



# **Local Traffic Committee Business Paper**

**Committee Meeting**  
**18 December 2018**

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**Council Office  
70 Central Avenue  
Oran Park**

**LOCAL TRAFFIC COMMITTEE**  
**18 December 2018**

Dear Sir/Madam

You are advised that the next Local Traffic Committee is scheduled for 18 December 2018, commencing at 9.30am at Council Office, 70 Central Avenue, Oran Park.

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

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

Your sincerely

Sandra Kubecka  
**Director Community Assets**

## Local Traffic Committee

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### **Background**

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

### **Role of the Committee**

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

### **Committee Delegations**

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

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

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

### **Committee Membership**

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

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

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

The role of the four voting members is to:

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

In relation to this:

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

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

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

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

Please note there is no public gallery for these meetings.

### **LTC Business Paper**

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

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

## COMMON ABBREVIATIONS

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



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# LOCAL TRAFFIC COMMITTEE

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Confirm and adopt Minutes of the Local Traffic Committee Meeting held 18 September 2018

### Local Traffic Committee Tuesday 18 December 2018

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### **BUSINESS WITHOUT NOTICE**

### **DATE OF NEXT LOCAL TRAFFIC COMMITTEE MEETING**



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## LOCAL TRAFFIC COMMITTEE

LTC01

**SUBJECT: BUSINESS ARISING FROM THE COMMITTEE'S LAST REPORT**  
**FROM:** Manager Traffic, Depot & Buiding Services  
**TRIM #:** 18/384081

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The Local Traffic Committee report dated 18 September 2018 was presented to the Council meeting on 30 October 2018. Council adopted the Local Traffic Committee's recommendations without amendment.

**RECOMMENDED**

**That the adoption by Council of the Committee's recommendations dated 18 September 2018 be noted.**





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## LOCAL TRAFFIC COMMITTEE

LTC02

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

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 18/384109

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Work instructions have been issued for recommendations of the Local Traffic Committee from the meeting on 18 September 2018.

**RECOMMENDED**

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



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## LOCAL TRAFFIC COMMITTEE

### LTC03

**SUBJECT: OLD HUME HIGHWAY / KELLOWAY AVENUE, CAMDEN - PARKING RESTRICTIONS IN THE VICINITY OF CAMDEN SOUTH PUBLIC SCHOOL**

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 18/284797

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### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for parking restrictions along the Old Hume Highway service road and Kelloway Avenue, Camden, near Camden South Public School.

### BACKGROUND

Concerns have been raised regarding vehicles parking in a manner which compromises traffic flow along Old Hume Highway and Kelloway Avenue during pick up and drop off periods at Camden South Public School.

### MAIN REPORT

Old Hume Highway is a Regional Road with a 5-metre-wide service road on the western side providing access to residential properties. On the western side of the service road near the zebra crossing there is 40 metres of existing No Stopping (R5-400) restrictions which operate from 2.30 – 4 pm on school days. On the eastern side there is a mixture of full time and timed No Stopping restrictions.

An assessment has been undertaken by Council officers and Police raising concerns with motorists obstructing traffic flow when parking along both sides of the access road during school drop off and pick up times. There are concerns raised regarding poor sightlines of pedestrians crossing between parked vehicles along the eastern side.

It is proposed to implement 170 metres of full time No Stopping (R5-400) restrictions along the eastern side opposite Camden South Public School. The short section of timed restriction on the western side would be maintained.

Consultation was undertaken with affected owners and occupiers. Four responses were received. All respondents supported the proposal. Camden South Public School has also been consulted on the proposals.

Kelloway Avenue is a 7.4 metre wide local road with unrestricted parking on both sides except near the intersection with Old Hume Highway. Traffic flow has been observed to be impeded when vehicles are parked along both sides of the road during school pick up and drop off periods.

It is proposed to implement 54 metres of No Stopping (8am-9:30am, 2:30pm-4pm School Days) restrictions along the south-western end of Kelloway Avenue, Camden, facilitating school access from the northern side. It will also address bus impediment issues and assist with bus manoeuvrability within the street.



Community consultation was undertaken proposing restrictions along the entire southern length of Kelloway Avenue. 5 responses were received, two supported the proposal, two were against (one did not want motorists to park adjacent to his driveway and the other stated that it should be placed on the opposite side of the road as buses travel along that side) and one noted that they hope the matter does not move parking to surrounding streets. Further site investigations were undertaken, and it was determined that the issue may be addressed limiting the proposed restrictions to the western portion would be effective in addressing the impact particularly near the intersection with Old Hume Highway. It should also be noted that consultation was undertaken earlier this year proposing the restrictions on the northern side however it was not supported by several people as the footpath is on the northern side.

These measures have been developed in discussion with the Principal at Camden South Public School.

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

The estimated cost of the recommended work is \$4,900. It is proposed that the cost be funded from the RMS Block Grant (Traffic Facilities Component) for the 2018/19 financial year.

### **CONCLUSION**

Concerns have been raised regarding traffic flow at school times along the service road of Old Hume Highway and along Kelloway Avenue, Camden. It is recommended that the Committee supports the proposed parking restrictions.

### **RECOMMENDED**



**The Local Traffic Committee recommends that Council approves in the vicinity of Camden South Public School:**

- i. No Stopping (R5-400) for 170m along the eastern side of the service road along Old Hume Highway;**
- ii. No Stopping (8am-9:30am, 2:30pm-4pm School Days) for 54 metres along the southern side of Kelloway Avenue Camden; and**

### **ATTACHMENTS**

1. Plan - Old Hume Highway
2. Plan - Kelloway Ave



 <p>Camden Council 75 Central Drive CAMDEN NSW 2305 Phone: 02 4864 5999 Fax: 02 4864 7929 E-Mail: <a href="mailto:info@camden.nsw.gov.au">info@camden.nsw.gov.au</a></p>	<p><b>Important Notice</b> THE SHALBACH GROUP AND ITS ASSOCIATED COMPANIES DO NOT BE CONSIDERED A PARTY TO THE PROJECT. This information has been prepared in good faith and is intended to provide an overview of the project and is not intended to constitute an offer of any financial product or service. It is not intended to be used as a basis for any investment decision. The Shalbach Group and its associated companies do not accept any liability for any loss or damage, including any consequential loss or damage, arising from the use of this information. For more information, please contact the Shalbach Group.</p>		<p>Drawn By: <b>Ng &amp; Co</b> Project No: <b>0084 / 0084-00-00</b> Date: <b>20/09/2017 1:37 PM</b></p>	<p><b>Old Hume Highway, Camden</b></p>	<p>Map Scale: 1:741 at A4</p>
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Created: 05/11/2018 3:40:29PM





Camden Council  
 65AAN PARLI SQ NSW 2070  
 Tel: 604 865 7777  
 Fax: 604 865 7820  
 Email: 6048657777@camden.nsw.gov.au

**Subject Site**  
 Kelloway Avenue, Camden

Map Scale: 1:574  
 Projection: GDA94 / MGA zone 55  
 Date: 5/11/2018 3:40 PM

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## LOCAL TRAFFIC COMMITTEE

**LTC04**

**SUBJECT: MENANGLE ROAD, CAMDEN - NO STOPPING RESTRICTIONS AT THE INTERSECTION WITH CHELLASTON STREET**

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 18/69244

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### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of No Stopping restrictions on Chellaston Street, Camden, at the intersection with Menangle Road.

### BACKGROUND

Concerns have been raised regarding motorists parking in Menangle Road impacting on vehicles visibility when exiting Chellaston Street.

### MAIN REPORT

Menangle Road is a 10-metre-wide collector road and parking is delineated on both sides along most of its length by edgelines. The subject intersection is near Camden Hospital and parking at this location is generally in high demand. Chellaston Street is also the primary access to Chellaston Reserve and Nepean Cycleway.

Sightlines for vehicles exiting Chellaston Street onto Menangle Road are particularly impacted if vehicles parked are too close to the intersection. Concerns have been reported to Council about this issue a number of times in recent years with photographic evidence recently supplied. To address these concerns, No Stopping restrictions are proposed to the extent of the statutory restriction of 10 metres on the north-east corner. The proposal will not result in any loss of legal on-street parking. The intersections of Menangle Road to the south – with Victory Avenue and Gilbulla Avenue – have a similar treatment.

Owners and occupiers adjacent to the proposal and along Chellaston Street have been consulted. 15 responses have been received and summary of comments is provided below:

- Respondent 1
  - In support of proposal
  - Intersection visibilities are limited due to parked vehicles
  - Many near misses
  - Suggesting no stopping restrictions be extended and on both sides
- Respondent 2
  - In support of proposal
  - Many near misses
  - Poor intersection sightlines due to parked vehicles
  - Suggesting no stopping restrictions be installed on both sides
- Respondent 3
  - Suggesting no stopping restrictions be extended by another 10 metres
- Respondent 4

- 
- In support of proposal
    - Poor intersection sightlines due to parked vehicles
    - Suggesting no stopping restrictions be installed on both sides
  - Respondent 5
    - In support of proposal
    - Poor intersection sightlines due to parked vehicles
    - Suggesting no stopping restrictions be installed on both sides
  - Respondent 6
    - In support of proposal
    - Poor intersection sightlines due to parked vehicles
    - Parking along Menangle Road should be reviewed
    - Parking of cars on both sides of the street is dangerous
  - Respondent 7
    - In support of proposal
    - Suggesting no stopping restrictions be installed on both sides
  - Respondent 8
    - Suggesting no stopping restrictions be extended by another 15-20metres
  - Respondent 9
    - Suggesting no stopping restrictions be placed on Menangle Road opposite the intersection
  - Respondent 10
    - In support of the proposal
  - Respondent 11
    - In support of the proposal
    - Suggesting no stopping restrictions be installed on both sides
  - Respondent 12
    - Suggesting no stopping restrictions be installed on both sides
  - Respondent 13
    - In support of the proposal
    - Poor intersection sightlines due to parked vehicles
    - Suggesting no stopping restrictions be installed on both sides
  - Respondent 14
    - In support of the proposal
  - Respondent 15
    - In support of the proposal
    - Suggesting no stopping restrictions be installed on both sides

### **Council Officer Response**

All 15 respondents have supported the proposal. Three have asked for the restriction to be extended further. Nine of the respondents have also advised that the restriction should also be installed on the southeast side of the intersection.

In May 2018, Council invited residents in the immediate vicinity intersection to provide feedback on the proposed No Stopping on the southeast corner. One respondent objected to this proposal and Council officers therefore undertook further observations at various times of day. Parking was not observed to occur on the southeast corner and Council therefore did not progress the proposal at that time.



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Visibility from Chellaston Street northwards is more constrained due to the road alignment and oncoming traffic on that side of the road. However, the strength of feeling about this issue is noted and Council will continue to monitor the situation.

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

It is proposed that the cost of signage installation be funded from the RMS Block Grant (Traffic Facilities component) for the 2018/19 financial year at an approximate cost of \$400.

### **CONCLUSION**

Concerns have been raised regarding motorists parking vehicles too close to the intersection of Chellaston Street and Menangle Road, and it is recommended that the Committee supports No Stopping restrictions to address this issue.

### **RECOMMENDED**


**The Local Traffic Committee recommends that Council approves in Menangle Road, Camden, No Stopping (R5-400) restrictions for 10 metres around the northeast corner of the intersection with Chellaston Street.**

### **ATTACHMENTS**

1. Attachment 1 - Chellaston Street








Camden Council  
70 Central Ave  
GRAN PARK NSW 2070  
Telephone: 02 4604 7777  
Fax: 02 4664 7920  
Email: [info@camden.nsw.gov.au](mailto:info@camden.nsw.gov.au)

**Subject Site**



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Map Scale: 1:500  
Projection: GOA94 / MGA zone 56  
Date: 7/03/2018 9:04 AM



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## LOCAL TRAFFIC COMMITTEE

LTC05

**SUBJECT: SPRINGS ROAD, SPRING FARM - BUS ZONES**  
**FROM:** Manager Traffic, Depot & Buiding Services  
**TRIM #:** 18/302544

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### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for installing Bus Zone signage on Springs Road, Spring Farm west of the Richardson Road intersection.

### BACKGROUND

Following a request for a new bus stop in Spring Farm, an investigation has been carried out and as a result, a Bus Zone is recommended to be installed on Springs Road.

### MAIN REPORT

A request has been received through Busabout from a local resident in East Village, Spring Farm for a new bus stop on both sides of Springs Road, west of Richardson Road. The resident states that her children have to walk 1.2 km to the closest bus stop heading to Camden, located on Richardson Road, opposite Woolworths.

An investigation established that the installation of new bus zones on Springs Road, approximately 60 metres west of the Richardson Road intersection is considered to be warranted. **Attachment 1** provides details of proposal.

### FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

The estimated cost to install the signage is \$600 and it is proposed that the cost be funded from the RMS Block Grant (Traffic Facilities Component) for the 2018/19 financial year.

### CONCLUSION

An investigation into a request for a new bus stop in Spring Farm has established that there is a valid reason for a new bus zone to be provided on Springs Road.

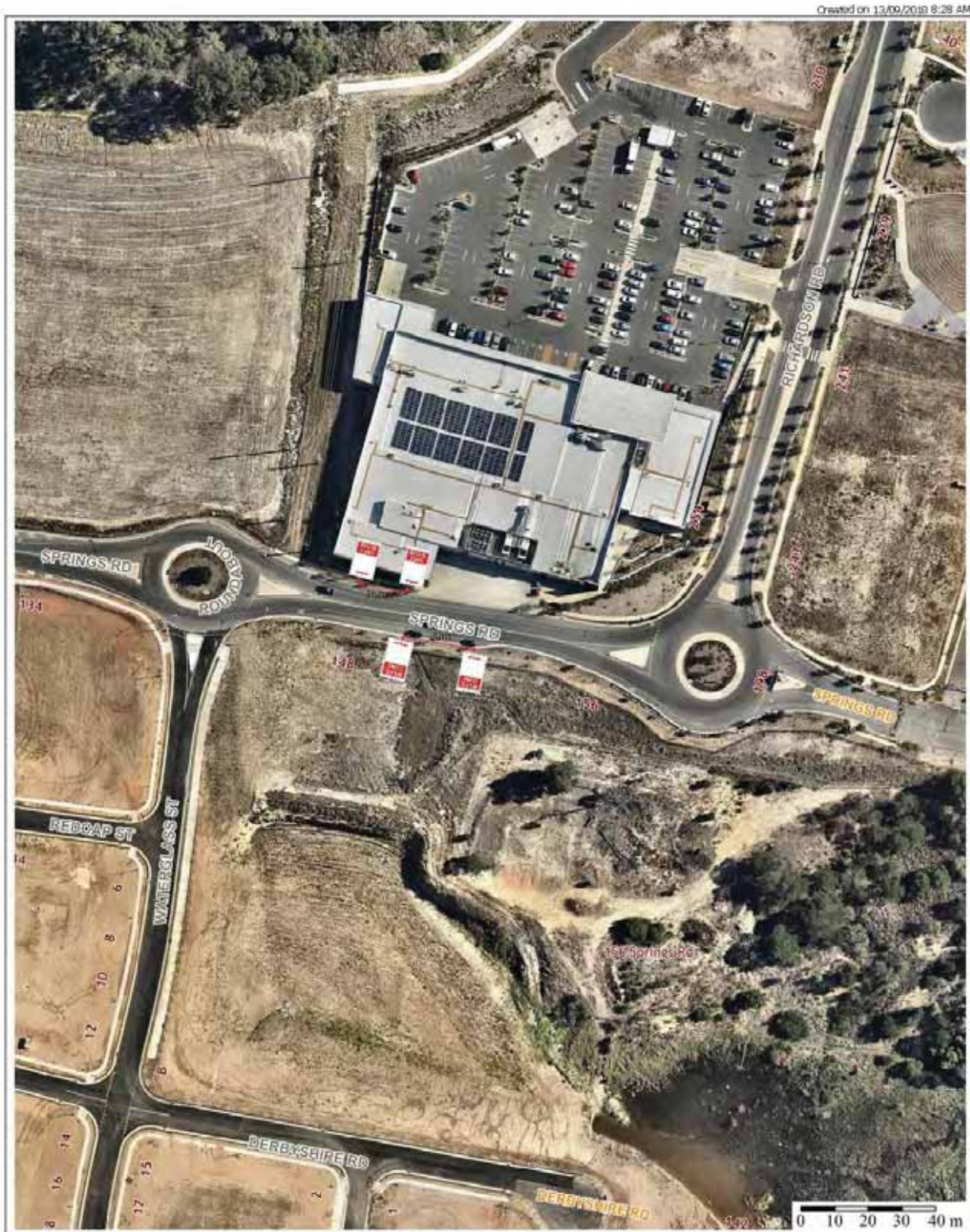
### RECOMMENDED

**The Local Traffic Committee recommends that Council approves in Springs Road, Spring Farm, between Richardson Road and Waterglass Street:**

- i. 20m of Bus Zone (R5-20) on the southern side; and
- ii. 15m of Bus Zone (R5-20) on the northern side.

### ATTACHMENTS

1. Springs Road Bus Zone



	<b>Subject Site</b>	
<p>Camden Council 70 Centra Ave ORAN PARK NSW 2870 Telephone: 02 4004 7777 Fax: 02 4664 7620 Email: <a href="mailto:pa@camden.nsw.gov.au">pa@camden.nsw.gov.au</a></p>	<p>Map Scale: 1:1500 Projection: GDA94 / MGA zone 56 Date: 13/09/2018 8:28 AM</p>	<p><b>DISCLAIMER:</b> This map has been prepared from Council records by the Land Information Section. If you intend to rely on this information you should have it verified first. 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

### LTC06

**SUBJECT: GRAHAMS HILL ROAD, NARELLAN - CENTRELINES AT MILLWOOD AVENUE INTERSECTION**

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 18/287259

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### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of double barrier centrelines and No Stopping restrictions on Grahams Hill Road, opposite Millwood Avenue, Narellan.

### BACKGROUND

Concerns have been raised about road safety in Grahams Hill Road due to increased volumes of traffic, driveway accesses and parked vehicles. Additional centrelines are proposed to address this issue.

### MAIN REPORT

Grahams Hill Road is an industrial road and functions as a collector road between Camden Valley Way and the Northern Road (via Porrende Street). In the vicinity of the intersection of Millwood Avenue it is 10.1 metres wide.

Safety concerns have been raised about sight distances when exiting driveways near the intersection, particularly if heavy vehicles are parked. A request has been made for No Stopping restrictions be installed at this location. Observations indicate a relatively high demand for on street parking in the vicinity and the heavy vehicles are not parked for extensive periods of time. However an increase in precinct traffic is acknowledged which exacerbates the issue, particularly at this intersection.

In response, Council invited affected properties / businesses to provide feedback on a proposal to install double barrier lines to assist in managing traffic at the intersection. If placed in the centre of the carriageway, this would prohibit parking of wider vehicles on the eastern side.

One response was received by telephone indicating strong objection and raising concern about a lack of parking in the vicinity of the subject site for their business.

Based on the feedback it is therefore proposed to offset the centrelines which would allow wider vehicles to park. The following is therefore proposed:

- 15 metres of double barrier centrelines on Grahams Hill Road, either side of Millwood Avenue, off-set to provide 5.5 metres width southbound and 4.5 metres northbound.
- 15 metres of double barrier centrelines on Millwood Avenue;
- Replacing existing No Parking restrictions on the north west corner with No Stopping restrictions; and
- No Stopping restrictions on the south west corner.



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**Attachment 1** provides details of this proposal.

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

It is proposed that the cost of signage installation be funded from the RMS Block Grant (Traffic Facilities component) for the 2018/19 financial year at an approximate cost of \$1,000.

### **CONCLUSION**

Concerns have been regarding poor visibility when accessing a driveway and as a result number of changes have been recommended to address the concern.

### **RECOMMENDED**

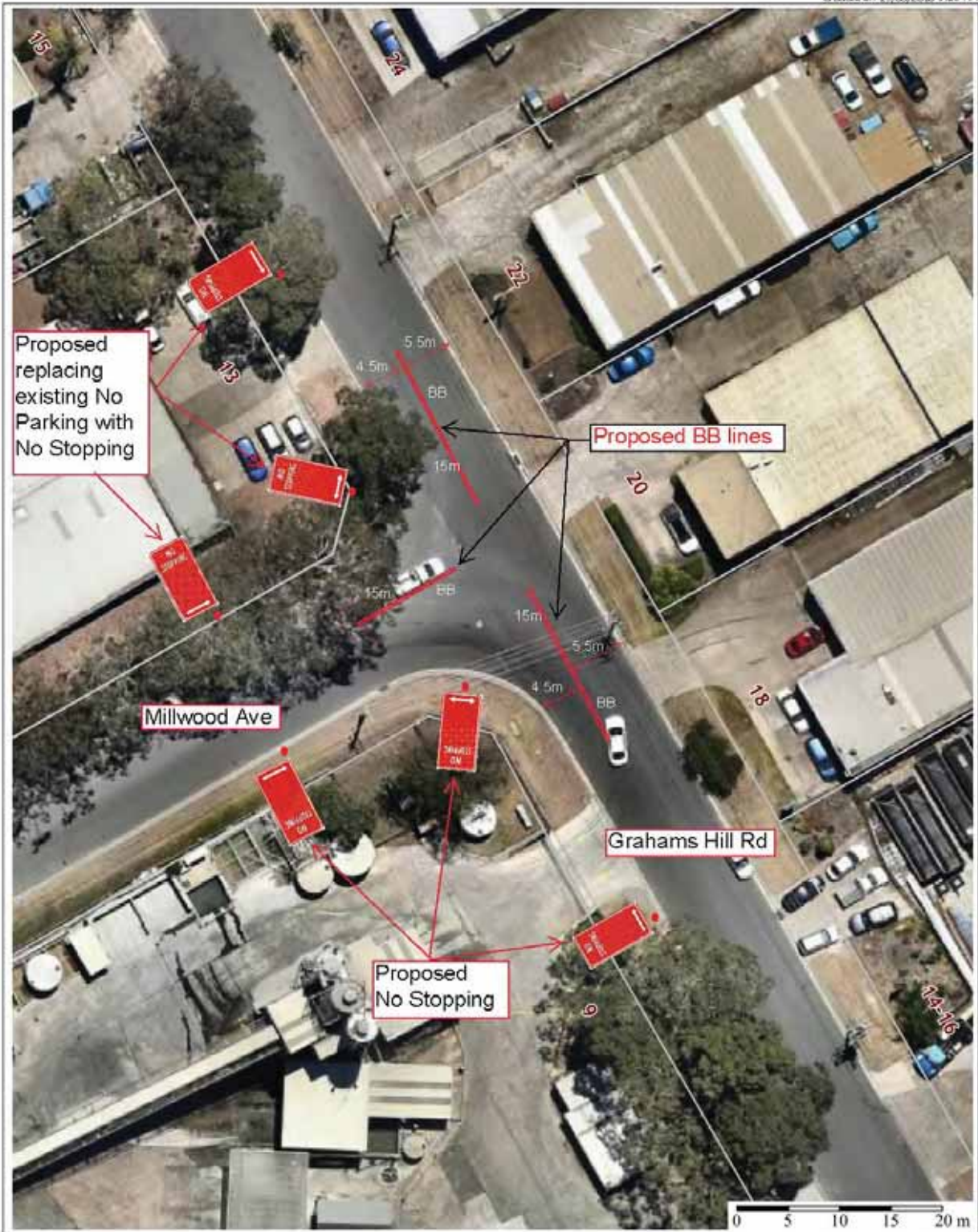
**The Local Traffic Committee recommends that Council approves in Grahams Hill Road, Narellan, at the intersection with Millwood Avenue:**

- i. double barrier (BB) centrelines for 15 metres on each leg of the intersection off-set by 0.5 metres westward from the centre of Grahams Hill Road;**
- ii. replacement of the existing No Parking restrictions (R5-40) on the north west corner with No Stopping restrictions (R5-400); and**
- iii. No Stopping restrictions (R5-400) on the south west corner.**

### **ATTACHMENTS**

1. Proposal - Grahams Hill Road, Narellan

Created on 10/03/2018 9:29 AM



	<p><b>PROPOSED BB LINES ON GRAHAMS HILL ROAD AT MILLWOOD AVENUE INTERSECTION</b></p>	
<p>Camden Council 70 Central Ave GRAN PARK NSW 2570 Telephone: 02 4604 7777 Fax: 02 4654 7620 Email: <a href="mailto:mail@camden.nsw.gov.au">mail@camden.nsw.gov.au</a></p>	<p>Map Scale: 1:500 Projection: GOA94 / MGA zone 56 Date: 13/03/2018 9:29 AM</p>	<p><b>DISCLAIMER:</b> This map has been prepared from Council records by the Land Information Section. If you intend to rely on this information you should have it verified first. 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: WEEKS PLACE, NARELLAN VALE - CENTRELINES AND GIVE WAY TREATMENT**

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 18/387513

---

### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for centreline marking and give way treatment at the intersection of Weeks Place and Veness Circuit.

### BACKGROUND

Community concerns have been raised regarding motorists not giving way at the intersection when departing Weeks Place, poor sightlines due to parked vehicles and motorists not keeping left at the bend when traveling along Veness Circuit.

### MAIN REPORT

Weeks Place is a 5-metre-wide cul-de-sac local road that connects with Veness Circuit in Narellan Vale. There is unrestricted parking, no linemarking and a default urban speed limit of 50km/h. Veness Circuit is 7 metres wide with unrestricted parking, no line marking and default speed limit of 50km/h.

The modified T-intersection configuration is assessed to be a factor in vehicles not giving way on Weeks Place and vehicles not keeping left along Veness Circuit. This is exacerbated at school drop off and pick up times for Narellan Vale Public School which occurs further around Veness Circuit.

It is therefore proposed to install a Give Way treatment at the intersection on Weeks Place with 10 metres of double barrier (BB) lines on the approaches along Weeks Place and Veness Circuit. Due to the road widths of both Weeks Place and Veness Circuit, the BB lines will restrict adjacent kerbside parking.

Consultation was undertaken with adjacent owners and occupants regarding the give way and double line installation. Two responses were received. One was in favour of the proposal, the other suggested shortening the BB Line along Veness Circuit to maintain parking outside the property. The proposal has been amended slightly to provide an additional parking spot.

### FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

It is proposed that the cost of the signage and line marking be funded from the RMS Block Grant (traffic facilities component) for the 2018/19 financial year at an approximate cost of \$800.

### CONCLUSION

Concerns have been raised regarding driver behaviour at the intersection of Weeks Place with Veness Circuit and it is recommended that the Committee supports the



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installation of the Give Way treatment and double barrier centrelines to help address the issues.

### **RECOMMENDED**

**The Local Traffic Committee recommends that Council approves in Weeks Place, Narellan Vale, at the intersection with Veness Circuit:**

- i. Give Way (R1-2) signage, TB line, TB1 line; and;**
- ii. 10 metres of double barrier (BB) centrelines on each approach to the intersection.**

### ATTACHMENTS

1. Attachment 1 - Weeks Place, Narellan Vale



Created on 19/07/2018 9:34 AM



	<p><b>Subject Site</b></p>	
<p>Camden Council 70 Central Ave DRAN PARK NSW 2870 Telephone: 02 4654 7777 Fax: 02 4654 7629 Email: <a href="mailto:info@camden.nsw.gov.au">info@camden.nsw.gov.au</a></p>	<p><b>Weeks Place, Narellan Vale</b> CRM 14588/2018 Map Scale: 1:312 Projection: GDA94 / MGA zone 56 Date: 19/07/2018 9:34 AM</p>	<p><b>DISCLAIMER:</b> This map has been prepared from Council records by the Land Information Section. If you intend to rely on this information you should have it verified first. 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

### LTC08

**SUBJECT: MOUNT ANNAN DRIVE, MOUNT ANNAN - EDGELINES AND INTERSECTION MARKING BETWEEN SWANSONA AVENUE AND THE AUSTRALIAN BOTANIC GARDEN**

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 18/392433

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### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of edgeline marking and roundabout Give Way lines along Mount Annan Drive, Mount Annan, between Swansona Avenue and the Australian Botanic Garden access road.

### BACKGROUND

Concerns have been raised regarding parking and speeding on Mount Annan Drive and measures are proposed to address these concerns.

### MAIN REPORT

Mount Annan Drive is a collector road with residential frontages. There is a central median island two metres wide with 5-metre-wide carriageways. The median has low plantings.

Observations indicate that parked vehicles are often not up against the kerb, restricting space for through traffic. Traffic surveys indicate some speeding along this road.

Edgeline marking is an effective treatment for encouraging parking against the kerb and reducing speeding. Delineation of a 2-metre-wide shoulder and 3-metre-wide travel lane would meet the minimum recommended widths in the Austroads 'Guide to Traffic Design – Part 3: Geometric Design'. The approach was approved by the Committee in 2016 for the section between Welling Drive and Swansona Avenue.

It is also proposed to widen the right-turn bay along Mount Annan Drive in Bottlebrush Street. This intersection is located on a crest. The existing bay measures 2.5 metres wide with an adjacent travel lane of approximately 3.5 metres. It is proposed to reduce the travel lane width to 3 metres and widen the turn bay to 3 metres. The design also proposes a Give-way treatment on Bottlebrush Avenue, at the intersection with Mount Annan Drive, this is to ensure motorists approach the intersection with caution.

Consultation has been undertaken with adjacent owners and occupants regarding the proposed line marking. Five responses were received. One response was in support. One stated they did not need to be consulted. Another respondent requested a 'No U-turn' sign at the intersection with Bottlebrush Avenue intersection. This restriction is not recommended at this time. However, staff will continue to monitor this location. Another respondent stated that 'Dangerous intersection' signs should be implemented along Mount Annan Drive in the vicinity of Bottlebrush Avenue and also stated that the proposed Give-way treatment would make it more difficult to exit Bottlebrush Avenue. It should be noted that existing signs (w2-4) are present on each approach to the intersection along Mount Annan Drive advising motorists of the intersection. It is also



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envisaged that the Give-way Treatment would improve safety as it would encourage motorists exiting Bottlebrush Avenue to approach the intersection with caution. A further response received stated that line marking along Mount Annan Avenue would not address their concern regarding speeding and that traffic calming measures should be implemented. Line marking is generally effective in reducing the 85<sup>th</sup> percentile speeds along roads.

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

It is proposed that the cost of installation be funded from the RMS Block Grant (Traffic Facilities Component) for the 2018/19 financial year at an approximate cost of \$2,500

### **CONCLUSION**

Concerns have been raised regarding delineation and speeding concerns along Mount Annan Drive and it is proposed to implement edgeline marking, roundabout Give Way lines.

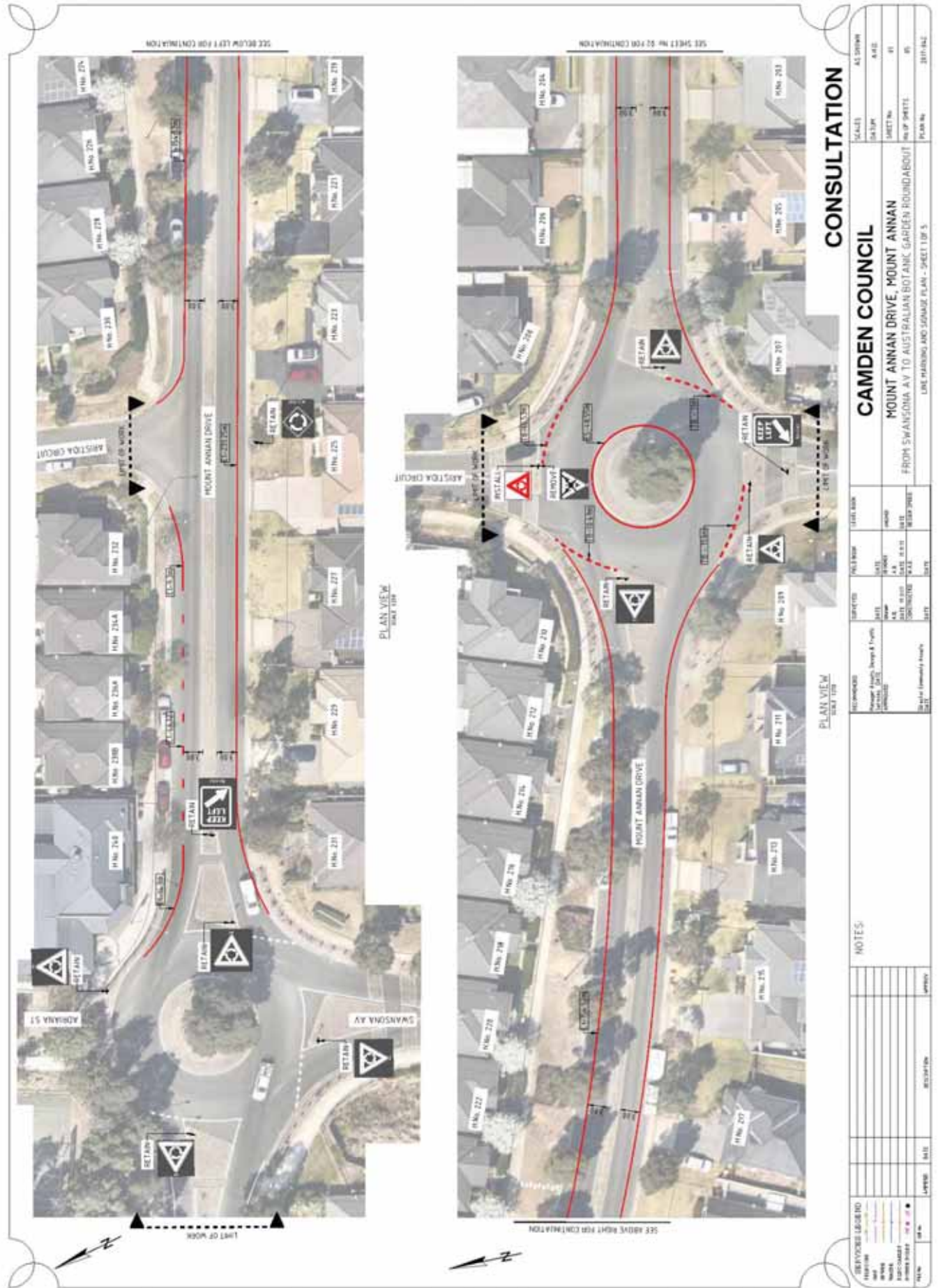
### **RECOMMENDED**

**The Local Traffic Committee recommends that Council approves in Mount Annan Drive, Mount Annan:**

- i. Edgelines (E1) between Swansona Ave and the Australian Botanic Garden access road;**
- ii. Give Way (TB) lines at four roundabouts between Swansona Avenue and Australian Botanic Gardens access road;**
- iii. Amending the right turn bay at the intersection with Bottlebrush Street to 3 metres width; and**
- iv. Give way treatment, including 10m double (BB) line, along Bottlebrush Avenue at the intersection with Mount Annan Drive.**

### **ATTACHMENTS**

1. Mount Annan Dr



**CONSULTATION**

**CAMDEN COUNCIL**  
MOUNT ANNAN DRIVE, MOUNT ANNAN  
FROM SWANSONA AV TO AUSTRALIAN BOTANIC GARDEN ROUNDABOUT

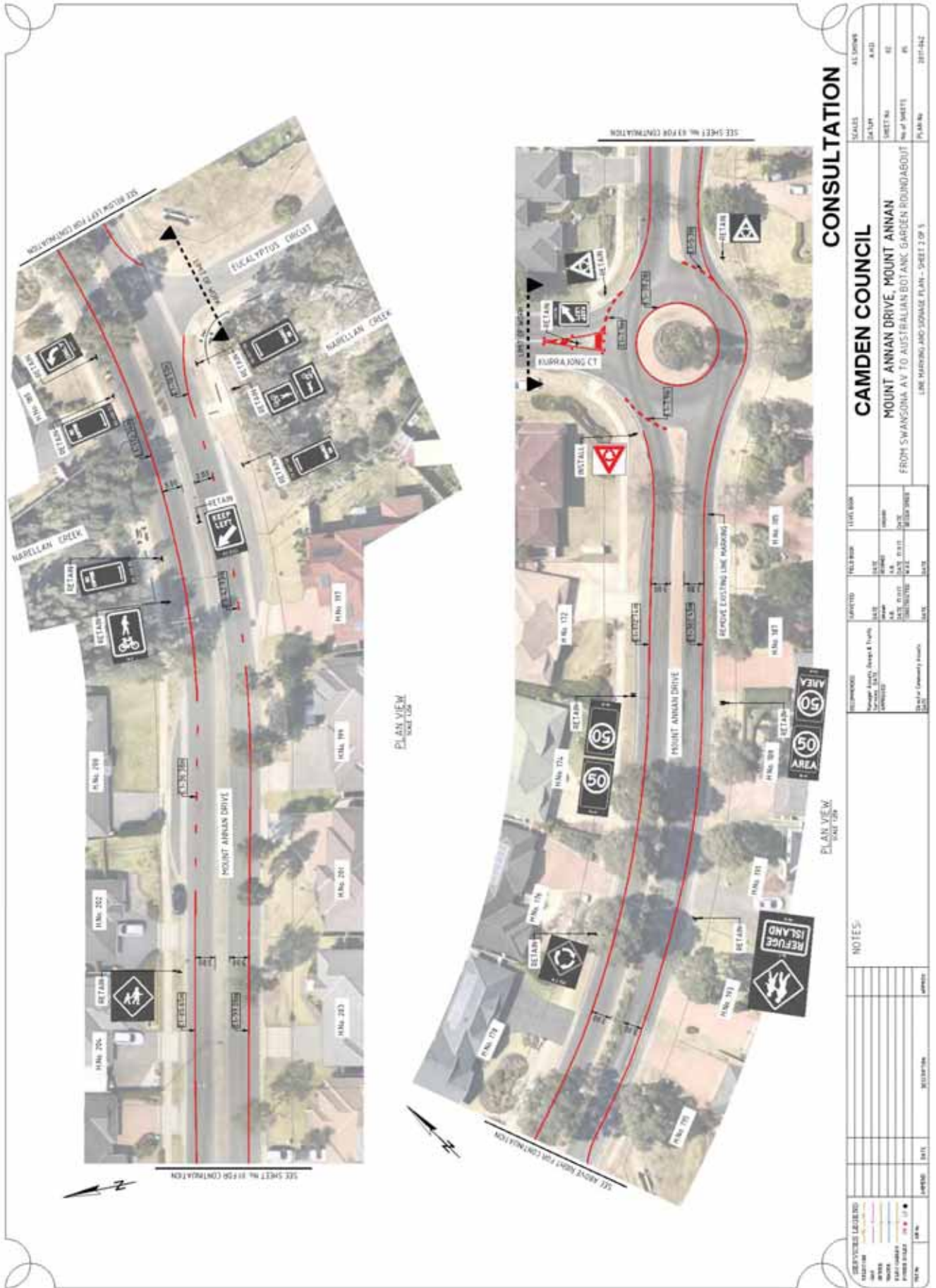
LOVE HARDING AND SWANSONA PLAN - SHEET 1 OF 5  
PLAN No. 2019/042

REVISIONS	DATE	BY	REASON

NO.	DATE	REVISION	APPROVED

REVISIONS	DATE	BY	REASON

REVISIONS	DATE	BY	REASON



**CONSULTATION**

SCALE	AS SHOWN
SCALE	AS SHOWN
SHEET NO.	83
NO. OF SHEETS	85
PLAN NO.	3877-82

<b>CAMDEN COUNCIL</b>	
<b>MOUNT ANNAN DRIVE, MOUNT ANNAN</b>	
FROM SWANGONIA AV TO AUSTRALIAN BOTANIC GARDEN ROUNDABOUT	
LINE MARKING AND SIGNAGE PLAN - SHEET 2 OF 5	

REVISIONS	DATE	BY	APPVED

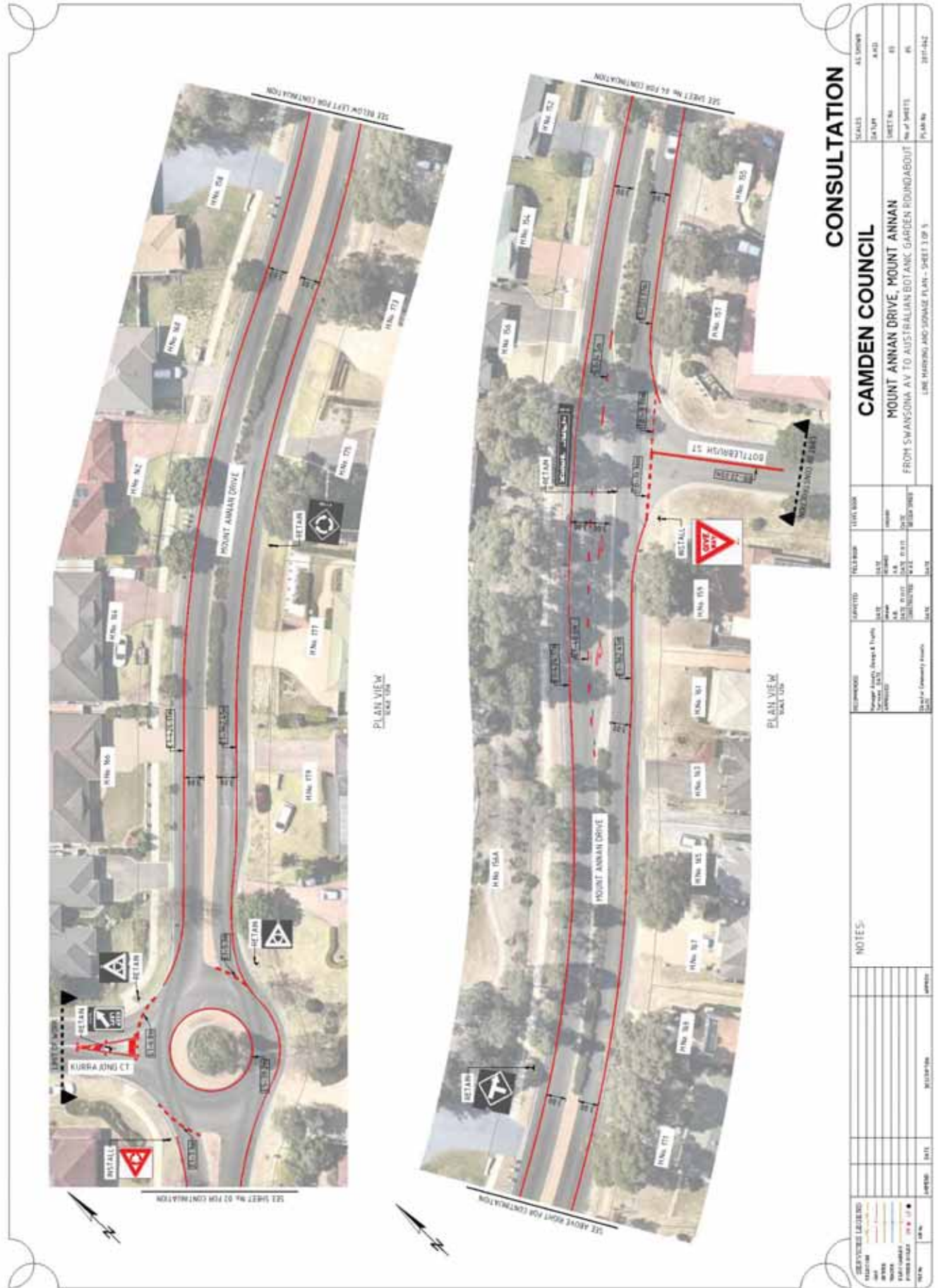
REVISIONS	DATE	BY	APPVED

REVISIONS	DATE	BY	APPVED

REVISIONS	DATE	BY	APPVED



**CONSULTATION**

CAMDEN COUNCIL		MOUNT ANNAN DRIVE, MOUNT ANNAN		FROM SWANSDORA AV TO AUSTRALIAN BOTANIC GARDEN ROUNDABOUT	
SCALES	AS SHOWN	DATE	AS SHOWN	SHEET No.	05
DATE	AS SHOWN	DATE	AS SHOWN	No. of SHEETS	05
				PLAN No.	2017-042
LINE MARKING AND SIGNAGE PLAN - SHEET 3 OF 5					

RECOMMENDATION	APPROVED	FIELD BOOK	LEVEL MARK
Proposed (New) Street & Traffic	DATE	DATE	DATE
Proposed	DATE	DATE	DATE
Revised	DATE	DATE	DATE
Cancelled	DATE	DATE	DATE

DATE	BY	FOR

NOTES:









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## LOCAL TRAFFIC COMMITTEE

### LTC09

**SUBJECT: RICKARD ROAD, LEPPINGTON - BUS ZONE**  
**FROM:** Manager Traffic, Depot & Buiding Services  
**TRIM #:** 18/392635

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#### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for implementing a Bus Zone along Rickard Road in the vicinity of Leppington Public School.

#### BACKGROUND

A bus stop exists within an area which is signposted 2-hour parking, subsequently the bus is unable to access the bus stop when vehicles are parked in the area.

#### MAIN REPORT

Rickard Road is a two-lane rural collector road with lane widths of 3 metres and unsealed shoulders.

Local Traffic Committee has recently supported the installation of 2-hour parking restrictions opposite Leppington Public School. An existing unauthorised bus stop was in the zone which Council was not aware of. It is therefore proposed to relocate the bus stop and provide a 30-metre long Bus Zone partially replacing a section of existing No Stopping parking restrictions (see **Attachment 1**).

#### FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

It is proposed that the cost be funded from the RMS Block Grant (Traffic Facilities Component) for the 2018/19 financial Year. The estimated cost of the recommended work is \$400.

#### CONCLUSION

It is recommended that the Committee supports the implementation of the proposed bus zone situated south of the existing restrictions opposite Leppington Public School. It is also recommended that the shoulder is sealed within the bus zone to accommodate for users.

#### RECOMMENDED

**The Local Traffic Committee recommends that Council approves in Rickard Road, Leppington, 30 metres of Bus Zone (R5-20) and 20 metres of No Stopping (R5-400), and sealed shoulder on the western side opposite Leppington Public School.**

#### ATTACHMENTS

1. Plan - Rickard Road



	<p><b>Subject Site</b> Rickard Road, Leppington</p>	
<p>Camden Council 70 Central Ave DRAN PARLI NSW 2670 Telephone: 02 4654 7777 Fax: 02 4654 7025 Email: <a href="mailto:info@camden.nsw.gov.au">info@camden.nsw.gov.au</a></p>	<p>Map Scale: 1:953 Projection: GDA94 / MGA zone 56 Date: 22/10/2018 4:05 PM</p>	<p>DISCLAIMER: This map has been prepared from Council records by the Land Information Section. If you intend to rely on this information you should have it verified first. 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

LTC10

**SUBJECT: MENANGLE ROAD, CAMDEN - NO STOPPING ACROSS CAMDEN HOSPITAL CAR PARK ACCESS**

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 18/393968

---

### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of No Stopping restrictions on Menangle Road, Camden, at the intersection with The Camden Hospital car park.

### BACKGROUND

Concerns have been raised by Camden Hospital regarding motorists parking in Menangle Road impacting on vehicles visibility when exiting the Camden Hospital car park and parking restrictions are proposed.

### MAIN REPORT

Menangle Road is a 10-metre-wide collector road and parking is delineated on both sides along most of its length by edgelines. On street parking is in high demand at this location because of Camden Hospital.

Sightlines for vehicles exiting the Camden Hospital car park access road onto Menangle Road are particularly impacted if vehicles parked are too close to the car park driveway. Due to the high volumes of traffic using the access and the road safety impact, No Stopping restrictions are proposed on Menangle Road for 5 meters on either side of the access road. (see **Attachment 1**). The proposal will result in loss of two on-street parking spaces.

### FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

It is proposed that the cost of signage installation be funded from the RMS Block Grant (Traffic Facilities component) for the 2018/19 financial year at an approximate cost of \$400.

### CONCLUSION

Concerns have been raised regarding motorists parking vehicles too close to the intersection of Menangle Road and the Camden Hospital car park access road. It is recommended that the Committee supports No Stopping restrictions to help address this issue.



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### **RECOMMENDED**

**The Local Traffic Committee recommends that Council approves in Menangle Road, Camden, No Stopping (R5-400) across the Camden Hospital Carpark access road to an extent of 5 metres on either side.**

### ATTACHMENTS

1. Attachment 1 - The Camden Hospital car park






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## LOCAL TRAFFIC COMMITTEE

## LTC11

**SUBJECT: GREGORY HILLS DRIVE, DONOVAN BOULEVARD, VILLAGE CIRCUIT, THE HERMITAGE WAY - GREGORY HILLS - NEW BUS STOPS FOR 840 AND 841 SERVICES**

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 18/393974

---

### 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 Transport NSW, bus companies and Dart West concerning the provision of new bus stops for the 840 and 841 bus service for Narellan, Leppington and Campbelltown.

### MAIN REPORT

Council has been informed by Transport NSW of the newly created bus services 840 and 841. These new bus services will provide residents of Gregory Hills, Gledswood Hills and Willdowdale with a weekday bus service to Narellan Town Centre, Leppington Railway Station and Campbelltown Railway Station.

To facilitate the above bus route, Council is proposing to install new bus stops along Donovan Boulevard, Village Circuit, Kavanagh Street, Gregory Hills Drive and The Hermitage Way as shown in **Attachment 1**.

Property owners and occupiers were invited to provide feedback. Below is a summary of responses:

#### Village Circuit – North of Donovan Boulevard

Three (3) strong objections - summary of feedbacks are provided below:

- Potential to block access to driveway and visibility;
- Potential rubbish that will be left behind – placing a bin will decrease value of their home;
- Landscaping issue – will ruin grass;
- Noise pollution – bedrooms at front of the house;
- Privacy concern – don't like people standing in front of the house; and
- Security concern - has kids and elderly and it will not safe for them.

#### Kavanagh Street – South of Gregory Hills Drive

- One (1) response received in support of proposal.



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### Council Officer's comments

Council uses the Transport State Transit (State Transit Bus Infrastructure Guide) when determining a new bus stop location and it is Council's practice to place bus stop / bus zones adjacent to parks/reserves, within existing No Parking zones or adjacent to a property side boundary to avoid loss of on street parking and minimize impact on residential amenities. However, this has always been a challenge in some areas, especially in established area like Village Circuit.

We have carefully reviewed feedback from the affected residents and it is considered that there were valid reasons to object to the proposed bus stop outside or in the vicinity of their properties. However, it should be noted that if this stop were to move to a different location, it may create similar concerns for other residents.

The other option for Council is to remove this stop completely, however this is likely to create some complaints due to insufficient bus stops in the future, once these bus services have commenced their operation.

Given the above situations, it is recommended that the committee supports the proposed bus stop at this location.

### FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

It is proposed that the bus stop signage be funded from the 2018/2019 RMS Block Grant and concreting would be funded by Dart West through S94 funds.

### 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:**

- i. Gregory Hills Drive – North side**
  - **Bus zone (r5-20) 50meters east of Donovan Boulevard**
  - **Bus Zone (r5-20) adjacent to Rosella Circuit**
  - **Bus Zone (r5-20) opposite Mudgee Street**
- ii. Gregory Hills Drive – South side**
  - **Bus Zone (r5-20) adjacent to Mudgee Street**
- iii. Donovan Boulevard – East side**
  - **Bus Zone (r5-20) 70metres south of Gregory Hills Drive**
  - **Bus Stop south of Healy Avenue**
  - **Bus Stop between Explorer Street and Atlantis Crescent**
- iv. Donovan Boulevard – West side**
  - **Bus Stop between Explorer Street and Atlantis Crescent**

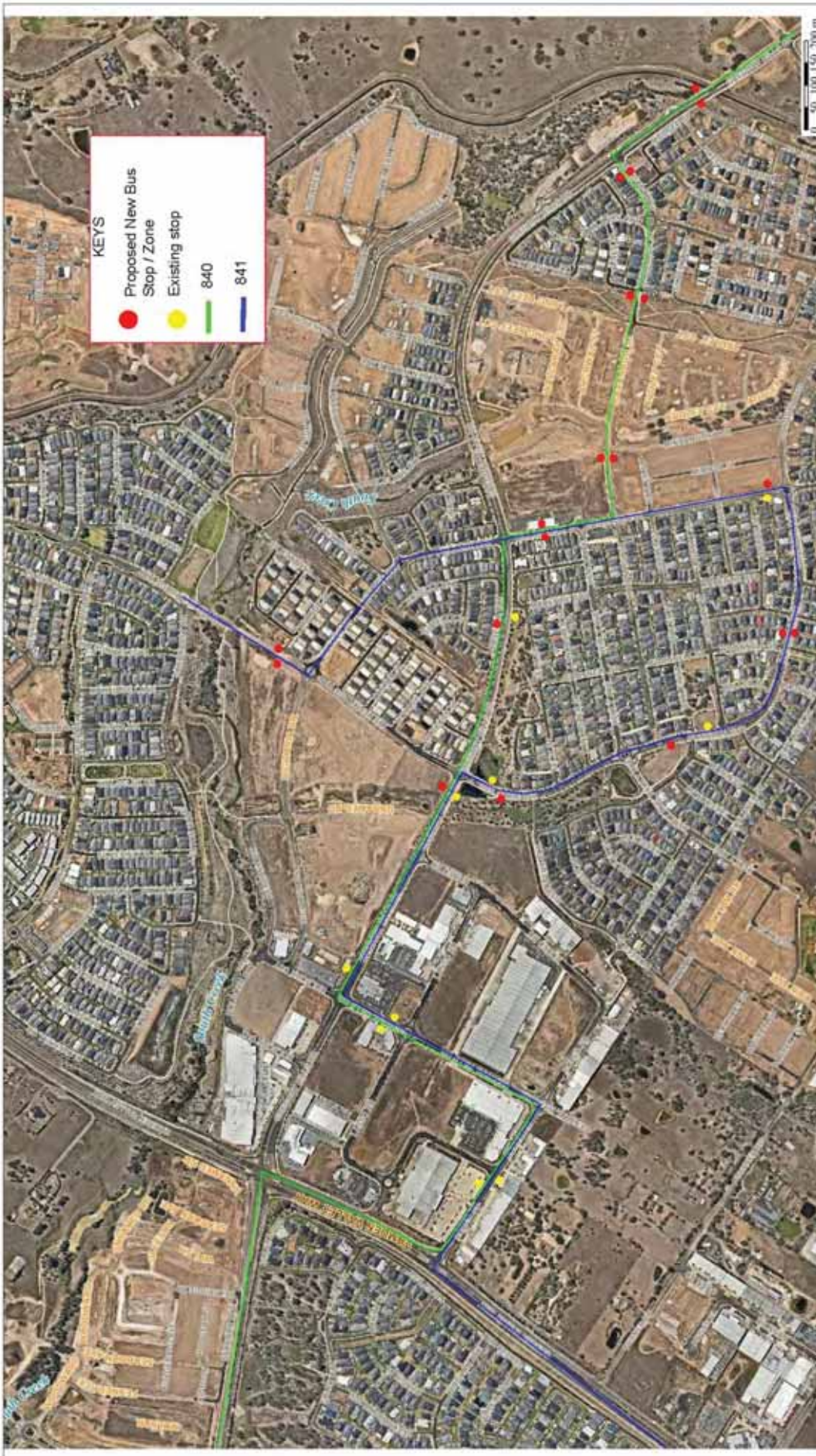


- 
- v. **Village Circuit – East side**
- **Bus Stop 42metre north of Donovan Boulevard**
  - **Bus Zone 50metres south of Gregory Hills Drive**
- vi. **Village Circuit – West side**
- **Bus Zone 45 metres south of Gregory Hills Drive**
- vii. **Kavanagh Street – North side**
- **Bus Stop opposite Minnamurra Drive**
  - **Bus Stop adjacent to Junee Street**
  - **Bus Zone (r5-20) 35 metres west of Gregory Hills Drive**
- viii. **Kavanagh Street – South side**
- **Bus Stop adjacent to Minnamurra Drive**
  - **Bus Stop opposite to Junee Street**
  - **Bus Zone (r5-20) 40 metres west of Gregory Hills Drive**
- ix. **The Hermitage Way – East side**
- **Bus Stop adjacent to Taranga Street**
- x. **The Hermitage Way – west side**
- **Bus Stop adjacent to Taranga Street**

#### ATTACHMENTS

1. Gregory Hills Bus Stop Locations





Camden Council  
11 Centre Ave  
Camden NSW 2920  
Telephone: 02 4654 7777  
Fax: 02 4654 7026  
Email: [info@camden.nsw.gov.au](mailto:info@camden.nsw.gov.au)

Map Scale: 1:8000  
Projection: GDA94 / MGA zone 56  
Date: 4/09/2018 10:22 AM



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## LOCAL TRAFFIC COMMITTEE

### LTC12

**SUBJECT:** HOP-BUSH PLACE, MOUNT ANNAN - CENTRELINES AND RUMBLE BARS  
**FROM:** Manager Traffic, Depot & Buiding Services  
**TRIM #:** 18/395506

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### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of centrelines and rumble bars along Hop-Bush Place, on the approach to the intersection with Stenhouse Drive, Mount Annan.

### BACKGROUND

Community concerns have been raised about motorists undertaking U-turns close in Hop-Bush Place compromising safety of pedestrians and obstructing traffic flow within. Rumble bars and linemarking are proposed to help address these concerns.

### MAIN REPORT

Hop-Bush Place is a local street which measures 8 metres in width and is situated in the vicinity Mount Annan Public School off Stenhouse Drive. There are existing parking restrictions along both sides of the street in the form of No Stopping 8am-9:30am, 2:30pm-4pm school days. There are roll-over kerbs on both sides of the street and no existing line marking.

It has been reported that motorists are undertaking U-turns in Hop-Bush Place at the intersection with Stenhouse Drive, compromises the safety of pedestrians crossing at the pram ramps, particularly at school drop off and pick up times. Other motorists may also not be expecting a vehicle to be undertaking such manoeuvres.

It is recommended that rumble bars are installed along Hop-Bush Place on the approach to the intersection, delineated with a linemarked island and double barrier centrelines on the approach to the island as shown in **Attachment 1**. This is intended to legally prohibit u-turning as well as provide a physical deterrent. There is insufficient road width to install a concrete island.

Community consultation was undertaken, and one response was received. The response supported the proposal.

### FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

It is proposed that the cost of installation be funded from the RMS Block Grant (Traffic Facilities Component) for the 2018/19 financial year at the approximate cost of \$1,000.

### CONCLUSION

Concerns have been raised regarding motorists undertaking U-turns in Hop-Bush Place compromising road safety and it is recommended that the Committee supports the proposed measures to address this.



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### **RECOMMENDED**

That the Local Traffic Committee recommends that Council approves in Hop-Bush Place, Mount Annan, rumble bars on the approach to the intersection with Stenhouse Drive, delineated with a linemarked island (E4 lines) and double barrier (BB) centrelines.

### ATTACHMENTS

1. Hop-Bush Place, Mount Annan



	<p><b>Subject Site</b></p>	
<p>Camden Council 70 Central Ave GRAN PARK NSW 2070 Telephone: 02 4654 7777 Fax: 02 4654 7929 Email: <a href="mailto:public@camden.nsw.gov.au">public@camden.nsw.gov.au</a></p>	<p>Hop-Bush Place, Mount Annan 18113/18 Map Scale: 1:287 Projection: GDA94 / MGA zone 56 Date: 17/10/2018 9:49 AM</p>	<p>DISCLAIMER: This map has been prepared from Council records by the Land Information Section. If you intend to rely on this information you should have it verified first. Camden Council accepts no responsibility for any errors or omissions. This map should not be reproduced without the permission of Camden Council.</p>



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## LOCAL TRAFFIC COMMITTEE

### LTC13

**SUBJECT: HARRINGTON PARKWAY, HARRINGTON PARK - EDGELINES  
BETWEEN FAIRWATER DRIVE AND HAWTHORNE CIRCUIT**

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 18/396231

---

### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of edgelines in Harrington Parkway, Harrington Park.

### BACKGROUND

Concerns have been raised regarding parking and speeding on Harrington Parkway and measures are proposed to address these concerns.

### MAIN REPORT

Harrington Parkway is a collector road with residential frontages, and also along a bus route. It has twin 5-metre-wide carriageways and a median of varying width between 5 and 2 metres. The median has sporadic plantings of Lamandra and other plants.

Observations indicate that parked vehicles are often not up against the kerb or too wide for the road, restricting the space for through traffic. This particularly impacts on buses. Additionally, traffic surveys indicate some speeding along this road.

Edgeline (E1) marking is an effective treatment for encouraging parking against the kerb and reducing average speeds. Delineating a 2-metre-wide shoulder and 3-metre-wide travel lane would meet minimum recommended widths in the Austroads 'Guide to Traffic Design – Part 3: Geometric Design'. Broken (C1) lines are proposed at bus stops. This approach has been successfully implemented on Mount Annan Drive.

Wider vehicles would not be permitted to park over the edgelines and the median island would allow for overhang of mirrors for larger vehicles such as buses. Details of the proposal are provided in **Attachment 1**.

Consultation has been undertaken with adjacent owners and occupants regarding the proposed line marking. Three responses were received. One response was in support of the proposal and two responses requested the implementation of traffic calming measures such as speed humps, traffic islands, kerb blisters and weight limit restrictions. Due to the collector road volumes of traffic on Harrington Parkway, additional traffic calming is not recommended at this time, but Council will continue to monitor the situation.

### FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

It is proposed that the cost of installation be funded from the RMS Block Grant (Traffic Facilities Component) for the 2018/19 financial year at an approximate cost of \$4,000.



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## **CONCLUSION**

Concerns have been raised about parking and speeding on Harrington Parkway and it is recommended that the Committee supports edgelines to address this issue.

## **RECOMMENDED**

**The Local Traffic Committee recommends that Council approves in Harrington Parkway, Harrington Park, edgelines (E1), with broken (C1) lines at bus stops, between Fairwater Drive and Hawthorne Circuit.**

## **ATTACHMENTS**

1. Attachment 1
2. Attachment 2
3. Attachment 3




	<p><b>Subject Site</b> Harrington Parkway, Harrington Park</p>	
<p>Camden Council 70 Central Ave ORAN PARK NSW 2670 Telephone: 02 4654 7777 Fac: 02 4654 7829 Email: <a href="mailto:info@camden.nsw.gov.au">info@camden.nsw.gov.au</a></p>	<p>Map Scale: 1:1097 Projection: GDA84 / MGA zone 56 Date: 20/02/2018 11:40 AM</p>	<p>DISCLAIMER: This map has been prepared from Council records by the Land Information Section. If you intend to rely on this information you should have it verified first. 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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Camden Council  
70 Central Ave  
ORAN PARK NSW 2870  
Telephone: 02 4654 7777  
Fax: 02 4654 7620  
Email: [mail@camden.nsw.gov.au](mailto:mail@camden.nsw.gov.au)

**Subject Site**  
Harrington Parkway, Harrington Park  
3

Map Scale: 1:1925  
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Date: 23/04/2018 2:29 PM



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## LOCAL TRAFFIC COMMITTEE

LTC14

**SUBJECT: LIQUIDAMBER DRIVE AND ACACIA CIRCUIT, NARELLAN VALE -  
PROPOSED NO STOPPING RESTRICTIONS**

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 18/397033

---

### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of No Stopping restrictions on the western side of Liquidamber Drive and Acacia Circuit, Narellan Vale.

### BACKGROUND

Concerns have been raised with Council regarding parking along Liquidamber Drive and Acacia Circuit, Narellan Vale due to the narrow road width and high demand for parking for Liquidamber Reserve. Parking restrictions are proposed to seek to address the issue.

### MAIN REPORT

Liquidamber Drive and Acacia Circuit are both local roads with posted speed limits of 50km/h. Liquidamber Drive is 7 metres wide and Acacia Circuit is 7.9 metres wide, with a 1 metre wide concrete island. There are existing full time No Stopping restrictions on some sections on the western side of Liquidamber Drive and there are No Parking restrictions on Acacia Circuit.

Road safety concerns have been raised by a number of residents and Police regarding vehicles parking along Liquidamber Drive and Acacia Circuit during sporting events held at Liquidamber Reserve. It has been reported that vehicles are parking on both sides of Liquidamber Drive, thereby only allowing room for one vehicle to travel due to the road width. It is therefore considered appropriate to introduce part-time parking restrictions along the western side of Liquidamber Reserve during periods of sporting activity at the reserve. Further, it is also recommended that No Stopping restrictions be placed on Acacia Circuit, along the section with the existing concrete island where parking is not permissible.

Council's Rangers and Recreation Teams have been consulted and recommended that the additional part-time parking restrictions be introduced Monday to Friday (4pm - 9pm) and Saturday (8am - 12noon) as shown in **Attachment 1**.

Owners and occupiers along Liquidamber Drive and Acacia Circuit were invited to provide feedback on the proposal. One (1) response was received and in favour of the proposal. However, suggesting restrictions be placed on the northern side as well.

### FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

The estimated cost of the recommended signage is \$3,500. It is proposed that the cost be funded from the RMS Block Grant (Traffic Facilities Component) for the 2018/19 financial year. Long term maintenance of the sign posting will be funded through the RMS Block Grant.



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### **RECOMMENDED**

The Local Traffic Committee recommends that Council approves in the vicinity of Liquidamber Reserve:

- i. **No Stopping restrictions (R5-402), Mon-Fri (4pm-9pm) & Sat (8am-12noon) on the western side of Liquidamber Drive, Narellan Vale, adjacent to Jenny's Kindergarten and immediately north of the existing No Stopping restriction opposite 40 Liquidamber Drive; and**
- ii. **No Stopping (R5-400) restrictions adjacent to the existing concrete island on both sides of Acacia Circuit.**

### ATTACHMENTS

1. Proposed No Stopping restrictions - Liquidamber Drive and Acacia Circuit, Narellan Vale

Created on 29/10/2018



Camden Council  
19 Sarah Ave  
ORAN PARK NSW 2500  
Telephone: 02 454 7777  
Fax: 02 454 7029  
Email: [enquiries@camden.nsw.gov.au](mailto:enquiries@camden.nsw.gov.au)

Map Scale: 1:1000  
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## LOCAL TRAFFIC COMMITTEE

### LTC15

**SUBJECT: TURNER ROAD, SMEATON GRANGE - STAGE 1 ROAD RECONSTRUCTION FROM CAMDEN VALLEY WAY TO PIONEER STREET**

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 18/399823

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### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of line marking associated with the upgrading and reconstruction of Turner Road, Smeaton Grange.

### BACKGROUND

The reconstruction of Turner Road forms an integral part of the development of the Smeaton Grange industrial area as well as providing new connections to the developing Gregory Hills residential precinct. Council is undertaking the first stage of the upgrade of the existing rural type road (see **Attachment 1**). This report relates to the regulatory lines in the vicinity associated with the upgrade.

### MAIN REPORT

Council is undertaking the upgrade of Turner Road between Dunn Road and Pioneer Avenue. The road is predominantly retaining a rural type construction specification. The current speed limit is posted at 80km/hr speed limit which will remain in place when the road is reconstructed. Dunn Road is a 13 metre-wide industrial road and has a posted speed limit of 60km/h.

Camden Council Plan No. 2016-019 Sheet 19 (see **Attachment 2**) details the proposed linemarking for the project which includes edgelines (E1) and double barrier (BB) centrelines. Due to the increasing amount of traffic using Dunn Road to access Anderson Road it is also proposed to install a double barrier centreline along the whole length between Turner Road and Anderson Road.

As part of the upgrade of the intersection of Anderson Road with Camden Valley Way, RMS has approved an additional right turning lane which was installed in late November 2018. Whilst this section of Camden Valley Way is a State Road, the associated linemarking on Anderson Road is detailed in **Attachment 3**.

### FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

The proposed line marking, signs and devices are to be installed as part of the allocated Turner Road Reconstruction project budget in 2018/19. The works on Anderson Road are funded from an RMS grant. It is envisaged that the long term maintenance of signage and lines would be funded through the Roads and Maritime Services Block Grant for traffic facilities.



---

## **CONCLUSION**

The proposed linemarking for the section of Turner Road being reconstructed and for Dunn Road are designed to support the safety of the road users. The design satisfies Council requirements and relevant standards. It is recommended that the Local Traffic Committee approves the signs, lines and traffic management devices detailed in this report.

## **RECOMMENDED**

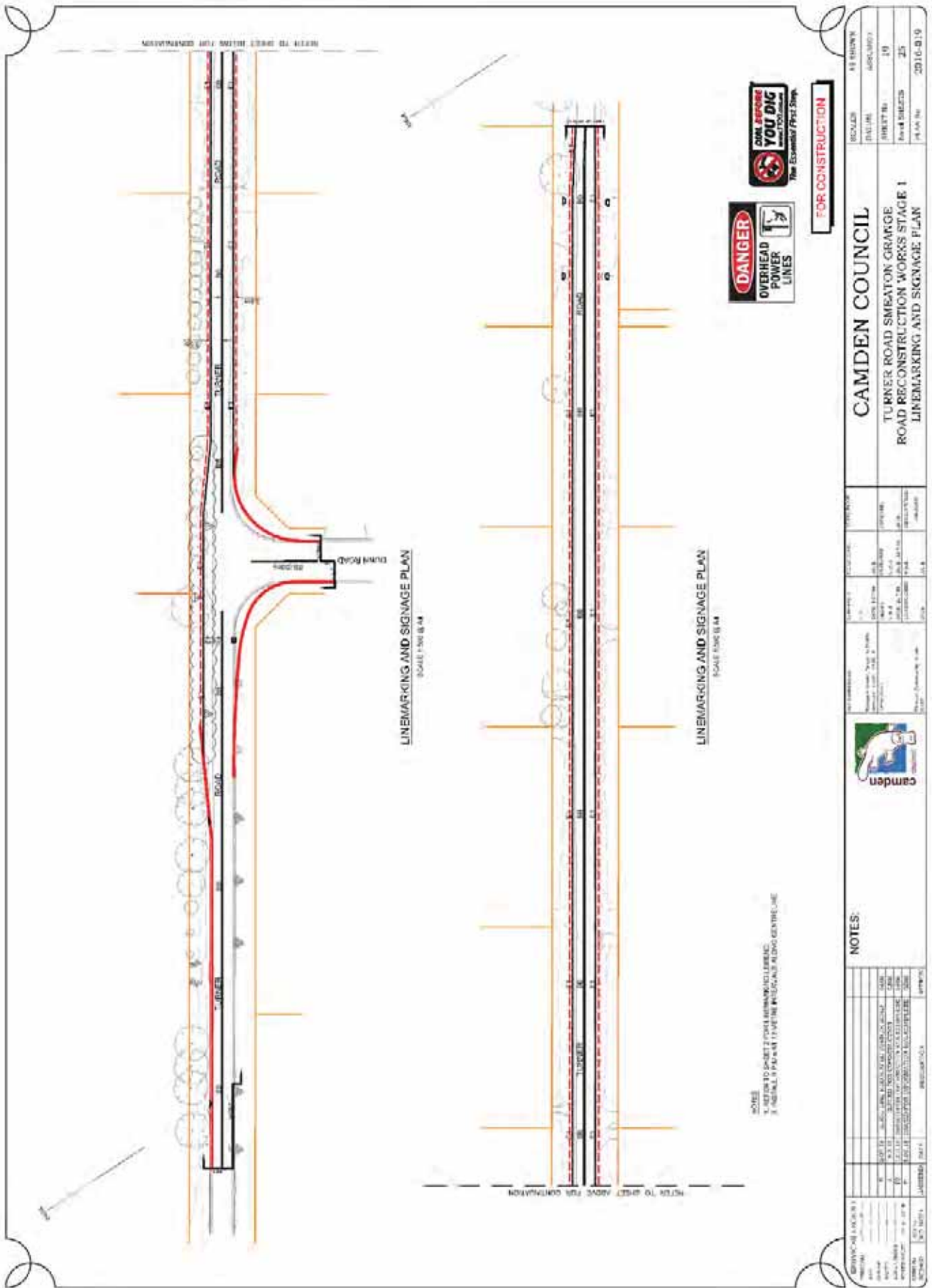
**The Local Traffic Committee recommends Council approves in the vicinity of Turner Road, Smeaton Grange:**

- i. linemarking along Turner Road, between Camden Valley Way and Pioneer Street, as indicated in Camden Council Plan No. 2016-019 Sheet 13;**
- ii. double barrier (BB) centrelines along the length of Dunn Road; and**
- iii. prior installation of an additional right turning bay on Anderson Road at the intersection with Camden Valley Way.**

## ATTACHMENTS

1. Attachment 1 - Turner Road
2. Attachment 2 - Turner Road
3. Attachment 3 - Turner Road











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## LOCAL TRAFFIC COMMITTEE

### LTC16

**SUBJECT: TURNER ROAD, CURRANS HILL - CENTRELINES AT THE INTERSECTION WITH BRIDLE ROAD**

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 18/400697

---

### PURPOSE OF REPORT

To seek local traffic committee concurrence for the installation of double centrelines along Turner Road near the intersection with Bridle Road.

### BACKGROUND

Concerns have been raised regarding vehicles being parked too close to the intersection of Turner Road with Bridle Road. Linemarking is proposed to help address this issue.

### MAIN REPORT

Turner Road within Currans Hill is a 9-metre wide collector road with some indented sections on one side, where it narrows to 7 metres wide. The road has a relatively steep gradient down towards Spring Hill Circle.

Community concerns have been raised regarding vehicles not keeping left along the sloped section and vehicles parking close to the intersection with Bridle Road, compromising sightlines and road safety at the intersection. It is proposed to install 10 metres of double centrelines at either approach to the intersection with Bridle Road and also reinstate the faded double centre line at the intersection with Spring Hill Circle. The centrelines are proposed to be offset to reflect with the kerb extensions on the western side and not result in loss of parking.

A consultation was undertaken with adjacent owners and occupants regarding the proposed line marking. Two responses were received. One supported the proposal. The other supported but further suggested that the centrelines be extended to the Spring Hill Circle intersection to restrict parking on the eastern side.

At this stage it is recommended that the proposed line marking be implemented as per the consultation and the location be monitored to determine if a further extension is warranted in the future.

### FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

It is proposed that the cost of line marking will be funded from the RMS Block Grant (Traffic Facilities Component) for the 2018/19 financial year at the approximate cost of \$400.



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## **CONCLUSION**

Concerns have been raised regarding driver delineation along Turner Road, Currans Hill and vehicles parking close to the intersection with Bridle Road and it is recommended that the Committee supports the installation of the double centrelines to help address the issue.

## **RECOMMENDED**

**The Local Traffic Committee recommends that Council approves in Turner Road, Currans Hill, 10 metres of double barrier (BB) lines on each approach to the intersection with Bridle Road.**

## **ATTACHMENTS**

1. Attachment 1 - Turner Road



	<p><b>Subject Site</b> Turner Road, Currans Hill 19584/2018 Map Scale: 1:427 Projection: GDA94 / MGA zone 56 Date: 3/10/2018 10:42 AM</p>	
<p>Camden Council 70 Central Ave ORAN PARK NSW 2870 Telephone: 02 4654 7777 Fax: 02 4654 7029 Email: <a href="mailto:info@camden.nsw.gov.au">info@camden.nsw.gov.au</a></p>	<p><b>DISCLAIMER:</b> This map has been prepared from Council records by the Land Information Section. If you intend to rely on this information you should have it verified first. 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

### LTC17

**SUBJECT: MANNES ROAD, GLEDSDOOD HILLS - CENTRELINES AND EDGELINES**

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 18/400910

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#### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of edgeline and centreline marking along Mannes Road, Gledswood Hills.

#### BACKGROUND

Community concerns have been raised regarding motorist behaviour along the section of Mannes Road between Taranga Street and The Hermitage Way.

#### MAIN REPORT

Mannes Road is a 10.2-metre-wide primary access road in Gledswood Hills. To the east of Taranga Street, Mannes Road links with Village Circuit which has existing double barrier (BB) centrelines and edgelines.

It is proposed to continue the centreline and edgeline marking for consistency whilst addressing the road safety concerns.

Public consultation has been undertaken with affected owners and occupiers and one response was 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 2018/19 financial year at an approximate cost of \$800.

#### CONCLUSION

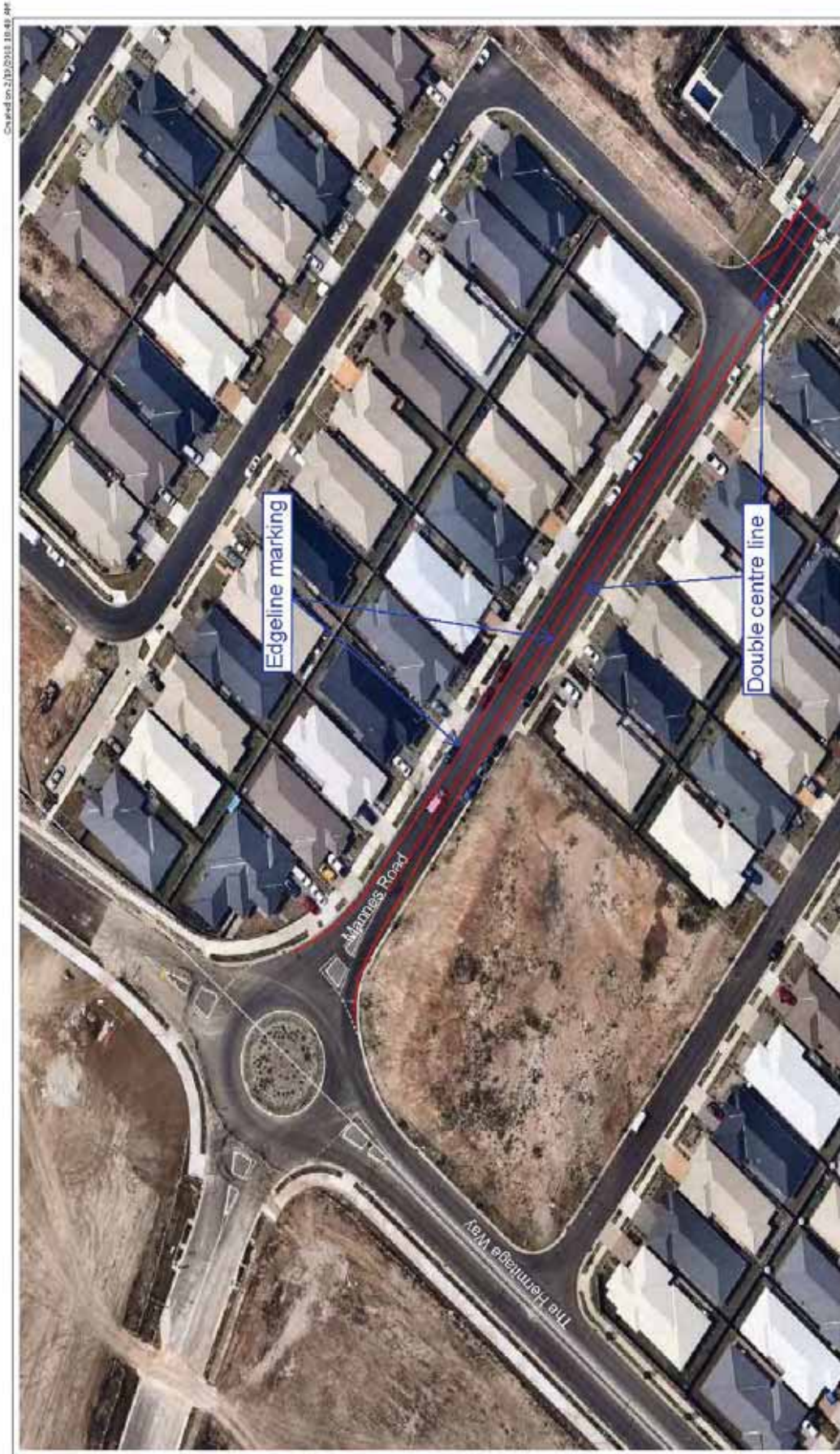
Concerns have been raised regarding motorist behaviour along Mannes Road and it is recommended that edgeline and centrelines are installed to help address the issue.

#### RECOMMENDED

**The Local Traffic Committee recommends that Council approves in Mannes Road, Gledswood Hills, 165 metres of double (BB) centrelines and edgelines (E1) between The Hermitage Way and Village Circuit.**

#### ATTACHMENTS

1. Mannes Road



Checked on 2/10/2018 10:49 AM



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**Subject Site**

Mannes Road, Gledswood Hills

Map Scale: 1:702  
 Projection: GDA94 / MGA zone 55  
 Date: 2/10/2018 10:49 AM



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## LOCAL TRAFFIC COMMITTEE

LTC18

**SUBJECT: BROUGHTON STREET / MURRAY STREET ROUNDABOUT -  
CAMDEN INTERSECTION UPGRADES**

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 18/401994

---

### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of roundabout at Broughton Street / Murray Street intersection, Camden.

### BACKGROUND

As part of an ongoing Camden Town Centre improvement, a need for roundabout at the intersection of Broughton Street and Murray Street has been identified through the Traffic and Transport study for the Camden Town Centre. This report relates to the regulatory lines in the vicinity associated with the upgrade.

### MAIN REPORT

In 2013, Council undertook a traffic and transport study for the Camden Town Centre and the study has identified a need for roundabout at Broughton Street/Murray Street to improve traffic flow and enhance road safety at this intersection.

**Attachment 1** details the proposed signage and linemarking associated with the proposed roundabout.

### FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

The proposed signage and line marking are to be installed as part of the allocated Camden Town Centre improvement budget. It is envisaged that the long-term maintenance of signage and lines would be funded through the Roads and Maritime Services Block Grant for traffic facilities.

### CONCLUSION

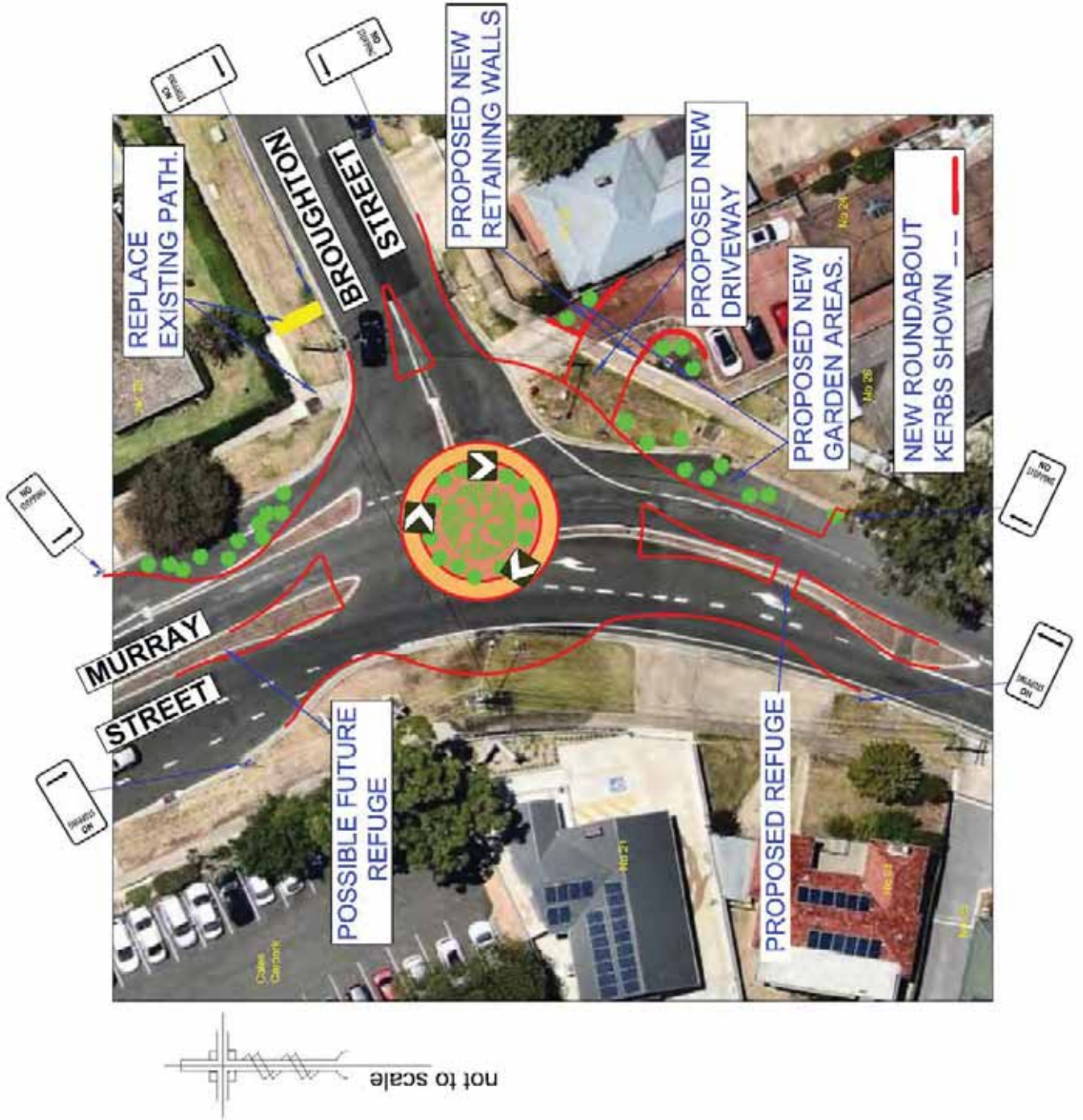
The proposed roundabout is designed to support the safety of the road users. The design satisfies Council requirements and relevant standards. It is recommended that the Local Traffic Committee approves the signs, lines and traffic management devices detailed in this report.

### RECOMMENDED

**The Local Traffic Committee recommends Council approves signage and marking associated with the construction of roundabout at Broughton Street / Murray Street as detailed in Attachment 1.**

### ATTACHMENTS

1. Attachment 1 - Murray Street







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## LOCAL TRAFFIC COMMITTEE

### LTC19

**SUBJECT: JOHN STREET, CAMDEN - SIGNAGE, LINEMARKING AND DEVICES  
IN THE VICINITY OF MITCHELL STREET INTERSECTION**

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 18/401998

---

### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for signage, linemarking and devices in John Street, Camden, in the vicinity of Mitchell Street near Camden Public School.

### BACKGROUND

Council has been approached by Camden Public School and St Paul's Catholic Primary School to investigate traffic and crossing facilities in the vicinity of the intersection of John Street and Mitchell Street, Camden. This report gives details of that investigation and proposed measures.

### MAIN REPORT

Currently, the following traffic facilities are in place at the intersection on John Street and Mitchell Street, Camden:

- Pedestrian refuges on all four legs, 1.6 metres wide;
- Kerb extensions on the west side of John Street;
- Zebra crossings across John Street (northern leg) and Mitchell Street (western leg); and
- Give Way lines and signs on both legs of Mitchell Street.

Council has been contacted by the Principals of Camden Public School and St Paul's Catholic Primary School regarding traffic facilities near the school. Specifically, the School has requested consideration for pedestrian crossings on John Street, on the south side of the intersection with Mitchell Street – to assist access to the public library – and adjacent to the pedestrian entrance to Camden Public School. St Paul's students are regularly escorted across John Street (southern leg) and Mitchell Street (western leg) to access sports facilities at Onslow Oval and Camden Swimming Pool.

The following changes are proposed with associated signage and linemarking (see **Attachment 1**):

- Kerb extensions on the north-east and northwest corners of the intersection;
- Relocation of the zebra crossing on John Street from the north to the south side and realignment of the zebra crossing on Mitchell Street;
- Reconstruction of pedestrian refuges to the Australian Standard;
- Two parking bays for people with disability on the west side of John Street north of Mitchell Street;
- Give Way signs and lines on the Mitchell Street legs of the intersection realigned with the kerb extensions; and
- Children's Crossing with kerb extensions on John Street, at the Camden Public School access.



---

## **FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS**

These measures have been budgeted by Council in the 2018/19 financial year.

## **CONCLUSION**

The intersection of John Street and Mitchell Street, Camden, has been investigated with the view to improving pedestrian crossing facilities and minimising the potential for traffic conflict at the intersection. A range of enhancements have been identified including a relocated zebra crossing to the southern leg of John Street, a new Children's crossing on John Street and an additional 2 accessible parking bays.

## **RECOMMENDED**

**The Local Traffic Committee recommends that Council approves in John Street, Camden, the vicinity of the intersection with Mitchell Street, as follows:**

- i. Kerb extensions on the north-east and northwest corners of the intersection with associated realignment of existing No Stopping (R5-400) restrictions;**
- ii. Relocation of the zebra crossing on John Street from the north to the south side and realignment of the zebra crossing on Mitchell Street with associated linemarking and signage;**
- iii. Reconstruction of pedestrian refuges to 2 metres deep and 3 metres wide (without zebra crossings) and 3.6 metres wide (with zebra crossings) with associated Keep Left (R2/3(L)) signs;**
- iv. Two parking bays for people with disability (3.6 metres wide) on the west side of John Street north of the intersection with signage (R5-1-2) and linemarking;**
- v. Give Way signs (R1-2) and lines (TB; TB1) on Mitchell Street realigned with the kerb extensions; and**
- vi. Children's Crossing with kerb extensions on John Street, at the Camden Public School access, with associated linemarking and signage.**

## **ATTACHMENTS**

- 1. Attachment 1 - John Street**





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## LOCAL TRAFFIC COMMITTEE

### LTC20

**SUBJECT: ARGYLE STREET, CAMDEN - STAGE 4 ROAD RECONSTRUCTION -  
SIGNAGE LINEMARKING AND KERB ALIGNMENTS**

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 18/402792

---

### PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of signage, line marking and devices associated with the Camden Town Centre Enhancement works - Stage 4.

### BACKGROUND

Council is undertaking the next stage of infrastructure improvements in Argyle Street, Camden. 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

Signage, line marking and kerb alignments plans associated with the Camden Town Centre Enhancement Works Stage 4 have been prepared by Council in the location highlighted on **Attachment 1**.

The Engineering Drawing No. 2018-017, sheet 23 provides details of the proposed signage and line marking (**Attachment 2**). The plans are considered to comply with Council's requirements and relevant Standards.

### FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

The work is being funded through by Council from the overall Camden Town Centre Enhancement project budget.

### CONCLUSION

Council is undertaking infrastructure improvements in Argyle Street, Camden as part of an ongoing town centre improvement.


### RECOMMENDED

**the Local Traffic Committee recommends: that Council approves the signs, linemarking and devices in Argyle Street, Camden, as shown on Plan No. 2018-017 sheet 23, associated with Camden Town Centre Enhancement Works Stage 4.**


### ATTACHMENTS

1. Attachment 1 - Argyle Street Stage 4
2. Attachment 2 - Argyle Street Stage 4






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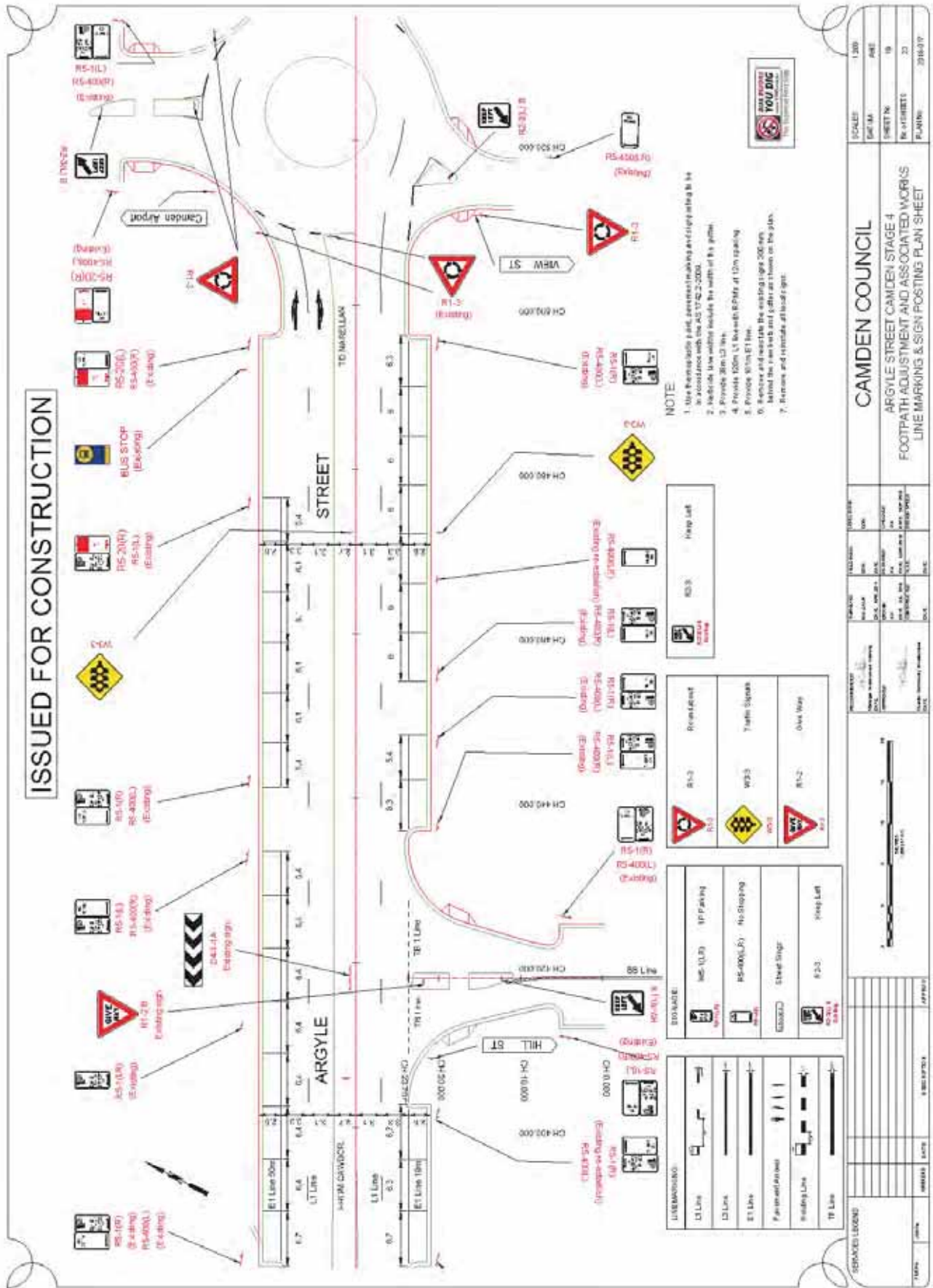


**Subject Site**



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Date: 7/12/2018 10:23 AM



# LOCAL TRAFFIC COMMITTEE

LTC21

**SUBJECT:** MITCHELL STREET, JOHN STREET AND EXETER STREET,  
CAMDEN - WEETBIX KIDS TRYATHLON SPECIAL EVENT  
TRANSPORT MANAGEMENT PLAN

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 18/354764

---

## PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the closure of streets in the Camden CBD to conduct the Sanitarium Weet-Bix Kids TRYathlon.

## BACKGROUND

Council has received an application to conduct the Sanitarium Weet-Bix Kids TRYathlon which proposes road closures as part of the event. The event is conducted to inspire children to get active, where the emphasis is on enjoying the experience of training, participating and completion rather than competition.

## MAIN REPORT

The Sanitarium Weet-Bix Kids TRYathlon national program comprises of an annual schedule of triathlon events held in venues around Australia. In 2019, Camden will be the 4th event of the program comprising a swim course, bike course and run course. The event will utilise the Camden Memorial Pool, James Browne Oval and local roads surrounding the venue.

The Camden Sanitarium Weet-Bix Kids TRYathlon will attract approximately 1500 to 2000 participants from all over the south west region and elsewhere in the State. It is designed to support and encourage children and their families to entertain a healthy and active life style.

The Traffic Control Plan (TCP) for the Sanitarium Weet-Bix Kids TRYathlon in Camden only affects the bike course leg of the event, as the closure of roads is required to undertake the bike course. **Attachment 1** provides details of the proposed Traffic Control Plan. They incorporate the following elements on Sunday, 24 February 2019 between 7am - 2pm:

- Full closure of Mitchell Street between Oxley Street and John Street
- Full closure of John Street between Mitchell Street and Exeter Street
- Full closure of Exeter Street between John Street and Edward Street

## **Public Transport**

The proposed road closure will have some impact on bus services. Council has consulted with bus companies, who have no objection to the proposal, subject to alternative bus stops being in place.

## FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

Camden Council's Fees and Charges stipulate a charge of \$115 (incl. GST) for Special Event Transport Management Plan applications.

## **CONCLUSION**

The relevant documentation has been received by Camden Council for the closure of roads in Camden Town Centre, to conduct the Sanitarium Weet-Bix Kids TRYathlon. Traffic and public transport arrangements have been organised in accordance with the attached plans. It is therefore recommended that the Local Traffic Committee gives concurrence to this Special Event subject to the conditions detailed in the recommendation.

## **RECOMMENDED**

**The Local Traffic Committee recommends that Council, for the Sanitarium Weet-Bix Kids TRYathlon:**

- i. gives concurrence on Sunday, 24 February 2019 from 7am to 1.30pm, as per the certified Traffic Control Plan:**
  - Full closure of Mitchell Street between Oxley Street and John Street**
  - Full closure of John Street between Mitchell Street and Exeter Street**
  - Full closure of Exeter Street between John Street and Edward Street**

**This approval is subject to the following conditions:**

- a) the event is classified as a Class 2 event under the RMS Guide to Traffic and Transport Management for Special Events;**
- b) traffic management arrangements shall be implemented in accordance with the approved Special Event Transport Management Plan;**
- c) traffic controllers shall be accredited by the RMS and be in position at all times as indicated in the Traffic Control Plans;**
- d) the organisers providing proof of a minimum \$20 million Public Liability Insurance Policy noting Camden Council as an interested party;**
- e) the organisers shall obtain NSW Police concurrence to the Special Event Approval;**
- f) the organisers shall maintain access for emergency vehicles along the closed road sections;**
- g) the organisers shall advertise the road closure in the local papers a minimum of 28 days prior to the event and erect on street signage advising of the closure a minimum of 7 days prior to the event;**
- h) the organisers shall advise about the traffic management operations, in writing, to businesses along the closed road sections, local bus companies and Camden Wollondilly Cabs;**
- i) the organisers securing any other necessary consents as advised by Council; and**
- j) the organisers provide a disestablishment plan for the removal of all temporary signage within 24 hours of the event completion.**

## **ATTACHMENTS**

- 1. TCP - Sanitarium Weet-Bix Kids Tryathlon**







# LOCAL TRAFFIC COMMITTEE

## LTC22

**SUBJECT: LOCAL BEHAVIOURAL PROGRAMS**  
**FROM:** Manager Traffic, Depot & Buiding Services  
**TRIM #:** 18/384286

### 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 2018/2019 financial year.

### MAIN REPORT

<b>Project</b>	<b>Target Issue</b>	<b>Current Status</b>
RBT Plan B Campaign	Drink Driving <i>To educate and inform the community about the dangers of drink driving, to influence responsible road safety behaviour, and to work with the Camden LAC to reduce the incidence of drink driving.</i>	The 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>	Program roll out has completed for 2018 with the program being held at Magdalene Catholic High School on 17 August 2018 and Mount Annan Christian College on 31 August 2018, Mount Annan High School on 26 September 2018, Elizabeth Macarthur High School on 19 October 2018 and one new school, Oran Park Anglican College, on 29 November 2018. Planning for 2019 will commence early in the new year.



Project	Target Issue	Current Status
School Safety Program	Vulnerable road users, pedestrians, road users around schools <i>Program designed to address road safety issues around schools, improve safety and education amongst road users, parents and students in school zones.</i>	The School Safety Program continues to work on identifying and improving traffic facilities and driver behaviour around schools. Other engineering and road safety issues have been investigated and actioned as they arise, and as appropriate. The CRSO, Rangers and Police target as many of the local primary schools as possible on a regular basis, with a particular focus in the beginning of the school year in order to assist new parents with the road and parking conditions around schools. Schools targeted so far this year include; Mount Annan Public School, Narellan Vale Public School, Currans Hill Public School, Oran Park Public School, Leppington Public School, Spring Farm Public School, St Pauls, St Justins, St Benedicts, Mawarra Public School, Elderslie Public School, Elderslie High School and Mount Annan High School. Kinder Orientation information sessions for parents was offered to all schools and sessions were delivered at St Pauls, Spring Farm Public School, Mount Annan Public School, Currans Hill Public School and Narellan Vale Public School.
Slow Down	Speed <i>Raise awareness and reduce the incidence of speeding on local roads. Work with Camden LAC to further reduce the incidence of speeding.</i>	50km/hr Slow Down bus shelter advertisements are still in place at identified sites throughout the LGA where the 50 km/hr general urban speed limit applies. CRSO is continuing to work with Camden LAC Traffic Section and Camden Highway Patrol to address speed complaints from residents. CRSO continues to forward any resident speed or traffic complaints to Camden LAC Traffic Services and Highway Patrol for investigation as necessary.
Choose Right Buckle Right	Child Restraints <i>To educate and increase awareness of the importance of correct child restraint use and fitting. To provide free child restraint fitting and checking days to the community.</i>	In the last 6 months child restraint fitting and checking days were held on 6 September 2018 and 13 December 2018, with both events fully booked. The next event is scheduled to be held in March 2019.



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 GLS session 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>	In the last 6 months Log Book Run events were held on Sunday 9 September, Thursday 18 October 2018 (Dusk LBR) and Sunday 9 December 2018. The next Log Book Run event is scheduled to be held in March 2019.
Crime Prevention	General community safety related issues <i>Identify and introduce community safety and crime prevention programs and initiatives in the Camden LGA as appropriate.</i>	<p>The CRSO continues to work on identifying and implementing community safety programs, audits and works as appropriate.</p> <p>The CRSO continues to work with the Camden Police Crime Prevention Officer to monitor and address community safety issues as they arise. Grant funding through both the State and Federal Community Safety Funds has been applied for, targeting potential areas for enhanced treatments. Grant funding was successful for safety upgrades to Narellan Urban Forest. Council's Major Projects Branch is taking forward the works.</p> <p>In the past 6 months the CRSO attended the Crowded Spaces Forum held by Police, presented to new Police Crime Prevention Officers on the best way to work with local government, attended Alcohol Harm Reduction Forum, took part in Crime Prevention Week with Camden Police with a stand at Bunnings Gregory Hills and Narellan, took part in Police Open Day with a Council stand, assisted in Council's White Ribbon staff education day, met with Department of Corrections regarding Community Service orders, attended a Crime in a Growth Area Forum at the Institute of Criminology, attended Camden Police Precinct Meetings, attended Camden Wollondilly Domestic Violence Committee meetings, attended the Police and Principals forum held by Camden Police.</p>



Project	Target Issue	Current Status
Park Smart	Community safety, Steal from Motor Vehicle offences	This program will continue to target local shopping centre car parks, plus commuter car parks.
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>	The CRSO continues to work through the Camden Liquor Accord to implement and address community and road safety issues related to alcohol consumption. The Liquor Accord is progressing the "Ask for Angela" initiative, which assists patrons who may need help within the licensed premise. Council is providing funds towards this campaign.
Bike Safety Awareness Program	Bike safety <i>To promote safe cycling.</i>	Cycling education and programs are currently being considered, subject to funding availability.
Seniors Safety Morning Teas	Seniors 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 program has been rolled out to Harrington Park Probus, and planning is currently underway for a roll out to Gregory Hills Probus. Future dates in 2019 are being worked on in partnership with Council's Community Project Officer – Seniors.
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 in 2018 and 2019. Programming is underway with most schools booked for 2019.
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 identified in 2018/2019 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 December 2018.**



# LOCAL TRAFFIC COMMITTEE

## LTC23

**SUBJECT: PERMANENT ITEMS**

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 18/385833

i. Bike Plan

Funding applications have been submitted for the 2019/20 program as follows:

Location	Project
Cawdor Road, Cawdor – Sheathers Lane to Camden High School	Design of shared path to school and land acquisition
Waterworth Drive, Mount Annan - Shared path	Design and construction of a shared path from Narellan Road to Mount Annan Leisure Centre
Camden Valley Way, Elderslie – Shared Path	Design and construction of a shared path through Herberts Hill Reserve

ii. Pedestrian Access Mobility Plan (PAMP)

Funding applications have been submitted for the 2019/20 program as follows:

Location	Project
Crookston Drive, Camden South	Design and construction of new pedestrian refuge near retirement village
The Hermitage Way, Gledswood Hills	Design and construction of new pedestrian refuge near park
South Circuit, Oran Park	Design and construction of new pedestrian refuge near retirement village
Higgins Avenue, Elderslie	Design and construction of new pedestrian refuge near school
Richardson Road, Spring Farm	Design and construction of new pedestrian refuges

iii. Black Spot Identification / Evaluation / Treatment

Council has accepted funding for under the Safer Roads Program in 2018/19 for:

- Welling Drive / Waterworth Drive / Henrietta Street roundabout upgrade – Programmed for construction in early 2019.
- Catherine Field Road – shoulder enhancements – Design underway. Programmed for construction in early 2019.

Funding applications have been submitted for the 2019/20 program as follows:

Location	Project
Holdsworth Drive, Mount Annan	Design and construction of kerb extensions on approach to Main Street
Broughton Street, Camden	Design and construction measures including kerb extensions at Barsden Street




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 iv. Major Road Works / Upcoming Events involving Public Roads

<b>Works / Event (Proponent)</b>	<b>Location</b>	<b>Program</b>
Bringelly Road Upgrade – Stages 1 and 2 (RMS)	Bringelly Road	Ongoing
The Northern Road Upgrade – Stages 1 and 2 (RMS)	The Northern Road	Stage 1 substantially complete. Stage 2 ongoing
Grahams Hill Road intersection upgrade (Council)	Camden Valley Way / Grahams Hill Road, / Richardson Road, Narellan	September 2018 to Early 2019
Argyle Street – Town centre Upgrade – Stage 4	Hill Street to Elizabeth Street	September 2018 to June 2019
Australia Day Parade	Camden CBD	26 January 2019
Weetbix Kids TRYathlon	Camden CBD	24 February 2019
Greendale Road Reconstruction – Stage 3	For 800 metres, from 500 metres west of The Northern Road	Early 2019

### **RECOMMENDED**

**The Local Traffic Committee recommends that Council receives and notes the Permanent Items report for December 2018.**



# LOCAL TRAFFIC COMMITTEE

## LTC24

**SUBJECT: PARAMOOR STREET, GLEDWOOD HILLS - SIGNAGE AND LINEMARKING ASSOCIATED WITH THE SUBDIVISION OF GLEDWOOD HILLS, STAGE 31A**

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 18/290296

**ELECTRONIC MEETING ITEM DATE: 22 August 2018**

### PURPOSE OF REPORT

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for signage and linemarking plans associated with the subdivision of Gledswood Hills, Stage 31A.

### MAIN REPORT

A signage and linemarking plan has been received by Council for the construction of a roundabout associated with the subdivision of Gledswood Hills, Stage 31A. The locations are highlighted on **Attachment 1**. This is related to development application number DA/2015/1232/1.

The Engineering Drawing No. EC31A-CI-2481, Rev. 5 (Project No. AA007442) prepared by Arcadis provide details of the proposed signage and linemarking (**Attachments 2**). The plan is considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and line marking and it is recommended that LTC supports the proposed measures.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2018/29	<p>The Local Traffic Committee recommends that Council approves, on and in the vicinity of Parmoor Street, Gledswood Hills, the regulatory signs and line marking associated with the development of Gledswood Hills, Stage 31A as shown on the Engineering Drawing No. EC31A-CI-2481, Rev. 5 (Project No. AA007442) subject to:</p> <ul style="list-style-type: none"> <li>i. the installation being completed by the applicant at its cost;</li> <li>ii. all signage being sign size A;</li> <li>iii. street lighting levels for devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design; and</li> <li>iv. speed limit signage plan to be prepared and forwarded to RMS for approval.</li> </ul>

This recommendation was supported unanimously by the four voting members.

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





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## **RECOMMENDED**

**That Council receives and notes the report on Paramoor Street, Gledswood Hills – Signage and Linemarking associated with the Subdivision of Gledswood Hills, Stage 31A.**

### ATTACHMENTS

1. Site Location - Paramoor Street, Gledswood Hills
2. Signage and Linemarking Plan - Paramoor Street, Gledswood Hills







# LOCAL TRAFFIC COMMITTEE

## LTC25

**SUBJECT: HEALY AVENUE, GREGORY HILLS - SIGNAGE, LINEMARKING AND DEVICES ASSOCIATED WITH THE SUBDIVISION OF 117 TURNER ROAD, GREGORY HILLS**

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 18/395661

**ELECTRONIC MEETING ITEM DATE: 10 September 2018**

### PURPOSE OF REPORT

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for a signage and linemarking plan associated with the subdivision of 117 Turner Road, Gregory Hills.

### MAIN REPORT

A signage and linemarking plan has been received by Council for the construction of new roads associated with the subdivision of 117 Turner Road, Gregory Hills. The locations are highlighted on **Attachment 1**. This is related to a development application number: DA/2016/1492/1.

The Engineering Drawing No. 1005-117-01-R25, Rev. B prepared by Tribeca provide details of the proposed signage and linemarking (**Attachment 2**). The plan is considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and linemarking and it is recommended that LTC supports the proposed measures.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2018/30	<p>The Local Traffic Committee recommends that Council approves, on and in the vicinity of Healy Avenue, Gregory Hills, the regulatory signs and linemarking associated with the development of 117 Turner Road, Gregory Hills, as shown on the Engineering Drawing No. 1005-117-01-R25, Rev. B subject to:</p> <ul style="list-style-type: none"> <li>i. the installation being completed by the applicant at its cost;</li> <li>ii. all signage being sign size A;</li> <li>iii. street lighting levels for devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design; and</li> <li>iv. speed limit signage plan to be prepared and forwarded to RMS for approval.</li> </ul>

This recommendation was supported unanimously by the four voting members.

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



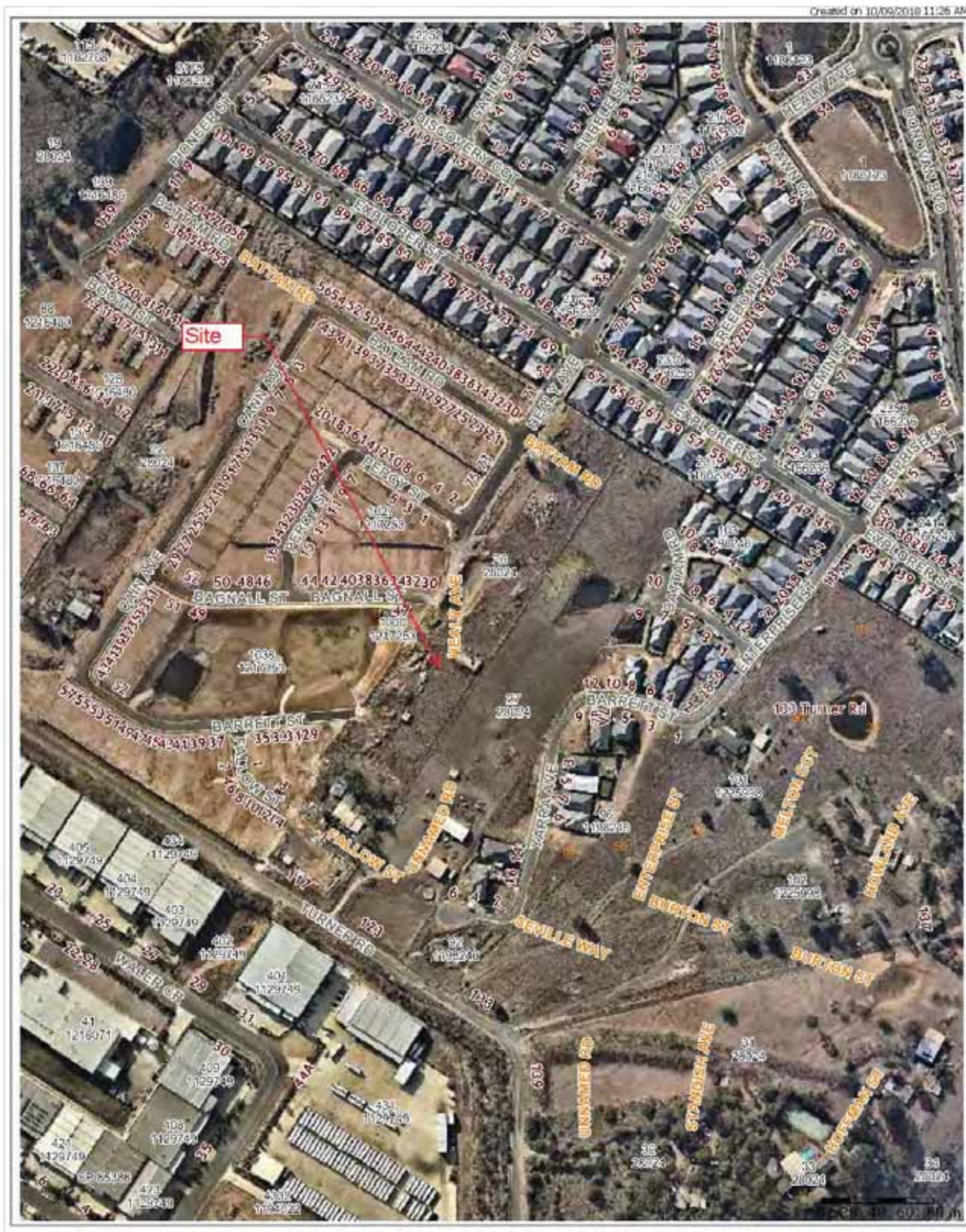
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### **RECOMMENDED**

**That Council receives and notes the report on Healy Avenue, Gregory Hills – Signage, Linemarking and Devices associated with the subdivision of 117 Turner Road, Gregory Hills.**

### ATTACHMENTS

1. Site Location - Healy Avenue, Gregory Hills
2. Signage and Linemarking Plan - Healy Avenue, Gregory Hills

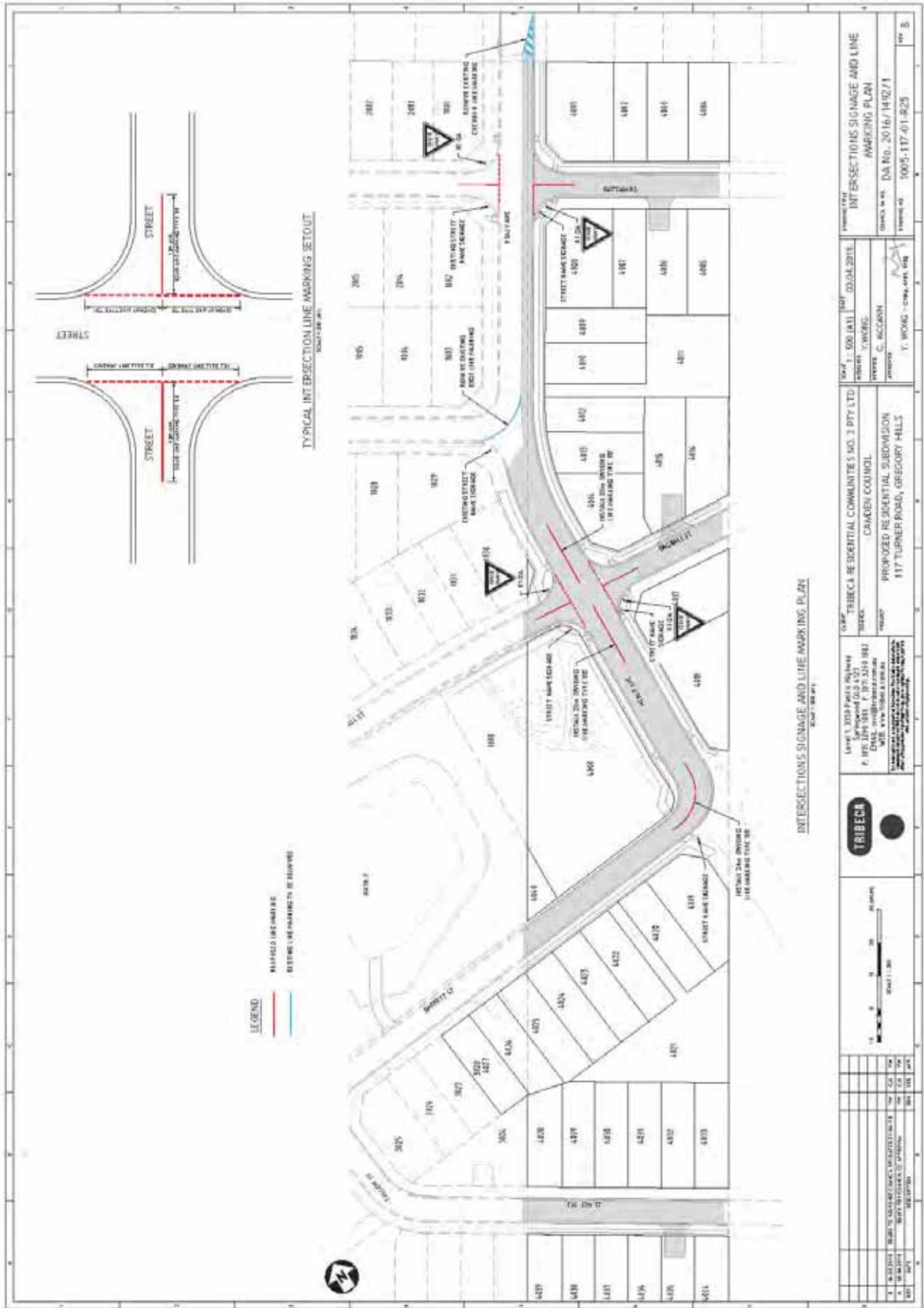


**Subject Site**

Camden Council  
70 Central Ave  
GRAN PARK NSW 2870  
Telephone: 02 4664 7777  
Fax: 02 4664 7920  
Email: [info@camden.nsw.gov.au](mailto:info@camden.nsw.gov.au)

Map Scale: 1:3537  
Projection: GOAG94 / MGA zone 56  
Date: 10/09/2018 11:26 AM

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# LOCAL TRAFFIC COMMITTEE

LTC26

**SUBJECT: ARGYLE STREET, CAMDEN - NO STOPPING ADJACENT TO COWPASTURE RESERVE**

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 18/395705

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**ELECTRONIC MEETING ITEM DATE: 25 September 2018**

## PURPOSE OF REPORT

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for an extension of the No Stopping restrictions on Argyle Street, Camden adjacent to Cowpasture Reserve.

## MAIN REPORT

Police have advised of concerns with parking on Argyle Street, adjacent to the access to Cowpasture Reserve, and have requested this is prioritised via an Electronic Meeting item to the Local Traffic Committee.

The issue particularly occurs when there are bigger events at the reserve, limiting visibility of vehicles exiting the reserve and causing a potential hazard. It is proposed to extend the existing No Stopping restrictions on the southern side of the road by 35 metres eastward to incorporate the reserve access. The location is detailed in the **attachment**.

<b>Electronic Meeting Reference</b>	<b>Agreed recommendation of the Local Traffic Committee</b>
2018/31	<b>The Local Traffic Committee recommends that Council approves, in Argyle Street, Camden, extension eastwards of the No Stopping restriction on the southern side, to 10 metres east of the access road to Cowpasture Reserve.</b>

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 on Argyle Street, Camden – No Stopping adjacent to Cowpasture Reserve.**

## ATTACHMENTS

1. Site Location - Cowpasture Reserve, Argyle Street, Camden





Camden Council  
 0644 848 8188/0644 848 8189  
 Telephone: 02 4624 7777  
 Fax: 02 8644 7626  
 Email: [enquiries@camden.nsw.gov.au](mailto:enquiries@camden.nsw.gov.au)



**Subject Site**  
 Argyle Street - No Stopping adjacent to Cowpasture Reserve

Map Scale: 1:500  
 Projection: GDA94 / MGA zone 56  
 Date: 25/08/2019 9:48 AM



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## LOCAL TRAFFIC COMMITTEE

### LTC27

**SUBJECT: ARGYLE STREET, CAMDEN - CAMDEN JACARANDA FESTIVAL 2018  
- SPECIAL EVENT TRANSPORT MANAGEMENT PLAN**

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 18/400051

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**ELECTRONIC MEETING ITEM DATE: 31 October 2018**

### PURPOSE OF REPORT

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for the closure of streets in the Camden CBD to conduct the Camden Jacaranda Festival 2018.

### MAIN REPORT

Council has received an application to conduct the Camden Jacaranda Festival 2018, which proposes road closures as part of the festival. The event is conducted to promote the Christmas festive season.

The closure of roads is required to undertake a street festival with stall holders, festival amusements and entertainment. The event is scheduled for Friday 23, Saturday 24 & Sunday 25 November 2018.

A Special Event Transport Management Plan with associated Traffic Control Plans has been prepared for this year's event (**Attachment 1**). They incorporate the following elements:

#### **1. Day 1 – Friday, 23 November 2018**

Live music performance at local venues – designed to promote the development of local talent.

No road closure required.

#### **2. Day 2 – Saturday, 24th November 2018**

The family fun day of the festival. Saturday's activities include the light up Camden's Christmas Tree, afternoon / night markets, the lighting of the Jacarandas in Argyle Street, firework and street performers.

To facilitate these activities, Argyle Street between Elizabeth Street and Murray Street will be closed from 9am to 11pm. During this time, all light traffic including buses will be diverted to Onslow Park. Heavy vehicle traffic will be diverted to Camden bypass. Variable message boards will be installed to direct traffic.

Traffic Control Plan TCP01, TCP02, TCP03, Drawing No: VG 18.238 provide details of proposed traffic management arrangements.



### 3. Day 3 – Sunday, 25th November 2018

Larkin Place will be closed from 10am to 6pm on Sunday 25<sup>th</sup> November to host the ARD Motorcross Demonstration. Traffic control plan TCP04, Drawing No: VG 18.238 provide details of proposed traffic management arrangements.

#### Public Transport

The proposed road closure will have an impact on bus services. Council has consulted with bus companies, who have no objection to the proposal.

#### FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

Camden Council's Fees and Charges stipulate a charge of \$115 (Incl. GST) for Special Event Transport Management Plan applications.

#### CONCLUSION

The relevant documentation has been received by Camden Council for the closure of roads in Camden Town Centre, to conduct the Camden Jacaranda Festival. Traffic and public transport arrangements have been organised in accordance with the attached plans. It is therefore recommended that the Local Traffic Committee gives concurrence to this Special Event subject to the conditions detailed in the recommendation.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2018/32	<p>The Local Traffic Committee recommend that Council, for the Camden Jacaranda Festival 2018 event:</p> <ul style="list-style-type: none"> <li>i. gives concurrence for the closure of Argyle Street between Elizabeth Street and Murray Street, Camden, on Saturday 24 November 2018 from 10am to 11pm, as per the certified Traffic Control Plan TCP01, TCP02, TCP03, Drawing No: VG 18.238; and</li> <li>ii. gives concurrence for the closure of the Larkin Place car park on Sunday 25 November 2018 between 10am and 6pm, as per the certified Traffic Control Plan TCP04, Drawing No: VG 18.238.</li> </ul> <p>This approval is subject to the following conditions:</p> <ul style="list-style-type: none"> <li>a) The event is classified as a Class 2 event under the RMS Guide to Traffic and Transport Management for Special Events;</li> <li>b) Traffic management arrangements shall be implemented in accordance with the approved Special Event Transport Management Plan and marked up Traffic Control Plans TCP01, TCP02, TCP03 and TCP04 (Plan No. VG 18.238);</li> <li>c) Traffic controllers shall be accredited by the RMS and be in position at all times as indicated in the Traffic Control Plans;</li> <li>d) The organisers providing proof of a minimum \$20 million Public Liability Insurance Policy noting Camden Council as an interested party;</li> <li>e) The organisers shall obtain NSW Police concurrence to the Special Event Approval;</li> <li>f) The organisers shall maintain access for emergency vehicles</li> </ul>



	<p>along the closed road sections;</p> <ul style="list-style-type: none"><li>g) The organisers shall advertise the road closure in the local papers a minimum of 28 days prior to the event and erect on street signage advising of the closure a minimum of 7 days prior to the event;</li><li>h) The organisers shall advise about the traffic management operations, in writing, to businesses along the closed road sections, local bus companies and Camden Wollondilly Cabs;</li><li>i) Advisory temporary bus stop and temporary taxi bay signage is erected two days prior to the event, indicating that changes will remain in effect between 10am and 11pm on the day of the event;</li><li>j) Placement of barriers and marshals along the areas for the temporary bus stops and taxi zone to help ensure these locations are clear of parked vehicles;</li><li>k) The organisers securing any other necessary consents as advised by Council; and</li><li>l) The organisers provide a disestablishment plan for the removal of all temporary signage within 24 hours of the event completion.</li></ul>
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This recommendation was supported unanimously by the four voting members.

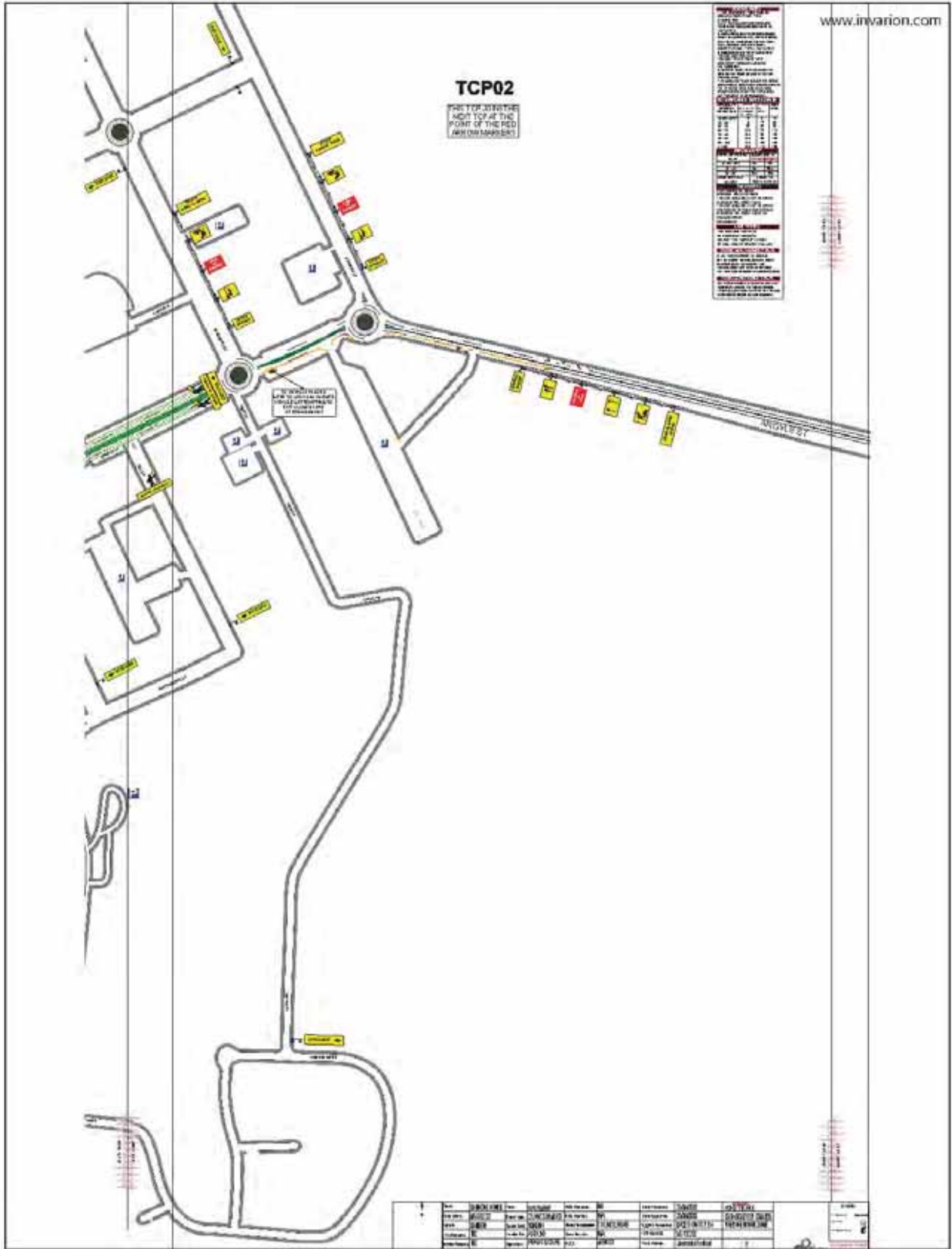
This recommendation has been resolved by a Council Officer under Delegated Authority.

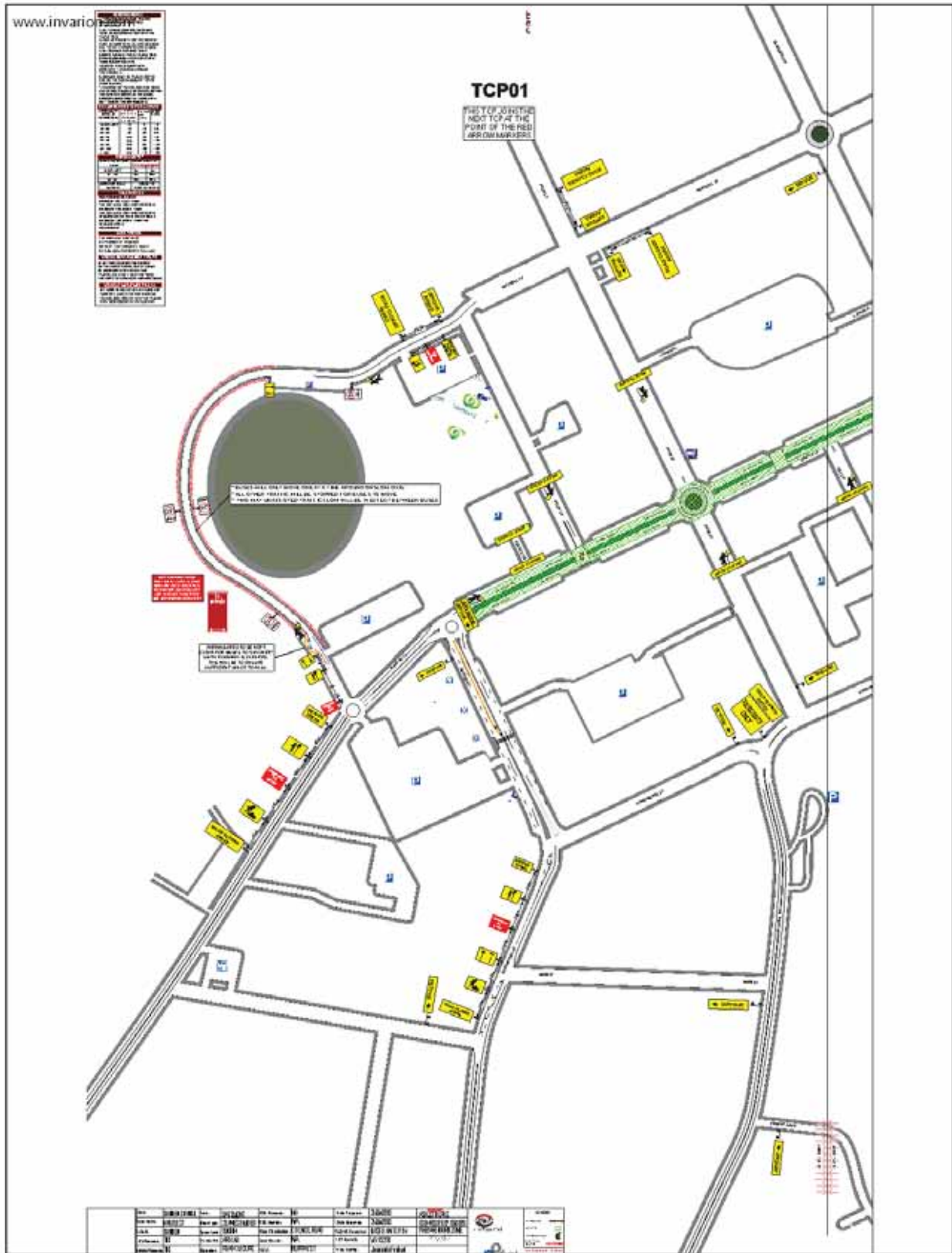
**RECOMMENDED**

**That Council receives and notes the report on Argyle Street, Camden – Camden Jacaranda Festival 2018 – Special Event Transport Management Plan.**

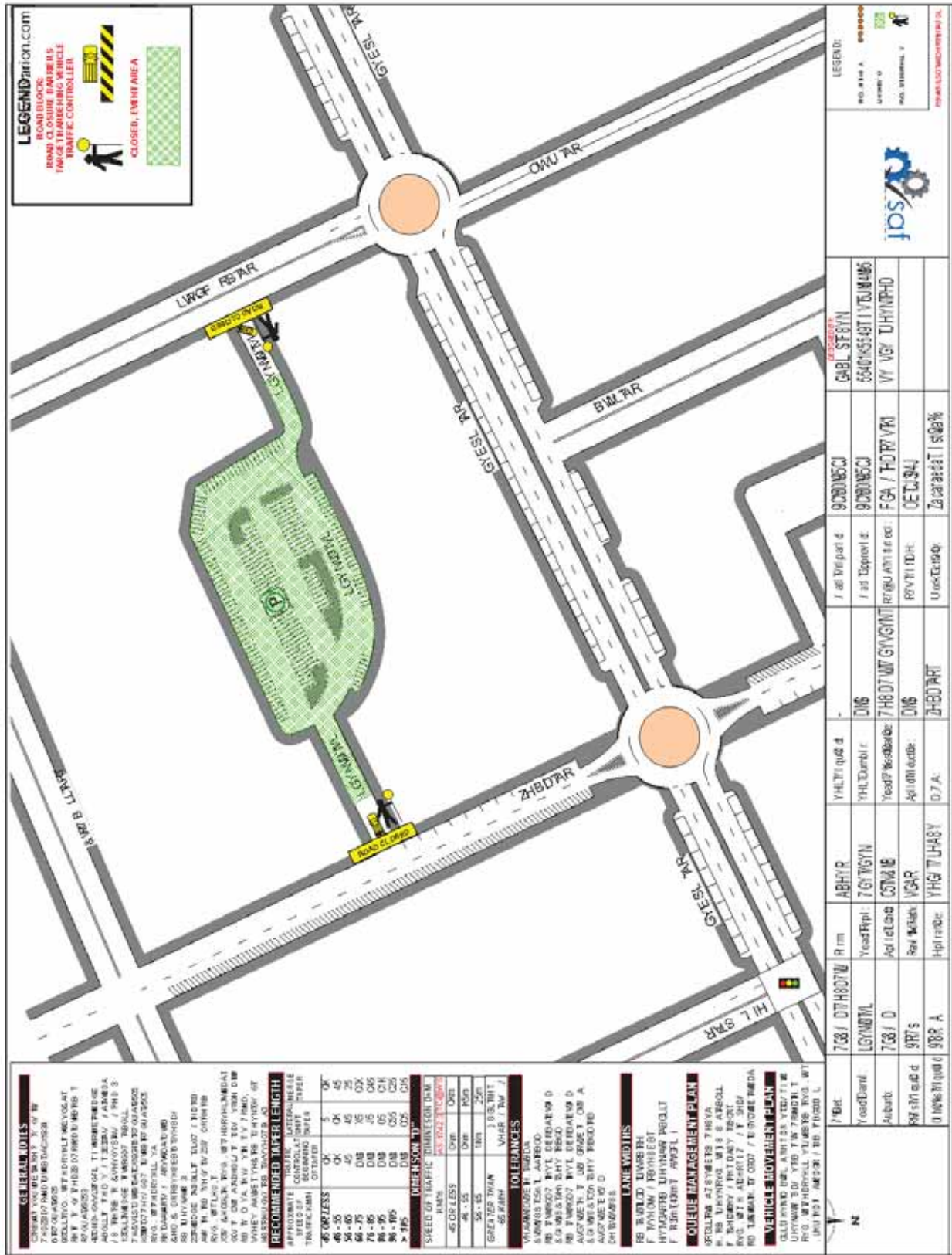
**ATTACHMENTS**

- 1. Traffic Control Plans - Camden Jacaranda Festival













## LOCAL TRAFFIC COMMITTEE

LTC28

**SUBJECT: EASTON AVENUE, SPRING FARM - SIGNAGE, LINEMARKING AND DEVICES ASSOCIATED WITH A RESIDENTIAL DEVELOPMENT**

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 18/400133

**ELECTRONIC MEETING ITEM DATE: 13 November 2018**

### PURPOSE OF REPORT

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for signage and linemarking plans associated with a residential development in the vicinity of Easton Avenue, Spring Farm.

### MAIN REPORT

Signage and line marking plans have been received for a residential development in Spring Farm, in the vicinity of Easton Avenue. The locations are highlighted on **Attachment 1**. This is related to a development application number DA/2017/1497.

The Engineering Drawing No. 8201707201-001 C4075, Rev. C and 8201707201-001 C4076, Rev. C prepared by Cardno provide details of the proposed signage and linemarking (**Attachment 2**). The plans are considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and linemarking and it is recommended that LTC supports the proposed measures.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2018/33	<p>The Local Traffic Committee recommends that Council approves the regulatory signs, linemarking and devices associated in Spring Farm, in the vicinity of Easton Avenue, as shown on the Engineering Drawing No. 8201707201-001 C4075, Rev. C and 8201707201-001 C4076, Rev. C subject to:</p> <ul style="list-style-type: none"> <li>i. the installation being completed by the applicant at its cost;</li> <li>ii. all signage being sign size A; and</li> <li>iii. street lighting levels for devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.</li> </ul>

This recommendation was supported unanimously by the four voting members.

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



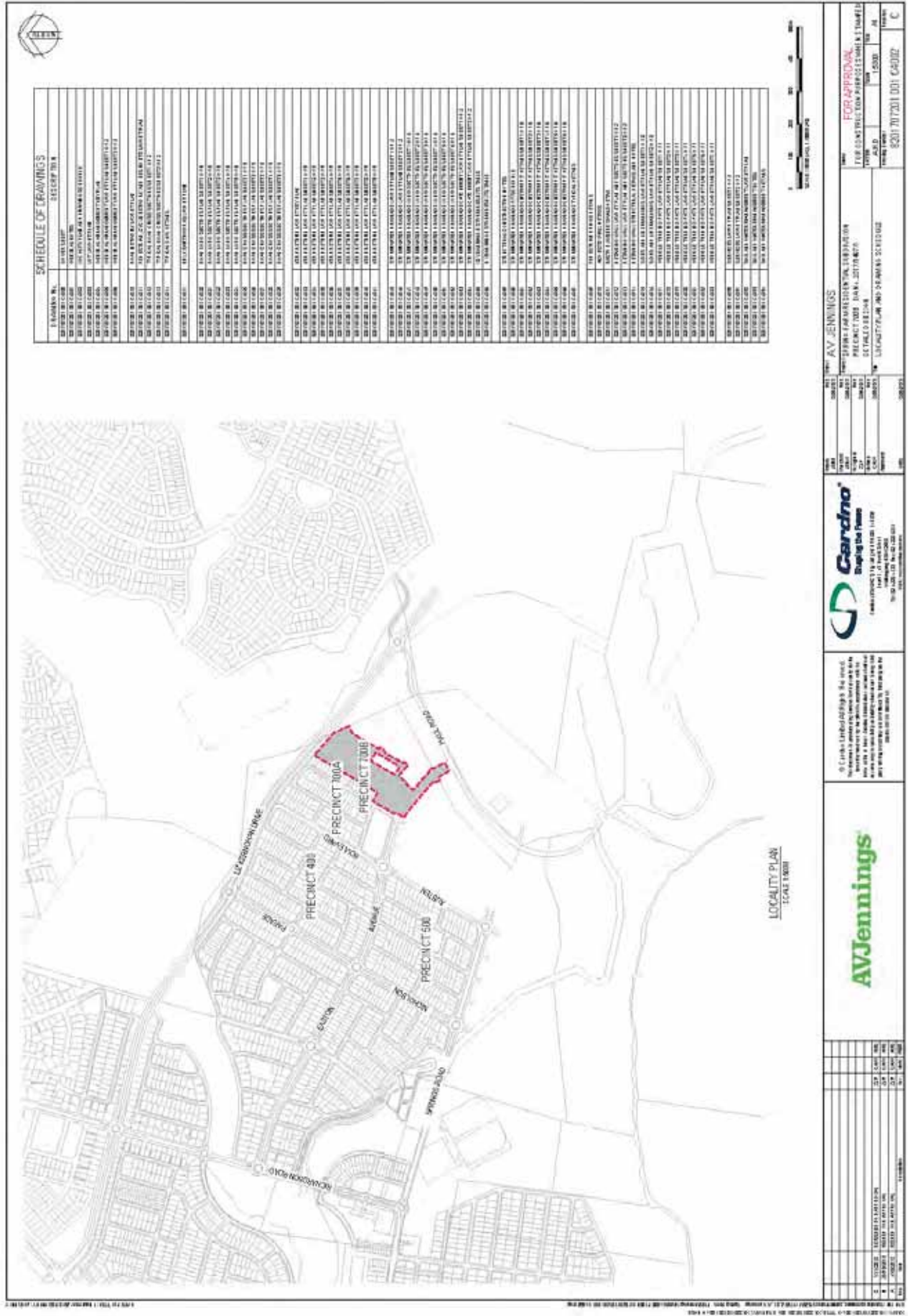
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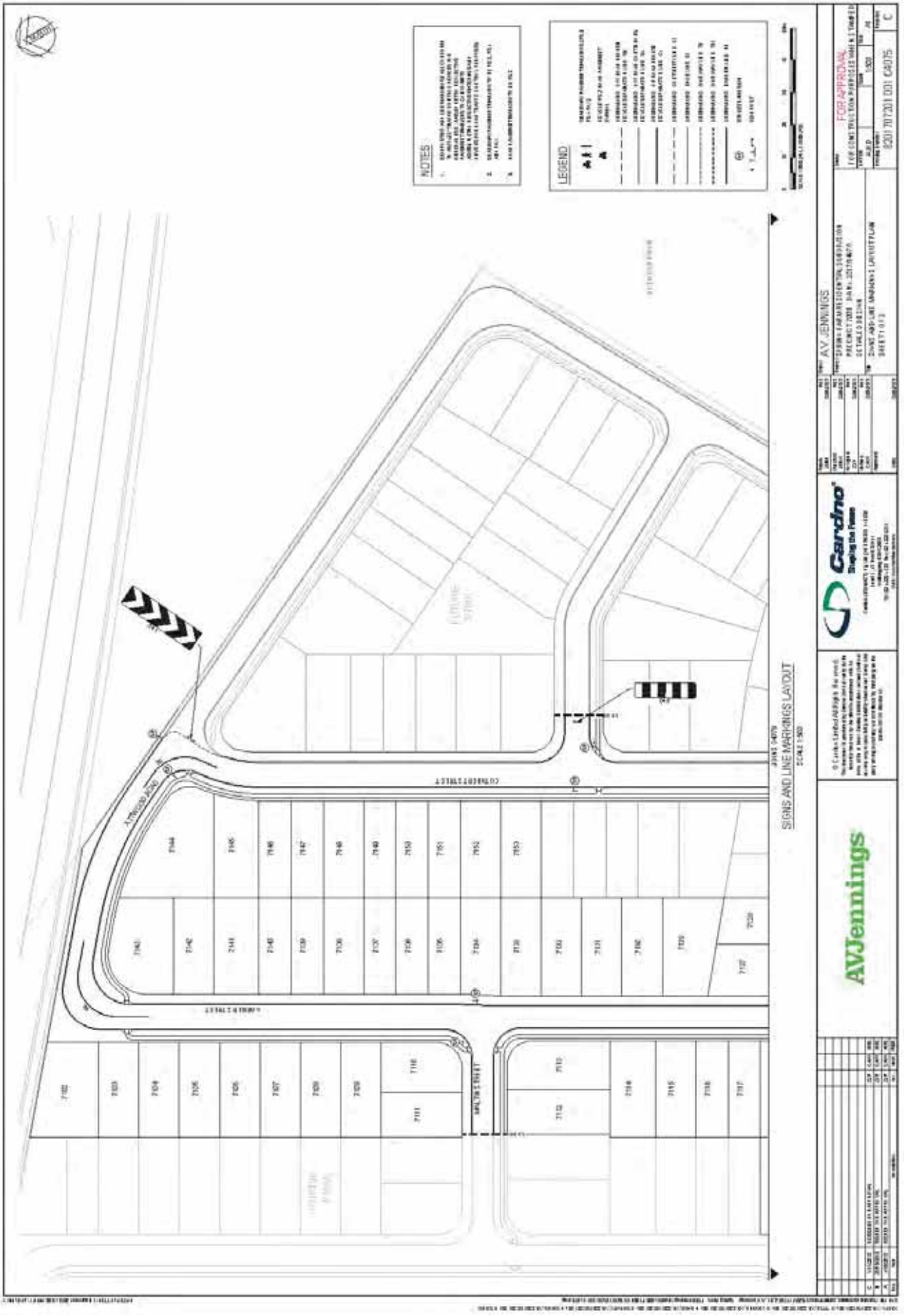
**RECOMMENDED**

**That Council receives and notes the report on Easton Avenue, Spring Farm – Signage, Linemarking and Devices associated with a residential development.**

ATTACHMENTS

1. Location - Easton Avenue, Spring Farm
2. Signage and Linemarking Plans - Easton Avenue, Spring Farm









# LOCAL TRAFFIC COMMITTEE

LTC29

**SUBJECT: GREGORY HILLS DRIVE, GREGORY HILLS - SIGNAGE, LINEMARKING AND DEVICES ASSOCIATED WITH THE CONSTRUCTION OF GREGORY HILLS TOWN CENTRE**

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 18/400547

**ELECTRONIC MEETING ITEM DATE: 15 November 2018**

## PURPOSE OF REPORT

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for signage and linemarking plans associated with the construction of a slip lane for Gregory Hills Town Centre

## MAIN REPORT

A signage and linemarking plan has been received for the construction of a slip lane for the Gregory Hills Town Centre. The locations are highlighted on **Attachment 1**. This is related to a development application number DA/2017/323/1.

The Engineering Drawing No. 210113-SL-CC1301, Rev. 03 prepared by Cardno provide details of the proposed signage and linemarking (**Attachment 2**). The plans are considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and linemarking and it is recommended that LTC supports the proposed measures.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2018/34	<p>The Local Traffic Committee recommends that Council approves the regulatory signs, linemarking and devices on Gregory Hills Drive associated with the construction of a slip lane for Gregory Hills Town Centre, as shown on the Engineering Drawing No. 210113-SL-CC1301, Rev. 03 subject to:</p> <ul style="list-style-type: none"> <li>i. the installation being completed by the applicant at its cost;</li> <li>ii. all signage being sign size A; and</li> <li>iii. street lighting levels for devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.</li> </ul>

This recommendation was supported unanimously by the four voting members.

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



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### **RECOMMENDED**

**That Council receives and notes the report on Gregory Hills Drive, Gregory Hills – Signage, Linemarking and Devices associated with the construction of Gregory Hills Town Centre.**

### ATTACHMENTS

1. Location - Gregory Hills Drive, Gregory Hills
2. Signage and Linemarking Plan - Gregory Hills Drive, Gregory Hills









# LOCAL TRAFFIC COMMITTEE

## LTC30

**SUBJECT:** PETER BROCK DRIVE, ORAN PARK - SIGNAGE, LINEMARKING AND DEVICES ASSOCIATED WITH THE EXTENSION OF PETER BROCK DRIVE

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 18/400663

**ELECTRONIC MEETING ITEM DATE: 20 November 2018**

### PURPOSE OF REPORT

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for signage and linemarking plans associated with the extension of Peter Brock Drive, Oran Park.

### MAIN REPORT

A signage and linemarking plan has been received by Council for the construction of a right turn bay on Peter Brock Drive into Perkins Drive as part of the Peter Brock Drive extension. The locations are highlighted on **Attachment 1**. This is related to a development application number DA/2017/324.

The Engineering Drawing No. 82016098-03-SK037, Rev. 01 prepared by Cardno provide details of the proposed signage and linemarking (**Attachments 2**). The plans are considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and linemarking and it is recommended that LTC supports the proposed measures.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2018/35	<p>The Local Traffic Committee recommends that Council approves the regulatory signs, linemarking and devices on Peter Brock Drive associated with the construction of right turn into Perkins Drive, as shown on the Engineering Drawing No. 82016098-03-SK037, Rev. 01 subject to:</p> <ul style="list-style-type: none"> <li>i. the installation being completed by the applicant at its cost;</li> <li>ii. all signage being sign size A; and</li> <li>iii. street lighting levels for devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.</li> </ul>

This recommendation was supported unanimously by the four voting members.

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



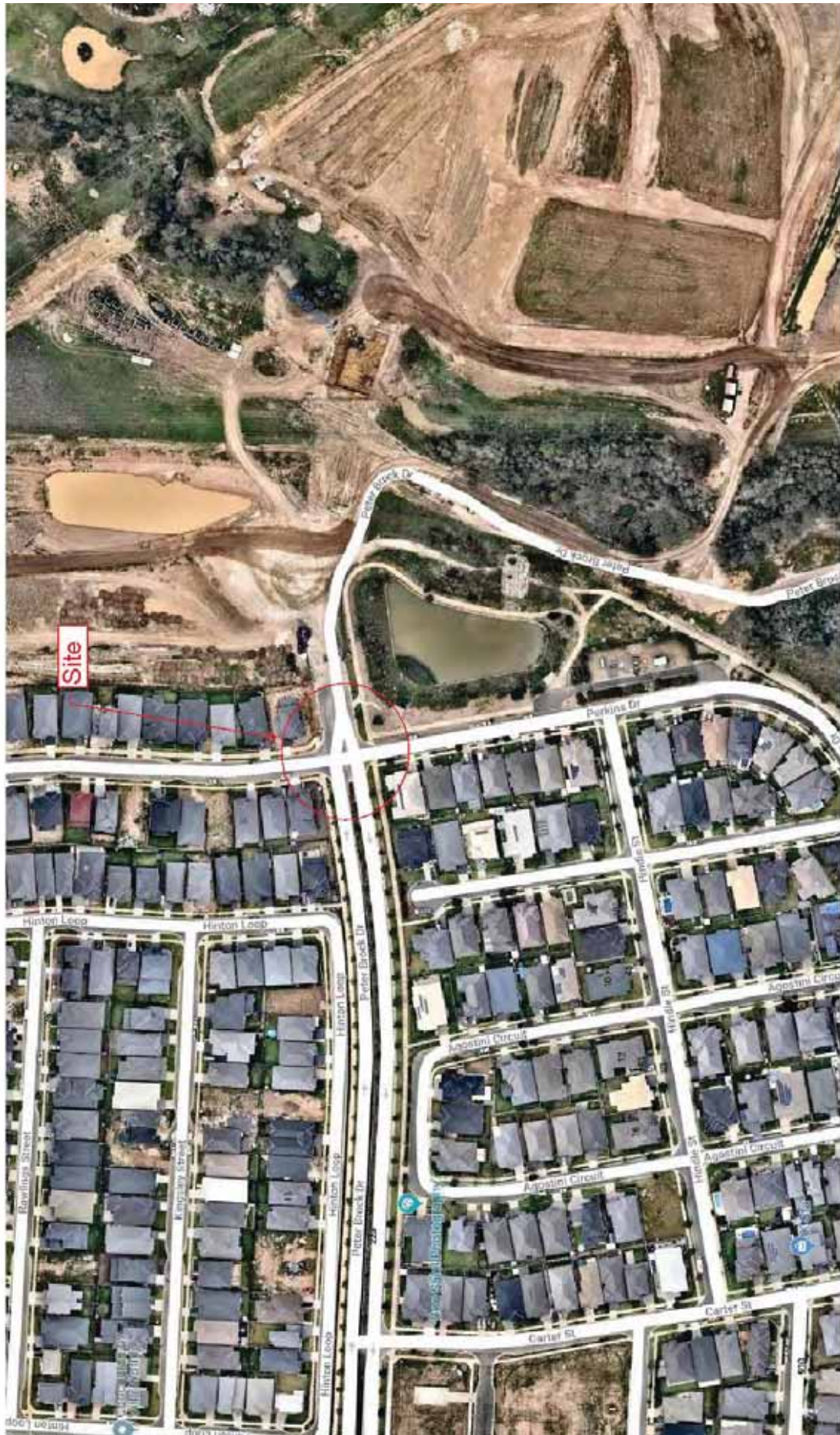
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### **RECOMMENDED**

**That Council receives and notes the report on Peter Brock Drive, Oran Park – Signage, Linemarking and Devices associated with the extension of Peter Brock Drive.**

### ATTACHMENTS

1. Location - Peter Brock Drive, Oran Park
2. Signage and Linemarking Plan - Peter Brock Drive, Oran Park







# LOCAL TRAFFIC COMMITTEE

## LTC31

**SUBJECT: CAWDOR ROAD, CAMDEN - SUSPENSION OF PARKING SPACES IN ONSLOW CARPARK FOR BREASTSCREEN VAN**

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 18/400703

**ELECTRONIC MEETING ITEM DATE: 21 November 2018**

### PURPOSE OF REPORT

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for the suspension of parking spaces in Onslow carpark for the BreastScreen Van.

### 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, from Friday, 18 January to Friday, 15 March 2019 (see **Attachment 1**). The van would be in operation from 8:45am to 4:30pm weekdays, offering free screening mammograms to eligible women for the early detection of breast cancer.

The van has successfully operated in this location last year. It is not considered that the proposal 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
2018/36	<p>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"> <li>i. approves temporary suspension of 7 parking spaces from Friday, 18 January to Friday, 15 March 2019;</li> <li>ii. the applicant shall advise about the traffic management operations, in writing, to Camden Sports Club;</li> <li>iii. the applicant shall provide a proof of a minimum \$20 million Public Liability Insurance Policy noting Camden Council as an interested party; and</li> <li>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.</li> </ul>

This recommendation was supported unanimously by the four voting members.

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



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**RECOMMENDED**

**That Council receives and notes the report on Cawdor Road, Camden – Suspension of Parking Spaces in Onslow Carpark for BreastScreen Van.**

**ATTACHMENTS**

1. Location - Onslow Carpark, Camden







## LOCAL TRAFFIC COMMITTEE

LTC32

**SUBJECT: STEER ROAD, GREGORY HILLS - HEAVY VEHICLE PARKING RESTRICTIONS**

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 18/400913

**ELECTRONIC MEETING ITEM DATE: 21 November 2018**

### PURPOSE OF REPORT

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for heavy vehicle parking restrictions in Steer Road, Gregory Hills.

### MAIN REPORT

Concerns were raised by a number of residents about a truck parking issue on Steer Road, Gregory Hills. It was reported that driver visibility when entering Bunnings and Service NSW driveways are restricted by trucks parking on Steer Road. Council's Rangers were called in on number of occasions, however were unable to issue parking infringements because these trucks were legally parked on local roads under 1 hour, which is permissible under the NSW Road Rules.

In order to address the above issue, it is proposed that as shown in **Attachment 1**:

- No Parking "Motor Vehicles under 4.5T GVM excepted" be installed on:
  - the eastern side of Steer Road between Rodeo Road and Bunnings driveway
  - the western side of Street Road between Rodeo Road and Service NSW driveway
- Edgeline marking (parking lane) be installed on:
  - the eastern side of Steer Road between Rodeo Road and Bunnings loading docks
  - the western side of Street Road between Rodeo Road and Service NSW driveway
- Lane line marking be installed on Steer Road between existing BB marking
- No Stopping restrictions be installed on Steer Road around a sharp bend north of Bunnings loading Docks

The above proposal is to help manage truck parking and assist in traffic management in Steer Road and it is recommended that the Committee supports the outlined measures to address these issues.

Electronic Meeting Reference	Agreed recommendation of the Local Traffic Committee
2018/37	<p>The Local Traffic Committee recommends that Council approves, in Steer Road, Gregory Hills:</p> <ul style="list-style-type: none"> <li>i. No Parking "Motor Vehicles under 4.5T GVM excepted" (R5-41-3) on:               <ul style="list-style-type: none"> <li>a. the eastern side of Steer Road between Rodeo Road and</li> </ul> </li> </ul>



	<ul style="list-style-type: none"><li><b>Bunnings driveway</b></li><li><b>b. the western side of Street Road between Rodeo Road and Service NSW driveway</b></li><li><b>ii. Edgeline (E1) marking on:</b><ul style="list-style-type: none"><li><b>a. the eastern side of Steer Road between Rodeo Road and Bunnings loading docks</b></li><li><b>b. the western side of Street Road between Rodeo Road and Service NSW driveway</b></li></ul></li><li><b>iii. Lane line (S1) marking on Steer Road between existing BB marking</b></li><li><b>iv. No Stopping restrictions (R5-400) on Steer Road around a sharp bend north of Bunnings loading Docks</b></li></ul>
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This recommendation was supported unanimously by the four voting members.

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

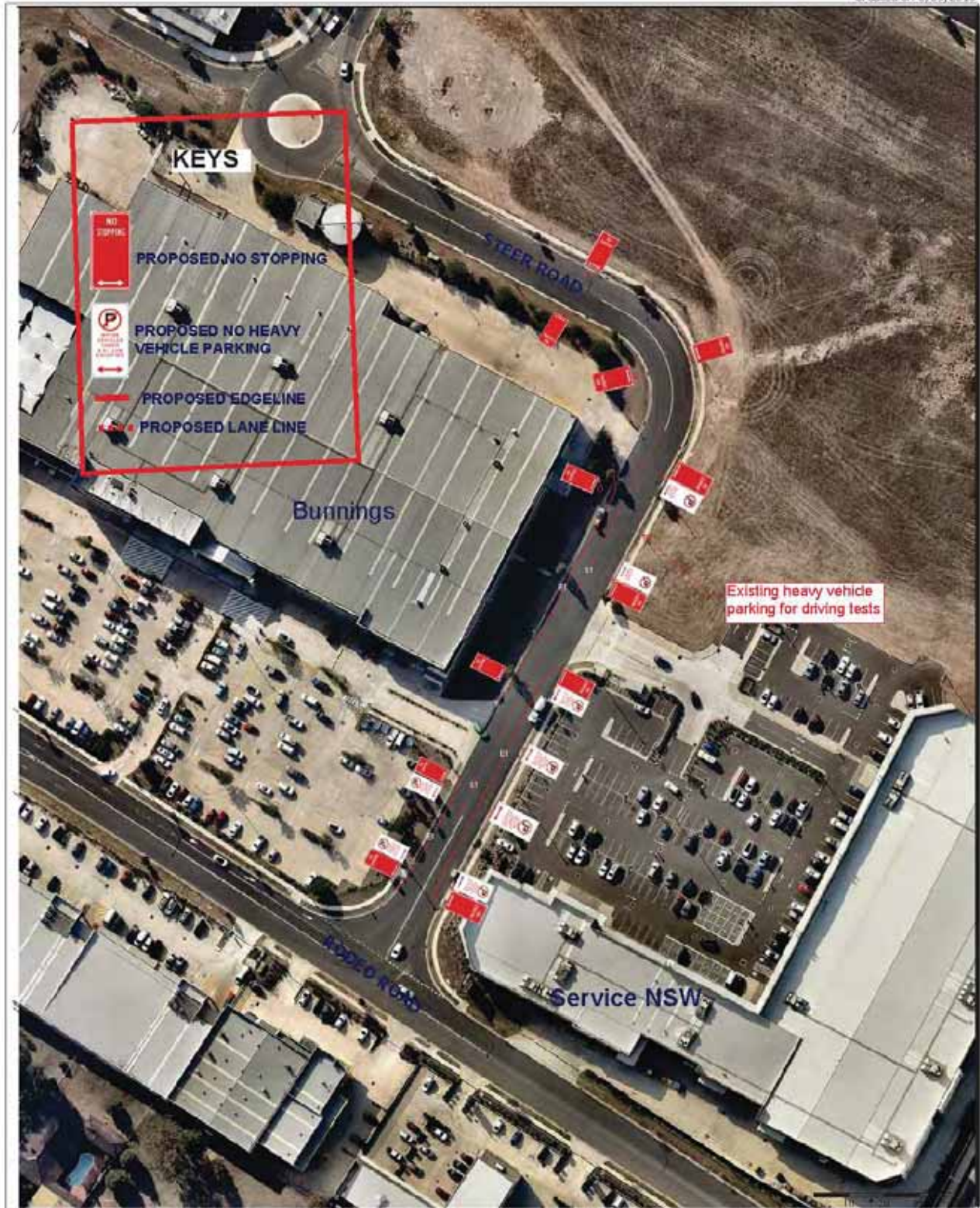
**RECOMMENDED**

**That Council receives and notes the report on Steer Road, Gregory Hills – Heavy Vehicle Parking Restrictions.**

**ATTACHMENTS**

1. Signage and Linemarking Plan - Steer Road, Gregory Hills

Created on 5/09/2018



 <p>Camden Council 79 Central Ave ORANGE NSW 2870 Telephone: 02 4654 1777 Fax: 02 4654 7029 Email: <a href="mailto:mail@camden.nsw.gov.au">mail@camden.nsw.gov.au</a></p>	<p>Map Scale: 1:1000 Projection: GDA94 / MGA zone 56 Date: 09/02/18 9:47 AM</p>		<p><small>DISCLAIMER: This map has been prepared from Council records by the Land Information Section. If you intend to rely on this information you should have it verified first. Camden Council accepts no responsibility for any errors or omissions. This map should not be reproduced without the permission of Camden Council.</small></p>
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# LOCAL TRAFFIC COMMITTEE

## LTC33

**SUBJECT: DRANSFIELD DRIVE, ORAN PARK - SIGNAGE, LINEMARKING AND DEVICES ASSOCIATED WITH THE DEVELOPMENT OF ORAN PARK TRANCH 27, STAGE 1**

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 18/401501

**ELECTRONIC MEETING ITEM DATE: 27 November 2018**

### PURPOSE OF REPORT

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for signage and linemarking plans associated with the development of Oran Park, Tranche 27, Stage 1.

### MAIN REPORT

Signage and linemarking plans have been received by Council for the construction of new roads for the Development of Oran Park, Tranche 27, Stage 1. The locations are highlighted on **Attachment 1**. This is related to development application number DA/2017/1324.

The Engineering Drawing No.704, Rev.4, 705, Rev.4 and 706, Rev. 5 (Project No. L06002.169B) prepared by Calibre consulting provide details of the proposed signage and line marking (**Attachment 2**). The plans are considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and line marking and it is recommended that LTC supports the proposed measures.

<b>Electronic Meeting Reference</b>	<b>Agreed recommendation of the Local Traffic Committee</b>
<b>2018/38</b>	<p><b>The Local Traffic Committee recommends that Council approves the regulatory signs, linemarking and devices on and in the vicinity of Dransfield Drive associated with the development of Oran Park, Tranche 27, Stage 1, as shown on the Engineering Drawing No. 704, Rev.4, 705, Rev.4 and 706, Rev. 5 (Project No. L06002.169B) subject to:</b></p> <ul style="list-style-type: none"> <li><b>i. the installation being completed by the applicant at its cost;</b></li> <li><b>ii. all signage being sign size A;</b></li> <li><b>iii. street lighting levels for devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design;</b></li> <li><b>iv. all refuge islands are to be a minimum of 2m deep and 3m wide, as per standards; and</b></li> <li><b>v. the pavement arrows on Dransfield Drive on approach to Dick Johnson Drive are to be as per approved TCS Plan.</b></li> </ul>

This recommendation was supported unanimously by the four voting members.



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

**RECOMMENDED**

**That Council receives and notes the report on Dransfield Drive, Oran Park – Signage, Linemarking and Devices associated with the development of Oran Park, Tranche 27, Stage 1.**

ATTACHMENTS

1. Location - Dransfield Drive, Oran Park
2. Signage and Linemarking Plans - Dransfield Drive, Oran Park













# LOCAL TRAFFIC COMMITTEE

## LTC34

**SUBJECT: VILLAGE CIRCUIT, GREGORY HILLS - SIGNAGE, LINEMARKING AND DEVICES ASSOCIATED WITH THE DEVELOPMENT OF GREGORY HILLS, STAGES 13A AND 17A**

**FROM:** Manager Traffic, Depot & Buiding Services

**TRIM #:** 18/401574

**ELECTRONIC MEETING ITEM DATE: 28 November 2018**

### PURPOSE OF REPORT

To document approval previously provided by the Local Traffic Committee through an Electronic Meeting for signage and linemarking plans associated with the development of Gregory Hills, Stages 13A and 17A.

### MAIN REPORT

Signage and linemarking plans have been received by Council for the construction of new roads for the development of Gregory Hills, Stage 13A and 17A. The locations are highlighted on **Attachment 1**. This is related to development application number DA/2017/1286.

The Engineering Drawing No. 210153-13A&17A-CC651, Rev.4 and 210153-13A&17A-CC652, Rev.04 prepared by Cardno consulting provide details of the proposed signage and line marking (**Attachments 2**). The plans are considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and linemarking and it is recommended that LTC supports the proposed measures.

<b>Electronic Meeting Reference</b>	<b>Agreed recommendation of the Local Traffic Committee</b>
<b>2018/39</b>	<p><b>The Local Traffic Committee recommends that Council approves the regulatory signs, linemarking and devices on and in the vicinity of Village Circuit associated with the development of Gregory Hills, Stage 13A &amp; 17A, as shown on the Engineering Drawing No. 210153-13A&amp;17A-CC651, Rev.4 and 210153-13A&amp;17A-CC652, Rev.04 subject to:</b></p> <ul style="list-style-type: none"> <li><b>i. the installation being completed by the applicant at its cost;</b></li> <li><b>ii. all signage being sign size A; and</b></li> <li><b>iii. street lighting levels for devices being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.</b></li> </ul>

This recommendation was supported unanimously by the four voting members.

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



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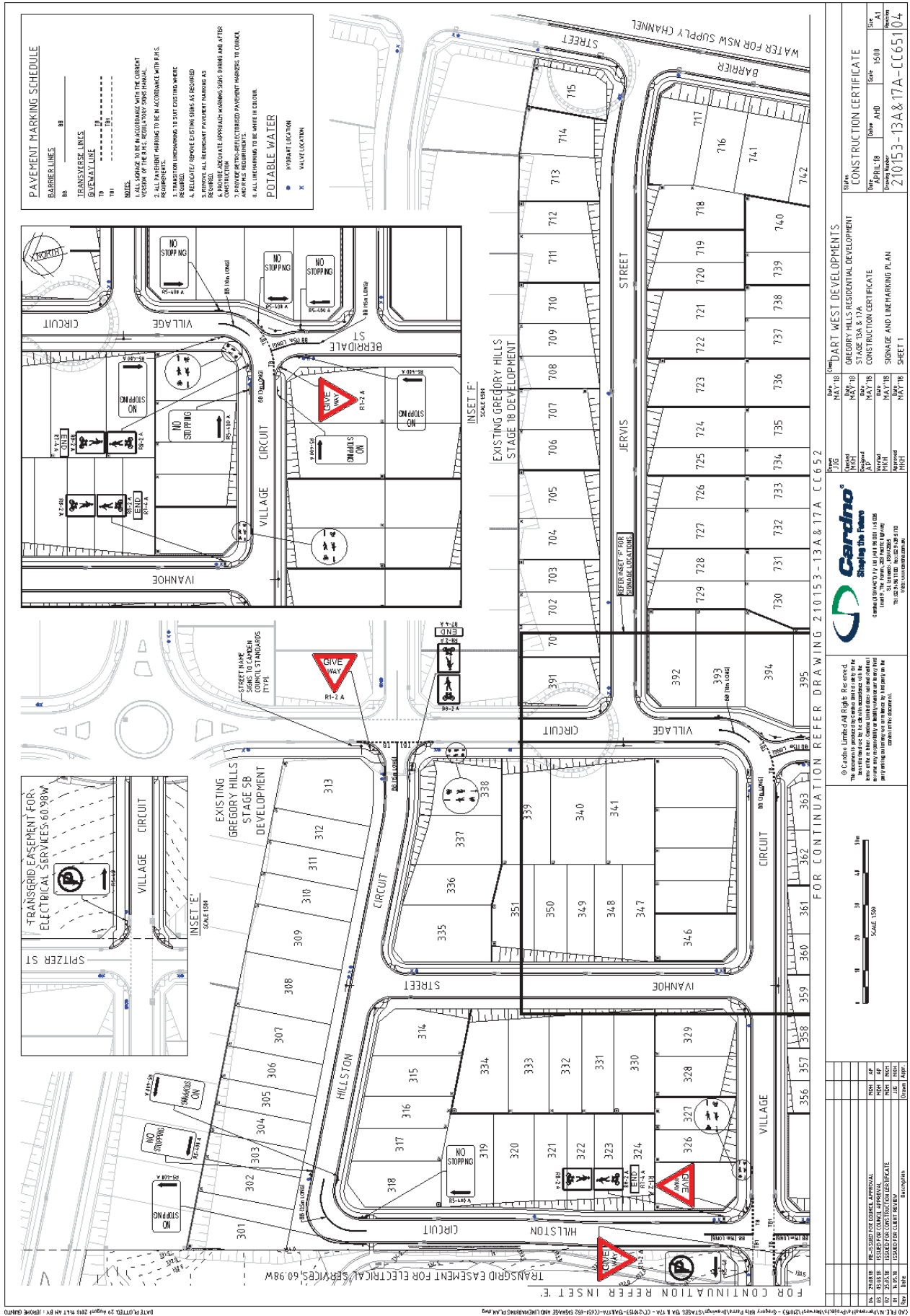
### **RECOMMENDED**

**That Council receives and notes the report on Village Circuit, Gregory Hills – Signage, Linemarking and Devices associated with the development of Gregory Hills, Stages 13A and 17A.**

### ATTACHMENTS

1. Location - Village Circuit, Gregory Hills
2. Signage and Linemarking Plans - Village Circuit, Gregory Hills



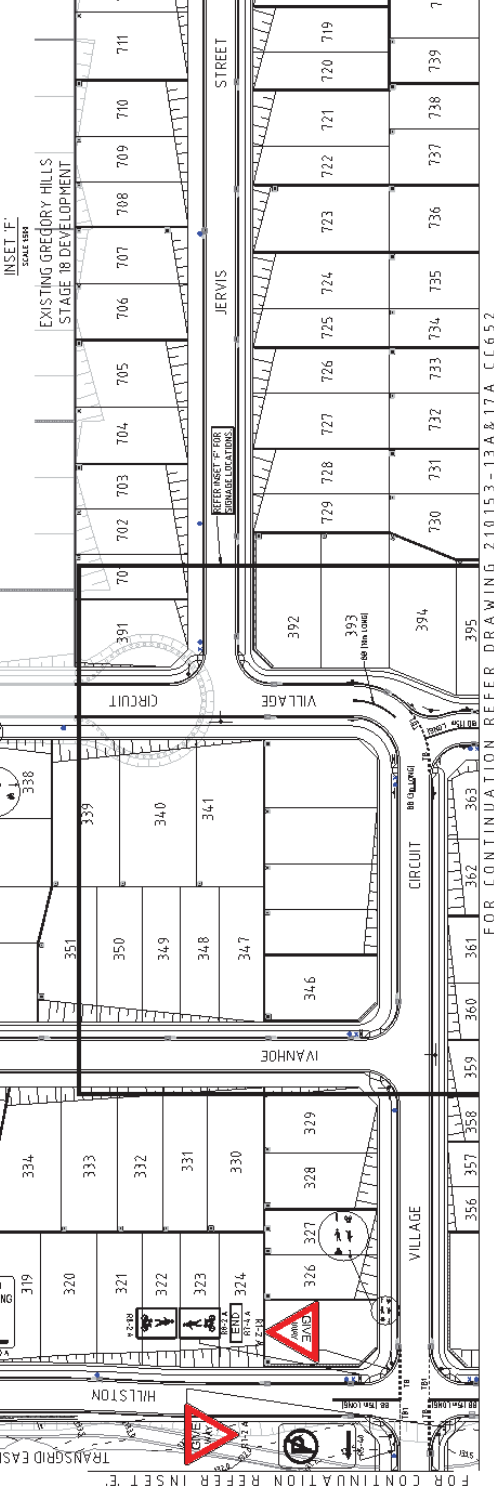
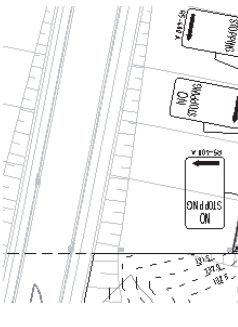
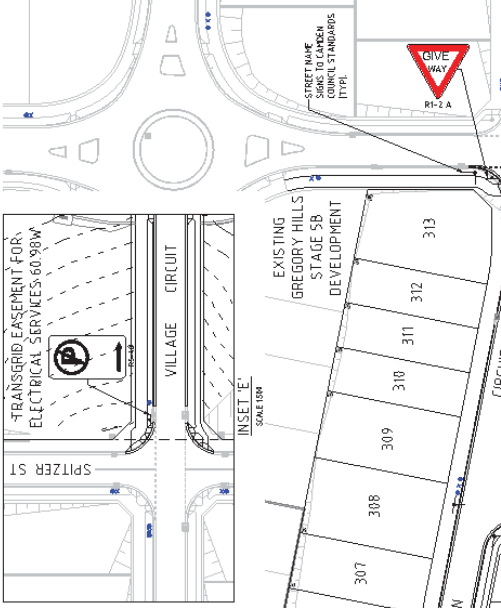
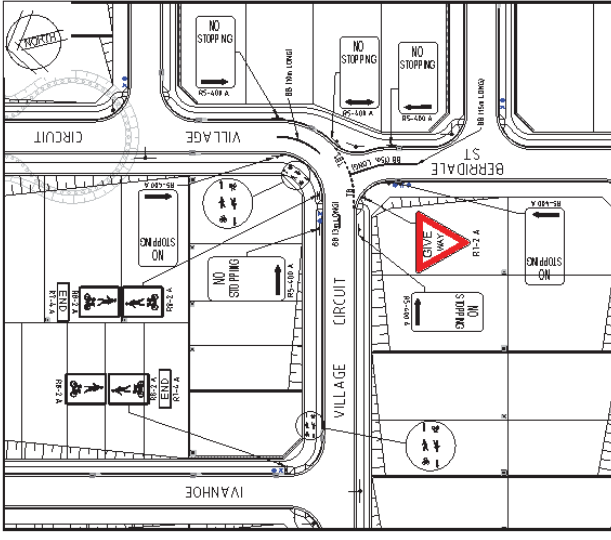


**PAVEMENT MARKING SCHEDULE**

**BARRIER LINES**  
 BK \_\_\_\_\_  
**TRANSVERSE LINES**  
 TL \_\_\_\_\_  
**BOULEVARD LINE**  
 BL \_\_\_\_\_  
**TR** \_\_\_\_\_  
**TR** \_\_\_\_\_

**NOTES:**  
 1. ALL SIGNAGE TO BE IN ACCORDANCE WITH THE CURRENT VERSION OF THE R.P.S. REGULATORY SPANS MANUAL.  
 2. ALL PAVEMENT MARKING TO BE IN ACCORDANCE WITH R.P.S. REQUIREMENTS.  
 3. ALL MARKINGS TO BE PAINTED UNLESS OTHERWISE SPECIFIED.  
 4. RELATED/ADJACENT EXISTING SIGNAGE AS REQUIRED.  
 5. REMOVE ALL REDUNDANT PAVEMENT MARKING AS REQUIRED.  
 6. ALL APPROACH/ADJACENT SIGNAGE TO BE IN ACCORDANCE WITH R.P.S. REQUIREMENTS.  
 7. PROVIDE RETRO-REFLECTORIZED PAVEMENT MARKERS TO CONDUIT AND P.S. REQUIREMENTS.  
 8. ALL MARKINGS TO BE WHITE IN COLOUR.

**POTABLE WATER**  
 \* INDIANT LOCATION  
 \* VALVE LOCATION



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DATE: 18/12/18 DRAWN: [Name] CHECKED: [Name] APPROVED: [Name]	DATE: 18/12/18 DRAWN: [Name] CHECKED: [Name] APPROVED: [Name]
PROJECT: GREGORY HILLS RESIDENTIAL DEVELOPMENT STAGE: DA & DA DRAWING: CONSTRUCTION CERTIFICATE	PROJECT: GREGORY HILLS RESIDENTIAL DEVELOPMENT STAGE: DA & DA DRAWING: CONSTRUCTION CERTIFICATE
SHEET: 1 OF 1 DRAWING: SIGNAGE AND LINEMARKING PLAN	SHEET: 1 OF 1 DRAWING: SIGNAGE AND LINEMARKING PLAN
PROJECT: GREGORY HILLS RESIDENTIAL DEVELOPMENT STAGE: DA & DA DRAWING: CONSTRUCTION CERTIFICATE	PROJECT: GREGORY HILLS RESIDENTIAL DEVELOPMENT STAGE: DA & DA DRAWING: CONSTRUCTION CERTIFICATE
PROJECT: GREGORY HILLS RESIDENTIAL DEVELOPMENT STAGE: DA & DA DRAWING: CONSTRUCTION CERTIFICATE	PROJECT: GREGORY HILLS RESIDENTIAL DEVELOPMENT STAGE: DA & DA DRAWING: CONSTRUCTION CERTIFICATE

