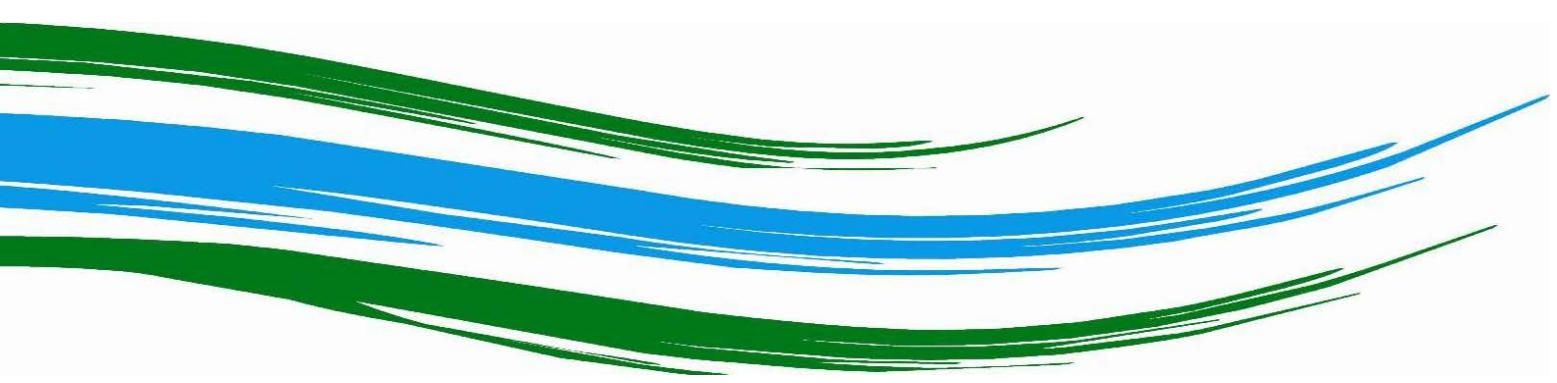


Local Traffic Committee Business Paper

Committee Meeting
21 February 2017

**Council Office
70 Central Avenue
Oran Park**



LOCAL TRAFFIC COMMITTEE
21 February 2017

Dear Sir/Madam

You are advised that the next Local Traffic Committee is scheduled for 21 February 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

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 15 November 2016

Local Traffic Committee Tuesday 21 February 2017

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BUSINESS WITHOUT NOTICE

**DATE OF NEXT LOCAL TRAFFIC COMMITTEE MEETING - TUESDAY 21 MARCH
2017**

INFORMAL ITEMS



LOCAL TRAFFIC COMMITTEE

LTC01

SUBJECT: BUSINESS ARISING FROM THE COMMITTEE'S LAST REPORT
FROM: Manager Infrastructure Planning
TRIM #: 17/28895

The Local Traffic Committee report dated 15 November 2016 was presented to the Council meeting on 13 December 2016. Council adopted the Local Traffic Committee's recommendations without amendment.

RECOMMENDED

That the adoption by Council of the Committee's recommendations dated 15 November 2016 be noted.

LOCAL TRAFFIC COMMITTEE

LTC02

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

FROM: Manager Infrastructure Planning

TRIM #: 17/28913

Work instructions have been issued for recommendations of the Local Traffic Committee from the meeting on 15 November 2016 except for the 15 minute parking in Edward Street, Camden, which has been further reviewed following a late consultation response.

RECOMMENDED

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



LOCAL TRAFFIC COMMITTEE

LTC03

**SUBJECT: FLINDERS AVENUE, CAMDEN SOUTH - INTERSECTION UPGRADE
WITH COWPER DRIVE**

FROM: Manager Infrastructure Planning

TRIM #: 16/386750

PURPOSE OF REPORT

To seek the concurrence of the Local Traffic Committee for the installation of regulatory signage and linemarking associated with an upgrade of part of Flinders Avenue, Camden South.

BACKGROUND

Council is undertaking an upgrade of the intersection of Flinders Avenue with Cowper Drive which incorporates a median island.

MAIN REPORT

Flinders Avenue is a local road in Camden South accessed from Cowper Drive which is a collector road. An overview plan is provided in **Attachment 1**. Camden Council is upgrading the intersection of these roads to repair the intersection, improve the current poor ride quality, and improve drainage. The opportunity is being taken to upgrade an existing median island to meet the current standards for a pedestrian refuge including widening to 2 metres and incorporating No Stopping restrictions (R5-400 signage) on the approach and departure.

Attachment 2 provides detailed signage and linemarking associated with the proposed upgrade. No Stopping restrictions will extend 10 metres in either direction on the southern side of Cowper Drive, not shown on the plan

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

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

CONCLUSION

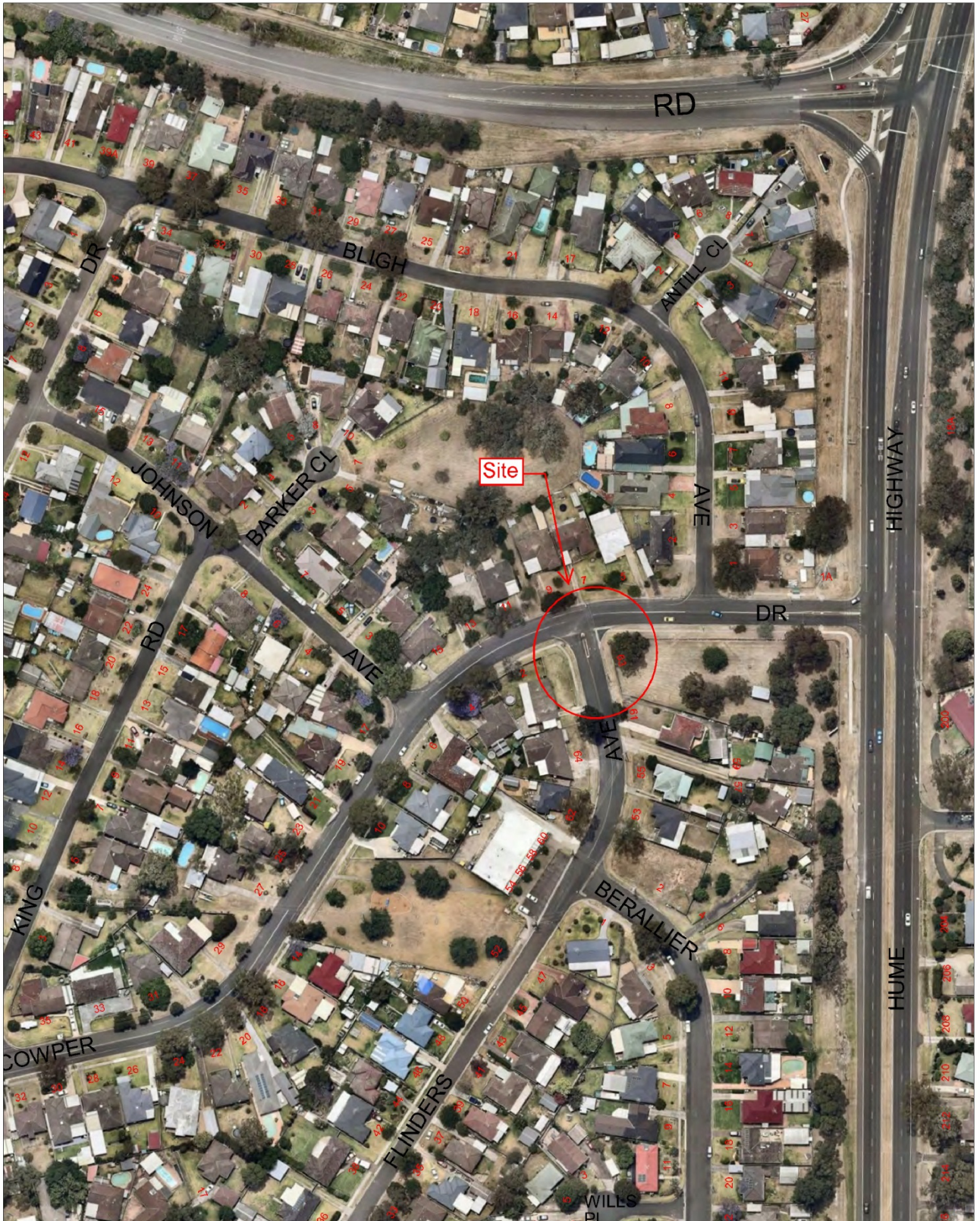
The intersection of Flinders Avenue with Cowper Drive is being upgrade and it is recommended that the Committee supports the proposal.

RECOMMENDED

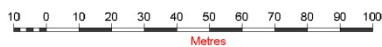
The Local Traffic Committee recommends that Council approves the installation of regulatory signage and linemarking associated with the upgrade of the intersection of Flinders Avenue with Cowper Drive, Camden South, as detailed on Plan 2016-018, Sheet No. 8, subject to installation of No Stopping restrictions (R5-400 signage) for 10 metres from the tangent point in either direction on the southern side of Cowper Drive.

ATTACHMENTS

1. Local Traffic Committee 21 Feb 2017 - Attachment 1 - Cowper Drive
2. Local Traffic Committee 21 Feb 2017 - Attachment 2 - Cowper Drive



Scale: 1:2000
 Printed Date: 10.02.17



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BARRIER KERB, ISLAND & BOLLARD DETAIL - SECTION
NOT TO SCALE

NOTES

1. ALL LINEMARKING AND SIGNPOSTING AS SHOWN TO COMPLY WITH THE REQUIREMENTS OF
2. ISLAND IS TO BE CONSTRUCTED WITH 150mm BARRIER KERB PAINTED WITH RETRO-REFLECTIVE WHITE PAINT.
3. BOLLARD TO BE CONSTRUCTED WITH METAL SIGN AS SHOWN IN THE BOLLARD DETAIL. PROVIDE YELLOW POWDER COATED METAL FRAME AS SHOWN, TO SUIT SIGN 450 X 600 (R2-3(L)) FROM THE BOLLARD. PROVIDE YELLOW POWDER COATED METAL FRAME AS SHOWN, TO SUIT SIGN 450 X 600 (R2-3(L)) FROM THE BOLLARD.
4. OUTLINE OF THE PAINTED MEDIAN TO BE 0.2m WIDE WHITE LINE EXTENDING FOR A MINIMUM DISTANCE OF 30m BI-DIRECTIONAL. YELLOW PAVEMENT MARKERS TO BE PROVIDED TO THE OUTLINE OF THE PAINTED MEDIAN.
5. PROVIDE WHITE BB-LINE MARKINGS FOR 30m LENGTH.
6. PEDESTRIANS (WP-1) SIGNS ARE TO BE ERECTED TOGETHER WITH SUPPLEMENTARY PLATE REFUGE ISLAND (WP-25) 80m IN ADVANCE OF REFUGE ISLAND'S PEDESTRIAN GAP.

LINEMARKING AND SIGNAGE PLAN
SCALE 1:250 @ A1

SERVICES LEGEND		RECOMMENDED		REVISED		FIELD BOOK		SCALES	
DATE	DESCRIPTION	DATE	BY	DATE	BY	DATE	BY	DATE/TIME	AS SHOWN
15.11.17	ISSUED FOR CONSTRUCTION	15.11.17	AS	15.11.17	AS	15.11.17	AS		ASSUMED
16.12.17	ISSUED FOR INFORMATION AND CHECKING	16.12.17	AS	16.12.17	AS	16.12.17	AS		ASSUMED
21.11.18	ISSUED FOR INFORMATION AND CHECKING	21.11.18	AS	21.11.18	AS	21.11.18	AS		ASSUMED
10.03.21	AMEND	10.03.21	AS	10.03.21	AS	10.03.21	AS		ASSUMED

CAMDEN COUNCIL	
COWPER DRIVE & FLINDERS AVENUE CAMDEN SOUTH	
PROPOSED INTERSECTION IMPROVEMENT WORKS	
LINEMARKING AND SIGNAGE PLAN SHEET	
DATE/TIME	AS SHOWN
SHEET No	8
No of SHEETS	10
PLAN No	2016-018





LOCAL TRAFFIC COMMITTEE

LTC04

SUBJECT: CURRANS HILL DRIVE, CURRANS HILL - MAIL ZONE
FROM: Manager Infrastructure Planning
TRIM #: 16/301359

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of a Mail Zone in Currans Hill Drive, Currans Hill.

BACKGROUND

Concerns have been raised that vehicles are regularly parked adjacent to the post box in Currans Hill Drive. A Mail Zone is proposed to address this issue.

MAIN REPORT

The post box for Currans Hill is located on Currans Hill Drive adjacent to the IGA supermarket, near to the intersection with Lando Way which is a public road. There is also a green box located here to facilitate area-wide distribution of mail which is accessed periodically throughout the working day.

Investigations have identified that this area is regularly parked out throughout the day impeding access to the mail boxes despite the Road Rules prohibiting parking within three metres of a post box. Parking in this location also limits visibility for traffic exiting from Lando Way. To facilitate access by postal vehicles, a 9 metre long Mail Zone (R5-26 signage) is proposed adjacent to the post boxes as shown in **Attachment 1**.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

The estimated cost of the recommended signage is \$300. It is proposed that the cost be funded from the RMS Block Grant (Traffic Facilities Component) for the 2016/17 financial year.

CONCLUSION

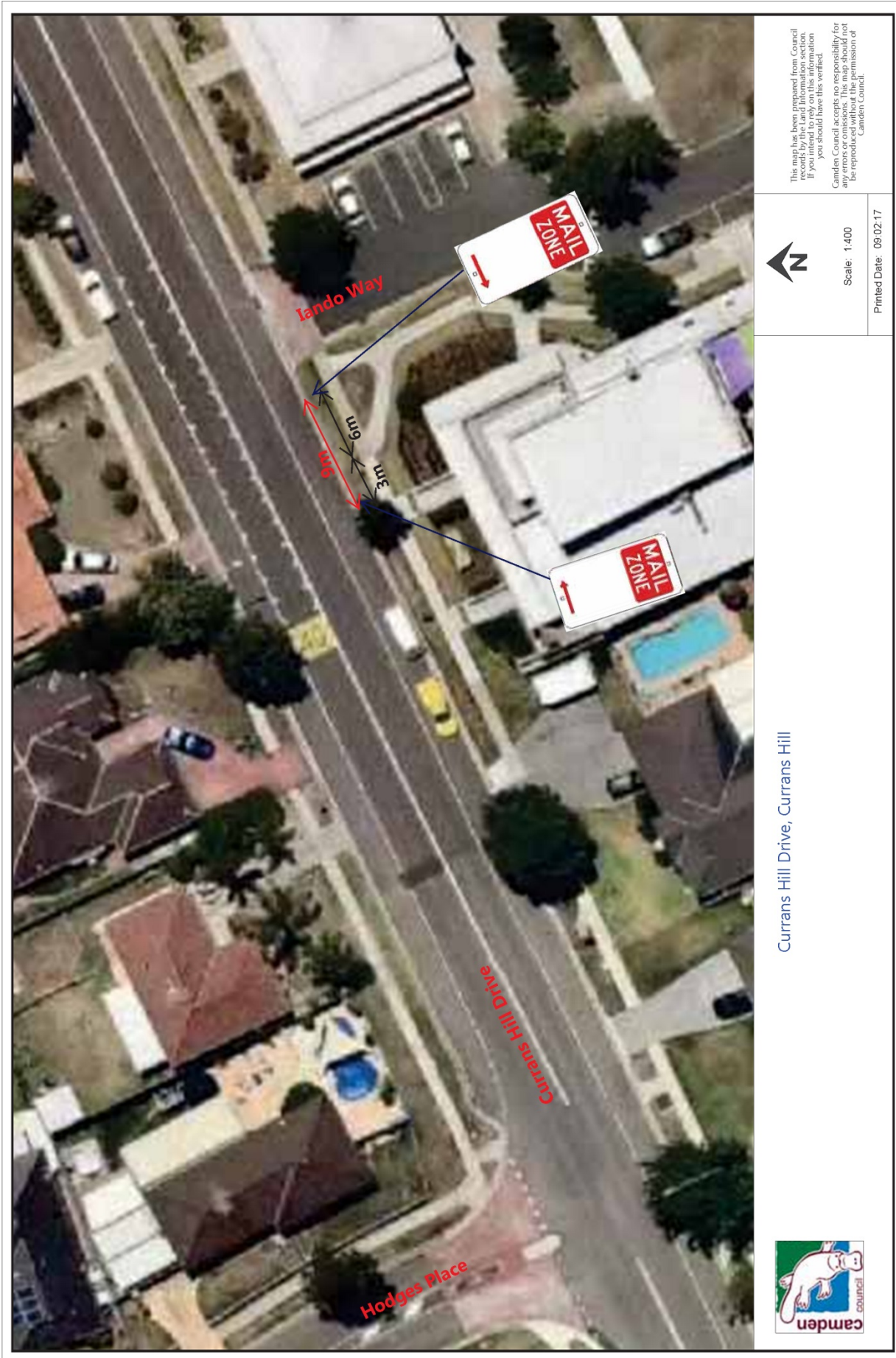
To manage access to post boxes in Currans Hill Drive it is recommended that the Committee supports Mail Zone restrictions.

RECOMMENDED

That the Local Traffic Committee recommends that Council approves a Mail Zone (R5-26 signage), 9 metres in length, on the southern side of Currans Hill Drive, Currans Hill, east of the intersection with Lando Way.

ATTACHMENTS

1. Detailed Plan - Currans Hill Drive, Currans Hill - Mail Zone



Currans Hill Drive, Currans Hill



Scale: 1:400

Printed Date: 09/02/17

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LOCAL TRAFFIC COMMITTEE

LTC05

**SUBJECT: COGHILL STREET, NARELLAN - UPGRADE INCORPORATING
ADDITIONAL KERBSIDE PARKING**

FROM: Traffic Engineer

TRIM #: 16/309471

PURPOSE OF REPORT

To seek the concurrence of the Local Traffic Committee for the installation of regulatory signage and marking associated with the widening of Coghill Street, Narellan .

BACKGROUND

Council is undertaking an upgrade of Coghill Street which incorporates additional dedicated parking bays on the western side.

MAIN REPORT

Coghill Street is a cul-de-sac in Narellan CBD with Narellan Public School on the western side and a mixture of commercial and residential development on the eastern side. Parking stress occurs at school pick up and drop off times and the cul-de-sac and road width can make it difficult to manoeuvre. An overview plan is provided in **Attachment 1**.

Camden Council is widening the carriageway of the southern section of Coghill Street, incorporating parallel indented parking bays on the western side adjacent to the school. The design also incorporates landscaping and a new footpath. Five additional angled parking bays are also being incorporated into the design, which are a development consent requirement of a new Aldi supermarket. Existing No Stopping restrictions (R5-400 signage) are being retained in the turning head. New No Stopping restrictions, established through the Aldi development consent, are proposed on the eastern side.

Attachment 2 provides detailed signage and linemarking associated with the proposed upgrade.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

The works are budgeted in the 2016/17 financial year, funded by Council with a funding contribution from the Aldi development.

CONCLUSION

Coghill Street is being upgraded with additional parking provision and it is recommended that the Committee supports the proposal.

RECOMMENDED

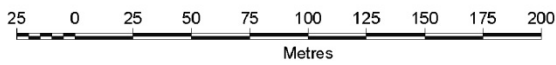
The Local Traffic Committee recommends that Council approves the installation of regulatory signage and linemarking associated with the upgrade of Coghill Street, Narellan, as detailed on Plan 2016-015, Sheet No. 9.

ATTACHMENTS

1. Local Traffic Committee 21 Feb 2017 - Attachment 1 - Coghill Street
2. Local Traffic Committee 21 Feb 2017 - Attachment 2 - Coghill Street



Scale: 1:2800
 Printed Date: 10.02.17



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LOCAL TRAFFIC COMMITTEE

LTC06

SUBJECT: BANKSIA ROAD, MOUNT ANNAN - NO STOPPING RESTRICTIONS
FROM: Manager Infrastructure Planning
TRIM #: 16/301875

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of No Stopping restrictions in Banksia Road, Mount Annan, from the intersection with Welling Drive.

BACKGROUND

Concerns have been raised regarding motorists parking on Banksia Road too close to the intersection with Welling Drive, impacting on vehicles manoeuvring in to and out of Banksia Road.

MAIN REPORT

Welling Drive is a collector road and Banksia Road is a primary access road for the precinct, giving direct access to parking in Wandarrah Reserve. No Stopping restrictions are already in place around the corners of the intersection.

The reserve parking is heavily utilised for sports and school drop off and pick up, and during sports activities, on-street parking occurs extending up to the intersection. Because Banksia Road is 8 metres wide, when parking occurs on both sides of the road this inhibits two-way traffic. Vehicles wishing to enter Banksia Road, block the intersection at times causing a potential hazard.

It is proposed that the No Stopping (R4-500 signage) is extended for a further 72 metres on the eastern (reserve) side, adjacent to the vegetated area, as detailed in **Attachment 1**.

The affected residents have been consulted and two responses have been received, supporting the proposal.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

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

CONCLUSION

Additional No Stopping restrictions on Banksia Road are considered to improved traffic flow along Banksia Road and it is recommended that the Committee supports this proposal.



RECOMMENDED

The Local Traffic Committee recommends that Council approves 72 metres of No Stopping restrictions (R5-400 signage) on the eastern side of Banksia Road, Mount Annan, from the intersection with Welling Drive.

ATTACHMENTS

1. Locality Plan - Banksia Road, Mount Annan - No Stopping Restrictions



 <p>Scale: 1:800 Printed Date: 26.10.16</p>	<p>Banksia Road, Mount Annan</p>	 <p>This map has been prepared from Council records by the Land Information section. If you intend to rely on this information you should have this verified.</p> <p>Camden Council accepts no responsibility for any errors or omissions. This map should not be reproduced without the permission of Camden Council.</p>
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LOCAL TRAFFIC COMMITTEE

LTC07

SUBJECT: SPRING HILL CIRCLE, CURRANS HILL - SPEED CUSHIONS
FROM: Manager Infrastructure Planning
TRIM #: 17/9364

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of speed cushions along Spring Hill Circle, Currans Hill, between Lakeside Street and Plowman Road.

BACKGROUND

Speed cushions are proposed on Spring Hill Circle to reduce vehicle speeds in the vicinity of a bridge.

MAIN REPORT

Spring Hill Circle, Currans Hill, has a hump back road bridge situated between Lakeside Street and Plowman Road. There are pedestrian kerb ramps 15 metres south of the bridge at the intersection with Lakeside Street which are not visible from the north side of the bridge. When the road and bridge were constructed, advisory 25km/h speed limit and "Slow Point" signage was installed due to the pronounced changes in grades. Ducks are frequently in the road due to the pond in the vicinity, potentially causing a hazard. A traffic survey has been undertaken showing the 85th percentile speed to be 49km/h.

Speed cushions are considered appropriate in this situation to encourage motorists to slow down and travel at the advisory speed limit. This section of Spring Hill Circle is not a current bus route but heavy vehicles would be able to straddle the cushions. Speed hump warning signage and advanced warning signage would be installed together with hump markings in accordance with Australian Standard AS 1742.13.

Consultation has been undertaken with affected owners and occupiers in the vicinity, advising of the potential noise implications. One response was received in support of the proposal.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

It is proposed that the installation cost be funded from Council's Minor Traffic Facilities budget for the 2016/17 financial year.

CONCLUSION

It is considered that the speed cushions would cater for improved pedestrian and motorist safety at the bridge in Spring Hill Circle and it is recommended that the committee supports these facilities.



RECOMMENDED

The Local Traffic Committee recommends that Council approves the installation of two sets of speed cushions with associated signage (W3-4 and W5-10) and road markings, in Spring Hill Circle, Currans Hill, between Lakeside Street and Plowman Road.

ATTACHMENTS

1. Attachment 1 - Spring Hill Circle



Remove existing advisory signs

Scale: 1:800
Printed Date: 28/10/16

Spring Hill Circle, Currans Hill

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

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LOCAL TRAFFIC COMMITTEE

LTC08

SUBJECT: THE WATERS, MOUNT ANNAN - STOP SIGNAGE AND LINEMARKING AT THE INTERSECTION WITH THE CASCADES

FROM: Manager Infrastructure Planning

TRIM #: 17/28038

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of a Stop sign and associated marking on The Waters at the intersection with The Cascades, Mount Annan.

BACKGROUND

Concerns have been raised regarding traffic safety at the intersection of The Waters and The Cascades, Mount Annan. Following a site assessment and consultation with the affected residents, it is proposed that a Stop control is introduced at this location.

MAIN REPORT

Council has been advised that motorists are experiencing difficulty exiting The Waters on to The Cascades due to poor visibility and vehicular speed travelling on The Cascades.

The Waters and The Cascades are both local roads with a default urban speed of 50km/h however The Cascades is a primary access road for a relatively large area of Mount Annan making it relatively busy.

A site assessment indicated that the line of sight for vehicles turning right from The Waters onto The Cascades is limited by a crest and curve in the road. The stopping sight distance does not accord with AS1742.2 for a 50km/h speed limit. Furthermore the acute angle of the intersection makes it difficult for drivers to establish where to best position their vehicle.

With a view to enhancing road safety, affected residents were invited to provide comment on a proposed Stop (R1-1) sign, TF, TB1 and BB marking on The Waters at The Cascades as shown in **Attachment 1**. No submissions were received.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

The signage and marking are estimated to cost \$500. Long term maintenance of the sign posting and line marking will be funded through the 2016/17 RMS Block Grant.

CONCLUSION

As a result of limited visibility at the intersection of The Waters and The Cascades, it is recommended that the committee supports stop control.

RECOMMENDED

The Local Traffic Committee recommends that Council approves a Stop sign (R1-1) and associated linemarking (TF, TB1 and BB) on The Waters at the intersection with The Cascades, Mount Annan.

ATTACHMENTS

1. Locality Plan - The Waters and the Cascades, Mount Annan - Proposed Stop Sign and Marking



LOCAL TRAFFIC COMMITTEE

LTC09

**SUBJECT: CAMDEN VALLEY WAY, ELDERSLIE - TRAFFIC SIGNALS AT THE
MACARTHUR ROAD INTERSECTION**

FROM: Traffic Engineer

TRIM #: 17/9957

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of signage, line marking and devices associated with new traffic signals at the intersection of Camden Valley Way and Macarthur Road, Elderslie.

BACKGROUND

Council is undertaking an upgrade of the intersection of Camden Valley Way and Macarthur Road incorporating traffic signals. The purpose of this report is to seek concurrence from the Local Traffic Committee for the installation of signage, line marking and devices associated with these works.

MAIN REPORT

The Camden to Narellan Corridor Upgrade is made up of a number of separate projects between Camden and Narellan, designed to improve road network operation, journey times, safety and travel reliability for residents, employees and visitors in the area.

Recent studies have indicated that the intersection of Camden Valley Way and Macarthur Road in Elderslie requires traffic lights to manage existing and future traffic. On behalf of Camden Council, J Wyndham Prince has undertaken a detailed design of traffic signals at the intersection, incorporating:

- realignment of the northern end of Macarthur Road;
- two through lanes with one lane merging in each direction left and right turning lanes on Camden Valley Way, with lane linemarking;
- concrete median islands with Keep Left (R2-3) signage;
- a refuge island crossing with kerb extensions further to the south on Macarthur Road, with Keep Left (R2-3) signs and hazard markers (D4-1-2);
- kerbside parking restrictions (R5-400 signage); and
- shared path signage (R8-2) and linemarking.

Signage and linemarking plans (Plan Numbers 9910-RF-002 Issue E and 9910-RF-003 Issue E) have been prepared by J. Wyndham Prince as detailed in **Attachment 1**.

Community notification was undertaken in early 2016 and information about the project has since remained on Council's website. Following consideration by the Local Traffic Committee last year, further assessment has been undertaken of the access from the Poplars Caravan Park which established that a 7 metre long caravan could turn left out of the driveway, subject to minor modification of the driveway.



The traffic signal plan has been approved by Roads and Maritime Services Network Operations.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

The intersection upgrade is being funded by Developer Contributions as well as through a funding grant from the Western Sydney Infrastructure Plan Local Roads Package accepted by Council on 22 March 2016.

CONCLUSION

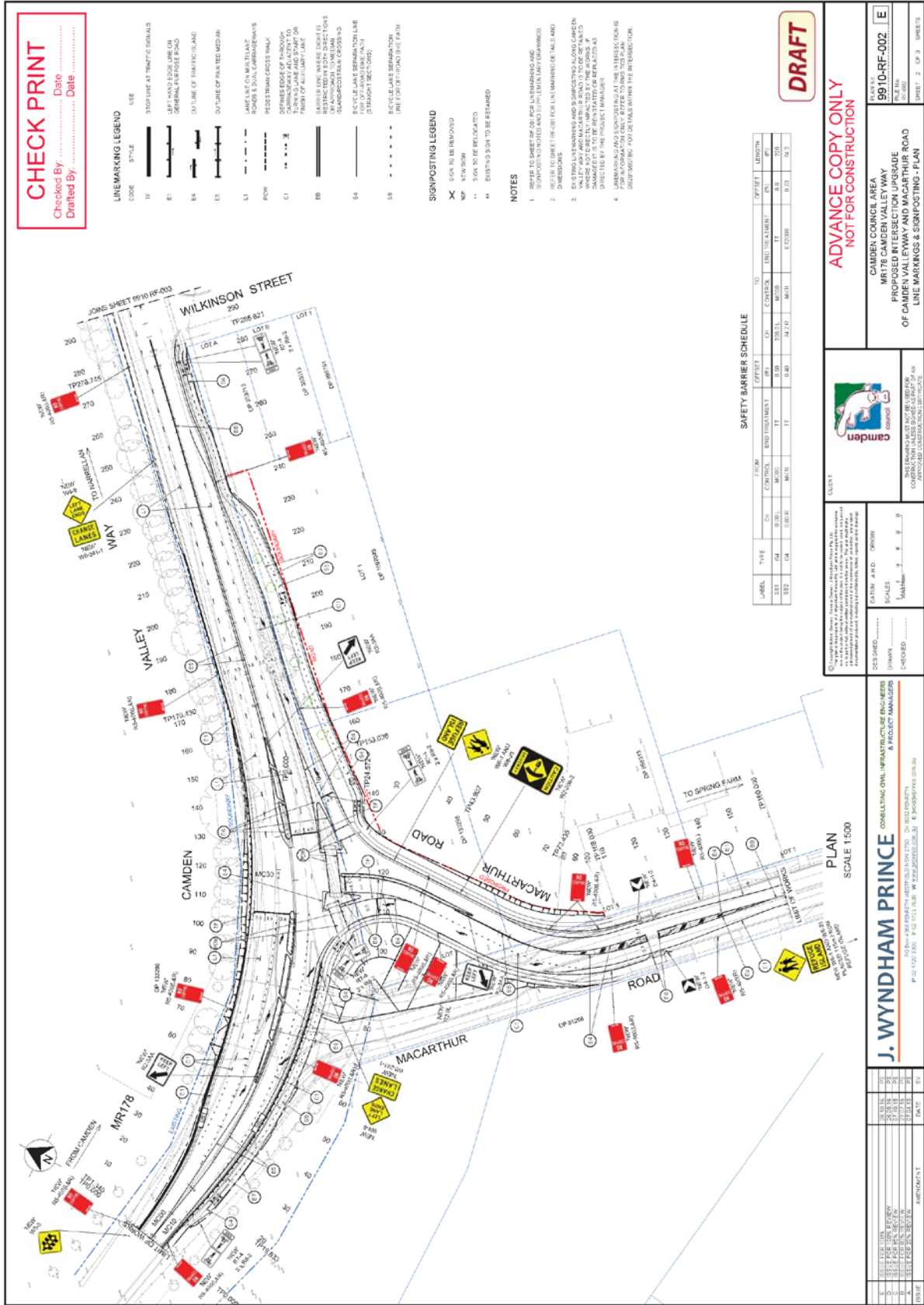
Detailed design has been undertaken for the upgrade of the intersection of Camden Valley Way and Macarthur Road and it is recommended that the Committee supports the associated signage, linemarking and devices.

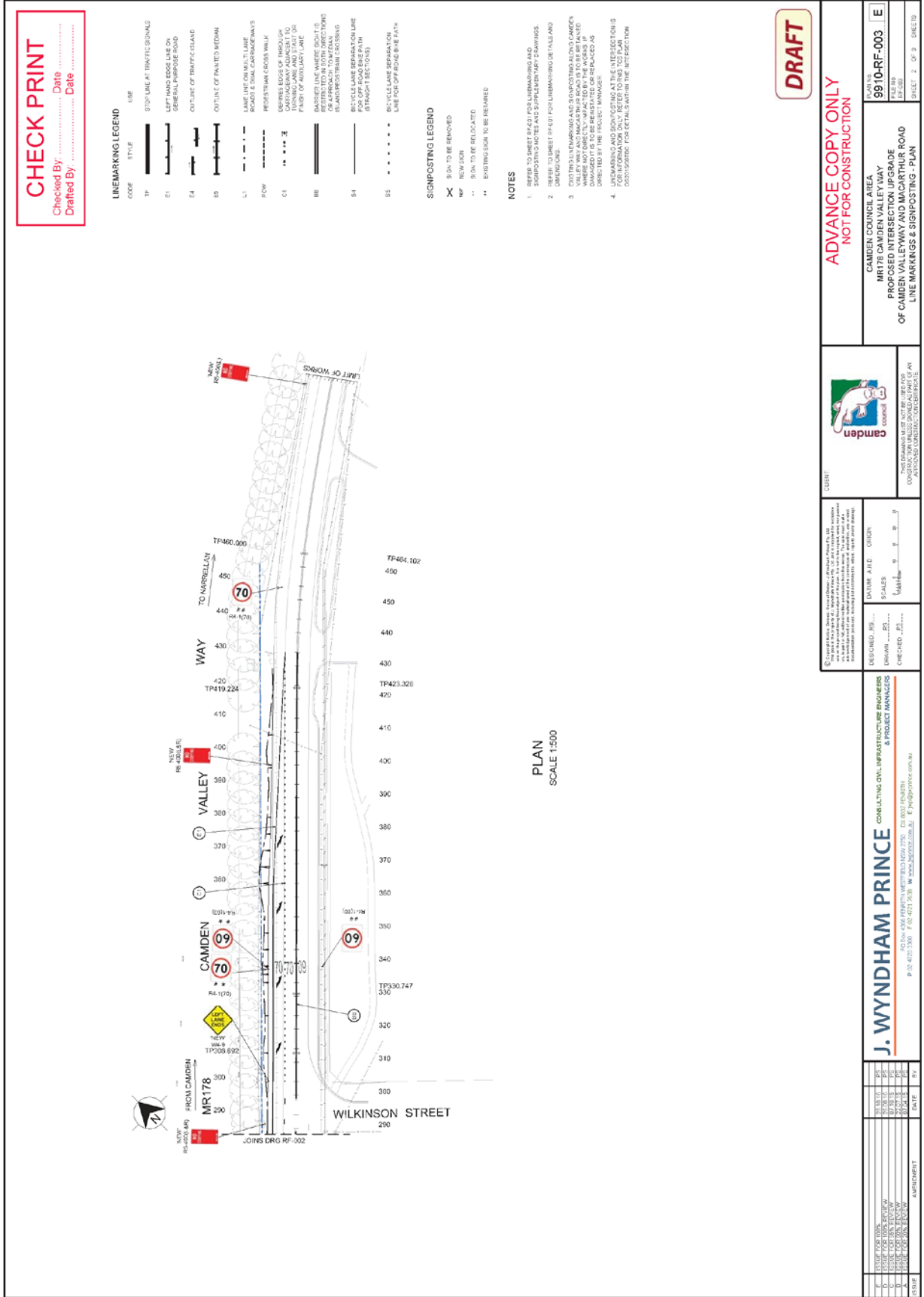
RECOMMENDED

The Local Traffic Committee recommends that Council approves, at the intersection of Camden Valley Way, Macarthur Road and Argyle Street, Elderslie, the signage, linemarking and devices associated with the upgrade of the intersection and installation of traffic signals as per Plan Numbers 9910-RF-002 Issue E and 9910-RF-003 Issue E.

ATTACHMENTS

1. Signage and Line Marking Plans - Camden Valley Way, Elderslie - Traffic Signals at the Macarthur Road, Intersection





CHECK PRINT
 Checked By: Date
 Drafted By: Date

LINE MARKING LEGEND

CODE	STYLE	USE
TF	—	STOP LINE AT TRAFFIC SIGNALS
E1	—	STOP LINE AT TRAFFIC SIGNALS ON ONE-WAY ROADS
E4	—	OUTLINE OF TRAFFIC ISLANDS
E5	—	OUTLINE OF PAINTED MEDIAN
L1	—	LANE LINE ON MULTI-LANE ROAD & DUAL CARBONWAYS
POW	—	PEDESTRIAN CROSS WALK
C1	—	FINISH OF AUXILIARY LANE
BB	—	BARRIER LINE WHERE BARRIER IS PROVIDED TO PROTECT ROADWAY FROM OVERSIGHT TRAFFIC
S4	—	BICYCLE LANE SEPARATION LINE FOR OFF-ROAD BIKE PATH (SHOULDER POSITION)
S5	—	BICYCLE LANE SEPARATION LINE FOR OFF-ROAD BIKE PATH

SIGNPOSTING LEGEND

X	SIGN TO BE REMOVED
NP	NEW SIGN
..	SIGN TO BE RELOCATED
..	EXISTING SIGN TO BE RETAINED

- NOTES**
1. REFER TO SHEET R401 FOR LINE MARKING AND SIGNPOSTING AND RELATED SUPPLEMENTARY DRAWINGS.
 2. REFER TO SHEET R402 FOR LINE MARKING DETAILS AND SIGNPOSTING.
 3. EXISTING SIGNPOSTING AND SIGNPOSTING ALONG CAMDEN VALLEY WAY AND MACARTHUR ROAD IS TO BE MAINTAINED UNLESS OTHERWISE SPECIFIED. SIGNPOSTING TO BE DAMAGED IS TO BE REINSTATED OR REPLACED AS DIRECTED BY THE PROJECT MANAGER.
 4. UNDERPASS AND OVERPASS AT THE INTERSECTION IS TO BE MAINTAINED AS EXISTING. SIGNPOSTING FOR DETAILS WILL BE IN THE INTERSECTION.

PLAN
SCALE 1:500

DRAFT

<p>ADVANCE COPY ONLY NOT FOR CONSTRUCTION</p>		<p>CAMDEN COUNCIL AREA MR178 CAMDEN VALLEY WAY PROPOSED INTERSECTION UPGRADE OF CAMDEN VALLEYWAY AND MACARTHUR ROAD LINE MARKINGS & SIGNPOSTING - PLAN</p>		<p>PROJECT NO. 9910-RF-003</p>	<p>DATE 16/03/17</p>	<p>SHEET 2 OF 3 SHEET</p>
<p>camden council</p>		<p>THE INFORMATION ON THIS PLAN IS FOR CONSTRUCTION PURPOSES ONLY.</p>		<p>DESIGNED: JWS DRAWN: JWS CHECKED: JWS</p>		<p>DATE: 16/03/17</p>
<p>J. WYNNDHAM PRINCE CONSULTING CIVIL INFRASTRUCTURE ENGINEERS & PROJECT MANAGERS 403 New South Wales Highway, North Sydney, NSW 1585 P: 02 420 3300 F: 02 421 9208 W: www.jwprince.com.au</p>		<p>DATE: 16/03/17</p>		<p>BY: JWS</p>		<p>BY: JWS</p>

LOCAL TRAFFIC COMMITTEE

LTC10

SUBJECT: CAMDEN ACRES DRIVE, ELDESLIE - GIVE WAY TREATMENTS AND LINE MARKING AT VARIOUS LOCATIONS

FROM: Manager Infrastructure Planning

TRIM #: 17/10093

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of signs and line marking at the intersection of Camden Acres Drive with Grimes Avenue, Elderslie, the installation of signs and line marking at the intersection of Camden Acres Drive with Lodges Road, Elderslie, and also the implementation of line marking along the bend of Camden Acres Drive.

BACKGROUND

Concerns have been raised regarding driver behaviour at various locations along Camden Acres Drive. Measures to address the issues are the subject of this report.

MAIN REPORT

Following community concerns received by Council, an investigation has been undertaken at various locations along Camden Acres Drive which is a primary access road within the Elderslie Urban Release Area:

- Location 1 - The intersection of Camden Acres Drive with Grimes Avenue;
- Location 2 - The intersection of Camden Acres Drive with Lodges Road; and
- Location 3 - The bend along Camden Acres Drive south of Preston Avenue.

Location 1

It was observed that vehicles turning onto Camden Acres Drive from the west generally cut across the road causing a hazard for on-coming vehicles on Camden Acres Drive. This is exacerbated by the close proximity of bends in Grimes Avenue on either side of the intersection and the dominant flows being to and from Camden Acres Drive rather than between either side of Grimes Avenue.

To address this issue Council is proposing to install (see **Attachment 1**):

- Give Way signs (R1-2) and linemarking (TB/TB1); and
- Double barrier (BB) linemarking on the approach.

Location 2

The existing road layout is a factor resulting in some motorists not giving way on Camden Acres Drive and entering the intersection at speed. The issue is exacerbated by the relatively high volume of through traffic on Lodges Road and increase in traffic on Camden Acres Drive as the precinct has developed. There were two recorded crashes at this site in 2014.

To address this issue, Council is proposing to install the following measures (see **Attachment 1**):

- Give Way signage (R1-2) and line marking (TB/TB1) on Camden Acres Drive;
- A short length of Double barrier line marking (BB) to delineate around the front of the existing island on Camden Acres Drive; and
- Continuity line marking (C1) for 27 metres on Lodges Road to delineate the continuation of the edgelines.

Location 3

It was observed that some motorists not keeping left along the bend presenting a potential danger to oncoming motorists.

To address this issue, Council is proposing to install 20 metres of double (BB) lines.

Consultation has been undertaken with affected owners and occupiers. No responses were received.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

The proposed signage and marking are estimated to cost \$1,500. 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 about driver behaviour at each of the locations along Camden Acres Drive and it is recommended that the Committee supports various measures to address the issues.

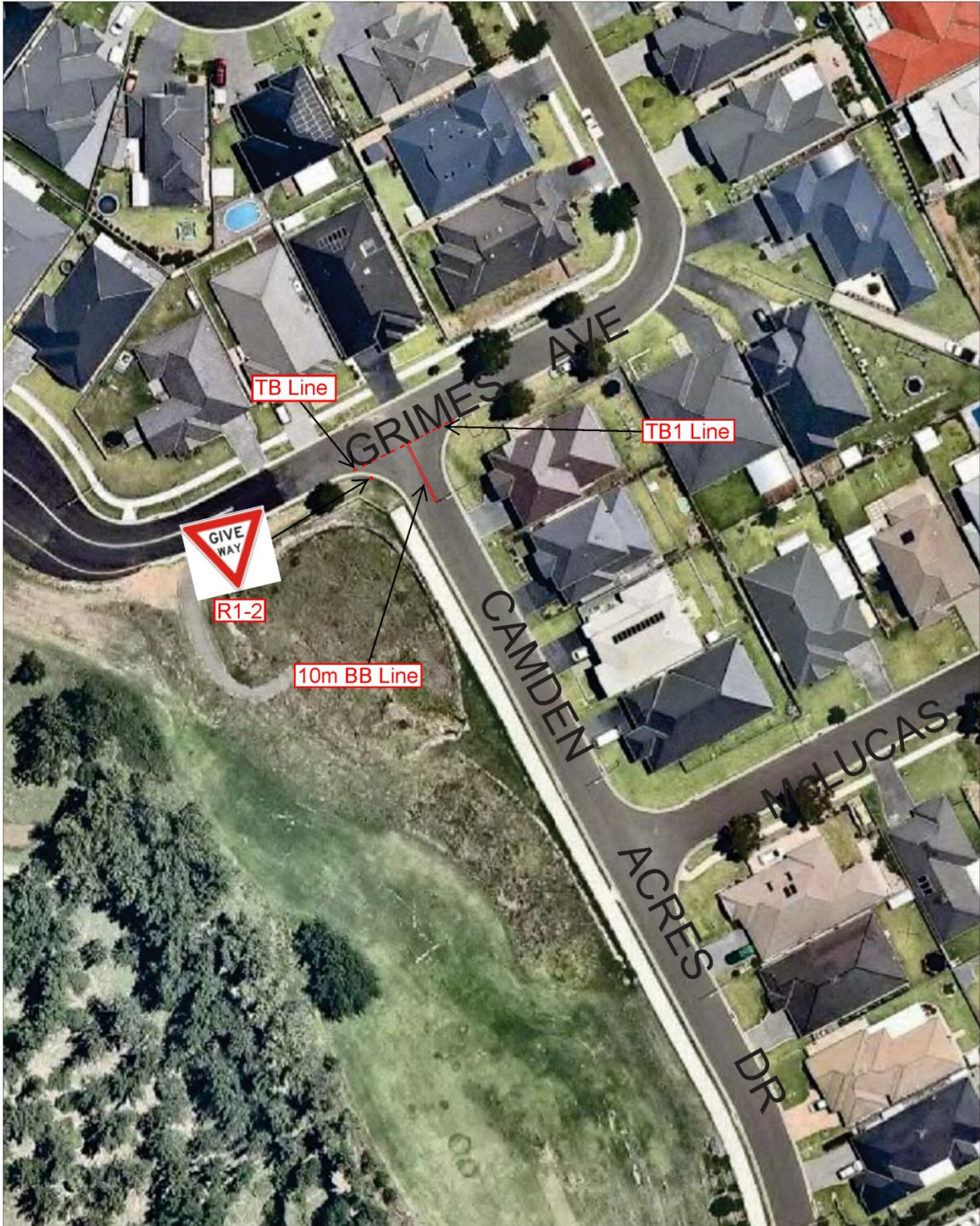
RECOMMENDED

The Local Traffic Committee recommends that Council approves in Camden Acres Drive, Elderslie:

- i. Give Way signs (R1-2) and linemarking (TB/TB1) and double barrier (BB) lines on the approach, at the intersection with Grimes Avenue;**
- ii. Give Way signage (R1-2) and line marking (TB/TB1), a short length of double barrier line marking (BB) to delineate around the front of the existing island and continuity line marking (C1) for 27 metres to delineate the continuation of the edgelines, at the intersection with Lodges Road; and**
- iii. Double barrier (BB) lines for 20 metres around the curve, south of the intersection with Preston Avenue.**

ATTACHMENTS

1. Camden Acres Drive & Grimes Ave
2. Camden Acres Drive & Lodges Road Plan
3. Camden Acres Drive



Scale: 1:800
Printed Date: 29.08.16

Camden Acres Dr / Grimes Ave, Elderslie



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Scale: 1:400
Printed Date: 29-08-16

Camden Acres Dr / Lodges Rd, Elderslie

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Scale: 1:900
Printed Date: 29/08/16

Camden Acres Dr, Elderslie - BB Line



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LOCAL TRAFFIC COMMITTEE

LTC11

SUBJECT: COTTAGE LANE, CURRANS HILL - NO PARKING RESTRICTIONS IN THE TURNING HEAD

FROM: Manager Infrastructure Planning

TRIM #: 17/28253

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of No Parking restrictions on the turning head within Cottage Lane, Currans Hill.

BACKGROUND

Council's waste collection team has raised concerns regarding the ability to undertake necessary manoeuvres to access and egress the laneway. It is envisaged that other vehicles such as delivery/ removalist vehicles would experience the same difficulties.

MAIN REPORT

Cottage Lane is a cul-de-sac in Currans Hill which providing access to the local residences. The street contains some indented parking bays and also a turning head, designed to enable vehicles to manoeuvre and ensure all vehicles are able to exit the cul-de-sac in a forward direction.

The turning head is regularly used by residents for on street parking and Council's waste team has repeatedly advised residents to keep the area clear for waste collection. This has unfortunately not resolved the issue.

It is proposed that a limited length of No Parking restrictions (R5-40 signage) are implemented as shown in **Attachment 1** in order to enable the area to serve its design purpose and enable vehicles to utilise the space to manoeuvre.

The adjacent residents have been consulted and five responses have been received. Four responses did not support a full-time parking restriction stating that restrictions should only apply for waste collections. One response was received supporting the full-time parking restriction. They noted that emergency vehicles experience difficulty manoeuvring when the spaces are occupied and a bus for aged day care accesses the street to pick-up/drop-off a resident, also experiences difficulty manoeuvring.

The difficulty with installing a timed restriction is that Council is indicating that the space is suitable for parking at all other times, which is not the case in this situation based on feedback from one of the residents.

In this particular case it is proposed to proceed with full time restrictions, as the area affected is not directly used by any residents for access, and is similar to other locations where restrictions have been implemented to facilitate turning movements.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

The proposed signage is estimated to cost \$500. 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 the inability of medium rigid and heavy rigid vehicles manoeuvring within Cottage Lane in order to egress the laneway in a forward direction.

RECOMMENDED

The Local Traffic Committee recommends that Council approves the installation of No Parking restrictions (R5-40) in Cottage Lane, Currans Hill at the turning head.

ATTACHMENTS

1. Cottage Lane, Currans Hill - No Parking Restrictions in the Turning Head



Cottage Lane, Currans Hill



R5-40



Scale: 1:300

Printed Date: 24/11/16

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LOCAL TRAFFIC COMMITTEE

LTC12

SUBJECT: JOHN STREET, HILL STREET, ELIZABETH STREET AND CAWDOR ROAD, CAMDEN - DISABILITY PARKING

FROM: Manager Infrastructure Planning

TRIM #: 17/30039

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for changes to parking spaces for people with disabilities within the Camden CBD.

BACKGROUND

As part of an overall strategy for disability parking within the Camden Town Centre, it is proposed that two additional parking spaces be installed at this time. Further, it is proposed to make accessible improvements to three existing spaces.

MAIN REPORT

A review of current disability parking arrangements within the Camden Town Centre, identified some enhancements could be made to increase supply and improve accessibility to existing spaces. The proposed changes are as follows with associated signage (R5-1-3 L & R) and linemarked patches and bays:

- Location 1: 1P parking changed to one disability parking space on the eastern side of Elizabeth Street, north of the Argyle Street roundabout;
- Location 2: 1P parking changed to one disability parking space on the eastern side of Hill Street, south of the Argyle Street intersection;
- Location 3: Relocation of the existing disability parking space from the rear to the front of the adjacent Taxi Zone on the western side of John Street, south of the Argyle Street roundabout; and
- Location 4: Reconfiguration of disability parking in the Onslow Oval Car Park resulting in removal of one space and one space being retained. A suitable space for entering and exiting the vehicle is provided with a ramp to the footpath, noting that level access is not available to the rear of these spaces.
- Location 5: Unrestricted parking to changed to one disability parking space, adjacent to the existing space outside Camden Sports Club on Cawdor Road.

The proposed changes are shown in **Attachment 1**. Each bay would have associated access ramps installed in accordance with the relevant standards.

Council's Disability Advisory Group was engaged throughout the disability parking review process and overall supported the proposed changes. Camden Wollondilly Cabs had no objection to the change to the Taxi Zone in John Street. Property owners and occupiers within a 30 metre radius of each site were invited to provide feedback. No submissions were received.



FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

The proposed works are estimated to cost \$20,000. It is proposed that the cost of installation be funded from the RMS Block Grant (Traffic Facilities Component) for the 2016/17 financial year.

CONCLUSION

A recent review of the current disability parking arrangements within Camden Town Centre has identified some changes which could be made that would increase current supply and enhance accessibility to existing spaces.

RECOMMENDED

The Local Traffic Committee recommends that Council approves, in Camden CBD:

- i. One disability parking space (R5-1-3 signage), 6.7 metres long, on the eastern side of Elizabeth Street, north of Argyle Street;**
- ii. One disability parking space (R5-1-3 signage), 6.7 metres long, on the eastern side of Hill Street, south of Argyle Street;**
- iii. Relocation of the existing disability parking space (R5-1-3 signage), 7.9 metres long, and Taxi Zone (R5-21 signage), 21.2 metres long, on the Western side of John Street, south Argyle Street;**
- iv. Reconfiguration of disability parking in the Onslow Oval Car Park; and**
- v. One disability parking space (R5-1-3 signage), 7 metres long, on the western side of Cawdor Road, adjacent to the existing space.**

ATTACHMENTS

- 1. Locality Plans - Camden CBD - Proposed Accessible Parking Spaces**







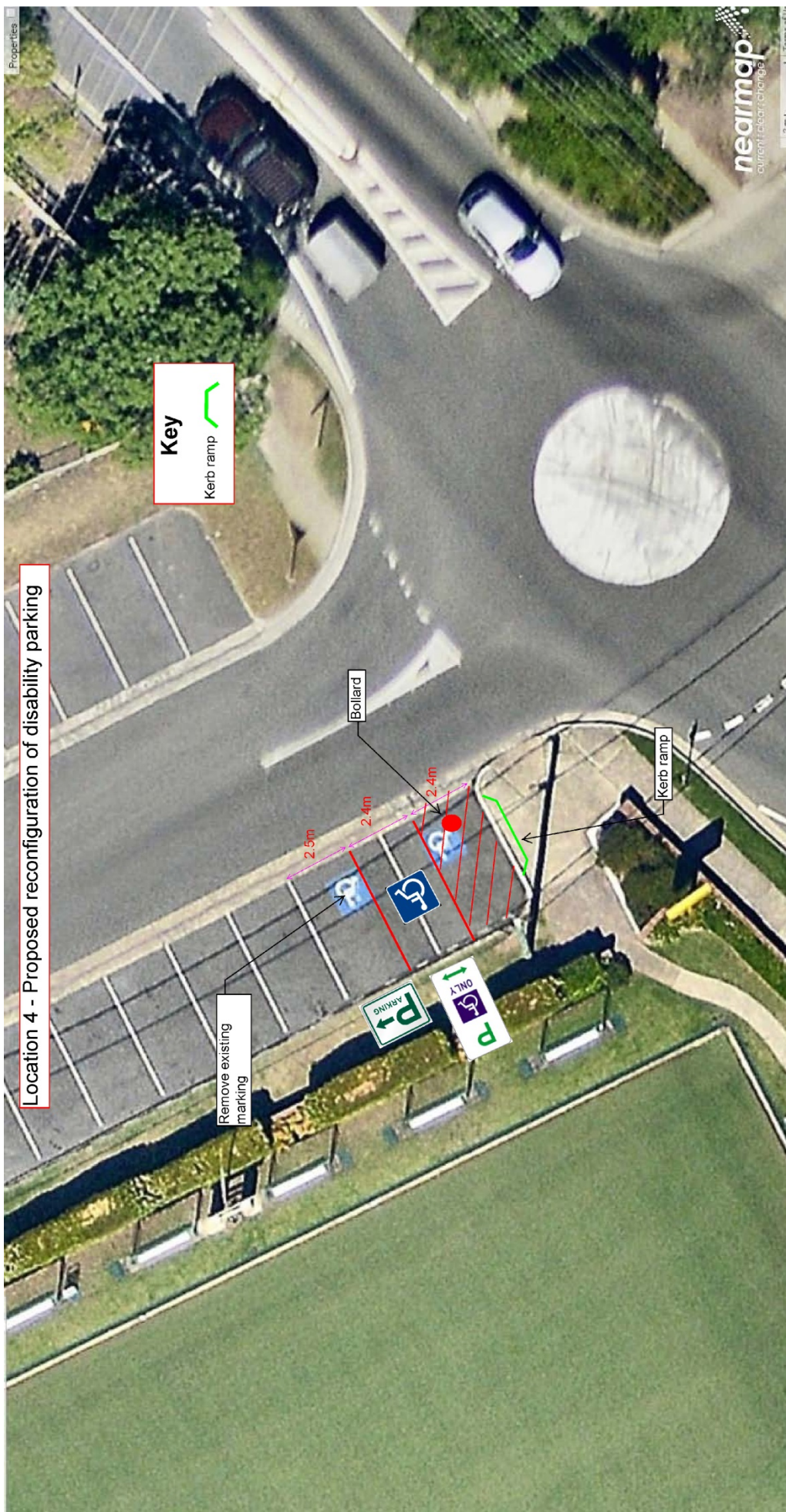
Location 2 - Proposed additional disability parking space

Key
Kerb ramp

Argyle Street

Hill Street

6.7m



Location 4 - Proposed reconfiguration of disability parking

Properties

nearmap
current to be changed
2m
Terms of Use

Key
Kerb ramp

Remove existing marking

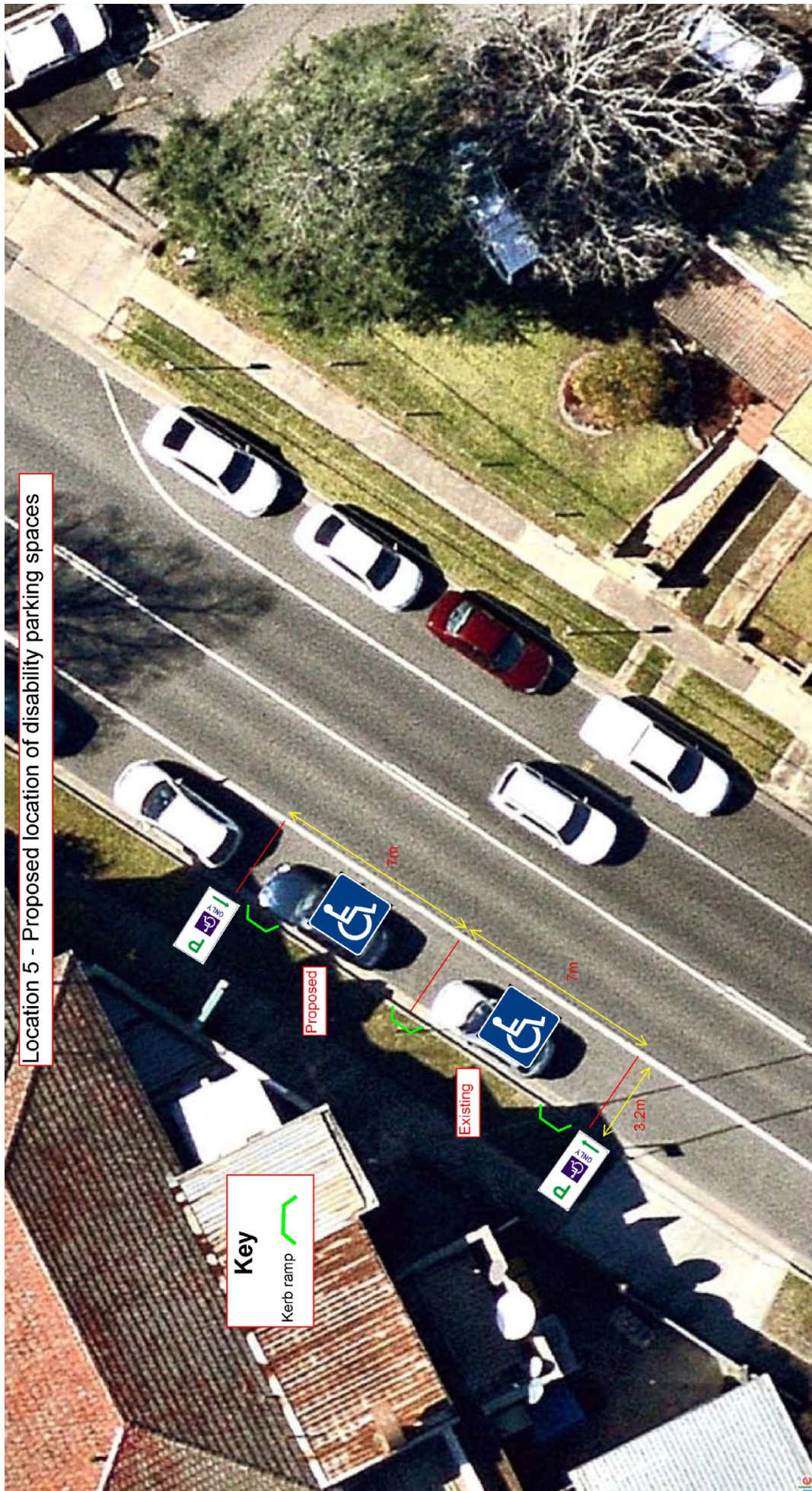
Bollard

2.5m

2.4m

2.4m

Kerb ramp



LOCAL TRAFFIC COMMITTEE

LTC13

SUBJECT: HOLLAND DRIVE, SPRING FARM - REMOVAL OF RIGHT TURN RESTRICTIONS AT INTERSECTION WITH RICHARDSON ROAD

FROM: Manager Infrastructure Planning

TRIM #: 17/32188

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for removing the existing 'No Right Turn' restriction and median island from the intersection of Holland Drive with Richardson Road, Spring Farm.

BACKGROUND

The community has requested that the 'No Right Turn' restriction be removed from the intersection of Holland Drive with Richardson Road, Spring Farm.

MAIN REPORT

Holland Drive is a local street which provides access to residences situated north of Easton Avenue, between Richardson Road and Nicholson Parade.

The median island along Easton Avenue requires motorists, wishing to travel north along Richardson Road, to travel east toward the roundabout intersection of Easton Avenue with Plymouth Boulevard, conduct a U-turn and travel west towards Richardson Road. Alternatively, they are required to turn left from Holland Drive onto Richardson Road then perform a U-turn on the roundabout intersection of Richardson Road with Easton Avenue.

This has resulted in motorists travelling along Holland Drive to illegally undertake a right-turn manoeuvre. Further, the design of the existing island does not seem to complement the sign and direct motorists to the left, and also makes it difficult for motorists turning right into Holland Drive.

The restriction was implemented as part of the subdivision and is envisaged to have been proposed based on the traffic study incorporating projected traffic movements once the entire development of the area is complete. Considering the entire area has now been developed and the estimated peak traffic has not yet been achieved, it is recommended that the No Right Turn restriction is removed and observed over a six month trial. Also, due to the median island being sub-standard, it is proposed to undertake the following:

- Remove existing 'No Right Turn' restriction;
- Remove existing median; and
- Install 20 metres of double (BB) lines.

According to crash data statistics, there are currently no recorded accidents at the subject intersection.



Consultation has been undertaken with affected owners and occupiers. Sixteen (16) responses were received with fifteen (15) in support of the proposal and one (1) response against the proposal.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

It is proposed that the cost be funded from the Minor Traffic Facilities budget.

CONCLUSION

Residents have requested the removal of the 'No Right Turn' restriction on the intersection of Holland Drive with Richardson Road, Spring Farm, and it is recommended that the restriction be removed for a six month trial period.

RECOMMENDED

The Local Traffic Committee recommends that Council approves, in Holland Drive, Spring Farm, at the intersection with Richardson Road:

- i. removal of the 'No Right Turn' restriction;**
- ii. removal of the existing median; and**
- iii. installation of double barrier (BB) lines.**

ATTACHMENTS

1. Locality Plan - Holland Drive, Spring Farm - Proposed removal of right turn restrictions onto Richardson Road



Holland Drive, Spring Farm



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Scale: 1:500
Printed Date: 18.11.16



LOCAL TRAFFIC COMMITTEE

LTC14

SUBJECT: WATERWORTH DRIVE, NARELLAN VALE - NO STOPPING RESTRICTION AND RELOCATION OF BUS ZONE AT CHILD CARE CENTRE

FROM: Manager Infrastructure Planning

TRIM #: 17/32782

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the relocation of a bus stop and the installation of No Stopping restrictions on Waterworth Drive, Narellan Vale.

BACKGROUND

A new childcare centre has been approved by Council on Waterworth Drive at Narellan Vale. The location of this facility is where the current bus stop between Narellan Vale Public School and Elizabeth Macarthur is currently situated. The bus stop needs to be relocated and No stopping restrictions installed across the new driveway.

MAIN REPORT

Council has recently approved a new 112 place childcare centre on Waterworth Drive, Narellan Vale. The new centre is located between Narellan Vale Primary School and Elizabeth Macarthur High School, west of the intersection of Holdsworth Drive.

The proposed driveway is located where the current bus stop is situated and the bus stop needs to be relocated to the West to accommodate the driveway. As part of these works the bus shelter and associated Bus Zone (R5-40 signage) also needs to be relocated.

To prevent vehicles parking adjacent to the driveway and to assist buses drawing into this bus stop it is also considered necessary to install No Stopping restrictions (R5-400 signage) across the proposed driveway. A plan showing the proposed changes has been provided in **Attachment 1**.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

Works will be completed by the childcare centre, at their cost.

CONCLUSION

The proposed driveway for a new 112 place childcare centre requires the relocation of an existing bus stop and the installation of No Stopping restrictions to ensure access is available to the new facility.

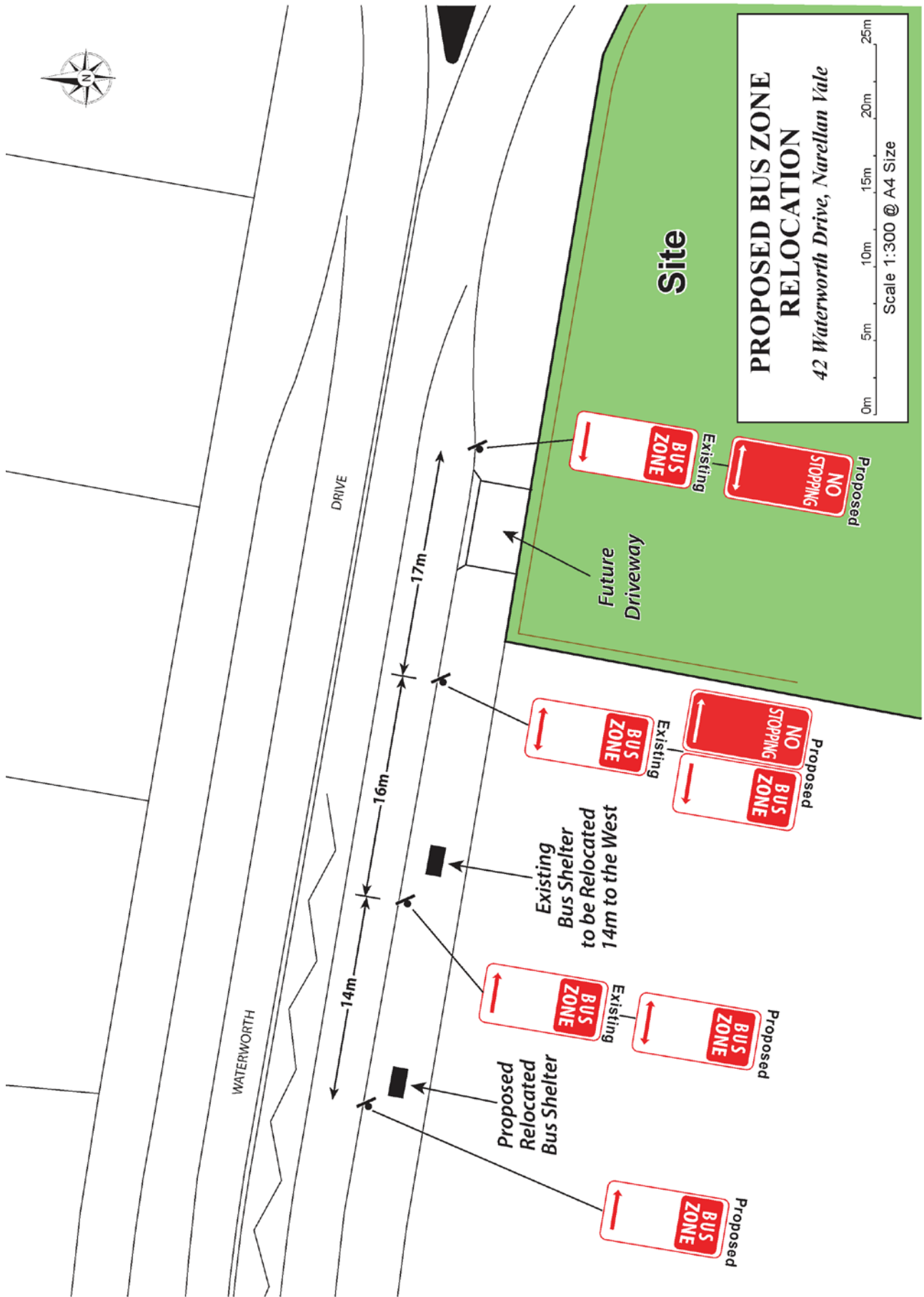
RECOMMENDED

The Local Traffic Committee recommends that Council approves on Waterworth Drive, West of the intersection with Holdsworth Drive:

- i. Relocation of the bus stop and associated Bus Zone (R5-20 signage) 17 metres westwards; and
- ii. No Stopping restrictions (R5-400 signage) between the Bus Zone and the roundabout.

ATTACHMENTS

1. Detailed Plan - Waterworth Drive, Narellan Vale - No Stopping Restriction and Relocation of Bus Zone at Childcare Centre



LOCAL TRAFFIC COMMITTEE

LTC15

**SUBJECT: RODEO ROAD AND CENTRAL HILLS DRIVE, GREGORY HILLS -
ADDITIONAL BUS STOPS**

FROM: Manager Infrastructure Planning

TRIM #: 17/30387

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of new bus stops in Gregory Hills.

BACKGROUND

Council has been liaising with Busabout concerning the provision of new bus stops for the 841 bus service between Narellan and Leppington.

MAIN REPORT

The new bus 841 bus service began to operate in early March 2016. This new bus service provides residents of Gregory Hills, Gledswood Hills and Willdowdale with a weekday bus service to Narellan Town Centre and Leppington Railway Station.

The new service operates at 30 minute intervals during peak times and at 60 minute intervals during off-peak times. For Gregory Hills, Council has been advised that the following bus route has been approved by Transport for NSW:

Camden Valley Way → turn right into Rodeo Road → turn left into Central Hills Drive → turn right into Gregory Hills Drive → turn right into Donovan Boulevard → turn left into Village Circuit → turn left back onto Gregory Hills Drive.

The Rodeo Road and Central Hills Drive section is two-way and to facilitate this it is proposed to install four new bus stops along Rodeo Road and Central Hills Drive, as shown on **Attachment 1**. Bus Zone signage is proposed in Rodeo Road to tie in with existing No Stopping restrictions.

Property owners and occupiers were invited to provide feedback. One submission was received in support of the proposal.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

It is proposed that the bus stop signage be funded from the 2016/2017 RMS Block Grant and concreting would be funded by Council from the 2016/17 Footpath Construction budget.

CONCLUSION

Bus stops are required to support new bus services in the Gregory Hills precinct and it is recommended that the Committee supports this proposal.



RECOMMENDED

The Local Traffic Committee recommends that Council approves at:

- i. Rodeo Road, Gregory Hills – North side, 45 metres west of Steer Road intersection – 30 metres of Bus Zone (R5-20 signage) and bus stop;
- ii. Rodeo Road, Gregory Hills – South side, 30 metres west of Steer Road intersection; – 30 metres of Bus Zone (R5-20 signage) and bus stop; and
- iii. Central Hills Drive, Gregory Hills – East and West sides, 60 metres north of the Lasso Road roundabout – bus stops only.

ATTACHMENTS

1. Locality Plan - Rodeo Road and Central Hills Drive, Gregory Hills - Additional Bus Stops



 Proposed 30metres bus zone

 Proposed bus stop



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Printed Date: 01:11:16



LOCAL TRAFFIC COMMITTEE

LTC16

**SUBJECT: EDWARD STREET, CAMDEN - 15 MINUTE PARKING AT
MACARTHUR DISABILITY SERVICES CENTRE**

FROM: Manager Infrastructure Planning

TRIM #: 17/33978

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of timed parking restrictions in Edward Street, Camden.

BACKGROUND

Following a request from Macarthur Disability Services (MDS) for a provision of a drop off and pick up facility outside the MDS Centre in Edward Street, it is proposed that a 15 minute parking zone be installed to address this issue.

MAIN REPORT

Council has been liaising with the MDS in Camden for a provision of a drop off and pick up facility for MDS's customer transportation van on Edward Street, outside the MDS Centre. It was advised that vehicles are often parked outside the MDS Centre, making it difficult for the transportation van to drop off or pick up people from the centre. Due to the needs of the MDS clients, it is less practical to drop off or pick them up further from the centre (**Attachment 1** shows a locality map).

Council undertook consultation with local owners and occupiers proposing a parking bay for people with disabilities. However, the feedback received was that this would be less effective at encouraging a turnover of users of the facility.

Council therefore undertook a second consultation, proposing to install 15 minute parking restrictions (R5-15 signage) (Mon-Fri 8am - 6.30pm & Sat 8am - 12.30pm) directly outside the Macarthur Disability Services (MDS) Centre on Edward Street. Although it has been reported that drop off and pick up mainly occurs at the start and end of the working day, it also occurs throughout the day.

The MDS and local businesses in the vicinity of the proposal were invited to provide feedback and no responses were received. However, further to the Local Traffic Committee meeting in November 2016 when this proposal was considered, a late submission was received from a local business expressing concern about the impact of all day restrictions on their business.

Council then undertook further consultation with MDS and the objector, and as a result it is recommended that 15 minute parking restrictions (R5-15 signage) (Mon-Fri 8.30am - 10am & 2pm - 3.30pm) be installed directly outside the Macarthur Disability Services (MDS) Centre on Edward Street as shown in **Attachment 2** to meet demand during their peak times.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

The estimated cost of the recommended work is \$500. It is proposed that the cost be funded from the RMS Block Grant (Traffic Facilities Component) for the 2016/17 financial year. Long term maintenance of the sign posting will be funded through the RMS Block Grant.

CONCLUSION

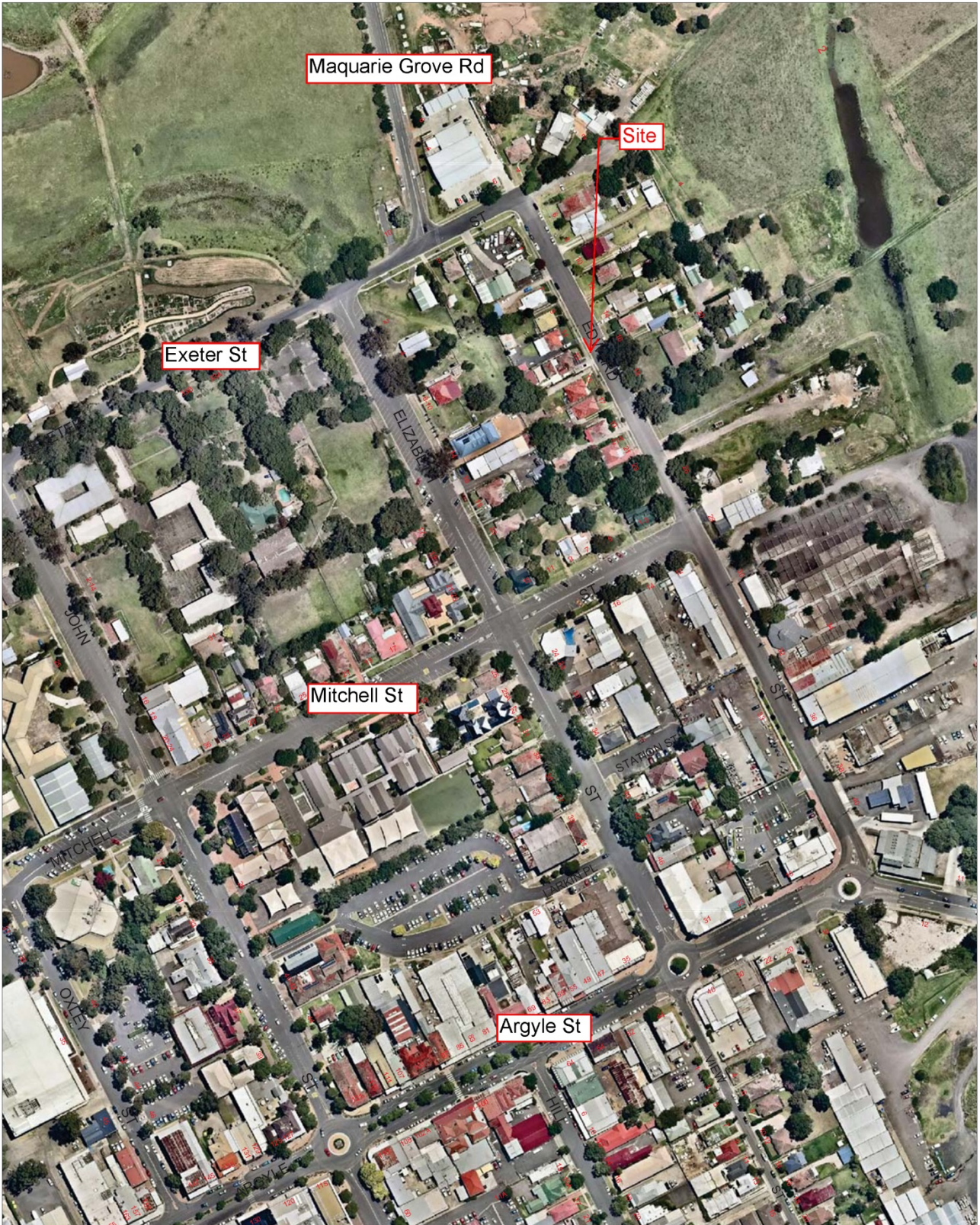
Concerns have been raised about drop off and pick up arrangements at the Macarthur Disability Services (MDS) Centre in Edward Street, Camden, and it is recommended that the Committee supports the implementation of 15 minute timed parking restrictions throughout the day in front of the MDS property, to encourage turnover of usage.

RECOMMENDED

The Local Traffic Committee recommends that Council approves in Edward Street, Camden, 15 minute parking restrictions (Mon-Fri 8.30am - 10am & 2pm - 3.30pm) (R5-15 signage), outside the Macarthur Disability Services Centre.

ATTACHMENTS

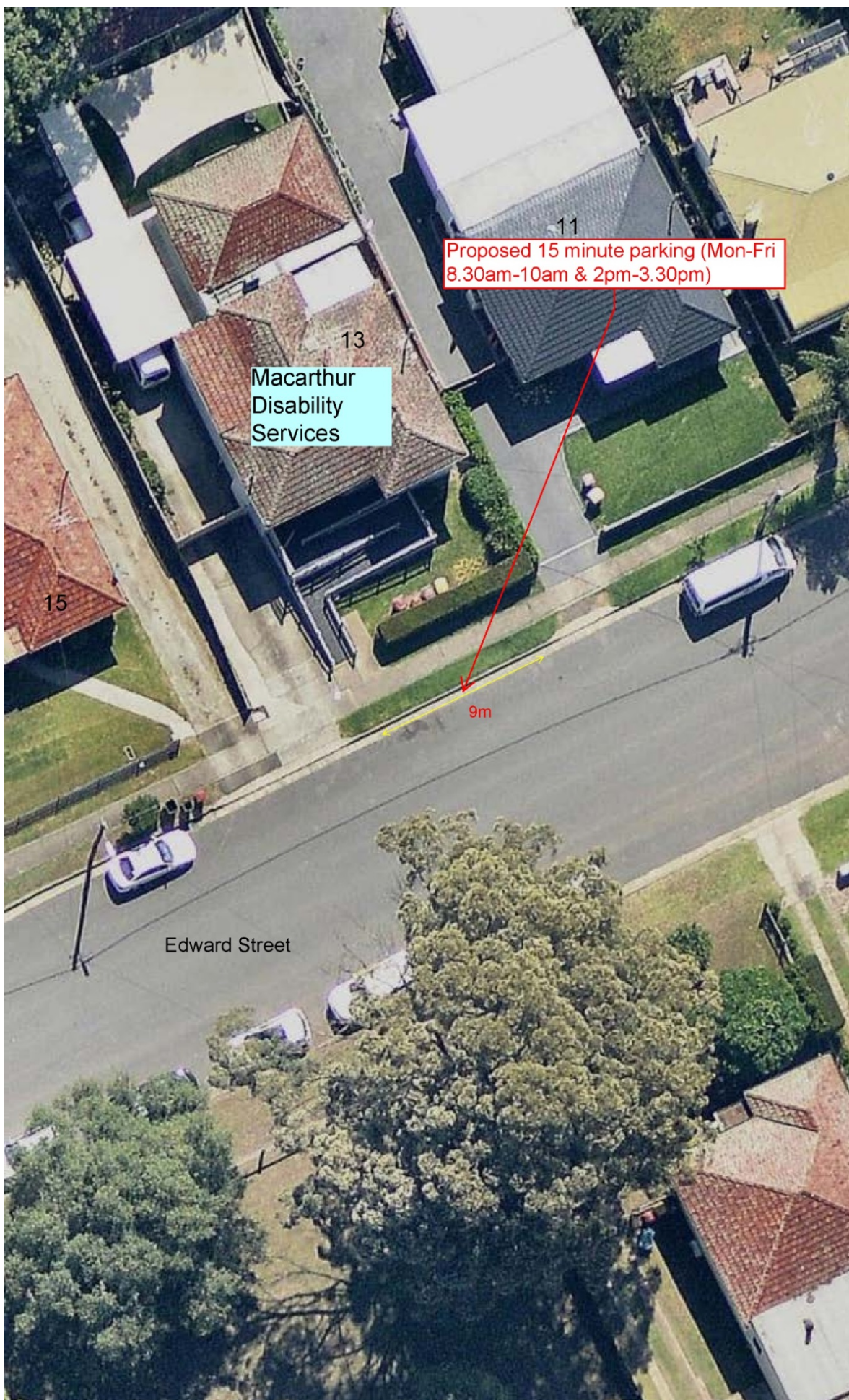
1. Locality Plan - Edward Street, Camden - 15 minute timed parking restrictions at Macarthur Disability Services Centre
2. Detailed Plan - Edward Street, Camden - 15 minute timed parking restrictions at Macarthur Disability Services Centre



Scale 1:3000
 Printed Date: 03:11:16



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LOCAL TRAFFIC COMMITTEE

LTC17

SUBJECT: HICKSON CIRCUIT, HARRINGTON PARK - NO STOPPING RESTRICTIONS AT INTERSECTION WITH SIR WARWICK FAIRFAX DRIVE

FROM: Manager Infrastructure Planning

TRIM #: 17/28572

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for installing No Stopping restrictions on Hickson Circuit and Sir Warwick Fairfax Drive, Harrington Park.

BACKGROUND

Community concerns have been raised regarding motorists parking close to the intersection of Hickson Circuit with Sir Warwick Fairfax Drive, Harrington Park.

MAIN REPORT

Hickson Circuit is a local street in Harrington Park with a 6 metre wide carriageway and no existing parking restrictions. It is accessed from Sir Warwick Fairfax Drive which is a collector road.

Due to the increased number of vehicle movements during school pick-up and drop-off periods, coupled with the narrow road width, access is regularly impeded. 'No Stopping' restrictions are therefore recommended to minimise disruption for local residents and maintain safety of road users.

It is proposed that No Stopping restrictions (R5-400 signage) are implemented 10 metres from the intersection along Hickson Circuit and Sir Warwick Fairfax Drive. It is also proposed that No Stopping - 8am – 9:30am and 2:30pm - 4pm School Days (R5-403 signage) restrictions are implemented for a further 40 metres along the southern side of Hickson Circuit. R5-403 signage indicates restrictions from 8am – 9am and 2:30pm – 3:30pm School Days. Council has sought advice from RMS to about varying these hours to match the times of School Speed Zone restrictions.

The affected residents have been consulted and two responses were received. One response fully supported the proposal and recommended additional restrictions be considered along Sir Warwick Fairfax Drive, and the other response requested that full-time 'No Stopping' restrictions be installed along the full length of Hickson Circuit (adjacent to the reserve).

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 parking behaviour along Hickson Circuit, Harrington Park, during school pick-up and drop-off periods, and it is recommended that the Committee supports restrictions to help address this issue.

RECOMMENDED

The Local Traffic Committee recommends that Council approves, in Hickson Circuit, Harrington Park:

- i. **No Stopping restrictions (R5-400 signage) from the tangent points of Hickson Circuit and Sir Warwick Fairfax Drive for 10 metres; and**
- ii. **No Stopping restrictions (R5-404 signage) (8am – 9:30am and 2:30pm - 4pm School Days) for 40 metres along the southern side from the intersection with Sir Warwick Fairfax Drive.**

ATTACHMENTS

1. Locality Plan - Hickson Circuit, Harrington Park - Parking Restrictions



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Scale: 1:400

Printed Date: 24/11/16



Hickson Circuit, Harrington Park



LOCAL TRAFFIC COMMITTEE

LTC18

SUBJECT: WILLIAM CAMPBELL AVENUE, HARRINGTON PARK - LINEMARKING
FROM: Manager Infrastructure Planning
TRIM #: 16/375488

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for linemarking in the vicinity of William Campbell Avenue, Harrington Park.

BACKGROUND

Community concerns have been raised regarding motorists entering the intersection of Fairwater Drive with William Campbell Avenue at speed and not keeping left when traveling along William Campbell Ave.

MAIN REPORT

William Campbell Avenue is a primary access road within the southern Harrington Park precinct. It is generally seven metres wide but has indented parking bays at periodic locations along the road. Investigation undertaken by Council Officers confirmed concerns raised that some vehicles are crossing over the centre of the road.

It is proposed to install:

- 50 metres of broken separation line (S1) between Fairwater Drive and Morton Terrace;
- 10 metres of double barrier line (BB) on William Campbell Avenue at the approach to the intersection with Fairwater Drive; and
- edgeline markings (E4) around the medians at the roundabout intersection of Fairwater Drive and William Campbell Avenue,

The opportunity would be taken at this time to remark existing worn out linemarking in William Campbell Avenue.

Public consultation has been undertaken proposing the line marking. No responses were received.

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 about driver behaviour in William Campbell Avenue, Harrington Park, and it is recommended that the committee supports additional road markings to help address the issue.



RECOMMENDED

The Local Traffic Committee recommends that Council approves in William Campbell Avenue, Harrington Park:

- i. 50 metres of broken separation line (S1) between Fairwater Drive and Morton Terrace;
- ii. 10 metres of double barrier line (BB) on William Campbell Avenue at the approach to the intersection with Fairwater Drive; and
- iii. edgeline markings (E4) around the medians at the roundabout intersection of Fairwater Drive and William Campbell Avenue,

ATTACHMENTS

1. William Campbell Avenue - Centreline
2. William Campbell Avenue - Edgeline



Scale: 1:600
Printed Date: 31:10:16

William Campbell Ave, Harrington Park



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Scale: 1:400
Printed Date: 31:10:16

Fairwater Dr / William Campbell Ave, Harrington Park



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LOCAL TRAFFIC COMMITTEE

LTC19

SUBJECT: CENTRAL AVENUE, ORAN PARK - DATE NIGHT SPECIAL EVENT

FROM: Manager Infrastructure Planning

TRIM #: 17/31995

PURPOSE OF REPORT

To seek concurrence of the Local Traffic Committee to close a short section of Central Avenue, Oran Park, in front of the Council building in order to conduct the 'Date Night' community event.

BACKGROUND

Camden Council is conducting a public event and requires of short section of road to be closed for the duration, which is the subject of this report.

MAIN REPORT

Council seeks to attain concurrence to close a short section of Central Avenue, Oran Park, in front of the Council building in order to conduct the 'Date Night' community event. The location is highlighted on **Attachment 1**.

The event will take place on Saturday 18 March 2017, from 5:30pm to 10:30pm. During this time it is proposed to close part of Central Avenue from Dairy Street, Oran Park. No residents or businesses will be affected by the proposed closure.

It is noted that the Committee gave concurrence to close this road for the event on 11 February but the event was rescheduled due to extreme weather conditions. This report therefore supersedes that resolution.

FINANCIAL IMPLICATIONS

The event is budgeted by Council in 2016/17.

RECOMMENDED

The Local Traffic Committee recommends that Council gives concurrence for the closure of a section of Central Avenue, Oran Park, from Dairy Street northwards, on Saturday 18th March 2017, subject to the following conditions:

- i. The event is classified as a Class 3 event under the RMS Guide to Traffic and Transport Management for Special Events;**
- ii. Traffic management arrangements shall be implemented in accordance with relevant RMS Guidelines;**
- iii. Traffic controllers shall be accredited by the RMS;**
- iv. The organisers shall obtain NSW Police concurrence to the Special Event Approval; and**
- v. The organisers shall maintain access for emergency vehicles along the closed section of road.**

ATTACHMENTS



-
1. Locality Map - Central Avenue, Oran Park - Special Event





LOCAL TRAFFIC COMMITTEE

LTC20

SUBJECT: LOCAL BEHAVIOURAL PROGRAMS

FROM: Manager Infrastructure Planning

TRIM #: 17/28922

PURPOSE OF REPORT

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

BACKGROUND

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

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

MAIN REPORT

Project	Target Issue	Current Status
RBT Plan B Campaign	Drink Driving <i>To educate and inform the community about the dangers of drink driving, to influence responsible road safety behaviour, and to work with the Camden LAC to reduce the incidence of drink driving.</i>	CRSO continues to work with Camden Highway Patrol and the Camden Liquor Accord on coordinated approaches to reducing the incidence of drink driving. Information continues to be distributed to licensed premises in order to get the drink drive message across to the community. Mobile Drug Testing is now also a priority, with heightened Police operations being held.
Drive 2 Stay Alive – Year 11 Students	Young drivers <i>In-school program designed to provide road safety awareness to Year 11 students in Term 3 to reduce the incidence of casualty and fatality crashes in young drivers. The sessions include information about police enforcement, drug and alcohol impairment, licensing and heavy vehicle awareness.</i>	The program was rolled out at the four participating high schools <ul style="list-style-type: none"> • Mount Annan Christian College – 24 August 2016 • Mount Annan High School – 21 September 2016 • Elizabeth Macarthur High School – 19 September 2016 • Magdalene Catholic High School – 5 August 2016 This completes the program for 2016, Planning and evaluation for 2017 has commenced, with two of the four schools already booked in for 2017.

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.</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 the delivery of a new speed check trailer on 12 August 2016. Once a schedule and site audits are finalised the trailer will be placed at locations where speed has been identified as an issue, and will be utilised as a further education and awareness to speed related issues on local streets.</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 December 2016. with extended hours to provide more bookings for residents due to increasing demand. The next fitting day is scheduled to be held on 2 March 2017, and this event is currently 80% booked.</p>



Project	Target Issue	Current Status
Graduated Licensing Scheme Workshops (GLS)	Parents and supervisors of learner drivers <i>Educational workshops for parents and supervisors of learner drivers, delivered to assist awareness and knowledge of the graduated licensing scheme.</i>	Planning for the next session, proposed to be held in April 2017, is currently underway. It is envisioned this will be held in partnership with Campbelltown City Council.
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 11 December 2016. The next Day Log Book Run is scheduled to be held on 19 March 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 anti social 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.
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 currently underway.
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 February 2017.



LOCAL TRAFFIC COMMITTEE

LTC21

SUBJECT: PERMANENT ITEMS
FROM: Manager Infrastructure Planning
TRIM #: 17/28936

(i) Bike Plan

Work is still underway to finalise the Bike Plan 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 and Banksia Road. Consultations have been completed for a number of other locations in Elderslie and Camden.

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
- Elyard Street, Narellan (Narellan Public School) – enhanced pedestrian crossing

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. Design is currently underway:

- Deepfields Road, Catherine Field – shoulder and intersection upgrades; and
- Burragorang Road/Cawdor Road, Cawdor - intersection upgrade.

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 - Hickson)
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 April 2017	Road reconstruction between Governor Drive and Macquarie Grove Road
Macarthur Road, Elderslie	February to April 2017	Roundabout construction at intersection with Merino Drive
Argyle Street, Camden	Friday 31 March and Saturday 1 April 2017	Camden Show
Argyle Street and Cawdor Road, Camden	Tuesday 25 April	ANZAC Day

RECOMMENDED

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



LOCAL TRAFFIC COMMITTEE

LTC22

SUBJECT: SKAIFE STREET, ORAN PARK - ORAN PARK TRANCHE 6, STAGE 1 SIGNAGE, LINEMARKING AND DEVICES
FROM: Manager Infrastructure Planning
TRIM #: 16/326383

ELECTRONIC MEETING ITEM DATE: 3 November 2016

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the construction of new roads associated with the development of Oran Park (Skaife Street), Tranche 6, Stage 1.

MAIN REPORT

Signage and line marking plans have been received by Council for the construction of new roads associated with the development of Oran Park (Skaife Street), Tranche 6, Stage 1. The location is highlighted on **Attachment 1**. This is related to DA number 2014/993.

The Engineering Drawing No. 702 Rev. 2 prepared by Calibre Consulting provides details of the proposed signage, line marking and device (**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 LTC supports the proposed measures.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2016/60	<p>The Local Traffic Committee recommends that Council approves the regulatory signs, line marking and devices in the vicinity of Skaife Street, Oran Park, associated with Oran Park Tranche 6, Stage 1 as shown on the Engineering Drawing No. 702 Rev. 2 subject to:</p> <ul style="list-style-type: none"> i. The installation being completed by the applicant at its cost; ii. All signage being sign size A; and iii. Street lighting levels for devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.

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 Redevelopment (Skaife Street) - Signage, Linemarking and Devices
2. Engineering Drawing - Oran Park Redevelopment (Skaife Street) - Signage, Linemarking and Devices





LOCAL TRAFFIC COMMITTEE

LTC23

**SUBJECT: FRANZMAN AVENUE, ELDERSLIE - 37 HILDER STREET
SUBDIVISION SIGNAGE, LINEMARKING AND DEVICES**

FROM: Manager Infrastructure Planning

TRIM #: 16/316425

ELECTRONIC MEETING ITEM DATE: 3 November 2016

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the construction of new roads associated with the development of 37 Hilder Street, Elderslie (DA/2015/380). The location is highlighted on **Attachment 1**.

MAIN REPORT

Signage and line marking plans have been received by Council for the construction of new roads associated with the subdivision of 37 Hilder Street, Elderslie (DA/2015/380). The location is highlighted on **Attachment 1**.

The Engineering Drawing No. 300177905.01.CC801 Revision 5 prepared by SMEC Australia Pty Ltd, provides details of the proposed signage and line marking (**Attachment 2**). The plans are considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and line marking.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2016/61	<p>The Local Traffic Committee recommends that Council approves the regulatory signs, line marking and devices in the vicinity of Franzman Avenue, Elderslie, as shown on the Engineering Drawing No. 300177905.01.CC801 Revision 5 subject to:</p> <ul style="list-style-type: none"> i. Incorporating the amendments as marked on the plan; ii. The installation being completed by the applicant at its cost; iii. All signage being size A; and iv. Street lighting levels for devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.

This recommendation was supported unanimously by the four voting members.

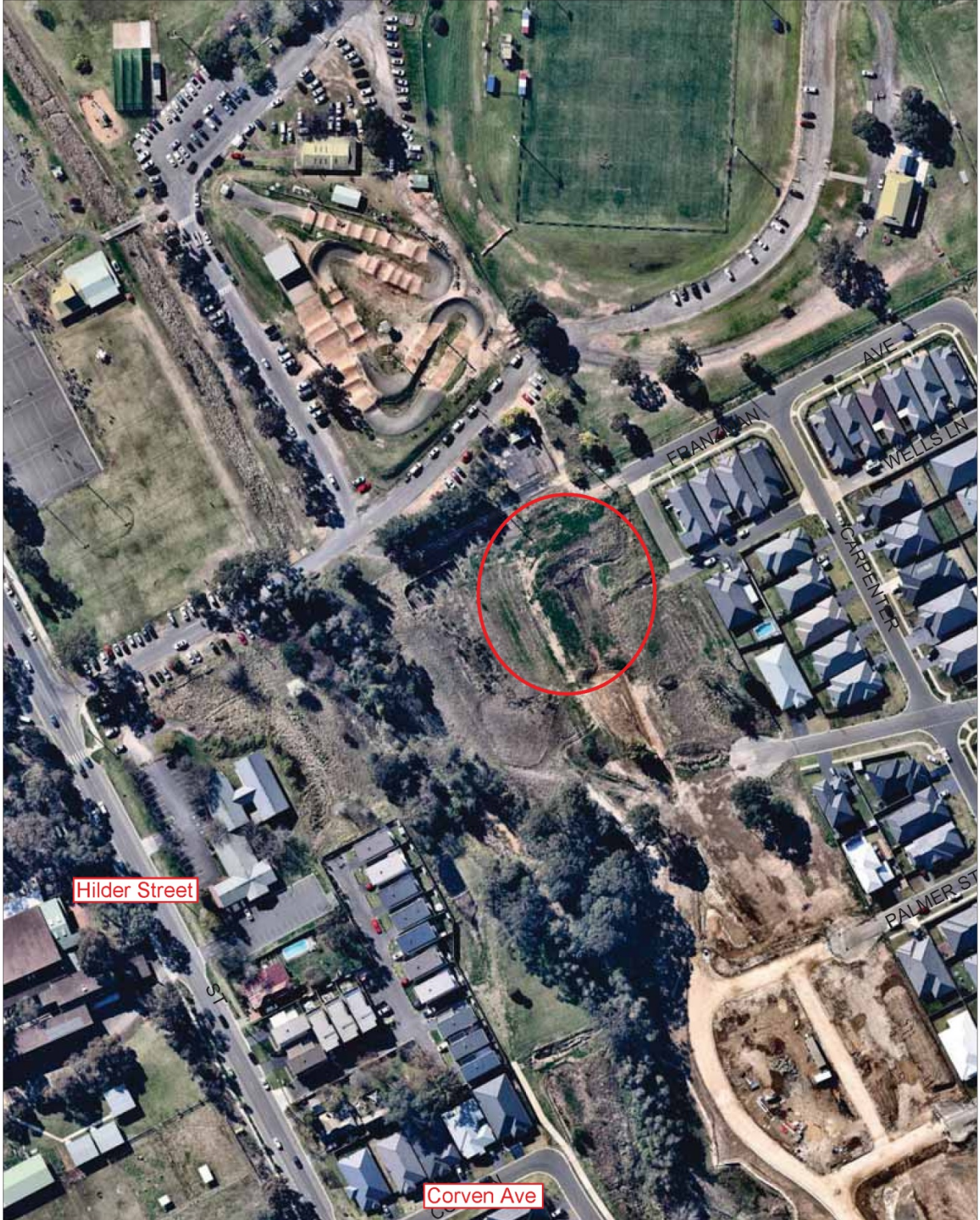
This recommendation has been resolved by a Council Officer under Delegated Authority.

RECOMMENDED

That Council receives and notes the report.

ATTACHMENTS

1. Locality Plan - Franzman Ave, Elderslie
2. Engineering Drawing - Franzman Ave, Elderslie



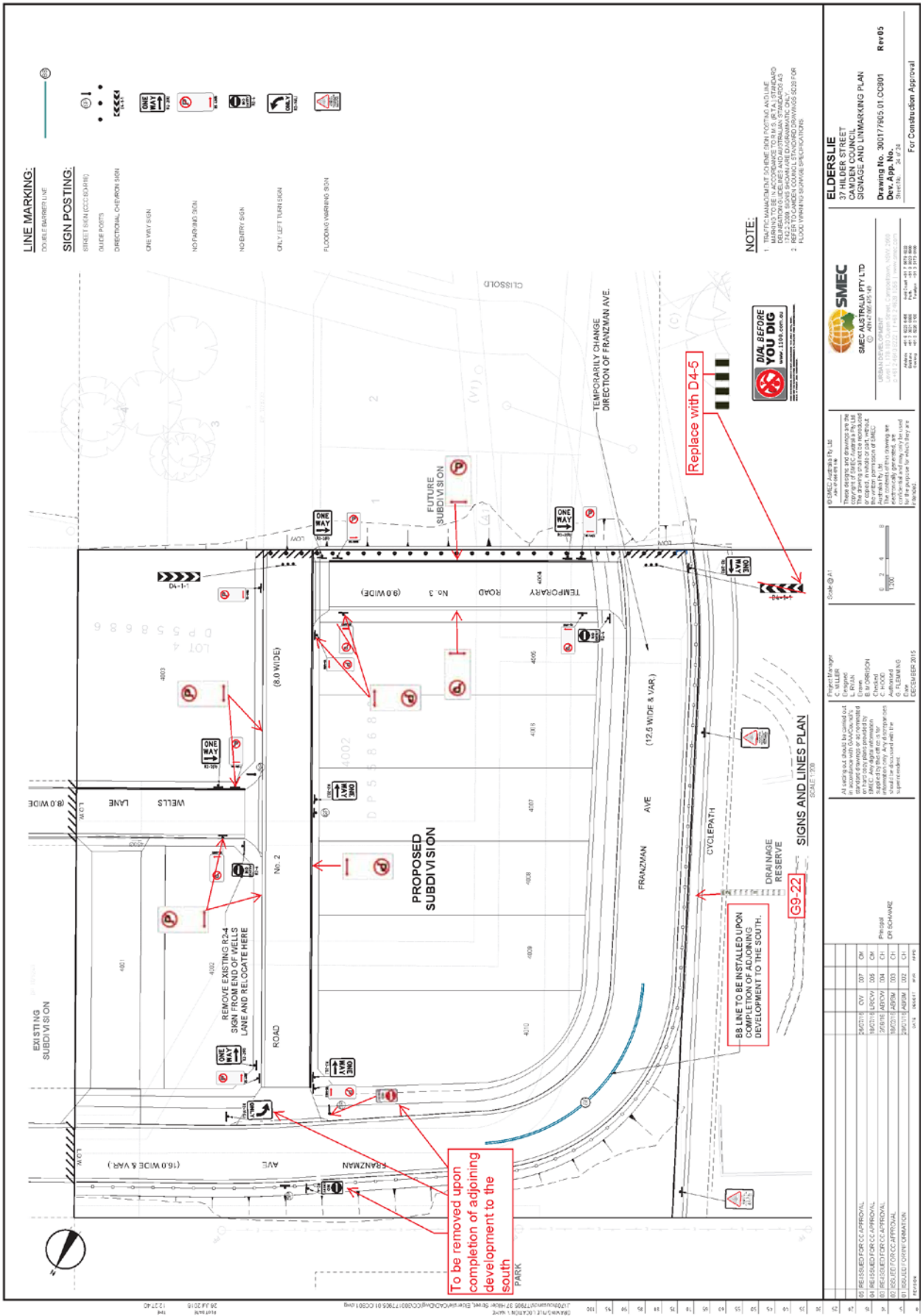
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Hilder Street, Elderslie



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LOCAL TRAFFIC COMMITTEE

LTC24

SUBJECT: DONOVAN BOULEVARD AND VILLAGE CIRCUIT, GREGORY HILLS DEVELOPMENT STAGE 5 - SIGNAGE, LINEMARKING AND DEVICES

FROM: Manager Infrastructure Planning

TRIM #: 16/338200

ELECTRONIC MEETING ITEM DATE: 23 November 2016

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the construction of new roads associated with the development of Gregory Hills, Stage 5.

MAIN REPORT

Signage and line marking plans have been received by Council for the construction of new roads associated with the development of Gregory Hills, Stage 5. The location is highlighted on **Attachment 1**. This is related to DA number DA/2015/133/1.

The Engineering Drawing No. 210153-5-CC651, 210153-5-CC652 and 210153-5-CC653 Rev. A 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.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2016/62	<p>The Local Traffic Committee recommends that Council, on and in the vicinity of Donovan Boulevard and Village Circuit, Gregory Hills, approves the regulatory signs, line marking and devices associated with Gregory Hills development, Stage 5 as shown on the Engineering Drawing No. 210153-5-CC651, 210153-5-CC652 and 210153-5-CC653 Rev. A subject to:</p> <ul style="list-style-type: none"> <li data-bbox="443 1630 1276 1664">i. The installation being completed by the applicant at its cost; <li data-bbox="443 1664 938 1731">ii. All signage being sign size A; and <li data-bbox="443 1731 1300 1865">iii. Street lighting levels for devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.

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 - Donovan Boulevard and Village Circuit, Gregory Hills - Signage, Linemarking and Devices
2. Engineering Drawings - Donovan Boulevard and Village Circuit, Gregory Hills - Signage, Linemarking and Devices



FOR CONTINUATION REFER DRAWING 210153-5-CC651

FOR CONTINUATION REFER DRAWING 210153-5-CC653

TRANSGRID EASEMENT FOR ELECTRICAL SERVICES 60.96W

<p>DATE PLOTTED: 27/09/15 10:11 AM BY: LORNA BLOOM</p> <p>PROJECT: 210153-5-CC651</p> <p>CLIENT: GREGORY HILLS RESIDENTIAL DEVELOPMENT</p>		<p>DATE: 27/09/15</p> <p>SCALE: 1:500</p> <p>SHEET: 15 OF 15</p> <p>PROJECT: 210153-5-CC651</p>	
<p>PROJECT: 210153-5-CC651</p> <p>CLIENT: GREGORY HILLS RESIDENTIAL DEVELOPMENT</p>		<p>DATE: 27/09/15</p> <p>SCALE: 1:500</p> <p>SHEET: 15 OF 15</p> <p>PROJECT: 210153-5-CC651</p>	
<p>PROJECT: 210153-5-CC651</p> <p>CLIENT: GREGORY HILLS RESIDENTIAL DEVELOPMENT</p>		<p>DATE: 27/09/15</p> <p>SCALE: 1:500</p> <p>SHEET: 15 OF 15</p> <p>PROJECT: 210153-5-CC651</p>	

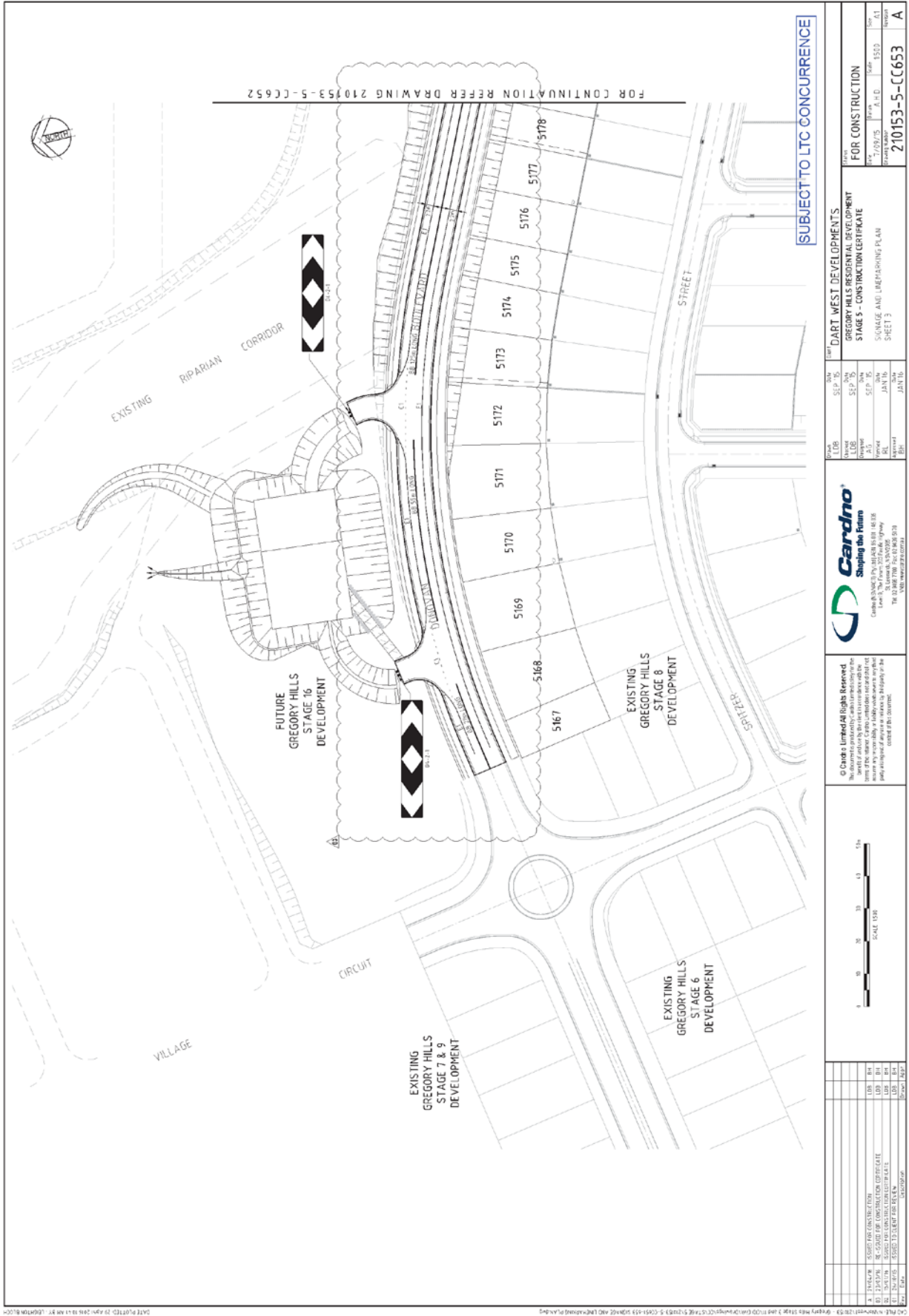
SUBJECT TO LTC CONCURRENCE

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DATE	BY	DESCRIPTION
27/09/15	LORNA BLOOM	ISSUED FOR CONSTRUCTION
27/09/15	LORNA BLOOM	REVISION FOR CONSTRUCTION CERTIFICATE
27/09/15	LORNA BLOOM	ISSUED TO CLIENT FOR SIGNAGE



DATE: 27/09/16 10:18 AM AT: 108707018100 DATE PLOTTED: 27/09/16 10:18 AM AT: 108707018100		SHEET NO: 3 OF 3 SHEET TITLE: SIGNAGE AND LINEMARKING PLAN PROJECT NO: 210153-5-CC653 DRAWING NO: 210153-5-CC653	
APPROVED FOR CONSTRUCTION DATE: 27/09/16 BY: [Signature]	APPROVED FOR CONSTRUCTION DATE: 27/09/16 BY: [Signature]	APPROVED FOR CONSTRUCTION DATE: 27/09/16 BY: [Signature]	APPROVED FOR CONSTRUCTION DATE: 27/09/16 BY: [Signature]
PROJECT: GREGORY HILLS RESIDENTIAL DEVELOPMENT STAGE 5 - CONSTRUCTION CERTIFICATE SHEET 3			



LOCAL TRAFFIC COMMITTEE

LTC25

SUBJECT: WATER GUM ROAD, GREGORY HILLS - GREGORY HILLS STAGE 15B SIGNAGE, LINEMARKING AND DEVICES

FROM: Manager Infrastructure Planning

TRIM #: 16/338425

ELECTRONIC MEETING ITEM DATE: 24 November 2016

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the construction of new roads associated with the development of Gregory Hills, Stage 15B.

MAIN REPORT

A signage and line marking plan has been received by Council for the construction of new roads associated with the development of Gregory Hills, Stage 15B. The location is highlighted on **Attachment 1**. This is related to DA number DA/2015/1508/1.

The Engineering Drawing No. 210153-15B-CC651 Rev.04 prepared by Calibre Consulting provides details of the proposed signage, line marking and devices (**Attachment 2**).

The plan is considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and line marking subject to the No Stopping signs on the southern side of Melight Circuit being removed as shown on the marked up plan attached (**Attachment 2**). It is recommended that the Local Traffic Committee supports the proposed measures.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2016/63	<p>The Local Traffic Committee recommends that Council, on and in the vicinity of Water Gum Road, Gregory Hills, approves the regulatory signs, line marking and devices associated with Gregory Hills development, Stage 15B as shown on the Engineering Drawing No. 210153-15B-CC651 Rev.04 subject to:</p> <ul style="list-style-type: none"> i. No Stopping signs on the southern side of Melight Circuit being removed as shown on the marked up plan attached (Attachment 2); ii. The installation being completed by the applicant at its cost; iii. All signage being sign size A; and iv. Street lighting levels for devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.

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 - Water Gum Road, Gregory Hills Development Stage 15B - Signage, Linemarking and Devices
2. Engineering Drawing - Water Gum Road, Gregory Hills Development Stage 15B - Signage, Linemarking and Devices

GREGORY HILLS RESIDENTIAL DEVELOPMENT ROAD AND DRAINAGE DESIGN CONSTRUCTION CERTIFICATE STAGE 15B

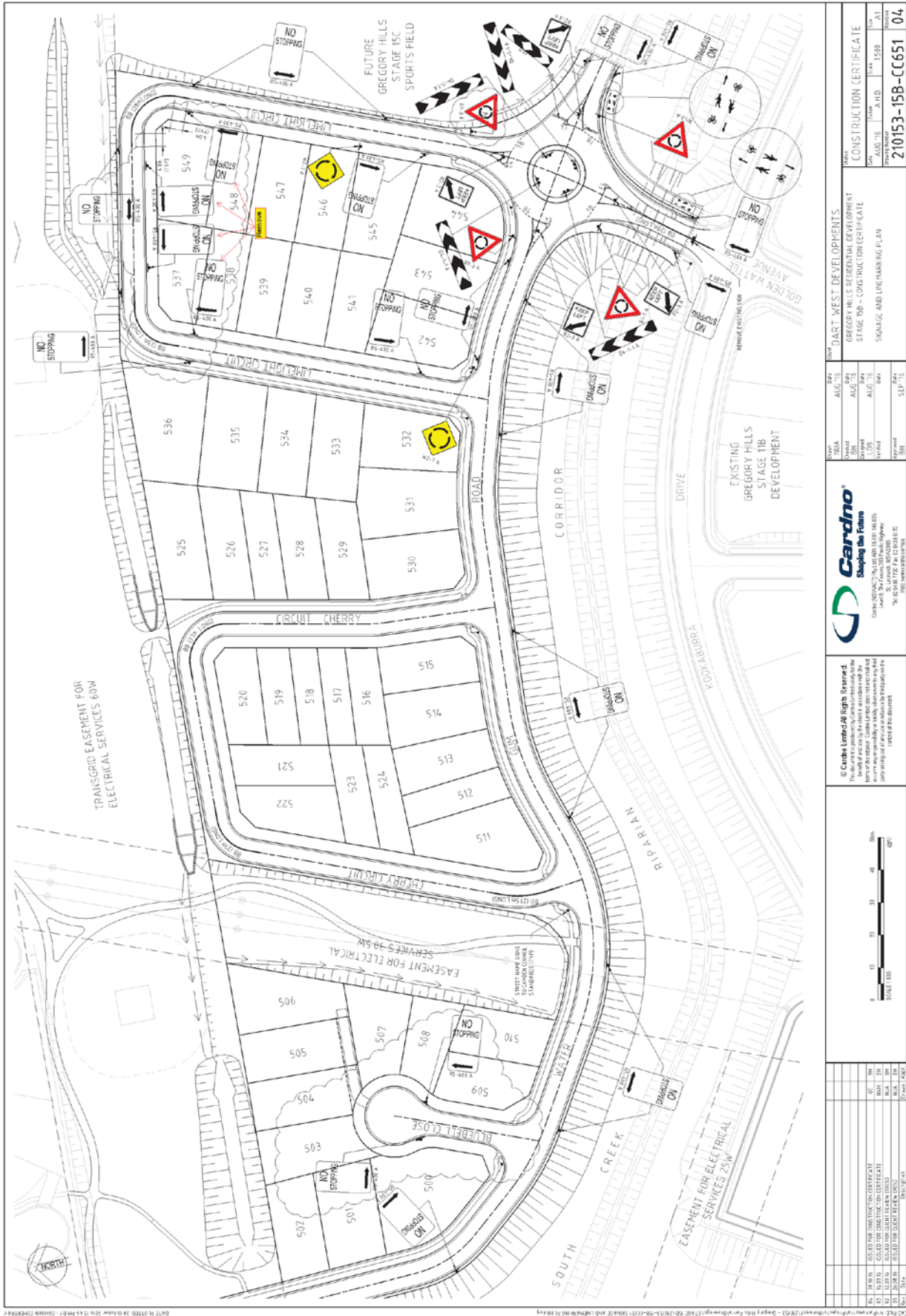
DA/CC No. 1508/2015



LOCALITY PLAN
02

CIVIL DRAWING LIST

210153-55-0101	TITLE SHEET (DRAWING LIST & SHEET PLAN)
210153-55-0102	GENERAL ARRANGEMENT PLAN
210153-55-0103	ADJACENT DRAINAGE PLAN
210153-55-0104	ADJACENT DRAINAGE PLAN (SHEET 1)
210153-55-0105	ADJACENT DRAINAGE PLAN (SHEET 2)
210153-55-0106	ADJACENT DRAINAGE PLAN (SHEET 3)
210153-55-0107	ADJACENT DRAINAGE PLAN (SHEET 4)
210153-55-0108	ADJACENT DRAINAGE PLAN (SHEET 5)
210153-55-0109	ADJACENT DRAINAGE PLAN (SHEET 6)
210153-55-0110	ADJACENT DRAINAGE PLAN (SHEET 7)
210153-55-0111	ADJACENT DRAINAGE PLAN (SHEET 8)
210153-55-0112	ADJACENT DRAINAGE PLAN (SHEET 9)
210153-55-0113	ADJACENT DRAINAGE PLAN (SHEET 10)
210153-55-0114	ADJACENT DRAINAGE PLAN (SHEET 11)
210153-55-0115	ADJACENT DRAINAGE PLAN (SHEET 12)
210153-55-0116	ADJACENT DRAINAGE PLAN (SHEET 13)
210153-55-0117	ADJACENT DRAINAGE PLAN (SHEET 14)
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210153-55-0201	ADJACENT DRAINAGE PLAN (SHEET 98)
210153-55-0202	ADJACENT DRAINAGE PLAN (SHEET 99)
210153-55-0203	ADJACENT DRAINAGE PLAN (SHEET 100)



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LOCAL TRAFFIC COMMITTEE

LTC26

SUBJECT: CAWDOR ROAD, CAMDEN - BREASTSCREEN VAN SUSPENSION OF PARKING SPACES IN ONSLOW CAR PARK

FROM: Manager Infrastructure Planning

TRIM #: 16/339170

ELECTRONIC MEETING ITEM DATE: 24 November 2016

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting to suspend seven parking spaces to park the mobile breast screening van in the car park off Cawdor Road, Camden, for a three month period from Monday 16 January to Monday 27 March 2017 (see **Attachment 1**).

MAIN REPORT

BreastScreen New South Wales has applied to Council to suspend 7 parking spaces to park their mobile breast screening van in the car park off Cawdor Road, Camden, for a three month period from Monday 16 January to Monday 27 March 2017 (see **Attachment 1**).

The vehicle has successfully operated in Oxley Street in the past. However this location is unavailable due to the upcoming construction of a decked car park at the Civic Centre. It is not considered that the proposed new location would have a significant impact on parking provision or traffic operation in the area. It is therefore recommended that concurrence is given to the application, subject to conditions.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2016/64	<p>That the Local Traffic Committee recommends that Council, on the eastern side of Onslow car park, Camden, opposite Camden Sports Club:</p> <ul style="list-style-type: none"> i. approves temporary suspension of 7 parking spaces from Monday 16 January to Monday 27 March 2017; ii. the applicant shall advise about the traffic management operations, in writing, to Camden Sports Club; iii. the applicant shall provide a proof of a minimum \$20 million Public Liability Insurance Policy noting Camden Council as an interested party; and iv. the applicant is responsible for organising, installing and removing all barriers and signs associated with the temporary suspension of parking spaces on the approved date.

This recommendation was supported unanimously by the four voting members.

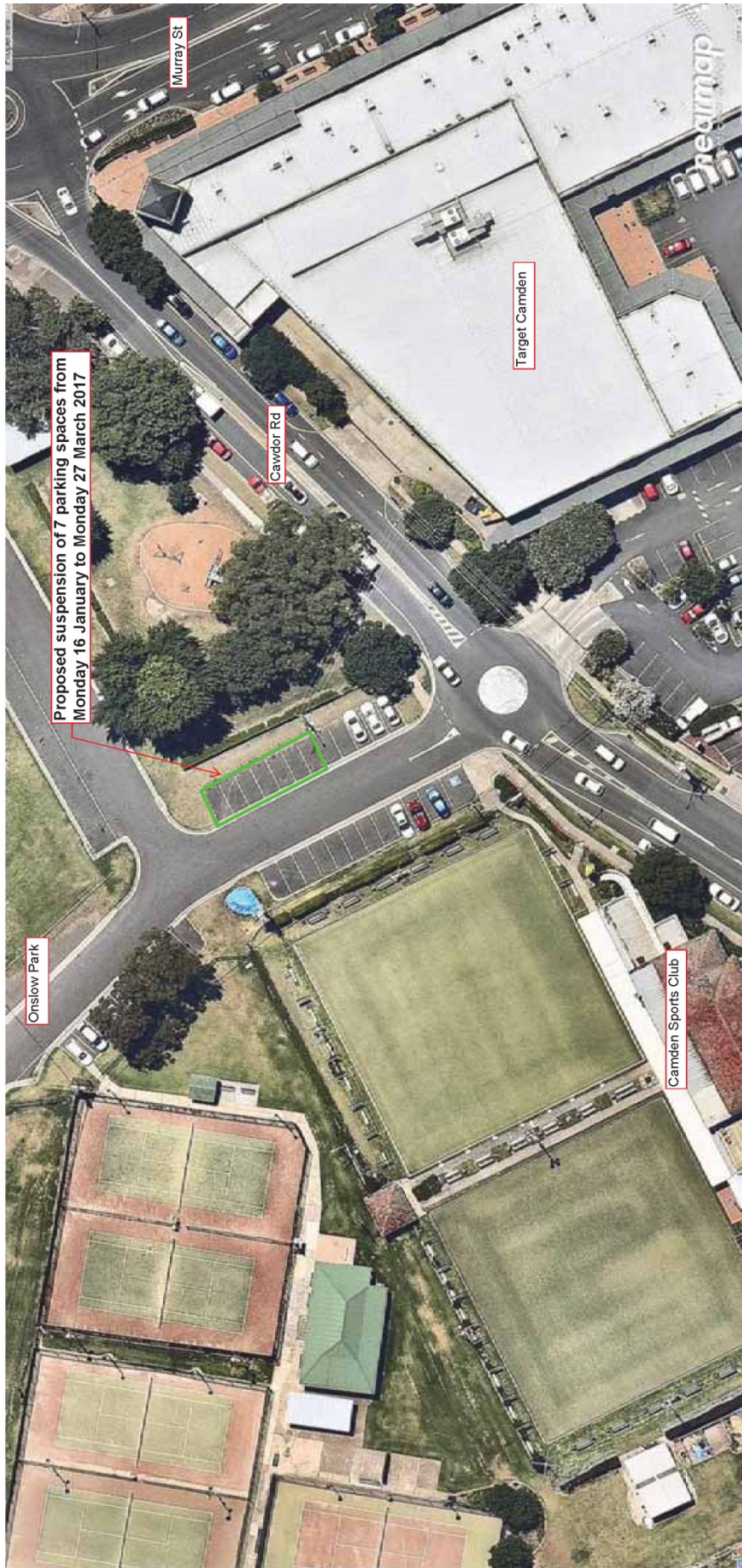
This recommendation has been resolved by a Council Officer under Delegated Authority.

RECOMMENDED

That Council receives and notes the report.

ATTACHMENTS

1. Locality Plan - BreastScreen Van - Suspension of Parking Spaces in Onslow Car Park



LOCAL TRAFFIC COMMITTEE

LTC27

SUBJECT: THE RAPIDS, MOUNT ANNAN - TEMPORARY NO STOPPING RESTRICTIONS

FROM: Manager Infrastructure Planning

TRIM #: 16/343829

ELECTRONIC MEETING ITEM DATE: 28 November 2016

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the installation of temporary No Stopping restrictions in The Rapids, Mount Annan.

BACKGROUND

Following concerns from local residents, temporary No Stopping restrictions have been proposed on the eastern side of The Rapids during the Christmas season.

MAIN REPORT

In response to concerns raised in previous years about parking issues in The Rapids, Mount Annan during the Christmas season, Council proposed temporary No Stopping restrictions in The Rapids, Mount Annan. Temporary restrictions were applied in the cul-de-sac head at the end of the road in 2015.

Following further feedback, this year local residents were invited to provide input on the following options:

1. Option One: Temporary No Stopping restrictions "8:00PM – 11:00PM" from 1 December 2016 to 8 January 2017 at the end of The Rapids only.
2. Option Two: Temporary No Stopping restrictions "8:00PM – 11:00PM" from 1 December 2016 to 8 January 2017 along the eastern side of The Rapids.
3. Option Three: No Changes.

Twelve property owners and occupiers were invited to provide feedback and seven responses were received. Five responses favoured Option 2 and two favoured Option 3. Below is summary of feedback:

- No Stopping restrictions at The Cascade / The Rapids intersection should be extended up to the edge of driveway of No. 1 The Rapids to prevent vehicles from being parked too close to the intersection.
- Temporary restrictions should be introduced up to 25 December only as traffic issues only occur up to this date.
- The proposed restrictions are not suitable due to the loss of on-street parking.

Based on the feedback it was recommended that temporary timed No Stopping restrictions (R5-402 signage) be applied between 8:00PM and 11:00PM from 1 December 2016 to 8 January 2017. The restriction would extend along the eastern side of The Rapids and around the intersection of The Rapids and The Cascade and up to



the edge of driveway No. 1 The Rapids (see **Attachment 1**). It is noted that Council staff are unavailable to undertake signage works until the second week in January.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

The estimated cost of the recommended work is \$1,500. It is proposed that the cost be funded from the RMS Block Grant (Traffic Facilities Component) for the 2016/17 financial year.

CONCLUSION

Following concerns raised about parking issues and traffic congestion in The Rapids during the Christmas season, it is proposed that temporary no stopping restrictions be introduced from 1 December 2016 to 8 January 2017.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2016/65	Local Traffic Committee recommends that Council approves timed No Stopping restrictions “8:00PM – 11:00PM” (R5-402 signage) from 1 December 2016 to 8 January 2017 along the eastern side of The Rapids and around the intersection of The Rapids and The Cascades.

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. Local Traffic Committee 21 Feb 2017 - Attachment 1 - The Rapids



Scale: 1:1000
 Printed Date: 11:11:16



PROPOSED TEMPORARY NO STOPPING "8:00PM TO 11PM" FROM 1 DECEMBER 2016 TO 8 JANUARY 2017



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LOCAL TRAFFIC COMMITTEE

LTC28

**SUBJECT: HEALY AVENUE, GREGORY HILLS - 97, 103 AND 111 TURNER ROAD
SUBDIVISION STAGES 1 AND 2 - SIGNAGE, LINEMARKING AND
DEVICES**

FROM: Manager Infrastructure Planning

TRIM #: 16/388332

ELECTRONIC MEETING ITEM DATE: 30 November 2016

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the construction of new roads associated with the development of 97, 103 and 111 Turner Road, Gregory Hills (Stage 1 and Stage 2).

MAIN REPORT

Signage and line marking plans have been received by Council for the construction of new roads associated with the development of 97, 103 and 111 Turner Road, Gregory Hills (Stage 1 and Stage 2). The location is highlighted on **Attachment 1**.

The Engineering Drawing No. 1005-01-C-R15 Revision A and 1005-02-C-R13 Revision A prepared by Tribeca Homes provide details of the proposed signage and line marking (**Attachments 2 and 3**) of two four-way intersections at Healy Avenue / Battam Road and Cain Avenue / Bagnall Street. The plans are considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and line marking.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2016/66	<p>The Local Traffic Committee recommends that Council approves the regulatory signs, line marking and devices in Healy Avenue and Cain Avenue, Gregory Hills, as shown on the Engineering Drawing No. 1005-01-C-R15 Revision A and 1005-02-C-R13 Revision A subject to:</p> <ul style="list-style-type: none"> i. The installation being completed by the applicant at its cost; ii. All signage being sign size A; and iii. Street lighting levels for devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.

This recommendation was supported unanimously by the four voting members.

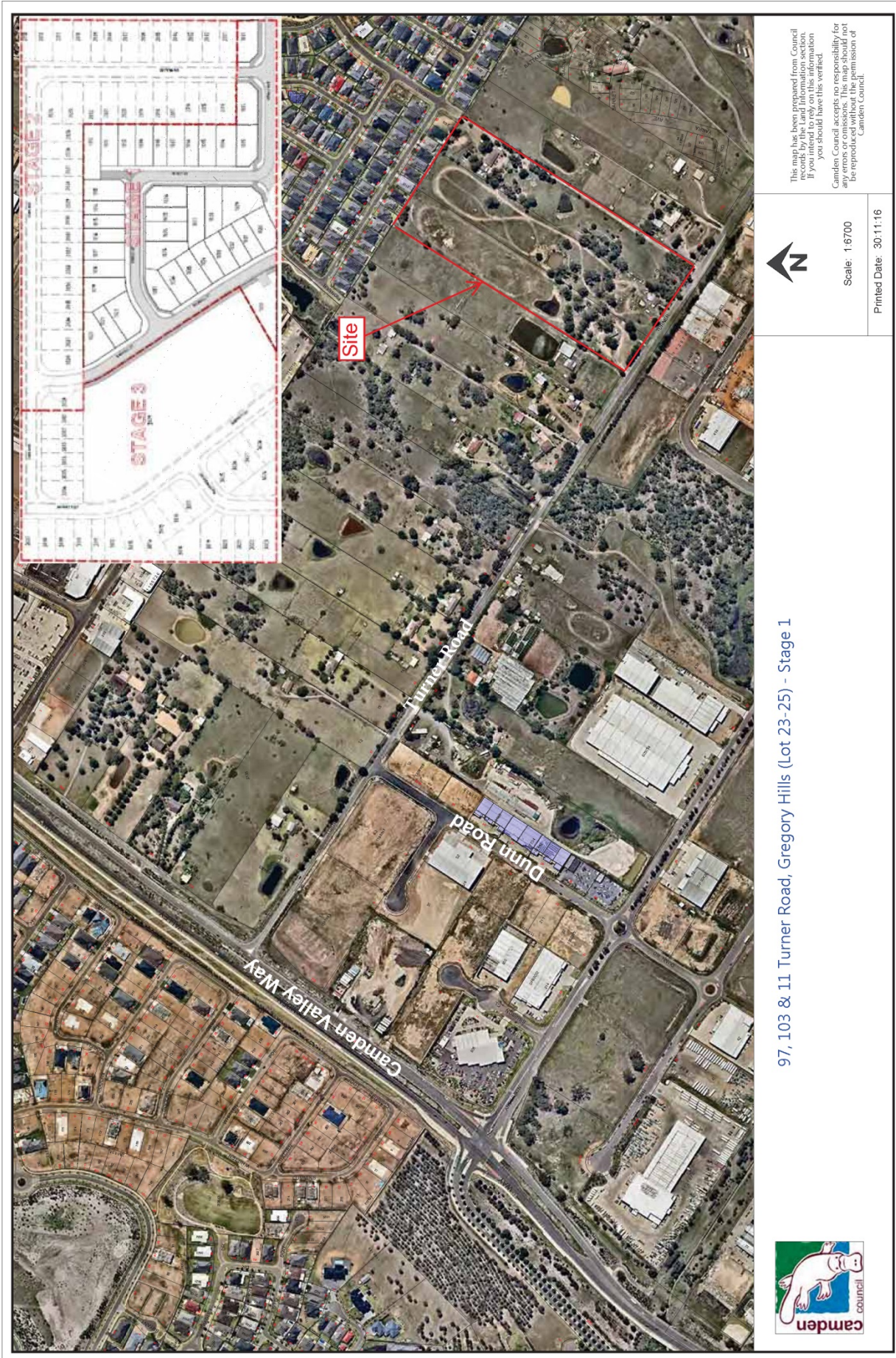
This recommendation has been resolved by a Council Officer under Delegated Authority.

RECOMMENDED

That Council receives and notes the report.

ATTACHMENTS

1. Locality Plan - Healy Avenue, Gregory Hills - 97, 103 and 111 Turner Road Subdivision Stages 1 and 2 - Signage, Linemarking and Devices
2. Engineering Drawing - Healy Avenue, Gregory Hills - 97, 103 and 111 Turner Road Subdivision Stages 1 and 2 - Signage, Linemarking and Devices
3. Engineering Drawing - Healy Avenue, Gregory Hills - 97, 103 and 111 Turner Road Subdivision Stages 1 and 2 - Signage, Linemarking and Devices



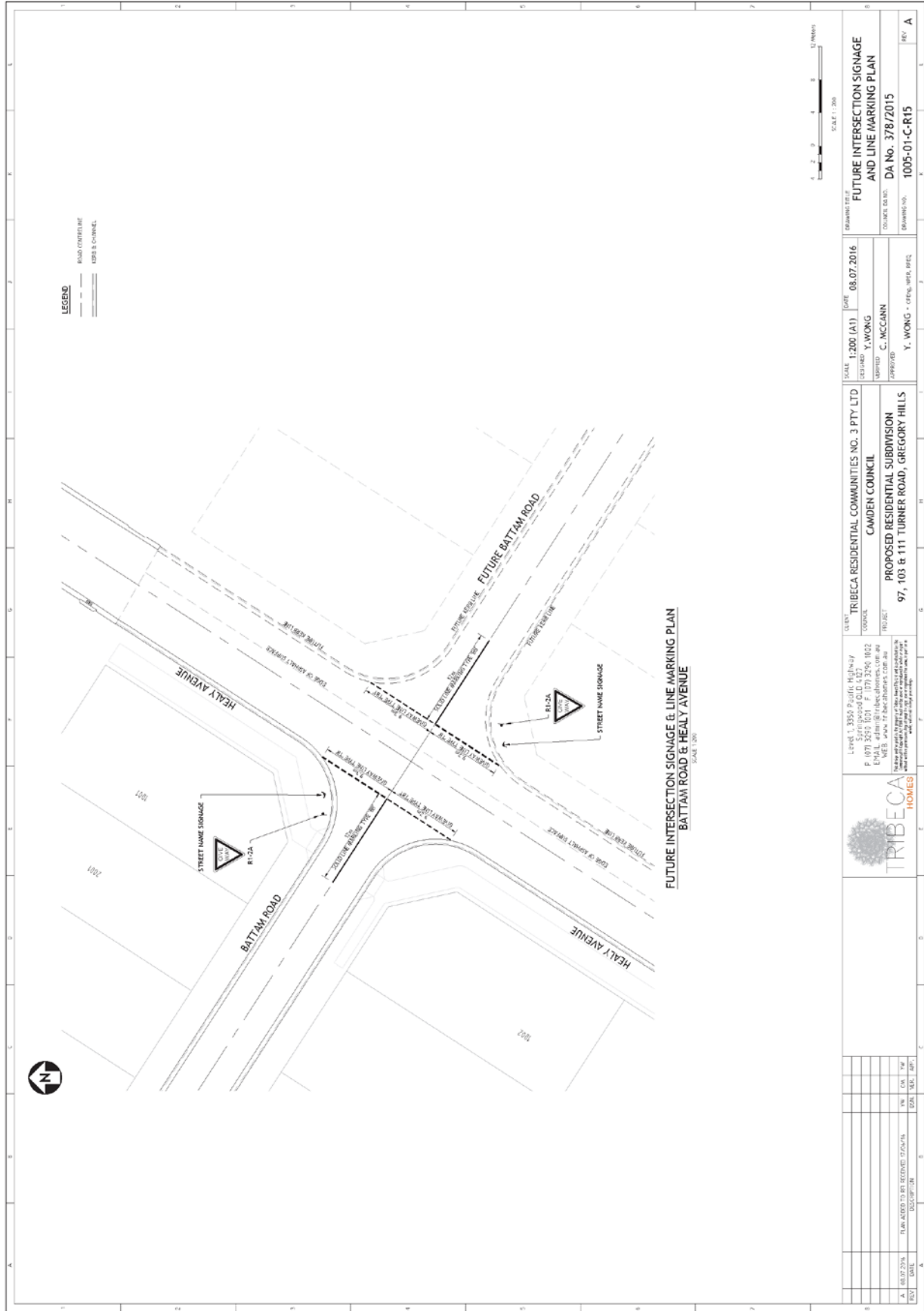
97, 103 & 111 Turner Road, Gregory Hills (Lot 23-25) - Stage 1



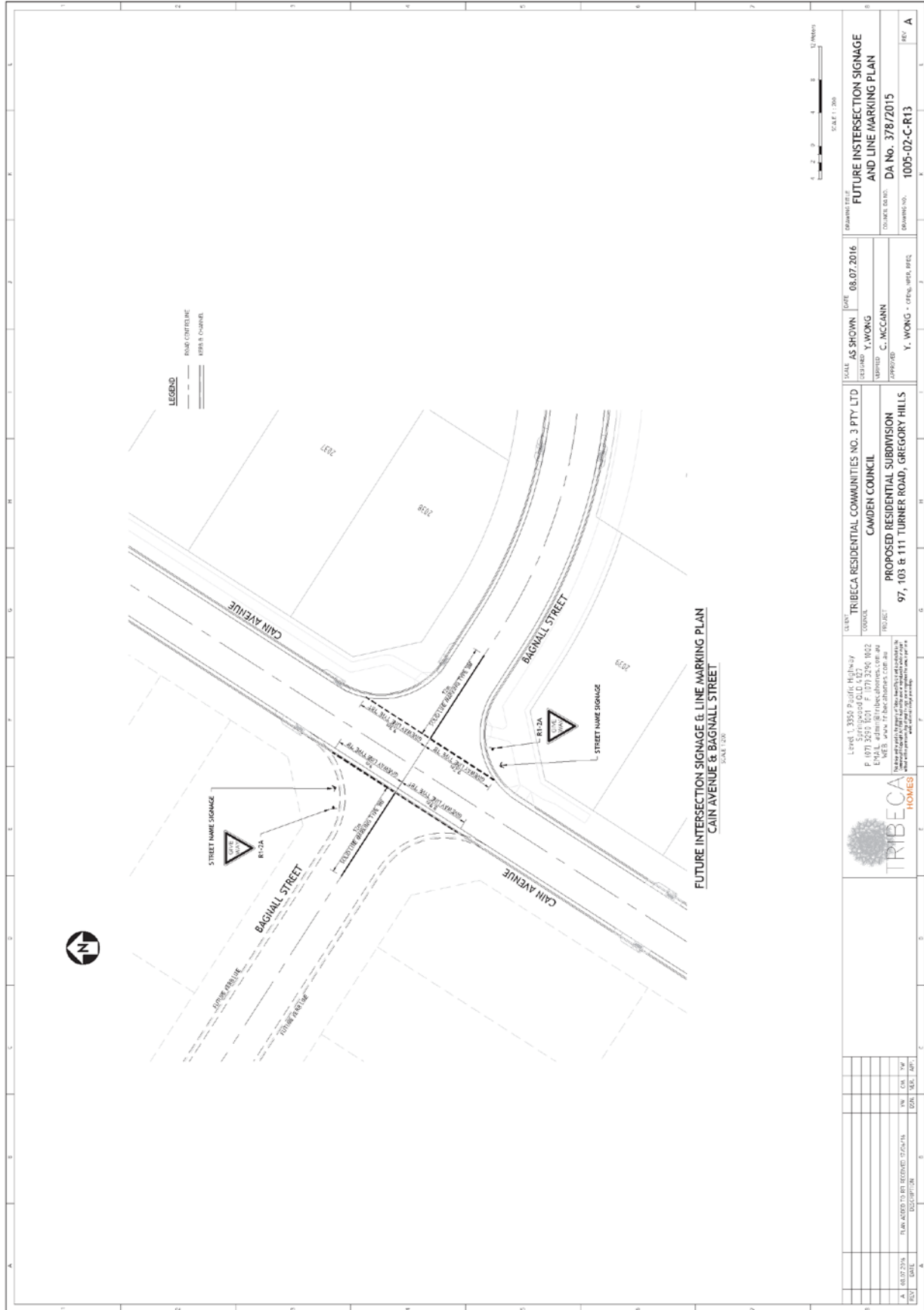
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Scale: 1:6700

Printed Date: 30/11/16



DATE: 08.07.2016	SCALE: 1:200 (A1)	DATE: 08.07.2016	DRAWING TITLE: FUTURE INTERSECTION SIGNAGE AND LINE MARKING PLAN
DESIGNED: Y. WONG	APPROVED: C. MCCANN	DATE: 08.07.2016	PROJECT: PROPOSED RESIDENTIAL SUBDIVISION 97, 103 & 111 TURNER ROAD, GREGORY HILLS
CLIENT: TRIBECA RESIDENTIAL COMMUNITIES NO. 3 PTY LTD CAMDEN COUNCIL	PROJECT: PROPOSED RESIDENTIAL SUBDIVISION 97, 103 & 111 TURNER ROAD, GREGORY HILLS	DATE: 08.07.2016	PROJECT: PROPOSED RESIDENTIAL SUBDIVISION 97, 103 & 111 TURNER ROAD, GREGORY HILLS
Level 1, 3350 Pacific Highway Springwood QLD 4272 P: (07) 3253 1031 F: (07) 3256 9022 L: 100 Springwood Road W: www.triberahomes.com.au	TRIBECA HOMES TRIBECA RESIDENTIAL COMMUNITIES NO. 3 PTY LTD CAMDEN COUNCIL	DA No. 378/2015 DRAWING NO. 1005-01-C-R15	REV: A





LOCAL TRAFFIC COMMITTEE

LTC29

SUBJECT: LANEWAY, ORAN PARK, TERRACE PROJECT STAGE 1 - SIGNAGE, LINEMARKING AND DEVICES

FROM: Manager Infrastructure Planning

TRIM #: 16/388222

ELECTRONIC MEETING ITEM DATE: 2 December 2016

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the construction of a laneway known as Road No.103. This is related to the development of Oran Park – Terrace Project Stage 1.

MAIN REPORT

A signage and line marking plan has been received by Council for the construction of a laneway known as Road No.103. This is related to the development of Oran Park – Terrace Project Stage 1, Development Number: DA/2014/792. The location is highlighted on **Attachment 1**.

The Engineering Drawing No. 701 Rev. 2 prepared by Calibre Consulting provides details of the proposed No Stopping restrictions on both sides of Road No.103 (**Attachment 2**). The plan is considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and it is recommended that LTC supports the proposed measures.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2016/67	The Local Traffic Committee recommends that Council approves the regulatory signs associated with construction of a Laneway between Central Avenue and Seton Street, Oran Park Development - Terrace Project Stage 1, as shown on the Engineering Drawing No. 701 Rev. 2 subject to: <ul style="list-style-type: none"><li data-bbox="443 1592 1273 1626">i. The installation being completed by the applicant at its cost;<li data-bbox="443 1659 935 1693">ii. All signage being sign size A; and<li data-bbox="443 1727 1286 1827">iii. Street lighting levels for devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.

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 - Laneway, Oran Park, Terrace Project Stage 1 - Signage, Linemarking and Devices
2. Engineering Drawing - Laneway, Oran Park, Terrace Project Stage 1 - Signage, Linemarking and Devices



ORAN PARK TERRACE PROJECT STAGE 1

FOR CONSTRUCTION CERTIFICATE



LGA CAMDEN COUNCIL

D.A. 792/2014

LOT 2

D.P. 1183939

LOCALITY PLAN
N.T.S.

CLIENT



DRAWING LIST

NO.	DRAWING TITLE
01	GENERAL
02	GENERAL REQUIREMENTS
03	GENERAL NOTES & LEGEND
04	SEDIMENT & EROSION CONTROL
05	SOIL EROSION MANAGEMENT PLAN
06	TRAFFIC SIGNS
07	TRAFFIC MARKINGS
08	ROAD LONGITUDINAL SECTIONS
09	ROAD TRANSVERSE SECTIONS
10	MISCELLANEOUS ROADWORKS PLANS
11	PROPOSED SIGNAGE
12	PROPOSED SIGNAGE DETAILS
13	PROPOSED SIGNAGE DETAILS
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50	PROPOSED SIGNAGE DETAILS

ORAN PARK
TERRACE PROJECT STAGE 1

Project No: L06802.104 | Sheet: CC | Issue No: 03/08/2016 | Scale: 000 | Revision: 1



NOTES:
 1. STREETNAME SIGNAGE TO BE INSTALLED AS PER CAMDEN COUNCIL STANDARD DRAWING 3021

FOR CONSTRUCTION CERTIFICATE

Project No: 10802104 Project Name: ORAN PARK TERRACE PROJECT STAGE 1 Client: GREENFIELDS UrbanGrowth NSW Consultant: Calibre CONSULTING	
Address for use: 87 STUART GREEN City: SYDNEY State: NSW Postcode: 2146	
Drawn by: J. Green Checked by: J. Green Date: 10/02/17	
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Scale: 1:200 Date: 10/02/17	
Revision Details 1. Initial Issue 2. Final Issue 3. Final Issue 4. Final Issue	

LOCAL TRAFFIC COMMITTEE

LTC30

SUBJECT: ANDERSON ROAD, SMEATON GRANGE - PROPOSED EXTENSION OF NO STOPPING RESTRICTIONS

FROM: Manager Infrastructure Planning

TRIM #: 16/388347

ELECTRONIC MEETING ITEM DATE: 2 December 2016

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the extension of No Stopping restrictions on Anderson Road, Smeaton Grange.

MAIN REPORT

In March 2015, the Local Traffic Committee concurred with a request from Young Academics Early Learning Centre to install 5 metres of No Stopping restrictions either side of their exit driveway.

Customers of the Young Academics Early Learning Centre have recently contacted Council again requesting the current No Stopping restrictions be extended further as they are having a difficulty manoeuvring out of the exit driveway, because their lines of sight are impeded by parked vehicles.

Recent site observations have indicated that on street parking demand and traffic flows have increased significantly due to ongoing development in this area and it is considered that current no stopping restrictions on either side of the exit driveway could be extended a further 5 metres. **Attachment 1** shows a proposal.

Young Academics Early Learning Centre was consulted by phone on the proposal and they indicate a support.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2016/68	The Local Traffic Committee recommends that Council approve the extension of No Stopping restrictions on either side of the exit driveway at 89 Anderson Road, Smeaton Grange, for a further 5 metres.

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.

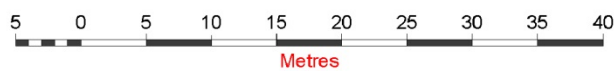


ATTACHMENTS

1. Local Traffic Committee 21 Feb 2017 -Attachment 1 - Anderson Road



Scale: 1:500
 Printed Date: 04.03.15



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LOCAL TRAFFIC COMMITTEE

LTC31

**SUBJECT: COBBITTY ROAD, COBBITTY - INTERSECTION UPGRADE AT
MACQUARIE GROVE ROAD**

FROM: Manager Infrastructure Planning

TRIM #: 16/388127

ELECTRONIC MEETING ITEM DATE: 12 December 2016

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the installation of regulatory signage and marking associated with an upgrade of the intersection of Cobbitty Road and Macquarie Grove Road, Cobbitty.

BACKGROUND

Camden Council has planned to reconstruct Cobbitty Road between Governor Drive and Macquarie Grove Road because the road is reaching the end of its design life. **Attachment 1** shows a locality map. The works are programmed between February and April 2017. In general, the rural road design specification has been retained.

MAIN REPORT

The opportunity is being taken to upgrade the intersection with Macquarie Grove Road from a basic right to a channelised right turn treatment, to assist in safely managing increasing traffic levels. This is being achieved by widening Cobbitty Road on the approaches to provide the appropriate deflection angles and storage lane length.

Attachment 2 provides detailed signage and linemarking associated with the proposed intersection treatment. The existing Stop control (R1-1 sign and TF/TB1 linemarking) on Macquarie Grove Road is being retained due to limited visibility and previous crash history.

The project has been subject to a Review of Environmental Factors assessing, in particular, the need to remove four mature trees Cobbitty Road to achieve suitable clear zones. No neighbouring properties are impacted by the proposal.

The area to the north of the intersection is identified in the Oran Park Development Control Plan for future residential subdivision. That development is subject to a fourth leg to the intersection, predicated the future construction of a roundabout.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2016/69	The Local Traffic Committee recommends that Council approves the installation of regulatory signage and marking associated with the upgrade of the intersection of Cobbitty Road and Macquarie Grove Road, Cobbitty, as detailed on Plan 2016-013, Sheet No. 41.

This recommendation was supported unanimously by the four voting members.

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

FINANCIAL IMPLICATIONS

The works are budgeted in the 2016/17 financial year for the entire road reconstruction project, funded from a combination of Council funds and Section 94 contribution for the Oran Park precinct.

RECOMMENDED

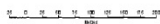
That Council receives and notes the report.

ATTACHMENTS

1. Local Traffic Committee 21 Feb 2017 - Attachment 1 - Cobbitty Road
2. Local Traffic Committee 21 Feb 2017 - Attachment 2 - Cobbitty Road

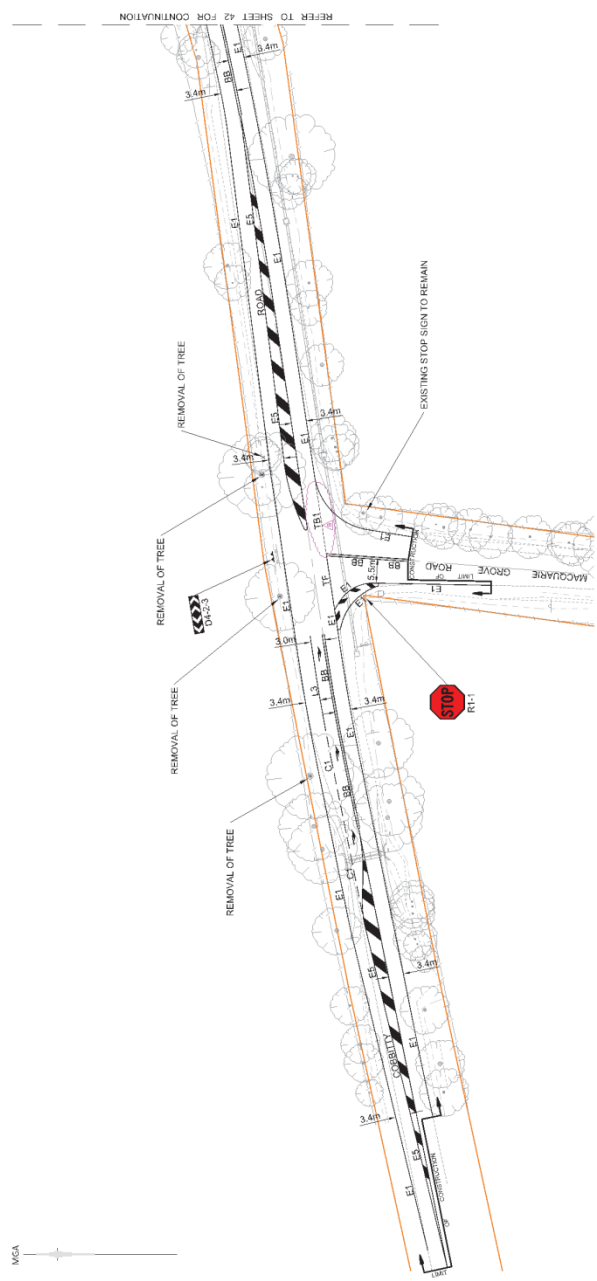


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NOTE
 1. REMOVAL OF MATURE TREES HAS BEEN DOCUMENTED IN REF.
 REFER TO TRIM RECORD NO. 16/270865.



LINEMARKING AND SIGNAGE PLAN
 SCALE 1:500 @ A1

DANGER
 OVERHEAD POWER LINES

DO NOT DIG
 You Dig
 The Essential First Step.
FOR CONSTRUCTION

SERVICES LEGEND	AMEND	DATE	DISCUSSION	APPROV
THI LINE ADDED		7.22.17		GM
ISSUED FOR CONSTRUCTION		8.12.16		GM
ISSUED FOR CONSTRUCTION		20.12.16		GM
ISSUED FOR CONSTRUCTION 100% COMPLETE		20.12.16		GM

NOTES:



RECOMMENDED	APPROVED	DATE	DISCUSSION
<i>[Signature]</i>			
<i>[Signature]</i>			

CAMDEN COUNCIL
 COBBITTY ROAD COBBITTY ROAD RECONSTRUCTION
 MACQUARIE GROVE ROAD TO GOVERNOR DRIVE
 LINEMARKING AND SIGNAGE PLAN SHEET 1 OF 4

SCALES	AS SHOWN
DATUM	AHD
SHEET No	41
No. of SHEETS	49
PLAN No	2016-013



LOCAL TRAFFIC COMMITTEE

LTC32

**SUBJECT: ARGYLE STREET, CAMDEN - AUSTRALIA DAY 2017 SPECIAL
EVENT TRAFFIC MANAGEMENT PLAN**

FROM: Manager Infrastructure Planning

TRIM #: 16/387762

ELECTRONIC MEETING ITEM DATE: 14 December 2016

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the temporary closure of roads in the Camden CBD for the celebration of Australia Day 2017 in Camden.

BACKGROUND

Australia Day falls on a Thursday in 2017. Camden Council and the Australia Day Committee are jointly organising this year's celebrations.

MAIN REPORT

Australia Day activities will be held in John Street, Camden, between Argyle and Mitchell Street, starting at 8am with a range of free activities including face painting, jumping castles, animal farm, roving entertainment, clowns, crocodile encounters, thong throwing competition and markets.

The Australia Day Thanksgiving Service will take place from 8.30am, performed by the Evangelical Sisters of Mary at the Camden Civic Centre; this will be followed by the Official Awards and Citizenship Ceremony. At the conclusion of the Official Ceremony, the Macarthur Lions Street Parade will commence at 11.16am.

Two Special Event Transport Management Plans incorporating traffic control plans have been prepared to ensure appropriate measures are implemented as part of the road closures and traffic management (see **Attachment 1**).

1. John Street Closure

A range of activities will be held in John Street between Argyle Street and Mitchell Street, Camden throughout the day. It is proposed that the first activity will commence at 8.00am. However, to assist with setting up and crowd management, the proposed road closures will need to commence at 6.00am. It is expected that John Street between Argyle Street and Mitchell Street will be closed to normal traffic operations between 6.00am and 3.00pm. Proposed traffic management arrangements are detailed in the Traffic Control Plan, Drawing No. 151054J, Sheet 3.

2. The Macarthur Lions Street Parade

The street parade participants comprise of vehicles and pedestrians. The parade will follow a route commencing in Onslow Park (marshalling area), along the eastbound carriageway of Cawdor Road through to Argyle Street, turning left into Elizabeth Street, then left into Mitchell Street and along Mitchell Street back to Onslow Park.

The parade is scheduled from 11.16 am to 11.45 am. Whilst the parade is in progress the 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 with Argyle Street being reopened as the last Police/SES vehicle passes. Proposed traffic management arrangements are detailed in the Traffic Control Plan, Drawing No. 151054J, Sheet 1 to 2.

It should be noted that the closure of Mitchell Street is not required because the pedestrians will complete their journey at the end of Elizabeth Street (parade vehicle continues on along Elizabeth Street). However, for those who wish to continue their journey to Onslow Park, the SES will accompany them along the footpath.

• Traffic Control

It is understood that the NSW Police and State Emergency Services (SES) will 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 road closure and the street parade and will also assist with the reopening of the roads.

The event is classified as a Class 2 event under the RMS Guide to Traffic and Transport Management for Special Events.

• 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 is 11.51am. The parade is timed to occur between these times and have minimal impact on these services. Outside these hours, a temporary bus stop will be provided in Elizabeth Street.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2016/70	<p>The Local Traffic Committee recommends that Council:</p> <ul style="list-style-type: none"> a) gives concurrence for the closure of John Street between Argyle Street and Mitchell Street, Camden, from 6.00am to 3.00pm on Thursday 26 January 2017, as per the certified Traffic Control Plan (Drawing No. 1510541, Sheet 3); b) gives concurrence for the closure of the following roads between 11.16am and 11.45am on Thursday 26 January 2017, as per the certified Traffic Control Plan (Drawing No. 1510541, Sheets 1 and 2) and the associated Special Event Transport Management Plan, for the street parade: <ul style="list-style-type: none"> • Cawdor Road from Barsden Street to Argyle Street; • Murray Street (northbound) from Coles car park entrance to Argyle Street; • Murray Street (southbound) from Murray Car park entrance to Argyle Street; • Argyle Street (both sides) from Cawdor Road to Hill Street; • Argyle Street (north side only) from Hill Street to Elizabeth Street;



	<ul style="list-style-type: none"> • Oxley Street from Argyle Street to south of the access to the southernmost off-street car park; • Elizabeth Street from Argyle Street to Mitchell Street; • John Street from north of the access to the John/Hill Streets car park to south of the access to the Larkin Place car park; and • Hill Street (west side) from Argyle Street to north of the access to John/Hill Streets car park. <p>c) gives concurrence for the above events subject to the following conditions:</p> <ul style="list-style-type: none"> i. Traffic Management arrangements shall be implemented in accordance with the approved Special Event Traffic Management Plans and associated certified Traffic Control Plans; ii. The event is controlled by NSW Police with support from RMS accredited traffic controllers; iii. The organisers providing proof of a minimum \$20 million Public Liability Insurance Policy and provide a copy to Council; iv. The organisers shall obtain NSW Police concurrence to the Special Event approval; v. The organisers shall maintain access for emergency vehicles along the sections of closed road at all times; vi. Temporary signage associated with the Traffic Control Plan shall be installed and removed at the end of the event at no cost to Council; vii. The event being advertised in local newspapers and on-street signage a minimum of seven days prior to the event; and viii. 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 a minimum of 2 weeks prior to the event.
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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.

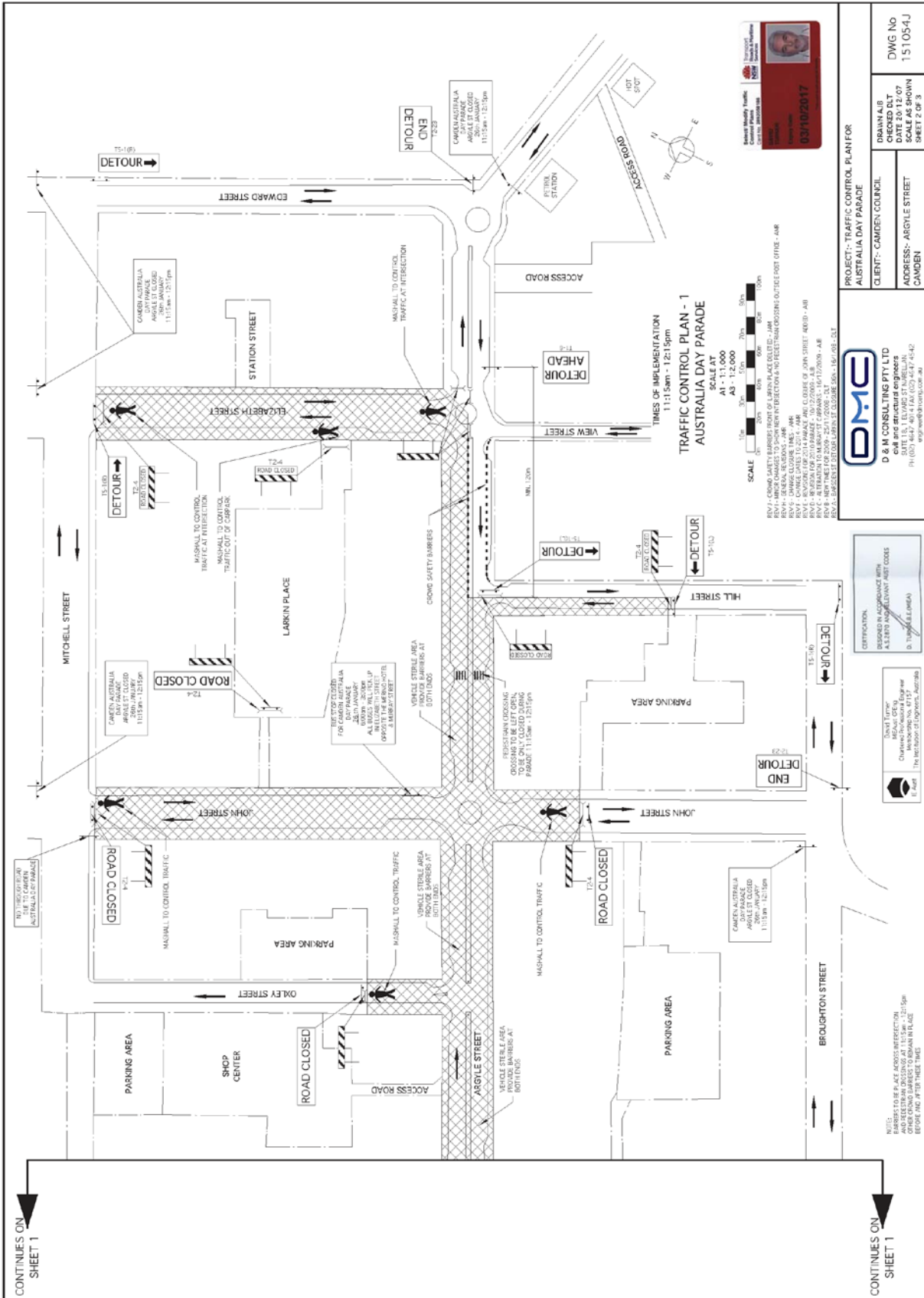
RECOMMENDED

That Council receives and notes the report.

ATTACHMENTS

1. Special Event Transport Management Plans - Australia Day

Attachment 1 LTC32





LOCAL TRAFFIC COMMITTEE

LTC33

SUBJECT: POWER RIDGE, ORAN PARK, TRANCHE 5, STAGE 3 - SIGNAGE AND LINEMARKING

FROM: Manager Infrastructure Planning

TRIM #: 16/380241

ELECTRONIC MEETING ITEM DATE: 16 December 2016

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the construction of new roads associated with the development of Oran Park, Tranche 5, Stage 3.

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, Tranche 5, Stage 3. The location is highlighted on **Attachment 1**.

The Engineering Drawing No. 702, Rev. 1 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.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2016/71	<p>The Local Traffic Committee recommends that Council approves the regulatory signs and line marking in the vicinity of Power Ridge, Oran Park, as shown on the Engineering Drawing No. 702, Rev. 1 subject to:</p> <ul style="list-style-type: none"> i. The installation being completed by the applicant at its cost; ii. All signage being size A; and iii. Street lighting levels for devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.

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 - Power Ridge, Oran Park - Signage and Linemarking
2. Engineering Drawings - Power Ridge, Oran Park - Signage and Linemarking



ORAN PARK TOWN TRANCHE 5 STAGE 3

FOR CONSTRUCTION CERTIFICATE

Sheet List Table

NO	DRAWING TITLE
801	GENERAL COVER SHEET
802	GENERAL SITE PLAN
803	GENERAL NOTES & LEGEND
804	GENERAL NOTES & LEGEND
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LGA CAMDEN COUNCIL
 DA (1067/2015)
 LOT (3383), DP (1194673)



ORAN PARK TOWN
 TRANCHE 5 STAGE 3
 Project No: L06002.103
 Stage: 3
 Issue No: CC
 Issue Date: 25/11/2016
 Drawing No: 000
 Revision: 01





LOCAL TRAFFIC COMMITTEE

LTC34

SUBJECT: OXLEY STREET, CAMDEN - WORKS ZONE AT CAR PARK CONSTRUCTION SITE

FROM: Manager Infrastructure Planning

TRIM #: 16/386867

ELECTRONIC MEETING ITEM DATE: 16 December 2016

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the installation of hoardings and Works Zone associated with the construction of a decked car park in Oxley Street, Camden.

MAIN REPORT

Council has accepted a tender for the construction of a decked car park in Oxley Street, Camden, with construction programmed in 2017. To help facilitate the construction, a need has been identified for hoardings and Works Zone (R5-25 signage) adjacent to the site from 30 January to 15 September 2017. This will affect up to 75 metres along eastern side of Oxley Street with the temporary removal of seven on-street parking spaces (**Attachment 1**).

In response to the temporary loss of on-street parking spaces and existing off-street parking spaces in public car parks in Oxley Street during the carpark construction, Local Traffic Committee at its meeting in October 2016, agreed to several changes in the vicinity, facilitating use by visitors to the Camden CBD. 14 unrestricted parking spaces on the western side of John Street, north of the Court House have been changed to two hour (2P signage) parking and unrestricted parking at Council's car park at Woolworths has been changed to three hour (3P signage) parking.

It is further noted that the change of use of Council's vacant administration building to a medical centre was approved at Council's meeting of 13 December. There may be some overlap of activities between the medical centre occupation (fitout and ongoing operations) and the carpark construction. Discussions are continuing to determine an appropriate interim arrangement, which will be the subject to further Local Traffic Committee consideration.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2016/72	The Local Traffic Committee recommends that Council approves the installation of up to 75 metres of Works Zone (R5-25 signage) on the eastern side of Oxley Street, Camden from 30 January to 15 September 2017.

This recommendation was supported unanimously by the four voting members.

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

FINANCIAL IMPLICATIONS

The installation and removal of the Works Zone signage will be funded from the budget for the car park construction.

RECOMMENDED

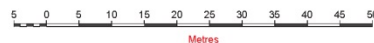
That Council receives and notes the report.

ATTACHMENTS

1. Locality Plan - Hoarding and Work Zones for Decked Car Park in Oxley Street, Camden



Scale: 1:1000
 Printed Date: 15.12.16



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LOCAL TRAFFIC COMMITTEE

LTC35

LTC35

SUBJECT: EMERALD HILLS DRIVE, LEPPINGTON - EMERALD HILLS ESTATE STAGES 2 AND 3 SIGNAGE, LINEMARKING AND DEVICES

FROM: Manager Infrastructure Planning

TRIM #: 17/17769

ELECTRONIC MEETING ITEM DATE: 6 January 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 Stages 2 and 3 of the Emerald Hills subdivision at 1100 Camden Valley Way, Leppington. The location is highlighted on **Attachment 1**.

MAIN REPORT

Signage and line marking plans have been received by Council for the construction of new roads associated with the development of Stages 2 and 3 of the Emerald Hills Estate residential subdivision in Leppington. The location is highlighted on **Attachment 1**. This is related to Development Application number DA/2015/993.

The Engineering Drawing Nos. NA50613004-027-CI-CC-2601 Rev. 4, NA50613004-027-CI-CC-2602 Rev. 5, NA50613004-027-CI-CC-2603 Rev. 5, NA50613004-027-CI-CC-2604 Rev. 5 and NA50613004-027-CI-CC-2605 Rev. 4 prepared by Cardno Consulting, provide 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.

Following RMS feedback, signage and marking plans have been amended to relocate the proposed pedestrian refuge island on Road 1 (Emerald Hills Drive) between Road 12 and Road 18 further east close to Road 18. Further, 50km/h speed limit signs have also been removed from Road 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 is recommended that the Local Traffic Committee supports the proposed measures.

Attachment 1

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2017/01	<p>The Local Traffic Committee recommends that Council approves in the vicinity of Emerald Hills Drive, the regulatory signs, line marking and devices associated with the development of Stages 2 and 3 of the Emerald Hills residential subdivision in Leppington, as detailed in Engineering Drawing Nos. NA50613004-027-CI-CC-2601 Rev. 5, NA50613004-027-CI-CC-2602, Rev. 6, NA50613004-027-CI-CC-2603, Rev. 5, NA50613004-027-CI-CC-2604, Rev. 5 and NA50613004-027-CI-CC-2605, Rev.4, subject to:</p> <ul style="list-style-type: none"><li data-bbox="347 1951 1177 1980">i. The installation being completed by the applicant at its cost;<li data-bbox="347 2018 783 2047">ii. All signage being sign size A;

	<ul style="list-style-type: none">iii. Street lighting levels for devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design; andiv. Speed limit signage plans be referred to Roads and Maritime Services for review and approval.
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This recommendation was supported unanimously by the four voting members.

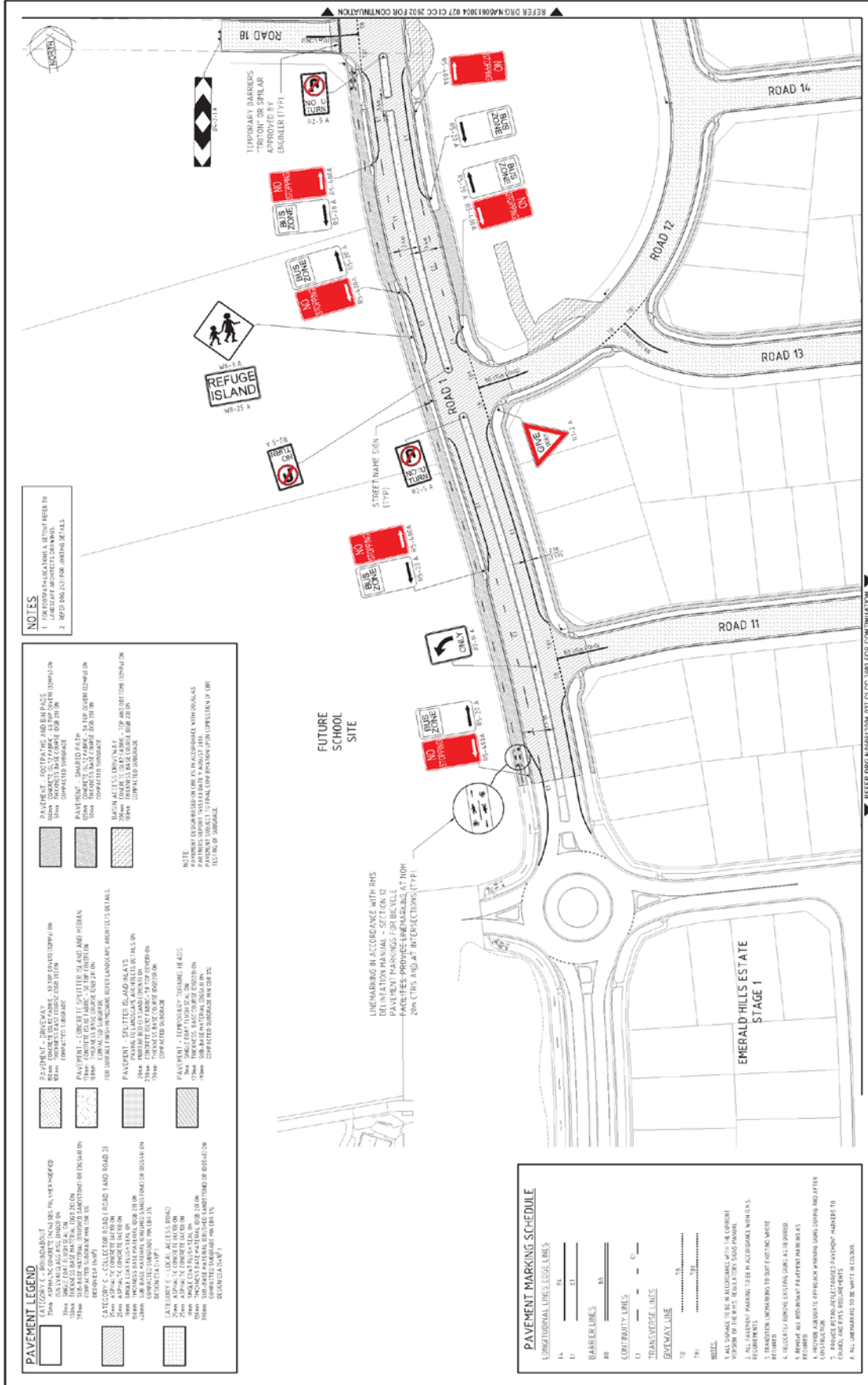
This recommendation has been resolved by a Council Officer under Delegated Authority.

RECOMMENDED

That Council receives and notes the report.

ATTACHMENTS

1. Engineering Drawings - Emerald Hills Drive, Emerald Hills - Signage, Linemarking and Devices



NOTES

- FOR EDDING REGULATIONS, REFER TO THE EDDING MANUAL - SECTION 10.1
- REFER TO THE EDDING MANUAL FOR ANY OTHER DETAILS.

PAVEMENT LEGEND

	150mm CONCRETE BASE
	150mm CONCRETE SUB-BASE
	150mm CONCRETE SURFACE
	150mm CONCRETE BASE WITH AGGREGATE
	150mm CONCRETE BASE WITH AGGREGATE AND 150mm CONCRETE SURFACE
	150mm CONCRETE BASE WITH AGGREGATE AND 150mm CONCRETE SURFACE WITH 150mm CONCRETE SUB-BASE
	150mm CONCRETE BASE WITH AGGREGATE AND 150mm CONCRETE SURFACE WITH 150mm CONCRETE SUB-BASE AND 150mm CONCRETE SURFACE

PAVEMENT MARKING SCHEDULE

	LONGITUDINAL EDGE LINES
	BARRIER LINES
	CONTINUITY LINES
	TRANSVERSE LINES
	GIVE-WAY LINES

NOTES

- ALL PAVEMENT MARKING TO BE IN ACCORDANCE WITH THE CURRENT VERSION OF THE EDDING MANUAL - SECTION 10.1.
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EMERALD HILLS ESTATE C/O MACARTHUR DEVELOPMENTS

FOR CONSTRUCTION CERTIFICATE

STAGE 2.3 CIVIL WORKS CONSTRUCTION CERTIFICATE

PAVEMENT SIGNAGE AND LINEMARKING PLAN

SHEET 1 OF 5

DATE: 15/02/2017

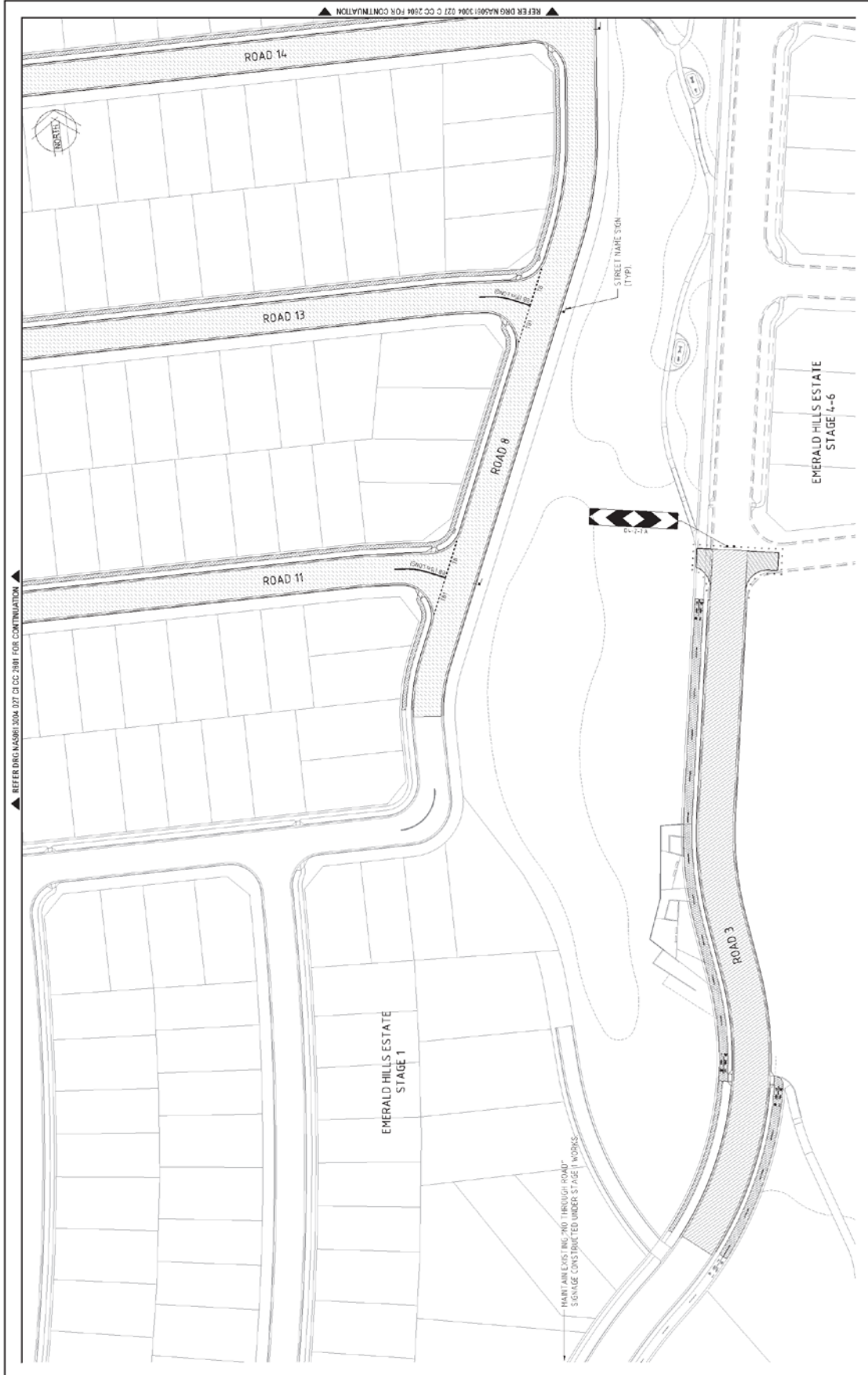
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PROJECT: EMERALD HILLS ESTATE

CLIENT: MACARTHUR DEVELOPMENTS

DESIGNER: CARDINO SHAPING THE FUTURE

CONTRACT NO: N450013004 027 CI CC 2801



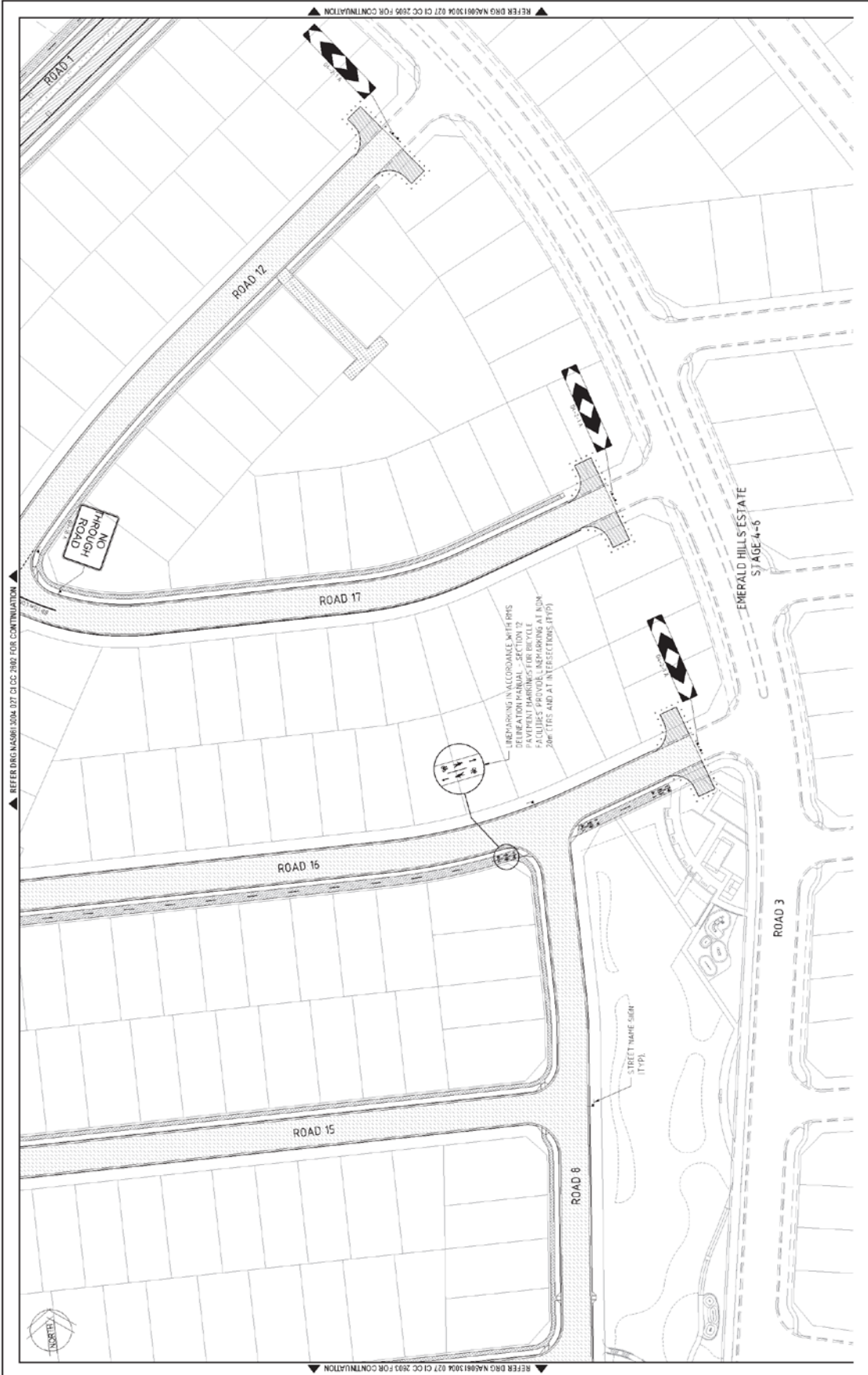
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▲ REFER DING N45081 3004 027 CI CC 2603 FOR CONTINUATION ▲

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Attachment 1

LTC35

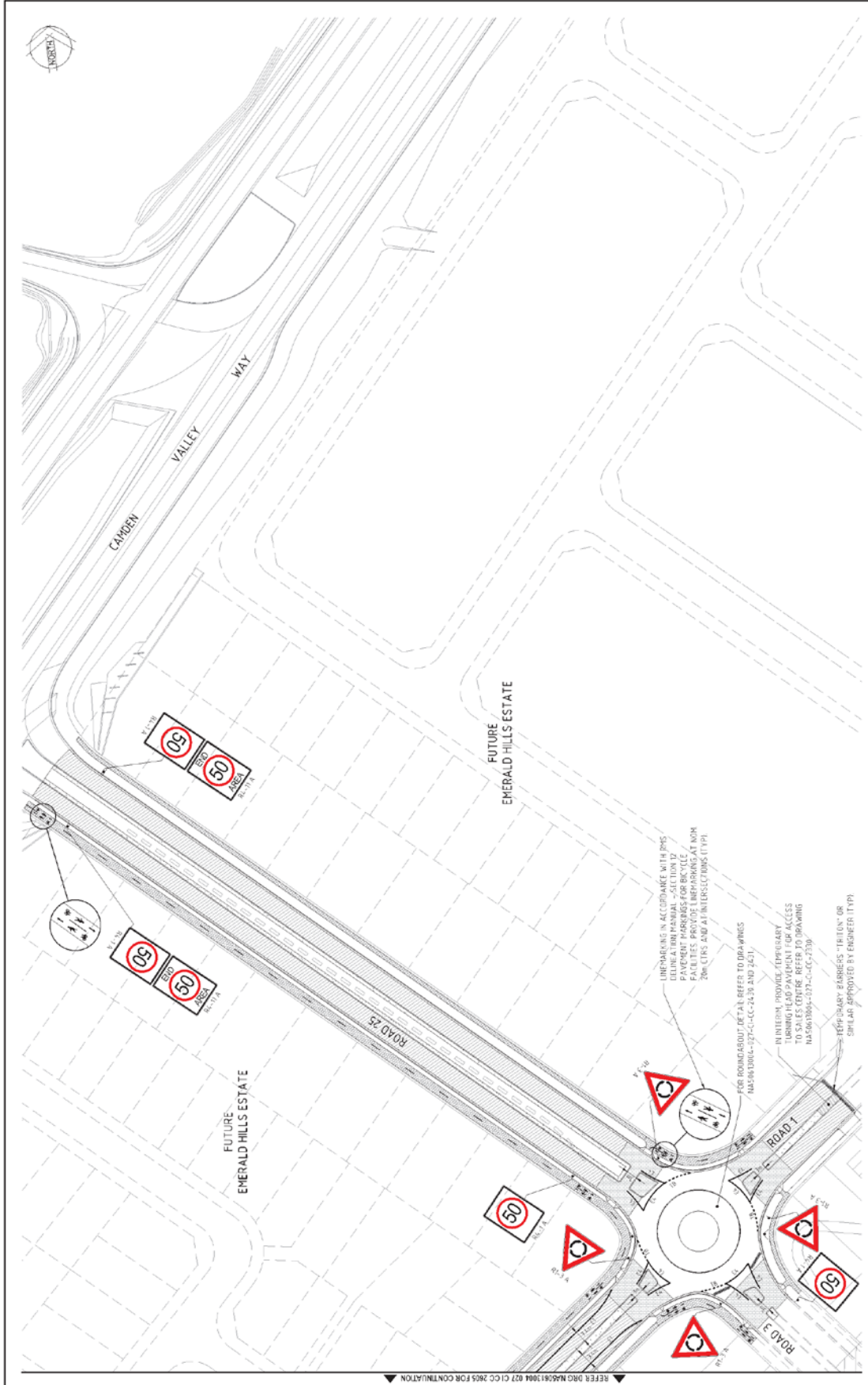


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REFER DRG N40813004 027 CI CC 2605 FOR CONTINUATION

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<p>EMERALD HILLS ESTATE STAGE 4-5 PAVEMENT SIGNAGE AND LINEWORKS PLAN SHEET 4 OF 5</p>		<p>PROJECT NO: MAS0613004 027 CI CC 2604</p>		<p>DATE: 18/02/15</p>	
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				EMERALD HILLS ESTATE C/O MACARTHUR DEVELOPMENTS FOR CONSTRUCTION CERTIFICATE STAGE 2.3 CIVIL WORKS CONSTRUCTION CERTIFICATE PAVEMENT SIGNAGE AND LINEMARKING PLAN SHEETS OF 5	
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DRAWN BY	MA	DATE	15/02	PROJECT NO.	MA50813004_027 CI CC 2605
PROJECT NO.	MA50813004_027 CI CC 2605	DATE	15/02	SCALE	1:500
PROJECT NAME	EMERALD HILLS ESTATE	DATE	15/02	SCALE	1:500
PROJECT NO.	MA50813004_027 CI CC 2605	DATE	15/02	SCALE	1:500
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PROJECT NO.	MA50813004_027 CI CC 2605	DATE	15/02	SCALE	1:500

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Macarthur
 Developments



NO.	DESCRIPTION	DATE	BY	CHKD.
1	ISSUED FOR CONSTRUCTION	15/02/15	MA	MA
2	ISSUED FOR CONSTRUCTION	15/02/15	MA	MA
3	ISSUED FOR CONSTRUCTION	15/02/15	MA	MA
4	ISSUED FOR CONSTRUCTION	15/02/15	MA	MA

REFER DRG MA50813004_027 CI CC 2605 FOR CONTINUATION



LOCAL TRAFFIC COMMITTEE

LTC36

SUBJECT: EMERALD HILLS, LEPPINGTON - STAGE 1 HOMEWORLD DISPLAY VILLAGE - SIGNAGE, LINEMARKING AND DEVICES

FROM: Manager Infrastructure Planning

TRIM #: 17/17672

ELECTRONIC MEETING ITEM DATE: 13 January 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 Stage 1 of the HomeWorld Display Village in Emerald Hills, Leppington.

MAIN REPORT

Signage and line marking plans have been received by Council for the construction of new roads associated with the development of Stage 1 of the HomeWorld Display Village in Emerald Hills, Leppington. The location is highlighted on **Attachment 1**. This is related to Development Application number DA/2015/1470. This site was previously discussed at the meeting of the Local Traffic Committee on 17 May 2016; the issues raised at the meeting have since been addressed. The one way system will be removed once the display village closes.

The Engineering Drawing No. 80215054-CC-005 Rev. A prepared by Cardno Consulting, provides details of the proposed signage, line marking and device (**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.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2017/02	<p>The Local Traffic Committee recommends that Council, on and in the vicinity of Raby Road, approves the regulatory signs, line marking and devices associated with the development of Stage 1 of the residential subdivision at Emerald Hills, Leppington as shown on the Engineering Drawing No. 80215054-CC-005 Rev. A subject to:</p> <ul style="list-style-type: none"> i. The installation being completed by the applicant at its cost; ii. All signage being sign size A; and iii. Street lighting levels for devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.

This recommendation was supported unanimously by the four voting members.

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

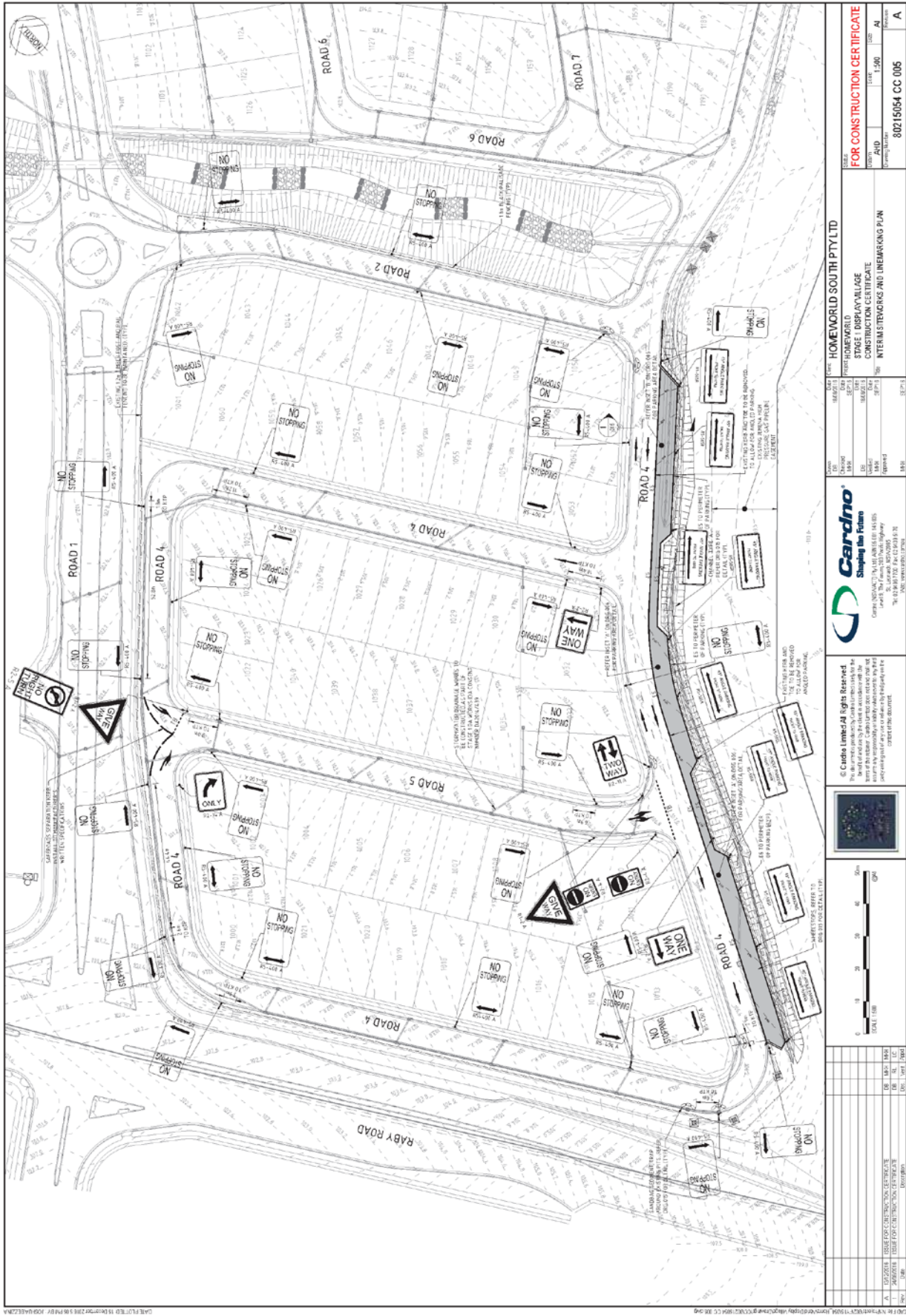
RECOMMENDED

That Council receives and notes the report.

ATTACHMENTS

1. Emerald Hills, Leppington - Signage, Linemarking and Devices
2. Engineering Drawing - Emerald Hills, Leppington - Signage, Linemarking and Devices





LOCAL TRAFFIC COMMITTEE**LTC37**

SUBJECT: FAIRBANK DRIVE, GLEDSDOOD HILLS - SIGNAGE, LINEMARKING AND DEVICES
FROM: Manager Infrastructure Planning
TRIM #: 17/30816

ELECTRONIC MEETING ITEM DATE: 2 February 2017

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for signage and line marking plans associated with Fairbank Drive, Gledswood Hills.

MAIN REPORT

Signage and line marking plans have been received for Fairbank Drive, Gledswood Hills. The location is highlighted on **Attachment 1**. This consolidates previous Local Traffic Committee concurrence for sections of this road.

The Engineering Drawing No. SKC-TPHW-027-02 Rev. 02; SKC-TPHW-027-01 Rev. 02 and SKC-TPHW-027-03 Rev. 02 prepared by Sekisui House provide details of the proposed signage and line markings (**Attachments 2, 3, and 4**). 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
2017/03	<p>The Local Traffic Committee recommends that Council approves the regulatory signs, line marking and devices associated on Fairbank Drive, Gledswood Hills, as shown on the Engineering Drawing No. SKC-TPHW-027-02 Rev. 02; SKC-TPHW-027-01 Rev. 02 and SKC-TPHW-027-03 Rev. 02 subject to:</p> <ul style="list-style-type: none"> <li data-bbox="359 1413 1204 1442">i. The installation being completed by the applicant at its cost; <li data-bbox="359 1480 874 1509">ii. All signage being sign size A; and <li data-bbox="359 1547 1214 1644">iii. Street lighting levels for devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.

This recommendation was supported unanimously by the four voting members.

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

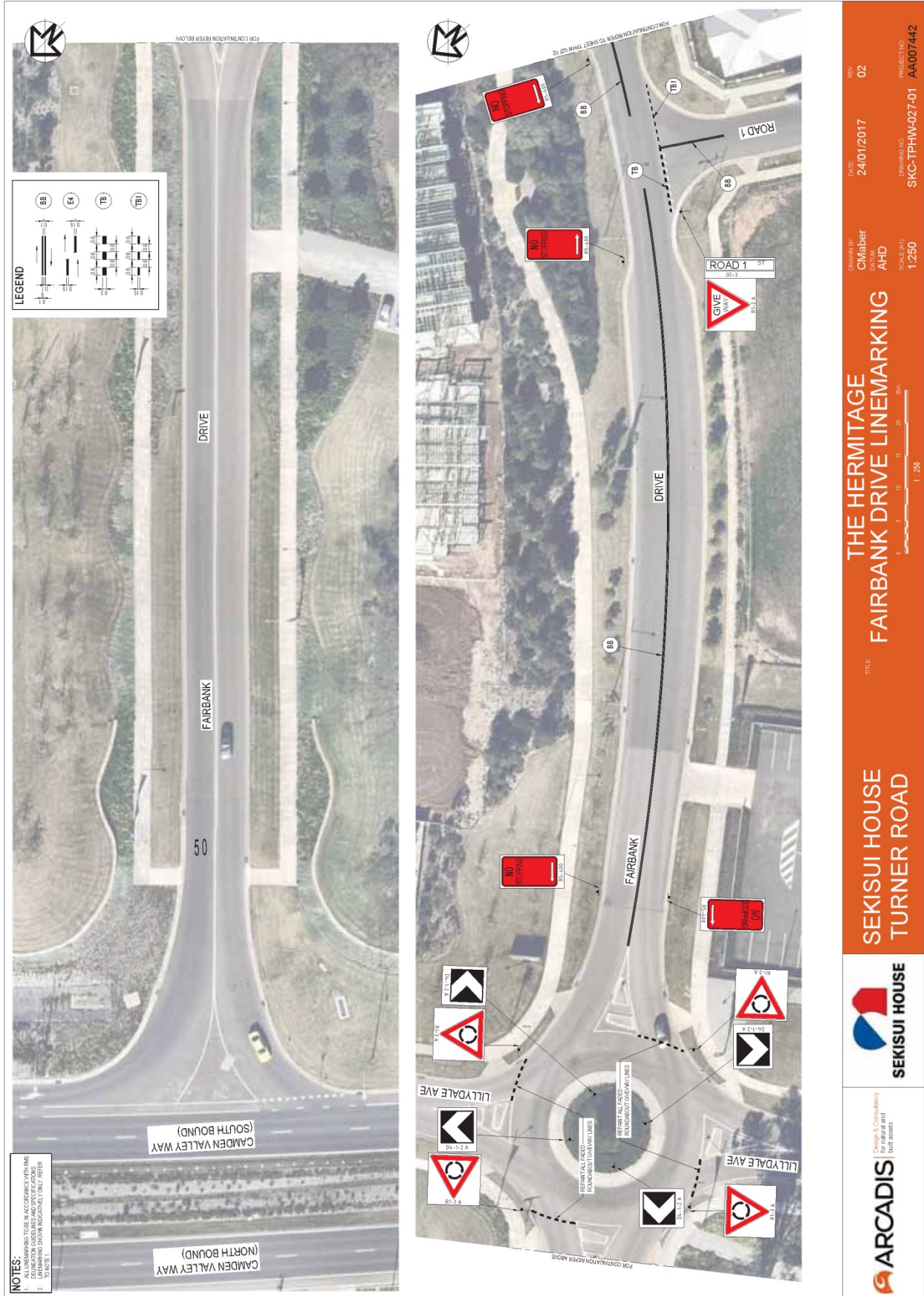
RECOMMENDED

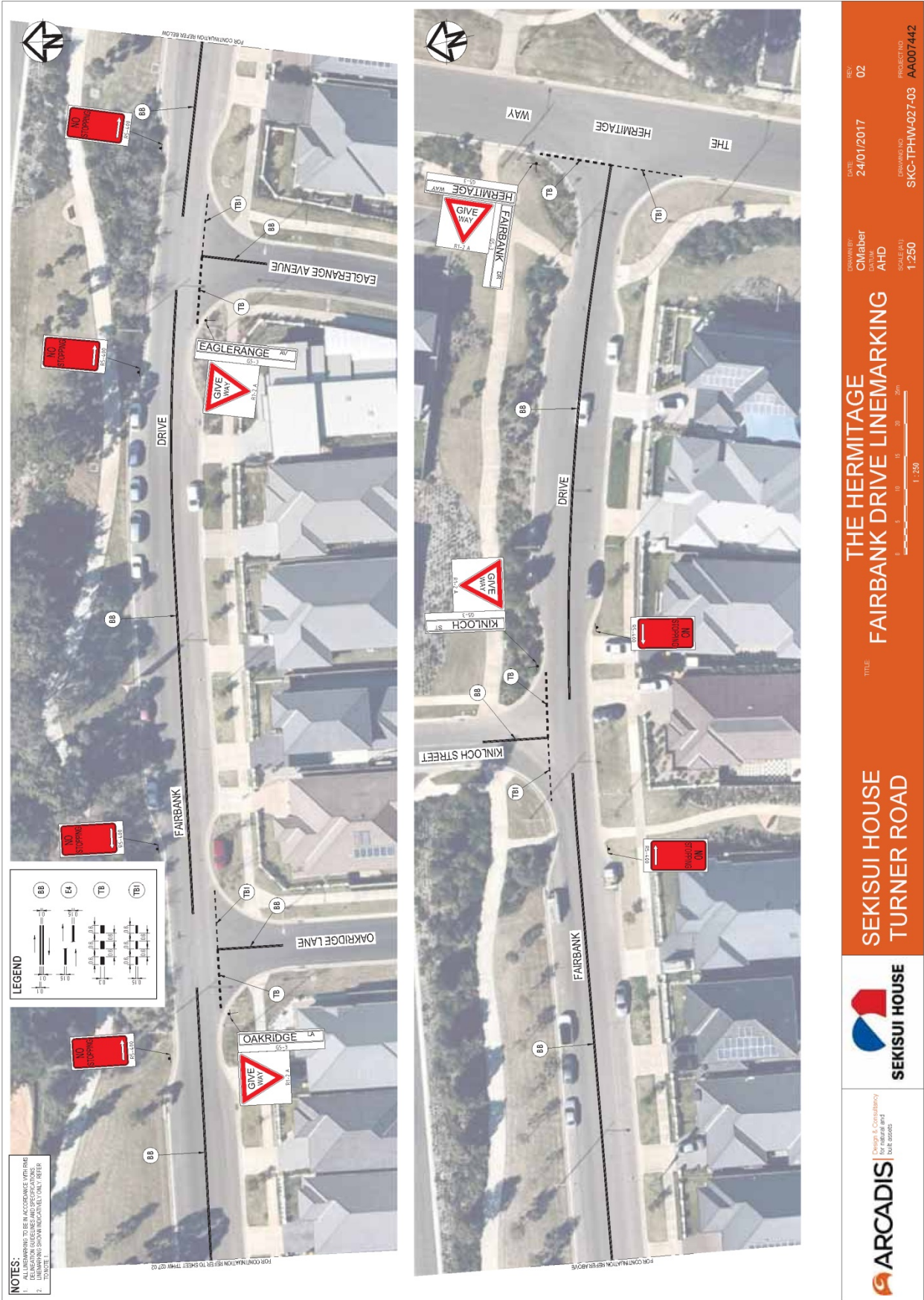
That Council receives and notes the report.

ATTACHMENTS

1. Locality Plan - Fairbank Drive, Gledswood Hills - Signage, Linemarking and Devices
2. Engineering Drawing - Fairbank Drive, Gledswood Hills - Signage, Linemarking and Devices
3. Engineering Drawing - Fairbank Drive, Gledswood Hills - Signage, Linemarking and Devices
4. Engineering Drawing - Fairbank Drive, Gledswood Hills - Signage, Linemarking and Devices









LOCAL TRAFFIC COMMITTEE

LTC38

SUBJECT: THE HERMITAGE WAY, GLEDWOOD HILLS - SIGNAGE, LINEMARKING AND DEVICES

FROM: Manager Infrastructure Planning

TRIM #: 16/110909

ELECTRONIC MEETING ITEM DATE: 7 February 2017

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the construction of The Hermitage Way, Gledswood Hills from Longview Road to Sandhurst Drive. The location is highlighted on **Attachment 1**.

MAIN REPORT

Signage and linemarking plans have been received by Council associated with the construction of the final section of The Hermitage Way, Gledswood Hills, from Longview Road to Gledswood Hills Drive. This section of road passes through the neighbourhood centre for The Hermitage precinct and is related to Development Application number DA/2015/1230.

As a condition of the development consent, a further plan has been received for proposed double barrier (BB) lines on the existing section of The Hermitage Way between Gledswood Hills Drive to Sandhurst Drive. This is because The Hermitage Way functions as a collector road with traffic expected to increase significantly once the connection to Camden Valley Way opens.

The Engineering Drawing Nos. TRHW-C1-505-AA007442CC, Issue 12 and TRHW-C1-506-AA007442CC, Issue 3 prepared by Arcadis Consulting, provides details of the proposed signage, line marking and devices (**Attachment 2**).

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2017/04	<p>The Local Traffic Committee recommends that Council, on and in the vicinity of The Hermitage Way, Gledswood Hills, approves the regulatory signs, line marking and devices as shown on the Engineering Drawing Nos. TRHW-C1-505-AA007442CC, Issue 12 and TRHW-C1-506-AA007442CC, Issue 3 subject to:</p> <ol style="list-style-type: none"> i. the proposed raised pedestrian crossing on The Hermitage Way between Road MC09 and Road MC07 being signposted and linemarked in accordance with AS1742.10 and RMS Australian Standard Supplements AS1742.10; ii. the proposed raised traffic calming devices on The Hermitage Way East of Road MC08 and East of Road MC07 being designed and constructed in accordance with AS1742.13; iii. The installation being completed by the applicant at its cost; iv. All signage being sign size A; and

	v. 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.
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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 - The Hermitage Way Extension, Gledswood Hills - Signage, Linemarking and Devices
2. Engineering Drawings - The Hermitage Way Extension, Gledswood Hills - Signage, Linemarking and Devices



Scale: 1:5000
 Printed Date: 07.02.17



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