERSLIE  
 LINE MARKING & SIGN POSTING PLAN



AVI Engineering  
 CONSULTING ENGINEERS AND PROJECT MANAGERS  
 1/100 JAFFA RD, ELSTERSLIE NSW 2170  
 P 61 470 3000 F 61 470 2299 W www.aviconsulting.com.au

DATE

9908/CC712  
 FILE NO. 9908/CC712  
 SHEET NO. A1 ORIGINAL

1:100 (AT A1)  
 METRES

**J. WYNHAM PRINCE**  
 CONSULTING CIVIL ENGINEERS AND PROJECT MANAGERS  
 1/100 JAFFA RD, ELSTERSLIE NSW 2170  
 P 61 470 3000 F 61 470 2299 W www.jwprince.com.au

NO.	DATE	BY	CHKD	APP'D	DATE
1	10/04/17	JW	JW	JW	10/04/17

TRAFFIC BRANCH COMMENTS  
 A. ACCEPTED FOR CONSTRUCTION  
 B. TRAFFIC BRANCH COMMENTS  
 C. DATE  
 D. BY  
 E. CHECKED  
 F. APPROVED  
 G. DATE



## LOCAL TRAFFIC COMMITTEE

### LTC22

**SUBJECT: GREGORY HILLS DRIVE, GREGORY HILLS - SIGNAGE, LINEMARKING AND DEVICES ASSOCIATED WITH THE SIGNALISED INTERSECTION WITH VILLAGE CIRCUIT AND ADJOINING SUBDIVISIONS**

**FROM:** Manager Infrastructure Planning  
**TRIM #:** 17/106683

**ELECTRONIC MEETING ITEM DATE: 7 April 2017**

### PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for residential development in Gregory Hills, in the vicinity of Village Circuit.

### MAIN REPORT

Signage and line marking plans have been associated with residential development in the vicinity of Village Circuit, Gregory Hills and the signalisation of the intersection of Gregory Hills Drive and Village Circuit which has now been approved by RMS. The locations are highlighted on **Attachment 1**.

The Engineering Drawing No. 210153-3A-CC650 Rev. 05, 210145-10A-CC651 Rev. 06, 210145-10E-CC551 Rev. E and 210153-4-CC650 Rev. 05, prepared by Cardno, provide details of the proposed signage and line marking (**Attachments 2, 3, 4 and 5**).

The plans are considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and line marking and it is recommended that the Local Traffic Committee supports the proposed measures.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
<b>2017/15</b>	<p>The Local Traffic Committee recommends that Council approves the regulatory signs, line marking and devices associated in Gregory Hills, in the vicinity of Village Circuit, as shown on the Engineering Drawing No. 210153-3A-CC650 Rev. 05, 210145-10A-CC651 Rev. 06, 210145-10E-CC551 Rev. E and 210153-4-CC650 Rev. 05, subject to:</p> <ul style="list-style-type: none"> <li>i. The installation being completed by the applicant at its cost;</li> <li>ii. All signage being sign size A; and</li> <li>iii. Street lighting levels for devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.</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.**

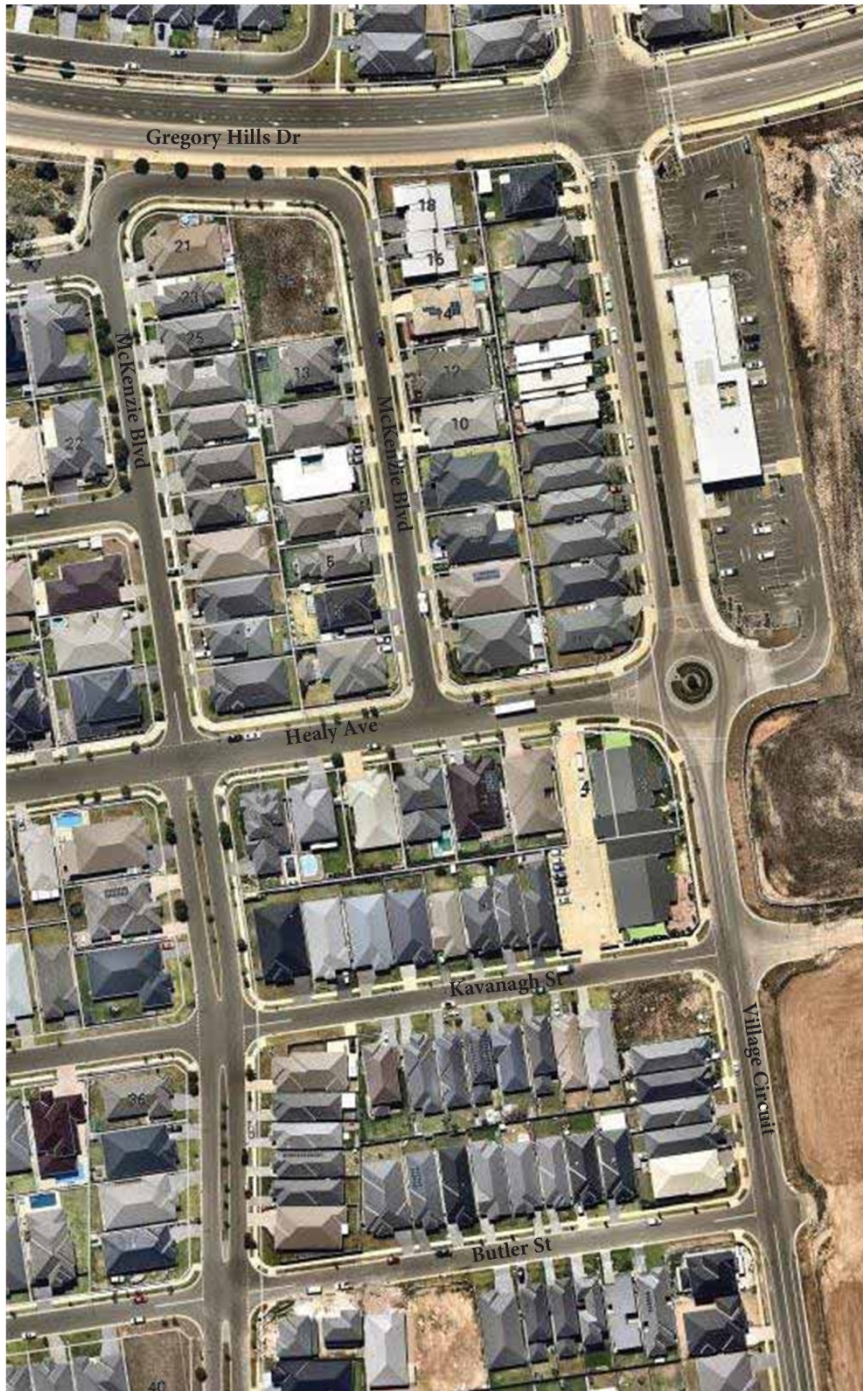
ATTACHMENTS

1. Locality Plan - Gregory Hills - Signage, Linemarking and Devices
2. Engineering Drawing - Gregory Hills - Signage, Linemarking and Devices
3. Engineering Drawing - Gregory Hills - Signage, Linemarking and Devices
4. Engineering Drawing - Gregory Hills - Signage, Linemarking and Devices
5. Engineering Drawing - Gregory Hills - Signage, Linemarking and Devices

LTC22

Attachment 1

Location for Attachment 2





Location map for Attachment 3 and Attachment 4



Location plan for Attachment 5















# LOCAL TRAFFIC COMMITTEE

**LTC23**

**SUBJECT: RICHARDSON ROAD, SPRING FARM - SIGNAGE, LINEMARKING AND DEVICES ASSOCIATED WITH NEW ROUNDABOUT TO RESIDENTIAL SUBDIVISION**

**FROM:** Manager Infrastructure Planning

**TRIM #:** 17/103929

**ELECTRONIC MEETING ITEM DATE: 7 April 2017**

**PURPOSE OF REPORT**

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the construction of a subdivision by Vesta Homes Development, off Richardson Road, Spring Farm.

**MAIN REPORT**

A signage and linemarking plan has been received by Camden Council for the construction of a roundabout to access a new subdivision by Vesta Homes Development off Richardson Road, Spring Farm. The location is highlighted on **Attachment 1**. This is related to Development Application number 2012/75.

The Engineering Drawing No. 15074E5 Issue B, prepared by JMD Development Consultants, provides details of the proposed signage, line marking and devices associated with the roundabout at the intersection of Richardson Road with Road No. 1 (**Attachment 2**). A plan of the road network within the subdivision was considered in an Electronic Meeting Item of the Committee, dated 16 March 2017.

The plans are considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and line marking and it is recommended that the Local Traffic Committee supports the proposed measures.

<b>Electronic Meeting Reference</b>	<b>Agreed recommendation of the Local Traffic Committee</b>
<b>2017/16</b>	<p>The Local Traffic Committee recommends that Council approves the regulatory signs, line marking and devices associated with a roundabout on Richardson Road, Spring Farm, accessing the adjacent subdivision as shown in Drawing No. 15074E5 Issue B, prepared by JMD Development Consultants, subject to:</p> <ul style="list-style-type: none"> <li>i. The installation being completed by the applicant at its cost;</li> <li>ii. All signage being sign size A; and</li> <li>iii. Street lighting levels for devices and intersection being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.</li> </ul>

This recommendation was supported unanimously by the four voting members.



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

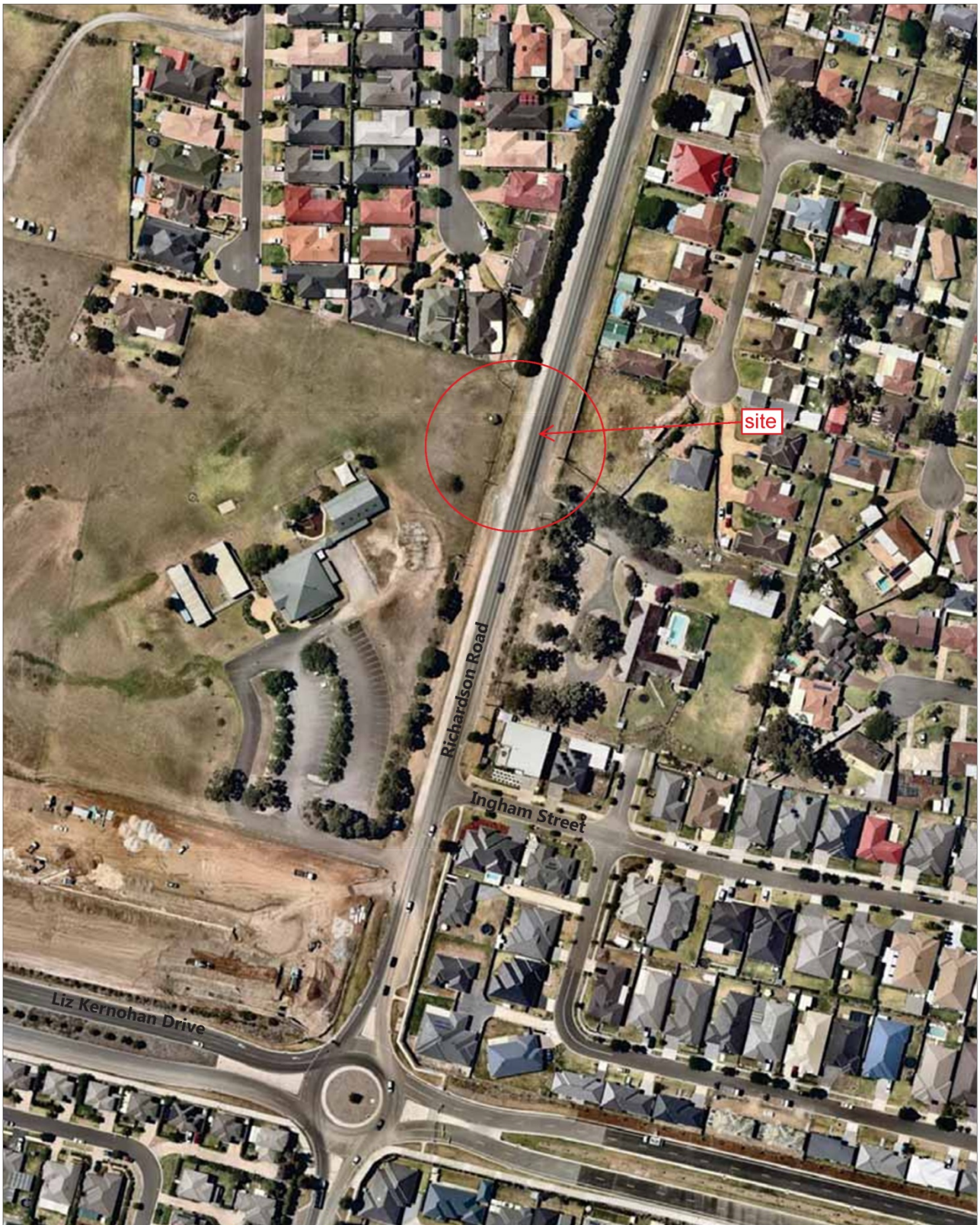
**RECOMMENDED**

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

ATTACHMENTS

1. Locality Plan - Richardson Road, Spring Farm - Signage, Linemarking and Devices
2. Engineering Drawing - Richardson Road, Spring Farm - Signage, Linemarking and Devices





Richardson Road, Spring Farm

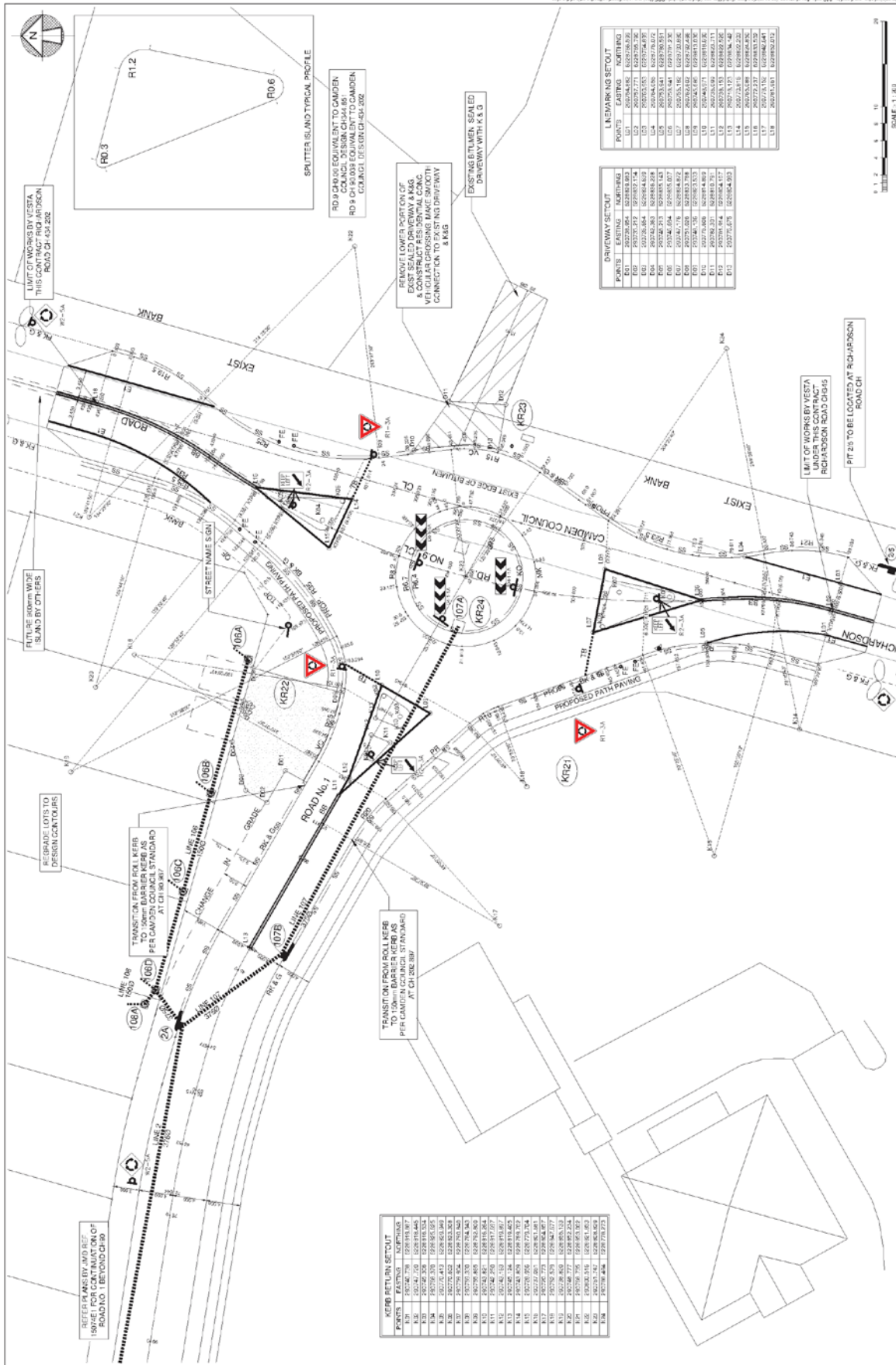
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This map has been prepared from Council records by the Land Information section. If you intend to rely on this information you should have this verified.

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





POINTS	EASTING	NORTHING
K10	529246.779	5291415.987
K11	529246.779	5291415.987
K12	529246.779	5291415.987
K13	529246.779	5291415.987
K14	529246.779	5291415.987
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K30	529246.779	5291415.987

POINTS	EASTING	NORTHING
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L40	529246.779	5291415.987

Client: VESTA HOMES	Date: 14/03/2017	Scale: 1:1000	Project: SUBDIVISION OF LOTS 2 & 3 IN DP878325 AND LOT 407 IN DP1015593 RICHARDSON ROAD, SPRING FARM
Designed by: T.H.	Origin of Levels: RL 100.014	Scale: 1:1000	Sheet 3 of 7 sheets
Date of Drawing: 27.02.2017	Origin of Levels: VEST: 100.014; 100.015	Scale: 1:1000	100145
Drawn (A1): 1:2010	Date of Survey: DEC 2015	Scale: 1:1000	PLAN OF PROPOSED RELOCATED ROUNDABOUT SETOUT
Drawn (A2):	Scale: 1:1000	Scale: 1:1000	LOCALITY: SPRING FARM
Drawn (A3):	Scale: 1:1000	Scale: 1:1000	I.C.A. CAMDEN
Drawn (A4):	Scale: 1:1000	Scale: 1:1000	LOCALITY: SPRING FARM
Drawn (A5):	Scale: 1:1000	Scale: 1:1000	LOCALITY: SPRING FARM
Drawn (A6):	Scale: 1:1000	Scale: 1:1000	LOCALITY: SPRING FARM
Drawn (A7):	Scale: 1:1000	Scale: 1:1000	LOCALITY: SPRING FARM
Drawn (A8):	Scale: 1:1000	Scale: 1:1000	LOCALITY: SPRING FARM
Drawn (A9):	Scale: 1:1000	Scale: 1:1000	LOCALITY: SPRING FARM
Drawn (A10):	Scale: 1:1000	Scale: 1:1000	LOCALITY: SPRING FARM
Drawn (A11):	Scale: 1:1000	Scale: 1:1000	LOCALITY: SPRING FARM
Drawn (A12):	Scale: 1:1000	Scale: 1:1000	LOCALITY: SPRING FARM
Drawn (A13):	Scale: 1:1000	Scale: 1:1000	LOCALITY: SPRING FARM
Drawn (A14):	Scale: 1:1000	Scale: 1:1000	LOCALITY: SPRING FARM
Drawn (A15):	Scale: 1:1000	Scale: 1:1000	LOCALITY: SPRING FARM
Drawn (A16):	Scale: 1:1000	Scale: 1:1000	LOCALITY: SPRING FARM
Drawn (A17):	Scale: 1:1000	Scale: 1:1000	LOCALITY: SPRING FARM
Drawn (A18):	Scale: 1:1000	Scale: 1:1000	LOCALITY: SPRING FARM
Drawn (A19):	Scale: 1:1000	Scale: 1:1000	LOCALITY: SPRING FARM
Drawn (A20):	Scale: 1:1000	Scale: 1:1000	LOCALITY: SPRING FARM