



Local Traffic Committee Business Paper

LATE ITEMS

Committee Meeting
18 September 2018

Council Office
70 Central Avenue
Oran Park



LATE ITEMS
LOCAL TRAFFIC COMMITTEE

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LOCAL TRAFFIC COMMITTEE

LTC21

SUBJECT: DIGITARIA DRIVE, GLEDWOOD HILLS - CRITERIUM CYCLE RACING SPECIAL EVENT

FROM: Manager Assets & Design Services

TRIM #: 18/291659

PURPOSE OF REPORT

To seek the advice of the Local Traffic Committee for the utilisation of Digitaria Drive, Gledswood Hills for the operation of Sunday morning cycle races.

BACKGROUND

Camden Cycling Club has applied for an approval to conduct cycle races on Digitaria Drive on periodic Sundays from 7.00am to 10.00am.

MAIN REPORT

Camden Cycling Club (formerly Macarthur Collegians Cycling Club) is seeking Special Event approval to utilise Digitaria Drive, Gledswood Hills for cycle races. The club has previously undertaken races on Smeaton Grange Road but advised that this location no longer suits their needs. Council is exploring potential venues that are not on public roads but in the meantime, the Club are seeking to use Digitaria Drive and Redbank Drive. Digitaria Drive between Redbank Drive and The Hermitage Way remains fenced off at the current time. There are a number of vacant lots in the precinct which are starting to be developed (see **Attachment 1**).

The purpose of the event is for cyclists to conduct time trial cycle races in conditions without other road traffic. The proposal is for the road to be temporarily barricaded off with the organisers maintaining access for emergency vehicles and to general traffic along that section of road at all times, managed by traffic controllers.

The races are proposed to take place on Sunday mornings between 7.15am and 9.30am with additional time for set up and close down. Event parking would occur on-street.

The matter was considered by the Local Traffic Committee at its meeting on 19 June 2018 and the following recommendations were made:

The Local Traffic Committee recommends that Council gives consideration to a Special Event on Digitaria Drive, Gledswood Hills, for the operation of Sunday cycle races by Camden Cycling Club, as follows:

- i. the event being considered for classification as a Class 2 event under the RTA Guide to Traffic and Transport Management for Special Events, Version 3.4;*
- ii. Consultation being undertaken by Council with owners and occupiers; and*
- iii. Council further investigating drawing up an indemnity agreement between Council and Camden Cycling Club for operation of these events.*



Council invited all affected businesses to provide feedback on the proposal. Two responses have been received. Extract of responses are provided below:

- Respondent 1

"We have reviewed the development application and have no comments."

- Respondent 2

"We wish to advice that in the near future - October - the Hermitage Way final link across South Creek will be open and as a result Digitaria Drive will be accessible by traffic by the residents in Hermitage and the Crest residential estates.

In addition by mid-October [Business's Name] will also be open to the public and this establishment would also be attracting clients from 8 am on Sundays.

In the light of these developments it is not appropriate we feel for the roads to partially closed to local residential traffic and clients of [Business's Name]."

Please note that the name of business has been omitted from comment above to protect their privacy.

Council's comment

With the current level of development in the Gregory Hills precinct, particularly on Digitaria Drive and Redbank Drive, it is considered that the event would not cause significant impact on the wider road network.

However as the area is developing with significant retail and healthcare premises that operate on Sundays at the same times as the proposed events.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

There is no financial implication to Council.

CONCLUSION

A Special Event request has been received for the use of Digitaria Drive to conduct cycle races. Council has undertaken consultation with affected businesses raising overlap with the race timings and hours of operation.

RECOMMENDED

The Local Traffic Committee considers the consultation responses to the proposed Special Event on Digitaria Drive, Gledswood Hills, for the operation of Sunday cycle races by Camden Cycling Club and advises whether the event can be supported.

ATTACHMENTS

1. Proposed cycle race - Digitaria Drive, Gledswood Hills



LOCAL TRAFFIC COMMITTEE

LTC22

SUBJECT: GLEDSDOOD HILLS DRIVE, GLEDSDOOD HILLS - ACCESS BETWEEN RABY ROAD AND THE HERMITAGE WAY

FROM: Manager Assets & Design Services

TRIM #: 18/296510

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence to open access on Gledswood Hills Drive, Gledswood Hills, between The Hermitage Way and Raby Road.

BACKGROUND

Access to The Crest Estate in Gledswood Hills is currently restricted to Raby Road only. This is causing concern to a number of residents as it involves a significant detour. Further to technical assessment and RMS advice on the speed limit on Raby Road it is proposed to open the access to through traffic.

MAIN REPORT

The Crest Estate precinct in Gledswood Hills is being developed by Mirvac developers. Gledswood Hills Drive is a collector road running through the estate, connecting The Hermitage Way to the west with Raby Road to the northeast, although there has been an existing road along some of this alignment prior to development. The new road layout was approved by the Local Traffic Committee in February 2016. Through these works the intersection with Raby Road was upgraded to incorporate Stop control and a seagull arrangement, noting that the intersection is predominantly within Campbelltown Local Government area and subject to their approvals.

Access through the estate is temporarily restricted with large concrete blocks at the western end limiting access to the estate via Raby Road. This is due to a current condition of development consent which requires that traffic signals are installed at the intersection with Raby Road, to the satisfaction of Council and RMS, before the road is opened up westwards to The Hermitage. A report was considered by the committee at the March 2018 meeting (see **Attachment 1**) seeking advice on opening access to The Hermitage Way noting that Council is now undertaking the design of upgrade of Raby Road which will incorporate traffic signals at this location.

Further to the March meeting, Mirvac has undertaken a sight distance assessment of the intersection of Gledswood Hills Drive and Raby Road which has been submitted to RMS. Vegetation has been removed such that the Safe Intersection Sight Distance standard from Austroads is met for the design speed of 80 km/h (see **Attachment 2**). Based on the report, Council requested RMS to consider reducing the posted speed limit to 70 km/h to account for this design speed of 80 km/h.

RMS has now carried out this review in accordance with the NSW Speed Zoning Guidelines. The speed limit review assessed a number of factors including the crash history, road geometry, road environment, road usage, adjacent development, traffic volumes and the number of access points along this route.

RMS site inspections indicated that, although the vertical and horizontal alignment varies along this section of road, the general road environment allows for motorists to travel at the posted speed limit and a visual approximate speed of the motorists along the road was assessed to be 80km/h. It was noted that Raby Road also forms a through route connecting Camden Valley Way and Campbelltown Road. RMS considered that even if a reduced speed limit was signposted, motorists would likely still be travelling at a higher speed.

The assessment indicated a relatively low crash history along this section of Raby Road, with no significant trends. The casualty rate for this section Raby Road was reviewed and compared to the values for a typical casualty rate shown in the NSW Speed Zoning Guidelines. The calculated rate was substantially less than the average for an undivided rural road. Accordingly, the RMS decision is to retain the 80km/h speed limit on this section of Raby Road at this time.

Speed surveys undertaken on Raby Road in February 2018 indicate the 85th percentile speed northbound is 72.0 km/h with 98% of traffic doing 80 km/h or less. The 85th percentile speed southbound is 75.6 km/h with 94.5% of traffic doing 80 km/h or less.

Further stages of the development of The Crest Estate are subject to further assessment of the intersection and consideration of interim upgrades including a northbound deceleration lane.

Council has received several customer enquiries supporting opening up the road to through traffic. One resident considers that the road should not be opened up citing concerns about the safety of the intersection. He also considered that Gledswood Hills Drive should also have traffic calming devices.

Taking into consideration the feedback from RMS on the speed limit, the speed surveys and community feedback, it is proposed that the temporary barriers are removed from Gledswood Hills Drive which will allow through traffic to use the road.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

There are no financial or asset management implications to this report. The developer Mirvac has indicated that they would remove the temporary bocks at their cost.

CONCLUSION

Consideration has been given to permitting through traffic on Gledswood Hills Drive in line with the precinct planning by the removal of temporary barriers in the road. It is recommended that the Committee supports this.

RECOMMENDED

The Local Traffic Committee recommends that Council removes temporary barriers on Gledswood Hills Drive, Gledswood Hills, facilitating through traffic.

ATTACHMENTS

1. Gledswood Hills Drive - Previous LTC Report
2. Gledswood Hills Drive - Raby Road Intersection



LOCAL TRAFFIC COMMITTEE

LTC17

SUBJECT: GLEDSDOOD HILLS DRIVE, GLEDSDOOD HILLS - RESTRICTED ACCESS

FROM: Manager Assets, Design & Traffic Services

TRIM #: 18/74129

PURPOSE OF REPORT

To seek advice from the Local Traffic Committee concerning restricted access in Gledswood Hills Drive, Gledswood Hills.

BACKGROUND

Access to The Crest Estate in Gledswood Hills is currently restricted to Raby Road only. This is causing concern to a significant number of residents as it involves a significant detour.

MAIN REPORT

The Crest Estate precinct is currently being developed in Gledswood Hills by Mirvac developers. It has a collector road – Gledswood Hills Drive – running through the estate, planned to connect The Hermitage Way to the west with Raby Road to the northeast (see **Attachment 1**).

Raby Road is a single carriageway Regional Road with an 80km/h speed limit in this section and 70km/h further east in Campbelltown. It has been identified in the Special Infrastructure Contribution program for upgrading to a dual carriageway between Camden Valley Way and Thunderbolt Drive, to manage traffic volumes generated by the South West Priority Growth Area. The intersection with Gledswood Hills Drive is on the Camden / Campbelltown boundary, and sight distance is affected by a crest and curve in the road.

When the construction of the estate commenced in late 2015 access was only available from Raby Road since westward access was subject to further subdivision development in The Hermitage Estate by a different developer. As such, Mirvac, the developer for the Crest Estate, was given consent to commence development with limited subdivision, subject to the upgrade of the intersection with Raby Road with signals. The purpose of the signals is to safely manage precinct traffic and through traffic at the intersection together with increased flows on Raby Road itself.

In the meantime, the westward connection from The Crest Estate to The Hermitage was constructed in early 2017 with The Hermitage Way being completed in May 2017. In August 2016 Mirvac was given consent for temporary access via The Hermitage Way until access to Raby Road was completed. Future access via The Hermitage Way was restricted until the completion of traffic signals at Raby Road. However, Roads and Maritime Services did not approve traffic signals at that time on the basis of not achieving the relevant traffic warrants.

The current configuration of the Raby Road intersection is a basic seagull arrangement. Concerns remain with sightlines and potential volumes of through traffic if

This is the report submitted to the Local Traffic Committee held on 20 March 2018 - Page 3



it was opened to The Hermitage. The developer is pursuing implementation of traffic signals, which RMS has agreed in principle, but this will take some time. In the meantime this means a detour of four kilometres for vehicles heading south on Camden Valley Way which is causing significant community frustration. Furthermore Mirvac is seeking to progress more stages of development but is restricted from being able to do so, until the signals are in place.

Interim options that could be considered are:

- Reducing the posted limit on Raby Road to 70 km/h to meet the available safe intersection stopping distance, which would require RMS support;
- Removing barriers in place restricting access to The Hermitage Way noting that this will allow through access and potentially increase the volume of traffic seeking to turn right at Raby Road, where the current available safe intersection sight distance is not met for the posted speed limit of 80km/hr;
- Relocating barriers to restrict access to Raby Road noting this will increase the detour for vehicles heading towards Campbelltown;
- One resident has suggested relocating the barrier to a location within The Hermitage, diverting traffic to local access roads thereby discouraging through traffic. However these roads are too narrow to manage collector road volumes and this could create a hazard.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

There are no financial or asset management implications to this report.

CONCLUSION

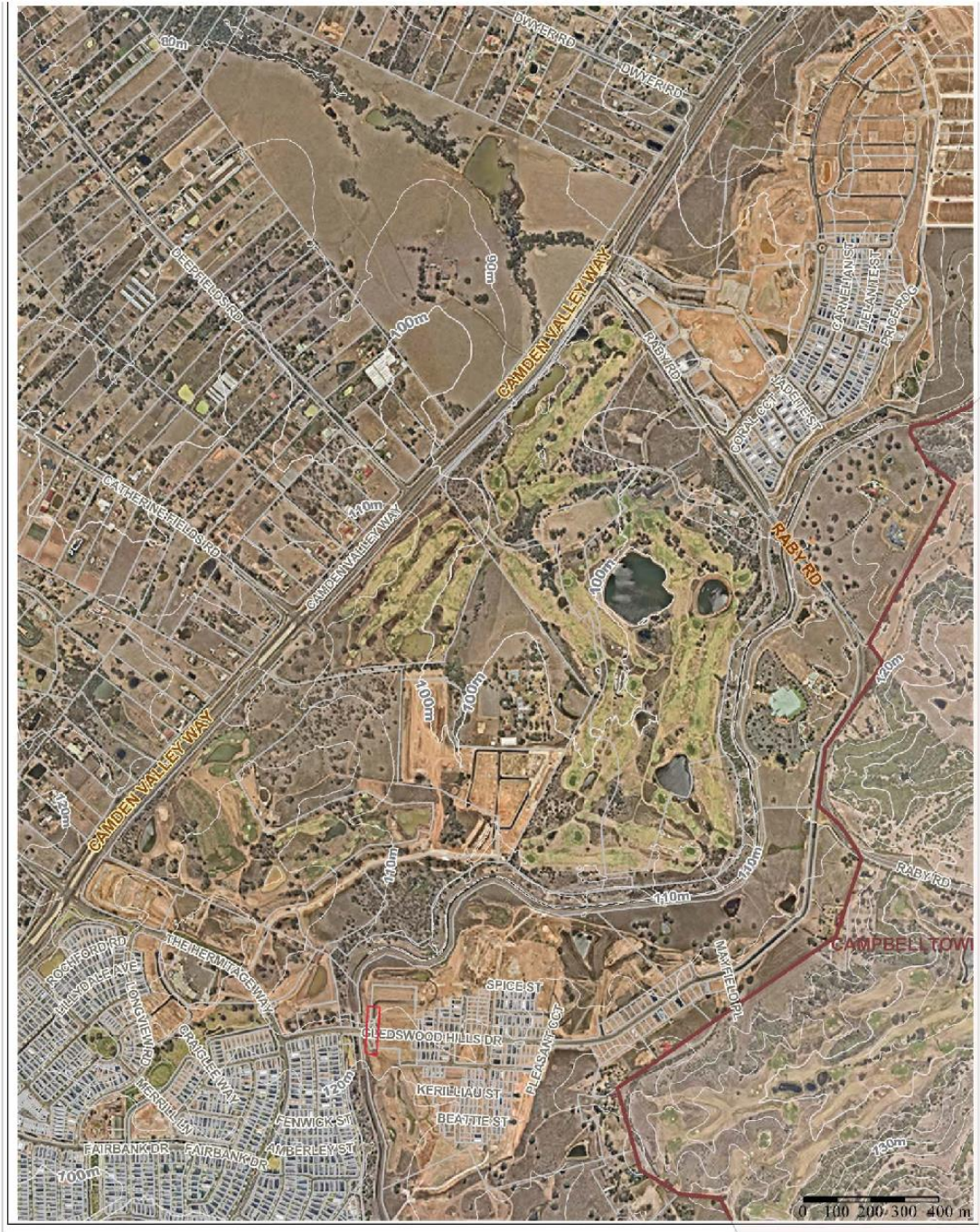
Consideration has been given to restricted access in Gledswood Hills Drive and advice is sought from the Local Traffic Committee in this matter.

RECOMMENDED

The Local Traffic Committee recommends that Council receives and notes the report on restricted access to Gledswood Hills Drive, Gledswood Hills.

ATTACHMENTS

1. The Crest Estate - Gledswood Hills



	Current Barrier	
<p>Camden Council 70 Central Ave CRAN PARK NSW 2870 Telephone: 02 4654 7777 Fax: 02 4654 7823 Email: info@camden.nsw.gov.au</p>	<p>Gledswood Hills Drive - The Crest Estate</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>
<p>Map Scale: 1:15000 Projection: GDA84 / MGA zone 56 Date: 16/03/20 8:11:49 AM</p>		



LOCAL TRAFFIC COMMITTEE

LTC23

SUBJECT: REMEMBRANCE DRIVEWAY, CAMDEN SOUTH - BUS ZONE
FROM: Manager Assets & Design Services
TRIM #: 18/189069

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence to relocate a bus stop with associated parking restrictions on Remembrance Driveway, Camden South.

BACKGROUND

Concerns have been raised about verge parking next to the service station on Remembrance Driveway. To address this issue in context, it is proposed that bollards be installed in the grassed footpath and a bus stop be relocated.

MAIN REPORT

Remembrance Driveway in Camden South is a dual carriageway State Road with an 80 km/h speed limit. Council is experiencing issues with trucks and other vehicles parking on the grassed footpath between driveways of the service station on the western side of the road, north of Armour Avenue. Parking on the footpath is hazardous as it is not designed for vehicle loading, is causing damage and is a risk to pedestrians. This behaviour appears to be occurring for short periods of time, for drivers to purchase items from the shop. As such, when Rangers are called out, vehicles have usually moved on by the time they get there.

There is also concern with parking legally in the shoulder lane as this restricts visibility, for drivers exiting the service station. Consideration is being given to placing bollards in the verge to deter vehicles but there is concern that this would exacerbate the issue of restricted visibility.

It is therefore proposed to relocate the existing bus stop to this location with a 30-metre-long Bus Zone and No Stopping restrictions across the service station accesses. As there are only 10 buses passing per day and light patronage at this stop, this would cause minimal delay to those waiting to exit the service station. Truck parking would be available in the road shoulder where the current bus stop is located a short distance away. This proposal would also allow creation of a formalised bus boarding point and footpath for the bus stop.

RMS and Busabout have been consulted on the proposal and raised no objection. Council officers have discussed with service station staff who advised that to contact Coles customer care for a formal response. A response has not yet been received.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

The estimated cost for the signage is \$1,200. It is proposed that the cost be funded from the RMS Black Grant (Traffic Facilities Component) for the 2018/19 financial year.

CONCLUSION

Concerns have been raised regarding parking on Remembrance Driveway and parking restrictions and footpath bollards are proposed to mitigate the impact.

RECOMMENDED

The Local Traffic Committee recommends that Council and RMS approves on the western side of Remembrance Driveway, Camden South, adjacent to the service station near Armour Avenue, from south to north, 30 metres of No Stopping (R5-400), 30 metres of Bus Zone (R5-20) and 23 metres of No Stopping (R5-400).

ATTACHMENTS

1. Remembrance Driveway Bus Zone



Camden Council
70 Central Ave
ORAN PARK NSW 2570
Telephone: 02 4654 7777
Fax: 02 4654 7829
Email: mail@camden.nsw.gov.au

Map Scale: 1:800
Projection: GDA94 / MGA zone 56
Date: 11/09/2018 8:39 AM

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LOCAL TRAFFIC COMMITTEE

LTC24

SUBJECT: WELLING DRIVE, NARELLAN VALE - ROUNDABOUT UPGRADE AT THE INTERSECTION OF WATERWORTH DRIVE AND HENRIETTA DRIVE

FROM: Manager Assets & Design Services

TRIM #: 18/302853

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the modification of an existing roundabout at the intersection of Welling Drive / Waterworth Drive / Henrietta Drive, Narellan Vale.

BACKGROUND

Council is undertaking an upgrade of the existing roundabout at Welling Drive / Waterworth Drive / Henrietta Drive, Narellan Vale. Signs, lines and devices associated with these works is the subject of this report.

MAIN REPORT

The NSW Government is providing funding to upgrade the roundabout at the intersection of Welling Drive, Waterworth Drive and Henrietta Drive, Narellan Vale as part of the NSW Safer Roads Program. This program provides treatments to address locations where there are clusters of crashes on local and regional roads. The NSW Road Safety Strategy 2012-2021 aims to make NSW roads safer and reduce the risk, incidence and severity of all crashes on the road network.

The upgrade will provide a larger centre island and linemarking to encourage vehicles to slow down as they travel through the roundabout. As part of these works, it is also proposed to reconstruct the splitter island on Waterworth Drive to assist pedestrians crossing the road. Engineering plan Drawing Number 2018-008 prepared by Council provides details of the proposed works (see **Attachment 1**).

Affected property owners and occupiers were invited to provide feedback on the proposal. No response was received.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

The works are budgeted at \$65,000, funded by a grant from the NSW Safer Roads Program in the 2018/19 financial year, as approved by Council on 27 September 2017. Additional works to modify the island are budgeted at \$20,000 to be funded from Council's Footpath Construction Program.

CONCLUSION

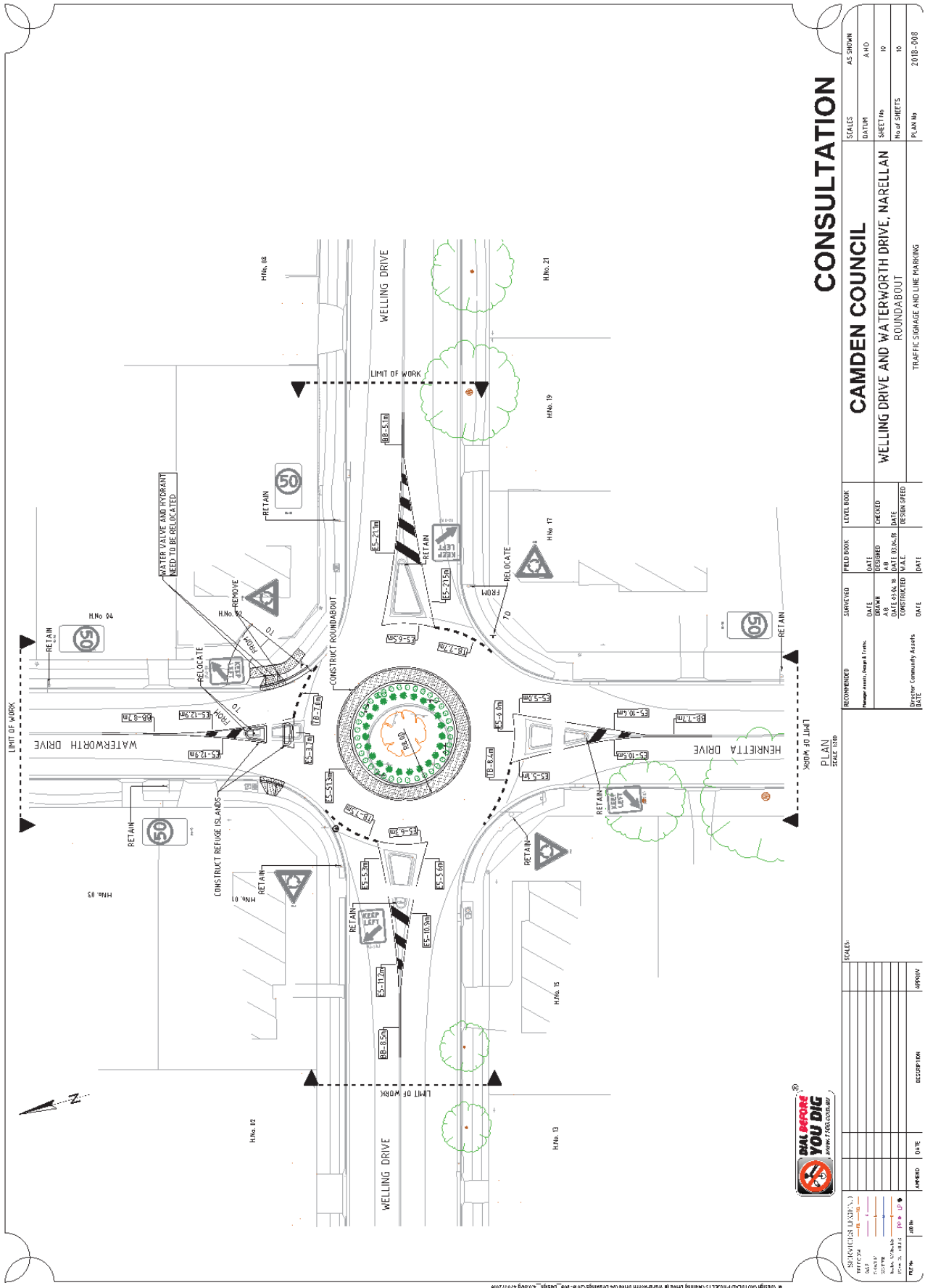
An upgrade of the roundabout at Welling Drive / Waterworth Drive / Henrietta Drive, Narellan Vale is proposed to enhance safety and it is recommended that the Committee supports the associated signage, linemarking and devices.

RECOMMENDED

The Local Traffic Committee recommends that Council approves, at the intersection of Welling Drive / Waterworth Drive / Henrietta Drive, Narellan Vale, the signage, linemarking and devices associated with the upgrade of the roundabout detailed in Drawing Number 2018-008.

ATTACHMENTS

1. Roundabout Upgrade - Welling Drive/ Waterworth Drive/Henrietta Drive, Narellan Vale



CONSULTATION

RECOMMENDED	APPROVED	FIELD BOOK	LEVEL BOOK	AS SHOWN
Member Name, Name & Firm	DATE	DATE	CHECKED	A-HO
Director Community Assets	DATE	DATE	DATE	IP
DATE	DATE	DATE	DATE	10
DATE	DATE	DATE	DATE	2018-008

CAMDEN COUNCIL		WELLING DRIVE AND WATERWORTH DRIVE, NARELLAN ROUNDABOUT	
TRAFFIC SIGNAGE AND LINE MARKING	SCALE	SHEET No.	No. of SHEETS
	AS SHOWN	10	10
	A-HO		
	IP		
	10		
	2018-008		

Attachment 1

LTC24