



Local Traffic Committee Business Paper

Committee Meeting
17 March 2015

Council Office
19 Queen Street
Narellan

LOCAL TRAFFIC COMMITTEE
17 March 2015

Dear Sir/Madam

You are advised that the next Local Traffic Committee is scheduled for 17 March 2015, commencing at 9.30am at Council Office, 19 Queen Street, Narellan.

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

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

Your sincerely

Vince Capaldi
DIRECTOR COMMUNITY INFRASTRUCTURE

Local Traffic Committee

Background

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

Role of the Committee

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

Committee Delegations

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

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

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

Committee Membership

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

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

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

The role of the four voting members is to:

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

In relation to this:

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

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

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

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

LTC Business Paper

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

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

COMMON ABBREVIATIONS

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



LOCAL TRAFFIC COMMITTEE

ORDER OF BUSINESS - LOCAL TRAFFIC COMMITTEE

Present
Apologies

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Local Traffic Committee Tuesday 17 March 2015

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BUSINESS WITHOUT NOTICE

DATE OF NEXT LOCAL TRAFFIC COMMITTEE MEETING - TUESDAY 21 APRIL 2015

INFORMAL ITEMS



LOCAL TRAFFIC COMMITTEE

LTC01

LTC01

SUBJECT: BUSINESS ARISING FROM THE COMMITTEE'S LAST REPORT
FROM: Manager Infrastructure Planning
BINDER: 15/9132

The Local Traffic Committee report dated 18 November 2014 was presented to the Council meeting of 9 December 2014. Council adopted the Local Traffic Committee's recommendations without amendment.

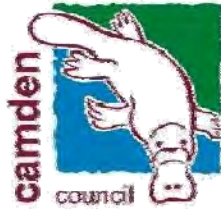
RECOMMENDED

That the adoption by Council of the Committee's report dated 18 November 2014 be noted.

ATTACHMENTS

1. Local Traffic Committee 17 March 2015 - Attachment 1 - Nov LTC MINUTES

LTC01



Camden Council Minutes

Attachment 1

Local Traffic Committee
18 November 2014

Council Office
19 Queen Street
Narellan



LOCAL TRAFFIC COMMITTEE

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LTC01

Attachment 1

PRESENT**Voting members:**

| | |
|---------------------|---------------------------------------|
| Cr Peter Sidgreaves | Chairperson |
| Mick Tanner | NSW Police |
| Kaye Russell | Roads and Maritime Services (RMS) |
| Cr Debby Dewbery | Representative for Chris Patterson MP |

Non-voting members:

| | |
|---------------|----------|
| Paul Buchanan | Busabout |
| Geoff Hook | SES |

Council's Officers in attendance:

| | |
|----------------|---------------------------------|
| Dick Webb | Manager Infrastructure Planning |
| Tom Allen | Team Leader Traffic & Transport |
| Sophak Eng | Traffic Engineer |
| Louise Moran | Traffic Engineer |
| Danielle Sherd | Administration Support |

APOLOGIES

| | |
|-----------------|---|
| Michelle Kramer | Community Road Safety Officer |
| Vince Capaldi | Director Community Infrastructure |
| Geoff Green | Manager Environment & Health |
| Chris Moule | Pictou Business / Camden Wollondilly Cabs |
| Adriana Care | Narellan Chamber of Commerce |
| Miriam Roberts | Camden Chamber of Commerce |
| Renee Gallnatis | Team Leader Rangers |
| Bill East | Interline |

THE MEETING COMMENCED AT 9.36AM**CONFIRMATION OF MINUTES**

That the Minutes of the Local Traffic Committee Meeting held 16 September 2014, copies of which have been circulated, be confirmed and adopted.

LTC01 Business Arising From The Committee's Last Report**SYNOPSIS**

The Local Traffic Committee report dated 16 September 2014 was presented to the Council meeting of 14 October 2014. Council adopted the Local Traffic Committee's recommendations without amendment.

TRAFFIC COMMITTEE DISCUSSION

The Committee members agreed with the Council's Officer's recommendations.

OFFICER'S RECOMMENDATION

That the adoption by Council of the Committee's report dated 16 September 2014 be noted.

TRAFFIC COMMITTEE RECOMMENDATION

That the adoption by Council of the Committee's report dated 16 September 2014 be noted.

MATTERS OUTSTANDING

LTC02 Status Of Local Traffic Committee Recommendations And Actions

SYNOPSIS

The status report identifies outstanding Local Traffic Committee recommendations and actions.

TRAFFIC COMMITTEE DISCUSSION

Team Leader Traffic & Transport advised of the kerbside parking changes for Cobbitty Public School and Mount Annan Public School.

Traffic Engineer advised that the changes will occur early December and Council's Community Road Safety Officer will be onsite for when the changes are implemented and flyers are being distributed.

Team Leader Traffic & Transport advised that all other actions have been resolved.

OFFICER'S RECOMMENDATION

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

TRAFFIC COMMITTEE RECOMMENDATION

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

SIGNS, LINES & DEVICES

LTC03 South Circuit, Oran Park - Replacement Of Existing No Parking Zone

SYNOPSIS

Oran Park Public School has an internal student drop off area while buses are having problems accessing the frontage of the school to pick up and drop off students.

As there is sufficient area provided within the school for parents to drop off or pick up

students, it is proposed to replace the on street No Parking (Buses Excepted Zone) with a Bus Zone. This will improve access for buses along the frontage of the school.

TRAFFIC COMMITTEE DISCUSSION

Team Leader Traffic & Transport gave an overview of the item.

Cr Dewbery raised a concern if the Parents had been advised that there will be no pick up and drop off outside the school front gate.

Team Leader Traffic & Transport advised that Council's Community Road Safety Officer will be onsite for when the changes are implemented. As the school grows, parking arrangements will continue to be assessed and Council will work closely with the school community.

NSW Police Representative made comment on how well the Principal works with them.

The Committee members agreed with the Council's Officer's recommendations.

OFFICER'S RECOMMENDATION

The Local Traffic Committee recommends that Council approves replacement of the existing No Parking (R5-40) signage on South Circuit, Oran Park, adjacent to Oran Park Public School with Bus Zone R5-20 (L) and (R).

TRAFFIC COMMITTEE RECOMMENDATION

The Local Traffic Committee recommends that Council approves replacement of the existing No Parking (R5-40) signage on South Circuit, Oran Park, adjacent to Oran Park Public School with Bus Zone R5-20 (L) and (R).

LTC04 The Lanes, Kirkham - Provision Of School Bus Stop

SYNOPSIS

Council has been contacted by a local resident raising concerns about the location where school buses are stopping on the western side of Macquarie Grove Road, Kirkham opposite in the intersection with The Lanes.

Council officers have liaised with Busabout to explore options to address the resident's concerns. It is considered that provision of a school bus stop in The Lanes, Kirkham, adjacent to Macquarie Grove Road, would provide a suitable pick up and drop off location for school children.

TRAFFIC COMMITTEE DISCUSSION

Team Leader Traffic & Transport gave an overview of the item.

The Chair raised concerns about the children living in Kirkham Rise Estate and whether they would be using the bus stop at The Lanes. It is a concern as Macquarie Grove Road is a busy road.

Team Leader Traffic & Transport advised that there are no plans at this stage for a bus stop in Kirkham Rise Estate, however further issues may arise as development proceeds.

Manager Infrastructure Planning advised that this would be investigated proactively to identify further improvements.

The Committee members agreed with the Council's Officer's recommendations.

OFFICER'S RECOMMENDATION

That the Local Traffic Committee recommends: that Council approves an installation of No Parking "Buses Excepted" sign (R5-40) for 60 metres on the eastern side of The Lanes, Kirkham.

TRAFFIC COMMITTEE RECOMMENDATION

That the Local Traffic Committee recommends: that Council approves an installation of No Parking "Buses Excepted" sign (R5-40) for 60 metres on the eastern side of The Lanes, Kirkham.

LTC05 Gregory Hills Drive, Gregory Hills Signage, Linemarking And Devices

SYNOPSIS

A signage and line marking plan has been received by Council for the construction of the southern carriageway from Golden Wattle Avenue to Kavanagh Street.

This relates to Development Application 437/2013 which forms part of the staged construction of the overall Gregory Hills residential development. These roads will form part of the broader public road network which services Gregory Hills.

TRAFFIC COMMITTEE DISCUSSION

Team Leader Traffic & Transport gave an overview of the item.

Traffic Engineer made further comment on the overview.

The Chair queried the cost of future implementation of traffic signals development.

Team Leader Traffic & Transport advised that it could cost in the order of \$500,000 to retrofit signals at this location. It is preferable for these facilities to be constructed early by developers. The RMS are currently reviewing the policy on traffic signals in greenfield areas, where a warrant will only be met in the future as development proceeds.

The Chair advised that the connection to Campbelltown should be completed by 2017.

Manager Infrastructure Planning advised that Eaglevale Drive upgrade connecting to Gregory Hills Drive has received Federal funding and is underway by Campbelltown Council.

NSW Police Representative raised a query about the complaints received regarding

the foliage in Gregory Hills causing poor visibility.

Team Leader Traffic & Transport advised that Council approves landscaping and concerns had been passed on to the developer following a recommendation of the committee and some of the landscaping had been cut back.

The Chair raised that Council's Tree Policy is on exhibition and asked if landscape issue will be incorporated.

Cr Dewbery enquired if the Tree Policy included roundabouts.

Manager Infrastructure Planning advised that landscaping is about to be reviewed as part of landscape review of Councils standard engineering specifications.

Cr Dewbery asked NSW Police Representative what height should the hedges be from a Police point of view?

NSW Police Representative advised that you must be able to see over it.

Traffic Engineer advised that AustRoads recommends a maximum height of 300mm off the ground for roundabouts.

NSW Police Representative advised that a lot of people do not know how to use a roundabout and further there is the viewing restrictions from the foliage.

Cr Dewbery advised that The Links have boxed hedges that are visible for the driver and also provides the area with the required look.

The Chair asked for the Tree Policy to also accommodate the recommendation from the landscape review (once completed) and to specify the required species.

Manager Infrastructure Planning advised that they will have a preferred list including street trees and riparian corridors.

The Committee members agreed with the Council's Officer's recommendations.

OFFICER'S RECOMMENDATION

The Local Traffic Committee recommends that Council approves the regulatory signs and line marking as shown on Drawing No. 802 Rev.4 subject to:

- i. the installation being completed by the applicant at its cost;
- ii. all signage being sign size A; and
- iii. street lighting levels for devices and intersections being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.

TRAFFIC COMMITTEE RECOMMENDATION

The Local Traffic Committee recommends that Council approves the regulatory signs and line marking as shown on Drawing No. 802 Rev.4 subject to:

- i. the installation being completed by the applicant at its cost;
- ii. all signage being sign size A; and
- iii. street lighting levels for devices and intersections being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of

the lighting design.

LTC06 Springs Road And Nicholson Parade, Spring Farm - Signage, Line Marking And Devices

SYNOPSIS

Electronic Meeting Reference; DATE: 15 October 2014

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

| | |
|-------------------------------------|---|
| Electronic Meeting Reference | Agreed recommendation of the Local Traffic Committee |
| 2014/20 | <p>The Local Traffic Committee recommends that Council approves the regulatory signs and line marking as shown on Drawing No. NA82013004-003 C1049 Revision C subject to:</p> <ol style="list-style-type: none"> i. the stop sign (R1-1) and linemarking (TF & TB) at the intersection of Sloan Drive and Springs Road be changed to give way sign (R1-2) and linemarking (TB & TB1); ii. the stop signage (R1-1) and linemarking (TF & TB) at the intersection of Corder Drive and Springs Road be changed to give way sign (R1-2) and linemarking (TB & TB1); iii. the installation being completed by the applicant at its cost; iv. all signage being sign size A; and v. street lighting levels for devices and intersections being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design. |

TRAFFIC COMMITTEE DISCUSSION

The Committee members agreed with the Council's Officer's recommendations.

OFFICER'S RECOMMENDATION

That Council receives and notes the report.

TRAFFIC COMMITTEE RECOMMENDATION

That Council receives and notes the report.

LTC07 Hampshire Boulevard, Spring Farm - Stage 5 Signage, Line Marking And Devices

SYNOPSIS

Electronic Meeting Reference; DATE: 15 October 2014

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To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the construction of new roads associated with the development of Spring Farm Stage 5A and 5B.

| | |
|-------------------------------------|--|
| Electronic Meeting Reference | Agreed recommendation of the Local Traffic Committee |
| 2014/21 | <p>The Local Traffic Committee recommends that Council approves the regulatory signs and line marking as shown on Drawing No. 77836.01.CC801 Revision E subject to:</p> <ul style="list-style-type: none"> i. the installation being completed by the applicant at its cost; ii. all signage being sign size A; and iii. street lighting levels for devices and intersections being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design. |

TRAFFIC COMMITTEE DISCUSSION

The Committee members agreed with the Council's Officer's recommendations.

OFFICER'S RECOMMENDATION

That Council receives and notes the report.

TRAFFIC COMMITTEE RECOMMENDATION

That Council receives and notes the report.

LTC08 The Hermitage Stage 20 - Signage, Line Marking And Devices

SYNOPSIS

Electronic Meeting Reference; DATE: 20 October 2014

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the construction of new roads associated with the development of The Hermitage Stage 20.

| | |
|-------------------------------------|--|
| Electronic Meeting Reference | Agreed recommendation of the Local Traffic Committee |
| 2014/22 | <p>The Local Traffic Committee recommends that Council approves the regulatory signs and line marking as shown on Drawing No. 77836.01.CC801 Revision E subject to:</p> <ul style="list-style-type: none"> i. the installation being completed by the applicant at its cost; ii. all signage being sign size A; iii. street lighting levels for devices and intersections being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design; and |

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| | |
|--|--|
| | <p>iv. the approval being valid until the function of the display village ceases and the first residences are occupied.</p> |
|--|--|

TRAFFIC COMMITTEE DISCUSSION

The Committee members agreed with the Council's Officer's recommendations.

OFFICER'S RECOMMENDATION

That Council receives and notes the report.

TRAFFIC COMMITTEE RECOMMENDATION

That Council receives and notes the report.

LTC09 Oran Park Drive, Oran Park - Installation Of A Bus Zone And No Stopping Emergency vehicles excepted

SYNOPSIS

Electronic Meeting Reference; DATE: 20 October 2014

To document concurrence provided by the Local Traffic Committee through an Electronic Meeting, the installation of Bus Zone and No Stopping "Emergency Vehicle Excepted" on Oran Park Drive, Oran Park.

| | |
|-------------------------------------|--|
| Electronic Meeting Reference | Agreed recommendation of the Local Traffic Committee |
| 2014/23 | <p>The Local Traffic Committee recommends that Council supports:</p> <ul style="list-style-type: none"> i. installation of a new bus zone (R5-20) on the eastern side of Oran Park Drive, Oran Park, approximately 18 metres south of Main Street subject to: <ul style="list-style-type: none"> a. the installation being completed by the applicant at its cost; b. the boarding point being in accordance with the requirements of the Disability Discrimination Act (DDA); ii. installation of "Emergency Vehicles Excepted" signage (R9-200) in the existing No Stopping (R5-400) area on the eastern side of Oran Park Drive between Main Street and bus zone; and iii. installation by the developer at their cost. |

TRAFFIC COMMITTEE DISCUSSION

The Committee members agreed with the Council's Officer's recommendations.

OFFICER'S RECOMMENDATION

LTC01

That Council receives and notes the report.

TRAFFIC COMMITTEE RECOMMENDATION

That Council receives and notes the report.

USE OF PUBLIC ROADS

LTC10 Waler Crescent, Smeaton Grange - Road Closure Application For Cycle Races

SYNOPSIS

ELECTRONIC MEETING ITEM; DATE: 30 September 2014

| | |
|-------------------------------------|--|
| Electronic Meeting Reference | Agreed recommendation of the Local Traffic Committee |
| 2014/19 | The Local Traffic Committee recommends that Council does not approve the application for Special Event road closures in Waler Crescent and part of Bluett Drive for cycle racing on any dates in 2014 and 2015. |

TRAFFIC COMMITTEE DISCUSSION

Cr Dewbery enquired if there was any feedback from the cyclists.

Chair understood that they did not concur with the assessment of risk.

NSW Police Representative advised that there is a lot of development going on there at the moment.

Team Leader Traffic & Transport advised that the bus depot will be moving over to the new depot at Smeaton Grange soon. With the 4-5 developments currently in the process of building, there is barriers/fencing on the carriageway which is a risk if a cyclist was to come off.

Chair asked if the Cycling Club received a copy of the report.

Team Leader Traffic & Transport advised that they did receive a draft copy of the report.

NSW Police Representative advised that they have applied to use other locations in the region.

The Committee members agreed with the Council's Officer's recommendations.

OFFICER'S RECOMMENDATION

That Council receives and notes the report.

TRAFFIC COMMITTEE RECOMMENDATION

Minutes of the Local Traffic Committee held on 18 November 2014 - Page 11

Attachment 1

That Council receives and notes the report.

LTC11 Argyle Street / Cawdor Road, Camden - Australia Day 2015, Special Event Traffic Management Plan

SYNOPSIS

Camden Council and the Australia Day Committee have requested that consideration be given to use Camden streets to conduct the 2015 Australia Day Celebration, which features a street parade. The day's activities will be held on John Street, Camden, between Argyle and Mitchell Street starting at 8am with a range of activities. The street parade will commence at Onslow Park and finish at Onslow Park.

TRAFFIC COMMITTEE DISCUSSION

Team Leader Traffic & Transport gave an overview of the item and introduced Geoff Hook from the SES.

SES Representative advised that this year's Australia Day worked well and that it is proposed to be the same for next year.

Team Leader Traffic & Transport advised that Council is the applicant for this event.

The Committee members agreed with the Council's Officer's recommendations.

OFFICER'S RECOMMENDATION

That the Local Traffic Committee recommends that Council:

- (a) gives concurrence for the closure of John Street between Argyle Street and Mitchell Street, Camden, from 8.00am to 3.00pm on Monday 26 January 2015, as per the certified Traffic Control Plan (Drawing No. 07470E, Sheet 3);
- (b) gives concurrence for the closure of the following roads between 11.16 am and 11.45am on Monday 26 January 2015, as per the certified Traffic Control Plan (Drawing No. 07470E, Sheets 1 and 2) and the associated Special Event Transport Management Plan, for the street parade:
- Cawdor Road from Barsden Street to Argyle Street;
 - Murray Street (northbound) from Coles car park entrance to Argyle Street;
 - Murray Street (southbound) from Murray Car park entrance to Argyle Street;
 - Argyle Street (both sides) from Cawdor Road to Hill Street;
 - Argyle Street (north side only) from Hill Street to Elizabeth Street;
 - Oxley Street from Argyle Street to south of the access to the southern-most off-street car park;
 - Elizabeth Street from Argyle Street to Mitchell Street;
 - John Street from north of the access to the John/Hill Streets car park to south of the access to the Larkin Place car park; and
 - Hill Street (west side) from Argyle Street to north of the access to John/Hill Streets car park.
- (c) gives concurrence for the above events subject to the following conditions:
- I. Traffic Management arrangements shall be implemented in accordance

- with the approved Special Event Traffic Management Plans and associated certified Traffic Control Plans;
- ii. The event is controlled by NSW Police with support from RMS accredited traffic controllers;
 - iii. The organisers providing proof of a minimum \$20 million Public Liability Insurance Policy and provide a copy to Council;
 - iv. The organisers shall obtain NSW Police concurrence to the Special Event approval;
 - v. The organisers shall maintain access for emergency vehicles along the sections of closed road at all times;
 - vi. Temporary signage associated with the Traffic Control Plan shall be installed and removed at the end of the event at no cost to Council;
 - vii. The event being advertised in local newspapers and on-street signage a minimum of seven days prior to the event;
 - viii. Businesses along the closed road sections, local bus companies and Camden Wollondilly Cabs being advised of the traffic management arrangements in writing, by the organisers a minimum of 2 weeks prior to the event; and
 - ix. TMP be forwarded to RMS for concurrence.

TRAFFIC COMMITTEE RECOMMENDATION

That the Local Traffic Committee recommends that Council:

- (a) gives concurrence for the closure of John Street between Argyle Street and Mitchell Street, Camden, from 6.00am to 3.00pm on Monday 26 January 2015, as per the certified Traffic Control Plan (Drawing No. 07470E, Sheet 3);
- (b) gives concurrence for the closure of the following roads between 11.16 am and 11.45am on Monday 26 January 2015, as per the certified Traffic Control Plan (Drawing No. 07470E, Sheets 1 and 2) and the associated Special Event Transport Management Plan, for the street parade:
 - Cawdor Road from Bardsen Street to Argyle Street;
 - Murray Street (northbound) from Coles car park entrance to Argyle Street;
 - Murray Street (southbound) from Murray Car park entrance to Argyle Street;
 - Argyle Street (both sides) from Cawdor Road to Hill Street;
 - Argyle Street (north side only) from Hill Street to Elizabeth Street;
 - Oxley Street from Argyle Street to south of the access to the southern-most off-street car park;
 - Elizabeth Street from Argyle Street to Mitchell Street;
 - John Street from north of the access to the John/Hill Streets car park to south of the access to the Larkin Place car park; and
 - Hill Street (west side) from Argyle Street to north of the access to John/Hill Streets car park.
- (c) gives concurrence for the above events subject to the following conditions:
 - i. Traffic Management arrangements shall be implemented in accordance with the approved Special Event Traffic Management Plans and associated certified Traffic Control Plans;
 - ii. The event is controlled by NSW Police with support from RMS accredited traffic controllers;

- iii. The organisers providing proof of a minimum \$20 million Public Liability Insurance Policy and provide a copy to Council;
- iv. The organisers shall obtain NSW Police concurrence to the Special Event approval;
- v. The organisers shall maintain access for emergency vehicles along the sections of closed road at all times;
- vi. Temporary signage associated with the Traffic Control Plan shall be installed and removed at the end of the event at no cost to Council;
- vii. The event being advertised in local newspapers and on-street signage a minimum of seven days prior to the event;
- viii. Businesses along the closed road sections, local bus companies and Camden Wollondilly Cabs being advised of the traffic management arrangements in writing, by the organisers a minimum of 2 weeks prior to the event; and
- ix. TMP be forwarded to RMS for concurrence.

OTHER MATTERS

LTC12 Local Behavioural Campaigns

SYNOPSIS

The Community and Road Safety Action Plan (CRSAP) 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.

TRAFFIC COMMITTEE DISCUSSION

Team Leader Traffic & Transport advised that all the campaigns are going well and identified the new Traffic Offenders Program that allows better access for local community offenders to the program. The program also includes a presentation of issues such as brain and spinal injuries.

The Committee members agreed with the Council's Officer's recommendations.

OFFICER'S RECOMMENDATION

That Council receives and notes the Local Behavioural Campaigns report for November 2014.

TRAFFIC COMMITTEE RECOMMENDATION

That Council receives and notes the Local Behavioural Campaigns report for November 2014.

PERMANENT ITEMS

LTC13 Permanent Items

SYNOPSIS

Permanent items reported on were:

- i. Bike Plan Implementation
- ii. Pedestrian Access Mobility Plan (PAMP)
- iii. Black Spot Identification/Evaluation/Treatment
- iv. Upcoming Major Works/Events

TRAFFIC COMMITTEE DISCUSSION**i. Bike Plan Implementation**

Team Leader Traffic & Transport gave an overview of the items and noted that they are seeking funding for an external consultant to deliver the updated Bike Plan.

ii. Pedestrian Access Mobility Plan (PAMP)

Funding has also been sought for pedestrian projects on Paddy Millar Avenue and Sternhouse Drive that were identified through feedback from the State Member.

Cr Dewbery raised the issue with Sternhouse Drive that there were further issues at the school that the State Member would like investigated.

Traffic Engineer advised that a speed and volume count has been completed and the data should be available soon to assist the discussion.

Team Leader Traffic & Transport advised that was an opportunity to upgrade the crossing with minimal impact on the local community.

RMS Representative asked if there is a school crossing supervisor.

Team Leader Traffic & Transport advised that there is.

RMS Representative raised an enquiry that it is preferable to have a designated 'Children Crossing' when there is a supervisor.

Team Leader Traffic & Transport advised that it is not a requirement. This is an opportunity to reconstruct the crossing, pram ramps, remove the middle island and improve the kerb extensions.

iii. Black Spot Identification/Evaluation/Treatment

Manager Infrastructure Planning advised that the project for Mitchell Street / John Street intersection will also be investigated with Elizabeth Street / Mitchell Street intersection.

Cr Dewbery advised that the State Member receives several complaints regarding the children crossing the road and the traffic will be increasing with the retirement village

development.

Manager Infrastructure Planning advised that the project is at the consultation/design stage.

Chair raised an enquiry as to when Council find out regarding the announcement of Black Spot Funding?

Team Leader Traffic & Transport advised that this is typically in May. The RMS informed Councils that they are looking at advising earlier in the year for Transport projects.

iv. Upcoming Major Works/Events

Cr Dewbery advised that the State Member received an email regarding Dan Cleary Drive.

Team Leader Traffic & Transport advised that Dan Cleary Drive will be predominantly for local residents and not a link road. Greenfields, Harrington Estates and Council will fund the upgrades. Harrington Estates will also construct two roundabouts.

Manager Infrastructure Planning advised that this is one project, the contractor is ready to go and just finalising the agreement.

Manager Infrastructure Planning advised that major works in Elderslie/Spring Farm have been staggered as they impact the wider Community. Councillors have been advised that consultation is in progress concerning a new roundabout at Macarthur Road/Merino Drive.

Team Leader Traffic & Transport advised of a proposal to the upgrade at Macarthur Road/Camden Valley Way intersection based on a traffic signal concept.

NSW Police Representative advised that there has been a spike in crashes at this intersection.

Manager Infrastructure Planning advised that the design constraints at the Intersection is being looked at.

Team Leader Traffic & Transport advised that this will not progress until the other upgrades on Macarthur Road are complete.

Manager Infrastructure Planning advised that Council has applied for a grant to support these works.

The Committee members agreed with the Council's Officer's recommendations.

OFFICER'S RECOMMENDATION

That Items (i) to (iv) be noted.

TRAFFIC COMMITTEE RECOMMENDATION

That items (i) to (iv) be noted.

BUSINESS WITHOUT NOTICE**1) Chairperson**

- **Macarthur Road and Spring Road – Future Upgrade**

Team Leader Traffic & Transport advised this will be upgraded to a roundabout as the precinct develops. Council will look into the Crash Data.

Cr Dewbery raised that the trucks are unable to see when coming out of Macarthur Road onto Spring Road.

Team Leader Traffic & Transport advised that this will be taken on notice and an inspection undertaken to see if the foliage needs to be pruned.

The Chair raised that there has been a Pre DA meeting regarding a residential development on the corner.

Cr Dewbery advised that the State Member has written to Minister Gay.

Traffic Engineer advised that the consent for sand extraction is until 2019.

Team Leader Traffic & Transport raised that the sand extraction had requested B-double access but this needs ongoing assessment in the context of the precinct development.

Chair advised that the adjacent school capacity should be around 300 students.

- **Signals on Camden Valley Way**

Chair raised concerns that the new signals along Camden Valley Way do not seem to be synchronised but it looks like they have been fixed at the new intersections.

Manager Infrastructure Planning advised that the lights seem to be working correctly.

RMS Representative advised that the RMS will monitor the lights for a few months and then review them.

Manager Infrastructure Planning raised that the signals at the intersection on Rodeo Road and Camden Valley Way, when a car approaches the lights to turn right out of Rodeo Road onto Camden Valley Way, the lights go red almost immediately on Camden Valley Way.

RMS Representative took this on notice.

2) Team Leader Traffic & Transport

- **ANZAC Day 2015**

Traffic Engineer gave an overview of the event and advised that parking for around 2000 cars is proposed in Onslow Park with flood lighting.

SES Representative outlined the arrangements for disability parking, entry and exit points from Cawdor Road.

Cr Dewbery advised to speak to the Men's Shed in regards to this event.

Traffic Engineer advised that the road will be closed by 4am.

SES Representative raised concerns that the lighting towers have minimal impact on the dawn service.

Cr Dewbery advised that Council should run an education program in the papers advising of the road closures, parking, access points, times of when the roads will be closed etc. It would need to start early and run for a few weeks.

Team Leader Traffic & Transport advised Council's Event Officer will facilitate this.

Manager Infrastructure Planning advised that this will be an electronic meeting and all plans attached will be put to the Local Traffic Committee shortly.

Team Leader Traffic & Transport advised that the need for crowd barriers on the kerb edge will also be investigated.

THE MEETING CLOSED AT 11.11AM



LTC02

LOCAL TRAFFIC COMMITTEE

LTC02

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

FROM: Manager Infrastructure Planning

BINDER: 15/9134

The Committee is referred to the attached table.

RECOMMENDED

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

ATTACHMENTS

1. Local Traffic Committee 17 March 2015 -Attachment 1 - LTC Status report

| Resolution No. | Request Type | Request Title | LTC Description | Status | Date |
|--|------------------------------|---|---|---|--|
| Local Traffic Committee Meeting Date: 16/11/2010 | | | | | |
| L100010 | Signage, Lining and Curbwork | Claver Ness, Camelon - Road Safety Commission, Cumbrae, Bannockburn and West Bannockburn Installation | <p>The Council:</p> <ul style="list-style-type: none"> 1. resolve signage on the east side of Claver Ness, Camelon, from 30 metres south of the Claver Ness roundabout for a distance of approximately 300 to 350 metres. 2. install 7.5 metre high safety infrastructure with directional hazard markers on the approaches at the existing pedestrian bridge adjacent to the Claver Ness, Camelon, Bannockburn and West Bannockburn. 3. modify the existing pedestrian bridge to ensure the width of the crossing is a minimum of 3.2 metres. | <p>Negative completed</p> <p>Design complete</p> | <p>14/03/2011</p> <p>30/05/2013</p> |



LTC03

LOCAL TRAFFIC COMMITTEE

LTC03

SUBJECT: HARTLEY ROAD, SMEATON GRANGE - NO STOPPING RESTRICTIONS
FROM: Manager Infrastructure Planning
TRIM #: 14/181141

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for proposed changes to parking restrictions in Hartley Road, Smeaton Grange.

BACKGROUND

Coles Logistics has contacted Council regarding heavy vehicles parking immediately west of the main access driveway to their site on Hartley Road in Smeaton Grange. Delivery vehicles have scheduled times for arrival at the site and some vehicles arrive before these allocated times. This has resulted in vehicles waiting in Hartley Road adjacent to the driveway and restricting sight distance for drivers exiting the driveway.

Coles Logistics has requested that Council consider the installation of kerbside parking restrictions on Hartley Road, in combination with changes to their working practices on site, to assist in managing the issue.

A plan showing the location of the site has been included as **Attachment 1**.

MAIN REPORT

Coles has indicated that in January this year they made changes to the entry procedures on the site following an inspection of the facility by the RMS and Police. The location where safety induction and paperwork is completed for heavy vehicles entering the site is now only 70 metres from the access on Hartley Road. Coles has advised that this configuration is not working effectively as it sometimes results in vehicles queuing back to Hartley Road. The induction location will therefore be relocated further into the site giving more room for queuing.

Further to issues being experienced on the Coles site, as vehicles need to book in delivery times and are given half an hour slots to enter the site, on occasions trucks arrive before this scheduled timeframe and wait in the area adjacent to the main driveway.

To prevent this practice from occurring, it is proposed to install 40 metres of No Stopping restriction from the eastern edge of the main driveway at the western edge of the site. There is an existing bus stop located to the west of the restriction which is proposed to be converted to a Bus Zone, adjacent to the new No Stopping restriction. A new concrete boarding point will be constructed as the bus stop will be relocated further eastwards, adjacent to a drainage reserve. For safety, additional No Stopping restrictions are proposed to be installed west of the proposed Bus Zone to the roundabout intersection with Samantha Place and to a point 12 metres north of the intersection in Samantha Place. The proposed restrictions are shown in **Attachment 2**.

Long stay truck parking is also currently available in Smeaton Grange on Sedgwick Street and Smeaton Grange Road.

Affected businesses have been consulted with and no responses have been received.

CONCLUSION

To manage truck parking on Hartley Road, Smeaton Grange, it is proposed to install No Stopping and Bus Zone restrictions.

RECOMMENDED

That the Local Traffic Committee recommends:

- i. installs No Stopping restrictions R5-400 (L) and R5-400(R) for a distance of 40m from the east of the Coles Logistics main driveway on the northern side of Hartley Road Smeaton Grange;**
- ii. installs Bus Zone R5-20(L) and R5-20 (R) for 30m west from proposed No Stopping restriction; and**
- iii. installs No Stopping restrictions R5-400 (L) and R5-400(R) for a distance of 52 metres west from the Bus Zone to a point 12m north of Hartley Drive in Samantha Place.**

ATTACHMENTS

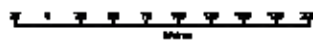
- 1. Attachment 1 - Hartley Road**
- 2. Attachment 2 - Hartley Road**

LTC03

Attachment 1

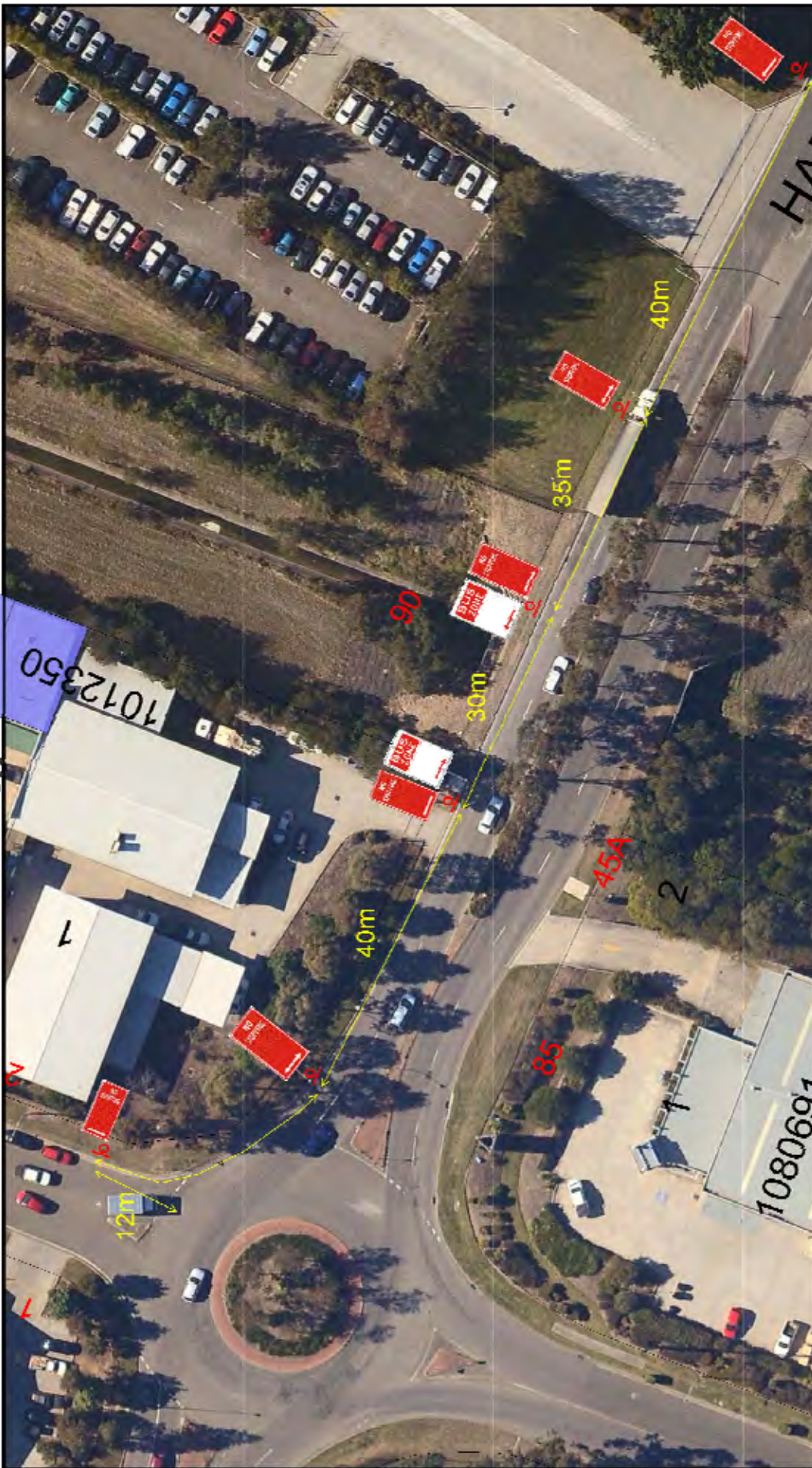



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| <p>Printed Date: 04/11/14</p> | |



LTC03

Attachment 2



LTC04

LOCAL TRAFFIC COMMITTEE

LTC04

SUBJECT: BROUGHTON STREET, CAMDEN - PROPOSED NO STOPPING RESTRICTIONS

FROM: Manager Infrastructure Planning

TRIM #: 15/5966

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of No Stopping signs on Broughton Street, Camden, opposite Camden Hospital.

BACKGROUND

A request has been received for the placement of No Stopping signage across a service road on the western side of Broughton Street, Camden, opposite the Camden Hospital. This is to improve the sightline for vehicles exiting the service road that runs parallel to Broughton Street. It is recommended that No Stopping signage be installed at this location.

MAIN REPORT

A site assessment has been undertaken to determine Safe Stopping Distance for vehicles exiting the service road onto Broughton Street. The line of sight at this location is reduced when there are parked vehicles on Broughton Street, east of the service road (see **Attachment 1**). To improve visibility at this location, it is recommended that No Stopping restrictions be placed across the service road on Broughton Street for 25 metres (see **Attachment 2**).

There is relatively high demand for parking at Camden Hospital, however, there are many unrestricted off-street and on-street parking spaces available in the vicinity. The proposal to restrict parking for up to one vehicle in this location is considered warranted on safety grounds. It is recommended that the Committee supports the proposed changes.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

The estimated cost of the recommended signage \$500. It is proposed that the cost be funded from the RMS Block Grant (Traffic Facilities Component) for the 2014/15 financial year. Long term maintenance of the sign posting will be funded through the RMS Block Grant.

CONCLUSION

Following a concern raised regarding the sightline for vehicles exiting a service road on to Broughton Street, No Stopping signage is recommended to be placed on Broughton Street across the service road.



RECOMMENDED

The Local Traffic Committee recommends that Council supports the installation of No Stopping signage (R5-400) on Broughton Street, Camden, for 25 metres across the unnamed service road opposite Camden Hospital.

ATTACHMENTS

1. Local Traffic Committee 17 March 2015 - Attachment 1 - Broughton Street
2. Local Traffic Committee 17 March 2015 - Attachment 2 - Broughton Street

LTC04

LTC04

Attachment 1



Photo of Service Road / Broughton Street Intersection, Camden



LOCAL TRAFFIC COMMITTEE

LTC05

SUBJECT: WELLING DRIVE, MOUNT ANNAN - RELOCATION OF BUS ZONE
FROM: Manager Infrastructure Planning
TRIM #: 15/5996

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for proposed changes to parking restrictions on the southern side of Welling Drive, Mount Annan, opposite the Mount Annan Leisure Centre.

BACKGROUND

A footpath has been constructed on Welling Drive, Mount Annan, adjacent to Birriwa Reserve, incorporating a slab for a bus shelter which is proposed to be relocated from its current position. Kerbside parking restrictions are proposed to be changed as part of the bus stop relocation.

MAIN REPORT

As part of new footpath and bus shelter slab construction works on Welling Drive, Mount Annan, adjacent to Birriwa Reserve, existing traffic facilities and parking restrictions have been reviewed. **Attachment 1** represents existing kerbside restrictions.

An existing marked foot crossing is located on a departure side of busy bus stop on the southern side of Welling Drive near Mount Annan Leisure Centre. Bus passengers have been observed crossing the road in front of the bus which obscures visibility. As part of the footpath works, the opportunity has been taken to relocate the bus stop to the departure side of the crossing, 32 metres from the current location. As a result, 30 metres of Bus Zone is proposed and the No Stopping restriction through the crossing reduced to 32 metres. Three on-street parking spaces would be gained as a result of the proposal. **Attachment 2** shows proposed changes. Existing No Stopping restrictions at the intersection of Fitzpatrick Road are not proposed to be changed at this time.

Subject to concurrence of the Committee and amendment to the signage, Council will relocate the existing bus shelter to the new slab.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

Three (3) new signs are required as part of the proposed changes. It is estimated this will cost \$500 and it is proposed that this will be funded from the RMS Regional Block Grant (Traffic Facilities Component) for the 2014/15 financial year. It is envisaged the long term maintenance will be funded through the RMS Block Grant.

CONCLUSION

As part of a new footpath construction, changes have been identified to a bus stop on

the southern side of Welling Drive, opposite Mount Annan Leisure Centre. The proposed changes are considered to provide a safer and more effective means of traffic and pedestrian control and parking at this location.

RECOMMENDED

The Local Traffic Committee recommends that Council approves on the southern side of Welling Drive, Mount Annan:

- i. Bus zone signage (R5-20) for 30 metres, opposite the Mount Annan Leisure Centre Access; and**
- ii. No Stopping signage (R5-400) for 32 metres eastwards from the Bus Zone.**

ATTACHMENTS

1. Local Traffic Committee 17 February 2015 - Attachment 1 - Welling Drive
2. Local Traffic Committee 17 February 2015 - Attachment 2 - Welling Drive

LTC05

Attachment 1



Scale: 1:500

EXISTING KERBSIDE RESTRICTIONS



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Scale: 1:500

PROPOSED KERBSIDE RESTRICTIONS CHANGES



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LOCAL TRAFFIC COMMITTEE

LTC06

**SUBJECT: CREBA WAY AND KURRAJONG CIRCUIT, MOUNT ANNAN -
INSTALLATION OF GIVE WAY SIGN**

FROM: Manager Infrastructure Planning

TRIM #: 15/9159

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of a Give Way sign at Creba Way and Kurrajong Circuit intersection, Mount Annan.

BACKGROUND

Concern has been raised regarding traffic safety at the intersection of Creba Way and Kurrajong Circuit, Mount Annan due to traffic on Creba Way failing to give way to traffic on Kurrajong Circuit. Council Officers undertook investigations and it is recommended that a Give Way sign and its associated line marking be installed on Creba Way at its intersection with Kurrajong Circuit.

MAIN REPORT

Creba Way and Kurrajong Circuit are both local roads with a 50km/h posted speed limit. Creba Way meets Kurrajong Circuit, forming a Y- intersection. The layout of this intersection is not clear to some motorists and it was observed that the T-intersection rule fails to operate at this intersection.

Australian Standard AS1742.2, Clause 2.5 recommends that a Give Way sign shall be provided at intersections where the layout is such that it is not clear how or whether the T-intersection rule would operate, for example, at a Y-intersection.

In light of the above, it is recommended that a Give Way sign and its associated line marking be installed at this location as shown in **Attachment 1**.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

The estimated cost of the recommended signage and line marking is \$1,000. It is proposed that the cost be funded from the RMS Block Grant (Traffic Facilities Component) for the 2014/15 financial year. Long term maintenance of the sign posting and linemarking will be funded through the RMS Block Grant.

CONCLUSION

Following a concern raised regarding traffic safety at the intersection of Creba Way and Kurrajong Circuit, a site assessment has been undertaken and it is recommended that a Give Way sign be installed at this location.

RECOMMENDED

The Local Traffic Committee recommends that Council approves the installation of a Give Way sign (R1-2) and its associated line marking (TB & TB1) on Creba Way at Kurrajong Circuit, Mount Annan.

ATTACHMENTS

1. Local Traffic Committee 17 March 2015 - Attachment 1- Creba Way

LTC06

LTC06

Attachment 1





LOCAL TRAFFIC COMMITTEE

LTC07

LTC07

**SUBJECT: WALER CRESCENT, SMEATON GRANGE - NO STOP PING
RESTRICTIONS**
FROM: Manager Infrastructure Planning
TRIM #: 15/13809

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for proposed changes to parking restrictions in Waler Crescent, Smeaton Grange.

BACKGROUND

Prancer Enterprises, a heavy vehicle repair workshop in Waler Crescent has contacted Council regarding vehicles parking too close to their access driveway on Waler Crescent, Smeaton Grange.

They have requested that Council consider the installation of kerbside parking restrictions at their driveway.

A plan showing the location of the site has been included as **Attachment 1**.

MAIN REPORT

A Heavy Vehicle Repair Workshop at 8 Waler Crescent advises that they are having difficulty manoeuvring in and out of their workshop because vehicles are parking too close to their driveway. They have asked that consideration be given for an installation of No Stopping restriction on each side of the access driveway.

The purpose of the No Stopping restrictions is to facilitate movement into and out of the driveway. Without the restrictions it is likely vehicles would continue to park up to the wings of the laybacks, obstructing access.

Council Officers have reviewed and considered the proposed changes as shown in **Attachment 1**, and agree that this would have minimal impact on overall on-street parking. It is recommended that the proposal be supported.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

Prancer Enterprises will fund the implementation of the signs including a contribution to future maintenance.

CONCLUSION

To prevent vehicles from parking too close to the access driveway at 8 Waler Crescent, Smeaton Grange, it is recommended that No Stopping signs be installed 2metres across either side of the driveway.

RECOMMENDED

That the Local Traffic Committee recommends: Council approve the installation of No Stopping signs R5-400 (L) and R5-400(R) for a distance of 2 metres, either side of the access driveway at 8 Waler Crescent, Smeaton Grange, subject to the installation of the signs being paid by Prancer Enterprises.

ATTACHMENTS

1. Local Traffic Committee 17 February 2015 - Waler Crescent



Scale: 1:500
Printed Date: 02-12-14


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LTC08

LOCAL TRAFFIC COMMITTEE

LTC08

SUBJECT: WELLING DRIVE, MOUNT ANNAN - PEDESTRIAN REFUGE NEAR HINES PLACE

FROM: Manager Infrastructure Planning

TRIM #: 15/42002

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for signage, linemarking and devices associated with the construction of a pedestrian refuge on Welling Drive near Hines Place, Mount Annan, to replace the existing facility that does not accord with current standards.

BACKGROUND

Camden Council's recently adopted Pedestrian Access and Mobility Plan (PAMP) identifies a crossing facility on Welling Drive, adjacent to Hines Place, Mount Annan. Council proposes to enhance the crossing by constructing a refuge island for pedestrians adjacent to Mount Annan High School. The location is shown on **Attachment 1**.

MAIN REPORT

The current crossing facility located on Welling Drive has a one metre wide refuge island. Council made a successful funding application to the RMS Active Transport Program to reconstruct the refuge to be two metres wide.

Council has conducted consultation with the affected residents and received one written response and one telephone response. Both raised the issue of vehicles doing u-turns at the intersection of Hines Place. This issue has been considered previously by Traffic Committee and the proposed island associated with the pedestrian refuge is wide enough to accommodate a "No U-Turn" sign, reinforcing an existing splitter island on Hines Place to deter u-turning and facilitate enforcement as required.

The design of the proposed refuge has resulted in the relocation of the Bus Zone on the eastern side of Welling Drive marginally to the north to accommodate additional No Stopping restrictions.

The plan included as **Attachment 2** shows the pedestrian refuge and the associated No Stopping and Bus Zone restrictions and the No U Turn signage.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

This project is funded by Council and RMS Active Transport Program in 2015/16.

CONCLUSION

The pedestrian refuge to be constructed meets current Australian Standards, RMS Technical directions and supplements to Australian Standards. The facility has been identified in the Pedestrian Access and Mobility Plan (PAMP) adopted by Council and will improve pedestrian safety and connectivity in the vicinity of Mount Annan High School.

RECOMMENDED

The Local Traffic Committee recommends that Council approves:

- i. the construction of a pedestrian refuge with the associated linemarking (E1, E4 and diagonal stripes) and Keep Left signage (R2-3);**
- ii. installation of No Stopping (R5-400) and Bus Zone (R5-20) restrictions associated with the facility;**
- iii. installation of TB and TB1 lines at the intersection of Hines Place (with second TB line to be deleted); and**
- iv. installation of No U-turn (R2-5) signed restriction.**



ATTACHMENTS

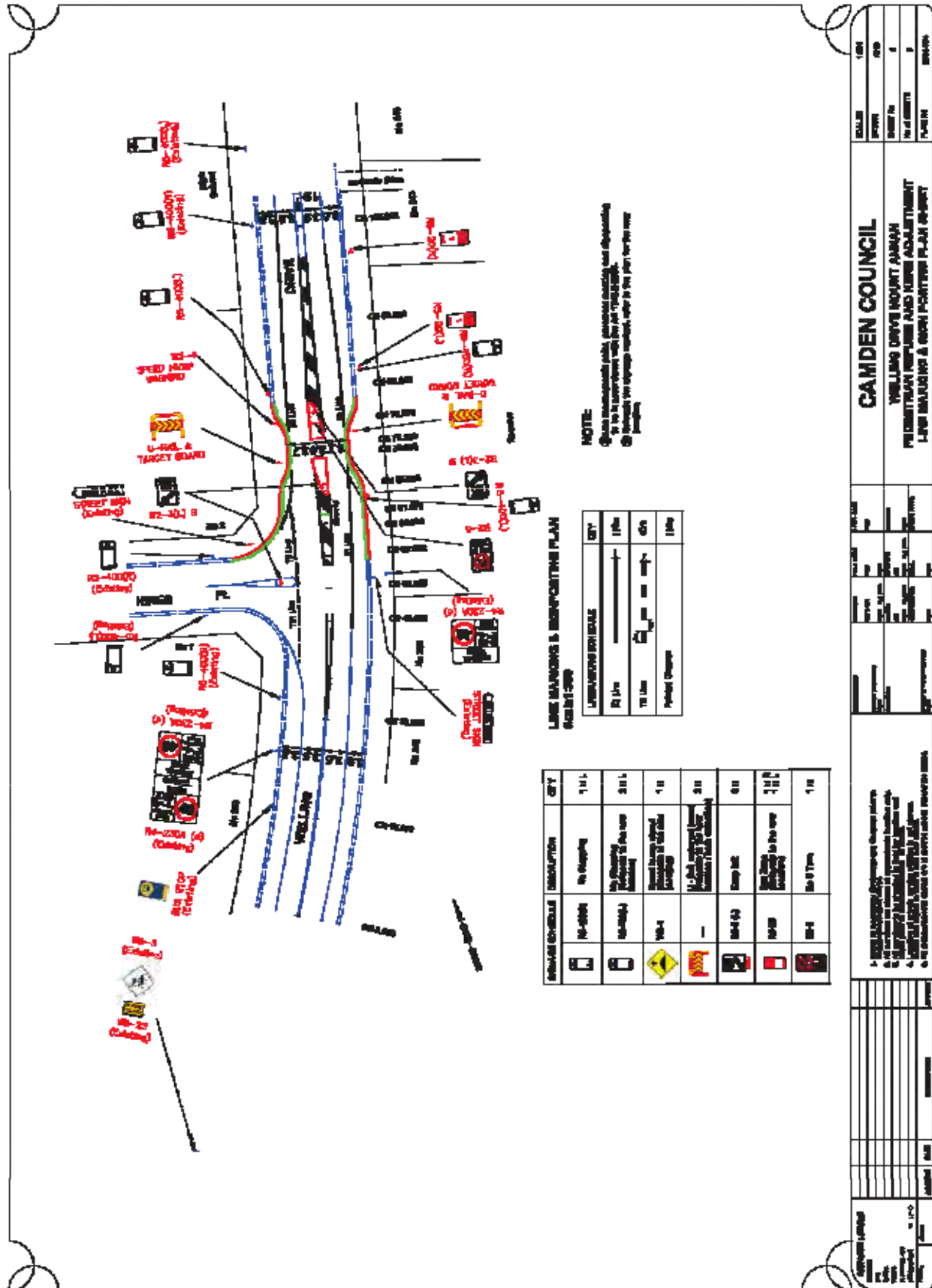
1. Local Traffic Committee 17 March 2015 - Attachment 1 - Welling Drive, Mount Annan Pedestrian Refuge
2. Local Traffic Committee 17 March 2015 - Attachment 2 - Welling Drive, Mount Annan Pedestrian Refuge

LTC08

Attachment 1



| | | |
|---|---|---|
|  <p>Camden Council <small>Local Government Area</small></p> | <p>Welling Drive Pedestrian Refuge</p> |  <p><small>The Council is not responsible for any errors or omissions. The Council does not accept any liability for any damage or injury caused by the use of this information.</small></p> |
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LTC08

Attachment 2



LTC09

LOCAL TRAFFIC COMMITTEE

LTC09

**SUBJECT: KIRKHAM STREET AND CAMPBELL STREET INTERSECTION,
NARELLAN - PROPOSED YELLOW LINE MARKING**

FROM: Manager Infrastructure Planning

TRIM #: 15/42655

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the installation of a yellow line marking at the intersection of Kirkham Street and Campbell Street, Narellan.

BACKGROUND

A concern has been received by Council from a local business in Narellan regarding an illegal truck parking at the corner of Kirkham Street and Campbell Street, Narellan and it has been requested appropriate measures be installed to rectify the issue.

MAIN REPORT

The corner of Kirkham Street and Campbell Street has No Stopping signs installed at all corners to reinforce statutory No Stopping restrictions due to the intensity of parking and traffic movements in the vicinity. It has been reported that these signs have been removed on no less than two occasions by persons unknown.

Roads and Maritime Services (RMS) has recently released an updated Delineation Guidelines which permits Council to use a yellow line marking on local roads to denote parking restrictions. The yellow line marking may be used with or without No Stopping signs. Once the yellow line marking installed, Council Rangers can enforce the parking restrictions in the event of signs being removed.

It should be noted it is not Camden Council's practice to install a Yellow line marking to denote parking areas. However, given the specific circumstances of this situation, it is recommended that a yellow line marking, be installed at all corners of Kirkham Street and Campbell Street as shown in **Attachment 1**, in conjunction with existing No Stopping signage.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

The estimated cost of the recommended signage is \$800. It is proposed that the cost be funded from the RMS Block Grant (Traffic Facilities Component) for the 2014/15 financial year. Long term maintenance of the sign posting will be funded through the RMS Block Grant.

CONCLUSION

Following a concern raised regarding the parking issue in the corner of Kirkham Street and Campbell Street, Narellan, it is recommended a yellow line marking be placed on at all corners of Kirkham Street and Campbell Street, Narellan.

RECOMMENDED

The Local Traffic Committee recommends that Council approves the installation of a yellow line marking to reinforce the existing No Stopping restrictions area at the corner of Kirkham Street and Campbell Street, Narellan.

ATTACHMENTS

1. Local Traffic Committee 17 March 2015 -Attachment 1 - Kirkham Street

LTC09

Attachment 1



↑

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LOCAL TRAFFIC COMMITTEE

LTC10

LTC10

SUBJECT: DAVY COURT, HARRINGTON PARK - PROPOSED DOUBLE BARRIER LINES

FROM: Manager Infrastructure Planning

TRIM #: 15/43641

PURPOSE

To seek Local Traffic Committee for the installation of double barrier lines on Davy Court, Harrington Park.

BACKGROUND

Road safety concerns have been received by Council regarding the bend on Davy Court, Harrington Park, due to parked vehicles. With a view to rectify the above issues, double barrier lines are proposed at this location.

MAIN REPORT

Council has been advised of a concern regarding visibility at the bend on Davy Court, Harrington Park, due to parked vehicles. An investigation has been undertaken which has confirmed that there is a valid road safety issue due to the narrowness of the road and poor visibility to oncoming vehicles. It is recommended that 26 metres of double barrier lines (BB lines) be installed at this location as shown in **Attachment 1** which would more clearly delineate the bend and restrict parking.

Affected properties were consulted and three responses received. Two responses received by telephone and one written response. They all indicated support for the proposal.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

The estimated cost of the recommended line marking is \$500. It is proposed that the cost be funded from the RMS Block Grant (Traffic Facilities Component) for the 2014/15 financial year. Long term maintenance of the linemarking will be funded through the RMS Block Grant.

RECOMMENDED

The Local Traffic Committee recommends that Council in Davy Court, Harrington Park, approves the installation of 26 metres of double barrier lines (BB) around the bend in the road.

ATTACHMENTS

1. Local Traffic Committee 17 March 2015 -Attachment 1 - Davy Court



North Arrow

This map is a proposed project and is not a guarantee of any kind. It is provided in good faith and is subject to change without notice. Camden Council accepts no responsibility for any errors or omissions. This map should not be used for any purpose other than that intended.



LTC11

LOCAL TRAFFIC COMMITTEE

LTC11

SUBJECT: ANDERSON ROAD, SMEATON GRANGE - N O STOPPING RESTRICTIONS

FROM: Manager Infrastructure Planning

TRIM #: 15/42466

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for an installation of No Stopping signs on Anderson Road, Smeaton Grange.

BACKGROUND

Young Academics Early Learning Centre and parents have contacted Council regarding vehicles parking too close to their exit driveway on Anderson Road, Smeaton Grange.

They have requested that Council consider the installation of kerbside parking restrictions at their driveway.

A plan showing the location of the site has been included as **Attachment 1**.

MAIN REPORT

Young Academics Early Learning Centre and parents advise that parents are having a difficulty manoeuvring out of their exit driveway, as their line of sight are impeded by parked vehicles in front of their centre. They have asked that consideration be given for an installation of No Stopping restriction on each side of their exit driveway.

The purpose of the No Stopping restrictions is to facilitate movement out of the driveway. Without the restrictions it is likely vehicles would continue to park up to the wings of the laybacks, restricting visibility.

Council Officers have reviewed and considered the proposed changes as shown in **Attachment 1** and agree that this would have minimal impact on overall on-street parking. It is recommended that the proposal be supported.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

Young Academics Early Learning Centre will fund the implementation of the signs including a contribution to future maintenance.

CONCLUSION

To prevent vehicles from parking too close to the exit driveway at the Young Academics Early Learning Centre, located on Anderson Road, Smeaton Grange, it is recommended that No Stopping signs be installed 5 metres across either side of the exit driveway.

RECOMMENDED

That the Local Traffic Committee recommends: Council approve the installation of No Stopping signs R5-400 (L) and R5-400(R) for a distance of 5 metres, either side of the access driveway at 89 Anderson Road, Smeaton Grange, subject to the installation of the signs being paid for by Young Academics Early Learning Centre.

ATTACHMENTS

1. Local Traffic Committee 17 March 2015 - Attachment 1 - Anderson Road

LTC11

Attachment 1



↑

This map has been prepared from Council records by the best of available means. If you intend to rely on this information you should verify its validity.

Council/Preparator assumes responsibility for any errors/omissions. Users should not be prejudiced without the permission of Council.

LOCAL TRAFFIC COMMITTEE

LTC12

LTC12

SUBJECT: HIGGINS AVENUE, ELDERSLIE - ROUNDABOUT SIGNAGE AND LINEMARKING

FROM: Manager Infrastructure Planning

TRIM #: 15/45535

PURPOSE OF REPORT

To gain Local Traffic Committee concurrence for the signage, linemarking and devices associated with a new roundabout at the intersection of Higgins Avenue and Kerrigan Crescent, Elderslie

MAIN REPORT

Signs, line marking and roundabout plans have been presented to Council for the construction of a roundabout at the intersection of Higgins Avenue and Kerrigan Crescent associated with the development of Elderslie (**Attachment 1** shows a locality map). These roads form part of the broader public road network. This relates to DA number 2014/298.

The attached Engineering Drawing Number 9908 CC123 prepared by J Wyndham Prince provides details of the proposed signage, line marking and devices (**Attachment 2**).

The plan is considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and line marking. It is recommended that the committee supports these measures.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

All works are to be undertaken by the Developer at no cost to Council.

CONCLUSION The proposed roundabout to be constructed including associated linemarking and signage is in accordance with Austroads, Australian Standards and RMS supplements.

RECOMMENDED

The Local Traffic Committee recommends that Council approves the regulatory signage, linemarking and devices for a roundabout on Higgins Avenue, Elderslie, as shown on Plan number 9908 CC123, subject to:

- i. **The installation being completed by the applicant at its cost;**
- ii. **All signage being sign size A; and Street lighting levels for devices and intersections being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.**



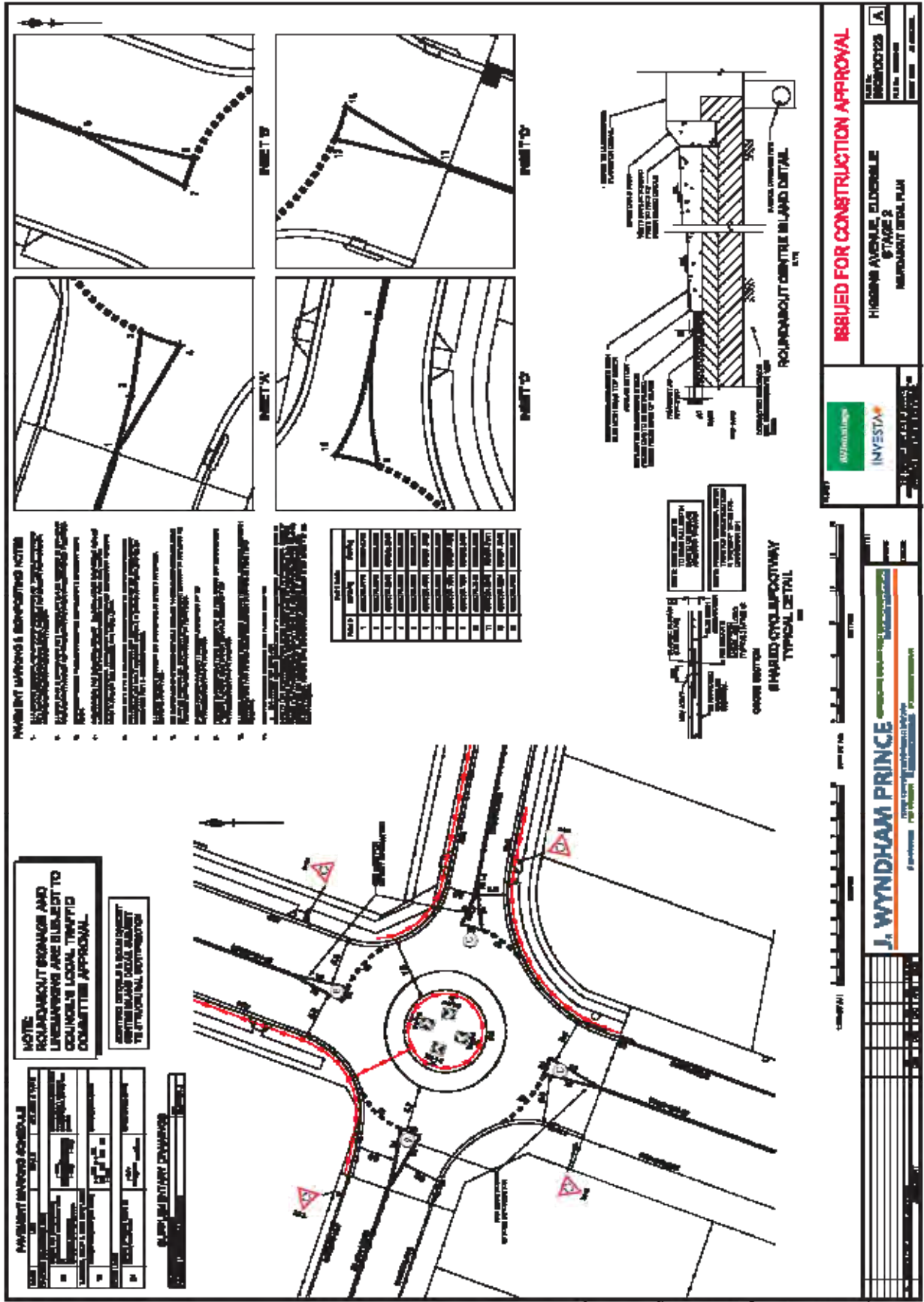
LTC12

ATTACHMENTS

1. Local Traffic Committee 17 March 2015 -Attachment 1 - Higgins Crescent
2. Local Traffic Committee - 17 March 2015 - Higgins Ave - Attachment 2



Attachment 2 LTC12



LOCAL TRAFFIC COMMITTEE

LTC13

LTC13

**SUBJECT: DAN CLEARY DRIVE, HARRINGTON PARK - PRECINCT J
ROUNABOUT SIGNAGE, LINEMARKING AND DEVICES**

FROM: Manager Infrastructure Planning

TRIM #: 15/42556

PURPOSE OF REPORT

To seek Local Traffic Committee concurrence for the signage, linemarking and devices associated with a new roundabout on Dan Cleary Drive, Harrington Park, to service Harrington Grove Precinct J.

MAIN REPORT

A plan for signage, linemarking and devices has been presented to Council for the construction of a roundabout at the intersection of Dan Cleary Drive and Road number 1 associated with the development of Harrington Grove, Precinct J. (**Attachment 1** shows a locality map). These roads form part of the broader public road network which services Harrington Grove and Oran Park. This relates to DA number 2014/367.

The attached Engineering Drawing Number L05138.025 801 REV06 prepared by Brown Consulting provides details of the proposed signage, line marking and devices (**Attachment 2**).

The plan is considered to be in accordance with Austroads, Australian Standards and RMS supplements for the placement of regulatory signage and line marking. It is recommended that the committee supports these measures.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

The implementation of work at the roundabout will be undertaken by the Harrington Grove developer at their cost.

CONCLUSION The proposed roundabout to be constructed including associated linemarking and signage is in accordance with Austroads, Australian Standards and RMS supplements.

RECOMMENDED

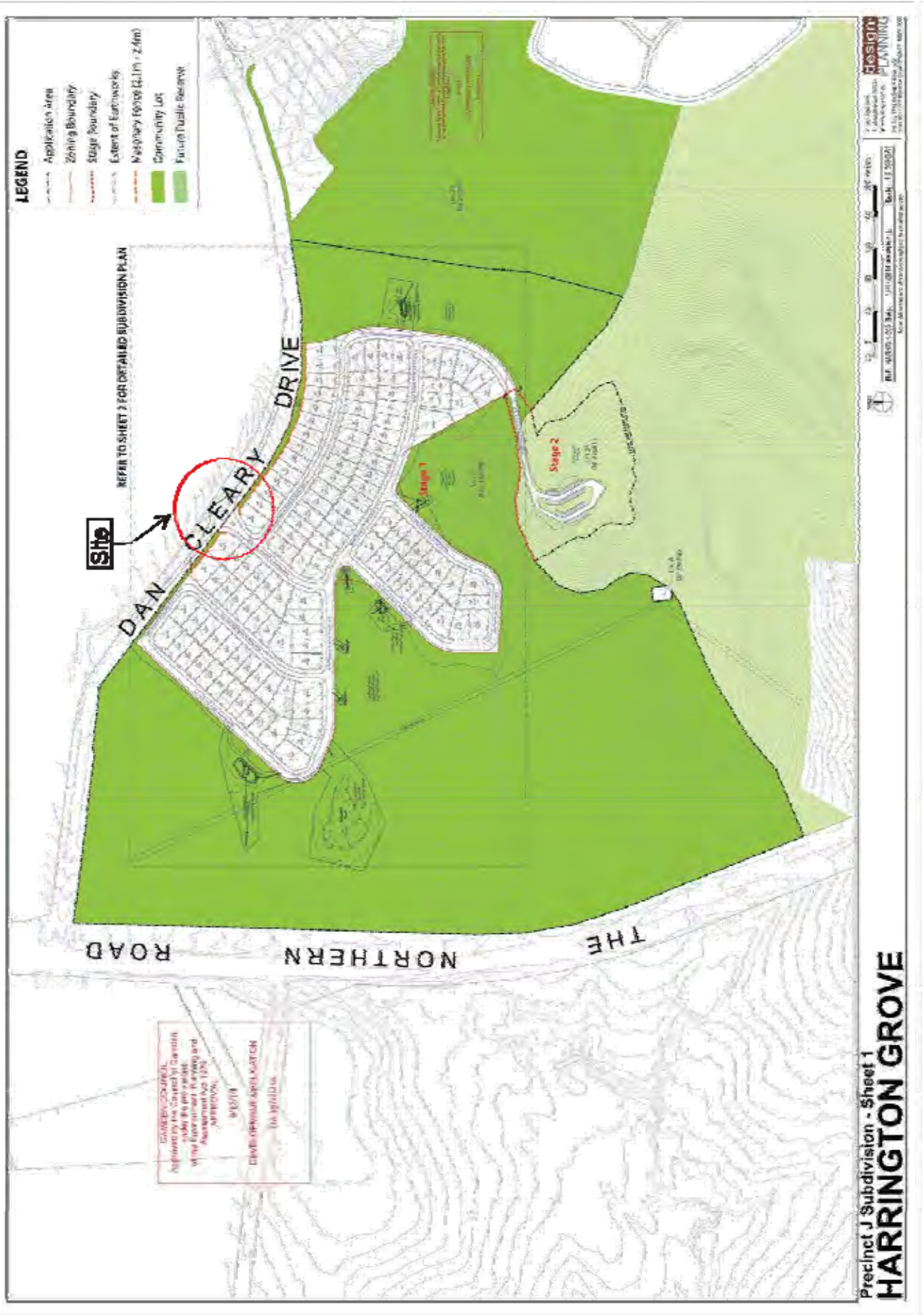
The Local Traffic Committee recommends that Council approves the regulatory signage, linemarking and devices for a roundabout on Dan Cleary Drive, Harrington Park, to service Harrington Grove Precinct J, as shown on Drawing Number L05138.025 801 REV06, subject to:

- i. The installation being completed by the applicant at its cost;
- ii. All signage being sign size A; and
- iii. Street lighting levels for devices and intersections being in accordance with Australian Standard AS/NZS 1158, subject to further Council approval of the lighting design.

ATTACHMENTS

LTC13

1. Local Traffic Committee 17 March 2015 -Attachment 1 - Dan Cleary Drive
2. Local Traffic Committee 17 March 2015 -Attachment 2 - Dan Cleary Drive



LTC13

Attachment 1



LOCAL TRAFFIC COMMITTEE

LTC14

LTC14

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

FROM: Manager Infrastructure Planning

TRIM #: 15/16523

ELECTRONIC MEETING ITEM; DATE: 21 November 2014

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the temporary suspension of on-street parking on Oxley Street, Camden.

MAIN REPORT

BreastScreen New South Wales has applied to Council to park their mobile breast screen van in Oxley Street, Camden, for a three month period from 9 January to 12 April 2015 (see **Attachment 1** and **Attachment 2**). This has been satisfactorily undertaken for a number of years and it is therefore recommended that the application be supported subject to the footpath area being kept clear to safely permit passage of pedestrians.

| Electronic Meeting Reference | Agreed recommendation of the Local Traffic Committee |
|-------------------------------------|---|
| 2015/02 | The Local Traffic Committee recommends that Council gives concurrence for the temporary suspension of five (5) 1 hour parking spaces on the east side of Oxley Street, Camden, to accommodate the BreastScreen Van, from 9 January 2015 to 12 April 2015, subject to the footpath area being kept clear to safely permit passage of pedestrians. |

This recommendation was supported unanimously by the four voting members.

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

RECOMMENDED

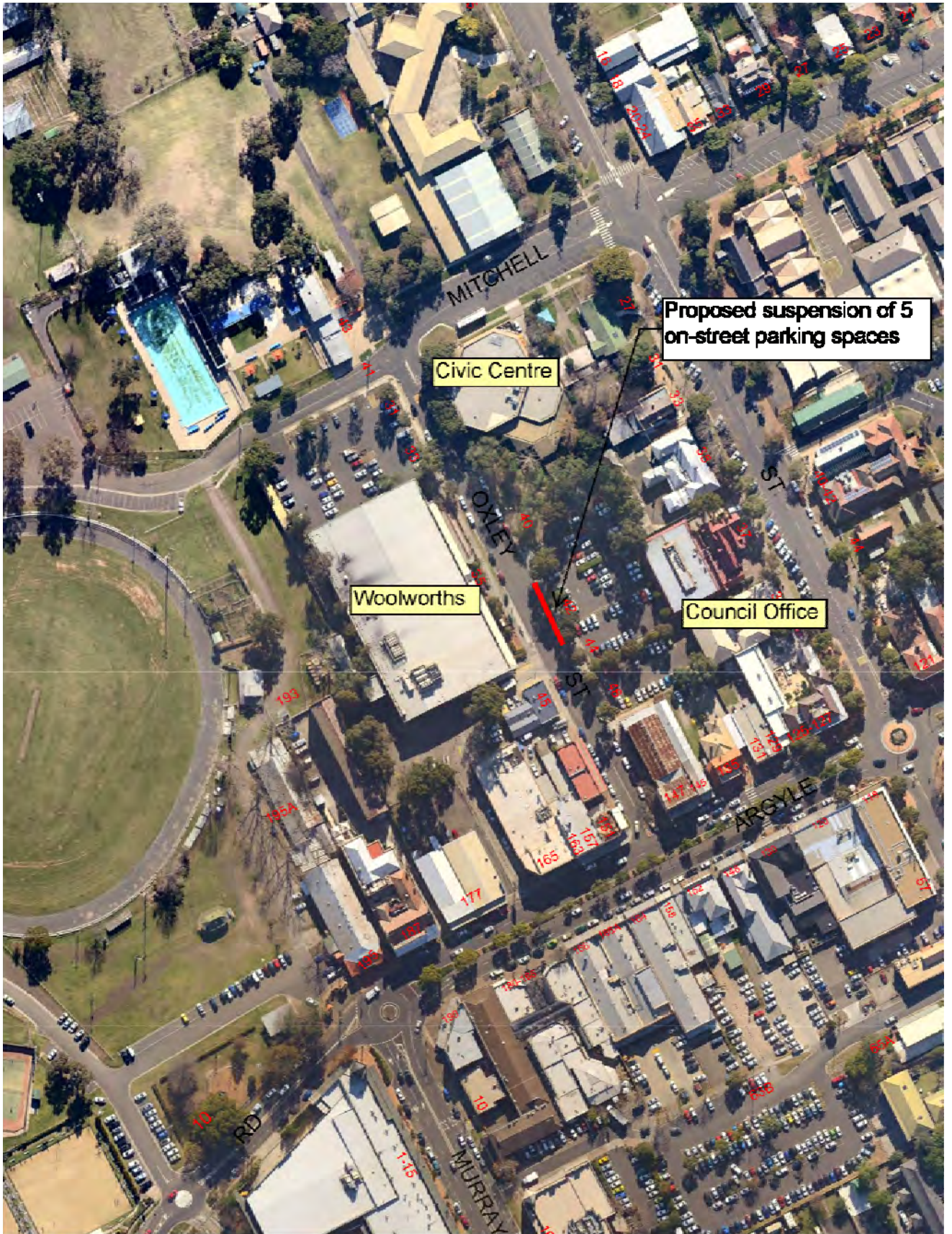
That Council receives and notes the report.

ATTACHMENTS

1. Local Traffic Committee 17 February 2015 - Attachment 1 - Oxley Street
2. Local Traffic Committee 17 February 2015 - Attachment 2 - Oxley Street

LTC14

Attachment 1



Proposed suspension of 5 on-street parking spaces

Civic Centre

Woolworths

Council Office



Scale: 1:2000



ST



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Camden Council accepts no responsibility for any errors or omissions. This map should not be reproduced.

PHOTOGRAPH OF SUBJECT SITE - GOOGLE STREETVIEW



Proposed suspension of 5 on-street parking spaces

LTC14

Attachment 2



LOCAL TRAFFIC COMMITTEE

LTC15

SUBJECT: ST JUSTIN'S CATHOLIC PRIMARY SCHOOL - PROPOSED CHANGES TO NO STOPPING RESTRICTIONS

FROM: Manager Infrastructure Planning

TRIM #: 15/39103

ELECTRONIC MEETING ITEM; DATE: 23 February 2015

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the proposed changes to No Stopping restrictions in the vicinity of St Justin's Catholic Primary School.

MAIN REPORT

A request was received from St Justin's Catholic Primary School to review the No Stopping provisions adjacent to the school on Oran Park Drive.

The School Principal reported concerns regarding parents parking along Oran Park Drive on the school side of the road, predominantly in the afternoons at school pick up time and the safety issues this presented to children and other road users. The school has requested that No Stopping provisions be installed on the road side from before the school driveway entry to extend to 30 metres after the Children's Crossing as shown in **Attachment 1**.

A site inspection was undertaken by the Community & Road Safety Officer and NSW Police, in consultation with the school Principal. Subsequent site inspections were conducted by Council's Traffic Engineer.

The request for extending the No Stopping is supported by Council and Police, with site distance issues noted at the time of the inspection, which is particularly relevant given the presence of the Children's Crossing. Cars parking in this location prevent adequate line of sight for pedestrians using the crossing. Additionally, the current road conditions, with an unformed road shoulder, it is not suitable for road side parking at this time with children being required to access vehicles from the travel lane.

Construction of a dual carriageway will be undertaken at this location through a Voluntary Planning Agreement between developers and the Department of Planning and Infrastructure in parallel with new development in the area. Kerbside restrictions will be re-assessed at that time.

| | |
|-------------------------------------|---|
| Electronic Meeting Reference | Agreed recommendation of the Local Traffic Committee |
|-------------------------------------|---|

| | |
|----------------|--|
| 2015/07 | The Local Traffic Committee recommends that Council approves, on the north side of Oran Park Drive, adjacent to St Justin's Primary School: <ul style="list-style-type: none"><li data-bbox="443 331 1375 465">i. The installation of No Stopping signage (R5-400) between the existing No Stopping restriction, 30 metres east of the school driveway, to the existing No Stopping restrictions, 15 metres west of the Children's crossing; and<li data-bbox="443 465 1375 530">ii. The extension of the 15 metres No Stopping restriction (R5-400) east of the Children's crossing to 30 metres. |
|----------------|--|

This recommendation was supported unanimously by the four voting members.

RECOMMENDED

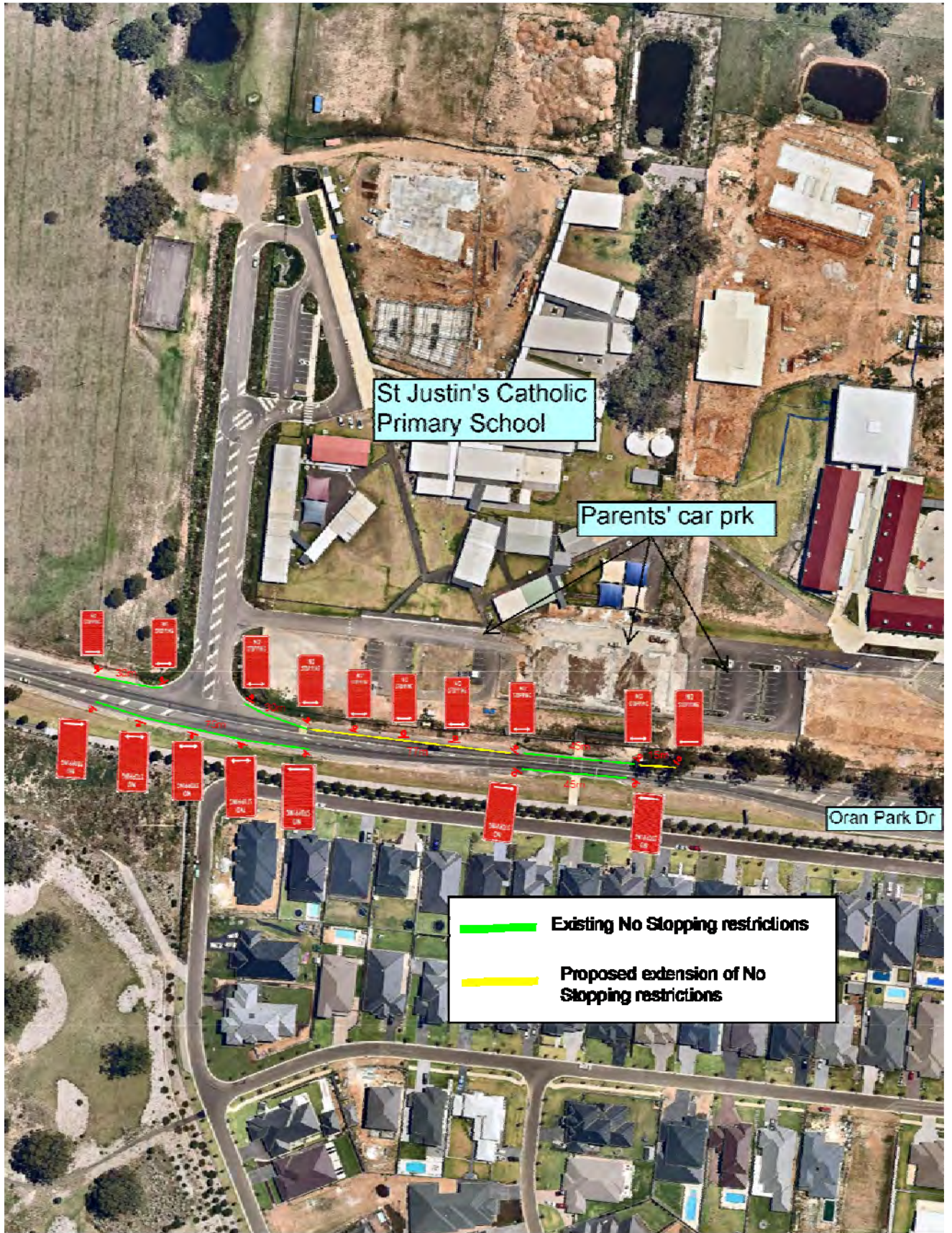
That Council receives and notes the report.

ATTACHMENTS

1. Local Traffic Committee 17 March 2015 -Attachment 1 - St Justin's

LTC15

Attachment 1



Scale: 1:2000

St Justin's Catholic Primary School proposed changes to kerbside restrictions



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LOCAL TRAFFIC COMMITTEE

LTC16

LTC16

SUBJECT: ELDESLIE PUBLIC SCHOOL - PROP OSED CHANGES TO NO STOPPING RESTRICTIONS
FROM: Manager Infrastructure Planning
TRIM #: 15/39315

ELECTRONIC MEETING ITEM; DATE: 23 February 2015

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the proposed changes to No Stopping restrictions in the vicinity of Elderslie Public School.

MAIN REPORT

As part of the School Safety Program, assessments of the kerbside parking restrictions and traffic facilities are undertaken on Lodges Road in the vicinity of Elderslie Public School and as a result, changes to the existing No Stopping restrictions has been proposed to provide more on-street parking spaces.

Site observations have revealed that some sections of No Stopping restrictions on the south side of Lodges Road between Franzman Avenue and the existing marked foot crossing, previously required for construction works, are unnecessary and can be made available for parking. As such Council is now proposing to remove 45 metres of No Stopping restrictions and replace with 30 minute parking (8.00am-9.30am & 2.30pm-4.00pm, School Days) as highlighted in **Attachment 1**.

The proposals are designed to facilitate parents dropping off and picking up their children attending the school, as well as providing more kerb side spaces. It is Council's view that the proposed changes would provide a safer and more effective means of parking and traffic control outside the school and it recommended that the proposal be supported.

| | |
|-------------------------------------|--|
| Electronic Meeting Reference | Agreed recommendation of the Local Traffic Committee |
| 2015/06 | The Local Traffic Committee recommends that Council approves, on the south side of Lodges Road between Franzman Avenue and the existing marked foot crossing: <ul style="list-style-type: none"> i. Remove 45 metres of No Stopping restrictions (R5-400); and; ii. Install 30 metres parking sign (R5-16) (8.00am-9.30am & 2.30pm-4.00pm, School Days). |

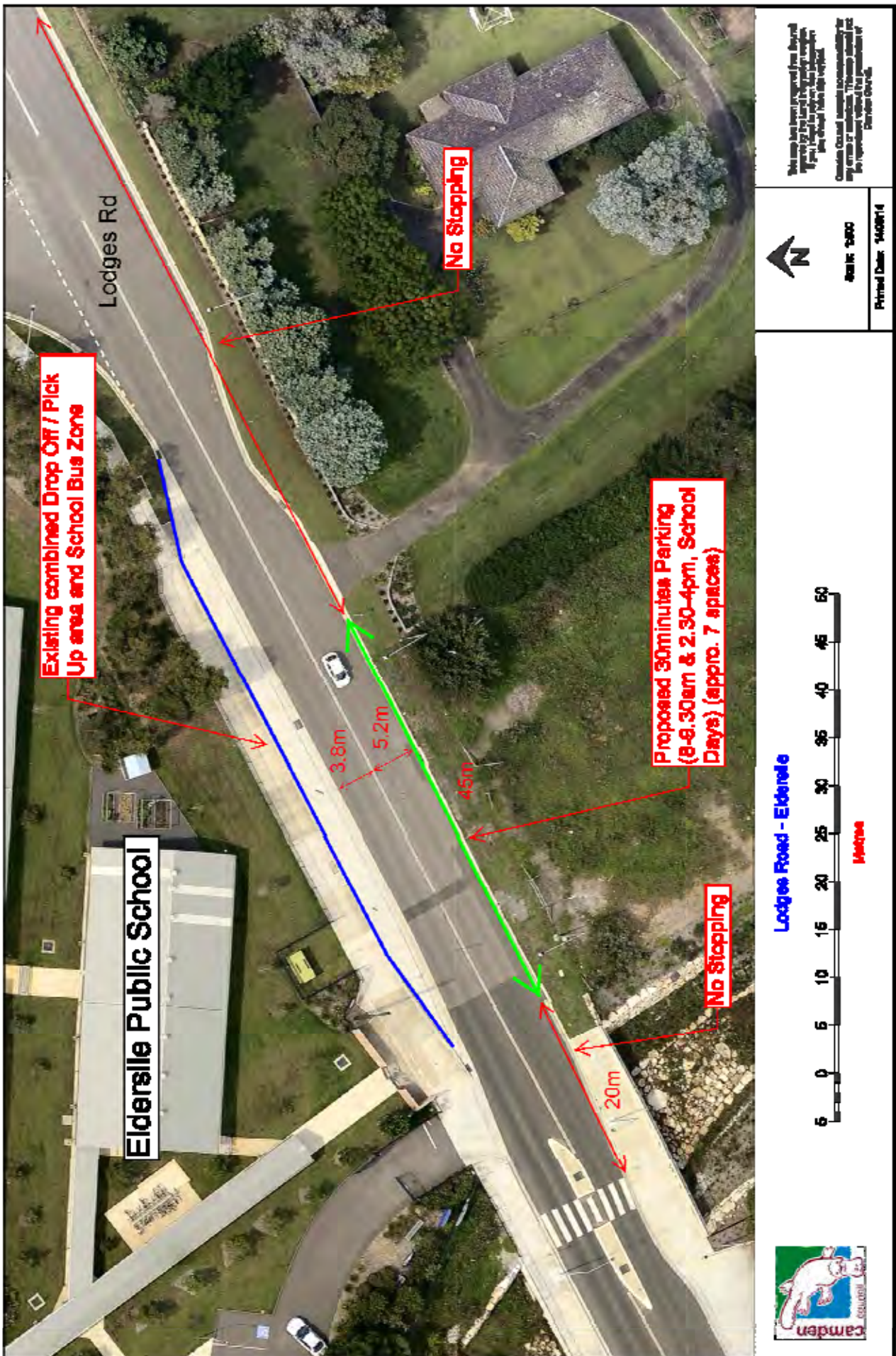
This recommendation was supported unanimously by the four voting members.

RECOMMENDED

That Council receives and notes the report.

ATTACHMENTS

1. Local Traffic Committee 17 March 2015 -Attachment 1 - Lodges Road



LTC16

Attachment 1

LTC16

Attachment 1



LOCAL TRAFFIC COMMITTEE

LTC17

LTC17

**SUBJECT: ARGYLE STREET / CAWDOR ROAD, CAMDEN - ANZAC DAY 2015,
SPECIAL EVENT TRAFFIC MANAGEMENT PLAN**

FROM: Manager Infrastructure Planning

BINDER: 14/184134

ELECTRONIC MEETING ITEM; DATE: 18 November 2014

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting to close streets in Camden CBD to commemorate the 100th anniversary of the ANZAC Day Event on Saturday 25 April 2015.

BACKGROUND

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

On 25 April 2015 marks the 100th anniversary of the ANZAC landings at Gallipoli. The Camden RSL Sub Branch has requested that consideration be given to use Camden streets to conduct the ANZAC Day Dawn Service and Street March.

The ANZAC Day Dawn Service will take place in the Bicentennial Equestrian Park (BEP) on Cawdor Road, Camden opposite Camden RSL Sub Branch.

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

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

MAIN REPORT

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

Traffic Control Plans have been prepared to ensure appropriate measures are implemented as part of the road closures (see **Attachment 1**) and traffic management (see **Attachment 2**).

1. Dawn Service

The Dawn Service is the first stage of the day's events. It is proposed to be held at the BEP on Cawdor Road, Camden, opposite the Camden RSL Sub Branch. The service will commence at 5.00am. However, to assist with setting up and crowd management the proposed road closures will need to commence at 4.30am. It is expected that Cawdor Road will be reopened to normal traffic operations by 7.00am. Proposed traffic management arrangements are detailed in the Traffic Control Plan, Drawing No. 07470J ANZAC, Sheet 1. Sheet 5 & 6 provides car parking management for the event.

In the last few years community patronage of this event has increased significantly and it is expected up to 4000 patrons will attend the Dawn Service in 2015 as it is the 100th anniversary. Given the level of interest it has generated, the request to have the road closed is considered justified. The Dawn Service falls into the Class 2 Event Category.

2. Street March

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

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

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

Proposed traffic management arrangements are detailed in the Traffic Control Plan, Drawing No. 07470J ANZAC, Sheets 2, 3 & 4. Sheet 5 & 6 provides car parking management for the event.

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

- **Traffic Control**

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

- **Public Transport**

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

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

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

Further to a Council resolution of 29 January 2013, the General Manager has agreed under Delegated Authority to waive the Special Event Transport Management Plan application fee associated with the operation of Anzac Day Events 2015.

CONCLUSION

The relevant documentation has been received by Council for the closure of roads in Camden Town Centre for the operation of ANZAC Day events. Arrangements have been planned which reflect successful arrangements of previous years to allow the safe operation of the events. It is therefore recommended that the Local Traffic Committee gives concurrence to this special event subject to conditions.

| Electronic Meeting Reference | Agreed recommendation of the Local Traffic Committee |
|-------------------------------------|---|
| 2015/01 | <p>The Local Traffic Committee recommends that Council:</p> <p>a) gives concurrence for the closure of Cawdor Road between Barsden Street and Onslow Park from 4.30am to 7.00 am on Saturday 25 April 2015, as per the certified Traffic Control Plan (Drawing No. 07470J ANZAC, Sheet 1, 5 and 6) and the associated Special Event Transport Management Plan, for the Anzac Day Dawn Service;</p> <p>(b) gives concurrence for the closure of the following roads between 10.00am and 11.30am on Saturday 25 April 2015, as per the certified Traffic Control Plan (Drawing No. 07470J ANZAC, Sheets 2, 3, 4, 5 and 6) and the associated Special Event Transport Management Plan, for the Anzac Day March:</p> <ul style="list-style-type: none"> • Cawdor Road from Barsden Street to Argyle Street; • Murray Street (northbound) from Coles car park entrance to Argyle Street; • Murray Street (southbound) from Murray Car park entrance to Argyle Street; • Argyle Street (both sides) from Cawdor Road to Hill Street; • Argyle Street (north side only) from Hill Street to Elizabeth Street; • Argyle Street (south side only) from Hill Street to View Street (10.30am to 10.40am only); • Oxley Street from Argyle Street to south of the access to the southern-most off-street carpark; |

| | |
|--|---|
| | <ul style="list-style-type: none">• Elizabeth Street from Argyle Street to Mitchell Street;• John Street from north of the access to the John/Hill Streets Carpark to south of the access to the Larkin Place Carpark; and• Hill Street (west side) from Argyle Street to north of the access to John/Hill Streets Carpark; <p>(c) concurrence of the above events subject to the following conditions:</p> <ul style="list-style-type: none">i. the Dawn Service is classified as a Class 2 event and the Street March is classified a Class 4 event, under the RMS Guide to Traffic and Transport Management for Special Events, Version 3.4;ii. traffic management arrangements shall be implemented in accordance with the approved Special Event Traffic Management Plans and associated certified Traffic Control Plans;iii. the event is controlled by NSW Police with support from RMS accredited traffic controllers;iv. the organisers providing proof of a minimum \$20 million Public Liability Insurance Policy;v. the organisers shall obtain NSW Police concurrence to the Special Event approval;vi. the organisers shall maintain access for emergency vehicles along the sections of closed road at all times;vii. temporary signage associated with the Traffic Control Plan shall be installed and removed at the end of the event at no cost to Council;viii. the event being advertised in local newspapers and on on-street signage a minimum of seven days prior to the event;ix. businesses along the closed road sections, local bus companies and Camden Wollondilly Cabs being advised of the traffic management arrangements in writing, by the organisers;x. access is facilitated for vehicles turning from Cawdor Road into the service station on the corner of Cawdor Road and Barsden Street; andxi. TMP to be forwarded to RMS. |
|--|---|

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.



LOCAL TRAFFIC COMMITTEE

LTC18

LTC18

SUBJECT: JOHN STREET, CAMDEN - SUS PENSION OF ON-STREET PARKING SPACES - SMALL BIZ BUS
FROM: Manager Infrastructure Planning
BINDER: 15/47522

ELECTRONIC MEETING ITEM; DATE: 3 February 2015

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the suspension of on-street parking spaces in John Street, Camden.

MAIN REPORT

The Small Biz Bus is a mobile information and advisory service for small business. It's part of the Small Biz Connect business advisory program, funded by the NSW Government. The Bus travels across NSW, connecting small business owners with advisors and services in their local community at no cost to them.

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

The Office of the NSW Small Business Commissioner has requested suspension of three (3) 1P parking bays on the west side of John Street, adjacent to Epicure store in 39 John Street (**Attachment 1** and **Attachment 2** show location and proposal). They wish to park a commercial RV in the spaces from 8.30am to 3.30pm on Thursday 12th March 2015.

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

| | |
|-------------------------------------|---|
| Electronic Meeting Reference | Agreed recommendation of the Local Traffic Committee |
| 2015/03 | The Local Traffic Committee recommends that Council give concurrence to suspend three (3) 1P parking bays on the west side of John Street, adjacent to Epicure store in 39 John Street, Camden on Thursday 12 March 2015, from 8.30am to 3.30pm; subject to: i. evidence of \$20M public liability insurance be provided to Council; and ii. local businesses in the vicinity of 39 John Street being notified at least 7 days in advance. |

This recommendation was supported unanimously by the four voting members.

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

RECOMMENDED

That Council receives and notes the report.

ATTACHMENTS

1. Local Traffic Committee 17 March 2015 -Attachment 1 - 39 John Street
2. Local Traffic Committee 17 March 2015 -Attachment 2 - 39 John Street



LTC18

Attachment 2



LOCAL TRAFFIC COMMITTEE

LTC19

LTC19

SUBJECT: MITCHELL STREET / LARKIN PLACE, CAMDEN - ST P AUL'S CATHOLIC PRIMARY SCHOOL FETE 2015, PROPOSED TEMPORARY SUSPENSION OF PARKING BAYS

FROM: Manager Infrastructure Planning

BINDER: 15/13674

ELECTRONIC MEETING ITEM; DATE: 12 February 2015

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the temporary suspension of parking within ten spaces in Camden CBD, to facilitate the St Paul's Catholic Primary School Fete, to be held on Saturday 16 May, 2015.

BACKGROUND

St Paul's Catholic Primary School has written to Council requesting traffic management measures to facilitate the operation of a school fete. The measures include temporarily placing barriers in parking spaces in Mitchell Street, between John and Elizabeth Street and the Larkin Place carpark.

MAIN REPORT

Council has been advised by the Parents and Friends Association of St Paul's Catholic Primary School of a planned fete at the school on Saturday 16 May, 2015. Based on the proposed restrictions, the fete does not warrant a Special Event Transport Management Plan, as the impact on the public road network is manageable without additional traffic control. The school has requested the suspension of parking bays in Mitchell Street and Larkin Place for 48 hours, to improve pedestrian safety and to facilitate the movement of heavy vehicles supplying fairground equipment to the event.

The affected parking spaces are shown in **Attachment 1**. The affected spaces are four angle parking bays on Mitchell Street (two on either side of the school entrance) and six parking spaces in Larkin Place (three on either side of the school entrance).

The temporary loss of parking provision during this event is considered to have minimal impact.

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

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

There are no financial implications. Council has agreed to supply barrier boards to assist with the parking restrictions.

CONCLUSION

Council has received a request to suspend parking bays using barrier boards, to improve pedestrian safety and also to facilitate the access of heavy vehicles supplying equipment for a fete at St Paul's Catholic Primary School on Saturday 16 May, 2015.

| | |
|-------------------------------------|--|
| Electronic Meeting Reference | Agreed recommendation of the Local Traffic Committee |
| 2015/04 | <p>The Local Traffic Committee recommends that Council gives concurrence for the suspension of parking bays in Mitchell Street and Larkin Place, Camden, from 6pm on Thursday, 14 May 2015 until 6pm on Saturday, 16 May 2015, to facilitate the St Paul's Catholic Primary School Fete, subject to:</p> <ul style="list-style-type: none"> i. the organisers providing proof of a minimum \$20 million Public Liability Insurance, noting Council as an interested party; and ii. the organisers advising suppliers and drivers of fairground vehicles accessing the school site, of the entry / exit arrangements, parking requirements and the operation of the School Bus Zone in John Street. |

This recommendation was supported unanimously by the four voting members.

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

RECOMMENDED

That Council receives and notes the report.

ATTACHMENTS

1. Local Traffic Committee 17 February 2015 - Mitchell Street





LTC20

LOCAL TRAFFIC COMMITTEE

LTC20

SUBJECT: CAWDOR ROAD / MITCHELL STREET / JOHN ST REET, CAMDEN -
CAMDEN SHOW 2015, SPECIAL EVENT TRANSPORT MANAGEMENT
PLAN
FROM: Manager Infrastructure Planning
BINDER: 15/25061

ELECTRONIC MEETING ITEM; DATE: 12 February 2015

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the proposed traffic management arrangements associated with the Camden Show, to be held on Friday 20 and Saturday 21 March 2015.

BACKGROUND

The Camden Show Society Inc. has submitted a Special Event Transport Management Plan which provides details of arrangements on how traffic will be managed during the course of the Camden Show in 2015. This includes pedestrian safety barriers and traffic control measures on Cawdor Road and Mitchell Street, Camden, similar to arrangements in recent years. The Show Society is also planning a street parade on Friday afternoon between 4.00pm and 4.30pm, instigating a part closure of John Street for that period.

MAIN REPORT

The Camden Show is programmed to take place on Friday 20 and Saturday 21 March 2015 between 6.00am and 11.30pm. The annual event takes place in Onslow Park and the Bicentennial Equestrian Park. It is anticipated the event will attract approximately 30,000 participants and visitors.

Off street parking for 1,300 vehicles has been identified within the confines of the event site. Fifty parking spaces for people with disabilities have been identified in the Oxley/Mitchell Streets Carpark.

As in previous years it is proposed to conduct a fireworks display on the Saturday evening from approximately 9.00pm to 9.30pm.

As an additional traffic control measure to previous years, the applicant has proposed to close John Street between Mitchell Street and Exeter Street. This closure is only required when there is a long queue on John Street. Marshall's will be provided at either end to enable access to the school and church sites.

The applicant has consulted representatives from the school and church advising them of the proposed arrangements. There are no other active frontages on this section of John Street.

This year, the Show Society is planning a moving street parade from 4.00pm to 4.30pm on Friday 20 March 2015. The parade will incorporate up to twelve vehicles, some of

which will be drawn by oxen and/or horses. The parade procession will be marshalled at the closed section of John Street. The route heads south along John Street, west along Argyle Street to the intersection with Murray Street, around the roundabout heading east back along Argyle Street, left on John Street, the north to finish at the section of closed road. The applicant has consulted with Busways advising them of the proposed arrangements. It is proposed that, as in previous years, the event is designated as Class 2.

A Special Event Transport Management Plan has been prepared (see **Attachment 1**) incorporating a Traffic Control Plan (DWG No. 07448E) (see **Attachment 2**) detailing the following elements:

Access and egress for the event

(Traffic Control Plan - Sheet 1)

- Exeter Street (western end) - vehicular access / egress for parking in Onslow Park and Bicentennial Equestrian Park via ticket booths;
- Cawdor Road (western side opposite the Camden RSL Club) - vehicular parking in the Bicentennial Equestrian Park;
- Cawdor Road (eastern side) - 40 metres No Stopping south of the RSL Club exit;
- Mitchell Street (west of intersection with Oxley Street) - pedestrian access / egress via turnstiles west of car park; vehicular access/egress for people with disabilities accessed through the barriers at the intersection;
- Argyle Street (opposite the end of Murray Street) - pedestrian access / egress via turnstiles set 12 metres from footpath to allow for queuing. Limited egress between 5.00 pm and 11.30 pm; and
- Cawdor Road / Onslow Park carpark roundabout - pedestrian egress after 5.00 pm.

Cawdor Road / Argyle Street

(Traffic Control Plan - Sheets 1 and 2)

Traffic control measures proposed for Cawdor Road and Argyle Street are:

- road closure of Onslow Park entrance / exit off the roundabout intersection with Cawdor Road;
- barriers and bollards to close the road and associated "Side Road Closed Ahead" and "Changed Traffic Conditions Ahead" signs;
- reallocation of the unrestricted parallel parking on the northwest side of Cawdor Road from Onslow Park roundabout to Argyle Street to No Parking "Set Down and Pick Up Area";
- reallocation of the unrestricted parallel parking on the southeast side of Cawdor Road from Onslow Park roundabout to Argyle Street to "No Stopping";
- pedestrian barriers to control pedestrian flow in the vicinity of the Cawdor Road / Argyle Street / Murray Street roundabout; and
- reallocation of 40 metres unrestricted parallel parking on the southeast side of Cawdor Road southwest of the exit from the RSL Club to "No Stopping".

Mitchell Street

(Traffic Control Plan - Sheets 1 and 3)

Traffic control measures proposed for Mitchell Street are:

- road closure between the intersection with Oxley Street and Onslow Park;
- barriers to close the road and associated "Road Closed" and "Detour" signs;
- reallocation of the angle parking bays on the north side between Oxley Street and John Street to Bus Zone from 8.00 am to 4.00 pm on Friday 20 March 2015 and No

Parking "Set Down and Pick Up Area" from 4.00pm on Friday 20 March to 12 midnight on Saturday 20 March 2015;

- traffic controllers placed at the road closure and the angle parking bays;
- reallocation of the unrestricted Oxley/Mitchell Streets Carpark to parking for people with disabilities;
- barriers between the Woolworths Carpark in the Oxley/Mitchell Streets Carpark; and
- directional signage indicating parking for people with disabilities.

John Street / Street Parade

(Traffic Control Plan - Sheets 1, 4 and 5)

Traffic control measures proposed for John Street are:

- road closure between the intersection with Mitchell Street and Exeter Street;
- barriers to close the road and associated "Road Closed" signs and local access sign;
- u-turn facility and associated No Stopping at the northern end;
- advanced warning signage indicating the closure and location of Camden Show car parking;
- traffic controller placed at the southern end of Mitchell Street to facilitate access to the Camden Uniting Church and Camden Public School;
- during the street parade, traffic controllers placed at all the side roads to prevent interference of the parade; and
- NSW Police control of the street parade.

Variable Message Signs

Four variable message signs have been proposed for the event, on Cawdor Road (west side between Sheathers Lane and Barsden Street), Argyle Street (south side between Cowpasture Bridge and Rotary Cowpasture Reserve Entrance), Macquarie Grove Road (east side between Exeter Street and Camden Airport and Old Hume Highway (west side) between Rosalie Avenue and Kelloway Avenue). The variable message signs will give prior warning of the Camden Show, parking arrangements and the street parade.

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

The Camden Show Society Inc. has paid the \$105 Special Event Transport Management Plan application fee.

CONCLUSION

The measures proposed in the Special Event Transport Management Plan, as a Class 2 event, have worked effectively in recent years to safely control pedestrian and vehicle movement during the Camden Show. It is recommended that the event, with these associated measures, is supported subject to the conditions listed below.

| | |
|-------------------------------------|---|
| Electronic Meeting Reference | Agreed recommendation of the Local Traffic Committee |
| 2015/05 | The Local Traffic Committee recommends that Council: (a) approves the following temporary measures between 5.00am and 12 midnight on Friday 20 and Saturday 21 March 2015 as |

| | |
|--|--|
| | <p>per the Special Event Transport Management Plan and the associated certified Traffic Control Plans (DWG 07448E Sheets 1 to 5) for the Camden Show 2015 and Street Parade:</p> <ol style="list-style-type: none"> i. closure of Mitchell Street from Oxley Street to Onslow Park; ii. closure of John Street between Exeter Street and Mitchell Street, except for local access; iii. reallocation of the unrestricted angle parking bays on the north side of Mitchell Street between Oxley Street and John Street to Bus Zone (8.00am to 4.00pm on Friday 20 March 2015); iv. reallocation of the unrestricted angle parking bays on the north side of Mitchell Street between Oxley Street and John Street to No Parking (4.00pm on Friday 20 March 2015 to 12 midnight on Saturday 21 March 2015); v. reallocation of all unrestricted parking spaces in the Oxley/Mitchell Streets Carpark to parking for people with disabilities; vi. reallocation of the unrestricted parallel parking on the northwest side of Cawdor Road from Onslow Park roundabout to Argyle Street to No Parking; vii. reallocation of the unrestricted parallel parking on the southeast side of Cawdor Road from Onslow Park roundabout to Argyle Street to "No Stopping"; viii. pedestrian barriers around the Cawdor Road / Argyle Street / Murray Street roundabout; ix. reallocation of 40 metres unrestricted parallel parking on the southeast side of Cawdor Road southwest of the exit from the RSL Club to "No Stopping"; x. Variable Message Signs at Cawdor Road between Sheathers Lane and Barsden Street, Argyle Street between Cowpasture Bridge and Rotary Cowpasture Reserve, Macquarie Grove Road between Exeter Street and Camden Airport and Old Hume Highway between Rosalie Avenue and Kelloway Avenue; and <p>(b) approval is subject to the following conditions:</p> <ol style="list-style-type: none"> i. the event be classified as a Class 2 event under the RTA Guide to Traffic and Transport Management for Special Events, Version 3.4; ii. traffic management arrangements be implemented in accordance with the approved Special Event Transport Management Plan and associated certified Traffic Control Plans; iii. access for emergency vehicles be maintained at all times; iv. the organisers obtain NSW Police concurrence to the Special Event approval; v. the organisers provide proof of a minimum \$20 million Public Liability Insurance Policy noting Council as an interested party; vi. temporary signage associated with the Traffic Control Plan be installed and removed at the end of the event at no cost to Council; vii. traffic management arrangements are advertised in local |
|--|--|

| | |
|--|---|
| | <p>newspapers, and on street signage a minimum of 7 days prior to the event;</p> <p>viii. businesses along the street parade route are notified in writing, a minimum of 7 days prior to the event;</p> <p>ix. emergency services (as advised by Council), local bus companies and Camden Wollondilly Cabs are notified of the traffic management arrangements, a minimum of 7 days prior to the event;</p> <p>x. a disestablishment plan for temporary signage is submitted to Council prior to the event start date; and</p> <p>xi. the organisers securing any other necessary consents as advised by Council.</p> |
|--|---|

This recommendation was supported unanimously by the four voting members.

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

RECOMMENDED

That Council receives and notes the report.

ATTACHMENTS

1. Local Traffic Committee 17 March 2015 -Attachment 1 - 2015 Camden Show
2. Local Traffic Committee 17 March 2015 -Attachment 2 - 2015 Camden Show

Special Event Transport Management Application



| Section 1 - Applicant Details | |
|-------------------------------|--------------------------|
| Event name: | Camden Show |
| Event date/s: | 20th & 21st March 2015 |
| Organisation: | Camden Show Society Inc. |
| Contact person: | Mark Honor |
| Postal address: | PO Box 43 Camden 2570 |
| Contact number: | 02 4655 8338 |
| Mobile*: | 0418 406 118 |
| Email: | mhonor@gmail.com |

* You must provide a mobile number on which you can be contacted on the day of your event

| Section 2 - Checklist | | |
|--|---|--|
| Special Event Transport Management Plan template completed and signed in Section 6. | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| Traffic Control Plan completed by an RTA accredited person? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| Attached evidence of Fire Brigade having been notified. | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| Attached evidence of Ambulance Service having been notified. | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| Attached copy of Schedule 1 Form submitted to Police. | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| Attached a copy of our Certificate of Currency for Public Liability. | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| Attached evidence of Road Occupancy License submitted to RTA (for events affecting State Roads only) | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| Other documentation supplied? (detail as appropriate) | Covering letter | |

| Section 3 - Payment | | | |
|-------------------------------|----------|-------|------|
| Fee: | Receipt: | Date: | CSO: |
| Job Number (310) 5751.150/264 | | | |

For further information: www.camden.nsw.gov.au/pages/special_events_transport.htm

LTC20

Attachment 1

Special Event Resources

Special Event Transport Management Plan Template

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

1 EVENT DETAILS

1.1 Event summary

Event Name: Camden Show
 Event Location: Camden Show Grounds & Orslow Park
 Event Date: 20th & 21st March 2015
 Event Start Time: 0900 hrs Event Finish Time: 2300 hrs
 Event Setup Start Time: 0600 hrs Event Packdown Finish Time: 2300 hrs
 Event is: off-street on-street moving on-street non-moving
 held regularly throughout the year (calendar attached)

1.2 Contact names

Event Organiser: Camden Show Society Inc.
 Phone: 02 4655 8338 Fax: 4655 9847 Mobile: 0418406118 E-mail: office@camdenshow.com
 Event Management Company (if applicable): N/A Mark Honor (Committee member)
 Phone: _____ Fax: _____ Mobile: 0418406118 E-mail: markhonor@gmail.com
 Police: _____
 Phone: _____ Fax: _____ Mobile: _____ E-mail: _____
 Council: Sophak Eng
 Phone: 02 4655 5026 Fax: 4655 5025 Mobile: _____ E-mail: Sophak.eng@Camden.nsw.gov.au
 Roads & Traffic Authority (if Class 1): N/A
 Phone: _____ Fax: _____ Mobile: _____ E-mail: _____

*Note: The Event Organiser is the person or organisation to whom state the Public Liability Insurance is taken out.

1.3 Brief description of the event (one paragraph)

Country Show over 2 days. Moving street parade on Friday in Argyle Street. Other wise contained to the show Grounds & Orslow Park.

2 RISK MANAGEMENT - TRAFFIC



2.1 Occupational Health & Safety - Traffic Control

Risk assessment plan (or plans) attached

2.2 Public Liability Insurance

Public liability insurance arranged. Certificate of currency attached

2.3 Police

Police written approval obtained

2.4 Fire Brigades and Ambulance

Fire brigades notified

Ambulance notified

3 TRAFFIC AND TRANSPORT MANAGEMENT



3.1 The route or location

Map attached

3.2 Parking

Parking organised - details attached

Parking not required

3.3 Construction, traffic calming and traffic generating developments

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

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

3.4 Trusts, authorities or Government enterprises

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

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

3.5 Impact on/of Public transport

Public transport plans created - details attached

Public transport not impacted or will not impact event

3.6 Reopening roads after moving events

This is a moving event - details attached

This is a non-moving event

3.7 Traffic management requirements unique to this event

Description of unique traffic management requirements attached

There are no unique traffic requirements for this event

3.8 Contingency plans

Contingency plans attached

3.9 **Heavy vehicle impacts**

Impacts heavy vehicles – RTA to manage

Does not impact heavy vehicles

3.10 **Special event clearways**

Special event clearways required – RTA to arrange

Special event clearways not required

4 MINIMISING IMPACT ON NON-EVENT COMMUNITY & EMERGENCY SERVICES

4.1 Access for local residents, businesses, hospitals and emergency vehicles

Plans to minimise impact on non-event community attached

This event does not impact the non-event community either on the main route (or location) or detour routes

4.2 Advertise traffic management arrangements

Road closures or restrictions - advertising medium and copy of proposed advertisements attached

No road closures or restrictions but special event clearways in place - advertising medium and copy of proposed advertisements attached

No road closures, restrictions or special event clearways - advertising not required

4.3 Special event warning signs

Special event information signs are described in the Traffic Control Plans

This event does not require special event warning signs

4.4 Permanent Variable Message Signs

Messages, locations and times attached

This event does not use permanent Variable Message Signs

4.5 Portable Variable Message Signs

The proposed messages and locations for portable VMS are attached

This event does not use portable VMS

5 PRIVACY NOTICE

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

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

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

6 APPROVAL

TMP Approved by: Mark Honor Event Organiser 5-2-15 Date

7 AUTHORISATION TO REGULATE TRAFFIC

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

Regulation of traffic authorised by: _____ Council _____ Date

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

Regulation of traffic authorised by: _____ RTA _____ Date

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

LTC20

Attachment 1

Schedule 1 Form - Notice of Intention to Hold a Public Assembly

SUMMARY OFFENCES ACT 1988 - Sec 23

To the Commissioner of Police

1. Mark Joseph Honor (name)
18 Larnach Place, Elderslie 2570 (address)
 on behalf of Camden Show Society Inc. (organisation)
 notify the Commissioner of Police that
 on the 20th day of 3rd (month) 2015 (year) it is intended to hold
 either:
 (a) a public assembly, not being a procession, of approximately
 _____ (number) persons,
 which will assemble at _____ (place)
 at approximately _____ (time),
 and disperse at approximately _____ (time).
 or
 (b) a public assembly, being a procession of approximately
1200 (number) persons or displays
 which will assemble at approximately 4 (time), and at John St, Camden
 at approximately 4 (time) the procession will commence and shall proceed
along John St, towards Argyle Street
then down Argyle Street to Murray Street
and then return to John Street
(Specify route, any stopping places and the approximate duration of any stop, and the approximate time of termination. A diagram may be attached.)

2. The purpose of the proposed assembly is to display "things"
of years ago that relates to a
country life and the Camden
Show.
"things" being animals & equipment
connected with country life.

3 The following special characteristics associated with the assembly would be useful for the Commissioner of Police to be aware of in regulating the flow of traffic or in regulating the assembly (delete out whichever is not applicable)

(a) There will be 9 to 10 (number) of vehicles and/or (number) of floats involved.
 The type and dimensions are as follows:
Horse & Carts, Old tractors
Last year included the police
Band.

(b) There will be 1 or 2 (number) of bands, musicians, entertainers, etc. which will entertain or address the assembly.

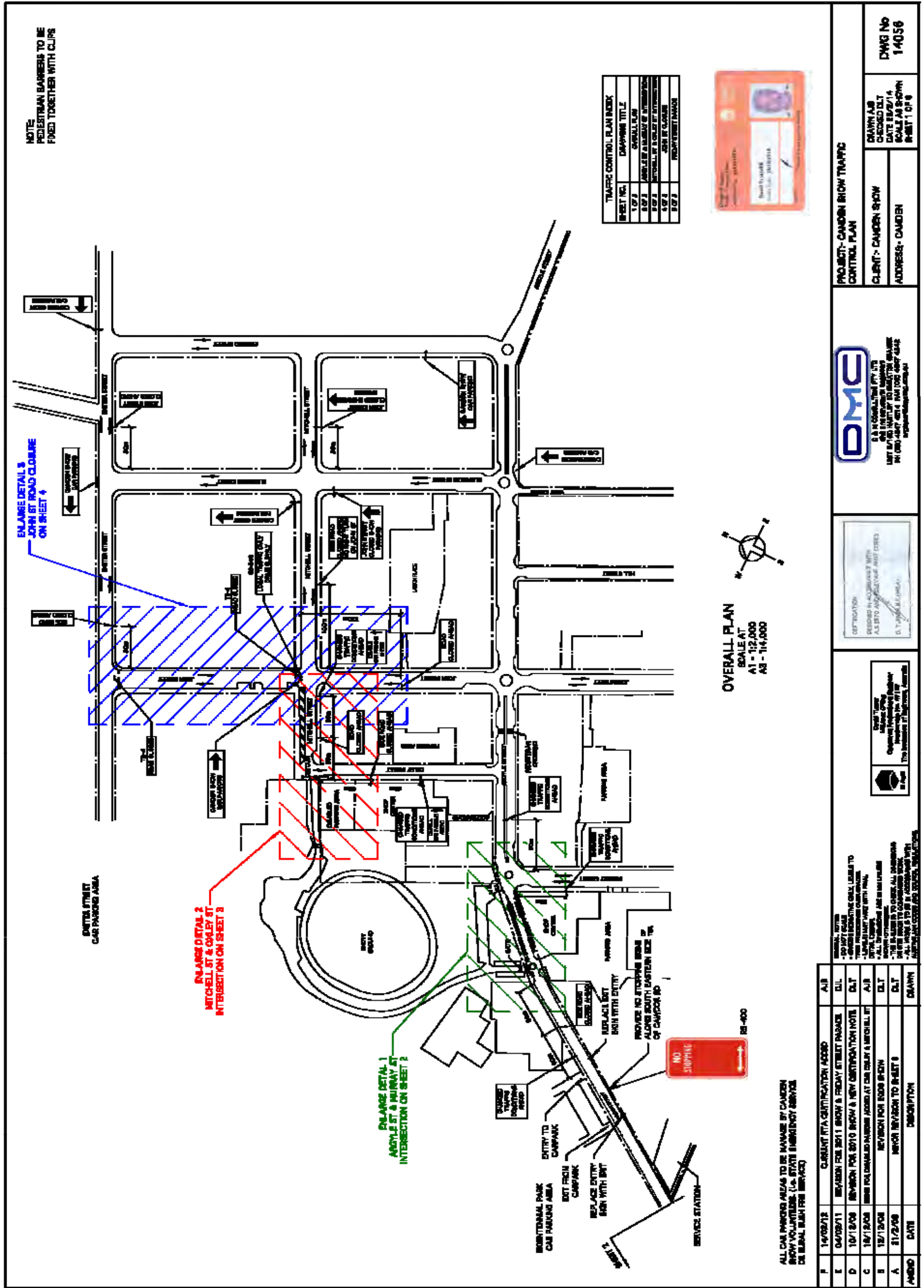
(c) The following number and type of animals will be involved in the assembly:
Horses and several Cattle

(d) Other special characteristics of the proposed assembly are as follows:
Parade will assemble in the closed
section of John Street between Guelb
& Mitchell Streets

4 I take responsibility for organising and conducting the proposed assembly.

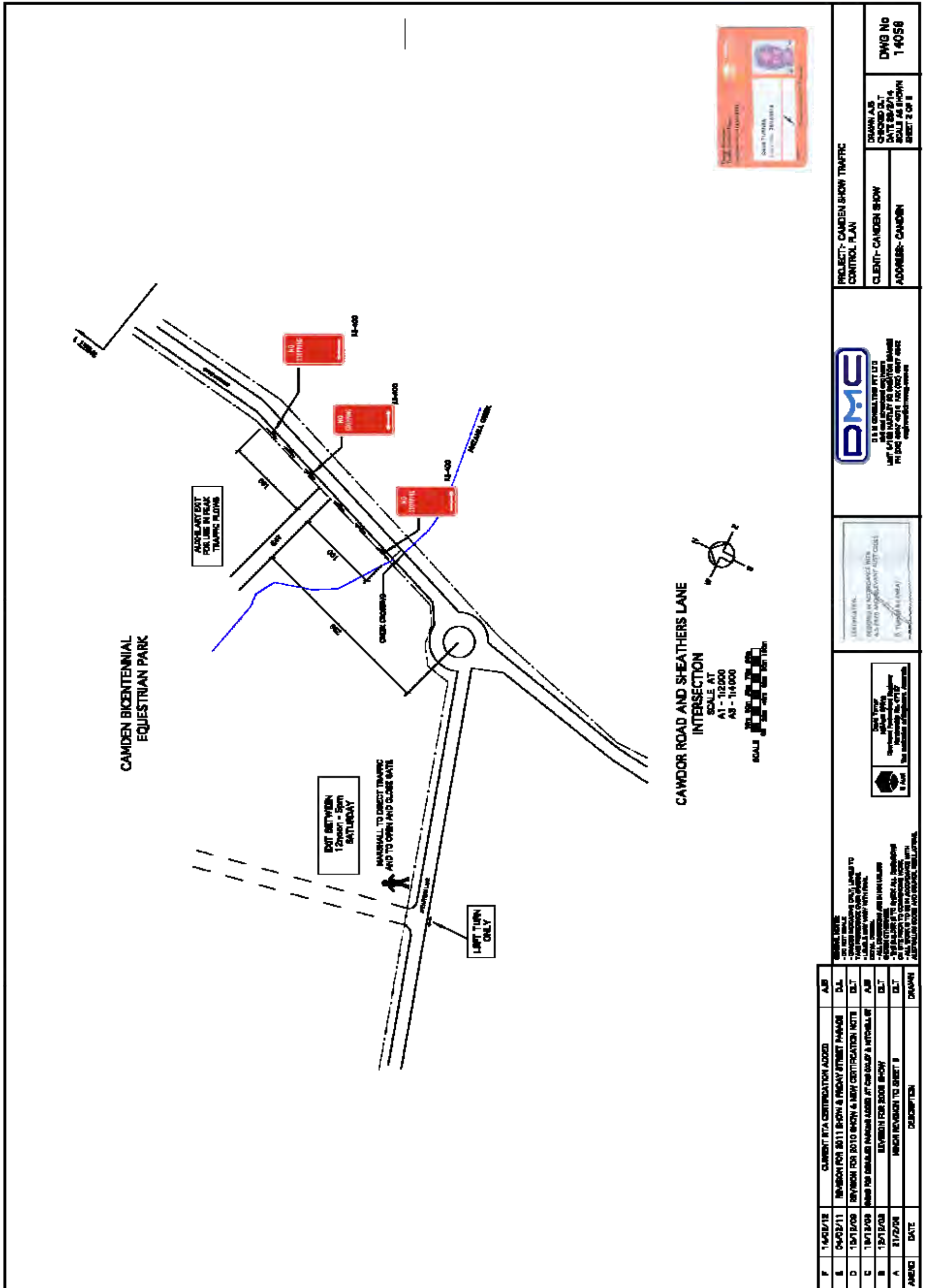
5 Notices for the purposes of the Summary Offences Act 1988 may be served upon me at the following address:
18 Larnach Place
Elderslie NSW
 Postcode: 2570
 Telephone No. 0418406118

6
 Signed [Signature]
 Capacity / title Traffic / Parking Committee Member.
 Date 5-2-2015



LTC20

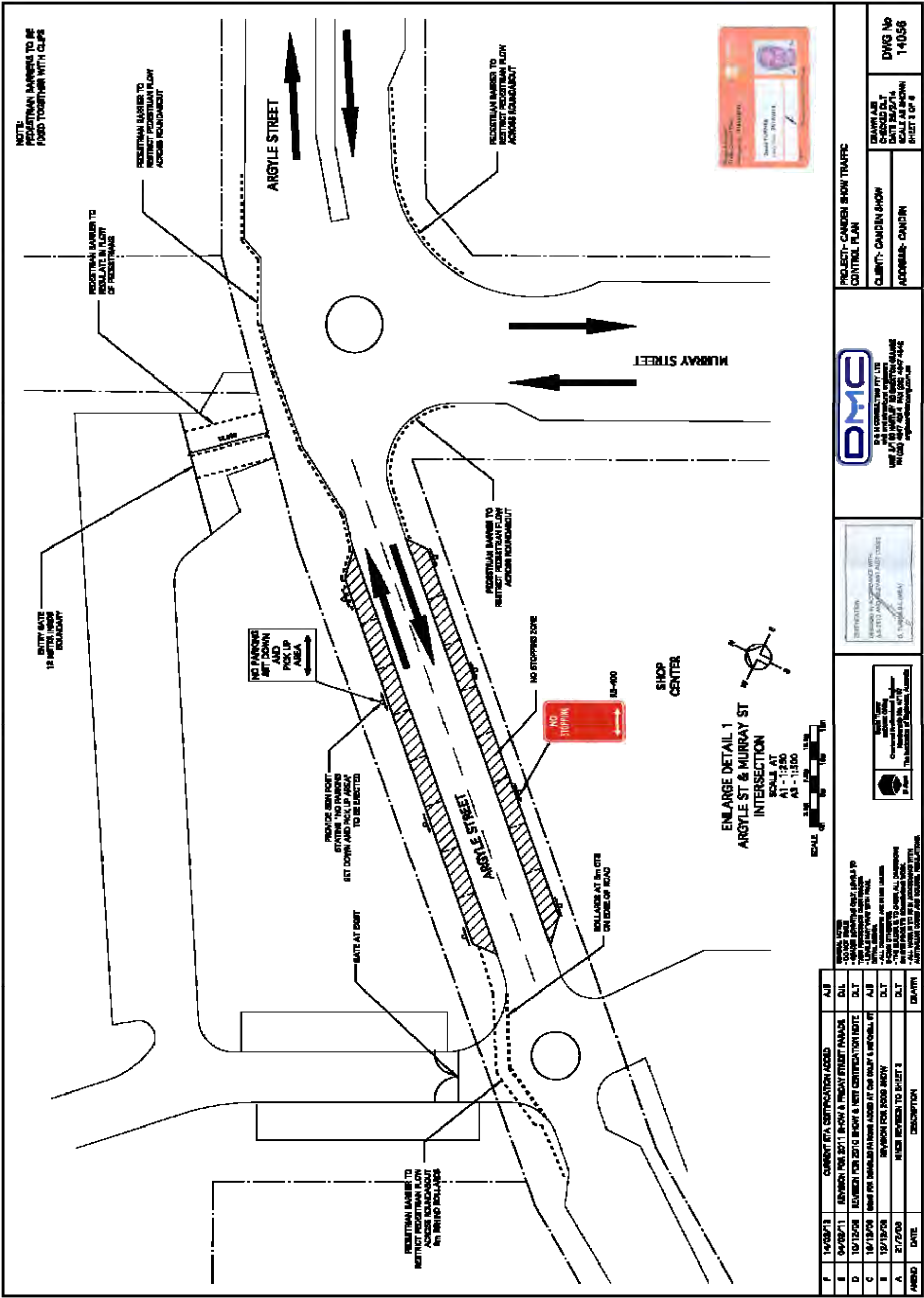
Attachment 2

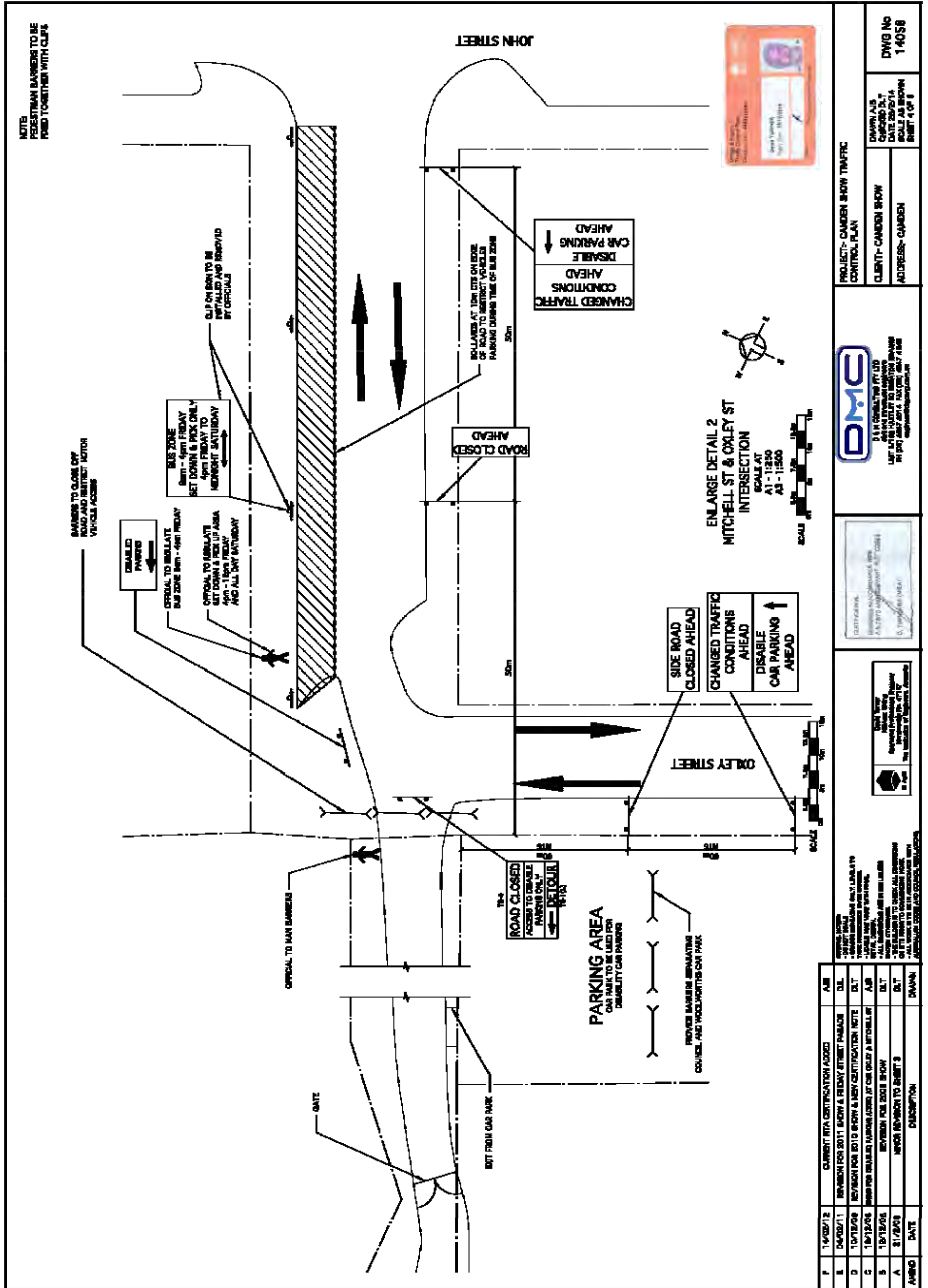


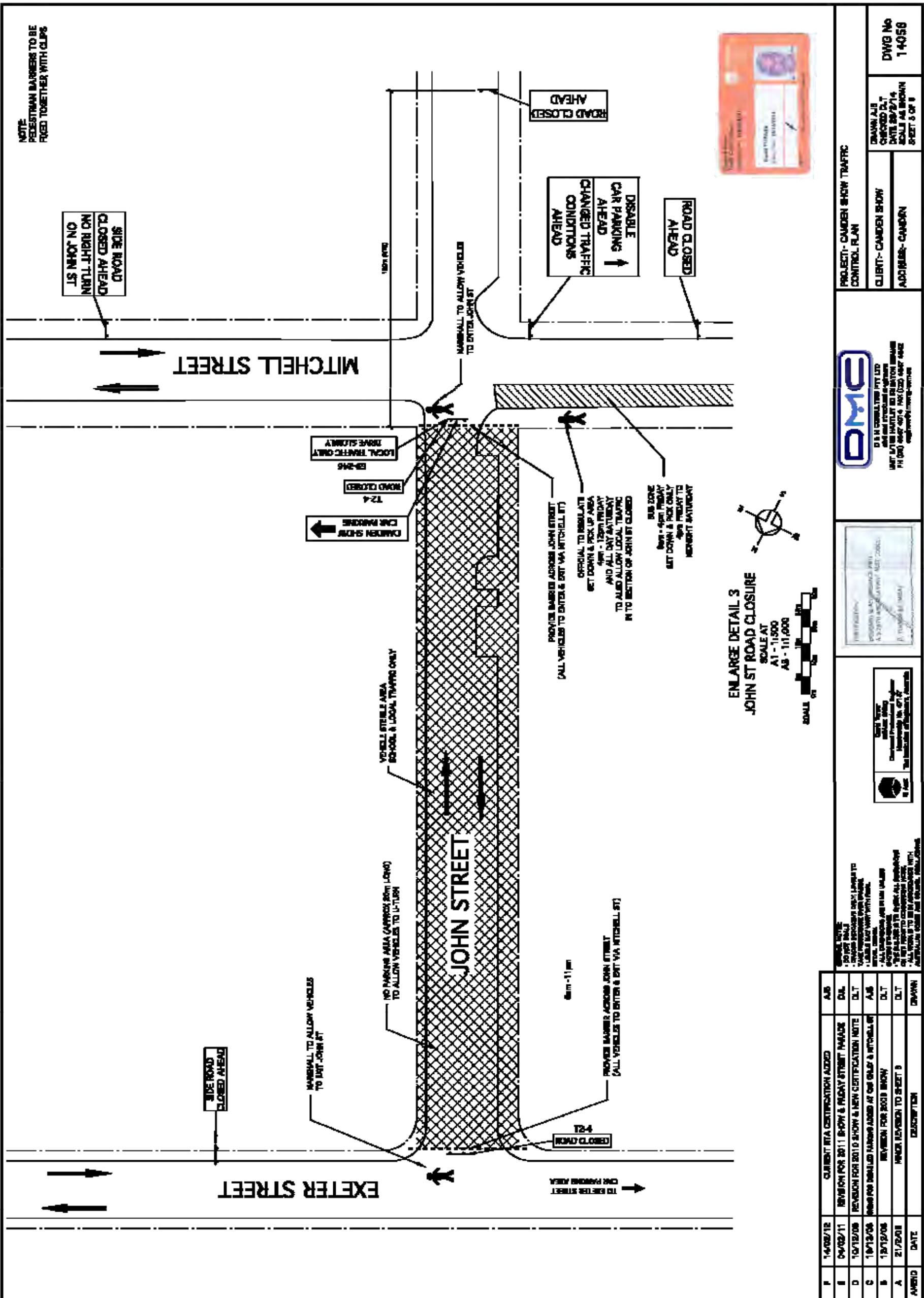
GENERAL NOTE
 - SEE NEXT SHEET
 - ALL DIMENSIONS ARE IN FEET UNLESS OTHERWISE SPECIFIED
 - ALL WORK IS TO BE IN ACCORDANCE WITH ALL APPLICABLE CODES AND REGULATIONS

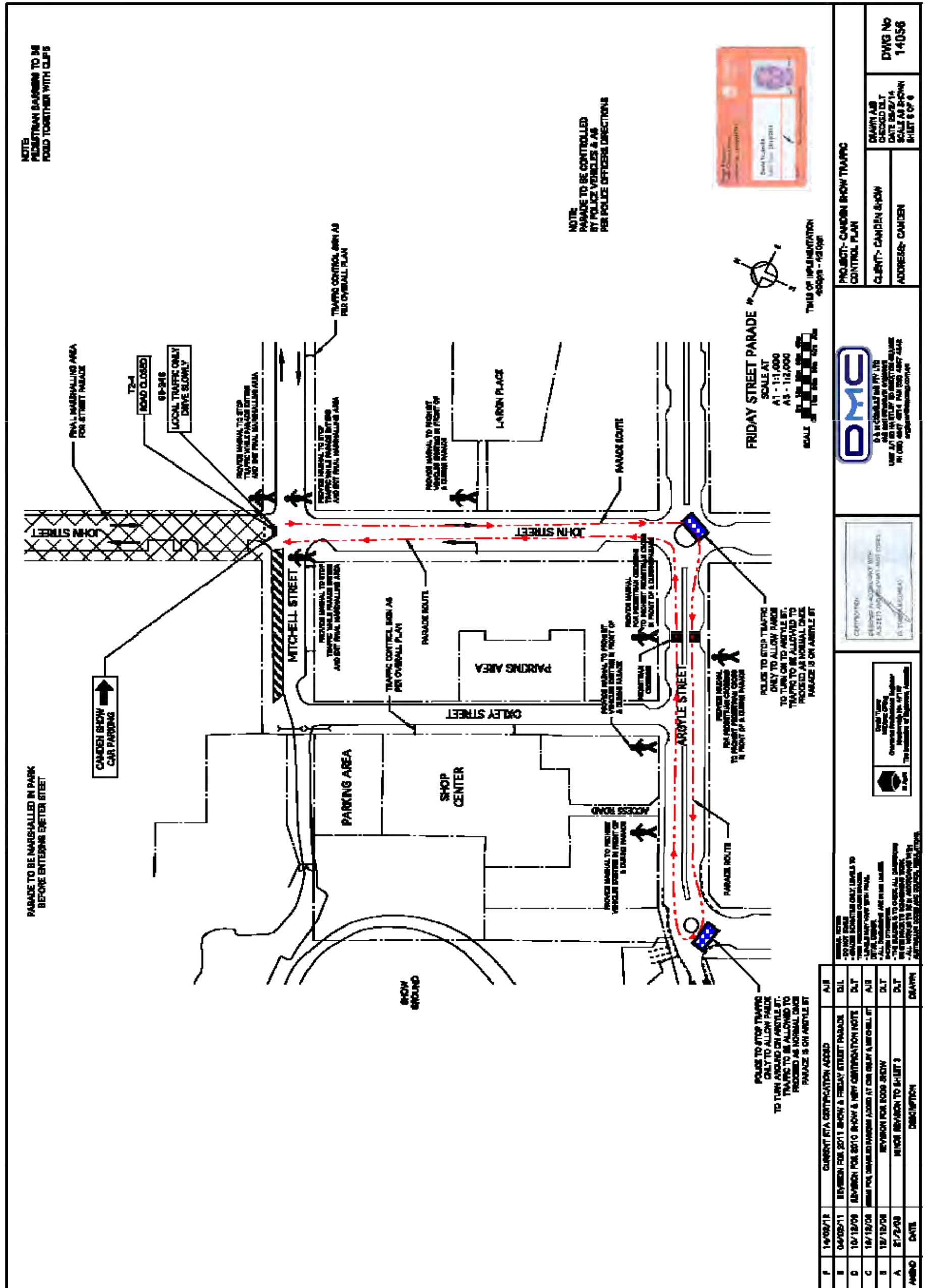
| REV | DATE | DESCRIPTION | BY |
|-----|----------|---|------|
| F | 1/4/2015 | CURRENT RTA CERTIFICATION ADDED | AJB |
| E | 04/02/11 | REVISION FOR 2011 SHOW & FRIDAY ATTEMPT PARADE | D.L. |
| D | 12/12/09 | REVISION FOR 2010 SHOW & NEW CERTIFICATION NOTS | D.L. |
| C | 12/12/09 | REVISION FOR 2010 SHOW & NEW CERTIFICATION NOTS | AJB |
| B | 12/12/09 | REVISION FOR 2009 SHOW | D.L. |
| A | 2/12/08 | REVISION TO SHEET B | D.L. |

PROJECT: CAMDEN SHOW TRAFFIC CONTROL PLAN
 CLIENT: CAMDEN SHOW
 ADDRESS: CAMDEN
 DRAWN: AJS
 CHECKED: DLT
 DATE: 08/27/14
 SCALE: AS SHOWN
 SHEET 2 OF 2
 DWG NO: 14058











LOCAL TRAFFIC COMMITTEE

LTC21

LTC21

SUBJECT: JOHN STREET, CAMDEN - SUS PENSION OF ON-STREET PARKING SPACES - COMMUNITY OUTREACH BUS

FROM: Manager Infrastructure Planning

BINDER: 15/41880

ELECTRONIC MEETING ITEM; DATE: 3 March 2015

PURPOSE OF REPORT

To document concurrence previously provided by the Local Traffic Committee through an Electronic Meeting for the suspension of on-street parking spaces in John Street, Camden.

MAIN REPORT

The NSW Trustee and Guardian has requested suspension of three (3) parking bays on the west side of John Street to the "old Police Station" in John Street, Camden (**Attachment 1**). They wish to park a Community Outreach Bus in the spaces from 8am to 4pm on Friday 13 March 2015. The vehicle travels across NSW providing free information on future planning, such as Wills etc for the general public. Evidence has been provided of \$20M public liability insurance.

Council satisfied with the location from a road safety perspective and it is recommended that the Local Traffic Committee give concurrence subject to the affected property being notified at least 7 days in advance.

| Electronic Meeting Reference | Agreed recommendation of the Local Traffic Committee |
|-------------------------------------|--|
| 2015/08 | The Local Traffic Committee recommends that Council give concurrence to suspend three (3) parking bays on the west side of John Street, to the "old Police Station" in John Street, Camden on Friday 13 March 2015 from 8am to 4pm. |

This recommendation was supported unanimously by the four voting members.

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

RECOMMENDED

That Council receives and notes the report.

ATTACHMENTS

1. Local Traffic Committee 17 March 2015 - Attachment 1- John Street

LTC21

Attachment 1



JOHN STREET - CAMDEN



This map has been prepared from Council records by the best available means. It is intended to give you the information you need to make a decision.

Members should be aware that the Council is not responsible for any errors or omissions. It is recommended that you consult the Council's records for more information.



LTC21

Attachment 1



LOCAL TRAFFIC COMMITTEE

LTC22

LTC22

SUBJECT: LOCAL BEHAVIOURAL CAMPAIGNS
FROM: Manager Infrastructure Planning
TRIM #: 15/9138

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 (CRSAP) 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.

Below is an outline of progress of projects being implemented in the 2014/15 financial year.

MAIN REPORT

| Project | Target Issue | Current Status |
|---------------------------------------|--|---|
| RBT Plan B Campaign | Drink Driving <i>To educate & inform the community about the dangers of drink driving, to influence responsible road safety behaviour, and to work with Camden LAC to reduce the incidence of drink driving.</i> | CRSO continues to work with Camden Highway Patrol and the Camden Liquor Accord on coordinated approaches to reduce 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. An advertising campaign to coincide with the Christmas and New Year period was conducted with support from the RMS. Breath testers were installed at selected venues in the Camden LGA supported with campaign posters and coasters to increase message cut through. |
| 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 highway policing, drug and alcohol</i> | The program has been successfully held at all four targets schools in the Camden LGA. The last session at Mount Annan High School introduced a new speaker who is the victim of road trauma, resulting in them now being in a wheelchair. Feedback from evaluations has been extremely positive. A final evaluation meeting was held on 18 February with the aim of program improvement as appropriate. Scheduling |

| Project | Target Issue | Current Status |
|---------------------------|--|--|
| | <i>impairment, licensing and heavy vehicle awareness</i> | of dates for the 2015 year commenced in March 2015. |
| 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. A formal rollout of the program was conducted at Narellan Vale Public School in the week commencing 2 February 2015, Oran Park Public School in the week commencing 23 February 2015 and Mount Annan Public School in the week commencing 3 March 2015. Other engineering and road safety issues will be investigated and actioned as they arise, and is appropriate. |
| 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 ads are still in place at identified sites throughout the LGA where the 50 km/hr general urban speed limit applies. CRSO is continuing to work with Camden LAC Highway Patrol to address speed complaints from residents. CRSO continues to forward any resident speed or traffic complaints to Camden LAC Traffic Services and HWP for investigation as necessary. A joint Speed program is being undertaken with Campbelltown City Council. An advertising campaign ran in December 2015. Additionally, Council is currently investigating options regarding VMS trailers, with the possibility of local road placement on streets with identified speeding issues, with a view to reducing issues. These streets will be selected in consultation with Camden Highway Patrol and based on speed counts and resident complaints. |
| 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> | The last child restraint fitting and checking day was held on 12 March 2015. This event was promoted to the community through Let's Connect and was fully booked, with over 25 vehicles having their child restraints fitted and/or checked. The next child restraint fitting and checking day is scheduled to be held on 4 June 2015. |

| Project | Target Issue | Current Status |
|---|---|---|
| Graduated Licensing Scheme Workshops (GLS) | Parents and supervisors of learner drivers <i>Educational workshops for parents and supervisors of learner drivers, delivered to assist awareness and knowledge of the graduated licensing scheme.</i> | The next workshop is scheduled to be held in April 2015. This event will be promoted through schools and at the Drives for Learners in Macarthur – Log Book Run events. |
| Log Book Run (LBR) – Drives for Learners In Macarthur | Young drivers <i>Increase on road experience obtained by learner drivers and disseminate road safety messages and resources</i> | The last Day Log Book Run event was held on Sunday 8 March 2015. This event can accommodate up to 50 learner drivers and was fully booked. The event was promoted through Let's Connect, newspaper advertising and banner placement. The Dusk Log Book Run is scheduled to be held on 14 May 2015 and the next Day Log Book Run is scheduled to be held on Sunday 14 June 2015. |
| Community Safety Plan | General community safety <i>Identify and introduce community safety programs and initiatives in the Camden LGA as appropriate.</i> | CRSO continues to work on identifying and implementing community safety programs, audits and works as appropriate. CRSO continues to work with the Camden Police Crime Prevention Officer to monitor and address community safety issues as they arise. No major issues of note since the last report. |
| Park Smart | Community safety, Steal from Motor Vehicle offences | Scheduling has been undertaken for the 2015 rollout of the program. Car parks in the Camden CBD and Oran Park Town Centre are being targeted throughout January, February and March 2015 in partnership with Camden LAC – Crime Prevention Officer. |
| 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 anti social behaviour.</i> | CRSO continues to work through the Camden Liquor Accord to implement and address community and road safety issues related to alcohol consumption. The last Camden Liquor Accord meeting was held on 17 February 2015. |

| Project | Target Issue | Current Status |
|-------------------------------|---|--|
| Bike Safety Awareness Program | <p>Bike safety</p> <p><i>To promote safe cycling. An in-school bike safety education program aimed to teach best safety practices when riding a bicycle.</i></p> | <p>Evaluation is currently being undertaken to determine the sustainability of a Council run Bike Safety Awareness Program and what funding would be required.</p> <p>Options such as outsourcing the event to the CARES facility at Campbelltown are currently being considered. It is anticipated that a pilot would be held determining the viability of outsourcing this program.</p> |
| Seniors Safety Morning Teas | <p>Seniors Safety – Pedestrian safety</p> <p><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></p> | <p>Programming is currently underway for 2015 with the first held on 25 February with St Clare's Over 55's. To date, the following bookings have been made:</p> <p>10 April – Camden Baptist 23 June – Camden Community Connections</p> |
| Graffiti Education | <p>Graffiti prevention, community safety, young people</p> <p><i>To assist in the reduction of graffiti offences through early intervention education</i></p> | <p>This program was piloted in the 2013/14 financial year and evaluations have shown that it was well received and had an impact on participants. The program was made available to all high schools in the Camden LGA with only 2 schools not taking part. The program will again be offered to all high schools with a view to 100% take up. The program targets Year 8 students and is designed to deter young people from getting involved in graffiti vandalism. Delivery dates are currently being organised for 2015.</p> |



| Project | Target Issue | Current Status |
|---------------------------|---|--|
| 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> | <p>Previously, driving offenders from the Camden LGA were required to attend the Traffic Offenders Program at Minto PCYC, as no local program was in operation.</p> <p>A new program, named the “Smart Driving Program” was launched in October 2014, taking in the Camden, Picton and Wingecarribee court circuit, giving driving offenders from the Camden LGA an opportunity to attend a local program. The CRSO presents the “Low Risk Driving” session at this event. The program is held monthly, and the CRSO has delivered a session once per month since October. Upcoming SMART program dates are 21 February, 21 March and 18 April 2015.</p> <p>Additionally, the PCYC launched a new Traffic Offenders Intervention Program on 31 January 2015, supported by Council’s CRSO. This program is being held at Narellan Public School community hall, until such time as the PCYC has a permanent facility in the Camden LGA.</p> |

FINANCIAL AND ASSET MANAGEMENT IMPLICATIONS

Program funding has been allocated in 2014/15 through Roads and Maritime Services grant funding (\$10,500 excluding GST) and Council funding (\$17,900 excluding GST) as resolved at the meeting of Ordinary Council on 23 September 2014. Further funding is available for the Graffiti Education Program.

RECOMMENDED

That Council receives and notes the Local Behavioural Campaigns report for March 2015.

LOCAL TRAFFIC COMMITTEE

LTC23

SUBJECT: PERMANENT ITEMS
FROM: Manager Infrastructure Planning
BINDER: 15/9140

(i) Bike Plan

The Cycling Advisory Group meeting scheduled for 6 November 2014 was postponed and consultation is underway with interested people seeking to increase attendance of the group.

Council installed bike racks in Camden Town Farm in November 2014.

Council resolved to accept RMS funding and allocate match funding at on 23 September 2014 to install a bicycle refuge island on Richardson Road. Design of the facility is underway.

Council has been advised on 6 March 2015 of a successful grant submission to the RMS Active Transport Program for 2015/16 for funding to support a review of the current Bike Plan.

(ii) Pedestrian Access and Mobility Plan (PAMP)

Camden Council's PAMP was adopted at the Council Meeting of 24 June 2014. A works schedule has commenced for this financial year, focussing on construction of footpaths identified as Priority 1. Completed paths in 2014/15 to date are (servicing the facility shown in brackets):

- Moore Place, Currans Hill (Currans Hill Public School)
- Stewart Street, Harrington Park (Struggletown / Narellan CBD)
- Albury Court, Harrington Park (Struggletown / Narellan CBD)
- Slade Street, Narellan (Narellan CBD)
- Old Hume Highway, Camden (vicinity of Ironbark Ave)
- Weeks Place, Narellan Vale (Elizabeth Macarthur High School)
- Harrington Street, Elderslie (Elderslie High School)
- Waterworth Drive / Welling Drive, Mount Annan (Birriwa Reserve / Mount Annan CBD)
- Merriman Close, Elderslie (Mawarra Public School)

Council resolved to accept RMS funding and allocate match funding on 23 September 2014 to install a pedestrian refuge island on Welling Drive. Design of the facility is complete and installation is programmed for the Easter holidays.

Council has been advised on 6 March 2015 of successful grant applications to the RMS Active Transport Program for 2015/16 for the following pedestrian projects:

- Narellan CBD Public Domain Plan
- Paddy Millar Avenue Pedestrian Refuge (Currans Hill)
- Hartley Road Pedestrian Refuge (Smeaton Grange)

The following application has not received funding from the Active Transport Program:

- Stenhouse Drive Pedestrian Crossing Upgrade (Mount Annan)

(iii) Black Spot Identification/Evaluation/Treatment

Council resolved to accept Federal and RMS funding to progress the following projects in 2014/15:

- Road shoulder works in Cut Hill Road and Coates Park Road, Cobbitty. Works are nearly complete.
- Road shoulder works on Raby Road, Catherine Field. Works are programmed to commence in March 2015

Council submitted three final applications for Black Spot Program funding for the 2015/16 financial year as follows:

- Argyle Street Signalised Pedestrian Crossing (Camden)
- Elizabeth Street / Mitchell Street intersection – roundabout (Camden)
- Allenby Road – shoulder improvements, enhanced signage and linemarking (Rossmore)

An application for Holdsworth Drive, Mount Annan - north of Main Street - was withdrawn by Council since the RMS advised that this application did not meet the eligibility criteria for the 2015/2016 program.

RMS has advised that the Argyle Street Crossing projects will not be funded through the Black Spot Program as it has been funded through the Western Sydney Infrastructure Program Local Roads Package.

(iv) Upcoming Major Works/Events

| Location | Date (s) | Major Works / Event |
|---|----------------------------------|---|
| Closure of Dan Cleary Drive between The Northern Road and Oran Park Drive | January 2015 to April 2015 | Closure of Dan Cleary Drive to allow full upgrade of the road in conjunction with adjacent subdivision works. |
| Closure of Richardson Road between Corder Drive and Spring Road | Mid October 2014 – Mid June 2015 | Culvert replacement. Significant delay due to unforeseen ground conditions |
| Closure of streets within Camden CBD | 20 & 21 March 2015 | Camden Show |
| Closure of streets within Camden CBD | 25 April 2015 | ANZAC Day |
| Closure of Springs Road between Macarthur Road and Spring Farm Drive | TBC | Springs Road reconstruction |

RECOMMENDED

That items (i) to (iv) be noted.